

The
Lifeboat

Spring 2000

The magazine of the RNLI



Lifeboats
Royal National Lifeboat Institution



Quote: Rich Warren, Chicago Tribune, 4/96.

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The Lifeboat

Spring 2000

In this issue...

Issue 551

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Front Cover



A Poole lifeboat crew member prepares to be winched from the station's Brede class lifeboat to Portland Coastguard Helicopter *Whisky Bravo* during an exercise off Studland last Autumn.

The photograph is just one of a series taken from the highly colourful and atmospheric exhibition 'Horizons' by photographer Doug Currie. See News pages for more details.

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A Big Thank You

from the Anniversary Project Manager

So that's it. 1999 has come and gone and the 175th anniversary is now officially over. Only the Scots carried on with the celebrations right up to the official birthday of 4 March 2000.

For the rest of us with not quite so much staying power, it's all over!

What a year it was. With more media coverage in one day on 4 March 1999 than in a normal six months, there was real justification for celebrating 175 years of saving lives at sea.

It must have been tempting to let the occasion go by without doing anything. After all there is nothing particularly significant about 175 as a number, unlike 150 or 200. But the decision was taken to celebrate and celebrate we did in real style!

My job as Anniversary Project Manager was to initiate, steer and co-ordinate all the events throughout the year making sure they happened, were successful and that they met the objectives of the 175th anniversary campaign. These were:

- To increase awareness of the RNLI significantly during 1999 and through to the year 2000.
- Through key events to make the lifeboat service relevant to the generation who will be providing the voluntary support needed in the 21st century.
- To make it an occasion for celebration giving encouragement and motivation to volunteers, supporters and staff.

None of these objectives could have been achieved without such tremendous enthusiasm from the many thousands of people who queued up to help us celebrate from big businesses and the public sector, who worked in partnership with us to school classes, who collected 175 pennies for us in Smartie tubes! Everyone was just brilliant.

As a result, awareness of our efforts peaked in September 1999 with 26% of the adult population being aware of the anniversary compared with 18% in April and just 9% when it all started in December 1998.

So A BIG THANK YOU to everyone out there and to all our readers who did so much during

Swedish lifeboat arrives for trials

The Swedish Victoria class lifeboat, which is to be trialled by the RNLI as part of the RNLI's Lifeboats 2000 boat development programme, arrived in Poole on 15 February.

She was transported by sea to Southampton and then on to Poole by road – but only after haulage contractor Malcolm Ely had removed the windscreen and stub mast to reduce her height! The main mast structure folds but, when she arrived at the Southampton quayside, the remaining stub was found to be 10in higher than the clearance under the lowest bridge en route!

The boat will have two Swedish lifeboat crew accompanying it and, after two weeks of trials in Poole, will be going north to Hartlepool, west to Conwy and on to Eastbourne before returning once again to Poole. The boat will be based at marinas in each location and will be evaluated against the RNLI's requirements for a new fast response boat. It will provide crews with the opportunity to handle a 35 knot water jet lifeboat in UK waters.

A team of RNLI staff members from the technical and operations department visited Sweden at the end of last year to trial the boat and to prepare for its arrival. A sister boat from the Swedish Sea Rescue Institution was seen in Poole in June when it took part in the 175th anniversary flotilla of lifeboats from around the UK and overseas.



Desperately seeking a Severn

The search for lifeboat models continues . . .

1. A model-maker who has made a Severn class model and would be prepared to loan it for a few weeks for display in the Autumn.
 2. A model-maker who may be interested in making a Severn class lifeboat and Atlantic 75 (B class) model.
 3. A Mersey class model is required for permanent display and will be well looked after.
- If you can help, please write to Maureen La Frenais, Display & Visits Co-ordinator, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

the special year. Here's to the next 175 years.

Note: Frances Aldridge, who stewarded the RNLI so successfully through its 175th Anniversary celebrations, was recently appointed as PR Campaigns Manager.

Frances will still handle all unfinished business relating to the Anniversary but most of her time from now on will be spent providing the increasing amount of PR support required by the various Sea Safety initiatives. However, she will also play a central role in the important task of co-ordinating the RNLI's communications and other PR campaigns and projects.

The Lifeboat is published four times a year and is sent free to RNLI Members and Governors. The next issue will be Summer 2000 and will appear in July 2000.

News items should be received by 23 April, but earlier if possible. All material submitted for possible publication should be addressed to the Editor, **The Lifeboat**, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ.

Photographs intended for return should be accompanied by a stamped, addressed envelope. Contributions may be held for subsequent issues and to reduce costs receipt will not usually be acknowledged unless requested.

For further information on how to join the Institution as a Member or Governor contact the Membership section at RNLI Headquarters, West Quay Road, Poole, Dorset BH15 1HZ.

Any products or services advertised in **The Lifeboat** by third parties are not in any way endorsed by the RNLI and the RNLI shall not be responsible for the accuracy of any information contained in such advertisements nor has it investigated or verified any of the information.



www.lifeboats.org.uk

Recently re-launched with 'something for everyone'

With 18.8m UK internet users predicted by the end of the year (13m of whom will surf the web at home), the RNLI's new web site won't be a moment too soon.

Early last year it was decided to replace the old site and a lengthy analysis followed of what was needed and who was to build the new site. One of the key requirements was to have the ability to update the information in-house and, as a result, approximately 80% of the information can be updated this way to ensure the site is kept fresh and up to date.

Having decided on what was required and a company chosen to build the site, the process began. Six months and 500+ pages later, the new site was launched.

So what will it achieve and what does it have to offer supporters of the RNLI?

The site had to be designed to appeal to anyone who wanted to find out more about the RNLI. As well as making it easy for people to find what they were initially seeking, a way was needed to encourage these 'surfers' to stay and find out more. Each of the main sections are constantly visible and ads are used to tell people about other areas on the site.

The shopping or e-commerce side of the site is a great new test for the RNLI. It is hoped that by carefully selecting items and offers, it can be made even easier for people to buy from the RNLI and make Watermark-on-line the ideal 'gift shop' destination.

The web site will be constantly developed and any feedback is greatly appreciated. The internet is the RNLI's opportunity to communicate to an increasing 'on-line' community and will enable the visitor to choose exactly what they want to know about the lifeboat service. As a result many more people will be better informed about the tremendous volunteer service that the RNLI operates.

Please take a look at www.lifeboats.org.uk and tell your friends, family and colleagues to take a look as well – you won't be disappointed.

New Year Honours

The following have been honoured by Her Majesty The Queen in the recent New Year Honours:

FOR SERVICES TO THE RNLI

Member, Order of the British Empire (MBE)

Mrs Margaret Bibby-Cheshire – Honorary Treasurer, Great Yarmouth and Gorleston Ladies' Guild. For services to the RNLI and Soldiers', Sailors' and Airmen's Families Association in Norfolk.

Mr Paul Martin – Lately Coxswain/Mechanic Skegness lifeboat.

Captain Niall McNab – Lately Honorary Secretary Montrose lifeboat station.

Mrs Joyce Morris – Honorary Treasurer, Whitehaven branch and St Bees lifeboat station.

Mr Robert Runyard – Lately Coxswain Weymouth lifeboat.

OTHER AWARDS OF INTEREST

Officer, Order of the British Empire (OBE)

Mrs Tanni Grey-Thompson – For services to disabled sport (keen lifeboat supporter – RNLI London Marathon participant in 1994 and 1998).

Mr Brian Minto – For services to Scottish vocational education (Chairman (formerly Honorary Secretary) of Anstruther station branch).

Member, Order of the British Empire (MBE)

Mr Roy Adam – For service to the community in Blandford Forum (President (formerly chairman) of the Blandford Branch).

Mrs Peggy Archibald – For service to the community in Inverkeithing, Fife. (Member of Medical and Survival Committee).

Captain Norman Leask – For service to marine safety, Deputy Chief Pilot and Line Training Captain, Bristow/HMCG SAR helicopter unit, Shetland (Pilot involved in the service with the Lerwick lifeboat to the MV *Green Lily*).

Aberdovey's lifeboat named

Aberdovey's Atlantic 75 lifeboat was officially named on Saturday, 16 October at the lifeboat station. The new lifeboat has been generously funded by an appeal to the people of Sandwell in the West Midlands.

The ceremony ended with the lifeboat being named *Sandwell Lifeline* by Leon and Luke Archer, the two children from Wednesbury in the West Midlands, who won a competition to name the lifeboat.



NEWS



See the boats and meet the crews!

The RNLI's National Lifeboat Stations Open Day will take place again on Saturday 24 June, although some lifeboat stations will open on Sunday 25 June instead.

This is a unique chance to talk to the volunteer crews and see the lifeboats and equipment close up. Young people will be able to take part in a national quiz with exciting prizes.

If you would like to know which of the 223 lifeboat stations in the UK and Republic of Ireland are open, you should ring RNLI public relations on 01202 663000, after 1 June 2000.

Minister for the Marine visits Galway lifeboat station

Within three days of his appointment as Minister for The Marine and Natural Resources, Frank Fahey TD (Teachta Dala - Member of the Irish Dail or parliament) paid a courtesy call to Galway lifeboat station to visit the boathouse and view the Atlantic 75 lifeboat *Dochas* (Irish language for Hope) and met with members of the volunteer crew and station committee.

Minister Fahey paid tribute to the work done by the Institution and in particular praised Galway lifeboat station who, in a short four years since first going on station, have launched 98 times and saved 45 lives off the Galway coast.



Horizons

'Currie explores the enormity of the beautiful and the placidness of the wild. Within this dichotomy he engages with the horizon as a stabilising force to which the viewer steers a path - an imaginary line between air and water which is often smashed into disarray, yet without fail returns to reassert a sense of hope and continuity to our lives and the image.' - Chris Taylor, Dean Clough Galleries

'Horizons', the exhibition by photographer Doug Currie, was held at Poole Arts Centre, during February and March 2000.

The exhibition captured the differing moods of the Dorset and Hampshire coastline in a series of colourful and highly atmospheric images that have a unique and beautiful aesthetic. The colours are intense cool blues and greens of sea and sky present in the seascapes contrasting with more dramatic images, photographed with the volunteer crews of the RNLI, whose orange and blue colours jump boldly out of the pictures.

Doug said *'After a number of trips to sea with these crews, I have gained nothing but admiration for them and their work and would like to take this opportunity to dedicate this exhibition to all the crews of the RNLI both past and present.'*

For further information or to purchase prints, contact: doug.currie@dial.pipex.com.



Annual Presentation of Awards 2000

This year's Annual Presentation of Awards at the Barbican Hall on Thursday, 18 May will be attended by HRH The Princess Royal KG GCVQ, who will address the meeting and present the awards.

Miss Pam Rhodes, Presenter of BBC's TV's 'Songs of Praise', writer and Member of the Committee of Management, will be guest speaker/proposer of the Vote of Thanks.

Get yours free! 2000 Lifeboat Stations and Museums Guide

All the RNLI's stations are listed within the guide, together with opening times, a contact number and details of the lifeboats.

There are also a number of museums and display centres. Just send an SAE (DL size 220mm x 110mm) requesting a copy to:
PR Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.





All in a day's work

Following a 20 hour search at sea for a missing Polperro fisherman on Sunday, 8 January 2000, some of the Fowey lifeboat crew headed straight off to London for the unveiling of a portrait of themselves and their all-weather Trent class lifeboat at the 'People's Portraits' exhibition. The picture, the largest at 2.5m (8ft) long, forms part of a millennium exhibition of painting by members of The Royal Society of Portrait Painters.

The exhibition opened in the Mall Galleries, London on 11 January and other venues include:

2000

Canterbury – Royal Museum & Art Gallery (6 May)

Bristol – Royal West of England Academy (23 July-19 August)

Derby – Museum & Art Gallery (2 September)

Doncaster – Museum & Art Gallery (21 October)

2001

Cardiff – St David's Hall (8 January)

Exeter – City Museums & Art Gallery (10 February)

Durham – Art Gallery (24 March)

Stirling – The Stirling Smith Art Gallery (30 June)

The Royal Society of Portrait Painters, this country's most distinguished group of portrait painters, is a registered charity, which aims to promote and advance education in the fine arts and, in particular, to encourage the appreciation, study and practice of the art of portraiture. Members of the Society enjoy an international reputation for excellence.

Drive away with first prize!

Look out for your summer lottery tickets because first prize is another stunning Peugeot 206. The lucky winner will simply collect the car keys from their local Peugeot dealership and drive away with the 206.

Once again it is thanks to Peugeot's kind sponsorship that we are able to offer such a marvellous first prize.

The lottery also features the usual runner-up cash prizes that range from £100 to £1,000. If you don't receive lottery tickets, but would like to, please contact Rebekah Rose on 01202 663219, 8.00am – 5.00pm, weekdays. She will be delighted to send you tickets or help with any of your lifeboat lottery queries.

It is with deep regret that we inform you of the following deaths: Mr C J Morehouse - an honorary life governor since 1992 and chairman of Southend-on-Sea station branch since 1962.

Mrs Graham Goodson - an honorary life governor since November 1954.

Every year for the past few years, Mr P J Young, an American gentleman, has made a donation to the RNLI for the specific purpose of making a gift of whisky to lifeboat crews.

Unfortunately Mr Young has passed away, however, his widow has asked that this gift continues.

Kodak/RNLI Photo Competition 2000

WIN £300 WORTH OF CAMERA EQUIPMENT from Kodak and see your photo on 500,000 RNLI Kodak Film Service envelopes

To celebrate the launch of the RNLI's new Film Service with Kodak, we're launching a new photography competition with the chance to win an APS zoom camera worth £300 (kindly provided by Kodak) and see your photo printed on 500,000 RNLI Kodak Film Service envelopes.

Enter your best RNLI related photos: lifeboats, crews, boathouses or fundraising activity. While on holiday, photograph the lifeboat or go along to your nearest station on National Lifeboat Stations Open Day on the weekend of 24th June. Alternatively contact your local fundraising branch to find out about upcoming RNLI events.

For details of how to enter, see the RNLI Kodak Film Service Envelope included in your magazine.

Summer '99 Lottery Winner

Mrs Pat Hews from Romney Marsh in Kent won the Summer 99 Lottery. Her winning prize was the Peugeot 206 GLX 1.4 generously donated by the Peugeot Motor Company.

Mrs Hews visited the lifeboat station at Dungeness to receive her prize from Senior Area Organiser Kathy Corby and was delighted to meet the coxswain and crew at Dungeness.



Left to right – Katherine Corby (senior area organiser), Mrs Pat Hew (lottery winner), Mr John Hew, Stuart Tart (coxswain), Eric Whenday (station honorary secretary), Trevor Bunnie (mechanic), Stuart Richardson (2nd coxswain).

© Chris Shore

NEWS

Open Days at RNLI headquarters

Although it had been intended to hold Open Days at RNLI headquarters in Poole this year, this event will unfortunately not now take place.

A considerable amount of building work will be taking place on the Depot site this year and Health and Safety precautions preclude us from opening the area to the general public. We do hope to reinstate this popular event as soon as possible.

Web Feat

maritimebritain2000.com is a new website, exclusively devoted to watersports and leisure and other water related activities. It will be updated throughout the year and, if you wish to provide information for publication, email: admin@maritimebritain2000.com

Commendations for lifeboat station designs

Rock and North Berwick lifeboat stations were each awarded a Commendation from the Civic Trust Awards last year.

Civic Trust Awards are given to outstanding examples of architecture and environmental design and are unique in that they take into account the benefit each project brings to the local area as well as considering the quality of its design.



ROCK - '... The building is tucked into the sand dunes behind the beach to minimise its impact on this sensitive landscape. Although its prime purpose is functional, it has successfully provided a focus for the local maritime community.' - Civic Trust Awards.

To bowledly go ...

To mark the RNLI's 175th anniversary in 1999, the Mayor of Poole, Councillor Bill Wretham commissioned Poole Pottery to produce 223 special commemorative bowls, one for each of the lifeboat stations in the UK and Republic of Ireland.

Clearly it was not possible for the Mayor to deliver these commemorative bowls personally, so Poole Council called for volunteer residents of the Borough to deliver them on his behalf. Keeley Bull, Borough of Poole public relations said, 'Residents who have already delivered their bowls have told us how much they enjoyed their visit to the lifeboat stations.'

To date, all but 13 stations have received their bowls. Poole lifeboat station will be the last when the mayor presents it later this year.



David and Pat Harris presenting their bowl to RNLI members at Portaferry. The family have close contacts with Newcastle.

Photos courtesy of Poole Borough Council



Sandy Matheson, chairman of Stornoway lifeboat station accepting the commemorative bowl from Graham Mawer, who was on holiday



NORTH BERWICK - 'This new building for the lifeboat crew, built on the site of a shop, fits remarkably well into the existing conservation area streetscape. Externally, traditional materials have been used to good effect. Great care and attention have been paid to the detailing, both inside and out... The internal layout works well and the building seems much appreciated by both the lifeboat crew and committee.' - Civic Trust Awards.

Morecambe Opening Ceremony

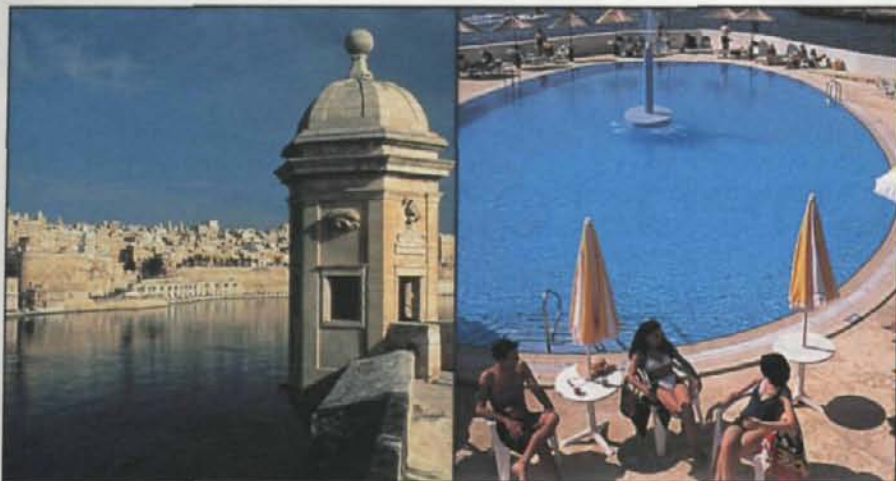
Over 200 people gathered on the promenade at Morecambe on 11 September 1999 for the official opening of Morecambe lifeboat station.

Mr Ken Toole, station chairman, opened the proceedings and welcomed the many guests. Colonel Alan Niekirk, of the RNLI Committee of Management acknowledged the many generous gifts, which helped to meet the costs of the new building and formally handed the station over to station honorary secretary, John Beatty.

The boathouse was formally opened by Paul Crone, well known TV presenter with Granada Television, who had become known to the lifeboat crew during his recent Treasure Trove Appeal in aid of the RNLI.

After a service of dedication, led by Revd. David Buck, the station's D class lifeboat *Brenda Reed* was launched for a short display of her capabilities, before guests enjoyed a buffet in the boathouse.





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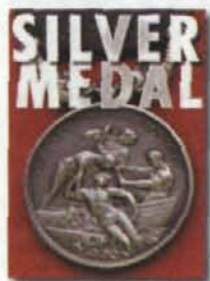


LIFEBOAT SERVICES

Three snatched to safety in atrocious weather conditions



Coxswain Ron Cannon of Ramsgate lifeboat has been awarded the RNLI's Silver Medal for bravery, with Emergency Mechanic Timothy Hurst and Crew Member Lance Oram receiving Thanks on Vellum, for the rescue of three crew from a dismasted yacht aground on the treacherous Goodwin Sands in atrocious conditions on 9 November 1999.



