

## Bridlington Trip.

On the 3rd of June Lindsay U3A was due to go by coach to Bridlington for a trip onboard the Yorkshire Bell. We were booked for a trip to the sea bird breeding reserve at Bempton Cliffs. We were all hoping to see puffins in their natural environment. Then onto the Bridlington Lifeboat station.

However the best laid plans of men don't always allow for our summer.

The boat trip was cancelled on the day because of the sea conditions. We would have been fine from Bridlington to Bempton, but the journey back around Flamborough head would have been very wet and unpleasant, so Sam the owner of the Yorkshire Bell cancelled the day's sailings.

Malcolm and Rosey decided we would stop at Beverly for a couple of hours and then proceed to Bridlington as the lifeboat station visit was still on.

Obviously a great many of us were disappointed to learn the boat trip was cancelled, however Beverly was really nice. For those of us who hadn't seen Beverly it really opened our eyes, it was really pleasant. The architecture group are going to organise a visit next year. We could visit the Minster and it was lovely to walk through the shops of Beverly and see so many small independent shops open and seeming to be doing well. Most of us took the opportunity for a coffee and cake before we moved on.

Finally our coach dropped us at Bridlington front. Most people opted for lunch. Some went to Pier 6 for fabulous fish and chips. Then for a walk around. The museum of fishing was very good. Then on to our 3:30 appointment at Bridlington Lifeboat house.

The boathouse was described to us as a statement building and, it certainly is. It is on the front just raised from the beach and contains crew room, training room, changing room and the boat house for the D class Inshore lifeboat and launching tractor as well as the tractor for the all weather Shannon class lifeboat and its mobile slipway system. Sensibly they have the same engines meaning the RNLI has to carry less spares. Though the boat and tractor engines are set up to produce different power settings.

The boats are designed and built by the RNLI. The mobile slipway system is co-designed by the RNLI and a company called Supa-Cat and built by Supa-Cat.

The guide was very knowledgeable and informative. The boat is called Antony Patrick Jones ON1329. This means it is 13 Metres long and the 29th of its class.

The system is designed so that the slip is driven into the sea by the tractor, a hydraulic ram tilts the boat and it launches. It is powered and steered by two water jets. For recovery it is hauled back on to the mobile slipway and then the hydraulics lift it and turn it into position for the next launch. We were shown a video of this happening and then treated to tea or coffee with biscuits and cake.

Most people visited the shop and purchased a souvenir before boarding the coach for the trip back to Welton.

Despite the cancellation of the boat trip to Bempton we had a very enjoyable day out. Many people took the trouble to say how much they enjoyed it and how informative the day was.

Alan Barnes.