

The **Lifeboat**

Winter 2000/01

The magazine of the RNLI

Flooding Causes Chaos

Lifeboats to the rescue as the waters rise and rise

Also in this issue:

Bravery Rewarded

Three Bronze Medals for outstanding courage

Fast Slipway Boat 2

The RNLI's latest prototype takes to the water

All in a Day's Work

Finding the time to save lives



Lifeboats
Royal National Lifeboat Institution



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Quote: Rich Warren, Chicago Tribune, 12/84

The Lifeboat

Winter 2000/01

In this issue...



Issue 554

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West Quay Road, Poole, Dorset BH15 1HZ.
Telephone Poole (01202) 663000
www.lifeboats.org.uk
email: info@rnli.org.uk

Registered Charity Number 209603

Chairman:



Peter Nicholson

Director and Secretary:



Andrew Freemantle MBE

The Lifeboat

Editor:



Jane Smythson

Assistant Editor:



Jon Jones

Editorial:

Tel 01202 663188
Fax 01202 663189
email: thelifeboat@rnli.org.uk

Membership Enquiries:

Tel 01202 663234
email: sportsmouth@rnli.org.uk

Advertising:

Madison Bell
20 Orange Street, London WC2H 7ED
Display: Stephen Rowe 01225 830300
Classified: Deborah Roos 020 7389 0808
email: rnli.info@madibell.com



Front cover

Shoreham lifeboatman Ian Cosham brings a small child to dry land during the terrible floods in Uckfield. For the full story see pages 14 & 16.

Photo © Steve Edwards,
Shoreham lifeboat launcher

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NEWS

Securing the future

The RNLI is moving forward on a number of key initiatives included in the *RNLI Plan for 2000 and Beyond*. The initiatives fall into two main categories: firstly, developments which will greatly improve the service we give from Poole headquarters to lifeboat stations, our volunteers and supporters, and secondly, those aimed directly at saving more lives. These new initiatives will in no way reduce the time and money we are currently spending on maintaining and improving our core business, that of running a lifeboat service second to none.

Developments at Poole HQ

We plan to build a residential RNLI college, as a centre of excellence providing training tailored to meet the needs of all our crews, other volunteers and staff. Part and parcel of the college will be a wave tank to give practical training in a realistic but controlled environment and a training simulator, which will give crews virtual experience of navigation in all conceivable circumstances.

We also plan to establish a purpose-built store, handling every item requiring distribution from Poole, to improve our service to the coast. We will also enhance the boat maintenance facility, ensuring lifeboats in transit and those used for training are kept in prime working condition.

Finally, we have long wanted to improve the way we receive visitors at Poole; giving volunteers, supporters and the public from all over the country a proper insight into the lifeboat service. To achieve this we will create a purpose-built visitor/heritage centre designed to receive at least 50,000 visitors a year. There is work to be done before we can provide more details, but the plan is to be fully operational by the end of 2003.

Inland water/hovercraft

The initiatives aimed at saving more lives have been inspired, to a large extent, by the closer

attention we have recently been giving to areas where lives have been lost or are apparently at risk and where lifeboats have not been in a position to help. The first of these areas is inland water.

To examine the practicalities of extending our cover to stretches of inland waters, a pilot scheme is to be launched in 2001 in three or four locations in the UK and Ireland. The work we are doing to investigate the use of hovercraft in shallows and on mud flats is likely also to be relevant to inland water rescue. Currently, we have an experimental craft on order and will be using the early part of 2001 for trials.