The Lifeboat

Trent class 14-02 *Esme Anderson*

The Crew

Silver Medal

Coxswain/Mechanic Ron Cannon

Thanks on Vellum

Emergency Mechanic Timothy Hurst
Crew Member Lance Oram

Medal Service Certificate

Crew Members: Alan Bray
Ian Cannon
Christopher Andrews
Raymond Noble
James Barth
Brett Pocock
Wayne Goldfinch

Both Ramsgate's all-weather and inshore lifeboats launched to go to the aid of the yacht, *Rasmus*, which was aground on Goodwin Knoll amid Force 7 gales and very rough seas. Coxswain Cannon and his crew not only rescued the three people aboard – one with head injuries – but returned to tow the disabled yacht which was posing a threat to other shipping.

At 2002 on 9 November 1999 Falmouth Coastguard received an alert, which told them that the 61ft yacht *Rasmus* was aground on Goodwin Knoll, some four miles south east of Ramsgate. Shortly after, Dover Coastguard received a Mayday from the yacht. Subsequently a merchant ship, a RN warship and two 999 calls reported red flares in the vicinity of the Goodwin Sands. Dover Coastguard requested the launch of the Ramsgate lifeboat. Pagers and maroons assembled both the inshore and all-weather lifeboat crews.

The weather was cloudy, with a northerly Force 7 wind, good visibility and a rough sea which had built up over a few days of windy weather. Sea swell was approximately 2 metres in the harbour, increasing to approximately 3 metres at

the casualty. The wind was causing spindrift on the top of the waves and it was dark.

Conditions

Coxswain Cannon, knowing the area where the casualty was reported, advised the launch of both the all-weather Trent class lifeboat and the Atlantic 21 inshore lifeboat. Weather conditions exceeded the operational limits of the ILB, but due to the shallow water near the casualty, a shallow draughted vessel was required to assist. Coxswain Cannon briefed the helmsman of the ILB, Lance Oram, prior to launch, to remain with the ALB at all times due to the strong winds and rough sea state.

The lifeboats launched at 2025. As they left Ramsgate harbour a red parachute flare was sighted confirming the position of the casualty as near the North Goodwin Buoy.

When the lifeboats reached this position no vessels could be detected at close range due to sea clutter on the radar. However, from the upper steering position of the ALB, a faint light could be seen intermittently amongst waves near Goodwin Knoll sands. Parachute flares and searchlights were used and with the aid of the night vision sight, the faint light was confirmed as the yacht's cabin light. The casualty was approximately half a mile east of the lifeboats and was periodically covered by waves. The yacht could be seen to be upright with the mast folded onto its deck and hanging over the starboard side into the water. It was being buffeted violently by the waves and there was no sign of anyone aboard. The main concern at this stage was the severe risk of it capsizing – anyone on board needed to be located immediately.

Dangerous

The direct route to the casualty was half a mile east, but would leave the lifeboats on a lee shore, up wind and up tide of the casualty. This would not only be a very dangerous position but would also render the lifeboats useless if the casualty was bounced by the waves off the Sands to the south. Using his extensive local knowledge and experience, Coxswain Cannon decided to track south along the western edge of the Goodwin Knoll until the water was deep enough



LIFEBOAT SERVICES



Left: Ron Cannon with Margate's Trent class lifeboat, Esmé Anderson

to cross into the deeper channel within the horseshoe shaped sandbank. This would enable the lifeboats to make an approach to the casualty, bow into the surf and to the leeward edge of

the sands and yet still be able to reach the yacht should she be washed off to the south.

Coxswain Cannon took the lifeboats south. None of the sandbanks were visible making progress treacherous, as swell and spray hid the dangers below. During this passage, visual contact with the casualty was maintained using searchlights and parachute flares. The Goodwin Sands move daily with each tide and as a result are poorly charted. Due to this constant change, Coxswain Cannon regularly exercises the lifeboats around them and has gained vital knowledge of this unforgiving area. Having made his way south Coxswain Cannon altered course to the east and cautiously made his way across the sandbank. The ALB grounded several times but Coxswain Cannon was aware of the lifeboats' capabilities and could not afford any more time spent travelling further south into deeper water. The casualty was barely visible at this stage as it was swamped by waves. Having crossed the sandbank both lifeboats entered the slightly deeper channel, which was over 13ft deep and still treacherous.

Major concern

At 2045 both lifeboats approached the yacht. It could be seen being bounced violently onto the seabed by the waves. The risk of severe damage or possible capsize was still a major concern. Still no persons had been seen aboard and there was a strong possibility of the yacht's crew having been swept overboard. A thorough lookout was maintained to avoid passing any casualties in the water. The yacht's mast had broken some 10 feet above the deck, it was lying across the steering position and entering the water – the opposite side from the approaching lifeboat.

The yacht's boom was swinging violently over the port rail and rigging was strewn overboard. Her fore sail was also hanging over the port side in the water. There was severe damage to the upper deck and the breaking waves and debris made the area more hazardous.

Coxswain Cannon manoeuvred the ALB close to the yacht's port side in order to assess its condition and search for survivors. The noise of the waves colliding with the yacht was intense, rendering communications near impossible on deck. Crew Member Tim Hurst boarded the yacht taking wire cutters and an axe with him. Coxswain Cannon manoeuvred onto the port side, keeping clear of the rigging and debris in the water. With the ALB held onto the yacht and bouncing violently, Tim Hurst scrambled aboard at an opportune moment. Meanwhile, the ILB was also

manoeuvred alongside and Lance Oram scrambled aboard, handing over the helm to Wayne Goldfinch. With two crew members aboard the yacht, both lifeboats eased away and stood off at close range whilst illuminating the area with searchlights.

Survivor

Tim made his way to the cabin hatch with Lance close behind, both clearing debris as best they could. Once at the hatch, Tim attempted to open it whilst at the same time a female survivor from within pushed it open, not knowing that the lifeboat crew were on deck. She attempted to push her way out of the cabin but was restrained in order to prevent injury from the swinging boom and mast.

Whilst Coxswain Cannon brought the lifeboat back in towards the yacht, Tim and Lance lifted the woman out of the cabin and moved her towards the ALB. They placed her hands into the hands of the crew members on the lifeboat's deck, who pulled her towards the lifeboat. During this critical transfer, the ALB was buffeted away from the yacht by several large waves leaving the female hanging between the two boats, but the crew of the ALB, still holding her, pulled her over the guardrail to safety. She was taken into the survivor's cabin where she was treated for severe shock.

Coxswain Cannon decided on an alternative approach to the casualty because of the difficulties in holding the lifeboat alongside. Using the astern propulsion he took the lifeboat stern first into the yacht, despite the dangers of fouling the propellers with the dangling rigging. Meanwhile Tim and Lance had plucked a second survivor, helpless with shock, from the cabin and forcibly passed him to the crew on the lifeboat's deck, who lifted him over the guardrail.

Injuries

The third survivor was found to have head injuries and was trapped by debris. Once freed he was lifted out of the cabin and physically passed to the crew on the lifeboat's deck. Tim and Lance were then pulled back onto the ALB. Coxswain Cannon took the lifeboat a safe distance from the yacht while the casualties were looked after. As they were all in need of urgent medical attention, particularly the elderly man with head injuries, he decided to abandon any attempt to save the yacht and made best speed to Ramsgate. The lifeboats landed the survivors at 2102.

Both lifeboats re-launched later and, after some difficult manoeuvring, successfully secured a line and towed in the yacht which, if it had floated off the Sands, would have posed a serious collision threat to other vessels unable to detect it in the severe sea state.

Below: Calm after the storm – a very bedraggled Rasmus lies afloat in Ramsgate Harbour following the rescue. Photo: Mike Pett.



LIFEBOAT SERVICES

Three saved during Southend's worst weather in a decade and a half



Southend lifeboat Helmsman John Foster has been awarded the RNLI's Bronze Medal for bravery with Crew Members Michael Whistler and Ian Rees receiving the Thanks on Vellum, for saving the lives of three people stranded on board an angling boat on 24 October 1999.



Three people were stranded aboard the angling boat, *Lady Jane*, in some of the worst weather ever experienced at Southend. The Atlantic 21 rigid inflatable lifeboat had difficulty negotiating the steep breaking seas and very large swell in the poor visibility. The three survivors were found cold, wet and seasick and had to be assisted from the boat into the lifeboat. This transfer was difficult and dangerous in the conditions.

At 0950 on Sunday 24 October 1999, Thames Coastguard received a 999 call via mobile telephone from the casualty, an 18ft angling boat, reporting three persons stranded on board without lifejackets and in deteriorating weather conditions. *Lady Jane* was moored some 500 yards from a lee shore and to the southeast of Halfway House on Southend seafront. Weather conditions at the time were reported as SSE Force 8-9, swell 9-12ft, very rough seas, overcast skies with rain and occasional driving squalls.

The Southend lifeboat crew were paged shortly

after, which coincided with the duty crew and launchers making their way to the station to take up their Sunday duty at the end of the pier. The lifeboat was initially paged for two incidents, the *Lady Jane* and an angling boat having difficulty finding shelter off West Leigh Middle buoy. The crew rapidly made their way on foot to the pier end, a distance of over a mile, to prepare for immediate launch. On arrival at the station the lifeboat was made ready for launch and, anticipating the condition of the persons stranded on board the *Lady Jane*, the launchers placed extra warm clothing in the boat and made the survivors lifejackets ready.

After consultation between lifeboat secretary Colin Sedgewick and the Coastguard, Southend's Atlantic *Percy Garron II*, launched to assist the *Lady Jane*. Helmsman John Foster initially headed NNE at reduced speed to the outer limits of the moorings – which run east from the pier between a quarter and half a mile offshore – then swept east along the line of moorings.

Risk

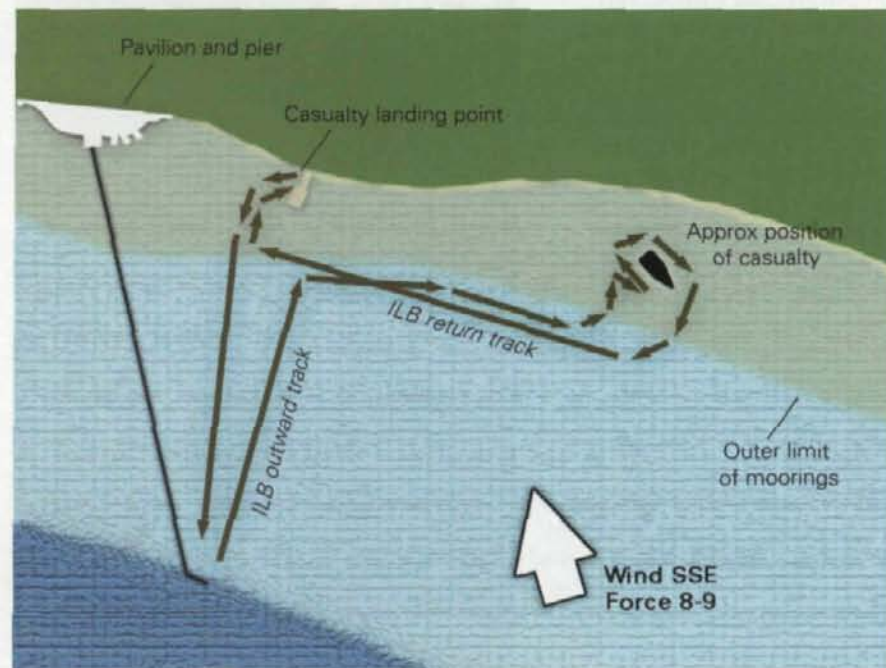
Throughout the journey there was a significant risk of capsizing, given the prevailing conditions of short steep breaking seas and the very large swell being driven by the wind. There was also the additional risk of the lifeboat becoming fouled on one of the many moorings which lie offshore, the poor visibility caused by spray being driven almost horizontally from the breaking waves, the sea state and occasional squalls making them very difficult to locate visually.

The casualty was located at 1045 and found to be heaving violently at her mooring. She was rising and falling some 9ft in the swell with her deck awash from the waves, which were continually breaking through the boat. The three persons on board the *Lady Jane* (two teenagers and a middle aged man) were huddled in the boat's cuddy, cold, sea sick and incapable of helping themselves. The decision was therefore taken to place crewman Ian Rees aboard to assist them.

After initially laying astern of the casualty's

The Lifeboat
Atlantic 21 B567 *Percy Garron II*

The Crew
Bronze Medal
Helmsman John Foster
Thanks on Vellum
Crew Member Michael Whistler
Crew Member Ian Rees



LIFEBOAT SERVICES

starboard quarter to assess his approach, Helmsman Foster skilfully manoeuvred the lifeboat alongside and placed Ian on board. He then briefed each person individually before assisting them one by one into the lifeboat. The lifeboat made four approaches from the starboard quarter of the casualty in order to rescue the three survivors. On the second approach, an unusually large wave broke through the *Lady Jane*, threatening to wash the remaining two casualties and Ian overboard. It was only the prompt alerting from Michael Whistler, shouting 'get down and hang on!' which prevented this from happening.

Seamanship

There was a very real possibility of the lifeboat landing on the *Lady Jane* at this point because of her erratic movements, caused by her continual snatching at the mooring and the large rise and fall of the lifeboat in the swell. It was only the superior boat handling, seamanship and very real courage displayed by Helmsman Foster, which prevented this possibility from becoming a reality. Crew members, Ian Rees and Michael Whistler showed great fortitude and bravery as there was a great potential of serious injury being caused by the violent movements of both vessels in the prevailing conditions.

After recovery of the casualties and Ian Rees, Helmsman Foster decided to land the men on the beach in the lee provided by the concrete structure of the western arm of the disused Corporation Loading Pier. Given the poor state of the three

men and the appalling weather conditions, the end of Southend Pier was not considered safe for landing the casualties. Furthermore, Foster was aware of the second vessel having difficulties making shelter and, landing the casualties as early as possible would leave the lifeboat better able to respond if required. Having safely landed the three persons to the waiting Coastguard, the lifeboat made a slow passage back to the station, this time having to negotiate a head sea. At 1150 the lifeboat arrived back at station, was recovered and ready for service again at 1210.

Throughout the service, weather conditions continued to deteriorate. Rain and breaking waves with spray being driven horizontally hampered visibility considerably. The flood tide, forecast at 6m, was a full metre above prediction. The severe conditions had caused cars to be abandoned on the seafront and the wind and swell had driven both pleasure and commercial craft from their moorings onto the sea wall. At approximately 1230 the *Lady Jane* succumbed to the conditions and sank.

Margate's Atlantic 21 lifeboat, Percy Garron-II, enjoying slightly more favourable weather than that of late October 1999.



Rescued, landed and towed in...

Hayling Island lifeboat crew had their work cut out for them at an incident last year when, what started out as an annual goodwill visit, turned into a full scale clean up operation!

On 31 July 1999 locals held the annual Emsworth Quay sale and raft race near the Ship Inn at Langstone, in aid of Portsmouth and Hayling Island lifeboat stations.

Hayling's relief Atlantic lifeboat, *Toshiba Wave Warrior*, had launched previously at 1115 on a courtesy visit to Emsworth and, having stayed there for some time, proceeded to Langstone to fly the RNLI flag.

A good understanding of the requirements needed for the race had been agreed between the local Coastguard and the landlord of The Ship Inn, who was also the event organiser. Unfortunately unbeknown to the Coastguard and lifeboat crew, the landlord had been replaced and the designated route for the race

had changed.

The new course put all rafts in the full flow of the tide and, as the Hayling lifeboat arrived on scene during her visit, it was obvious that the race had started and that some of the rafts were breaking up as they hit the support of the bridge. Competitors were being thrown into the water and being swept down tide into Langstone Harbour.

The lifeboat crew immediately rounded up eight people from the water and returned them to the quay by the Ship Inn. The lifeboat returned to assist another craft – manned by one of the station's shore helpers who had come to watch the race – in picking up and towing in various home made rafts, debris, oil drums and all manner of assorted flotsam and jetsam!

The job was hindered by the strong tide running through Hayling Bridge but, by 1515, the lifeboat was back on station and refuelled and ready for service again some half an hour later.



LIFEBOAT SERVICES

Conditions at the limit of D class capabilities



Matthew Rossi of Port Talbot lifeboat has received a framed letter of thanks from RNLi Chairman David Acland for his seamanship and leadership skills following the rescue of a man from the sea near the Cabenda Buoy on 5 November 1999.

Around 2045 Port Talbot lifeboat station received a request to launch following a Mayday call from the ore carrier, *Mineral Century* reporting a man overboard. Although night visibility was good, the wind was blowing WNW Force 6 and there was 5-6ft of breaking surf on the beach.

The station's inshore lifeboat *Gwenllian*, *The Rotary Club of Port Talbot*, launched five minutes later with Matthew Rossi at the helm, together with Crew Members Leon Murphy and David Jones. Although the lifeboat was operating at the very limit of its capabilities, speed was of the essence and both a helicopter and the Mumbles all-weather lifeboat were on their way.

The D class reached Cabenda Buoy some 15 minutes later and began a search using torches, flares and night vision kit. The ore carrier could not take further part in the search because of her draught but local pilot vessel,

Seamark, was on scene assisting in the search.

By this time the wind was blowing Force 7 and the seas were very rough, with a 9-15ft swell. Ten minutes into the search *Seamark* reported she had found the man but could not haul him aboard. She was instructed to move away while the lifeboat recovered him. Leon entered the water with a quoit and line and pulled the man to the lifeboat, where he was quickly recovered. The man was breathing but was vomiting and unconscious with a faint pulse and dilated pupils. The casualty needed to get to hospital as quickly as possible, so it was decided to transfer him to the rescue helicopter, which arrived soon after. During the transfer the lifeboat's engine stalled several times which added to difficulties.

Once the man was safely aboard the helicopter, Helmsman Rossi decided it was too dangerous to return down sea to Port Talbot. Escorted by Mumbles all-weather boat, Port Talbot lifeboat was taken across Swansea Bay to Mumbles, where she was safely recovered and returned to station by road.

Below: Port Talbot's D class lifeboat, *Gwenllian*, The Rotary Club of Port Talbot



That's Life

Sometimes, lifeboats get called out to some really unusual situations - here's just a small handful of some recent lifeboat 'funnies'...

Station: Newbiggin

Cause of service: Over enthusiastic canine

Once Barney started doggy paddling there was no stopping him. The little Yorkshire terrier was washed out to sea while



nosing around the shore with his owner and was soon too far out to make his way back. However, when a local lifeboat tried to pick him up, he refused to be rescued and paddled away in terror.

Lifeboatman Jeff Brown could not face giving up. He dived into the freezing water and started swimming alongside Barney, before flipping over and starting the backstroke. As he had hoped, the dripping dog clambered onto his chest and used him as a human liferaft!

With a wet nose shoved against his own, Jeff managed to make his way back to the lifeboat and ten year old Barney was happy to jump in and was soon back in the arms of his relieved owner.

Station: Rosslare Harbour

Cause of service: Viking Longship engine failure

The Viking Longship contacted the station's secretary by mobile phone saying his engine had broken its coupling to the drive shaft. The Longship was dragging her anchor and required assistance to get into Rosslare. The lifeboat launched and towed the casualty into Rosslare Harbour.

