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Spring  
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The *Lifeboat* is published four times a year and is sent free to RNLI members and Governors. The next issue will be summer 2006 and will appear in July 2006.

For advertising and full details of whom to contact about the *Lifeboat*, membership and any other RNLI matters, see page 5.

Front cover: The inshore lifeboat crew at St Agnes, Cornwall, saved the life of 12-year-old Chy Start-Walter after she and a family friend were swept into a cave while surfing. Pictured from left are Helmsman Rory Bushe, Chy, her mother Sharon, Senior Helmsman Gavin Forehead and (front) Crew Member James Watkins. See pages 2 and 20 for full details of the Silver Medal rescue. Photo: Geoff Hichens



Train one, save many  
Page 6



Getting to the finish line safely  
Page 15



Lifesaving down under  
Page 27



Shoreworks past and present  
Page 40

## Letters and membership

2

Including a helmsman's 'thank you'

## Feature: From rookie to rescuer

6

The next episode in the crew training story

## News

12

Including the RNLI's busiest year, and rowing the Atlantic

## RNLI rescue map

17

All the RNLI's lifeboat stations and lifeguard areas

## RNLI in action

19

Including Silver and Bronze RNLI Medals for Gallantry

## Listings

Centre

The latest launch statistics

## Fundraising

29

Including RNLI SOS day and a focus on legacies

## Lifeboat Lottery

35

Lifesaving luck?

## Peep into the past

37

A dip into 100 years of the *Lifeboat*

## Feature: The house that Vic built

40

Oral history from an RNLI craftsman

## Books

45

Nautical tales – almost all true



Train one, save many

# Letters

All letters featured here relate to the Inshore Lifeboat Centre (ILC) in Cowes, Isle of Wight, where all RNLI inshore lifeboats are built and maintained, as featured in the winter 2005/06 issue of *the Lifeboat*

Our cover features Helmsman Gavin Forehead and crew with the 12-year-old girl they saved and her mother. Here, Gavin writes to the ILC about the lifeboat he helmed in the rescue. For full details of the rescue itself, which brought an RNLI Silver Medal for Gallantry, see page 20.



Dear Glyn

I am writing to you with regard to the recent service that I carried out in St Agnes's new lifeboat. I have been on the crew at St Agnes for 11 years and spent a lot of time in heavy swell and seas off my coast. The original D class was a fantastic boat and performed brilliantly in all conditions in surf and offshore. But when we received the new IB1-type D class boat and I first put it into heavy surf and offshore swell I was amazed how much improvement you had gained.

Its pick-up speed and manoeuvring capabilities are outstanding. The creation of the equipment pod adds weight to the bow, which means it will comfortably force its way through the surf and run into strong winds. Having a 50hp outboard engine gives more speed and control when needed. In particular, its speed astern is something that certainly helped save the lives of the people within the cave at Chapel Porth.

When I came out of the cave with five people on board I was able to continue making comfortable progress in the surf [despite the greater weight]. As I headed for deeper water I was faced by a 3m barrelling wave. I turned to outrun it and to gain speed to punch through it – the engine gave me the edge I needed. If it had not been for the new boat it could have been a very different scenario as we were right up against a 50m cliff face with no other safe exit.

Please thank everyone involved in the IB1. Without that brilliant piece of kit I could not have done what I needed to.

Many thanks

Gavin Forehead, St Agnes lifeboat station

Dear Gavin

Thank you for your letter. I have copied it to all staff at the ILC who build and maintain D class lifeboats and equipment.

We are all very proud of what we produce at the ILC but even prouder of our crews. The feedback you have given is the best motivation for us to maintain our high standards and to strive to improve them.

Thank you for taking the trouble to write this very special letter. Keep up the great work you do.

Yours sincerely

Glyn Ellis, Operations Manager ILC



The IB1-type D class inshore lifeboat *Blue Peter IV* brings her crew safely home. She was memorably named by *Blue Peter*'s Konnie Huq at the London Boat Show in January 2005



The Atlantic 85 *Chelsea Flower Show* en route to the International Festival of the Sea in July 2005  
Photo: David Corben

Members of the Institute of Marine Engineers, Scientists and Technologists (IMarEST) Small Ship Group (SSG) recently spent a day at the ILC to learn about the RNLI's B class Atlantic lifeboats, as part of a programme of continuing professional development.

#### Dear Editor

I am writing to thank all at the ILC for their hospitality on our recent visit. Here is a brief report of the day.

Production Manager Peter Ball described the beginnings and growth of the centre during the past 30 years. He explained that the typical cost of the inshore lifeboats built nowadays range from the small IB1-type D class inflatable at £25,000 to the large rigid inflatable B class Atlantics at £125,000. Tim Ferguson gave a detailed explanation of the construction of and potential problems encountered with rigid hulls. Carl Baker followed with a complementary account of the inflatable tubes and their servicing.

Everyone then moved to a workshop to examine an Atlantic 75. It was deflated and inverted to expose minor damage to the keel, the result of wear and tear during launch and recovery. The group was asked to propose repairs and modifications to prevent recurrence and a lively discussion was followed by a practical demonstration of cutting back and rebuilding the defective areas.

Tony Davies, Technical Manager of Avon Rubber, gave a presentation on the various types of rubber composite materials and adhesives used in constructing the buoyancy tubes. He passed around examples of each material, describing their properties, advantages and typical applications. Their durability in the face of long-term exposure to sunlight was discussed, along with the difference in usage cycles between RNLI craft and private and commercial craft.

The group then divided. One half donned overalls and tried their hand at making repairs to a tube and valve, under the supervision of Senior Shop Chargehand Patti Urry. Steve Pragnell took the others on a guided tour of the extremely impressive facilities. These included the inflatable craft shop, the outboard engine development shop, and the fitting shop, with units from service being stripped down and rebuilt to 'as new' standard, then tested to full power in the dynamometer test cells.

Lastly, we were shown the part-complete construction of a new Atlantic 85 hull. The extent and scantlings of the hull structure before decking was a surprise and gave full meaning to the generic title 'rigid inflatable' boat or RIB.

SSG's events organiser Mark Lockie gave hearty thanks to everyone who had made the day so invaluable for the SSG's professional knowledge of RIBs in such an enthusiastic and enjoyable way.

We hope to make this a regular event to complement the present five-day surveyors course run at Plymouth University. I shall also be encouraging all our members to become Shoreline members of the RNLI.

Yours faithfully

Bob Barnes, Chairman – SSG Committee

IMAREST

(Details of the SSG can be found on its website at [smallshipsgroup.org](http://smallshipsgroup.org) and in its classified advertisement at the back of this magazine.)

And finally, in direct response to the winter 2005/06 feature on the ILC ...

#### Dear Editor

In the winter 2005/2006 issue of *the Lifeboat* there was a very interesting article about the ILC that referred to the people who join the rubber tubes to the hulls as 'solutionists'. I can't find this word in my dictionary so I can only presume that it is modern management-speak gobbledegook. Why not call them assemblers, or fitters, or craftsmen, or technicians, or even technologists? There are any number of perfectly good job titles in existence without having to make one up.

I would like to say how much I enjoy reading *the Lifeboat* magazine and marvel at the courage and skill of the volunteer crews of the RNLI. I am very pleased to support them.

Best regards

Derek White

#### Dear Mr White

I have read your comments, passed to me by the Editor of *the Lifeboat*. To explain the origin of our job title 'solutionist' and why it is used:

The staff at the ILC who join the inflatable tubes to the rigid hulls are a mixture of semi-skilled men and women who have been trained here to cut the materials, bond and manufacture rubber components as well as gluing the tube to the hull. They use a special two-part glue that is mixed in small tins prior to use. This solution, the result of mixing two liquids, is we believe the origin of the 'solutionist' title. It was first used at the RNLI in 1967 and it has stuck (pardon the pun) with us ever since. I believe we would struggle to find another suitable title for them as it is a specialist operation. Indeed, other companies use this same job title in similar trades.

Thank you for all your support and interest in what we do here at the ILC.

Regards

Glyn Ellis, Operations Manager ILC



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Storm Force children's club	£7.50	€10.50

#### Fundraising and publicity material

If you are holding an RNLI-related event or presentation and would like fundraising and publicity materials, please see page 31 for details of your regional office.

#### Safety for young people

If you would like beach safety materials or to arrange a school visit to or from the RNLI, see page 31 for details of your regional office.

#### Sea Safety for water users

For free publications, advice, or if you would like to book a SEA Check or arrange a safety demonstration or talk, contact 0800 328 0600, email seasafety@rnli.org.uk or visit mli.org.uk/seasafety.

#### Press office

If you are a member of the media and would like to arrange interviews or other media events, please contact the press office on 01202 663510/3184/3127/2218 or email pressoffice@rnli.org.uk for details of local media relations managers.

#### The Lifeboat College

To book a conference or function room for your organisation in The Lifeboat College, or if you are a member, volunteer, member of staff or RNLI Family association and would like to book an overnight stay at The Lifeboat College, see the advertisement on page 36.

#### Disposal sales

If you would like to purchase an ex-lifeboat, engine or equipment, contact Eileen Taber on 01202 663442 or email etaber@rnli.org.uk.

#### Advertising

If you would like to advertise in the pages of *the Lifeboat*, then contact Steve Hulbert at Madison Bell Ltd on 01225 465060, or email him at steve.hulbert@madisonbell.com.

If you would like to advertise in *Offshore News*, contact Alexandra Scott at Mongoose Media on 020 7306 0300 ext 127 or email mli@mongoosemedia.com.



*The Lifeboat* is the members' magazine of the Royal National Lifeboat Institution and is published in January, April, July and October. *The Lifeboat* celebrates the core work of the RNLI – saving lives at sea – reporting a selection of rescues and a wide variety of background stories, including how the service is funded. The magazine is mailed to about 250,000 people and at least twice this number read it. Blind and partially sighted members can choose to receive an



audio tape version as well as, or instead of, the magazine (this is a free service).



Offshore members, and those Governors who choose to, receive *Offshore News* as well, in April, July and October. Again, recipients can opt out of this publication but as yet there is no audio version available. *Offshore News* is aimed particularly at those members who actively use the sea and is mailed to about 55,000 people. It reports on more specialised topics or expands on some of those covered in *the Lifeboat*, as part of the RNLI's Sea Safety work. There are often reader offers and competitions too, with prizes from leading manufacturers.

*The Lifeboat* and *Offshore News* both include letters and books columns, chosen as appropriate to reflect the different focus of the two publications. Production costs are largely offset by the accompanying advertising.

Children can join the RNLI's Storm Force club and receive *Storm Force News* four times a year.



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If you would like to write to *the Lifeboat* magazine or *Offshore News*, whether or not for publication, you can email thelifeboat@rnli.org.uk or send a letter to the Editor at: Publications, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.



How to right a D class inshore lifeboat





Train one, **save many**



Photo: Chris Davey

## From rookie to rescuer

The crew training article in *the Lifeboat* autumn 2005 issue described the experiences of new crew members in their probationary period. But what happens next?

To become a fully competent lifesaver, crew members need to develop a wide range of skills. The RNLI has developed a Competence Based Training system that helps crew members acquire these skills and maintain them through lifeboat station exercise sessions and courses. Courses can take place at the lifeboat station or The Lifeboat College at Poole, Dorset. Rather than 'passing' exams, crew members need to show that they are competent at practical tasks that will help them save lives at sea while keeping safe themselves.

No crew member will have to attempt every single area of competence but there are some skills that all volunteers will need. Dave Shepherd, RNLI Training Inspector, explains: 'All crew members have a set of mandatory skills to learn, such as getting kitted up, knowing their way around the lifeboat and using onboard controls and equipment. This training is an important foundation for every volunteer, whatever role they go on to have on the lifeboat.'

The training system covers the following areas:

- 1 Operation of a lifeboat station
- 2 Personal competencies
- 3 Launch and recovery of a lifeboat and boarding boat
- 4 Boat handling and seamanship
- 5 Search and rescue operations
- 6 Radio communications
- 7 Operate and maintain navigation equipment
- 8 First aid
- 9 Lifeboat propulsion and auxiliary systems
- 10 Planned maintenance
- 11 Fault diagnosis and rectification





## Train one, save many

### TRAINING FOUNDATIONS

All crew members, whether they will be aboard an all weather or inshore lifeboat, need to show competence in the following areas:

#### Personal competencies

Crew members who complete this training will have shown they can get kitted up properly, communicate well with other personnel and use equipment such as fire extinguishers, lifejackets and flares. They will also be familiar with a lifeboat's layout and know what to do if the lifeboat capsizes.

#### Launch and recovery of a lifeboat and boarding boat

All crew members need to show they can respond to a pager alert quickly, safely and without breaking traffic laws. They are also required to assist in the launch and recovery of a lifeboat – including washing her down and preparing her for relaunch.

#### Boat handling and seamanship

Skills needed by crew members while at sea include maintaining a proper lookout, helping with anchor and towing operations, tying knots and mooring and berthing. Crew members should also be able to control the lifeboat, steer a course and carry out helicopter transfers.

#### First aid

The first aid activity area features a unit that all crew members must complete: elementary first aid. This includes raising the alarm, putting the casualty into recovery and resuscitation positions, carrying out cardiac massage, dealing with bleeding and managing shock.

#### Lifeboat propulsion and auxiliary systems

This activity area includes a unit on operating lifeboat machinery, which is useful to all crew members. They need to be able to identify the propulsion system, deal with oil or overheating problems and know the correct procedure for opening the engine room door or outboard engine cover at sea.

### IN TOUCH AND ON COURSE

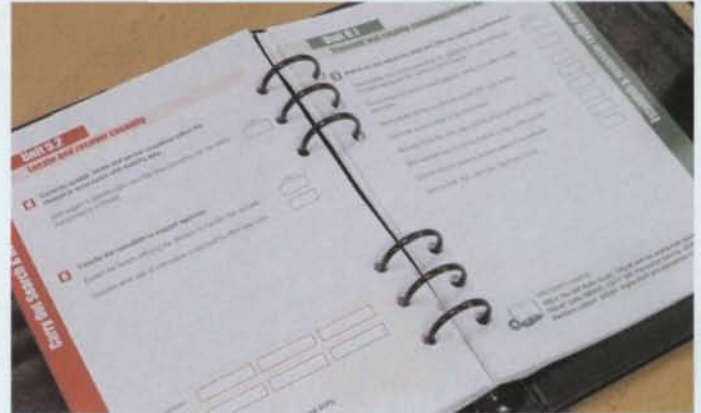
Inshore lifeboats tend to have a crew of three rather than the crew of six found on all weather lifeboats. Inshore lifeboat crew therefore need to be able to navigate or use the radio while the helmsman controls the lifeboat. As a result, they are asked to complete tasks in the following areas in addition to those already mentioned:

#### Radio communications

All inshore lifeboat crew members need to be able to transmit and receive communications by VHF radio while the all weather lifeboat crew may specialise in this later.

#### Navigation equipment

Inshore lifeboat crew members need to know how to plot courses and casualty positions accurately.



### KEEPING COMPETENT

Each crew member has a task book that lists all the areas of competence they need to complete. The book is signed off by assessors as a crew member demonstrates competence in each area, but it doesn't end there. 'Our training is not like an academic exam system – volunteers need to show time and time again that they have the skills and knowledge so that they maintain their competence in each area,' says Dave Shepherd. Dates for reassessment are therefore set for people who do show competence – they need to demonstrate later that they have not forgotten their skills. 'We do get new joiners that already have some appropriate qualifications, and the competence based training system does recognise that. However, if they got the qualification some time ago they may need to be reassessed.'

Some crew members will go on to specialise in certain roles on a lifeboat, such as inshore lifeboat helmsman, lifeboat mechanic or coxswain. Such roles require specialist training and the crew member will need to show they are competent in the appropriate areas. For instance, a lifeboat mechanic will be assessed on tasks in the 'fault diagnosis and rectification' category. (See future editions of *the Lifeboat* and the spring 2006 issue of *Offshore News* for more on the training of specialised crew members.) Such specialist and regular training is as costly as it is essential, hence the launch of the 'Train one, save many' campaign in 2005, which aims to raise £10M or €14M over five years for crew training.





### Alan Roberts Ilfracombe, Devon

Alan is believed to be the RNLI's only crew member who is a tattooist by trade. He became a fully fledged crew member in February 2006 when his probationary period came to an end.

'I am trained to crew the inshore and all weather lifeboats. I had very little sea experience before I started as I used to live inland. I started on the shore crew, helping to launch the lifeboats. It looked like there was going to be a lifeboat crew shortage so I put my name forward. I joined in September 2004.