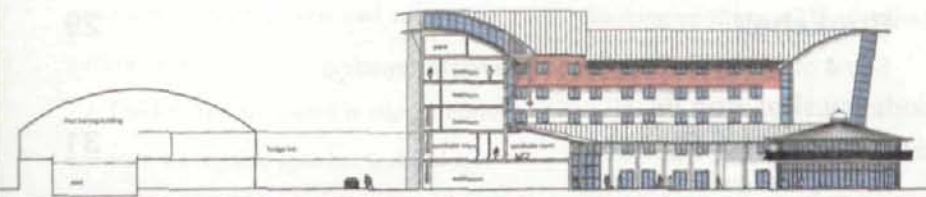
Beach rescue

Another area that has given us cause for concern is the apparent risk still faced by many people who use British and Irish beaches. A recent study has shown that an average of 200 lives are lost on beaches every year. There are probably 400 beaches in the UK and Ireland which should have some form of rescue cover, but only a fraction of that number currently do. We have been working hard, alongside such organisations as the Royal Life Saving Society and the Surf Life Saving Association to improve the delivery of safety messages to beach users, but it is obvious that more needs to be done.

We are in a great position to help. To this end, in close collaboration with the RLSS, SLSSA, local authorities and, most importantly, with local lifeboat stations, we will run a pilot scheme in 2001, establishing four beach rescue units to provide full-time surveillance and rescue capability during daylight hours in the summer months. In all aspects their purpose will be to complement and, where possible, increase the effectiveness of our lifeboat stations and provide a seamless rescue service from the beach outwards.

Four local authority areas which match the criteria for the pilot scheme have been identified. They are Bournemouth and Weymouth in Dorset, and Caradon and Restormel in Cornwall. Talks with the local authorities have started already to get the pilot up and running in time for the summer season 2001. Presentations to lifeboat stations, regional fundraisers and divisional bases within these areas are already happening and will continue throughout the pilot.

Architect's plans showing the proposed RNLI training college, which will provide multi-purpose training on a single site.



The Lifeboat is published four times a year and is sent free to RNLI members and governors. The next issue will be Spring 2001 and will appear in April 2001. News items should be received by 16 February, but earlier if possible. All material submitted for possible publication should be addressed to:
The Editor, *The Lifeboat*, RNLI, 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: Membership, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Tel: 0800 543210.

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Spreading the word

Hewitt Clark MBE, the RNLI's most decorated lifeboatman, recently sailed from New York to Southampton as an expert speaker aboard Cunard's Queen Elizabeth 2. He joined other notable speakers, which included polar explorer Sir Wally Herbert and former hostage Terry Waite. The theme of the speeches during the voyage was 'beyond the human limit'. Hewitt was able to entertain and inform the cruise passengers with tales about his life as a lifeboatman, and hopefully raised the profile of the RNLI at the same time.



Photo: Hewitt Clark and his wife Margaret meeting Captain Paul Wright on board the QE2.

New lifeboats across the country

September was a busy month for naming ceremonies, with several new inshore and all-weather lifeboats receiving their official dedication.

The month kicked off with the naming of Trent class lifeboat *Inner Wheel II* at Poole. The lifeboat will be part of the relief fleet, which means it could be called into service at short notice at any of the lifeboat stations operating a Trent class lifeboat. Funding for the lifeboat came from an Inner Wheel appeal and a number of legacies, the largest of which was £1/2 million from Mrs Martha Mindelsohn, a former member of the RNLI's Edgbaston and Harborne Guild.

At Ramsgate, the new Atlantic 75 was funded by a legacy from the late Mr Bob Turnbull and a donation from his wife Jane. Mrs Turnbull attended the naming ceremony on 9 September to name the new lifeboat *Bob Turnbull* in memory of her husband.

The official naming and dedication of Portsmouth's new D class lifeboat, *Heyland II*, took place on 16 September. The lifeboat was donated to the RNLI by Frank Warren, who performed the naming ceremony.

Northern Ireland's first Severn class lifeboat was named and dedicated at a ceremony on 22 September at Portrush Harbour. The new lifeboat,

Katie Hannan, is named in honour of the late Katrina Hannan, whose bequest of over £1 million provided most of the funding.