The station secretary said, 'The last Vikings to Wexford had their Longships set on fire and cast off. This lot were real cool, mobile phones and own women with them!'



Station: Newhaven

Cause of service: Person drifting out to sea on rubber ring

The Coastguard requested the lifeboat to go out to Splash Point where a person was being blown out to sea on a plastic ring. The report came from the casualty's girlfriend. The lifeboat proceeded at full speed after leaving a very busy harbour and found one male sitting in a plastic ring (next stop France!)

He was, at this time, alongside the yacht, *Caprice*, where someone on board had thrown him a line but he did nothing to grab it. He was assisted from the water and landed back on to the beach into the care of his girlfriend, who had previously said the station secretary, 'I told 'im not to go out on it, I'll kill 'im when 'e gets back!'

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SPR1

Fit for the job

The work of Margate lifeboat has attracted the interest of a local A&E consultant who now gets involved in their medical exercises...

The request for medical assistance from a German cargo ship led to a call for Margate's Mersey class lifeboat, *Leonard Kent*, on New Year's Eve 1998 when one of the ship's crew had to be evacuated after badly breaking his leg following a fall on deck.



Above: Margate's inshore lifeboat, Tigger Too, gets alongside the tug during the exercise.



Above far right: A 'casualty' is carefully stretchered off during a previous exercise.

Above: The curiously named, Coastguard tug, Far Turbot.

Right: A real casualty is lifted into the lifeboat during Margate's service to *Silke Polax* in December 1998.

Once ashore the casualty was accompanied to Margate hospital by some of the lifeboat crew where Accident and Emergency consultant, Alan Jones, showed more than just a passing interest in the equipment that had been used and offered some practical hints on casualty handling techniques.

Almost a year later saw the annual exercise using both the station's all-weather and inshore lifeboats, together with the Coastguard's chartered tug, *Far Turbot*, which is stationed in the area during the Winter months. The tug carries a weighted dummy on board which is placed in a suitably inaccessible location. The theme of the exercise is casualty handling, which provides a rare opportunity for the lifeboat crew to experience working in the confines of a ship – somewhat larger than the usual leisure craft which make up the majority of the station's call outs.

On 19 December 1999, Alan



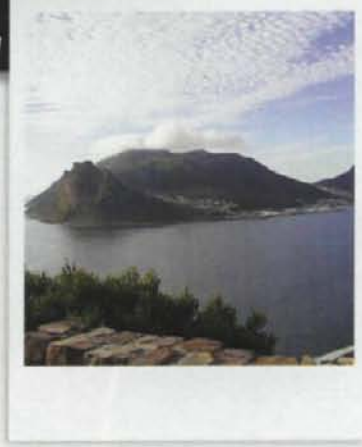
Jones was invited to accompany the station's Honorary Medical Advisor, Dr Andy Dean, to see for himself the problems involved in evacuating a seriously injured person from, what can potentially be, the most inaccessible part of a ship. The weather was not kind on the day so rather than anchor, the tug's Master, Captain Dave Forster, chose to remain underway to provide a lee for the transfer of the first aid team together with Andy and Alan.

The 'casualty' had chosen the survivor's compartment deep within the bowels of the ship for his accident, instead of the usual place at the aft end of the shaft tunnel. With the propellers turning, it was not considered the safest of places purely for an exercise! It took a certain amount of ingenuity by both crews, before the very patient and speechless casualty emerged onto the tug's large aft working deck, strapped into the basket stretcher. Unfortunately the exercise had to be halted as it was not suitable for the ALB to moor alongside for the final stage of the evacuation. So instead, the opportunity was taken to give some of the tug's crew a ride in the ALB, giving the chance for both crews to gain an insight into each other's working environment.

After the social duties of exchanging a supply of Sunday papers for a box of baked warm Chelsea buns, Margate lifeboat crew returned to the ALB taking with them a consignment of last-minute Christmas cards for posting – no problem for them as there are three postmen on the crew! As for the exercise, Alan came away with a better understanding of the problems involved in such operations and a follow up training session on handling spinal injury casualties is planned with Alan in the relative comfort and stability of the lifeboat crew training room.

South Caper
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SEA CHECK

Safety Equipment Advisory Check



How does your boat check out?

On 16 November 1999, Melvyn and Jean Taylor of Doncaster were sitting in their motor cruiser at Strawberry Island Boating Club waiting for their RNLI SEA Check Adviser to carry out a check of safety equipment on board *Sea Mist*. Little were they to know what was to follow...

Melvyn and Jean have always been very safety conscious but wanted to know that they had not overlooked anything that might be useful when the unexpected occurs. 'On the East Coast where we go cruising, there are not many safe havens if caught in bad weather,' says Melvyn, 'we just wanted the peace of mind in knowing that we have done as much as we can.'

Some time after the SEA Check, Melvyn was asked what he thought about this new RNLI service. His first word was 'brilliant' and he went on to say that he was not sure just what to expect beforehand, but thought the idea was good and worth having a go. The SEA Check started with a nice cup of tea and a 20 minute chat about boating in general and took about an hour of

checking and talking about the safety equipment. What Melvyn did like was the friendly way in which it was conducted.

Were there any shocks? Well not at the time. *Sea Mist* was found to be very well equipped. The main recommendation from the SEA Check adviser was to purchase and tie tapered softwood bungs to all of the seacocks.

Two weeks later Melvyn rang to say thank you, 'You might just have saved our boat and maybe even our lives.' He had got the softwood plugs that we recommended, but whilst he had the boat out of the water for scrubbing, he checked through the hull flanged connectors. What a shock, one of them had fractured and could have been lost at any time. 'That could have sunk us.'

Melvyn believes that every boat should have a SEA Check and, as he points out, anyone who breaks down at sea puts other people's lives at risk and not always just the crew from the lifeboat. 'Jean and I would always go to assist someone in trouble, until the lifeboat arrives.'

Everyone has a duty to help themselves first – SEA Check has to be good for us all, 'I would recommend all boat owners to participate in SEA Check'.



Above and below left: SEA Check Coordinator Mike Dymond makes a thorough equipment check aboard Orkney Day Angler Samaki II.

N.B. Steve Mills, the owner of the boat, was so impressed with the scheme he has since become a fully trained SEA Check adviser!



It may look reminiscent of a car tax badge, but you won't need to shell out wads of cash for a SEA Check sticker.

SEA CHECK

Safety Equipment Advisory Check

The story so far...

The RNLI's SEA Check (Safety Equipment Advisory Check) service is now nearly a year old and we thought it was time to look at the team's results over its first boating season. We asked **Ian Benham**, SEA Check Manager, to bring us up to date with the latest developments...



Above: Mike Dymond checks the flares and first aid kit aboard Samaki II and (right) offers sound advice on marine navigation and communication.

'SEA Check is designed to provide a quality advisory service to leisure boat owners and I am extremely encouraged with the results we have achieved over the last few months. Over 2,300 boat owners have requested face-to-face advice from the team and we have provided checks to the fullest range of boats and

owners, from the best equipped boats (and most experienced boat owners) to the novice with no marine safety equipment at all.

'After 10 years in navigation and communications, I joined the Sea Safety team in August 1998 to test the principles of SEA Check with a pilot scheme on the South coast. We consulted the lifeboat stations that fell inside the pilot scheme area in order to get their views on the aims and objectives of the service. Similarly, we invited local **Offshore** members to take part in the service and to tell us what they thought about the advice provided. The results and feedback indicated total support for the service and we were delighted to obtain Trustee approval to provide a national service.'

SEA Check was formally launched at the RNLI's AGM on 27 May 1999 and, since that time, the team of ten full-time coordinators has been expanding and developing the teams of volunteers needed to provide a quality service (approximately 400 at present). Ian continues, 'SEA Check is built on the voluntary ethos and culture of the RNLI and our volunteer teams are vital in this respect. Indeed, many of our SEA Check advisers have previously served on lifeboat crews and

this confirms the fact that SEA Check is an ideal way to ensure that practical lifesaving experience is passed on to the boating public.

'Of those checks that have been completed, the results and feedback have proved that SEA Check is effective in improving safety awareness and is supported by those who have taken part. Feedback questionnaires were returned by 70% of boat owners that have had a SEA Check, a huge rate of response. Every single questionnaire confirmed support for the service and some 35% indicated that extra safety equipment had been purchased in preparation for the check. In addition, our volunteers were able to provide very basic safety equipment advice to a further 35%. It is therefore quite possible that we have had a direct effect on the levels of safety equipment carried in 70% of the boats that have taken part.

'While 2,300 boats in the first year is a good start, we are intending to increase the number of checks provided to around 20,000 a year in the long term. This will obviously be much easier to accomplish with our full planned complement of approximately 2,000 volunteer advisers. It is therefore our biggest priority to recruit and train extra volunteers over the next few months.

'We have been able to provide appropriate advice to all types of boats. Even the most experienced boat owners have confirmed that they have found SEA Check to be of use and, at the other end of the scale, we have found navigation side lights that have been installed pointing upwards! The Sea Safety team in Poole are available to answer any queries about the service and we would welcome the opportunity to discuss this in more detail.

'Now that we have proved that the service works effectively in practice and has confirmed the conclusions of the pilot scheme, we are looking to build on the successes of last year.

If you do own a boat, or know someone who does, please help the RNLI to help you by having a SEA Check. Call freephone (0800) 328 0600 or write to Freepost address: SEA Check Manager, RNLI, Freepost (SWB 20460), Poole, BH15 1ZZ



Over a 1,000 years of experience

SEA Check, in common with the strong volunteer tradition and background of the RNLI, relies totally on its volunteer advisers to provide a first class service.

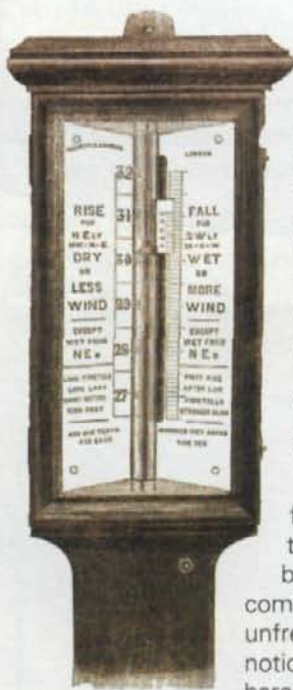
As inshore lifeboat crew members retire at 45, and all-weather crews at 55, there could be a situation where 20 or 30 years of practical 'front line' experience is lost if the crew member does not remain involved with the station. SEA Check is an ideal way of ensuring that experience is put to good use by passing it on to leisure boaters.

During the pilot scheme, exactly 50% of the volunteer adviser team came from an RNLI crew background, while the other half came from a leisure boating environment. At present, some 25% of the team (of approximately 400) have previously served as lifeboat crew. The SEA Check team were amazed to realise that their RNLI crew experience, when added together, totalled over 1,200 years!

Sea Safety – a new thing?



Readers will know by now that the RNLI is over 175 years old, but they may not know that the Institution has been preventing accidents for most of this time as well!



The Lifeboat has often featured the work of the RNLI's Sea Safety team since it was formed in 1994 but we were amazed to recently uncover some of the following extracts from *The Life-Boat Journal* of October 1860. It confirmed that the Institution was firmly committed to accident prevention over a hundred years ago:

'Public attention has frequently been called to the invaluable use of a barometer for indicating a coming storm. It not unfrequently happens that a notice of a gale is given by a barometer two or three days before it actually takes place.

It seems plain that with such powers placed providentially in our hands the calamities now endured by our fishermen and coasters might in many instances be avoided. A good barometer in a public situation would warn them in time what to expect, and they could thus be frequently able to avoid the terrible consequences of storms, so often at present fatal to them.'

Rear-Admiral Fitz-Roy, a member of the Institution's Committee of Management, arranged for 40 barometers to be provided to 'our poorest fishing villages' in the mid-1800s. Following this initiative, the Duke of Northumberland also provided barometers to fishing villages on the Northumberland coast and, in 1860, the RNLI decided to fund the provision of similar barometers to the coast.

The article continues: 'It is, however, evident that something more is absolutely required, in order to make barometers generally available for our fishing and seafaring population: it is therefore satisfactory to find that this important subject has been taken up practically by the National Life-Boat Institution... It is proposed to fix such instruments, wherever found useful and practicable, in suitable positions at the Society's lifeboat houses, which are situated on most parts of the coasts of the United Kingdom'

The provision of these barometers was a great success as confirmed over 20 years later in *The Life-Boat Journal* dated August 1882: '...it is certain that the National Life-Boat Institution must have indirectly contributed to the saving of the lives of a large number of fishermen.' Not content to rest on its laurels, the Institution continued to observe the behaviour patterns of the marine community: 'At present, it is notorious that the masters of our small fishing craft hardly ever think of carrying with them an aneroid, and thus, when in mid-ocean, they are without the most hopeful means of forecasting the disasters which too often overtake them when gales of wind suddenly spring up.'

In order to meet this need, the RNLI decided to 'extend to poor Masters and Owners of [fishing vessels and] Coasters, under 100 tons burden, the privilege of purchasing for eleven shillings and sixpence, one-third the retail cost, a first-class Aneroid Barometer, which will be of the greatest use in warning them of the coming tempest.'

All this goes to show, saving lives by prevention is one of the RNLI's most long-standing traditions!

Above: The aneroid barometer that featured in the August 1882 issue of *The Life-Boat Journal*.

Left: Barometers like this were supplied to the 'poorest fishing villages' in the 1800s.

Ground Force meets Sea Check!

TV gardener and presenter, Alan Titchmarsh presented a special prize to lucky boat owner Melvyn Taylor on the RNLI stand at the London International Boat Show at Earls Court in January.

The celebrity star of BBC's *Ground Force*, who is a keen lifeboat supporter and boat owner, presented the prize of 'a day out with the RNLI' to Melvyn who had just become the 2,000th person to sign up to Sea Check.



Photo © Apollo Photographers Ltd.

Get Splashed Competition



Calling everyone who is 16 years old or under - individuals, schools, youth organisations, Storm Force members - in fact just about anyone! We need **YOUR** help to save a life.

Enter our **FREE** competition. As a lucky winner you will win a superb prize, for you and your school or group. You will have your winning entry produced as a poster and displayed at our many lifeboat stations around the UK and Republic of Ireland and at the same time know that you are helping to save lives at sea. **So what do you have to do?**



GETTING STARTED

We want you to design a superb poster.

IT NEEDS TO BE:

- Colourful
- Clear
- Exciting
- Informative
- Show a clear message
- Original

IT CAN BE:

- Traditional
- Zany
- Wacky
- Cool
- Funny

IT NEEDS TO SHOW:

- The **FOUR POINT WATER SAFETY CODE**
- Spot the dangers
- Pick up advice
- Learn how to help
- Always go together - Don't go alone



You can include all four points in your poster or concentrate on one or two points. That's up to you!

You can get a whole boat load of ideas from *Get Splashed*, the brilliant water safety activity booklet. If you don't have one of these then send in the form below. Don't forget we want your original ideas and designs, so **YOU** can help to save lives of young people like you all around the country.

There are several categories you can enter: Under 8 years old, 8-11 years, 12-14 years and 15-16 years old. There will be a winner in each category and one overall winner.

Closing date for all entries is 23 May 2000

SAFETY ON THE SEA

For a full set of details, competition rules and a competition registration form please send the coupon to:
Get Splashed Competition, RNLI, West Quay Road, Poole, Dorset BH15 1HZ

Name: _____ School/Organisation: _____
 Address: _____
 Postcode: _____
 Storm Force Membership Number (if applicable): _____

- Please send me the following: **GET SPLASHED** competition details, rules and registration form **GET SPLASHED** water safety activity booklets - please state the number you require (one per child) _____ Details of Storm Force membership **Individual** **Group** Details of youth resources

HAVE FUN!



Lifeboats
Royal National Lifeboat Institution

Preserving all you value

With six out of every ten lifeboat launches made possible by legacies, the generous people who remember the work of the RNLI in their Will provide a vital lifeline for the next century.

The people shown here have been kind enough to include a legacy gift to the RNLI in their Will.

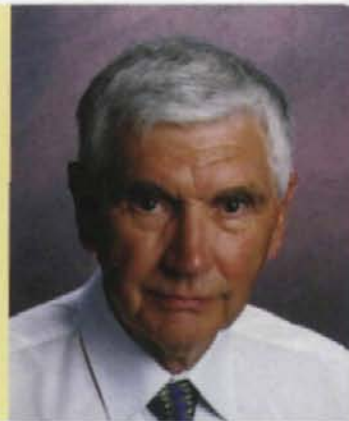
Mr and Mrs Bacon were among the first Shoreline members, Mr Kennedy has supported the RNLI since he first

all of them, it was natural to include a legacy gift to the RNLI in their Will. Please consider joining them today.

Your legacy, however large or small, will enable the RNLI to plan ahead and help

"I have been involved in yachting since I was five, so I have been well aware of the lifeboat service – and reassured by the knowledge that it was there – for a very long time"

Mr Kennedy, Glasgow



"We admire the dedication of the lifeboat crews and their bravery. Since we have always sailed as a hobby and are Shoreline members we naturally included the RNLI when making our Will"

Mr & Mrs Bacon, Dorset

For your free copy, simply fill in the coupon or telephone John Marshall, our Legacy Enquiries Officer, on 01202 663032, quoting reference LJ9/10.

sailed in 1927, and Miss Rampton is one of our Life Governors. They are 'ordinary people' just like you.

Their admiration of the volunteer lifeboat crews meant that, for

future lifeboatmen and women to continue to save lives at sea.

We have produced a special booklet which tells you more about how you can help secure the future of the

lifeboat service and the essential work of our volunteer lifeboat crews.



"I have immense admiration for the crews... they deserve the very best equipment to help them carry out the task for which they so selflessly volunteer"

Miss Rampton, Surrey

I would like to know more:

Please send me a copy of the RNLI's guide to Wills and legacies.

Mr/Mrs/Miss/Ms/Other _____

Address _____

Postcode _____

RNLI membership number (if applicable) _____

Branch or Guild you belong to (if applicable) _____

Please return this form to:

John Marshall, Legacy Enquiries Officer,
RNLI, FREEPOST, West Quay Road,
Poole, Dorset BH15 1XF.

Thank you.

LJ00/4



Lifeboats
Royal National Lifeboat Institution
Registered Charity No. 209603

Whatever the weather, day or night, when the distress call comes, RNLI crew members drop everything and race for their lifeboats. Usually, the only full time member of a crew is the mechanic at all-weather stations and most lifeboat men and women are volunteers who come from all walks of life. They include fishermen, shopkeepers, builders and teachers.

We take a peek at the lifeboat crew of Peterhead with and without their wet weather gear and lifejackets to see how their alter egos earn a crust...



Peterhead lifeboat crew on service

Back Row: Jim Reid, Head Launcher; James Geary, Emergency Mechanic; Jimmy Anderson, 2nd Coxswain; Andy Brown, Coxswain; Bob Lee, Mechanic/Radio Operator and Billy Proctor, Emergency Mechanic. Front Row: Frazer Dunbar, Crew Member; John Hughes, Crew Member; Brian May, Crew Member; Patrick Davidson, Crew Member and Graham Watson, Crew Member.



Peterhead lifeboat crew at work

Back Row: Jim Reid, Retired; James Geary, Mechanical Engineer; Jimmy Anderson, Fish Merchant; Andy Brown, Electrician; Bob Lee, RNLI Mechanic and Billy Proctor, Base Operator. Front Row: Frazer Dunbar, RAF; John Hughes, RAF; Brian May, Firefighter; Patrick Davidson, Logistics Assistant and Graham Watson, Fire Safety Officer.