'I spend a lot of time with the crew and lifeboat. If you are not sure about something you can just ask and they will tell you. I've learned that it's always better to ask.

'When I began I learned all about the equipment and found my way around the boat. I also learned about radio communication. I think a good crew member has to have an interest in what they are doing and good communication skills.

'I was very impressed with The Lifeboat College when I did my inshore lifeboat training. Everything was there on the same site: the survival pool, the classrooms, the accommodation. That all helps.'



### John Connor

Portpatrick, Dumfries and Galloway

John, a chef, has taken all the training he needs to become an all weather lifeboat crew member, having completed the sea survival training course at The Lifeboat College, Poole, in February 2006.

'The task book was a bit daunting at first but I realised it was really quite a good system. Learning how to do things on the boat was fine, as you get shown a few times how to do something, and then you start doing it yourself as a routine. If I'm not sure then Robert Erskine, our Coxswain, always shows me how to do it.

'I knew a little bit about boats before I joined – mooring up and so on. I want to be able to do a bit of everything on the lifeboat. I have done some navigation. We were practising man overboard exercises one day and I had to take the coordinates so we could go back and search in the area that the person went overboard.

'I have made it to the station a few times when the pager has gone off but not been picked for the lifeboat yet. I live about a mile from the station – it's a few minutes' run down the road. I'm looking forward to putting the training into practice.'





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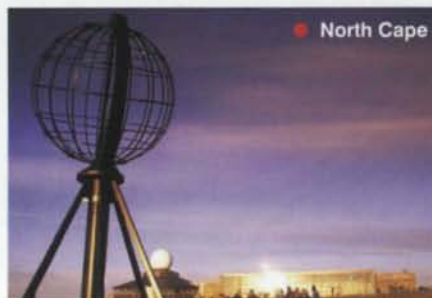
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## RNLI's busiest year

The latest statistics show that 2005 was the RNLI's busiest year ever:

RNLI lifeboat launches in 2005	8,273
People rescued by RNLI lifeboats in 2005	8,104
People rescued by RNLI lifeguards in 2005	2,333
Lives saved by RNLI lifeguards in 2005	71

Unfortunately the RNLI's income is not keeping up with this increased demand, prompting a Christmas appeal on the theme of replacing crew kit and equipment.

For RNLI crews, 'looking their best' is about wearing kit that has been made and maintained to the highest standards rather than pleasing the likes of Trinny and Susannah. It's inevitable that this kit will need replacing at some stage but the busy year meant the crews' kit took an exceptional battering. The public's response to the Christmas appeal was superb: in just two months, direct mail recipients and readers of *the Lifeboat* contributed more than £1.7M.

For more information on helping to keep RNLI volunteer crews equipped and ready to save more lives in 2006, please call 0800 543 210 quoting reference 'kit appeal' or go online to [rnl.org.uk/kitappeal](http://rnl.org.uk/kitappeal).

**Spare a thought for our crews this Christmas**

**Lifeboats**

Our volunteer crews rely on their kit to help them save lives at sea in the worst conditions imaginable. After one of our busiest years ever, much of their waterproof kit and safety equipment is desperately in need of replacement or repair.

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Photo: John Dickins

## Grand unveiling

For the RNLI, the London Boat Show 2006 in January was the chance to show the world the new Tamar class of lifeboat, to recruit new supporters and to unveil the Institution's groundbreaking MOB Guardian technology, with the help of partners McMurdo Ltd, who will manufacture and market the product.

As reported in the winter 2005/06 issue of *the Lifeboat*, MOB Guardian will help save lives by providing early warning of an accident at sea. It will be launched to the fishing industry at the national Fishing 2006 show in May and then made available to the wider public. (Readers of *Offshore News* will find a review of the equipment in this spring's issue.) Over the next couple of years, the RNLI will be fitting MOB Guardian to every lifeboat in its own fleet once funding is assured.

Visitors to the RNLI's stands were able to speak to lifeboat

crew, try the high-tech bridge controls of the Tamar for themselves in a mini simulator, purchase RNLI-branded products, play the new website Crew Training Challenge and watch a variety of information videos about the service. The latest of these is now on sale in DVD format – see the classified advertisement.



## Ring of safety

Over 6M people tuned in to the first episode of *Seaside Rescue*'s third series on BBC ONE earlier this year. RNLI lifeguards were shown in action in Cornwall while Weymouth lifeboat volunteers and the crew of the Coastguard helicopter *India Juliet* carried out a variety of rescues. In combination they provided a ring of safety from beach to open sea.

The lifeguards had minutes to save a surfer found floating face down in the sea and the inshore lifeboat at Weymouth rushed to rescue two boys clinging to rocks after being washed out to sea on an inflatable. After nearly an hour of anguish the mother of the two boys summed up the experience: 'We're never having those inflatable boats ever again. It happened in a flash. I would say to any parent "don't buy them". It's not worth it, just not worth it.'



The BBC TV crew filming an incident on Perranporth beach



Three lifeboats were launched on 14 December 2005 to a capsized trawler, 10 miles off Beachy Head in East Sussex: Eastbourne's D class *Joan and Ted Wiseman 50* and Mersey class *Margaret Jean* and Newhaven's Severn class *David and Elizabeth Acland*. A 19-year-old man had been clinging to the wreckage of the 12m boat for

15 hours overnight and was airlifted by a Coastguard helicopter. Eastbourne Crew Member Andy Chatton climbed onto the upturned hull as part of the search for the three remaining boat crew, but sadly none had survived.

Photo: Connors/Brighton

Photo: Campbell MacCallum



## Roses to remember

One hundred and twenty-five years to the day, Wells-next-the-Sea, Norfolk saw a moving tribute to 11 lifeboatmen who risked, and lost, their lives to save others in the *Eliza Adams* tragedy.

Descendants of the crew and of those they had saved, the present day crew and hundreds of members of the public came together on 29 October 2005 to honour those who died. As each of their names was read out, a rose was tossed gently onto the sea and later a reconstruction of the original incident enquiry was staged. (For more on the background to this story, see the summer 2005 issue of *the Lifeboat*.)

## Photographers of the year

Is it imagination, skill, technology, or being in the right place at the right time that makes a good photographer? Volunteer Crew Member at Thames lifeboat stations Teddington and Tower, Jean-Philippe (JP) Trenque, had all of these when he photographed a shoal of fish to win the coveted BBC News Photographer of the Year 2005 award. Look out for JP's more lifeboat-related photos in RNLI publications.

RNLI crew members who would like to emulate JP are now being invited to enter the RNLI's first crew member photographer of the year competition and can get full details from their station Lifeboat Operations Manager. The winning picture will be published in *the Lifeboat* and prizes awarded!



JP's winning photograph from 12,000 entries. See JP's website at [jptrenque.com](http://jptrenque.com)



## Racing ahead

As the year turned, RNLI crew members were competing in a gruelling race to row 2,550 miles from the Canary Islands to Antigua. They finished over 800 miles ahead of their nearest rivals to win the Gomer Cup.

Justin Adkin and James Green from Exmouth lifeboat station, with Justin's brother Robert Adkin and cousin Martin Adkin, did it in style after 39 days in their aptly named boat *All Relative* built by Justin himself. The race passed through two tropical storms and the tail end of a hurricane making their achievement all the more remarkable. This extreme emulation of their lifeboating forebears' rowing skills was all in aid of the RNLI.

It was television presenter Ben Fogle and Olympic oarsman James Cracknell, however, who received most media coverage when they won the two-handed race, coming in second to *All Relative* in the overall race – also in a boat built by Justin.

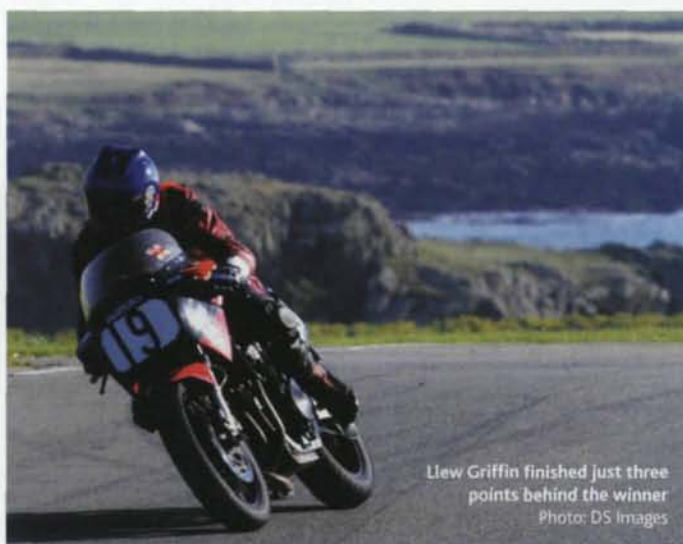
Justin said: 'It's been an amazing experience. The RNLI has trained James and me to face tough conditions and we wanted to say thank you by raising some money and highlighting the importance of training RNLI crews to save lives at sea.' Martin secured a place in the record books by becoming the youngest person ever to row across the Atlantic, celebrating his 20th birthday at sea.



Crew members and celebrities alike prepared for the race with a day's sea survival training at The Lifeboat College in Poole. Photo: Sue Sieger



The tiny ocean-going *All Relative*



Llew Griffin finished just three points behind the winner  
Photo: DS Images

## Adrenalin rush

Station Mechanic Llewelyn (Llew) Griffin found that his RNLI training could help in unexpected ways when he competed in the Welsh Solo Open Motorcycle Championships.

Llew is the full-time Mechanic at Barmouth lifeboat station and compares his hobby of motorcycling with his RNLI work: 'It's all very well dashing out on a rescue flat out and full of adrenalin but the job isn't over until the casualties are safe and well ashore. Sometimes the return journey is more dangerous than the trip out. And the important thing is using your knowledge and skill in a controlled way to get to the finish line safely. Success only comes with hard work and dedication but it's difficult to achieve anything without having A1 kit and the very best of training, which is what the RNLI is able to provide our crews.'

## New Year honours

The following have been honoured by HM The Queen:

### Member, Order of the British Empire (MBE)

For service to the RNLI  
Alexander Moore, Barrow lifeboat station Coxswain,  
Hugh Paul, Newcastle lifeboat station Boathouse Manager

For service to sailing and the community in Weymouth  
Bill Ludlow, Honorary Life Governor and former Weymouth lifeboat station Chairman

For service to the Sea Cadet Corps  
Joyce Walden, Henley-on-Thames branch Secretary

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# RESCUE MAP

RNLI lifeboat stations and lifeguard areas around the United Kingdom and Republic of Ireland as of August 2005.

See page 42 for news of the first Tamar class lifeboat to come on station.

Use this map when reading 'RNLI in action' rescue accounts, checking Listings, planning a holiday or just for interest! See the RNLI website for an interactive version.



**1 Severn**  
Length: 17m  
Max speed: 25 knots  
Range: 250 n. miles  
Crew: 6



**2 Arun**  
Length: 16m  
Max speed: 18 knots  
Range: 230 n. miles  
Crew: 6



**4 Tyne**  
Length: 14m  
Max speed: 17 knots  
Range: 240 n. miles  
Crew: 6



**3 Trent**  
Length: 14m  
Max speed: 25 knots  
Range: 250 n. miles  
Crew: 6



**5 Mersey**  
Length: 12m  
Max speed: 17 knots  
Range: 140 n. miles  
Crew: 6



**7 E class**  
Length: 9m  
Max speed: 40 knots  
Endurance: 4hrs at max speed  
Crew: 3



**8 B class (Atlantic 21, 75, 85)**  
Length: 7-8.5m  
Max speed: 29-35 knots  
Endurance: 3hrs at max speed  
Crew: 3-4



**9 D class**  
Length: 5m  
Max speed: 25 knots  
Endurance: 3hrs at max speed  
Crew: 2-3



**H Hovercraft**  
Length: 8m  
Max speed: 30 knots  
Endurance: 3hrs at max speed  
Crew: 2-4



**Inshore rescue boat**  
Length: 4m  
Max speed: 22 knots  
Endurance: 2hrs at max speed  
Crew: 2



**Rescue watercraft**  
Length: 3m  
Max speed: 40 knots  
Endurance: 1.5hrs at max speed  
Crew: 1-2



RNLI Operations divisional boundaries

1-6 All-weather lifeboats 7-9 Inshore lifeboats Beach Lifeguard areas

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# RNLI in action

From cliffs to islands, beaches to rivers, this selection of rescues demonstrates the depth of skill and nerve demanded of RNLI lifeboat crews and lifeguards – and that you can never predict where and when you may need their help



Morecambe's relief hovercraft *John Russell* and crew helped rescue 69-year-old Bernice Dent on 15 November 2005 after her car crashed off Skerton Bridge in Lancaster and fell 9m into the River Lune following a collision with a lorry. Miraculously she escaped with only minor injuries  
Photo courtesy of Lancaster and Morecambe Newspapers



## First aid for a doctor

Kinghorn in Fife's Atlantic 75 *Elizabeth Ann* was launched just after 5pm on 20 July 2005 to the help of a doctor who had lost her footing while rock climbing at Hawkraig Point, Aberdour, and fallen 15m onto a ledge that was 4.5m above sea level. Crew Members Steve Currie and Keith Hay entered the water to help transfer Katie Stein, who had self-diagnosed a broken ankle, aboard the lifeboat. Once onboard the casualty was given oxygen and her ankle dressed with a splint. Afterwards Steve Currie remarked: 'We were all intending to be at the boathouse in any case for our first aid refresher training!'

## Stranded off Skerries

Skerries Atlantic 75 *Rockabill* was launched at 9.44pm on 5 November 2005 to the aid of 13 Latvian winkle pickers who were stranded on Colt Island off Skerries, Co. Dublin, when the boat due to collect them suffered engine failure. Crew members found the distressed group huddled around a fire, relieved to have avoided the fate of the Chinese cocklers off Morecambe in 2004.

## Without a paddle

Experienced canoeists James Candy Snr and Jnr were caught out in heavy surf off Ogmore-by-Sea, Bridgend, on 15 October 2005. Capsized by a large wave, the 13-year-old was unable to regain control in the choppy water and lost his canoe. He took hold of his father's canoe but it was impossible for them to paddle with any effect against a turning tide and strong offshore wind. They quickly started to drift out to sea. Porthcawl's Atlantic 75 *Giles* launched from Coney beach in extremely heavy surf and reached the casualties in 30 minutes. They were returned cold but otherwise unharmed to shore and a waiting ambulance.

## Surfer saved

RNLI lifeguards battled adverse conditions on 3 July 2005 to save the life of a surfer at Tolcarne Bay in Cornwall. He had severe head injuries from having been repeatedly washed onto the rocks. Lifeguard Richie Mullin dived into a dangerous mix of high surf, strong winds and rip currents to bring the surfer to shore. Once ashore fellow Lifeguard Kate Dixson administered oxygen and first aid to the shocked casualty during a 20-minute wait for an ambulance.

## Lives lost at Lulworth Cove

Two teenage boys were swept off rocks at Lulworth Cove in Dorset on 3 November 2005. A third boy managed to get himself ashore and raise the alarm. Four lifeboats, Weymouth's relief Severn class *Roger and Joy Freeman* and Atlantic 75 *Phyl Clare 3* and Swanage's Mersey class *Robert Charles Brown* and D class *Jack Cleare*, were involved in the search, which went well into the night and throughout the following days. Tragically, both lives were lost. The Grand Hotel in Swanage set up a memorial fund to cover funeral and other expenses. The surplus will be donated to the RNLI.

# Braving the breakers



St Agnes crew in action

St Agnes Senior Helmsman Gavin Forehead was expecting a routine exercise when he launched with his crew on 16 October 2005 but when they returned just over an hour later, they had saved two lives

Gavin, Helmsman Rory Bushe, Crew Member James Watkins and two probationary crew members launched on exercise from Trevaunance Cove at 2.05pm. Rain showers made for poor visibility and there was 1m surf breaking near the shore. Rory was operating the lifeboat radio and established communications with Falmouth Coastguard, expecting to be informed what time the RNAS Culdrose helicopter would be arriving to join the exercise. Instead, the crew were told to standby: the Coastguard was receiving a 999 call about an incident in the St Agnes area.