Thousands turned up on 30 September to see Beaumaris lifeboat station's new Atlantic 75 *Blue Peter II* and the new Blue Peter II lifeboat house. The lifeboat was named by Blue Peter presenter Konnie Huq, and the boathouse was officially opened by Sir Richard and Lady Williams-Bulkeley.

On the same day, Suggs, from 80s band Madness, was at Whitstable for the official opening of the new lifeboat house and the naming ceremony of the new Atlantic 75 class lifeboat *Oxford Town and Gown*. The lifeboat was funded by the Oxford Lifeboat Appeal, which raised £76,000 despite being far from the coast.

Other recent ceremonies include D class *Lords Feoffee III*, at Bridlington; Trent class *Dr John McSparran*, at Larne, and Atlantic 75 *BBC Radio Cleveland*, at Hartlepool.



Far left: Mrs Jane Turnbull names Ramsgate's new Atlantic 75 *Bob Turnbull*.

Below left: The new Beaumaris Atlantic 75 is officially named *Blue Peter II* by BBC Blue Peter presenter Konnie Huq.

Below right: RNLI President, the Duke of Kent, after formally naming Portrush's new Severn class lifeboat *Katie Hannan*, with Coxswain Robin Cardwell.

Inset: Portsmouth's new D class lifeboat *Heyland II*.

Bottom left: A brass band celebrates the naming of Trent class *Inner Wheel II*.

Bottom right: Whitstable's new Atlantic 75 *Oxford Town and Gown*.



NEWS



30,000th member for *Offshore*

Roger Tomkins from Norwich has become the 30,000th person to join the RNLI's membership grade for sea users, *Offshore*. To mark the occasion, marketing manager David Brann presented a delighted Roger, accompanied by Sarah Shadbolt, with a bottle of champagne at the Southampton Boat Show in September.

London Lifeboat Week

The London Lifeboat Week appeal has traditionally been the RNLI's largest single fundraising event. Local branches take part in events, local store and street collections, and the London regional team co-ordinate a massive effort on Lifeboat Day itself to cover every mainline station, the underground, airports, taxi ranks, companies and shops.

For the last few years the total sum raised through the appeal has just topped £250,000 – a magnificent sum – but local organisers are anxious to increase this for 2001. Together with staff at Poole, the London team are investigating possibilities for skateboarders with sandwich boards in and around the City, and a mobile hoarding will be used elsewhere in the region.

London Lifeboat Day will take place on **13 March 2001**. For anyone from Greater London wishing to assist the regional office, or with ideas for extra fundraising during Lifeboat Week, please contact Joy Baker or Rebecca Connor on 020 7839 3369.

The Lifeboat on audio tape

The Lifeboat is also available on audio tape, in conjunction with Talking Newspapers Ltd. The audio tape version is free, although recipients may wish to make a small donation to cover the additional costs involved.

To receive *The Lifeboat* on a C90 audio tape please write to:

The Editor, *The Lifeboat*, RNLI,
West Quay Road, Poole, Dorset BH15 1HZ
Email: thelifeboat@rnli.org.uk

Student design competition

In September 2000 the headquarters of the Royal Institute of British Architects (RIBA) saw the award of prizes to the winners of a national architectural design competition based on the RNLI's slipway station at Tenby on the Pembrokeshire coast.

The competition was promoted by the Worshipful Company of Chartered Architects, who have the RNLI as one of their adopted charities, and was open to students from schools of architecture around the country. The Worshipful Order donated the prize money for the competition, which was organised by RIBA. Funding was provided by commercial sponsors including consulting engineers Posford Duvivier, and Binnie Black and Veatch, which both provide professional services to the RNLI.

The competition presented students with a real-life project in a sensitive location with many aspects apart from technical design to be considered. The brief for the competition was provided by the RNLI and students had the opportunity to visit the existing boathouse at Tenby and discuss the project with the station honorary secretary, Arthur Squibbs, and members of the crew.

Over 100 students took up the offer of the visit and 39 entries were eventually received. A panel of judges chaired by eminent architect Joanna Van Heyningen, and including RNLI shoreworks manager Howard Richings, identified four winners.