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Lifeboats
Royal National Lifeboat Institution

Registered Charity No. 209603

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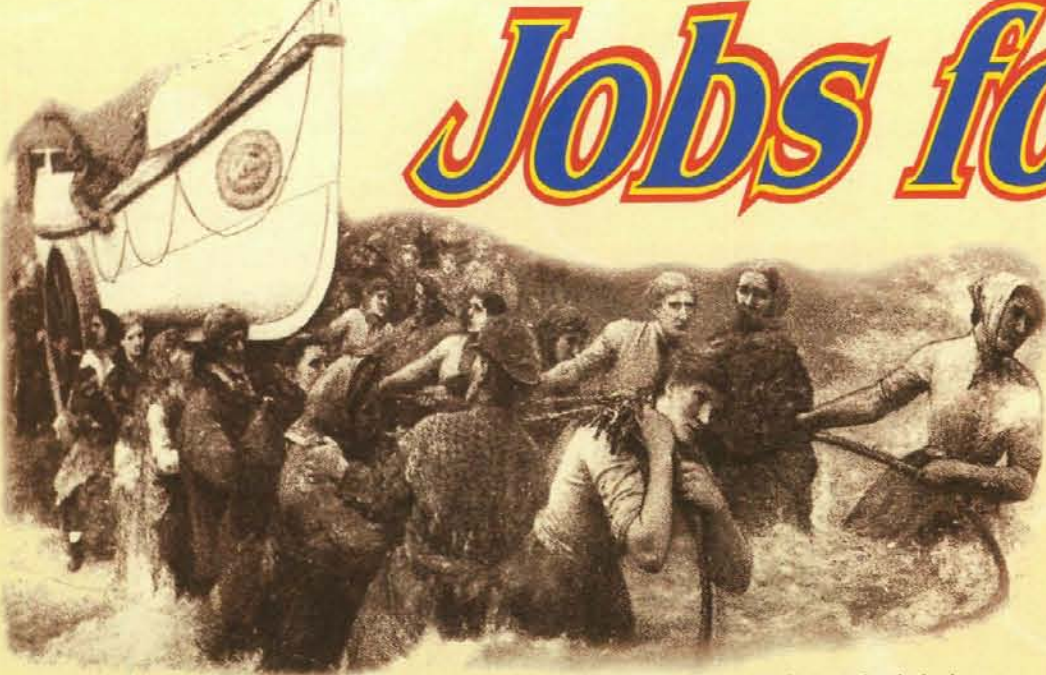
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Jobs for the



The women launchers at Boulmer, Northumberland.

Tinker, Tailor, Soldier, Sailor? How about Butcher, Baker and Candlestick Maker? Or, in the case of the RNLI, shore helper, medic, lifeboat crew and press officer? Mention any of these jobs and you would probably think they were 'jobs for the boys'. Well, you'd be wrong!

Ever since the early days of the RNLI, way back in the 1800s, women have played an important part. As a former coxswain of the Dungeness lifeboat said "I don't know where we would have been sometimes without the ladies. No credit would be too high for what they did." He was talking about the ladies who used to launch his lifeboat but he could just as well have been talking about the overall role of women in the RNLI. For these days, there is hardly an aspect of lifeboat work in which they are not involved.

THE EARLY YEARS

From the early beginnings of the lifeboat service, the women who gave their support were:

1. those living on the coast, who helped to launch the boats and sometimes even took part in rescues from the beaches, and
2. the voluntary workers, who raised the funds and gave talks to make many more people aware of the lifeboat service.

THE LAUNCHERS

There used to be many small fishing communities where most of the men were needed to crew the lifeboat, leaving only a few men and the women to launch her. Each station has its stories of courage and the following are just a few from many.

- At Holy Island the women turned out in a blinding snowstorm one January night to launch the lifeboat. 60 helpers went waist deep into the sea to get the boat afloat.
- At Runswick, the fishermen's wives used to launch the lifeboat and, when the fishing fleet was caught out in bad weather, they would help their husbands to safety.
- Cresswell, where Margaret Armstrong helped to drag the lifeboat half a mile to the sea and then ran five miles along the coast, waded across a storm swollen river and finally collapsed when she reached Newbiggin Coastguard station to tell the officer that the rocket apparatus was needed.
- Newbiggin where they used to say "Every man to the boat and every woman to the rope".



Mrs Margaret Armstrong of Cresswell, Northumberland. For 50 years she never missed a launch of the lifeboat.

- The Boulmer women launchers were awarded the Thanks inscribed on Vellum in recognition for their courage and endurance during a rescue on 20 December 1925. In the face of a blizzard, the 61 launchers, including 35 women, dragged the lifeboat for 1 1/4 miles along a road so narrow that the wheels were continually sinking in the ditches.

It was only because of their determination that the boat and her carriage, weighing 11 tons, got to the rescue. They had been out in the blizzard at night for over six hours.



Doris and Madge Tart.

● The end of an era

Dungeness was the last station where women helped to launch the lifeboat. For many years greased wooden planks (woods) were hauled over the shingle and laid in a line so the lifeboat could slide

down to the sea. In 1978,

these were replaced with a tractor and carriage. For generations the Oillers and the Tarts lived at

Dungeness and, at one time, nearly all the launchers and lifeboat crew belonged to the two families. Fishing had always been their livelihood, but the lifeboat was their passion. Two women launchers, Miss Madge Tart and her sister-in-law, Mrs Emily Tart were each awarded the RNLI's Gold Badge in 1953. In 1979 Mrs Tart's daughter, Doris Tart and Mrs Joan Bates, who was married to the station honorary secretary, were each awarded Gold Badges in recognition of their service. Doris Tart was only 15 when she helped at her first launching in 1936 and served as a shore helper for 44 years. Joan Bates helped launch the lifeboat for 37 years after first starting in 1940.

The worst launch was in 1929 when the storm was so severe that a lifeboatman in the stern of the lifeboat could not be seen from the bow.

LIFEBOAT



The first woman to be awarded a Medal was Grace Darling. Nineteen other Silver Medals have been awarded to women, the last

- in 1888, over one hundred years ago.
- 1838 Grace Darling and her father William rowed through a howling gale to the paddle steamer *Forfarshire*, which was blown on to the rocks off Bamburgh, Northumberland.
- 1847 Miss Margaret and Martha Llewellyn.
- 1847 Mrs Georgia Vilhelmina.
- 1856 Miss Grace Tait and Miss Ellen Petrie



Cresswell, Northumberland, where at one time women regularly helped to launch the lifeboat.



Girls

In those days there was no radio so the launchers, cold, soaked and exhausted, used to huddle around a stove (cooker), waiting for the return of the lifeboat. They then had the important job of recovering the boat. To meet the returning lifeboat the heavy woods were laid across the beach and then the boat was hauled up with a capstan (a rotating cylinder to which the boat's rope is wound). There was no electric winch in those early days. It took two hours to heave the boat up.

"It was never a woman's job," said former coxswain Ben Tart. "It was too hard. But there was no one else to do it." Storm Force caught up with Doris Tart, who is now 78, and asked her what were the 'best bits' of the job. She said "Seeing the lifeboat return safely after a successful service, cups of tea, friendly chatter and all being together!". Doris said the 'worst bits' of the job were "Riding my bike in gale force winds and rain to get to the lifeboat station 1/4 mile away!"



(left to right) Mrs Emily Tart and Miss Madge Tart of Dungeness, who helped to launch the lifeboat every time it went to sea for 50 years.

THE FUNDRAISERS

All round the coast, the lifeboatmen's wives were very involved in raising funds for their stations. They were backed up by the members of ladies' lifeboat guilds in towns and villages throughout the country.

The first organised ladies' committees were formed at the end of the last century. Following the tragic loss of 27 men from the St Annes and Southport lifeboats in 1886, Sir Charles Macara, a

Lancashire businessman, looked at the income of the RNLI and found that two thirds of it was provided by about 100 people.

In 1891 he founded Lifeboat Saturday, the first-ever street collection and, a year later, Lady Macara organised the first Ladies Auxiliary Committee in Manchester and Salford.



The first Lifeboat Saturday, showing the Southport lifeboat Mary Anna in Albert Square, Manchester.



London Lifeboat Day 1927



Dublin Lifeboat Day 1901

These soon spread throughout the country and, in 1921, a Ladies' Lifeboat Guild was formed, which took over from the earlier organisations.

Nobody would have been able to imagine the 'great things' the ladies' guilds would achieve in years to come, for the guilds have raised millions of pounds for the RNLI. Some individual members have devoted almost their entire lives to make sure that the money to build and maintain the boats would always be there.



Cullercoats fishwife, Mrs Bella Mattison, was one of the lifeboat collectors. She was known throughout the north of England as 'Bella the Lifeboat Lady'.

As well as annual flag days, these guilds started to organise coffee mornings, tea dances and many other events. The story continues to this day, although some of the fundraising ideas have become a little more adventurous with things such as sponsored parachute jumps and marathons!

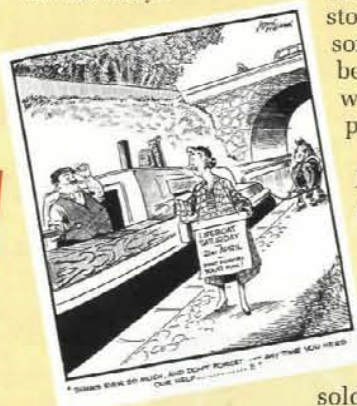


Polly Donkin of Cullercoats raised large amounts of money for the RNLI.

It would be impossible to relate all the stories of the bravery, devotion and self sacrifice that women have shown for the RNLI. Each would fill the chapter of a giant book whose beginning would surely be the words of a former

coxswain at The Mumbles: "From the time the lady sold her flag or arranged her coffee morning to raise funds

- that is when the rescue started and not when the maroons were fired. Anybody who works for or supports this Institution in some way is responsible for the preservation (protection) of life at sea."



The women launchers of Dungeness.

ALLANTRAY

- 1858 Mrs May Stout Hectorson Moar.
- 1864 Miss Alice Bell Le Geyt.
- 1871 Miss Jane Campbell.
- 1879 The Prideaux-Brune sisters and Miss Nora O'Shaughnessy.
- 1881 considerable risk to themselves, they took their
- 1882 rowing boat through
- 1883 heavy surf to save
- 1884 a sailor from a boat
- 1885 which had capsized.
- 1886 Mrs Whyte.
- 1887 Miss Maria and
- 1888 Josephine Horsford.
- 1889 Mrs Wallace
- 1890 and Miss Ellen
- 1891 Blyth.



Since those early days, the jobs that women now do in the RNLI have greatly increased. Not only do they carry out the important roles of fundraiser and shore helper but, from the 1960's onwards, the list of women's jobs includes medical advisers, lifeboat crew and press officers, to name a few. In the next issue of *The Lifeboat* we will meet these women pictured below, and others, to find out what they do and what makes them want to give up their time, with no thought of reward, to help the cause of saving lives at sea.



Sarah Newton

Aoife Hegarty

Kim Miller

Fiona Ironside

Miriam De Regibus

Your Letters



Great old lady

Whilst reading the winter 1999/00 issue of the lifeboat, I came across the piece about the refurbished lifeboat *Queen Victoria* which was said to be thought as the oldest RNLI lifeboat in existence.

It is not the oldest boat owned by the RNLI. That honour lays with the *Zetland* which served Redcar from 1802



and the RNLI from 1825 until 1864 when she was condemned and local people raised the money to have her repaired. Her illustrious career was crowned on 29 October 1880 when she was called to serve one last time and rescued the crew of the brig *Luna*.

I work at the *Zetland* museum in Redcar and she is truly a great old lady – the oldest in the world.

G M Reid
RNLI *Zetland* Museum
The Esplanade
Redcar

Assistant Ed's note:

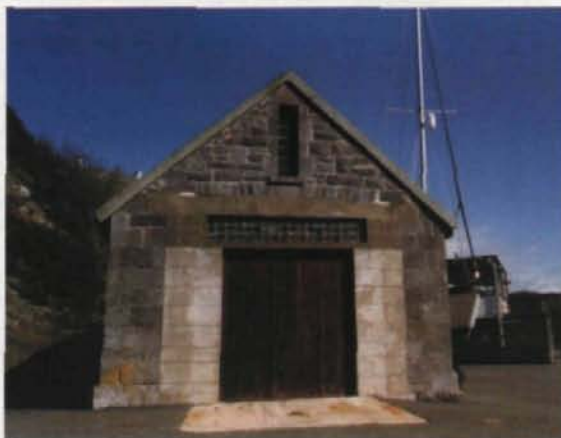
The museum is open daily between May and October 11am to 4pm and the *Zetland* can be seen on display together with other sea rescue exhibits. School parties are welcome by arrangement. Tel: (01642) 471813 or 485370.

Solva mystery solved

This photograph, of what was obviously at one time an RNLI station, was taken by me last year at the little port of Solva in Pembrokeshire.

Would any readers know the history of this station?

Mr P A Hindley
Llanyblodwel
Shropshire



Assistant Ed writes:

Solva lifeboat station, near St Davids, was opened by the RNLI in 1869 to cover the South side of St Davids Head and St Bride's Bay and was managed and operated by St Davids committee and crew. The entire cost of the facility was the gift of Mrs Margaret Egerton in memory of her husband who had been a active member of the RNLI Committee of Management.

The lifeboat, *Charles and Margaret Egerton*, a 33ft pulling and sailing lifeboat launched four times and saved four lives during her service at Solva and remained on duty there until the station was closed in 1887.

Preserving the old school?

With modern techniques and practices, are the age old skills of seamanship in danger of being lost, and should there be a professional body dedicated to their preservation?

The Society for Nautical Research believe there may be such a need and have agreed to further investigate the formation of such a body.

At present they would like to hear the views of interested people and organisations as to:

- whether such a body is required
- whether it should be independent or special interest sub-group of an existing body
- whether people would be prepared to join such a body
- whether other organisations would be prepared to accept it as a college group
- what they (people or organisations) would see as the precise role of such a body
- what they would be prepared to input and expect to gain from it

Please give this some thought and send your comments to the address below.

It is hoped that the next step will be a one-day seminar in London to decide on the way ahead. This will be towards the end of 2000, but date and venue have yet to be fixed.

Tom Peppitt LtCdr RNR, M.Phil(Marine Science), FRIN, MNI
Secretary, Small Craft Committee
Society for Nautical Research
Pond Cottage
Kingston
Isle of Wight
PO38 2JZ
Tel: (01983) 551334
email: TomPeppitt@compuserve.com

Letters from readers are always welcome.

Address them to:

The Editor,
The Lifeboat,
RNLI,
West Quay
Road, Poole,
Dorset BH15 1HZ
or email us at:
thelifeboat@rnl.org.uk



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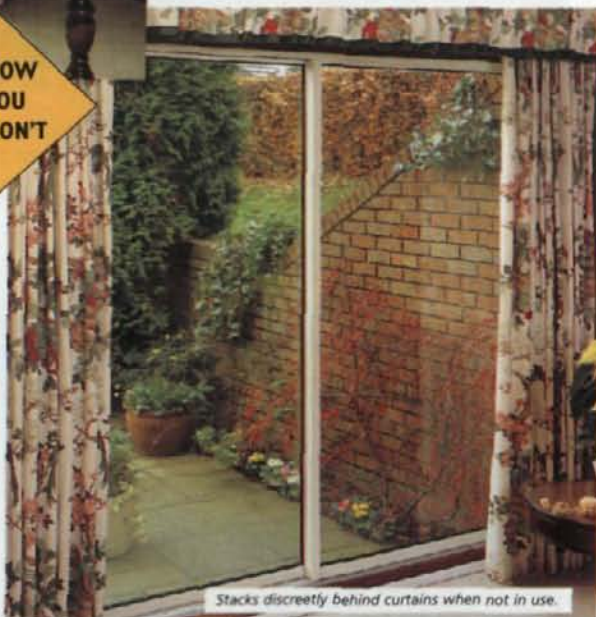
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High Seas

More bird's eye views of RNLI lifeboat stations...



Kirkwall – Scotland Division

Kirkwall, capital of Orkney and its Mainland island, lies upon a busy harbour in which there is a constant coming and going of fishing boats, ferries and other seagoing traffic.

Kirkwall station opened in 1972 following temporary lifeboat trials covering the Pentland Firth area after the Longhope lifeboat disaster of 1969. The station's current lifeboat, Severn class *Margaret Foster*, is moored afloat inside the 'Knuckle' of the harbour. The crew facility building lies adjacent to the berth and includes a general purpose room, workshop, changing room and toilet/shower facilities.



Main photo (far left)
Ref: 675275
Detailed photo (left)
Ref: 675287



Yarmouth – East Division



Main photo (far left)
Ref: 639489
Detailed photo (left)
Ref: 639472

Yarmouth, on the Isle of Wight, lies beside a harbour set in the estuary of the River Yar and is home to the busy Lymington-Isle of Wight ferry port.

Before Yarmouth station opened in 1924, lifeboats had been operating from the nearby Totland Bay from as far back as 1885, but due to difficulties launching a motor lifeboat there the station had to be relocated.

Currently the station's Arun class lifeboat, *Joy and John Wade*, lies afloat in the main harbour and the crew get aboard via a small boarding boat. The shore facility (circled on the detail photo) was previously the Customs House which was refurbished in 1994 to include a changing room, souvenir shop, workshop, crew room, galley, shower and toilets.

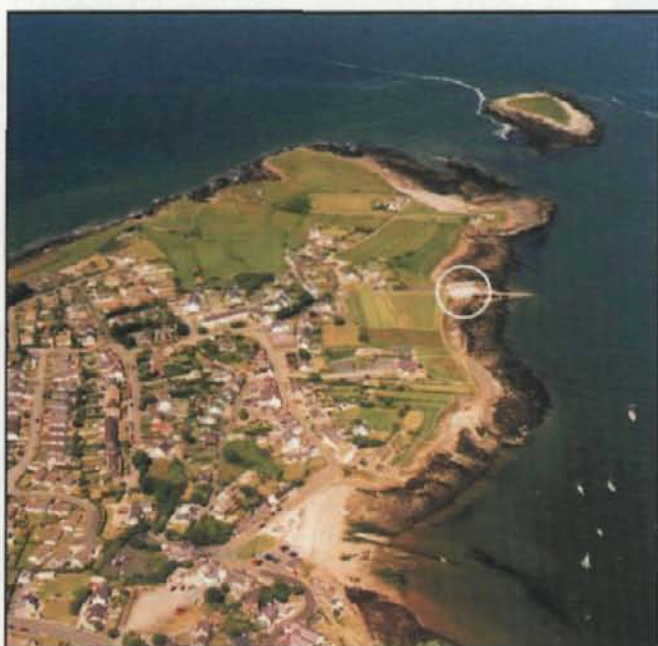


Baltimore – Ireland Division

Lifeboats have been operating from the remote coastal village of Baltimore, on the South coast of Ireland, since 1919. With the infamous Fastnet Rock standing defiant nearby, the crew is kept very busy – with no less than 10 medals for gallantry awarded over the years.

The original masonry boathouse and slipway at Bull Point were adapted in 1988 to accommodate the station's Tyne class lifeboat *Hilda Jarrett* and include a boarding platform, and a 1,000 gallon fuel storage tank.