Moments later, an urgent message came over the radio: 'Chapel Porth, immediate.' A fisherman on shore, Barry Garland, had seen surfers being washed south around the headland. Barry, a former St Agnes Crew Member, phoned the Coastguard. Gavin took the lifeboat back to the shore and dropped off the two probationary crew members. 'In a rescue you ideally

want just three crew on a D class. Rory and James stayed aboard, as they are both experienced,' explains Gavin.

With Gavin at the helm, the crew headed for Chapel Porth at full speed. Gavin passed skilfully between rocks off St Agnes Head known as the Crams. 'It is a very narrow passage between the rocks and you need to judge the swells and tide just right to get through,' Gavin points out. 'It probably saved us a good minute and a half.'

As the crew approached Chapel Porth they found the surf was much larger than on the north side of St Agnes Head. They saw a group of surfers in the sea to the south of the cove who were shouting and waving. 'I knew one of the surfers,' remembers Gavin, 'and he was pointing to a cave and shouting "In there, Gavin, in there!"'

The large waves had created a strong rip tide on the south side of the cove, which pushed two surfers (a 12-year-old girl and

a man) and their boards towards Horseshoe Cave. Two other surfers, Tom Roberson and Jamie Kent, had seen the pair in trouble and paddled towards them.

'I used my first approach to assess the scene,' says Gavin. 'I could see the girl and man hanging on to the cliff face near the cave. He was being battered by the waves and was clinging on to both the girl and the rock for dear life while also trying to detach their surfboard leashes.' As Gavin completed his run past the casualties, the girl slipped into the water. A large wave washed her into the cave, around a corner and out of sight.

'I wanted us to go in straight away but, looking back, I'm so glad that Gavin assessed things first,' says James. While Gavin dealt with a large set of waves, Tom and Jamie swam into the cave with the man, in search of the girl. The two experienced surfers helped both casualties, who were very weak by now, out of the

water and onto the top of a large rock. As Gavin prepared to make a second approach towards the cave he could just make out all four people on the rock.

'I didn't want to take the lifeboat in because there were so many risks,' says Gavin. 'If we'd capsized or damaged the propeller on the rocks below the surface, we'd all be stuck in there with a lifeboat that weighs nearly a tonne being thrown around in a tight space.'

He was considering his options when he suddenly realised that he had a chance to enter the cave relatively safely. 'There was a lull between the sets of waves and I decided to go in. As I headed down sea we were going full speed and the engine was screaming.' Displaying excellent seamanship, Gavin spun the boat around 180° as he reached the cave entrance and applied the power again for a short time. He had successfully positioned the lifeboat 1m from the rock, facing out to sea. 'I just remember seeing mussels everywhere and 2m waves,' says Gavin.

Gavin told the girl to jump. But as she did so, she missed the lifeboat and disappeared beneath the water. Rory and James reached over the side and pulled her

aboard with the help of the male casualty, who had jumped in after her. He told the lifeboat crew to take her to safety, but Gavin was not keen on leaving him behind. 'It was very dangerous in there and he could be an extra pair of hands to hold onto the girl while we concentrated on getting clear,' Gavin says. Rory and James helped the second casualty aboard.

Now it was Tom and Jamie who encouraged the crew to leave before the next set of waves swept in. Gavin powered the lifeboat out of the cave. Although he was keen to get the casualties to safety, the helmsman was still concerned about the two surfers and made a return pass at the entrance of the cave. He saw Tom and Jamie beginning to make their way out and they indicated that they were 'okay'.

Gavin planned to head to Chapel Porth, but a large barrelling wave could be seen surging towards the lifeboat. He headed towards an area of deeper water under the cliffs to the south of the cave, hoping that the wave would break on a sandbar before reaching the lifeboat but it continued towards the cliff and started to break. Gavin turned hard to starboard and Rory and James leant as far forward as they could to prevent the lifeboat's bow lifting

too far. A wall of white water hit the lifeboat but, thanks to the crew's expert handling, they safely negotiated the wave.

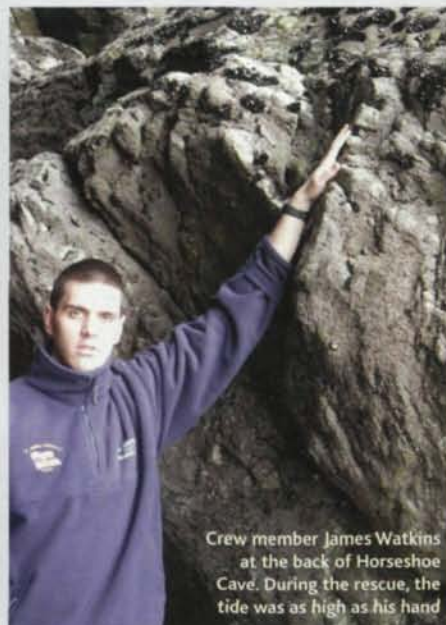
Rory contacted the Coastguard to request medical assistance as the young girl was showing symptoms of shock and the crew were concerned she might have inhaled water. At 2.40pm, 23 minutes after the service began, the lifeboat landed the casualties at Chapel Porth beach where a Coastguard team was waiting. Within ten minutes, the RNAS Culdrose rescue helicopter landed nearby and took them to hospital.

While the casualties were being assessed for injury, the lifeboat crew relaunched and returned to the cave to check on the two surfers' progress. Tom had successfully paddled clear of the breaking waves but Jamie, using one of the casualties' surfboards, was still paddling near the cave and was looking tired. The crew pulled him and the surfboard aboard and, at his request, returned him to one of the surfer groups.

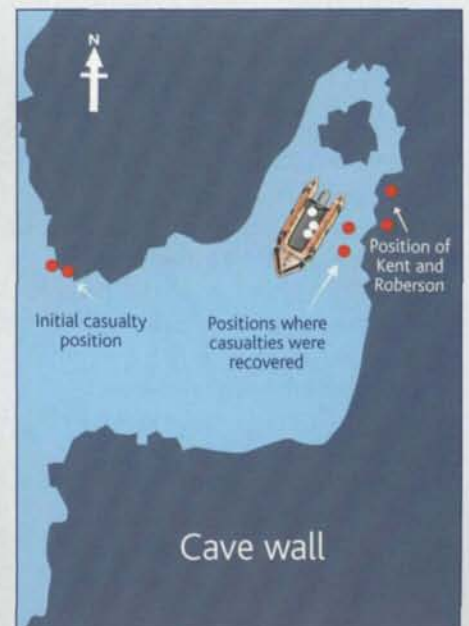
After making sure all the other surfers could reach the shore safely if they needed to, Gavin headed out to sea through another set of large breaking waves. The third wave threw Crew Member James Watkins backwards, leaving him winded and slightly



The mouth of the cave as viewed from the lifeboat



Crew member James Watkins at the back of Horseshoe Cave. During the rescue, the tide was as high as his hand



L-R: Surfers Jamie Kent and Tom Roberson



shocked. His fall had bent the tiller arm and the lifeboat made slow speed back to the station, arriving at 3.17pm. They recovered the lifeboat and made a 'much needed cup of tea.'

RNLI Training Divisional Inspector Howard Ramm says: 'Helmsman Forehead's actions were truly representative of a helmsman completely in control of the situation. His appreciation of the risks to his own crew, balanced against the changing situation, allowed him to make some excellent decisions.'

Helmsman Gavin Forehead (29) is to receive the RNLI's Silver Medal for Gallantry at the Annual Presentation of Awards in May, in recognition of his excellent decision making, dynamic risk assessment, outstanding boat handling and overall command, while Helmsman Rory Bushe (22) and Crew Member James Watkins (20) each receive the Thanks of the Institution Inscribed on Vellum for their part in the rescue. Surfers Tom Roberson and Jamie Kent also receive Vellum awards for their selflessness and courage. (See page 2 for another 'thank you'.)

## THE INSHORE LIFEBOAT

D class D-641 *Blue Peter IV*  
Funding: Proceeds from *Blue Peter* TV appeal 1994

## THE CREW

Senior Helmsman Gavin Forehead,  
Helmsman Rory Bushe,  
Crew Member James Watkins

## ST AGNES LIFEBOAT STATION

Established: 1968  
Previous RNLI Medals: One Silver

## THE CASUALTIES

A man and a 12-year-old girl

## THE CONDITIONS

**Weather:** Rain showers  
**Visibility:** Moderate to poor  
**Wind:** Force 1-2  
**Sea state:** 2m surf, rapidly flooding tide



Chy Start-Walter, the 12-year-old girl rescued by the St Agnes crew was quick to thank Gavin, Rory and James for their lifesaving work. 'I didn't think the lifeboat was going to be able get in to the cave,' remembers Chy. 'I thought I was going to die because the cave was full up with water - I'm very thankful to the lifeboat crew.'

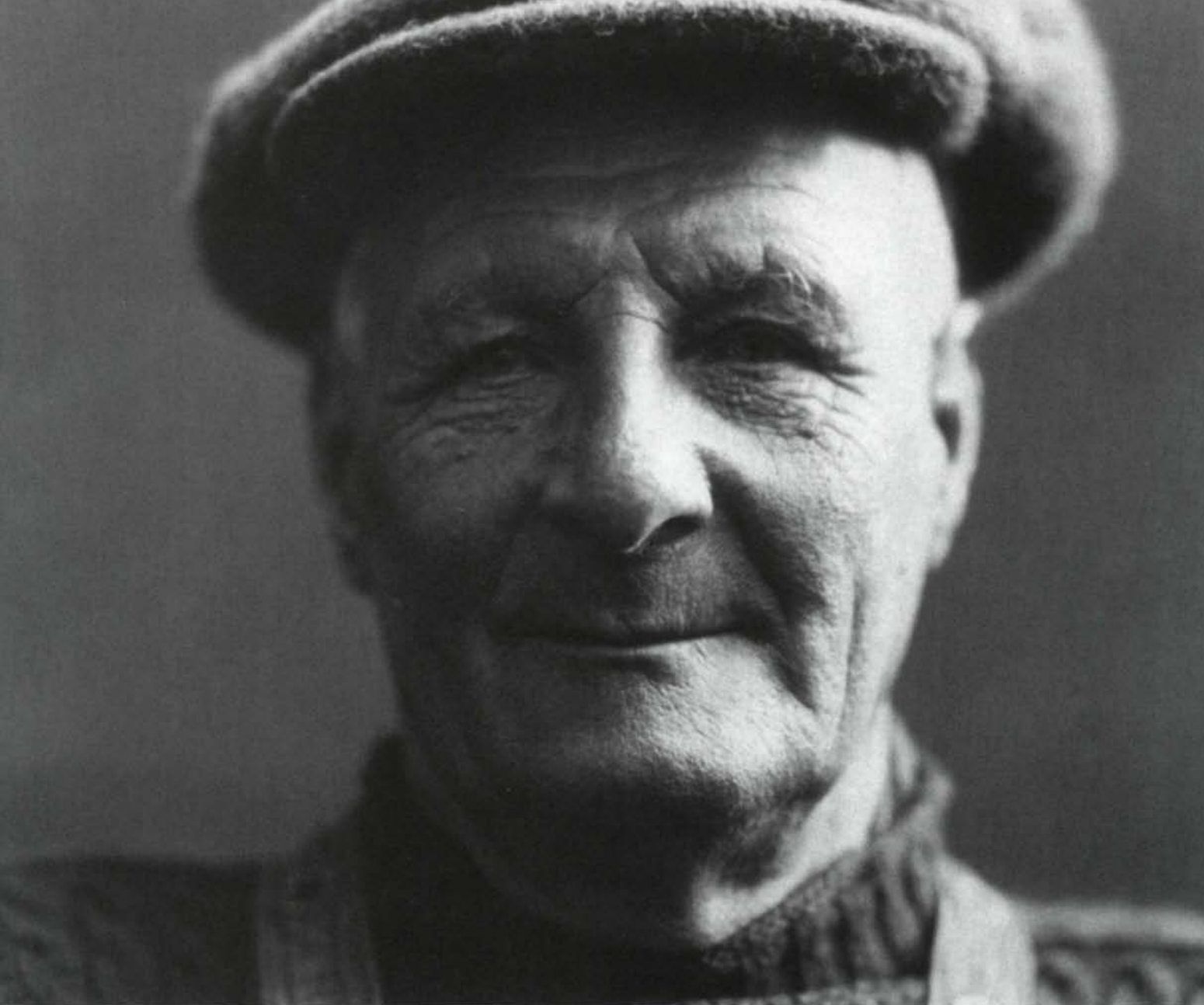
Hearing that he was to receive the RNLI's Silver Medal for Gallantry, Gavin felt extremely proud. 'I was really pleased,' he says. 'It is a great achievement for the station as a whole. We cannot get out there in the first place without the shore crew and the people who keep the engine in top condition.'

Chy's mother Sharon says: 'When I thanked Gavin, he was so modest. He just said "That's okay, it's what we do". In my opinion benevolence, bravery and modesty are marks of a true hero, so it is highly appropriate that the crew should be rewarded like this.'

Gavin and Chy meet after the rescue







## No ordinary person.

HENRY BLOGG (1876-1954) dedicated an amazing 53 years of his life to saving the lives of people at sea. He joined the Cromer lifeboat crew in 1894 at the age of just 18 and served for 37 years as its Coxswain.

On his retirement in 1947, his lifeboats had rescued an astonishing 873 lives – an extraordinary contribution, and testimony to the fact he was awarded the RNLI Gold Medal for Gallantry three times and its Silver Medal four times – a record that still stands today. Many have remembered the courage of crew members like Henry by giving the RNLI a gift in their Will. We desperately need the help of people like you as legacy gifts are a vital source of our income. Six out of ten launches are only possible thanks to people who remembered the RNLI in their Will.

To find out how you can contribute towards the extraordinary work of the RNLI by leaving a gift in your Will, please call John Marshall, Legacy Enquiries Officer on: 01202 663032 or visit our website, [rnli.org.uk](http://rnli.org.uk).

Alternatively, fill in the coupon below to request a legacy information pack.



# Lifeboats

Please send me a legacy information pack. Please complete and return this form to: John Marshall, Legacy Enquiries Officer, RNLI, FREEPOST BH173, West Quay Road, Poole, Dorset BH15 1XF. Thank you.

Title \_\_\_\_\_ Forename \_\_\_\_\_ Surname \_\_\_\_\_  
Address \_\_\_\_\_  
Postcode \_\_\_\_\_

Your details will be used only by the RNLI and passed to RNLI trading companies only. If you do not want to receive information about other ways to support the RNLI, please tick here.  DPA



L-R: Falmouth Crew Members Carl Beardmore, Peter Wood, Dave Nicoll, David Proud, Andy Jenkin and Tom Bird with Coxswain Mark Pollard

# Fortitude off Falmouth

Without power, Merchant Vessel *Galina* found herself at the mercy of a violent storm and drifting dangerously close to shore. With the nearest Coastguard Emergency Towing Vessel (ETV) several hours away, RNLB crew were called upon to help avert a disaster

At 11.35pm on 2 November 2005, the Coastguard requested that Falmouth and Fowey lifeboats be launched to assist the 32m *Galina*. She was 5.2 miles south south east off Dodman Point and 11 miles east of Falmouth in conditions that newly appointed Falmouth Coxswain Mark Pollard recalls as 'the worst I've ever been out in – especially at night.' The Severn class *Richard Cox Scott* set off at 11.47pm with Mark, Second Coxswain Peter Wood, Mechanic

David Proud and Crew Members Tom Bird, Carl Beardmore, Andy Jenkins and Dave Nicoll on board.

Battling head on into the weather, the lifeboat took 50 minutes to make 10 miles. The crew made contact with the *Galina's* Latvian captain to confirm her position. Communication was difficult but, when David came to understand that there were no flares on board, it was agreed that the captain

would shine the vessel's searchlight to the west. The lifeboat crew briefly glimpsed the beam and set their course. Once within a mile of the ship, Tom and Andy set up the lifeboat's searchlights and the reflective strips on the *Galina's* safety equipment revealed the vessel for the first time. She was rolling heavily in 6–8m seas and Mark spotted a further complication – saddle tanks along the waterline meant going alongside would be both difficult and dangerous.