The first prize of £1,000 was awarded to Stuart Pike, a student from Portsmouth University. The other winners were: 2nd Chris Shelley and joint 3rd Sean Daly and Shui Fong Lau. Although the prize-winning design will not be built, the judges were extremely impressed with all the entries.

Stuart Pike's prize-winning design.



Magnificent models

During the last year, a number of model makers responded to a request in *The Lifeboat* from Maureen La Frenais, RNLI display and visits co-ordinator, to produce Atlantic 75 and Severn class models for display within the RNLI. A few of these models were recently presented to Poole headquarters and they will soon be placed on display at various locations. The detail and quality of workmanship has been excellent, so a very big thank you is due to everyone who has made, or is in the process of making, one of these models.

We are keen to receive more examples of all lifeboat classes. There are still, however, a number of models in the RNLI collection in need of some tender loving care and if anyone, particularly near Poole, would like to offer their services, please contact Maureen on 01202 663369.

Mr and Mrs Flint, from Aylesbury, hand delivered their Severn class model to Poole HQ.



Dive... dive... dive...

A hard-hitting RNLI video, aimed at preventing divers getting into trouble in the water, was launched at the Dive 2000 Show in October.

The video starts with the funeral of a diver who has ignored some of the basic safety rules before going into the water. It highlights the dangers of drinking before diving, diving too deep too quick and not staying attached to a boat – mistakes which can all lead to problems in the water or even death.

'There are too many accidents, with often serious consequences, among the diving community and this video aims to cut the statistics through some hard-hitting images and messages', said Peter Bradley, national sea safety manager.

The video, which has a working title of Deep Trouble, has been made by the RNLI's video production manager, Edward Mallinson, under the direction of Martin Woodward who is a professional commercial diver and coxswain at Bembridge lifeboat station on the Isle of Wight.

It will be sent to diving clubs across the UK and Ireland and to dive training establishments. Copies are available on request.



RNLI director Andrew Freemantle presented a pewter lifeboat diorama to Admiral James Loy, Commandant of the US Coastguard, during a visit in September 2000.

On the ball

The RNLI is targeting London football and rugby clubs as part of the Safety on the Sea campaign. We are working with Chelsea and Charlton Athletic and the RFU at Twickenham to promote the SEA Check service. The aim is to attract occasional weekend and holiday boaters to the free service, as research reveals that a high percentage of match crowds either own boats or use them when they are not following their favourite team.

An eye-catching advertisement is going into selected Chelsea and Charlton Athletic match programmes this season and programmes for England's games in the Six Nations rugby union series. An advertisement also went in the programme for England v Australia at Twickenham in November – and we like to think it helped England to their resounding victory.

Free entry Free entry Free entry Free entry Free entry Free entry Free entry Free entry

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Lifeboats
Royal National Lifeboat Institution

For further information please contact the relevant RNLI office: Manchester 0161 787 8779. Edinburgh 0131 557 9171. Greater London 020 7839 3369.

NEWS



At a dinner at the Army and Navy club in London on 13 September, David Acland DL was presented with a painting of the Newhaven Severn class lifeboat *David and Elizabeth Acland* and a pewter lifeboat diorama to honour his time as chairman from 1996 to 2000.

Win a P&O Cruise

P&O Cruises have kindly donated a luxurious cruise for two that you could win by entering the RNLI's Spring Lifeboat Lottery. The lucky winners will escape to the warmer climes of the Canaries on a ten-night cruise aboard P&O's magnificent superliner, *Oriana*.

Departing from Southampton on 3 November, the ports of call include Madeira, Tenerife, Lanzarote and the magnificent harbour of Vigo in Spain, before *Oriana* returns to Southampton on 13 November. The prize also includes £2,000 spending money to help the winners fully explore their ports of call.