Main photo (left) Ref: 670949
Detailed photo (right) Ref: 670944



Moelfre – West Division

The picturesque village of Moelfre straggles along the edge of a rocky headland, which presents a danger to shipping in stormy weather. So Moelfre's lifeboat station, opened in 1830, is justly famous – with 37 medals awarded to its crews for gallantry during that time.

The station's current lifeboat, Tyne class *Robert and Violet*, is housed and slipway launched. A side extension to the boathouse was constructed in 1993 to also house the station's D class lifeboat and to provide improved crew facilities and additional space.

Main photo (above left) Ref: 645201
Detailed photo (above right) Ref 645194



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Just the ticket!

Upon retirement from 23 years RNLI service, Assistant Manager of Depot General, Angela Miller (right), drew the winners of the 88th Lifeboat Lottery.

The draw, held in January at the Poole depot, raised nearly £260,300 and first prize – a trip for two on the Orient Express and two nights in Venice – was won by Mr G Butterworth of Hertfordshire.

The cash prize winners were:

- £1,000 – Mr J Zwakman, Kent
- £500 – Mr J E Wells, Kent
- £250 – Mr D Bastow, Somerset
- £100 – Mr R Stanley, Devon;

Mr & Mrs L Gandar, Hants; Mrs B Dadson, Kent; Mrs J D Ballinger, Wilts; Mr & Mrs G Briggs, Aberdeenshire.



Former pirate serenades Clacton lifeboat!



As part of RNLI 175th celebrations in August last year, Trinity House's *Lightship No. 18* anchored off Clacton Pier and, under special licence, broadcast 70s music and jingles in recreation of pirate radio ship *Radio Northsea International*.

Back in 1970 the pirate radio ship caused quite a stir and, during a stay off the Essex coast in August that year, four stranded people had to be rescued from her by Clacton lifeboat.

For the anniversary celebration many DJs, including some from the original pirate days, played 70s pop hits and brought back to life the swashbuckling times of the pirate radio era. Clacton lifeboat crew visited and were interviewed on air and, throughout the month in hourly announcements, informed listeners about the RNLI and Clacton lifeboat station.

Lovers at last

Macduff Helmsman Colin Duthie, married his sweetheart, Lorraine McKay, in November with the station's lifeboat as a backdrop for the wedding pictures.

Colin is the first lifeboatman to be married since the opening of the new boathouse – perhaps he is also the last to be married in the last millennium?

Photo: Mark Williamson, Fochabers



First prize parade

Laura and Ellie Gaudion, daughters of Alderney lifeboat's Senior Helmsman, are pictured here during the Alderney Week Cavalcade in August 1999. Their recreation of the station's Trent class lifeboat, *Roy Barker I*, won first prize for the most lively in the parade.



Handing over the helm – Following the retirement of Skegness Coxswain/Mechanic Paul Martin, the new man at the helm is previous Second Coxswain John Irving (pictured left).

Ray Chapman (right) who remains as senior helmsman in the station's inshore boat, becomes the new Second Coxswain.

Picture: Ben Hørdaker



John Healy – an apology

The Royal National Lifeboat Institution wishes to make it clear that it apologises unreservedly to John Healy for any professional or personal suffering caused by the incident around 10 years ago when he was unfairly asked to stand down from the lifeboat crew at Ballyglass. The formation of a new lifeboat station is a complex matter and decisions taken at the time were in no way a criticism of Mr Healy's professional or personal competence. If this impression was given or gained by anybody then it was false and the RNLI apologises to Mr Healy if its actions may have led to any such conclusions being drawn.

The RNLI wishes to take this opportunity to acknowledge the genuine efforts of Mr Healy in relation to the setting up of the lifeboat station and his contributions over the years to the RNLI.

On Station

The following lifeboats have taken up duty:

ALL WEATHER

Lytham St Annes – Mersey 12-30 (ON 1189) *Her Majesty The Queen* on 16 December 1999

Arranmore – Severn 17-22 (ON 1244) *Myrtle Maud* on 27 January 2000

INSHORE

Marazion – D552 *Global Marine* on 11 November 1999

Helvick Head – B760 *Alice and Charles* on 14 December 1999

Awards to Coxswains, Crew Members and Shore Helpers

The following Coxswains, Crew Members and Shore Helpers were awarded certificates of service on their retirement in 1999. Those entitled to them under the RNLI's regulations were also awarded an annuity, gratuity or pension. † denotes Coxswain * denotes posthumous award

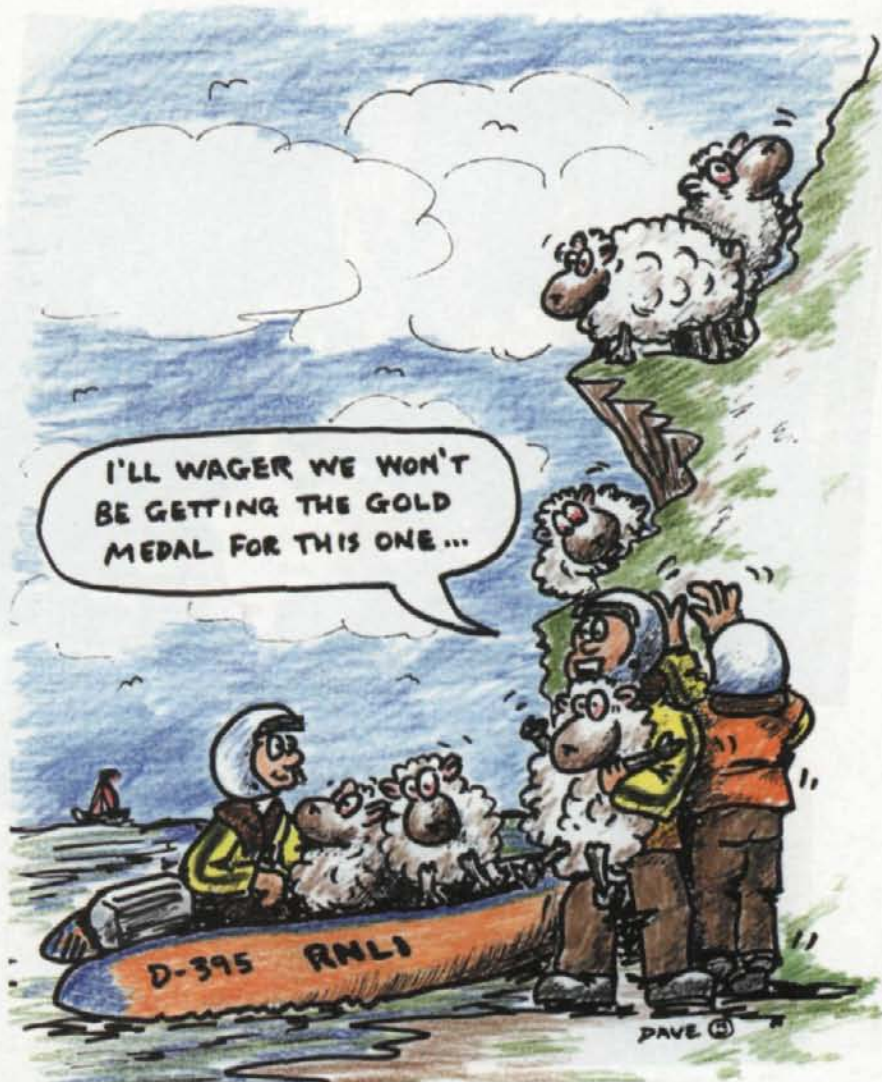
Aberystwyth: J.C. Gorman – 11.5 Years
Aldeburgh: C.L. Frapwell – 20.5 Years, M.J. Testoni – 22.5 Years
Alderney: J.G. Fraser – 15 Years, B.W. Markell* – 15.5 Years, M.P. O'Gorman – 15 Years, J.C. Osborne – 15 Years
Amble: R. Burge† – 30.5 Years
Anstruther: J.C. Clark† – 29 Years, J.W. Smith – 29.5 Years
Appledore: D.W. Cox – 19.5 Years
Arbroath: D.W. Gerrard† – 37 Years, S. Russell – 21 Years, I.J.D. Scott – 21 Years
Barmouth: M.J. North – 11.5 Years
Beaumaris: N.W. Roberts – 18 Years
Bembridge: R.L. Brooks – 15.5 Years, O.A. Harbour – 50 Years, D.A. Young – 13 Years
Berwick upon Tweed: D.M. Bainbridge – 10 Years
Blyth: J.W. Forster – 25.5 Years
Borth: R.A. Jenkins – 21 Years
Bridlington: J. Crawford – 40 Years
Brighton: D.P. Saunders – 10 Years
Broughty Ferry: C.D. Scott – 16 Years
Buckie: T. Mair – 11 Years
Burnham-on-Crouch: A.B. Staples – 13.5 Years
Burry Port: J. Pugh – 11.5 Years
Calshot: R.C. Wilkie† – 10 Years
Cardigan: J.B. Thomas – 17 Years
Clacton on Sea: D.H. Wells – 27 Years
Courtmacsherry Harbour: R. Bateman – 12.5 Years, D. Holland 11 Years, D. O'Brien 11 Years
Cromer: J.W. Balls – 16 Years
Cullercoats: D.J. Ankers – 16.5 Years
Donaghadee: A. Gault – 24.5 Years, D. Martin† 21 Years
Dunbar: D. Renton – 15.5 Years
Dungeness: T.C. James – 20.5 Years, D.R. Tart – 12.5 Years
Eastbourne: J. Ward – 11 Years
Falmouth: P.D. Slater – 17.5 Years, Wilson – 18 Years
Fishguard: N.D. Tyrrell – 16 Years
Fleetwood: W.P. Rawcliffe – 21.5 Years
Flint: R.A. Forrester – 27 Years
Gt. Yarmouth & Gorleston: I.D. Mansi – 10.5 Years, G.R. Wing – 12.5 Years
Helensburgh: A. Macneil – 13 Years
Hoyleake: A.R. Tolley – 38.5 Years
Humber: P. Thorpe – 17.5 Years
Ilfracombe: R. Woodger – 10 Years
Invergordon: W.D. Lipp† – 24 Years
Kinghorn: G.D. McAndrew – 12.5 Years
Largs: W. Clark – 10 Years
Little & Broad Haven: C.I. Whitby – 11 Years
Lowestoft: R.E.G. Thompson – 20 Years
Lytham St Annes: J.J. Eccles – 16 Years, P. Heyes† – 10.5 Years, A.J. Newsham – 13.5 Years
Margate: J.F. Miller – 20.5 Years, R.A. Taylor – 20.5 Years
Moelfre: G. Rowlands – 21 Years
Morecambe: R.A. Coyle – 17.5 Years, P. Johnson – 13 Years
Newquay (Cornwall): G.E. Eglinton – 26.5 Years
North Berwick: W.J. Hawes – 17.5 Years
Penlee: M.R. Atkinson – 10.5 Years, J.G. Jeffery – 15.5 Years, R.B. Keates – 16.5 Years
Plymouth: M.G. Kitt – 15.5 Years

Poole: S.T. Vince† – 16 Years
Port Isaac: N.V. Andrews – 12 Years
Port St Mary: S.W. Franks – 14 Years
Port Talbot: H.H. Worth – 27.5 Years
Portaferry: H.M. Ellison – 15 Years
Porthcawl: J. Lock – 32 Years, J.T. Williams – 12.5 Years

People and Places

Around and about the RNLI

Pwllheli: G.W. Jones – 44.5 Years
Ramsey: A.J. Clague – 12 Years, J.E. Clague – 12.5 Years
Rosslare Harbour: J.P. Boyce – 15 Years
Salcombe: K. Regan – 11 Years
Selsey: G.P.F. Cook – 19.5 Years, W.D. Lawrence – 34.5 Years, D.F. Munday – 26 Years, R.P. Taylor – 10 Years, J. Williams – 13.5 Years
Sennen Cove: H. Hutchings – 44 Years
Silloth: D. Wilson – 24 Years
Skegness: C.R. Limb – 19 Years
Skerries: P. McNally – 14.5 Years, K. O'Leary – 17.5 Years
St Bees: M.D. Cavanagh – 10 Years
St Davids: G.M. Phillips – 20 Years
St Ives: M.A. Symons – 14.5 Years
St Peter Port: M.J. Guille – 23 Years
Swanage: A.L.J. Bird – 15 Years
Trearddur Bay: S.R. Cox – 14.5 Years, T.E. Taylor – 15.5 Years
Troon: C.B. Davies – 20 Years
Tynemouth: T.F. Fryer – 26.5 Years, R. Hall – 10.5 Years
Walmer: M.A. Brenchley – 14.5 Years
Walton & Frinton: M.K. Richardson – 37 Years
Weston-Super-Mare: M.W.M. Bennett – 24 Years
Weymouth: R.P. Gray – 25 Years, D.F. Pitman – 16.5 Years, R.M. Runyard† – 21.5 Years
Whitstable: S.H. Willmot – 23.5 Years
Yarmouth: A.B. Howard – 25.5 Years



After reading a report in the Summer 1999 issue of *The Lifeboat* in which 13 sheep were rescued by Fowey lifeboat, Canadian artist David Ford put pen to paper and came up with this wonderful cartoon. As suspected, the crew didn't get the gold for the rescue but probably deserved an award for cleaning out the D class afterwards – apparently sheep get very nervous at sea!

The Fundraisers

Sail Safari – it's a lifeboat knockout!

Using the 'It's a Knockout' theme, which has recently re-emerged into the limelight, the RNLI staged Sail Safari, an 'around the world boat race' in Battersea Park on 25 September. The event was part of the RNLI's 175th anniversary celebrations and raised over £13,000 for its brave lifeboat crews.

Adventurous teams of four, who had been busy collecting sponsorship money for months, turned up on the day ready to race with their imaginative hand built boats. *Mojo*, a boat in the shape of a bed with funky 70s design and *Gone Bananas* were just two of the amazing creations which turned up to compete.



Although the rain managed to hold off for most of the day, it didn't stop the teams from getting drenched while competing in races on huge foamy inflatables. Participants were subjected to other crazy challenges and the International Guild of Knot Tyers posed a particularly dexterous challenge for the nimble fingered team members to unravel. Prizes were awarded for overall winner, best boat and to the team who raised the most cash.

For further information on this year's challenge event, contact Robin on (0171) 839 3369.



Band spirit

Tynemouth lifeboat band, otherwise known as Lenny Park and the Pagers, have been gigging regularly to raise cash for lifeboat coffers.

To date the band has helped Supporters Ashore of the Lifeboat at Tynemouth (SALT) raise nearly £18,000 towards the purchase of their own Severn class lifeboat, *Spirit of Northumberland*. The SALT fundraising group consists of the families of past and present crew members and the band (pictured left) is mostly made up of the current lifeboat crew.

The crew and their families will continue the 'spirit' of RNLI fundraising and the band (pictured above) is available for bookings for a small fee.



Photo: Graham Gough

Festive funds

Dudley branch chairman, Karl Falk, gave up his Christmas Day and New Year's Eve to collect cash in memory of the lifeboat crew members who lost their lives in the Penlee disaster 18 years ago.

Karl (pictured above) was one of the people who took money to the victims' families in the wake of the disaster and helped collect £1,800 for the crews' widows and relatives.

He starts collecting a week before Christmas and finishes just before the stroke of midnight on New Year's Eve. '...otherwise I would get into trouble with my family,' he joked.

WINNING FUNDRAISING FRIENDS

The Fundraisers

More examples of how branches and guilds are encouraging individuals and groups to get involved with activities and events...

Wedding donation



When Douglas and Pamela Smith, owners of the Stromness Hotel in Stromness, got married in November they decided to hold the reception in their own hotel!

Already having a plentiful supply of 'candlewick bedspreads, toasters and coasters', the couple requested that their guests make a donation to the RNLI instead of a wedding present. A cheque for £2,500 was presented to Captain Max Gunn, Chairman of Stromness station branch (pictured right with the newlyweds), at the reception with the final total coming to £2,710.

Divers do it OVERLAND



In July seven members of Aylesbury Green Park sub-aqua club completed a two-day bike ride and raised over £965 – half of which was donated to the lifeboats.

The event was a joint fundraising effort between the diving club and RNLI Aylesbury branch and took the cyclists on a 100 mile route from Aylesbury to Selsey Bill, taking them through Reading and towards Petersfield. The above picture shows the tired but happy riders at the finish line outside Selsey lifeboat station.

Friendly approach

Stroud branch started off 1999 by taking an enthusiastic approach to the RNLI Badge Appeal. Badge boxes were placed in virtually every business in Stroud and outlying districts. As a result Vice Chairman Dinah Taylor found a contact at the local building society who agreed to place badge boxes at the society's 28 branches across the UK for 6 weeks. Income from this source so far is well over £1,900.

The Lifeboat Challenge was the next target and by distributing leaflets and making personal approaches to individuals, the Ross Divers Challenge Team entered and produced £2,640 in sponsorship.

In all, Stroud and district branch increased its fundraising totals by over £4,500 last year by 'winning fundraising friends'.



The 1st Great Barford and Blunham Brownies raised over £212 for the RNLI following a talk by Biggleswade branch presenter and box secretary, Matthew Kilpin.

The brownies, aged between six and seven years old, were very keen to learn all about lifeboats and as a result joined Storm Force, the RNLI's club for young people, and held a 90-minute bazaar to raise money for the branch.

The girls sold cakes, refreshments, bric-a-brac and organised games, while Biggleswade branch members sold pin badges and raffle tickets from their souvenir stall and organised a 'guess the name of the lifeboatman' game.



The above picture shows members of the 14th Nottingham Boys' Brigade Company who raised £673 for the RNLI at the Nottingham Robin Hood Marathon Fun Run in September.

The Fundraisers

Helping hands



Photo: East Anglian Daily Times

The East Anglian Daily Times newspaper has raised £50,000 towards the new boathouse at Harwich through its Heroes at Sea Appeal.

As part of the appeal, all schools throughout Suffolk and Essex received an RNLI schools activity pack to encourage awareness and teach sea safety with the opportunity of hosting a fundraising event.

Gazeley primary school had the greatest number of participating pupils taking part in the event and as a result won a £1,300 computer donated to the appeal by Hewlett Packard.

The above picture shows pupil Karla Jarman with the competition prize receiving a satchel from RNLI Area Organiser Patsy Johnson.

Money in memory

Following the untimely death of Phil Doolan of Fareham, his family asked that money be donated to the RNLI as he was a keen sailor and dinghy instructor.

Phil was a consultant in the defence industry and had a long association with the design of the Combat System of Type 23 Frigates for the Royal

Navy. The above photograph shows his sons, Anthony, Jonathon, Timothy, Robert and Edward with a cheque for £1,229 during a conducted tour of HMS Westminster. The cash was donated by family, friends, colleagues and Phil's employers at the Land Based Test Site at Portsdown in Hampshire.



Pushing the boat out (above and left) – In September Bundoran branch organised a sponsored 'boat push' from Ballyshannon to Bundoran which raised £2,500 for lifeboat funds.

Super supper

The ladies of Llantwit Major lifeboat guild held their Christmas supper in December – the fourth time in the perfect setting of the historic St Donat's Castle.

The home cooked meal together with rousing carol singing and dancing to the Lighthouse Duo was a recipe for a huge success and raised nearly £5,000 for the RNLI in the process.

The photograph shows members of the guild with Atlantic College lifeboat secretary, Gareth Rees, and kitchen helpers of St Donat's Castle.