# Listings

## ABERDEEN

ON-1248(17-24):Sep 24,25,  
Oct 25,Dec 12,13,26  
D-536:Sep 9,24,25,30,  
Dec 12,13,24,26(x2)

## ABERDOVEY

B-758:Sep 2,Oct 3

## ABERSOCH

B-790:Sep 2,3,13

## ABERYSTWYTH

B-704:Sep 9,17,27,Oct 3,16,27,  
Nov 13,Dec 21

## ACHILL ISLAND

ON-1240(14-28):Oct 9  
ON-1245(14-29):Oct 26,31

## AITH

ON-1232(17-14):Sep 3,Nov 3,4

## ALDEBURGH

ON-1184(12-25):Oct 4  
ON-1193(12-34):Sep 19  
D-477:Sep 19,Oct 16

## ALDERNEY

ON-1199(14-04):Sep 5,24,  
Oct 5,12,17,Nov 9  
D-551:Sep 27,Oct 31

## AMBLE

ON-1176(12-19):Sep 1,6,11,Oct 28,  
Nov 28,Dec 11  
D-569:Sep 11,Dec 11

## ANGLE

ON-1114(47-011):Nov 20  
ON-1155(47-037):Sep 15,  
Oct 6,15,29,Nov 2  
D-638:Sep 24,Oct 6,15,Nov 17,19,20

## ANSTRUTHER

ON-1174(12-17):Sep 4,9,Nov 12  
D-461:Sep 4,Nov 12

## APPLEDORE

ON-1122(47-017):Sep 22  
ON-1140(47-027):Sep 11,Oct 29(x2)

## ARAN ISLANDS

ON-1217(17-06):  
Sep 4,5,7(x2),10,18,21,29,  
Oct 8,10,12,22,Nov 4(x2),9,23,  
Dec 26(x2),29  
B-742:Sep 9,10,17,22,23

## ARBROATH

ON-1194(12-35):  
Sep 2(x3),3,14,15,Oct 14  
D-621:Sep 1,2(x2),3,14

## ARKLOW

ON-1223(14-19):Sep 3,26

## ARRAN (LAMLASH)

B-753:Oct 20,Nov 22  
B-770:Sep 16,Oct 2

## ARRANMORE

ON-1244(17-22):Oct 21,23,Nov 5,11

## ATLANTIC COLLEGE

B-763:Sep 2,6,Oct 12,Nov 6,27

## BALLYCOTTON

ON-1233(14-25):Oct 14,23,  
Nov 7,28,Dec 4

## BALTIMORE

ON-1137(47-024):Oct 27

## BANGOR

B-584:Oct 5,28,Nov 14

## BARMOUTH

ON-1178(12-21):Sep 4  
D-524:Sep 2,4,24

## BARROW

ON-1117(47-014):Sep 3,4,17,23,  
Oct 3,20, Nov 18,20  
D-567:Sep 3,17,18,21,Oct 3,Nov 18,19

## BARRY DOCK

ON-1135(52-39):Dec 28  
ON-1150(52-44):Sep 7,Oct 9,16

## BEAUMARIS

B-768:Sep 2,3(x2),4(x3),6,7,17,  
18(x2),25,26,Oct 2,8,16,  
Nov 4,11(x2),28

## BEMBRIDGE

ON-1126(47-018):Sep 15,16,Oct 22  
ON-1138(47-025):Oct 3,4  
D-649:Sep 7,15(x4),24,Nov 20(x2),  
Dec 14

## BERWICK-UPON-TWEED

ON-1191(12-32):Sep 22

## BLACKPOOL

B-748:Sep 15  
D-497:Sep 4,5,8  
D-558:Oct 7  
D-566:Sep 8,Oct 7

## BLYTH

D-606:Dec 12  
D-630:Sep 26,Oct 2

## BORTH

D-610:Sep 1,11,Oct 3,28

## BRIDLINGTON

ON-1169(12-12):Oct 12,13,15,23  
D-557:Sep 1(x2),8,9,14,17,21,  
Oct 16,Nov 13,Dec 25

## BRIGHTON

B-737:Sep 10,11,16,20,27,28,  
Oct 6,10,12,Nov 7,Dec 25

## BROUGHTY FERRY

ON-1252(14-31):Oct 14  
D-539:Sep 13,Oct 8

## BUCKIE

ON-1268(17-37):Sep 6,10,18,  
Oct 2,8,9,22,27

## BUNDORAN

B-711:Oct 16  
B-718:Sep 1,13

## BURNHAM-ON-CROUCH

B-722:Nov 24  
B-733:Sep 1,2(x2),14,24,26,27,Oct 29  
D-519:Sep 14,26,Nov 24

## BURNHAM-ON-SEA

B-795:Sep 2,5,Oct 15,17  
D-552:Sep 5,Oct 17

## BURRY PORT

D-611:Sep 3,5,11,Oct 4,5,7,12,15,  
Nov 8,Dec 11

## CALSHOT

ON-1159(52-45):Sep 8,11,Oct 1(x2),  
Nov 13,28,Dec 21  
D-609:Nov 11,13,28,29,Dec 21

## CAMPBELTOWN

ON-1241(17-19):Sep 16  
ON-1257(17-30):Oct 28  
D-571:Oct 1,5

## CARDIGAN

B-752:Sep 5,16  
D-469:Sep 11,Oct 11  
D-547:Nov 8,9(x3)

## CASTLETOWNBERE

ON-1269(17-38):Dec 11  
ON-1277(17-44):Sep 24,Oct 21

## CHISWICK

B-754:Nov 30(x2)  
E-003:Sep 2,18,Nov 12,17,  
Dec 2,6,8,9,12,15,16(x2),17,19,20,  
23,24,27,31  
E-004:Sep 24  
E-005:Nov 17,23,24  
E-006:Sep 3(x2), 4,5,8(x2),12,20(x3),  
21,22,24,30(x3),Oct 2(x3),3,5,10,11,  
13,14,18,19(x2),21,22(x2),23,  
Nov 1,4,Dec 10

## CLACTON-ON-SEA

B-744:Sep 3,8,18,24,Oct 15

## CLEETHORPES

D-615:Sep 1,13,Oct 8(x2)  
D-618:Nov 6,8,11,14,15,Dec 4

## CLOGHER HEAD

ON-1190(12-31):Sep 11,Dec 4

## CLOVELLY

B-759:Sep 3,11,18,Dec 18

## CONWY

D-620:Sep 9,Oct 16,Nov 24,29

## COURTMACSHERRY HARBOUR

ON-1205(14-07):Sep 5

## COURTOWN

D-548:Sep 24

## CRICCIETH

B-707:Sep 4,15,Oct 14,29

## CROMER

ON-1097(47-006):Oct 23  
D-485:Sep 1(x2),22,Oct 4

## CROSSHAVEN

B-718:Oct 27  
B-782:Sep 5,10,25,Oct 14

## CULLERCOATS

B-591:Sep 4,8,10,17,Oct 22,23(x2),  
Nov 13,Dec 26

## DONAGHADEE

ON-1267(14-36):Sep 9,Nov 7

## DOUGLAS

ON-1122(47-017):Dec 11  
ON-1147(47-032):Oct 16

## DOVER

ON-1220(17-09):Oct 5,  
Nov 2,4,13,23,24,26  
ON-1279(17-46):Sep 3,24

## DUN LAOGHAIRE

D-565:Sep 2,14,Oct 14,15,31,Nov 18,27

## DUNBAR

ON-1225(14-21):Oct 19,30  
D-462:Sep 19,Nov 2

## DUNGNESS

ON-1186(12-27):Sep 11,Dec 7

## DUNMORE EAST

ON-1215(14-17):Sep 5,Nov 9,Dec 12

## EASTBOURNE

ON-1178(12-21):Oct 22,  
Nov 20(x2),27, Dec 11,14,24  
ON-1195(12-36):Sep 2,5,8,29  
D-603:Sep 2,5(x2),9,11  
D-605:Oct 16,Nov 15,20(x2),27,  
Dec 11,14

## ENNISKILLEN

B-581:Sep 2,28  
B-592:Sep 1,5,18,Oct 25,Nov 6

## EXMOUTH

ON-1210(14-12):Sep 7,  
Oct 1,7,21,29,30, Nov 8,9,Dec 20,21  
D-463:Sep 2  
D-516:Sep 29,Oct 1,5,8,18,21,25,29,30,  
Nov 3,6,8,9,20,Dec 4,21

## EYEMOUTH

ON-1209(14-11):Sep 24,Nov 5,20

## FALMOUTH

ON-1256(17-29):  
Sep 11,23,Oct 9,30,Nov 1,2  
B-595:Oct 12,15,17,Nov 1,2,20

## FENIT

ON-1239(14-27):Nov 10  
ON-1245(14-29):Sep 11,15  
D-561:Sep 15

## FETHARD

D-494:Sep 8

## FILEY

ON-1170(12-13):Sep 8,Oct 24,  
Nov 13,Dec 4,12  
D-490:Sep 18,Oct 2  
D-563:Oct 24,Nov 9

# Identifying lifeboat classes

Amongst other things, lifeboat numbers can be used to determine the class:

## All weather lifeboats

ON-### (12-###) Mersey

ON-### (14-###) Trent

ON-### (16-###) Tamar

ON-### (17-###) Severn

ON-### (47-###) Tyne

ON-### (52-###) Arun

### FISHGUARD

ON-1198(14-03):  
Sep 3,4(x2),16(x3),17,19,2  
Oct 26,Nov 18,Dec 13  
D-505:Sep 3,4,16,17,Dec 13

### FLAMBOROUGH

B-703:Sep 4(x2),18(x2),25,  
Oct 15(x2),23(x2),27,Nov 13

### FLEETWOOD

ON-1156(47-038):  
Sep 17,25(x2),27,Oct 11  
D-492:Sep 4,5,17,25,27,Oct 1

### FLINT

D-483:Oct 2(x2),Nov 5,21

### FOWEY

ON-1222(14-18):Oct 16,Nov 2  
D-526:Sep 24,Oct 27,Dec 28

### FRASERBURGH

ON-1259(14-34):  
Sep 1,24,30,Oct 23,Dec 18

### GALWAY

B-738:Sep 4,7,27(x2),Oct 8,9,15,  
Nov 9,Dec 2

### GIRVAN

ON-1196(12-37):  
Sep 5,16,Oct 9,26,Nov 18

### GRAVESEND

B-705:Nov 30  
E-002:Sep 2(x2),3,23(x2),26,  
Oct 2,4,6,9,13,15,18,27,31,Nov 4,13(x2),  
Dec 1,24,29  
E-004:Dec 7

### GT YARMOUTH AND GORLESTON

ON-1208(14-10):Oct 5,8  
ON-1226(14-22):Sep 10,18  
B-786:Sep 11,18(x2),26,  
Oct 2,9,13,23,Nov 6,11

### HARTLEPOOL

ON-1274(14-37):Sep 24,30(x2),Nov 26,  
Dec 4,6,20  
B-766:Sep 16,Oct 30(x2),Dec 4,6

### HARWICH

ON-1202(17-03):Dec 16  
ON-1278(17-45):Sep 11(x2),Oct 1,10  
B-789:Sep 3(x2),4,11,12,15,16,28,  
Oct 5,10,16(x2),29,Nov 19,20,24,25,  
Dec 4,19,29

### HASTINGS

ON-1125(12-002):Sep 3,27,Dec 10  
D-540:Sep 4(x2),9,11,25,Nov 7

### HAYLING ISLAND

B-712:Sep 1,12(x2),Oct 16,23,Nov 5  
D-642:Sep 1,Oct 16,24,29

### HELENSBURGH

B-791:Sep 2,8,10(x2),11,15,20(x2),21,25,  
Oct 2,31,Nov 2,5,14,21,27,Dec 7

### HELWICK HEAD

B-760:Sep 11

### HOLYHEAD

ON-1272(17-41):Sep 18,25,29,Dec 12  
D-507:Sep 18,23,Oct 9

### HORTON AND PORT EYNON

D-481:Sep 4,6,14  
D-531:Oct 8,Nov 27,Dec 20,27

### HOWTH

ON-1258(14-33):Sep 2,18,19  
D-530:Sep 10,Oct 23

### HOYLAKE

ON-1163(12-005):Sep 7,18,26,Nov 9

### HUMBER

ON-1216(17-05):Sep 2,7,Oct 9,  
Nov 8,10,13,15,26,Dec 4,21  
ON-1263(17-34):Sep 13,15(x2)

### HUNSTANTON

B-749:Sep 2(x2),25,Oct 14,30,Dec 4,12

### ILFRACOMBE

ON-1165(12-007):Sep 3,18  
D-555:Sep 18(x2)

### ISLAY

ON-1219(17-08):Sep 8,22

### KESSOCK

B-771:Sep 20(x2),23,  
Oct 2,15,20(x3),31,Nov 1,10(x2),Dec 3,5

### KILKEEL

B-593:Sep 13,Oct 2,20

### KILMORE QUAY

ON-1133(47-021):Sep 4,10,13,Nov 28

### KILRUSH

B-713:Nov 4,Dec 1

### KINGHORN

B-720:Nov 6,12,Dec 1,9,13,14,17  
B-732:Sep 4,5,9,11(x2),Oct 7,18(x2),22

### KINSALE

B-796:Sep 5,Oct 15,Nov 13,Dec 17

### KIRKCUDBRIGHT

B-585:Sep 11

### KIRKWALL

ON-1201(17-02):Dec 18  
ON-1231(17-13):Sep 3,Oct 11,  
Nov 5,6,14

### KYLE OF LOCHALSH

B-740:Sep 21  
B-767:Dec 20,21(x2)

### LARGS

B-739:Sep 4(x3),9(x2),17,25,26,30,  
Oct 3,7,22,23

### LARNE

ON-1246(14-30):Sep 7,Oct 23  
D-646:Sep 7,Dec 16

### LITTLE AND BROAD HAVEN

D-628:Sep 14,15,17,18,Oct 4,Nov 20

### LITTLEHAMPTON

B-779:Sep 5,9(x3),17,18,Oct 1,17,  
Nov 7,10(x2)  
D-602:Oct 1,17,24,27(x2),Nov 10

### LITTLESTONE-ON-SEA

B-785:Sep 3,8,Oct 30

### LLANDUDNO

ON-1164(12-006):Sep 5,Nov 14,Dec 12  
D-508:Sep 9,Oct 8,31

### LONGHOPE

ON-1149(52-43):Nov 22,23

### LOOE

B-793:Sep 2,3,Oct 28,Nov 5  
D-574:Sep 3,7,10,12

### LOUGH DERG

B-586:Sep 3,29

### LOUGH SWILLY

ON-1111(47-009):Oct 5,24  
B-717:Sep 12,21

### LOWESTOFT

ON-1109(47-007):Sep 9  
ON-1132(47-020):Sep 13,Oct 8,Nov 27

### LYME REGIS

B-741:Sep 3,12(x2),15,Oct 29,Nov 6,13

### LYMINGTON

B-784:Oct 19,28(x3),Nov 1

### LYTHAM ST ANNES

D-509:Oct 18

### MABLETHORPE

D-506:Sep 1(x2),2,7

### MACDUFF

B-578:Sep 30,Oct 22,Nov 17

### MALLAIG

ON-1250(17-26):Sep 8,19,25,29,  
Oct 7,22

### MARGATE

ON-1177(12-20):Sep 2,24,Oct 30  
D-545:Sep 8,Oct 21,30

### MINEHEAD

B-708:Sep 3,Oct 7,Nov 27  
D-549:Sep 3(x2),19,25

### MOELFRE

ON-1095(47-004):Sep 26,27,Oct 16  
D-532:Sep 11(x2),18,26,27,Oct 14,  
Nov 29,Dec 3

### MONTROSE

ON-1075(47-002):Sep 1,2  
D-626:Sep 2

### MORECAMBE

D-564:Sep 11,18,25,Oct 9  
H-002:Sep 9,11,13,18

### MUDEFORD

B-583:Sep 3,8,10(x2),17(x2),21,27,  
Oct 1(x2),8,11,16,18,22,23,  
Nov 3,5,12,20(x3)

### NEW BRIGHTON

B-721:Sep(x2),25(x2),Oct 5,15,18,  
Nov 6,7,17,24  
H-005:Sep 25,Nov 2,6,17

### NEW QUAY (CARDIGANSHIRE)

D-645:Sep 3(x2),Oct 4,5

### NEWBIGGIN

B-745:Sep 25,26,Oct 6

### NEWCASTLE

ON-1124(12-001):Oct 25  
ON-1188(12-29):Nov 22,Dec 2  
D-637:Oct 23,Dec 29

### NEWHAVEN

ON-1243(17-21):Sep 6,17,24(x2),25,28,  
Oct 17,Nov 6,7,21  
ON-1278(17-45):Dec 14,18,19,21