If you would like the opportunity to win this marvellous P&O cruise, remember to return your tickets to Rebekah Rose at RNLI HQ by 13 April 2001. If you do not receive tickets, or if you would like more, ring Rebekah on 01202 663219, 8am to 6pm weekdays.



Enjoy the views from the sweeping curved terraces of *Oriana's* stern.

A date for your diary

The RNLI 2001 Annual General Meeting and the Annual Presentation of Awards will take place on **Thursday, 17 May 2001** at 11.30 am and 2.30 pm respectively. Both meetings will be held in the Barbican Hall, Barbican Centre, London.

At the time of publication a speaker had not been chosen, but they will be confirmed in the Spring 2001 issue of *The Lifeboat*.

Calling all keen gardeners

Celebrity gardener Alan Titchmarsh has called for West Country gardeners to show off their gardens in aid of the RNLI next summer.

'When I am lucky enough to swap my wellies for my seaboots and spend a couple of days at sea, I gain a great feeling of security from knowing the local lifeboats are there, all around the coast', he said. 'Whenever they are needed the brave volunteer crew will launch - 24 hours a day and frequently in appalling weather conditions. It's good to know that gardening can help to raise the money to make that possible.'

We are looking for interesting, well-kept gardens. The gardener can choose the date and time, and we will give practical support and publicity. The scheme includes Devon, Cornwall, Somerset, Dorset and Gloucestershire. For more information, contact the South West regional office on 01179 444999.

4 May this year marked the 200th anniversary of Sunderland lifeboat station, the first RNLI station in England to reach this landmark. To mark this occasion, a dinner and disco was held at The Stadium of Light, home of Sunderland Football Club. RNLI director, Andrew Freemantle, presented a special vellum to honorary secretary Brian Robbie. Also celebrating 200 years in 2000 was Montrose lifeboat station, in Scotland.



Marvellous maroon

People in Weymouth will soon hear the traditional sound of maroons again when the lifeboat is called out. Following a complaint when the 25cm-long casing from a rocket, which weighs just 55g, fell on land, the RNLI decided to stop the maroons, as all the crew now carry pagers. However, a number of complaints were received from local people, who felt that the firing of the maroons was an important tradition that should be maintained.

Divisional Inspector George Rawlinson and his team carried out a review and gave the go-ahead for the return of the maroons. 'They will be fired from a different position with the launcher facing out to sea', he said. 'Maroons are useful to raise awareness among the local population and people who need assistance can sometimes hear them and be reassured that the lifeboat is on her way.'

Swedish lessons

The RNLI has determined the way forward for the Fast Response Boat 1 project following the three-month evaluation of a Swedish Victoria class lifeboat. Many lessons for the future were learnt from this innovative design but the most important one was that a carriage-launched lifeboat suitable for all weathers and the variety of coastal conditions we cover would require different characteristics from the Swedish design. Furthermore, the increasing deployment of 25-knot Severns and Trents means that 35 knots is no longer the critical requirement to achieving the cover we want. Thus, we are now working towards a 25-knot replacement for the Mersey, 'Fast Carriage Boat 2', which will be ready for service in 2005.

Elsewhere, benchmark trials of three candidate boats which may be considered for the proposed Fast Inshore Boat 1 took place in early December. The boats were trialled against Atlantic 75s and 21s and results are being evaluated before a decision is made either to use one of the trial boats, or to use an RNLI-designed boat.



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LIFEBOAT SERVICES

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The Crew
Bronze Medal
Coxswain **Fred Walkington** for his 'courage, seamanship skills, competence, local knowledge and professional manner'.

Assistant Mechanic **Andrew Brompton** for his 'courage and determination in boarding the yacht, making her ready for towing and ensuring a safe and successful outcome'.