The power behind Abersoch! Show cheque



Nine businessmen, all friends and members of South Caernarfon Yacht Club (and fondly known locally as 'The fat boys'), decided to have a bash in aid of the RNLI at the end of the 1999 sailing season. A dinner dance with auctions, raffles and perhaps, a little arm-twisting realised a whopping £9,000 in one night.

The timing coincided perfectly with the arrival on station of two new outboard engines for the inshore lifeboat at a cost of exactly £9,000 – so now Abersoch station crew and VIPs say that their lifeboat is powered by 'The fat boys'!



Chris Hoffman of McMurdo Marine (left) handed over a cheque for over £3,000 to RNLI Director, Andrew Freemantle, at the London Boat Show 2000.

The money was raised in support of the RNLI's 175th anniversary from the sales of special promotional packs of marine safety equipment from the Pains-Wessex safety systems range.

Pains-Wessex has a long relationship with the RNLI and for many years has supplied marine distress signals and smokes to its lifeboat fleet.

CORPORATE RELATIONS UPDATE

Crew Training Boost – The last few months have seen generous support from several companies, giving a major boost to the Crew Training Appeal. During a recent fundraising day in the City of London, traders from Deutsche Bank raised a magnificent £50,000 for the RNLI, which has been allocated to crew training at three Welsh stations. Global pharmaceutical company Astra Zeneca has also recently donated £20,000 to sponsor the crew training at Cardigan station, and following a highly successful on-pack promotion last year, seafood manufacturer Dawnfresh presented the RNLI with a cheque for £13,500, which has gone towards training at Largs.

Powerful Addition – The RNLI's Sea Safety team recently welcomed a new addition to their fleet of vehicles, in the form of a mobile exhibition trailer. The trailer, worth over £30,000, was donated by British Nuclear Fuels and will be used to promote Sea Safety messages around the UK and Ireland. Following their support of the 175th Roadshow last year, Vauxhall have agreed to loan another Frontera 4 x 4 to the RNLI. This time the smartly liveried vehicle

will be used by Sea Safety to promote their Sea Check scheme of free safety checks for boats.

On Target – The Lifeboats MasterCard, run by the Royal Bank of Scotland in support of the RNLI, is set to raise its first Million in 2000. The Royal Bank donates £10 for every new cardholder and 25p for every £100 spent. In recent years some of the money raised by the 12,000 cardholders has gone towards one of the Mobile Crew Training Units. If you haven't already got a Lifeboats MasterCard, now is the time to apply. In April this year the APR will be reduced from 19.9% to 18.9% and the card now includes free travel accident insurance. For details and an application form call 01202 663213.



Also on target is the Marine Insurance Scheme from Bishops Skinner. After a year as official insurance scheme for **Offshore** members, Bishops Skinner are expected to donate £10,000 to the RNLI.

Kodak on-board – You will have noticed a new look photo-processing envelope included with this issue. We are delighted to announce that the RNLI are now working with Kodak, to bring you a top quality processing service that also benefits your favourite charity. We're celebrating with a new photography competition, with great prizes sponsored by Kodak – see news pages for details. Please note that this service replaces the old RNLI Express Film Service, although outstanding orders will be honoured.

Finally a big thank you for your fantastic response to the piece in the previous issue about the RNLI Small Shares Scheme. We have been inundated with your unwanted shares to be sold to raise money for the RNLI.



The Fundraisers

Santa's cause



Father Christmas doesn't just give presents to good little boys and girls – he raises cash for needy causes too! In November, Stafford with Rugeley branch transported Santa by speedboat to his grotto at the Wyevale garden centre near Rugeley. The grotto was manned every weekend by branch members and, as well as keeping the children happy, managed to raise £840 for the lifeboats.

The picture shows Santa (also known to some as branch vice chairman Cliff Hart!) together with helper Jennifer Barron, branch press officer.

Gotcha!



The things some people do to raise money for the lifeboats!

Beryl Cole from Exmouth secretly sent in this picture of her husband, Brian. The couple were at an outside event in Exeter and Brian had his face painted to raise some cash for lifeboat coffers. After the event Brian and Beryl went shopping at the local supermarket – you can imagine some of the looks and comments they got!

...IN BRIEF...IN BRIEF...IN BRIEF...IN BRIEF...IN BRIEF...

Fundraising stalwart Willoughby Garton celebrated his 70th birthday last June with his family throwing him a surprise party. Friends were asked to make donations to the RNLI instead of buying presents and with 60 guests attending lifeboat funds benefitted to the tune of £460. The highlight of the lunch was a lifeboat cake which was piped on board by Willoughby's four grandchildren to the tune of 'What shall we do with a drunken Grandpa?'

Chepstow branch were truly inspired when they invited Robin Stubbs, head of music at St Johns School in Tutshill to help them organise a fitting RNLI 175th celebration. The branch succeeded in bringing together four local music groups to provide their own characteristic contribution to the evening's entertainment under Robin's direction. The generous response of the audience and many others enabled the branch committee to boost lifeboat coffers by £1,400.

Hythe and district branch held their annual Great raft race in August and were pleasantly surprised to raise £3,115 for the event. The race was sponsored by Courage Breweries and local businesses. A total of 11 rafts entered with Calshot lifeboat and

the station inflatable in attendance. Race winner was *Shaky Sue* entered by Southampton ambulance station, closely followed by *Hobbits Special* entered by Hobbits wine bar.

Barnett branch secretary, Pam Horsley, told *The Lifeboat* about the novel way in which her daughter Rachel and son-in-law Tim raised money for Valentia lifeboat during Christmas. The couple, who live in Killarney, decorated their house and driveway with 5,000 Christmas lights. Following interviews on the local radio, Rachel and Tim invited the public to view the decorations and make a donation to the RNLI. In one evening alone they counted 29 cars coming up their drive and within three weeks had raised £912.

In October Judith Edwards and her friend Dawn held an early Christmas craft sale and raffle in the small town of Bungay, Suffolk. The event raised £410 which was presented to the crew of Great Yarmouth and Gorleston lifeboat.

Ruthin branch were presented with a painting of a Moelfre lifeboat rescue by local artist David Thorp. Branch members decided to raffle the painting for lifeboat funds, raising £1,500 in the

process.

Aylesbury and district branch held a quiz based on Christmas carols, songs and tunes, organised by Ann Grant and Geoff Aldridge, which raised nearly £800.

Chingford Morris dancer collected £112 during their 175 Essex dance tour of local pubs in September. A happy fundraising day was had by all and the collection was handed over to Mr M Evans, Loughton branch secretary.

Following a tour of the new Tynemouth lifeboat, *Spirit of Northumberland*, South Shields Volunteer Life Brigade held a special fundraising folk night in December at the South Shields sailing club – raising £330 towards the Tynemouth appeal.

Eighty-year-old Jack Mills of the Cardigan branch completed a sponsored 'pre-millennium ascent of Snowdon' at the end of last year, raising £457 for RNLI funds.

Lerwick ladies lifeboat guild raised £3,100 at its annual ball in October. The annual raffle which was drawn at the ball took in another £2,700 resulting in a grand total of £5,800.

A brilliant evening in Salcombe last June saw 700 people thoroughly enjoying themselves in the company of

Kenny Ball, Jean Genie (David Bowie covers band) and Gareth Chilcott – and boosting lifeboat coffers by £10,750. A large portion of the grand total came from a special donation and £500 was included as advance proceeds from the sale of Salcombe lifeboat crew's CD, 'Until the sea runs dry'. The songs were recorded by local producer Phil Johnstone specifically to raise funds at the ball – but the CD has been particularly successful, with generous coverage by local radio. Copies are still available from Velvet Records, Salcombe. Tel: (01548) 844299, email: horsecombe@aol.com.

In October, Edghaston and Harborne guild, with the help of Samantha's (fashions) Moseley, presented an anniversary fashion gala. This included a very successful raffle with many

spectacular prizes and an appearance by the talented young dancers of the Scanlan School of Irish Dance. The evening was enjoyed by all and raised £3,844.

In December Les Jackson and Bob Reader from Croydon had their hair cut (for the first time since 1970!) at their local pub, Ye Olde Dog and Bull, in aid of the RNLI. The event was supported by landlord Alan Arrowsmith, with raffle prizes, including champagne and large hampers of fruit and veg, helping to raise the total to some £1,100. The RNLI was represented by West Wickham branch VIPs and Sue Haywood from the Inshore Lifeboat Centre at Cowes. An excellent buffet was laid on by the landlord and everyone enjoyed a most successful evening.

Notice to contributors

We are always pleased to receive any material intended for publication. However, due to space restrictions and the huge quantity of submissions received, it is impossible to publish every article received.

In order to keep administration costs down, contributions will not usually be acknowledged. Every contribution is considered and we do try to be as fair as possible. So keep those articles coming in – yours could be featured next time.

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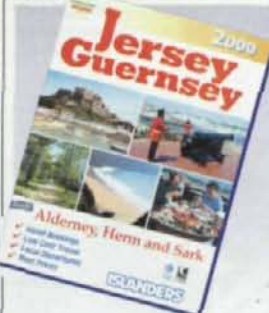
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Bookshelf

For the enthusiast

Lifeboats and Lifeboat Stations in the United Kingdom and Ireland

ISBN 0 902792 15 6

by Nicholas Leach



Published by *The Lifeboat Enthusiasts' Society* at £4.50

Nicholas Leach has prepared a most useful volume for the Lifeboat Enthusiasts' Society, adding to the late Grahame Farr's earlier works to produce a comprehensive guide not only to the Official Numbers of lifeboats back to 1884 but also adding a list of lifeboat stations and a list of ex-lifeboats and their later history so far as it is known.

Altogether an excellent reference book - with a great cast, even if the plot is a little thin!

Available from Tony Denton, Dawn, Upper Battlefield, Shrewsbury SY4 4AA. Cheques payable to RNLI Lifeboat Enthusiasts' Society.

For the yachtsman

Marinecall Met Book Plus year 2000 Tide Tables

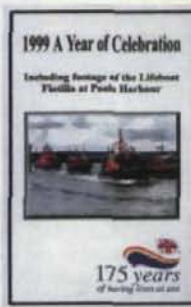
Published by Marinecall - free!

We had already decided that this was a most useful little publication, even before discovering that it was free, compliments of Marinecall - providers of phone and fax weather forecasts.

This pocket-size, 112-page booklet contains a very valuable guide to the basics of the weather (depressions, land and sea breezes and so on) together with sources of telephone forecasts and set of tide tables for five major ports.

As a paid-for booklet we'd recommend this volume - as a freebie we reckon you'd better phone Marinecall on (08705) 800 220 as soon as possible and hope they have some left!

General



1999 A Year of Celebration

Published by the RNLI at £8 inc P&P

1999 was a momentous year for everyone involved with the RNLI as they celebrated 175 years of saving life at sea. This video, produced in-house by the Institution, makes a fine memento of the many events which took place.

Here you will find a boat-by-boat look at the participants in the spectacular flotilla in June; a record of the re-enactment of the overland launch at Whitby; the Royal Tournament participation and many other events during the year.

Copies are available at £8 (including P&P) from The Video Factory, Grove House, Milburn Road, Bournemouth BH4 9HJ. Please make cheques payable to 'RNLI (Enterprises) Ltd'

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Lifeboat launches

Station by station lifeboat launches for August, September and October 1999

- Aberdeen**
Arun: Aug 28, Sep 11 and Oct 4
D class: Aug 28, Sep 11 and Sep 27
- Aberdovey**
Atlantic 75: Sep 11
Atlantic 21: Aug 6, Aug 9, Aug 14, Aug 15 (twice), Aug 21 (three times) and Sep 5
- Abersoch**
Atlantic 21: Aug 9, Aug 15, Aug 17, Aug 18, Sep 8, Sep 23 and Oct 1
- Aberystwyth**
Atlantic 75: Aug 2, Aug 4, Aug 22, Sep 5, Sep 25, Sep 29, Oct 9 and Oct 16
- Achill Island**
Trent: Aug 18, Aug 28 and Oct 15
- Aith**
Severn: Aug 24 and Sep 5
- Aldeburgh**
Mersey: Aug 5, Aug 6, Aug 10 (twice), Aug 29, Sep 19, Oct 23 and Oct 30
D class: Aug 5, Aug 6, Aug 10, Aug 15, Aug 29 and Sep 25
- Alderney**
Arun: Oct 4, Oct 17, Oct 18 and Oct 29
Trent: Aug 9, Aug 11, Aug 20, Aug 25 (twice), Sep 6, Sep 11 and Sep 24
- Amble**
Mersey: Aug 15, Aug 16, Sep 15, Sep 18 and Oct 10
D class: Aug 13, Aug 15, Aug 29 (twice), Sep 18 and Sep 25
- Angle**
Tyne: Aug 1, Aug 7, Aug 18, Aug 28, Sep 3, Sep 26 and Sep 27
D class: Aug 18, Aug 28, Sep 26, Oct 4 and Oct 24
- Anstruther**
Mersey: Aug 14, Aug 26, Sep 11, Oct 6 and Oct 24
- Appledore**
Atlantic 75: Aug 9, Aug 12, Aug 27, Sep 1, Sep 12, Sep 22, Oct 2, Oct 28, Oct 29 and Oct 30 (three times)
Tyne: Sep 1, Sep 12, Oct 6 and Oct 22 (twice)
- Aran Islands**
Severn: Aug 29, Sep 1, Sep 6, Sep 29, Oct 4, Oct 7, Oct 17, Oct 25 and Oct 27
Arun: Aug 1, Aug 7 (twice), Aug 14 and Aug 17
- Arbroath**
Mersey: Aug 3, Aug 8, Aug 15 (twice) and Sep 12
D class: Aug 3, Aug 8, Aug 14 and Sep 12
- Arklow**
Trent: Sep 2
- Arran (Lamlash)**
Atlantic 21: Aug 2, Aug 8, Aug 14, Aug 23, Sep 17, Oct 6, Oct 19 and Oct 20
- Arranmore**
Tyne: Aug 9, Sep 5 and Oct 4
Atlantic College
Atlantic 21: Aug 30 and Sep 26
- Ballycotton**
Arun: Oct 23 and Oct 26
Trent: Aug 18, Sep 5, Sep 11, Sep 25 and Oct 11
- Ballyglass**
Severn: Sep 15
- Baltimore**
Tyne: Aug 2, Aug 8 and Aug 19
- Bangor (Co. Down)**
Atlantic 21: Aug 1 (twice), Aug 3, Aug 10, Sep 7 and Sep 10
- Barmouth**
Mersey: Oct 10
D class: Aug 4 (twice), Aug 28 and Oct 10
- Barra Island**
Severn: Aug 4, Aug 21 and Aug 23 (twice)
- Barrow**
Tyne: Aug 1, Aug 8, Aug 17 and Aug 22
D class: Aug 1, Aug 4, Aug 8, Aug 22, Sep 1, Sep 2, Sep 8 and Oct 31
- Barry Dock**
Arun: Aug 10, Aug 30 and Oct 26
- Beaumaris**
Atlantic 21: Aug 1, Aug 4, Aug 5, Aug 7 (three times), Aug 8 (twice), Aug 9, Aug 12, Aug 13, Aug 14, Aug 21 (twice), Aug 29 (three times), Aug 30, Sep 6 (twice), Sep 8, Sep 12 (twice), Sep 24, Sep 28, Oct 23, Oct 24, Oct 26, Oct 27 and Oct 30
- Bembridge**
Tyne: Aug 7, Aug 8 (twice), Aug 16, Sep 1, Sep 2 and Sep 7
D class: Aug 8 (twice), Aug 13, Aug 29, Aug 30, Sep 1, Sep 4, Sep 7, Sep 10, Sep 25, Sep 30 and Oct 5
- Berwick-upon-Tweed**
Mersey: Aug 1, Aug 26, Oct 23 and Oct 24
D class: Aug 1, Aug 26, Aug 30, Oct 23 and Oct 24
- Blackpool**
Atlantic 75: Aug 1 (twice), Aug 6, Aug 7, Aug 8, Aug 17 (twice), Aug 27, Aug 28 (twice), Sep 6 (twice) and Oct 26
D class: Aug 6, Aug 7, Aug 8, Aug 27, Aug 28 (twice), Sep 6 (three times), Oct 25 (twice) and Oct 26 (twice)
- Blyth**
Trent: Aug 3, Aug 7, Sep 4, Sep 5, Sep 14 and Oct 31
D class: Aug 3, Aug 12, Sep 4 and Oct 31
- Borth**
D class: Aug 1 (three times), Aug 6, Aug 8 (twice), Aug 30, Sep 4 and Sep 5
- Bridlington**
Mersey: Aug 1 and Aug 9
D class: Aug 1 (twice), Aug 9, Aug 12, Aug 13, Aug 14, Aug 23, Aug 29, Sep 1 and Sep 2
- Brighton**
Atlantic 75: Aug 1 (three times), Aug 6 (twice), Aug 8, Aug 25 (twice), Aug 26, Aug 30, Sep 18, Sep 26, Oct 1 and Oct 30
- Broughty Ferry**
Arun: Aug 3 (twice), Aug 8 (twice) and Aug 14
D class: Aug 3, Aug 5 and Aug 8 (twice)
- Buckie**
Arun: Aug 3, Aug 5, Aug 8, Aug 13, Aug 16 (twice), Aug 23, Aug 29, Sep 2, Oct 11 and Oct 20
- Bude**
D class: Aug 3 and Aug 31
- Bundoran**
Atlantic 75: Aug 1 (twice), Aug 12, Sep 7, Sep 12, Sep 24, Sep 25, Oct 10 and Oct 16
- Burnham-on-Crouch**
Atlantic 75: Aug 14, Aug 21 (twice), Sep 22, Sep 28, Oct 6, Oct 24 and Oct 31
D class: Sep 28
- Burry Port**
D class: Aug 4, Aug 14, Sep 4 and Oct 24
- Calshot**
Brede: Aug 6, Aug 18, Aug 20, Aug 22, Sep 1, Sep 7, Sep 17, Sep 29, Sep 30, Oct 4, Oct 24 (twice), Oct 25 and Oct 30
- Campbeltown**
Severn: Aug 2, Aug 6 (three times) and Aug 14
Arun: Aug 22 and Aug 31
D class: Aug 31 and Sep 9
- Cardigan**
Atlantic 75: Aug 16 and Aug 29 (twice)
D class: Aug 8 and Aug 23
- Castletownbere**
Arun: Aug 5 and Sep 19
- Clacton-on-sea**
Atlantic 75: Aug 14 (twice), Aug 16, Aug 31, Sep 2, Sep 5 (twice), Sep 27, Oct 2 and Oct 23
D class: Aug 15, Aug 18, Aug 30, Sep 4 (twice), Sep 7 and Sep 12
- Cleethorpes**
D class: Aug 1, Aug 2 (twice), Aug 3 (three times), Aug 4, Sep 10, Sep 26 (twice), Sep 27, Oct 8 and Oct 29
- Clifden**
Atlantic 75: Aug 18, Sep 7, Sep 9 and Sep 29
D class: Aug 18
- Clogher Head**
Mersey: Aug 21, Aug 29 (twice), Aug 30 and Sep 5
- Clovelly**
Atlantic 21: Aug 7, Aug 15, Aug 28 and Sep 4
- Conwy**
D class: Aug 22 and Aug 29
- Courtmacsherry Harbour**
Trent: Aug 7 and Aug 9
- Courtown**
D class: Aug 14 and Sep 12
- Craster**
D class: Aug 15
- Criccieth**
Atlantic 75: Aug 1 (three times), Aug 8, Aug 18, Aug 22, Aug 29 (twice), Aug 30, Sep 5, Sep 24 and Oct 17
- Cromer**
Tyne: Sep 10
D class: Oct 2
- Cullercoats**
Atlantic 21: Aug 4, Aug 7 and Aug 26
- Donaghadee**
Arun: Aug 4, Aug 5, Aug 12 and Sep 7
- Douglas**
Tyne: Aug 28 and Oct 6
- Dover**
Severn: Aug 7, Aug 14 (four times), Aug 20, Aug 24 (three times), Aug 25, Aug 27, Aug 28, Aug 30, Sep 27, Oct 7, Oct 16 and Oct 24
Arun: Aug 2 and Aug 5
- Dun Laoghaire**
Trent: Aug 11, Aug 24, Sep 8, Sep 9, Sep 12 and Sep 17
D class: Aug 1, Aug 8, Aug 20, Aug 22, Aug 24 (three times) and Oct 2
- Dunbar**
Trent: Aug 15, Aug 21, Aug 26 and Sep 29
D class: Aug 15, Aug 16, Aug 26, Aug 29 and Sep 29
- Dungeness**
Mersey: Aug 15, Sep 4 and Oct 16
- Dunmore East**
Trent: Aug 3, Aug 6, Aug 22, Aug 24, Sep 21 and Sep 25
- Eastbourne**
Mersey: Aug 1 (twice), Aug 2, Aug 7, Aug 11, Aug 12, Aug 13, Aug 15, Aug 26, Aug 29 (twice), Aug 30, Aug 31, Sep 1, Sep 21, Sep 23, Sep 26, Oct 10, Oct 13, Oct 16, Oct 17 and Oct 25 (twice)
D class: Aug 1, Aug 7, Aug 10, Aug 23, Aug 24, Aug 29 (twice), Aug 30 (twice), Aug 31, Sep 1, Sep 21, Sep 23 and Oct 16
- Exmouth**
Trent: Aug 2, Aug 15 (twice), Aug 21, Sep 22, Sep 29 (twice) and Oct 17
D class: Aug 2, Aug 9, Aug 11, Aug 14, Aug 15, Aug 16, Aug 17, Aug 21 (twice), Aug 23 (twice), Aug 25, Aug 29, Sep 9, Sep 10, Sep 11, Sep 15, Sep 17, Oct 3 (twice) and Oct 17 (twice)
- Eyemouth**
Arun: Oct 19, Oct 24 and Oct 28
Trent: Aug 22
- Falmouth**
Severn: Aug 6, Aug 10 (twice), Aug 14, Aug 22 (twice), Aug 24, Sep 7 and Sep 11
Atlantic 21: Aug 11 (twice), Aug 14, Aug 26, Aug 30 and Oct 30
- Fenit**
Trent: Aug 20, Aug 31, Sep 9, Sep 11 and Oct 31
D class: Sep 4, Sep 9 and Sep 11
- Fethard**
D class: Aug 22
- Filey**
Mersey: Aug 29, Sep 17, Oct 6 and Oct 10
D class: Aug 15, Aug 20, Aug 26 (four times), Aug 28, Sep 1, Oct 10 and Oct 27
- Fishguard**
Trent: Aug 5, Aug 8, Aug 23, Aug 24 and Oct 6
D class: Aug 5, Aug 6, Aug 11, Aug 24, Sep 8 and Sep 16
- Flamborough**
Atlantic 75: Aug 1, Aug 4 (three times), Aug 8, Aug 12, Aug 14, Aug 23, Aug 29 (four times), Aug 30 (three times), Sep 14 and Oct 11
- Fleetwood**
Tyne: Aug 1, Aug 8, Aug 14 and Aug 29
D class: Aug 1, Aug 8 (twice), Aug 13, Aug 14, Aug 15, Aug 19, Aug 22, Aug 29, Sep 9 and Oct 17
- Flint**
D class: Aug 16, Aug 21, Sep 13 and Sep 18
- Fowey**
Trent: Aug 6, Aug 9 (four times), Aug 11, Aug 14 (twice), Aug 18, Aug 22, Sep 3, Sep 13, Sep 24, Oct 1, Oct 9 and Oct 26
D class: Aug 9 (twice), Aug 12 and Sep 3
- Fraserburgh**
Tyne: Aug 26, Aug 28 (twice), Aug 29, Sep 11, Sep 13 and Sep 23
- Galway**
Atlantic 75: Aug 2, Aug 14, Aug 22, Aug 28 (twice), Sep 4, Sep 11, Oct 5 and Oct 8
- Girvan**
Mersey: Oct 19
- Gt. Yarmouth & Gorleston**
Trent: Aug 15 (twice), Aug 16, Aug 30, Sep 1, Sep 2, Sep 10, Sep 24, Oct 3, Oct 11, Oct 18, Oct 26 and Oct 27
Atlantic 21: Aug 2, Aug 15, Aug 26, Sep 1, Sep 2, Sep 10, Oct 1, Oct 7 and Oct 26
- Happisburgh**
D class: Aug 16 (twice), Aug 22 and Aug 29 (twice)
- Hartlepool**
Tyne: Aug 14, Aug 20 and Aug 25
Atlantic 21: Sep 9, Sep 11 and Sep 16
- Harwich**
Severn: Aug 13, Aug 29, Sep 5, Oct 17 and Oct 26
Atlantic 21: Aug 2 (twice), Aug 3, Aug 5, Aug 6, Aug 11, Aug 22, Aug 25, Aug 26, Aug 27, Aug 30, Sep 2, Sep 4, Sep 5, Sep 8 (twice), Sep 9, Sep 10, Sep 18, Sep 23, Sep 25, Sep 29, Oct 12 (twice), Oct 17 (twice), Oct 18 and Oct 23 (twice)
- Hastings**
Mersey: Sep 27 and Sep 30
D class: Aug 1, Aug 6, Aug 7, Aug 8, Aug 15 (twice), Aug 17, Aug 23, Sep 20, Oct 3, Oct 13 and Oct 26
- Hayling Island**
Atlantic 75: Aug 16 (twice), Aug 18, Aug 22, Aug 23, Sep 22, Oct 5, Oct 17 (twice), Oct 21, Oct 24 and Oct 27
D class: Aug 5 (twice), Aug 15, Aug 22, Aug 23 and Oct 24
- Helensburgh**
Atlantic 21: Aug 2, Aug 4, Aug 8, Aug 17, Aug 18, Aug 22 (twice), Aug 29, Sep 10, Sep 11, Sep 12, Sep 18, Sep 24, Sep 27, Oct 6 and Oct 22
- Helvick Head**
Atlantic 21: Aug 1, Aug 19, Sep 21 and Sep 25
- Holyhead**
Arun: Aug 3, Aug 6, Aug 8, Aug 29 (twice), Oct 27 and Oct 28
Tyne: Aug 8, Aug 21 and Aug 25
D class: Aug 1, Aug 3 (twice), Aug 4 (twice), Aug 9, Aug 21 and Aug 29
- Horton & Port Eynon**
D class: Aug 1, Aug 10, Aug 15, Sep 16 and Oct 27
- Howth**
Arun: Aug 11, Aug 15, Aug 23, Sep 20 and Oct 3 (three times)
D class: Sep 3, Oct 7
- Hoylake**
Mersey: Aug 18 and Sep 1
- Humber**
Severn: Aug 12, Aug 15, Aug 17, Aug 19, Aug 27, Sep 8 and Sep 27
- Hunstanton**
Atlantic 75: Aug 1, Aug 3, Aug 7, Aug 20, Sep 6 (twice), Sep 18, Sep 19 (twice) and Sep 24
- Ilfracombe**
Mersey: Aug 8, Aug 11, Aug 31, Sep 12 and Oct 17
D class: Aug 2, Aug 6, Aug 9, Aug 11 (twice), Sep 3, Sep 28 and Oct 26