### NEWQUAY (CORNWALL)

B-715:Sep 1,6,13,15,Oct 9  
D-636:Sep 1,13,15

### NORTH BERWICK

D-619:Sep 6,Oct 2,9,16,Nov 2,Dec 1

### OBAN

ON-1227(14-23):Sep 9,17,19,21,23,  
Oct 1,4,5,6,17,19,22,23,29,  
Nov 9,12,20,29,Dec 11

### PADSTOW

ON-1094(47-003):  
Sep 21, Oct 4,14,20,22(x2),Nov 8

### PENARTH

B-725:Sep 13,17,Dec 11(x3)  
D-534:Sep 3,16,Oct 15(x3),16

### PENLEE

ON-1265(17-36):Sep 15,Oct 17,28  
B-787:Sep 21,Oct 28

### PETERHEAD

ON-1127(47-019):  
Sep 11,18(x2),Oct 22,Nov 1

### PLYMOUTH

ON-1264(17-35):Sep(x4),26,Oct 2  
B-700:Sep 13,25,28(x2),Oct 2(x2),4  
B-769:Sep 14

### POOLE

ON-1131(47-023):Sep 4,5,12,13,14,27,  
Oct 11,12,18,20,22,Nov 4,13  
B-710:Sep 4,5,8,11,12,14,20,21,27,  
Oct 4,14,22,23,29,31,Nov 12,13

### POOLE THE LIFEBOAT COLLEGE

ON-1285(FCB2 experimental boat):  
Oct 14

### PORT ERIN

B-594:Sep 4,Dec 21

### PORT ISAAC

D-546:Sep 21,22,27

### PORT ST MARY

ON-1234(14-26):Oct 8,Nov 3,Dec 21  
D-575:Oct 16(x2),Nov 3,Dec 21

### PORT TALBOT

D-550:Sep 5,21,27,Dec 17,30

### PORTAFERRY

B-706:Dec 2

### PORTHCAWL

B-726:Sep 1,16,Oct 15,16(x2),  
Nov 13,Dec 4(x4)

### PORTHDLINLLAEN

ON-1120(47-015):Sep 26

### PORTPATRICK

ON-1151(47-033):Oct 3

### PORTREE

ON-1204(14-06):Nov 11,23,Dec 1  
ON-1214(14-16):Sep 3,20,24,  
Oct 1,18,21,Nov 5

### PORTRUSH

ON-1247(17-23):Nov 6  
D-572:Sep 24,Dec 2

## Inshore lifeboats

B-### B class lifeboat (Atlantic 21, Atlantic 75 or Atlantic 85)  
 D-### D class lifeboat  
 E-### E class lifeboat

H-### Inshore rescue hovercraft  
 XP-### X boat small powered inflatable lifeboat  
 BB-### Boarding boat

See the map on page 17 for more information

### PORTSMOUTH

B-724: Sep 1,3(x2),4(x2),11,17,  
 Oct 1(x3),2,11,16(x3),27,29,Nov 6  
 B-730: Dec 9  
 D-554: Sep 3,11,Oct 27,Nov 30

### PWLLHELI

ON-1168(12-010): Sep 30  
 D-498: Sep 11(x2),20

### QUEENSFERRY

B-735: Sep 18,28,30,Oct 11  
 B-774: Oct 14,20,Nov 22(x2),  
 Dec 16,17,19

### RAMSEY

ON-1171(12-14): Sep 21,Oct 3

### RAMSGATE

ON-1197(14-02): Sep 5(x2),15,  
 Nov 20(x2)  
 B-765: Sep 9,15,24,Oct 5,15,  
 Nov 6,20,23,Dec 12

### RED BAY

B-792: Sep 17,Oct 24,Nov 4

### REDCAR

B-773: Dec 13  
 B-777: Sep 7,22,25,Oct 19,23  
 D-480: Sep 7,25,Oct 19,23,Dec 13

### RHYL

ON-1148(12-11): Sep 4,11  
 ON-1162(12-004): Oct 26  
 D-604: Oct 29,Nov 22(x2),Dec 1  
 D-632: Sep 2,3,4(x7),7,11,13,25,Oct 22

### ROCK

D-634: Oct 15,22,26

### ROSSLARE HARBOUR

ON-1276(17-43): Sep 4,10,Oct 27

### RYE HARBOUR

B-727: Sep 3,Nov 6,Dec 4,10

### SALCOMBE

ON-1130(47-022):  
 Sep 10(x2),18,Oct 21,24  
 ON-1138: Nov 7,21  
 B-794: Sep 10(x2),18,Nov 5,Dec 31

### SCARBOROUGH

ON-1175(12-18): Oct 20

D-560: Sep 1

### SEAHOUSES

ON-1173(12-16): Sep 1,9,23,Nov 21  
 D-529: Sep 5,Oct 17

### SELSEY

ON-1074(47-001): Sep 16,Oct 21,  
 Dec 7,13(x2),17  
 D-533: Oct 21,Nov 24

### SENNEN COVE

D-624: Nov 9

### SHEERNESS

ON-1211(14-13):  
 Sep 1,3,19,Oct 1,Dec 1(x2)  
 ON-1266(14-35):  
 Oct 7,10(x2),15,28,30  
 D-495: Sep 1,3,Oct 15,16,Nov 13,Dec 1  
 D-513: Dec 31

### SHERINGHAM

B-702: Sep 22,Oct 7,Nov 20

### SHOREHAM HARBOUR

ON-1158(47-040):  
 Sep 3,4,Oct 1,16,19,27,29  
 D-647: Sep 1,2,16,24,30,  
 Oct 1(x2),2,14,28,Nov 13

### SKEGNESS

ON-1148(12-11): Dec 16  
 ON-1166(12-008): Sep 3,Oct 27  
 D-573: Sep 1,11,23,Oct 9,27

### SKERRIES

B-747: Sep 3,8

### SLIGO BAY

B-781: Sep 12,24,Oct 14

### SOUTH BROADS

D-486: Sep 10,19,Oct 7,16  
 XP-42: Sep 1,10,24,Oct 7

### SOUTHEND-ON-SEA

B-723: Sep 3(x3),4(x2),11,23,25,  
 Oct 2(x2),9,19,22,25  
 D-527: Oct 9(x2),10(x2),11,Nov 5,21  
 D-603: Oct 16(x2)  
 D-633: Sep 25,Oct 2  
 H-004: Sep 11(x2),19,  
 Oct 9,10(x2),11,12(x2)

### SOUTHWOLD

B-750: Sep 7,8,28,Oct 1,5,7

### ST AGNES

D-641: Sep 22,Oct 5,9,16(x2)

### ST BEES

B-719: Sep 22(x2),Oct 10,Dec 11

### ST CATHERINE

B-772: Sep 7,Oct 8

### ST DAVIDS

ON-1139(47-026): Sep 3,4,6,15,Nov 4  
 D-543: Sep 3(x2),Oct 2

### ST HELIER

ON-1142(47-029): Sep 2,3(x2),11,  
 Oct 8  
 B-756: Sep 2,3(x2),Oct 7,8

### ST IVES

ON-1167(12-009): Sep 27,Oct 10  
 D-515: Sep 27,Oct 3,10,28,Nov 6

### ST PETER PORT

ON-1203(17-04): Nov 14,Dec 3,19  
 ON-1204(14-06): Oct 4

### STORNOWAY

ON-1201(17-02): Nov 13,21  
 ON-1238(17-18): Sep 2(x2),8,13,30

### STROMNESS

ON-1236(17-16):  
 Oct 5,29,Nov 24,Dec 10

### SUNDERLAND

B-762: Sep 4,11,13,24,26,  
 Oct 7,16,28,29(x2),Nov 19,25,  
 Dec 22,26  
 D-608: Oct 28,Nov 14,25,Dec 26  
 D-625: Sep 4,11(x2)

### SWANAGE

ON-1182(12-23):  
 Sep 2,9,19,Oct 5,11,Nov 4,13  
 D-613: Sep 3,9,22,Oct 9,25,  
 Nov 4,13,Dec 27

### TEESMOUTH

ON-1110(47-008): Sep 2,19,Nov 14

### TEIGNMOUTH

B-588: Sep 2(x2),5,11,Oct 9(x2),15(x2),  
 18,22,30,Nov 7,20,Dec 11

### TENBY

ON-1112(47-010):  
 Sep 3,5,6,17, Oct 26,Nov 3,14  
 D-562: Sep 1,2,7,23

### THE MUMBLES

ON-1096(47-005):  
 Sep 1,5,6, Oct 11,13,24  
 D-601: Dec 17  
 D-623: Sep 1,3,4,6,10(x2),18,  
 Oct 3,4,11,Nov 1,12

### THURSO

ON-1273(17-42):  
 Sep 22,Nov 22,23,Dec 2

### TIGHNABRUACH

B-743: Sep 4,20,Oct 8,Nov 2

### TOBERMORY

ON-1270(17-39): Oct 1,7,22,24,  
 Nov 9,20

### TORBAY

ON-1254(17-27):  
 Sep 24,26,Oct 8,21,24,25,  
 Nov 7,10,11,12,26  
 D-504: Sep 2,3,8,22,24,28,Oct 2  
 D-651: Oct 5,12,17,23,26,Nov 26,  
 Dec 22,27,31

### TOWER

E-001: Sep 13,15(x2),17,19,  
 Oct 8,9,10,11(x4)  
 E-002: Dec 19  
 E-003: Oct 14,16,18  
 E-004: Sep 1(x2),2,3(x3),4(x2),  
 5,6(x2),8,9(x2),10,11(x2),12,  
 Nov 6,8(x2),11,12(x2),16,17,22,24,  
 Dec 31  
 E-005: Sep 1,20,21,23(x2),24,25(x3),26,  
 28,30,Oct 2(x2),3,4(x2),5,19,20(x3),  
 21,22,23,24(x3),26,27,30,31,  
 Nov 1,2,3,4,29,30,Dec 2,3(x2),4,5,9,16,  
 17,24,25,29,30(x2),31

### TREARDUR BAY

B-755: Sep 21,Oct 27

### TROON

ON-1228(14-24): Sep 16,Oct 2,6,16  
 ON-1275(14-38): Sep 13,Nov 2,6,11  
 D-467: Oct 6,Nov 2

### TYNEMOUTH

ON-1242(17-20): Sep 1,4(x2),11,  
 Oct 14,28(x2),Nov 4,23  
 D-479: Nov 4,15  
 D-535: Dec 3

### VALENTIA

ON-1218(17-07):  
 Sep 29,Oct 8,15,11,22

### WALMER

B-589: Sep 24  
 D-458: Sep 4  
 D-514: Nov 16,Dec 12

### WALTON AND FRINTON

ON-1154(47-036): Sep 2,3,27,28,  
 Oct 15,21,Nov 24

### WELLS-NEXT-THE-SEA

ON-1161(12-003): Oct 8,Nov 20  
 D-512: Sep 21,Oct 16,Nov 12

### WEST KIRBY

D-612: Nov 5  
 D-635: Sep 4,6,8,11,13(x2),22

### WEST MERSEA

B-761: Dec 12,16(x2)  
 B-773: Sep 13,21,Oct 8,16(x2),18,25

### WESTON-SUPER-MARE

B-769: Sep 24,Oct 2  
 D-537: Sep 24,Oct 2

### WEXFORD

D-644: Sep 22,Oct 27,Nov 6,Nov 8

### WEYMOUTH

ON-1260(17-31): Sep 3,8,10,11,16(x2),  
 Oct 1,15,21,31,Nov 3(x2),4,Dec 7,18  
 B-746: Sep 8,9,25,Oct 4(x2),11,15,  
 Nov 3(x2),4,13

### WHITBY

ON-1212(14-14): Sep 17,Oct 1,9,  
 Nov 13,29,Dec 7  
 D-503: Oct 9  
 D-521: Sep 17,Oct 1,Nov 21,29,Dec 7

### WHITSTABLE

B-764: Sep 5,9,18,21,25(x3),27(x2),  
 Oct 10,30

### WICK

ON-1224(14-20): Sep 5,17,24,Oct 1

### WICKLOW

ON-1153(47-035): Sep 4,18,Nov 19  
 D-518: Sep 3,4

### WITHERNSEA

D-491: Oct 6

### WORKINGTON

ON-1141(47-028): Sep 12(x2)  
 D-635: Oct 14,27

### YARMOUTH

ON-1249(17-25): Sep 11,18,21,25,  
 Oct 12,31,Dec 7(x2),8,10

### YOUGHAL

B-780: Nov 28,Dec 17

### LIFEBOATS ON PASSAGE

ON-1208(14-10): Sep 16

The services listed here are those for which returns had been received at RNLi headquarters by 4 January 2006 and processed by 13 January 2006.



RNLi Chief Executive Andrew Freemantle and Captain Song Jiahui, Director General of the China Rescue and Salvage Bureau, met in Shanghai in November 2005 to sign a five-year cooperation plan between the two organisations following the sale of seven decommissioned Arun class lifeboats to China (see *the Lifeboat* winter 2005/06 for more details).

## Appointments

**Fred Breck** – Stromness lifeboat station Coxswain

**Mark Criddle** – Torbay lifeboat station Coxswain

**Rob Fossett** – Lyme Regis lifeboat station Deputy Launching Authority

**Dr George Knox** – Newhaven lifeboat station Lifeboat Medical Adviser

**Trevor Lamb** – Margate lifeboat station Coxswain

**Philip Lay** – Penarth lifeboat station Lifeboat Operations Manager

**Geoff Mellett** – Selsey lifeboat station Mechanic

**Roger Turner** – Margate lifeboat station Mechanic

**Jo Ward** – Filey lifeboat station Lifeboat Operations Manager



## Retirements

**Andy Brown** – St Mary's lifeboat station Mechanic

**John Banks** – Stromness lifeboat station Coxswain

**Fred Colbourne** – Lyme Regis and Charmouth guild Chairman

**Dr Michael Draisey** – Newhaven lifeboat station Lifeboat Medical Adviser

**Dave Hurford** – Torbay lifeboat station Coxswain

**Joan Loney** – Shaw, Crompton and Royton branch Honorary Secretary

## Deaths

**Andrew Chainey** – Burry Port lifeboat station Crew Member

**Grant Cook** – former Selsey lifeboat station inshore and all weather Crew Member

**John Eagle** – former Walton and Frinton lifeboat station Chairman and President

**Patricia Elbourn** – Royston branch Vice President

**James Hall** – former Eastbourne lifeboat station Second Assistant Mechanic, Bowman and Crew Member

**James Law** – former Eastbourne lifeboat station Deputy Launching Authority

**Jack Silverson** – former Shoreham Harbour lifeboat station Mechanic

**Anthony Walker** – former Eastbourne lifeboat station Head Launcher, Crew Member and Shore Helper

## Honours

See page 15, also:

**Eddie Buckland** – former Eastbourne lifeboat station: Shore Helper, Crew Member and Lifeboat Press Officer: Framed Certificate of Thanks for 48 years' continuous service to the RNLi

## Naming ceremonies

**D-655 Guardian Angel**, ILC, Cowes, D class, 26 October 2005 (see page 33)

**D-650 Helen Olive Palmer**, ILC, Cowes, D class, 10 November 2005

**D-625 John Charles Raybould**, ILC, Cowes, D class, 10 November 2005

**H-006 John Russell**, RNLi Depot, Poole, relief hovercraft, 20 October 2005 (see page 33)

**D-640 Mabel Davies**, ILC, Cowes, D class, 26 October 2005

**B-803 William Hurst**, ILC, Cowes, B class, 3 November 2005

## On station

**D-654 Angel of Holyhead**, Holyhead,

10 November 2005 (D-507 withdrawn to the relief fleet)

**D-653 William Hadley**, Mablethorpe,

23 November 2005 (D-506 withdrawn to the relief fleet)



Mark moved from the shelter of the wheelhouse to take command from the exposed upper steering position. The lifeboat was subject to the full force of the gale and waves were breaking at Mark's eye-level.

It was now 12.27am and the *Galina* was just 4.3 miles off Dodman Point. Assessing that the vessel wasn't in any immediate danger, Mark positioned the lifeboat to monitor her drift while they waited for the ETV *Anglian Princess*. Fowey's Trent class *Maurice and Joyce Hardy* arrived 20 minutes later with Coxswain Keith Stuart and his six crew members.

Such was the speed of drift that only 10 minutes later the *Galina* was within 3.7 miles of shore. It was clear they could no longer afford to wait for the *Anglian Princess*. Mark and Keith discussed the best possible course of action. RNLI divisional Inspector Simon Pryce says: 'The presence of Fowey lifeboat, under the command of Coxswain Stuart, was of great benefit to Coxswain Pollard. Coxswain Stuart not only provided a sounding board and an extra set of eyes but also a safety net had anything gone wrong or anyone fallen overboard from the *Galina*.'