Invergordon Trent: Aug 3 (twice), Sep 2 and Oct 20 Islay Severn: Sep 4 and Sep 6 Kilkeel Atlantic 21: Aug 7, Aug 13 and Aug 26 Kilmore Quay Mersey: Aug 5, Aug 7, Aug 8, Aug 20, Sep 7, Oct 8 (twice), Oct 13 and Oct 25 Kinghorn Atlantic 75: Aug 2, Aug 8, Aug 10, Aug 15, Aug 24, Aug 29, Sep 4, Sep 28 (twice), Oct 24 and Oct 25 Kippford D class: Aug 15 Kirkcudbright Atlantic 21: Aug 12 and Aug 29 Kirkwall Severn: Aug 2, Aug 4, Aug 15, Aug 31 (twice), Sep 2, Sep 9 (twice), Sep 10 and Oct 7 Kyle of Lochalsh Atlantic 75: Aug 14 (twice), Aug 19, Aug 21, Aug 25, Aug 29, Sep 2, Sep 23 and Oct 9 Largs Atlantic 75: Aug 1, Aug 2, Aug 6, Aug 8, Aug 9 (twice), Aug 29, Sep 5, Sep 19, Sep 20, Sep 22, Sep 27, Oct 3 and Oct 30 Larne Arun: Sep 8 (twice), Sep 9 and Sep 25 D class: Aug 9, Aug 17 and Oct 17	Lerwick Severn: Aug 13, Aug 15, Oct 15 and Oct 22 Little & Broad Haven D class: Aug 1, Aug 7 (twice), Aug 8 (twice), Aug 11, Aug 22 and Aug 27 Littlehampton Atlantic 21: Aug 1, Aug 2, Aug 7, Aug 18, Aug 22, Aug 25, Aug 29 (twice), Aug 30, Sep 3, Sep 5, Sep 10, Sep 11, Oct 2, Oct 14 and Oct 25 Llandudno Mersey: Aug 21 D class: Aug 28, Sep 3 and Sep 12 Lochinver Arun: Aug 11, Aug 17, Aug 31, Sep 2 and Sep 19 (twice) Looe D class: Aug 8 Lowestoft Tyne: Aug 16, Aug 21, Sep 6, Oct 5, Oct 27 and Oct 30 Lyme Regis Atlantic 75: Aug 8, Aug 9, Aug 11 (twice), Aug 13, Aug 22, Aug 24, Aug 28 (twice), Aug 30 (twice), Aug 31, Sep 12, Sep 15 and Oct 6 Lymington Atlantic 21: Aug 2, Aug 18, Aug 23, Aug 29, Sep 4, Sep 5, Sep 7, Sep 8 (twice), Sep 12 (four times), Sep 28, Oct 25 and Oct 30 Lytham St. Annes Mersey: Aug 13 and Aug 24 D class: Aug 1, Sep 7 and Sep 13	Mablethorpe D class: Aug 1, Aug 5, Aug 16, Aug 20, Aug 29 (twice), Sep 12 and Sep 26 Macduff Atlantic 21: Aug 14, Aug 28 and Oct 4 Mallaig Arun: Aug 12, Aug 22, Aug 27, Sep 13, Sep 16, Sep 25 (twice), Oct 12, Oct 16, Oct 17, Oct 20, Oct 30 and Oct 31 Marazion D class: Aug 6, Aug 10, Aug 12, Aug 17, Aug 25, Aug 30, Oct 26 and Oct 27 Margate Mersey: Aug 13, Aug 24 (twice), Aug 25, Sep 4, Sep 5 (twice), Oct 18, Oct 23 and Oct 31 D class: Aug 8, Aug 15, Aug 22, Aug 28, Sep 2, Sep 4, Sep 12, Oct 3, Oct 15, Oct 29, Oct 30 and Oct 31 Minehead Atlantic 75: Aug 26 and Aug 30 Moelfre Tyne: Aug 16, Aug 21 (twice), Aug 22, Aug 28 (twice), Aug 29, Oct 17 and Oct 31 D class: Aug 3, Aug 4, Aug 21, Aug 27, Aug 28, Aug 30, Sep 1 (twice), Sep 5 and Sep 11 Montrose Tyne: Aug 1 (twice) and Sep 4 D class: Sep 10 Morecambe D class: Aug 13, Aug 21, Aug 22,	Sep 4 (twice), Sep 5, Oct 8 and Oct 26 Mudford Atlantic 21: Aug 1, Aug 2, Aug 4 (twice), Aug 5 (twice), Aug 6, Aug 10, Aug 11 (three times), Aug 13, Aug 15 (twice), Aug 26, Aug 28, Sep 12, Sep 13 (twice), Sep 25, Oct 24 (five times), Oct 25 and Oct 31 New Brighton Atlantic 75: Aug 24, Aug 28, Aug 30 (twice), Sep 1, Sep 6, Oct 10, Oct 23 and Oct 30 New Quay (Cardiganshire) Mersey: Aug 16 D class: Aug 9, Aug 14 (twice), Aug 16, Aug 17, Aug 24 and Aug 27 Newbiggin Atlantic 75: Aug 6, Aug 31 (twice), Sep 5 (twice), Oct 2 and Oct 10 Newcastle (Co. Down) Mersey: Aug 14, Aug 19, Sep 5, Sep 15 and Oct 1 D class: Aug 19 Newhaven Arun: Aug 1 (twice), Aug 7, Aug 10, Aug 22, Aug 25, Sep 30, Oct 1, Oct 8, Oct 10 and Oct 17 Newquay (Cornwall) Atlantic 75: Aug 3, Aug 9, Aug 10 (twice), Aug 12 (twice), Aug 21 (three times), Aug 26, Aug 28, Aug 29, Sep 4, Sep 7, Sep 12 and Sep 24 D class: Aug 3, Aug 10 (three	times), Aug 12 (twice), Aug 21 (four times), Aug 26, Aug 28, Aug 29, Sep 4, Sep 7, Sep 12 and Sep 28 North Berwick D class: Aug 1 and Aug 14 North Kessock D class: Aug 21, Aug 29 (twice) and Sep 6 Oban Trent: Aug 5, Aug 6, Aug 8 (twice), Aug 17, Aug 18, Aug 25, Aug 28, Aug 29, Sep 3, Sep 4, Sep 8 (twice), Sep 24 (twice), Sep 26, Sep 28, Oct 2, Oct 3, Oct 8, Oct 10, Oct 17, Oct 18, Oct 24 (twice) and Oct 29 Trent: Oct 30 On Passage Severn: Aug 11 (twice) Padstow Tyne: Aug 31, Sep 6 and Oct 30 Peel Mersey: Aug 2, Aug 5 and Aug 8 Penarth Atlantic 75: Sep 13, Oct 9, Oct 26 and Oct 30 D class: Sep 3, Sep 23 (twice), Sep 30 and Oct 11 Penlee Arun: Aug 6, Aug 7, Aug 24, Sep 11, Oct 1, Oct 16, Oct 26 and Oct 27 Peterhead Tyne: Sep 11 (twice), Sep 15 and Oct 4
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Lifeboat launches

Station by station lifeboat launches for August, September and October 1999

Plymouth

Arun: Aug 2, Aug 10, Aug 21, Aug 22 (five times), Aug 28 (twice), Aug 29, Oct 30 and Oct 31

Poole

Atlantic 75: Aug 3, Aug 8 (three times), Aug 12 (four times), Aug 13 (twice), Aug 14, Aug 17, Aug 18, Aug 24, Aug 26, Sep 2, Sep 9, Sep 19, Sep 25, Sep 26, Oct 15, Oct 17 (twice), Oct 24 (twice) and Oct 25

Brede: Aug 11, Aug 14 (three times), Oct 10, Oct 18 and Oct 24

Port Erin

Atlantic 21: Aug 6 (twice), Aug 19 and Aug 22

Port Isaac

D class: Aug 31 and Sep 20

Port St. Mary

Trent: Aug 9, Aug 24 and Aug 29

D class: Aug 28 and Aug 29

Port Talbot

D class: Aug 4, Oct 5, Oct 6 and Oct 26

Portaferry

Atlantic 75: Aug 5, Aug 11, Aug 30, Sep 18, Oct 1 and Oct 12

Porthcawl

Atlantic 75: Aug 1, Aug 5, Aug 6, Aug 8, Aug 10, Aug 15, Aug 28, Aug 30 (twice), Aug 31, Sep 4, Sep 5, Sep 12, Sep 20 and Oct 3

Porthdinllaen

Tyne: Aug 18, Aug 26, Aug 31

and Sep 12

Portpatrick

Tyne: Sep 14

Portree

Trent: Aug 5 and Oct 7

Portrush

Arun: Aug 12, Aug 25, Sep 24 and Sep 29

D class: Aug 1 (twice), Aug 4 (twice), Aug 16, Aug 20 and Aug 28 (twice)

Portsmouth

Atlantic 75: Sep 11, Sep 12, Sep 13, Sep 26 (twice), Oct 22, Oct 24 (twice), Oct 31

Atlantic 21: Aug 1 (twice), Aug 4, Aug 7 (twice), Aug 13, Aug 15 (twice), Aug 18, Aug 23, Aug 28 and Aug 29

D class: Aug 23, Sep 5, Sep 13, Sep 26, Oct 3, Oct 24 (twice) and Oct 31

Pwllheli

Mersey: Aug 8 and Aug 27

D class: Aug 1 and Oct 6

Queensferry

Atlantic 75: Aug 14, Aug 22, Aug 29, Oct 10, Oct 13 and Oct 18

Ramsey

Mersey: Aug 28 and Sep 27

Ramsgate

Trent: Aug 3, Aug 6, Aug 10, Aug 17, Aug 24 (twice), Aug 25, Aug 26, Aug 31, Sep 9, Sep 16, Sep 17, Sep 29, Oct 16, Oct 19, Oct 24 and Oct 26

Atlantic 21: Aug 3, Aug 6, Aug

22, Aug 26 (four times), Aug 27, Sep 19 and Sep 27

Red Bay

Atlantic 75: Aug 15, Aug 21, Sep 2 and Sep 5

Redcar

Atlantic 21: Aug 2, Aug 5, Aug 15, Aug 22, Sep 4 and Sep 12

D class: Aug 15, Sep 1 (twice) and Sep 4

Rhyl

Mersey: Aug 7 and Aug 18

D class: Aug 2 (twice), Aug 7, Aug 10, Aug 20, Aug 22 (four times), Aug 28, Sep 1 and Sep 4

RNLI Training Centre, Poole

Severn: Aug 11

Arun: Sep 23

Rock

D class: Oct 31

Rye Harbour

Atlantic 75: Aug 1, Aug 2, Aug 7, Aug 14, Aug 15, Aug 23, Sep 3, Sep 4 (twice) and Sep 14

St. Abbs

Atlantic 21: Aug 15, Sep 10 and Oct 30

St. Agnes

D class: Aug 10, Aug 13 and Aug 25

St. Bees

Atlantic 75: Aug 28, Oct 6 and Oct 15

St. Catherine

Atlantic 21: Aug 3, Aug 4, Aug 7, Aug 16, Aug 21 (twice), Aug 29, Aug 30, Sep 5, Sep 19 (twice) and Oct 31 (twice)

St. Davids

Tyne: Aug 9, Aug 29, Oct 11 and Oct 26

D class: Aug 10, Aug 20, Oct 11 and Oct 26

St. Helier

Tyne: Aug 3 (twice), Aug 8, Aug 17, Aug 18, Sep 26, Oct 6 and Oct 31

St. Ives

Mersey: Aug 5, Aug 11, Aug 13, Aug 22 and Oct 31 (twice)

D class: Aug 5, Aug 12, Aug 30, Sep 12 (twice), Oct 9, Oct 10, Oct 11 and Oct 13

St. Mary's

Severn: Aug 3, Aug 9, Sep 8, Sep 11, Sep 26 (twice) and Oct 1

St. Peter Port

Severn: Aug 8, Aug 10 and Oct 10

Salcombe

Tyne: Aug 8, Aug 24, Aug 28 and Sep 2

Scarborough

Mersey: Aug 9, Aug 15 and Sep 28

D class: Aug 1, Aug 3, Aug 9, Aug 25, Aug 27, Aug 29, Sep 24 (twice), Sep 25 and Sep 26

Seahouses

Mersey: Aug 6 (twice), Aug 7, Aug 14, Aug 15, Aug 29, Sep 15, Oct 2 (twice) and Oct 10

D class: Aug 6, Aug 7 (twice), Aug 14 (twice), Aug 15, Aug 27, Aug 29, Sep 1, Sep 4 and Oct 28

Selsey

Tyne: Aug 10, Aug 16, Aug 31, Sep 2, Oct 3, Oct 7, Oct 17 and

Oct 26 (twice)

D class: Aug 1 (twice), Aug 6, Aug 18, Aug 23, Aug 26, Sep 2 and Sep 5

Sennen Cove

Tyne: Aug 6, Aug 26, Sep 9, Sep 18, Sep 24 and Oct 17

D class: Aug 10 (twice), Aug 17, Aug 26, Sep 9 and Oct 17

Sheerness

Trent: Aug 1, Aug 8, Aug 12, Sep 1, Sep 4, Sep 5 (twice), Sep 11, Sep 18, Oct 29 and Oct 31

D class: Aug 8, Aug 21, Aug 24, Aug 27, Aug 29, Aug 30 (four times), Sep 5, Sep 26, Sep 29, Oct 3, Oct 4, Oct 10, Oct 18, Oct 21 and Oct 29

Sheringham

Atlantic 75: Aug 2, Aug 29 and Sep 6

Shoreham Harbour

Tyne: Aug 1, Aug 2, Aug 16, Aug 30, Sep 3 and Oct 16 (twice)

D class: Aug 1, Aug 2, Aug 4, Aug 14 (twice), Aug 30 and Sep 4

Silloth

Atlantic 75: Aug 9, Sep 1 (twice), Sep 19, Oct 23 and Oct 24

Skegness

Mersey: Aug 5, Aug 14, Aug 17, Aug 22, Sep 3, Sep 19 and Sep 23

D class: Aug 1 (twice), Aug 5, Aug 11, Aug 13, Aug 14 (twice) and Oct 10

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With Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.

LOAN		1 year	3 years	7 years	FIXED APR
£12,500	Monthly	£1,187.93	£458.28	£259.82	8.9%
	Total	£14,255.14	£16,498.06	£21,824.74	
£7,500	Monthly	£719.78	£282.48	£165.18	10.9%
	Total	£8,637.34	£10,169.32	£13,874.59	
£5,000	Monthly	£482.12	£190.76	£113.17	11.9%
	Total	£5,785.37	£6,867.37	£9,506.37	

Without Repayment Protection. For guide purposes only. Actual payments may differ by a few pence.

LOAN		1 year	3 years	7 years	FIXED APR
£12,500	Monthly	£1,101.74	£406.02	£210.44	10.9%
	Total	£13,220.88	£14,616.65	£17,676.22	
£7,500	Monthly	£667.35	£250.01	£133.38	12.9%
	Total	£8,008.09	£9,000.17	£11,203.85	
£5,000	Monthly	£449.02	£170.90	£93.69	14.9%
	Total	£5,388.17	£6,152.26	£7,870.50	

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8.00am to 8.00pm Saturday
and 9.00am to 6.00pm Sunday

The COOPERATIVE BANK

*We regret that this offer is only available to U.K. residents.

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Lifeboat launches

Skerries Atlantic 75: Aug 8, Aug 13, Aug 15, Aug 24, Aug 27, Aug 30, Sep 30 and Oct 26	26 (twice), Oct 7 and Oct 18 D class: Aug 21, Aug 23, Aug 27, Sep 1, Sep 3, Sep 25, Sep 26 and Oct 18	4 (twice), Aug 7, Aug 16, Aug 17, Aug 19, Sep 20 and Sep 27	Tyne: Aug 6, Aug 16 (twice), Sep 5 and Oct 15	D class: Aug 1, Aug 4, Aug 22, Aug 24, Aug 28 and Aug 29
Sligo Bay Atlantic 21: Aug 1, Aug 22, Sep 8 and Oct 3	Swanage Mersey: Aug 8, Aug 11, Aug 17, Aug 22 (twice), Aug 29 (twice), Aug 30, Sep 1, Sep 11 and Oct 19	Tobermory Arun: Aug 21, Aug 27 (twice), Oct 12, Oct 28, Oct 29, Oct 30 and Oct 31	Wells Mersey: Aug 7, Aug 13 (twice), Aug 15, Sep 4 and Sep 10	Whitstable Atlantic 21: Aug 1, Aug 2 (twice), Aug 5, Aug 6 (twice), Aug 11, Aug 13 (twice), Aug 15, Aug 19, Aug 21 (twice), Aug 22, Aug 26 (three times), Aug 28, Aug 29, Sep 2, Sep 5 (twice), Sep 11, Sep 24, Oct 10, Oct 17 (twice), Oct 18, Oct 28 and Oct 31
Southend-on-sea Atlantic 21: Aug 1 (twice), Aug 6, Aug 7, Aug 14 (four times), Aug 15, Aug 17, Aug 23, Aug 29, Aug 30, Sep 1 (twice), Sep 5 (four times), Sep 11 (twice), Sep 18, Sep 25 (three times), Sep 26, Sep 28, Oct 3, Oct 10, Oct 24, Oct 25 and Oct 31	D class: Aug 4, Aug 8, Aug 11, Aug 12, Aug 14, Aug 17, Aug 22, Sep 11 and Sep 16	Torbay Arun: Aug 7, Aug 16, Aug 17 (twice), Aug 22, Aug 28, Sep 16, Oct 18, Oct 19, Oct 20, Oct 24 and Oct 30 (twice)	D class: Aug 1, Aug 11 (twice), Aug 18, Aug 24 (twice), Aug 25, Aug 27, Aug 30, Sep 4, Sep 5, Sep 25 and Oct 26	Wick Trent: Aug 4, Aug 11, Sep 16, Sep 26 and Oct 17
D class: Aug 2 (twice), Aug 4, Aug 6, Aug 16 (twice), Aug 17, Aug 30 (twice), Aug 31, Sep 3 (twice), Sep 5, Sep 6, Sep 25, Oct 1 and Oct 3 (twice)	Teesmouth Tyne: Aug 9, Aug 22, Aug 31 and Oct 23	D class: Aug 2, Aug 18, Sep 3, Sep 19, Oct 9 (twice), Oct 10, Oct 18, Oct 27, Oct 28 and Oct 31	West Mersea Atlantic 21: Aug 2, Aug 8, Aug 9, Aug 13, Aug 14, Aug 22, Aug 28, Aug 31, Sep 12, Sep 21, Sep 25 and Oct 24 (three times)	Wicklow Tyne: Aug 17, Aug 22, Aug 30 and Oct 10
Southwold Atlantic 75: Sep 2, Sep 5 and Sep 11	Teignmouth Atlantic 21: Aug 7, Aug 30, Sep 1, Sep 5, Sep 18, Sep 26, Oct 3, Oct 27 and Oct 31	Tramore D class: Aug 11	Weston-Super-Mare Atlantic 21: Aug 18, Sep 14, Sep 21, Sep 26, Oct 11 and Oct 13	D class: Aug 1, Aug 22 and Sep 26
Staithes and Runswick Atlantic 21: Aug 3, Aug 23, Sep 10, Sep 17 and Oct 28 (twice)	Tenby Tyne: Aug 8 (three times), Aug 31, Sep 1, Sep 3, Sep 25 and Oct 25	Trearddur Bay Atlantic 75: Aug 14 (twice), Aug 17, Aug 18, Sep 15, Sep 18, Oct 27 and Oct 28	D class: Aug 4, Aug 30 (twice), Sep 11 (twice), Sep 21, Sep 26, Oct 11 and Oct 13	Withernsea D class: Aug 1, Aug 15 (three times) and Aug 28
Stornoway Severn: Aug 7, Aug 18, Sep 12, Sep 20, Oct 2, Oct 13, Oct 16 and Oct 31	D class: Aug 2, Aug 4 and Aug 21	Troon Arun: Aug 2, Aug 6, Aug 7, Aug 8, Aug 21, Aug 24, Sep 3, Sep 8, Oct 8, Oct 14, Oct 17 and Oct 30	Weymouth Arun: Aug 5, Aug 8, Aug 11, Aug 12, Aug 14, Aug 16, Aug 17 (twice), Aug 22 (twice), Aug 26 (twice), Aug 28, Aug 29, Sep 6, Sep 11, Sep 15, Sep 24, Sep 29, Oct 1, Oct 26 and Oct 30	Workington Tyne: Aug 1
Stranraer D class: Aug 1, Aug 26, Sep 30 and Oct 25	The Lizard Tyne: Sep 10	Tynemouth Arun: Aug 12 and Aug 20	Sep 11, Sep 15, Sep 24, Sep 29, Oct 1, Oct 26 and Oct 30	Yarmouth (I.O.W.) Arun: Aug 7 (twice), Aug 27, Aug 29, Oct 24 and Oct 26
Stromness Severn: Sep 4 and Oct 9	The Mumbles Tyne: Aug 29 and Oct 3	D class: Aug 8, Aug 12, Aug 16, Aug 29, Sep 6, Oct 4, Oct 9 and Oct 19	Atlantic 75: Aug 1, Aug 5, Aug 6, Aug 7, Aug 8 (twice), Aug 10, Aug 13 (twice), Aug 15, Aug 16, Aug 17, Aug 21, Aug 23, Aug 24, Aug 26 (twice), Aug 28, Aug 31, Sep 5, Sep 6, Sep 27, Oct 3, Oct 9, Oct 26 and Oct 30	Youghal Atlantic 21: Aug 7, Aug 14, Sep 7 (twice) and Oct 10
Sunderland Trent: Aug 11, Aug 17, Aug 18, Aug 21 (twice), Aug 23, Aug 27,	Sep 5 and Sep 25	Valentia Severn: Aug 9, Oct 19, Oct 24 and Oct 30	Whithy Trent: Aug 1, Aug 9, Aug 11, Aug 22, Aug 26, Aug 28, Sep 5 and Sep 22	
	Thurso Arun: Aug 1, Aug 14, Sep 4, Sep 23, Sep 26, Sep 28, Oct 9 and Oct 31	Walmer Atlantic 21: Aug 14, Aug 15, Aug 25, Aug 28 (twice) and Oct 8		
	D class: Aug 3, Aug 7, Aug 26, Aug 27 (twice), Aug 30, Sep 4, Sep 5 and Sep 25	D class: Aug 1, Aug 8, Aug 28, Aug 30, Oct 8 and Oct 10		
	Tighnabruaich Atlantic 75: Aug 1 (twice), Aug	Walton & Frinton		

The services listed are for those for which returns has been received at RNLI HQ by January 2000. There may be other services for which returns had not been received.

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Musical SHOWCASE

FROM THE RNLI

The wonderful music of the Royal Marines' Bands has always shown their mastery of the art of military music; however, their extraordinary talents extend so much further into the music world providing, today, a wide variety of combinations ranging from full symphony orchestras and concert bands to chamber orchestras and dance bands etc. These all complement the ceremonial and military music acclaimed for many years all over the globe.

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The variety of music is reflected in the increasing number of fine recordings made by the bands, all of which are of a special nature and are increasingly sought after by music lovers worldwide.

The partnership and warm relationship established between the RNLI and the Royal Marines

now enables these recordings, by these outstanding musicians, to be available through the RNLI and, at the same time, provide funds for the lifeboat service from their sales. These recordings are not generally available from record stores!

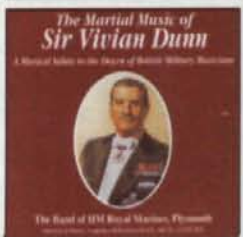
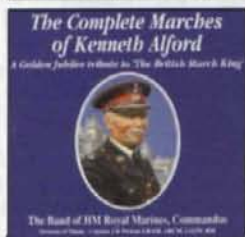
The quality of the recordings is greatly acclaimed and reflect the sheer professionalism of the two organisations in the exacting standards of work in their different fields.

The recordings shown represent part of the ever increasing number released - a full playlist is available on application.

... the name synonymous with fine music recordings!



Lifeboats
Royal National Lifeboat Institution



NEW

This haunting melody **The Ashokan Farewell**, was originally written by Jay Ungar as the theme music for a television documentary about the American Civil War. The idea to arrange this tune for violin and band came from a visit by the band of HM Royal Marines, Plymouth to Norfolk Virginia USA in May 1995, where the solo (played and arranged by the Director of Music, the then Captain, John Perkins), received an overwhelming response from audiences. Such was the success of the tune in America that this arrangement of **The Ashokan Farewell**, played by John Perkins, became the title track of a new album of virtuoso solo performances by The Plymouth Band. The album (still available through the RNLI Musical Showcase), recorded at Abbey Road Studios in 1995 on the Clovelly label, has become regarded as a classic recording which captured the special skills of one of the leading bands in the world at that time.

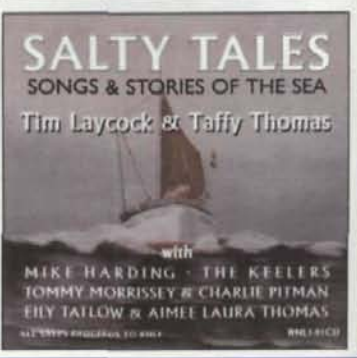
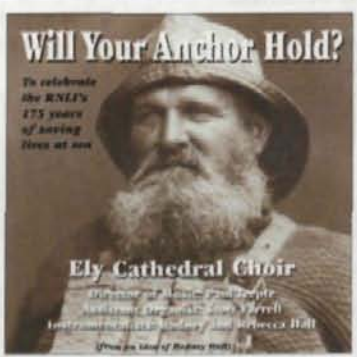
In February 1999 Major Perkins played **The Ashokan Farewell** at a series of concerts in The Albert Hall which introduced the melody to a wider British audience and fostered a huge demand for the recording which has now become one of the most requested pieces of music on Classic FM. By popular demand, this single CD of **The Ashokan Farewell**, includes the original album version as well as two shorter edits from the original as played by John Perkins; the shorter edits allowing more flexibility for radio broadcasts. Also included is the beautiful **Bach Flute Sonata No. 4 in C (BWV 1033)** featuring Band Colour Sergeant Phillip Shell RM as flute soloist.



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A rich miscellany of sea stories and songs by the well-known Taffy Thomas and his fellow performers, specially for the RNLI and its 175th Anniversary. A lovely and unique recording much acclaimed by everyone who has heard it.



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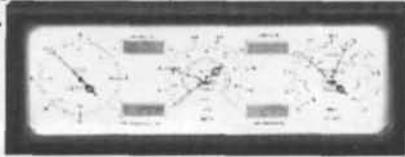
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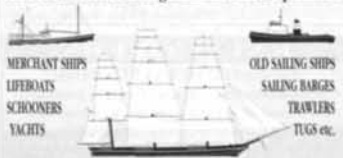
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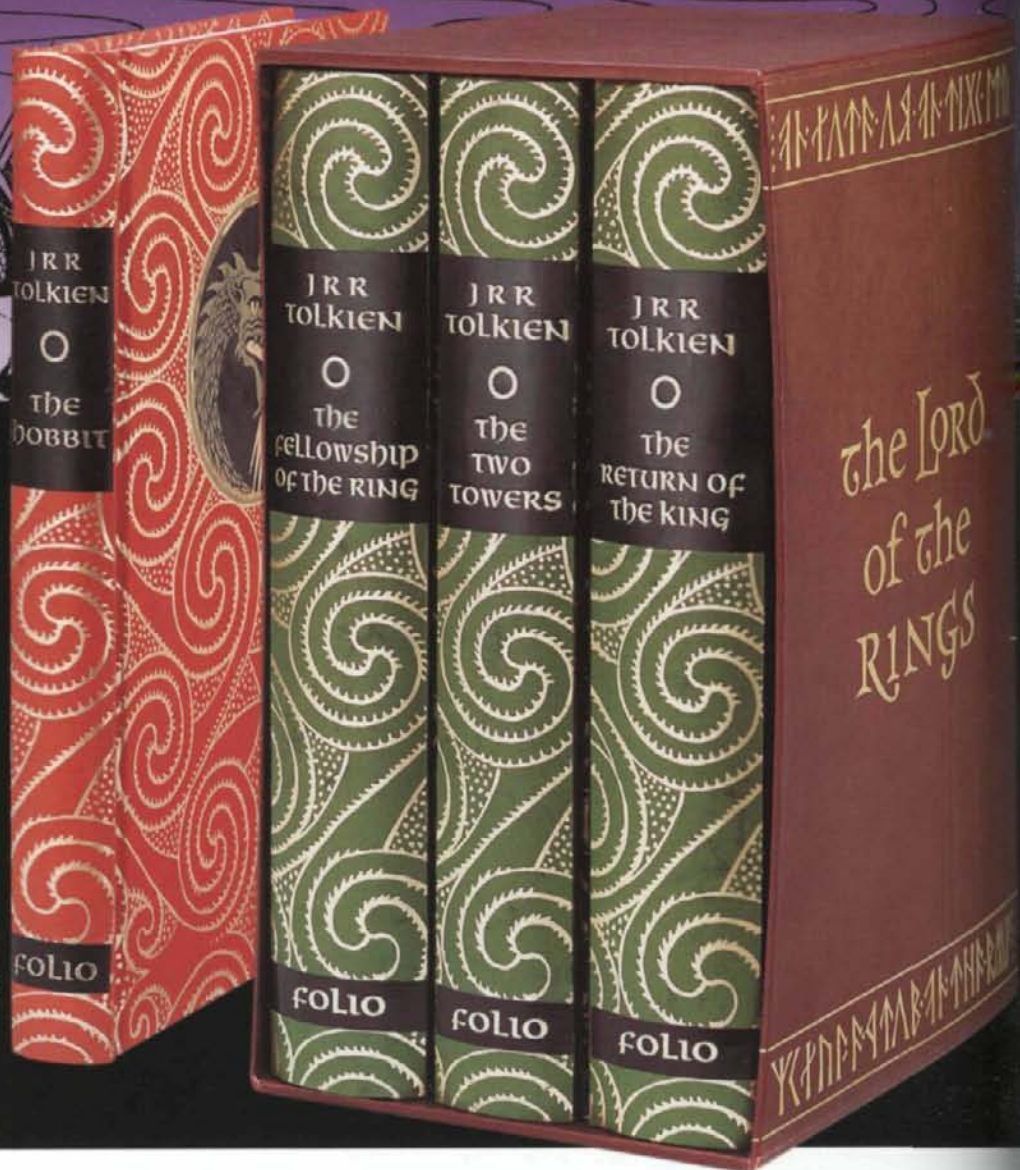
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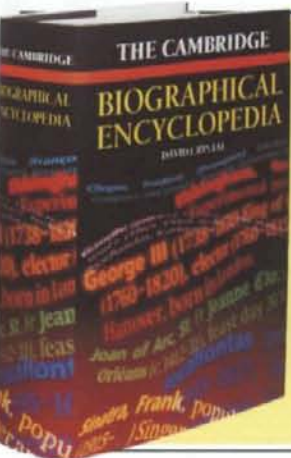
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