As Coxswain of the larger and more powerful Severn class lifeboat, Mark agreed to attempt to put a line onboard. Using nearly all of the

lifeboat's engine power to steer, he skilfully brought his crew in close under the *Galina*'s bow for the first of a number of attempts.

*Simon Pryce explains:*  
'Coxswain Pollard handled the lifeboat in an exceptional manner. The Severn class was working at its limits, but he had the skill and confidence to hold her in a hazardous position whilst his crew attempted to pass the tow. Waves had swamped the upper steering position more than once but such was Mark's intense concentration that he hadn't noticed.'

After 33 minutes perseverance paid off when Dave threw the line vertically and let the wind carry it across.

With the *Galina* now 2.5 miles from Dodman Point, the *Richard Cox Scott* slowly extended her tow to its full 220m and set a south easterly course. However the rope could soon be heard creaking under the strain. It was soon clear that only a longer line still would ensure a safe tow. A second line was connected to the first and Mark managed to hold a steady speed of one knot in 8-10m breaking waves. Now the situation was relatively stable, Mark let himself be relieved and took a brief rest.

He had been at the wheel for over 1½ hours. His foul-weather gear had kept out the breaking waves but he was soaked in sweat from the effort.

The *Anglian Princess* at last arrived at 2.35am and it was agreed that the lifeboat's tow could safely be released to allow the ETV to take up position. It took a full 15 minutes to haul in the 440m line due to the Severn's heavy pitching. Both lifeboats then stood by as several attempts were made to establish a line between the *Galina* and the *Anglian Princess*. Success came at 3.35am but just nine minutes later what had been promised to be 'a very strong rope' from the *Galina* parted and the task began all over again.

At 4am and with the *Galina* just 2 miles offshore, Mark and the Coastguard agreed that if the towline was still not in place by 4.20am he would start to take the *Galina*'s eight crew off. This would be hazardous for all concerned so Mark requested a rescue helicopter from RNAS Culdrose be put on standby. A few minutes later, however, the towline was re-established and significant progress was at last made. Fowey lifeboat, whose crew had remained vigilant throughout in appallingly uncomfortable conditions (at one point she was seen to be completely airborne), was released to return to station.



Falmouth's Severn class *Richard Cox Scott* on exercise on a calm, sunny day  
Photo: Gilbert Hampton





All were relieved to hear the *Galina* report within the hour that she had managed to restart her engine and would be able to proceed under her own power. The return to berth for Mark and his crew took over an hour in very heavy seas and they arrived at 6.34am, nearly seven hours after the initial request to launch.

*Mark commented afterwards: 'Was I scared? No, not really: you're aware of the potentially dangerous situation, of course, but you're out there to do a job and you just get on with it. We're all concentrating so much that there's not really time to be scared.'*

Coxswain Mark Pollard (31) is to be awarded the Institution's Bronze Medal in recognition of his fortitude. Divisional Inspector Simon Pryce says of Mark's actions: 'Throughout the service he

demonstrated a calm and considered professionalism, seeking advice from the senior members of his team and the more experienced Fowey Coxswain, and weighing up all his options before taking action. He communicated his decisions and orders in a measured manner despite being under a great deal more pressure than he had ever faced before and he inspired complete trust in the crew he had with him.'

Medal service badges and certificates are to be presented to his six crew members. Coxswain Keith Stuart (50) will receive a Framed Letter of Thanks signed by the RNLI Chairman in recognition of the valuable support provided by the Fowey lifeboat throughout this gruelling service. Captain Peter Rimmer of the ETV *Anglian Princess* will also receive a letter of appreciation signed by the RNLI's Chief Executive. (For more on ETVs, see the winter 2003 issue of *the Lifeboat*.)

### THE FALMOUTH LIFEBOAT

*Richard Cox Scott* Severn class  
all weather lifeboat, ON-1256

#### Funding:

Legacy of Mrs Ruth Marygold Dix Scott together with other gifts and legacies

### THE FALMOUTH CREW

Coxswain Mark Pollard

Second Coxswain Peter Wood

Mechanic David Proud

Crew Members Carl Beardmore, Tom Bird, Andy Jenkin, Dave Nicoll

### FALMOUTH LIFEBOAT STATION

Established: 1867

Previous medals received: 2 Gold, 5 Silver and 3 Bronze

### THE FOWEY LIFEBOAT

*Maurice and Joyce Hardy* Trent class  
all weather lifeboat, ON-1222

#### Funding:

Gift and bequest of Maurice G Hardy CBE CEng

### THE FOWEY CREW

Coxswain Keith Stuart

Crew Members John Barker, Steven Barker, Paul Gamble, Carl Gudmunsen, Robert Harris, Jonathan Pritchard

### FOWEY LIFEBOAT STATION

Established: 1859

Previous medals received: 1 Gold, 10 Silver and 1 Bronze

### THE CASUALTIES

Merchant Vessel *Galina* (32m)  
with eight adults onboard

### THE CONDITIONS

Dark

Weather: Violent storm, heavy squalls

Visibility: Good

Wind: South south westerly force 9-10, gusting 11

Sea state: Very rough





# Making a splash

Following their busiest summer yet on UK beaches, 10 RNLI lifeguards are now using their skills and experience to make an impression on Australian beach rescue statistics. Here are the stories of two lives they saved during the winter

On 11 October 2005 the alarm was raised at Whale Beach, north of Sydney, to rescue a 64-year-old fisherman who had been washed into the sea. Sharp rocks with a sweeping swell running across them meant that the lifeguard on duty, James Billing (23) from Cornwall, was unable to simply jump straight into the water. He radioed lifeguards on the next beach to explain the situation and request assistance. Getting into the water with his rescue board, James was assisted by a rip current running along the rock ledge and reached the casualty in a matter of seconds.

As James explained, the exhausted man was barely able to stay afloat: 'He was in a bad way. He was very tired and floating on his back with his mouth just breaking the surface for air.' James made the decision to roll the fully clothed fisherman onto his board as if he were an unconscious casualty. Just then, a set of large and steep waves approached. James shouted instructions to the man to hold on and take some deep breaths. 'The first two waves passed by but the third picked us up in the lip and sucked us both towards the rocks. Luckily I was able to keep hold of the man and my board. It felt like he weighed a tonne; I struggled to keep a foothold on the rocks under the water whilst fighting against the rip that was grinding us over the jagged stones.' Battling with the large waves and strong currents, James awaited assistance. 'Then came the familiar sound of the rescue watercraft engine and my colleague came in very close to the rocks, held out his hand and helped me put the casualty onto the rescue mat he was towing,' remembered James. On shore, the man was given oxygen and then taken to hospital where the staff described him as extremely lucky.

**Peter Dawes, Beach Lifeguard Manager (Operations), comments:**

'Lifeguards and lifeboat crew have skills that are at the ready 24 hours a day, seven days a week. It is not unusual to hear of their training being used outside the work environment to help in emergencies whether in or out of the water. It is perhaps not as well known as it should be that our lifeguards are first responders for the ambulance services in their areas of operation.'

**On the exchange programme:**

'The RNLI has a tradition of strong relationships with lifeboat services around the world and the lifeguard exchange programme between the UK and Australia and New Zealand is an extension of this. For the last three years lifeguards from these three countries have had the opportunity to apply their skills in different environments, increasing their overall experience.

'Australian lifeguards serving in the UK get to experience a fully integrated lifeboat and lifeguard service and the support structure

James, who has four years' experience as an RNLI lifeguard at Holywell Bay in Cornwall, concluded: 'I think I can honestly say I used almost every skill I've developed as an RNLI beach lifeguard to carry out this rescue.'

This is James's second season in Australia. Last winter he went to the southern hemisphere as part of an exchange scheme between the RNLI and the Australian and New Zealand surf life saving organisations.

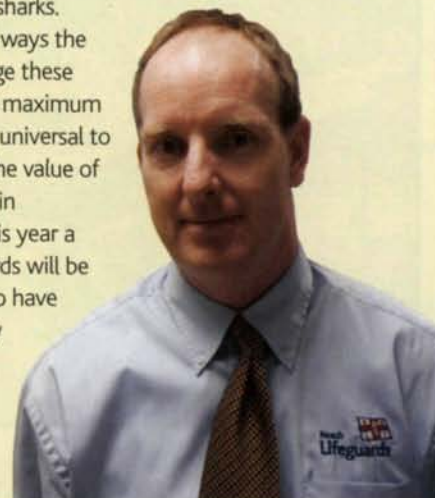


An Australian lifeguard on beach patrol with his adapted quad bike

In contrast, Newquay RNLI lifeguard, John Steadman (31), was enjoying a leisurely New Year's Eve stroll along Scarborough beach while on holiday in Perth, Western Australia when he spotted a man close to drowning 100m offshore. Off duty and completely unaided, John demonstrated the skills that had earned him the 2004 'Lifeguard of the Year' award in Restormel, Cornwall, and rescued the man before being spotted by the local lifeguards who then assisted.

the RNLI provides. Lifeguards from the UK stationed in Queensland, for example, experience a semi-tropical environment where they are exposed to new marine hazards including dangerous tropical jellyfish, crocodiles and sharks.

They learn the different ways the lifeguard services manage these environments to ensure maximum beach safety. Of course universal to all lifeguard services is the value of beach safety education in preventing tragedies. This year a total of 11 RNLI lifeguards will be selected from those who have performed exceptionally well over their season, and it is hoped the number will expand in future years.'





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## Days 3-5 ♦ Brig

During our stay in Brig we take the narrow gauge mountain railway to Zermatt, a picturesque resort overlooked by the Matterhorn, and visit the charming town of Interlaken where your options are endless. You have a free day to explore this beautiful region using your Swiss Pass, so why not travel along the Rhône Valley to Montreux on the shores of Lake Geneva or join the **Golden Panoramic Express** for the fabulous journey over the Golden Pass to the chic resort of Gstaad.

## Day 6 ♦ The Glacier Express

We leave Brig on the famous **Glacier Express** narrow gauge train, probably the slowest 'express' in the world. The train climbs up the Rhône Valley to Andermatt and then snakes and spirals its way towards the Oberalp Pass before descending through snowy fields and woodland to the Rhine. We continue along the broad valley to the historic town of Chur in southeast Switzerland for a three-night stay.

## Days 7-8 ♦ Chur

Our stay in Chur includes a fabulous journey on the Rhaetian Railway across viaducts and bridges, past frozen waterfalls and deep ravines and over the Bernina Pass to Poschiavo in the Italian-speaking region. You also have a free day to explore Chur and the medieval alleyways of its Old Town or perhaps make the short train ride out to the pretty town of Arosa.

## Days 9-10 ♦ The Journey home

We leave Chur and travel into Germany for the scenic journey along the Rhine Gorge to Cologne for an overnight stay. Our journey continues the next morning to Brussels where we connect with **Eurostar** to London.

## Departure Dates and Prices

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# Fundraising

## Best foot forward

Hundreds of schools and businesses supported the RNLI's annual Save Our Soles day on Friday 27 January 2006.

From Sennen Cove to Shetland, from Larne to Lowestoft and from Beaumaris to Ballyglass, individuals donated £1 or €2 to wear their trainers to school or work. Some added other fundraising activities to the occasion: Umberleigh Community Primary School in North Devon combined the day with a big breakfast and invited RNLI Lifeguard Ben Ridding to join them over sausage and beans to chat to the pupils about beach safety. At RNLI headquarters in Poole, more than £13,000 was raised through sponsored go-karting.

Over 50,000 SOS day packs were mailed and early indications are that income from RNLI SOS day 2006 will top the tens of thousands raised in 2005 towards RNLI crew training around the coast of the UK and Republic of Ireland.

For information on SOS day 2007, please call 0845 121 4999 (UK) or 1800 789 589 (RoI); email: [sos@rnli.org.uk](mailto:sos@rnli.org.uk) or visit: [rnli.org.uk/sos](http://rnli.org.uk/sos).

# RNLI SOS



RNLI SOS day 2006 was backed by *Hi-de-Hi* star Su Pollard and Andy Collins, of *Garden SOS* and *Family Fortunes*, who popped into Rhyl lifeboat station between pantomime performances. Photo: Tony Mottram Photography



Fraserburgh Coxswain Victor Sutherland with his father Victor Snr, former Second Coxswain, and his Uncle Albert (far right), former Coxswain of Fraserburgh lifeboat, lend their support to the NECTA appeal



## Train one, save many

A lavish reception was held in January at Dundas Castle, one of Scotland's most beautiful and historic castles, at the kind invitation of Sir Jack Stewart Clark, the Honorary President of Queensferry RNLI branch. The evening won support for the RNLI's crew training 'Train one, save many' campaign, from leaders of industry, corporate representatives, and trusts and funds as well as individual high-level donors.

It costs more than £1,000 or €1,400 every year to train each RNLI crew member. Scotland has 750 crew members, at 44 lifeboat stations. The country has four regional crew training appeals: the Lifeboats of the Clyde appeal is now nearing its £250,000 target; the Forth Approaches Crew Training (FACT) campaign has raised over a third of its £250,000 target in just six months and a local trust has pledged £75,000 over the next three years. The North East Crew Training Appeal (NECTA) with a target of £250,000, and the Angus Crew Training (ACT) with a target of £20,000, will be launching soon.

If you would like to know more about these appeals, please contact the RNLI's Scottish office (see page 31).

# At the heart of the RNLI

The people of Birmingham couldn't live further from the coast yet they have a long and passionate commitment to the RNLI. They have funded no fewer than 50 lifeboats in the Institution's 182-year history and now they're aiming for their 51st



RNLI supporters in Birmingham raised over £5,700 at a Sea Prom concert in aid of the Angle Tamar lifeboat appeal. RNLI supporter Vic Cocker CBE, Chairman of the Waste and Resources Action Plan, welcomes James and Tricia Bradbury on stage. The event marked James's retirement as a fundraiser in the Wales and West Mercia region

In the financial year 2004/2005, Birmingham fundraising branches raised more than £92,000 and branches in the wider West Midlands £105,000. Strong links have been forged between the landlocked city and several coastal communities in the south west of England and in Wales, not least Angle in Pembrokeshire (see page 17 for location).

An early slipway-launched lifeboat was donated to Angle by the Birmingham branch in the 1900s. Now, almost a hundred years on, the city is involved with Angle once again, this time with an ambitious campaign to raise half of the £2M needed for a Tamar class lifeboat for the village.

But what is it that rouses such enthusiasm for the RNLI in these city dwellers? It can't

be the recollection of dramatic rescues on their doorsteps or their admiration for loved ones or neighbours leaving their beds to rescue strangers in peril on the sea. Jerry Rees, Coxswain at Angle, explains that Brummie supporters are no strangers to the lifeboat station: 'Visitors from Birmingham and the surrounding area often visit us and it's great to know that they are willing to take such an active and positive role to support us.'

In contrast to the massive West Midlands conurbation, Angle's population is less than 400. Of these, 36 are RNLI crew members or otherwise involved with the lifeboat station. The demands on these few individuals are disproportionately high so the benefits of teaming up with the resources available in Birmingham are all the more valuable.

Jerry explains how the community will also benefit from the new lifeboat: 'The majority of our shouts are to large commercial vessels more than 50 miles offshore and so can be very lengthy. The new Tamar class is significantly faster and more manoeuvrable in heavy seas than our current Tyne class, *The Lady Rank*, but also safer and more comfortable for the crew. It can even carry up to 100 survivors, so we are confident we can provide as much assistance as might be called for.'

Lifeboat Operations Manager John Allen-Mirehouse is also eagerly awaiting the new lifeboat: 'The Tamar will enable faster response times and, with its position higher on the waterline, will provide a better search facility – it really is state of the art. All the RNLI's experience has been

## Want to fundraise? What's happening near you?

### Scotland

RNLI, Unit 3, Ruthvenfield Grove  
Inveralmond Industrial Estate  
Perth, PH1 3GL  
Tel: 01738 642999  
Email: scotland@rnli.org.uk

### Eastern

RNLI, Magdalen Road, Hadleigh,  
Ipswich, Suffolk, IP7 5AD  
Tel: 01473 822837  
Email: eastern@rnli.org.uk

### Greater London

RNLI, 20 Buckingham Street,  
London, WC2N 6EF  
Tel: 020 7839 3369  
Email: london@rnli.org.uk

### South East

RNLI, Kennet House,  
River Way, Uckfield, Sussex, TN22 1SL  
Tel: 01825 761466  
Email: southeast@rnli.org.uk

### South West

RNLI, Unit A, Longacre, Saltash,  
Cornwall, PL12 6LZ  
Tel: 01752 850680  
Email: southwest@rnli.org.uk

### Wales and West Mercia

RNLI, 9 Drake Walk, Brigantine Place  
Cardiff, CF10 4AN  
Tel: 029 2045 6999  
Email: wales@rnli.org.uk

### North

RNLI, 18 Half Edge Lane, Eccles,  
Manchester, M30 9GJ  
Tel: 0161 787 8779  
Email: north@rnli.org.uk

### Republic of Ireland

RNLI, Airside,  
Swords, Co Dublin  
Tel: 01 8951 800  
Email: lifeboatsireland@rnli.org.uk

### Northern Ireland

RNLI, Unit 1, Lesley Office Park,  
393 Holywood Road, Belfast, BT4 2LS  
Tel: 028 9047 3665  
Email: northernireland@rnli.org.uk

utilised to progress with the technology and design. This means more lives saved – which is what we all work for.'

If supporters in Birmingham were still at all unsure about the Tamar after such glowing recommendations, they had the opportunity to see the first of the class, the *Lesley-Jane Nicholson* up close at the Boat, Caravan and Outdoor Show at the NEC in February.

Grass-roots fundraising events for the appeal began back in October to coincide with SeaBritain 2005 and the Trafalgar commemorations. A Sea Prom concert at the Adrian Boult Hall raised more than £5,700 and RNLI branches across the wider Wales and West Mercia region tucked into 30 or so Trafalgar-themed dinners to boost coffers by over £15,000.

The ways and means of fundraising may have changed since the people of Birmingham funded its first RNLI lifeboat for Angle in the early 1900s but as the city tackles its £1M target to help fund the most technically advanced lifeboat in the RNLI's fleet, one thing has remained consistent – the generosity of its people.

For more information on the Tamar appeal for Angle and to donate, see [rnli.org.uk/tamar4angle](http://rnli.org.uk/tamar4angle).

- Aston University Student Rag Committee presented the Angle appeal with £1,500 from their annual fundraising proceeds.
- The Royal Bank of Scotland's employee Scott Rogers suggested a staff fundraising competition in aid of the appeal. The winning team was led by colleague Helen Clifford, who is Treasurer of the RNLI's Erdington branch. Activities as diverse as dress-down days, cake baking and mask making brought in £250, which was then match funded by their employer.
- The Lord Mayor of Birmingham, Chancellor John Hood, and the local *Birmingham Evening Mail*, threw their weight behind the appeal at a reception in March.
- Historian Lesley Smith, curator of Tutbury Castle, gave an after-dinner talk in Sutton Coldfield in the style and persona of Charles II's mistress Nell Gwynne. The fun-filled evening resulted in more than £1,000 towards the new lifeboat.
- Closer to the Tamar's home-to-be in Pembrokeshire, local supporters are also busy to ensure the appeal tops its target. Fiona Phillips, of local newspaper *The Western Telegraph*, has kindly agreed to help publicise the appeal.



The tiny village of Angle is rightly proud of its lifeboat station, pictured here. They are now relying on supporters in the West Midlands to fund the next step in their history

Photo: Aerofilms Ltd



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## Guardian angel

The Lifeboat Fund has been supporting the work of the RNLI for over 140 years. Amazingly, it has now paid for its 46th lifeboat, the IB1-type D class *Guardian Angel*, which entered the relief fleet in October 2005. She will provide essential service when station lifeboats are away for maintenance (see the winter 2005/06 issue of *the Lifeboat* for more on refits and repairs in the inshore fleet).

The Fund began life as the Civil Service Lifeboat Fund, changed to CISPOTEL, and is now officially the Communications and Public Service Lifeboat Fund or The Lifeboat Fund for short. The hard work and commitment of its fundraisers has remained the same, however, with contributions flowing from an annual appeal and payroll and pension payroll giving schemes for serving and retired civil servants, Royal Mail pensioners and BT staff.



One of the RNLI's IB1-type D class lifeboats in action



L-R: RNLI Trainers John Allen, Andy Flanagan and Amy Veasey with friends of the late John Russell during the hovercraft's naming ceremony

## Hovering at the ready

Thanks to his generous legacy, John Russell will be remembered across the country through the rescue hovercraft named after him.

Mr Russell was a keen sailor and greatly admired the work of the volunteer crews who risk their lives to save others. Now, H-006 *John Russell* has entered the RNLI's relief fleet and is ready at a moment's notice to replace any of the active hovercraft at Morecambe, Hunstanton, Southend-on-Sea and New Brighton stations. (See page 19 for news of an unusual service at Morecambe.) When not in service the eponymous hovercraft is based at Poole and used in crew training.

Six out of ten launches to save lives at sea are only possible because of people like John Russell who remember the RNLI in their Will. For more information on legacies, see page 34.

## 'Every little helps'

For over a decade Tesco has allowed the RNLI to hold a national collection in alternate years outside its stores, raising over £1M in the process. Tesco's RNLI 2006 days will be 26 and 27 May. As Sir Terry Leahy, the Chief Executive of Tesco, says: 'The idea of "Every little helps" can become very powerful when everyone pulls

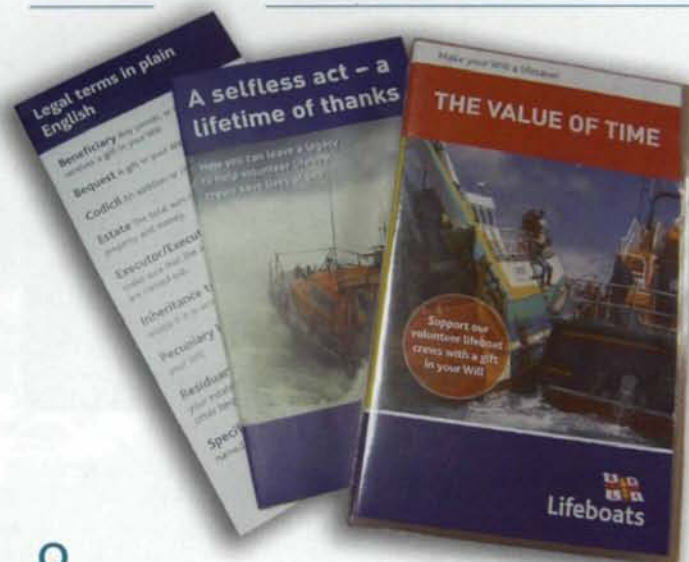
in the same direction. We hope the RNLI raises a great deal of money in 2006 to help save even more lives at sea.' Can you give the RNLI two hours of your spare time on either day to help collect at a local Tesco store? For more information or to volunteer, contact your nearest regional office (see page 31).

## Q&amp;A

## The most important gift



*The Lifeboat* talks to Natalie Ness, the RNLI's new Legacy Campaign Manager



charities for the greater good. Readers may remember seeing the legacy advertisements in newspapers and on television featuring Michael Buerk – such a high-visibility campaign isn't something any one charity could have afforded on their own.

## Q

**Does a legacy gift need to be a large amount?**

## A

Many people think that they wouldn't be able to afford a gift to charity after providing for their families but legacy gifts don't need to be large. A crew member could have a year's training for £1,000 but £30 could buy a navigation light on their lifeboat. A 1,000hp lifeboat engine would need a gift of about £75,000 but £450 could buy an anchor. Every gift counts.

## Q

**What are the tax implications of leaving a charity bequest?**

## A

In the new tax year 2006/07, the first £285,000 of a person's estate is exempt from Inheritance Tax but any amount over that threshold is subject to tax at 40%. Gifts in Wills to charity are also free of tax. This means you could leave £285,000-worth of your estate to your family and any balance to your chosen charities and avoid paying any Inheritance Tax.

## Q

**If someone wants to leave a gift in their Will to the RNLI, what should they do?**

## A

It's really easy to leave a gift, whether a fixed amount, an item of jewellery or a percentage of an estate. If readers would like to find out more, they can call John Marshall, our Legacy Enquiries Officer, on 01202 663032 or visit our website at [rnli.org.uk](http://rnli.org.uk). We'll make sure you receive helpful, practical advice about making or updating a Will to include a gift to the RNLI. Thank you so much to all those who have already supported us in this way.



## Q

**You've worked for the RNLI in various roles for eight years now. What attracted you to this area of fundraising?**

## A

I have always been very proud to work at the RNLI. Everyone involved with the RNLI is proud of the service and of the fact that we are a charity. Long after we all move on, legacies will be coming in, allowing the RNLI to continue its lifesaving work.

## Q

**Why are legacies so important to the RNLI?**

## A

More than 60% of our income comes from gifts in Wills so the majority of lifeboat launches are only possible because of the generous forward-thinking of our supporters. Last year was our busiest yet [see page 12 for more details – Ed] and fewer volunteers come from a professional maritime background these days, meaning extra expense in training. All in all, legacy income is more important than ever before in the RNLI's history.

## Q

**The RNLI is involved in the 'Remember a charity' campaign. Can you tell us more?**

## A

Only one in seven UK Wills contain any kind of charitable gift. 'Remember a charity' enables us to work together with other



# Lifeboat Lottery

The winter 2005 Lifeboat Lottery raised almost £750,000 for the RNLI – thank you!

Once again, the quarterly Lifeboat Lottery has broken all records, bringing 2005's total Lottery income to an extraordinary £2.5M. This could provide up to 1,500 sets of all weather kit for volunteer lifeboat crews, or 15 B class Atlantics and 25 D class lifeboats, or one Tamar class!

The winner of the grand prize, a sunshine cruise for two kindly sponsored by Travelscope, was Roger Gilley from Lyndhurst in Hampshire. He said: 'It's wonderful to win this; I have never been on a cruise before. I have supported the RNLI for many years, being a regular sailor with a boat on the Beaulieu River. The RNLI do a great job.'

## TRAVELSCOPE

Richard Ford, Managing Director for prize sponsors Travelscope said: 'We are delighted to continue sponsoring the RNLI's Lottery and look forward to welcoming Mr Gilley on the cruise.'



Roger Gilley (RNLI Offshore member) and son Adam (RNLI Storm Force member) on their VIP tour of Mudeford lifeboat station, observing crew training and helicopter rescue manoeuvres  
Photo: Graham Fairbrass

**Congratulations also go to the following cash prize winners:**

- £1,000 cash Mrs I Broughton (Somerset)
- £500 cash Mr R Buckley (Cheshire)
- £250 cash Mrs JE Reader (Derbyshire)
- £100 cash Mr R Brownson (Co. Durham)
- £100 cash Mrs FR Hutton (Gwynedd)
- £100 cash Miss I Scullion (Ayrshire)
- £100 cash Mrs M Taylor (Surrey)
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**PAGE & MOY**

*Well-travelled people*

Tickets for the summer 2006 Lottery will be available from 17 April, with a closing date of 16 June 2006. If you don't already receive tickets and would like to, please call 0845 121 4999 or email [lottery@rnli.org.uk](mailto:lottery@rnli.org.uk). (Tickets not available in Northern Ireland or the Republic of Ireland.)

For the first time you will also be able to buy Lifeboat Lottery tickets in place of the regional draw at events run by RNLI fundraising branches and guilds all over Britain. See page 31 for contact details of RNLI regional offices – they can put you in touch with your nearest group.

The summer 2006 grand prize is a three-door Vauxhall Corsa Life (may differ from model shown). This time second prize is a cruise, kindly sponsored by Page & Moy, and there are seven cash prizes ranging from £100 to £500.

Wendy Lawrence, Marketing Director of long-term RNLI supporters Page & Moy said: 'Our relationship with the RNLI is a special one and we are delighted to be able to expand on our support by providing prizes for the Lifeboat Lottery and helping to raise over £500,000 each time.'



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### Easter Escape Promotion

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THE LIFEBOAT COLLEGE

# Peep into the past

A fascinating glimpse of *the Lifeboat* archives



## ... 100 years ago

The spring 1906 edition of the then *Life-boat Journal* reported there was a large demand for the barometers that the RNLI offered to professional mariners at a reduced price. The aneroid barometers, used to predict weather change at sea, had proven especially popular amongst fishermen (see page 12 for an update on MOB Guardian, the RNLI's modern-day computerised safety system).

Readers were also given an explanation of the lifebelts used by lifeboat crews of the day (pictured). Though buoyant, flexible and strong, the

lifebelt had to be divided in two and secured at the waist:

**'... in no other manner can it be confined sufficiently close around the body without such pressure over the chest and ribs as to materially affect the free action of the lungs, impede the muscular movement of the chest and arms, and thereby diminish the power of endurance of fatigue, which, in rowing-boats, is a matter of vital importance.'**

## ... 50 years ago

The *Life-boat* of spring 1956 began with a tribute by members of the Bridlington lifeboat crew to the quality of modern lifeboats.

Mechanic James Robinson was full of praise for Bridlington's Liverpool class lifeboat pictured during launch by

*Bridlington Free Press:*

**'In my estimation the performance of this boat was better than ever expected by me or any of the other men aboard ... I have been to sea for fifteen years in lifeboats, and would never have believed that a boat of this size could stand such punishment.'**

It was announced that Southend-on-Sea's newly retired Coxswain Sidney Page was to receive the RNLI's Thanks of the Institution Inscribed on Vellum after he launched three times in one night in autumn 1955. Coxswain Page and his crew launched the Southend lifeboat *Greater London II* to a motor barge, *Fence*, which had run

aground on the night of 21 October. In gale-force winds, steep seas and squalls, the lifeboat crew managed to attach a tow to the barge, but the line parted.

**'Coxswain Page brought the life-boat alongside the Fence's starboard quarter and took off two of her crew. Before the third man could be taken off the sea carried the life-boat clear, and another attempt had to be made to bring off the third man and the member of the life-boat crew who had boarded the barge.'**

The two remaining men managed to jump aboard and the lifeboat returned to station in the early hours of 22 November. But there were fears that the drifting *Fence* would now be a danger to navigation and the lifeboat crew launched again to look for her. Despite more than three hours of searching, the *Fence* could not be seen and the attempt was given up. Later that morning, though, the Coastguard reported a possible sighting and Coxswain Page launched a third time, this time succeeding in finding *Fence* and towing her out of harm's way. Coxswain Page was also a holder of an RNLI Silver Medal and two Bronze Medals for Gallantry.

## ... 25 years ago

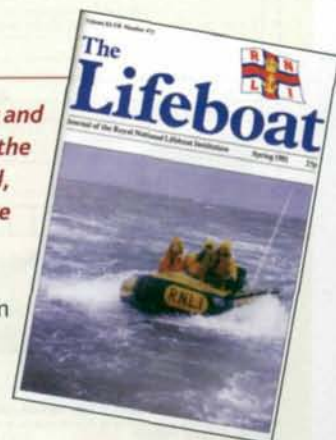
Under 'Notes of the Quarter', the spring 1981 issue of *The Lifeboat* revealed that Rear Admiral Desmond Hoare, who was instrumental in developing the first rigid-hulled inflatable boats, including the first Atlantic lifeboat, was to receive the Thanks of the Institution Inscribed on Vellum (see page 36 of the spring 2005 issue of *the Lifeboat* for more on the links between the RNLI and Atlantic College).

Television comics Morecambe and Wise brought some sunshine to proceedings when they opened the London Boat Show in January 1981:

**'Always good friends to the RNLI, Eric and Ernie exhorted everyone to 'support the lifeboats' in their opening speech and, adding practice to precept, they came to call at the RNLI stand.'**

The spring 1981 cover featured Shoreham Harbour's D-class and crew on exercise.

Photo: Peter Hadfield



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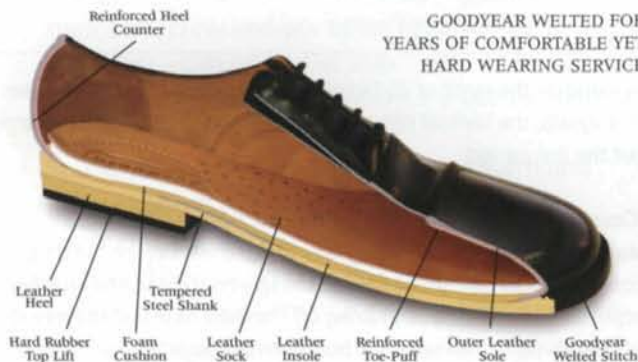
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# The house that Vic built

During Vic Treneary's days with the RNLI he was sometimes called in the middle of the night to rush to a lifeboat station in the wind and rain. But Vic was not a crew member – his role was to keep lifeboat stations shipshape

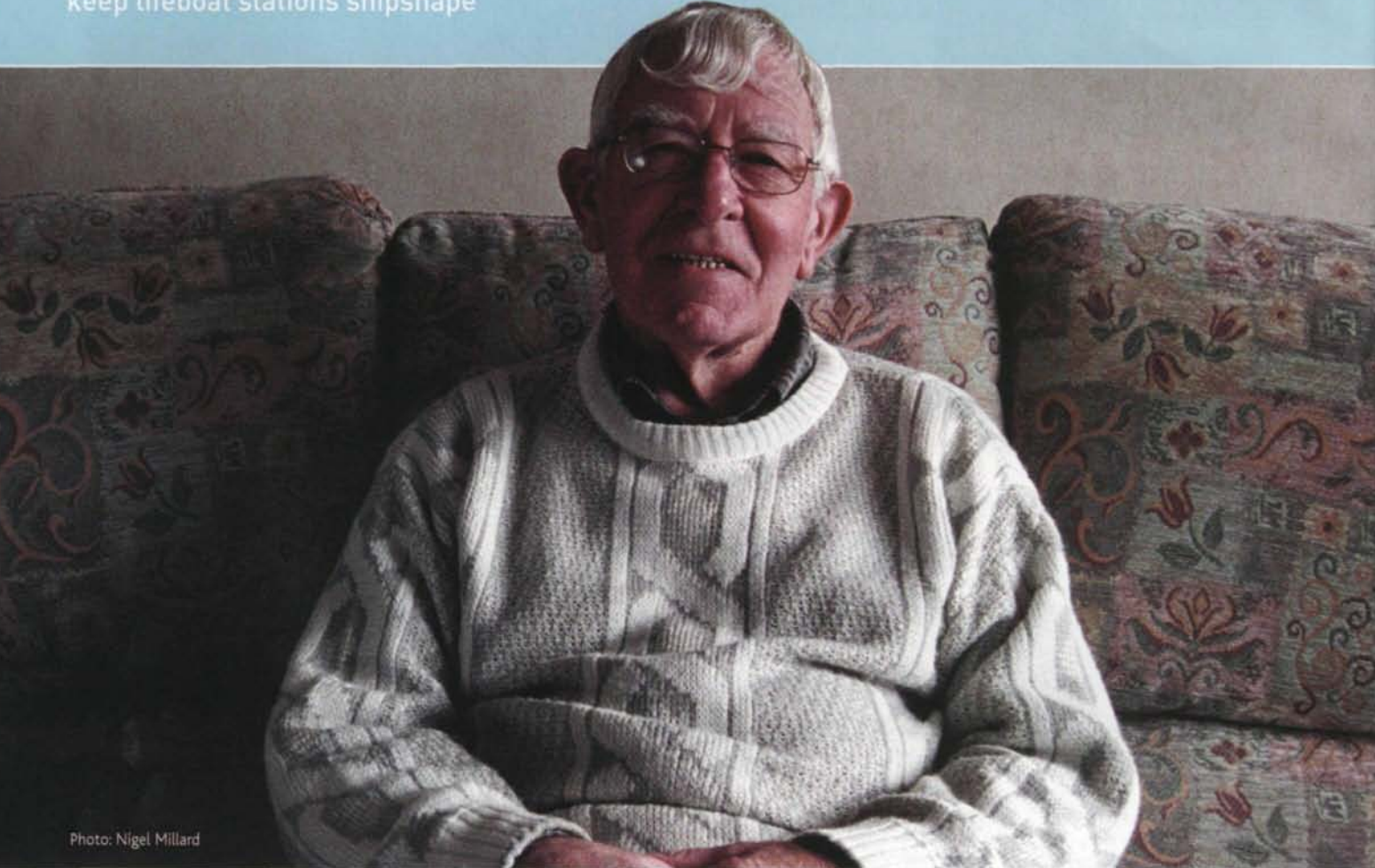


Photo: Nigel Millard

Lifeboat stations around the coast are subject to immense wear and tear from the launch and recovery of lifeboats and exposure to the elements. If lifeboats are to remain operational their boathouses and slipways must, however, be kept in a good state of repair. In the 1950s, one of the people responsible for this was Vic Treneary (pictured). His job took him around the coast of the British Isles, employing gangs of men at each location to repair, reinforce and repaint the lifeboat stations.

Vic is now retired and lives with his wife, Joan, in Devon. Their settled life today is a far cry from the first five years of their marriage. After their wedding, Joan joined Vic in their caravan, which he towed using a Land Rover. 'I must have clocked up thousands of miles in that caravan. It was a very, very interesting life,' says Vic. The well-travelled pair took the caravan to lifeboat stations as far apart as Thurso in the north of Scotland, Moelfre in north Wales and Sennen Cove on the south west tip of England. They even left their beloved mobile home behind sometimes and took ferries to Ireland, where Vic worked on lifeboat stations at both Kilmore Quay in County Wexford and Wicklow.

Many of the gang workers were lifeboat crew members who earned their crust from fishing and they would eagerly await Vic's arrival. 'I gave them employment through the winter when they were not fishing as much,' he explains. 'They were always hard workers.' Vic and Joan spent six weeks or more at each station. Joan says she never got bored while Vic was working. 'I thoroughly enjoyed it. I would never have seen so much of the country if it wasn't for Vic,' she adds.

The foundations of Vic's involvement with the RNLI can be traced back through his family: his grandfather was a construction worker for the charity in the early 1900s. Vic's father was later employed as foreman of works, which encouraged Vic – originally a carpenter by trade – to take a job himself. 'I think that knowing my grandfather had done work for the RNLI may have influenced me joining. I was brought up on the Isles of Scilly, where lifeboats were part of your life,' he reflects.

After five years of marriage Vic and Joan had a daughter and, when she reached school age, Vic changed jobs. 'I joined a firm that did not need me to travel, but I never felt I'd left the RNLI,' explains Vic.

His expertise was still called on by the charity from time to time until, eventually, he was asked to return full time to a permanent job that did not involve as much travel as before. 'We had two daughters by then who were older and I was delighted to accept,' he says.

Vic's new role saw him based in the south west of England and he began constructing replacement stations as well as maintaining existing ones. This cemented his bond with the lifeboat crews and station personnel in Cornwall and Devon.

*'I would get a phone call at home at night, get dressed and leave for The Lizard, or somewhere like that, because the boathouse doors had been damaged. I'm not blowing my own trumpet but I probably went beyond the call of duty for those stations. It was for the benefit of the crew.'*

On another occasion, Vic was in Cornwall when he got a phone call asking him to travel to Ilfracombe in north Devon as soon as possible: the lifeboat had damaged the side of the boathouse. Vic drove there immediately and set about hiring a crane to help repair the damage. 'I've never put a lifeboat off service,' says Vic. 'We

always had a temporary measure in place while we worked, so that the lifeboat could still launch.' The demand for Vic's services meant that Joan was often taking phone calls for him at home while he was working elsewhere. 'I thoroughly enjoyed it,' she says. 'We were a team – I eventually got a wage myself because I pretty much became his secretary.'

By the time Vic retired in 1992, the current RNLI Shoreworks Manager, Howard Richings, had been with the charity for three years. 'Vic knew his job inside out and was a real craftsman,' says Howard. 'He always had a great relationship with the lifeboat stations.' In 2005 Vic visited Padstow, Cornwall, where a new boathouse and slipway is under construction to replace the old lifeboat station – a building that Vic helped construct in the late 1960s. The new structure is designed to house a Tamar class all weather lifeboat (look out for full details of the Padstow lifeboat station and its funding in a future issue of *the Lifeboat*).

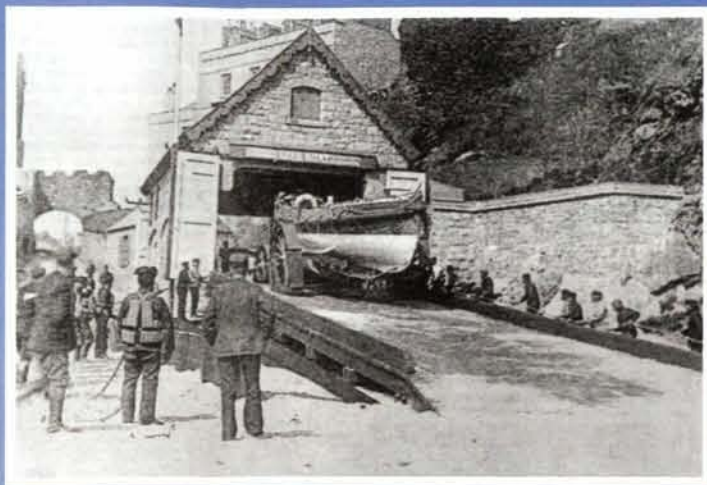
Vic has maintained the relationships he built up with lifeboat stations and their volunteers and remains part of the RNLI family. He states proudly that, ever since he retired, he has drunk coffee from his RNLI mug every day. 'My occupation was one that you cannot define,' he says. 'And I only ever had one regret – retiring.'



Vic Treneary was Shoreworks Foreman when the current Padstow lifeboat station was constructed at Trevoze Head, Cornwall. The boathouse and slipway were completed in 1967 and, in the same year, the lifeboat crew began to operate a new Oakley class all weather lifeboat (pictured on the slipway left). Nearly 40 years on, a replacement station is due to be completed in the summer this year. An architect's computer-generated image of the station, which is being built as part of the rollout of the Tamar class lifeboat, is pictured above. See future issues of *the Lifeboat* for pictures and details of the completed lifeboat station. See overleaf for an update on Tenby in Pembrokeshire.







Tenby in Pembrokeshire has an impressive record of RNLI shoreworks, reaching further back in time than even Vic Treneary's family memories.

Top left shows the boathouse built on Castle Beach in 1862 for the 33ft, 10-oared lifeboat *Florence*. The new century brought motor-powered lifeboats and top right shows the construction of the 1904 boathouse and slipway, which still stands today.

Last year, a magnificent new boathouse and slipway was completed beside the 100-year-old structure, purpose built for the new Tamar class of lifeboat. The first of the class to be built is shown in the main picture on trial and has now entered the relief fleet. As *the Lifeboat* went to press, the first Tamar to be placed on station arrived at Tenby. See the next issue for a full report.



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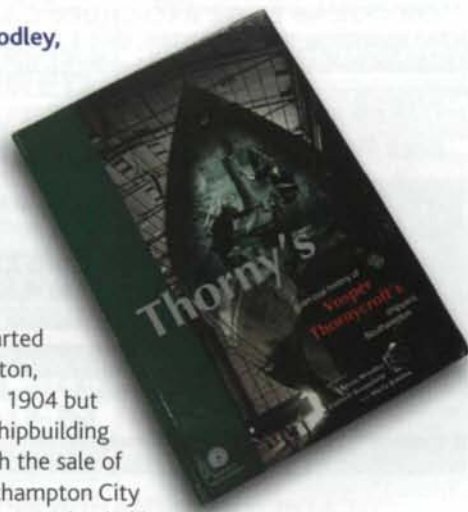
# Books

## Thorny's – an oral history of Vosper Thornycroft's shipyard, Southampton

Edited by Krista Woodley,  
Padmini Broomfield  
and Sheila  
Jemima  
Published by  
Southampton City  
Council  
ISBN 0954394151  
Price £12 hardback

John I Thornycroft started shipbuilding in Woolston, Southampton in June 1904 but almost a century of shipbuilding in the area ended with the sale of the site in 2003. Southampton City Council's Oral History Unit, funded by the Heritage Lottery Fund, spent a year documenting 'Thorny's' history, resulting in this book.

The accompanying CD contains extracts and anecdotes in the interviewees' own voices: the pride workers felt in seeing a ship they'd helped build launch; home time, when the traffic stopped for so many men and bicycles; the riveters and drillers who couldn't work in the rain and were sent home without pay. This fascinating book is a fitting tribute to both workers and company.

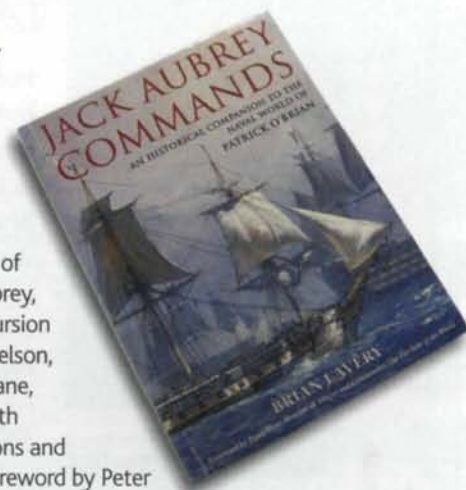


## Jack Aubrey commands – an historical companion to the naval world of Patrick O'Brian

By Brian Lavery  
Published by Conway  
Maritime Press  
ISBN  
1844860124  
Price £12.99  
paperback

For dedicated followers of the fortunes of Jack Aubrey, this is a fascinating excursion into the real world of Nelson, Collingwood and Cochrane, generously furnished with contemporary illustrations and helpful diagrams. The foreword by Peter Weir, director of *Master and Commander*, confirms that the late Patrick O'Brian was as much master of Napoleonic naval history as he was storyteller.

This is a scholarly and entertaining volume. Devotees of ship's surgeon Stephen Maturin would perhaps have wished for a greater insight into the medical world of the time but this is more than compensated for by a well-presented account of all things nautical, from trade winds to press gangs.



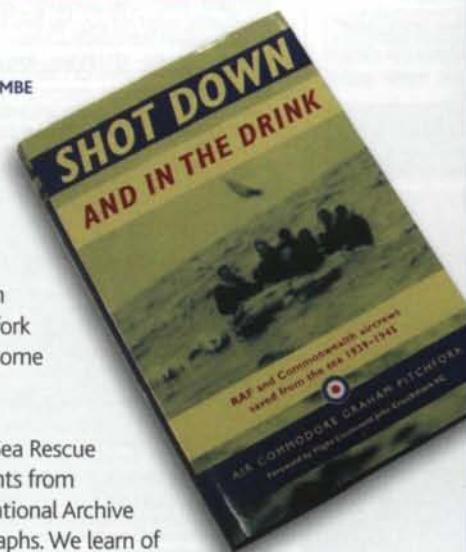
## Shot down and in the drink – RAF and Commonwealth aircrews saved from the sea 1939–1945

By Air Commodore Graham Pitchfork MBE  
Published by The National  
Archives  
ISBN 1903365872  
Price £19.99 hardback

Following his successful *Shot down and on the run* about aircrews who got home from behind enemy lines, Air Commodore Pitchfork turns his attention to those who made it home after ditching in the sea.

Charting the development of the RAF Air Sea Rescue Service, the book also gives moving accounts from survivors using official records from the National Archive and many previously unpublished photographs. We learn of the endurance, fortitude and, often, sheer luck of those who became unintentional members of the Goldfish Club.

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Unless other ordering details are stated, all books reviewed in *the Lifeboat* are available from all good bookshops and online from Amazon via the RNLI website at [rnl.org.uk/who\\_we\\_are/rnli\\_books\\_and\\_films](http://rnl.org.uk/who_we_are/rnli_books_and_films). Amazon will donate 5% of the value of all such orders to the RNLI. (For the RNLI to benefit in this way you must access Amazon via the RNLI website and not go direct to Amazon.)

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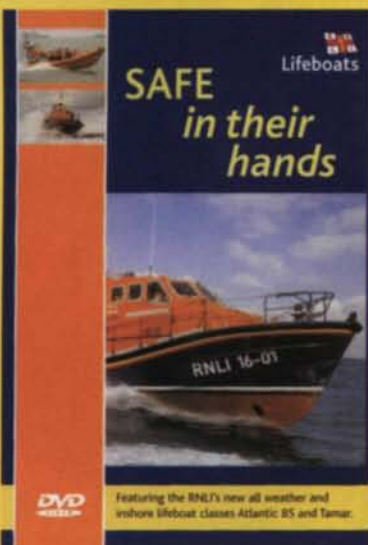
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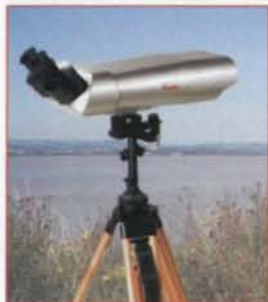
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