Medal Service Certificate
Mechanic **Stewart McKie**
Second Coxswain **Roland Stork**
Crew Member **Stuart Tibbett**
Crew Member **Stuart Cundall**

In early July this year, the 13m sailing yacht *Lobo* left Denmark with five experienced sailors on board. They were planning a straightforward journey to the Moray Firth, then down through the Caledonian Canal, circling round the southern part of Britain before heading back to Denmark. Just a few days later, however, engine problems and steadily worsening weather off the Yorkshire coast caused an unwelcome interruption to their trip.

Early in the morning of 11 July, strong northerly winds had blown the yacht off course and she decided to run for shelter in Scarborough. But as the night wore on, the weather worsened and she was blown further south towards Bridlington. The yacht was now suffering engine problems and the crew, who had been battling the heavy seas all night, were exhausted. Noting the navigation hazards in the area, the yacht's skipper requested assistance to enter Bridlington Bay.

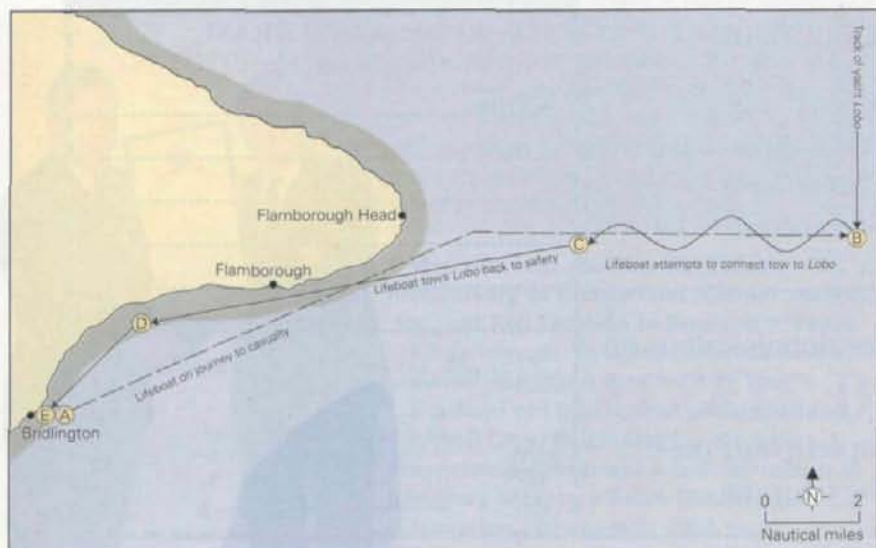
The six-man lifeboat crew was alerted and at 0640 the Bridlington Mersey class lifeboat *Marine Engineer* was launched. On board was one of the RNLI's most experienced coxswains, Fred Walkington, with Second Coxswain Roland Stork, Mechanic Stewart McKie, Assistant Mechanic

Andrew Brompton and Crew Members Stuart Tibbett and Stuart Cundall. 'When the pagers went off my mind went first to the weather', recalls Fred, 'but I expected a straightforward escort or tow job'.

Local knowledge proves vital

The lifeboat headed north east from the launch site towards Flamborough Head, through a narrow passage between the head and Smithick Bank. This passage can be treacherous in certain winds and tides, and it took all of Fred's experience and local knowledge to proceed safely. All shelter from the wind was lost once Flamborough Head was cleared and, to the untrained eye, the passage between the bank and the head was hidden by the large breaking seas stretching south from Flamborough Head. A local tide called the Hive, which runs counter to the main current, meets the tidal flow out of the bay head on in the narrow gap, creating large, random, breaking waves, further complicated by the northerly strong gale.

As the lifeboat cleared the headland, the weather conditions deteriorated. Winds increased



Rescue of the Lobo

- 0226 *Lobo* reports engine problems
- 0618 *Lobo* skipper requests assistance
- A: 0640 *Marine Engineer* launched
- B: 0710 Lifeboat reaches the *Lobo*
- C: 0740 Assistant mechanic Andrew Brompton boards *Lobo* and makes fast tow line
- D: 0930 Two more lifeboat crew transferred aboard *Lobo* in lee of Sewerby Cliffs
- E: 1030 *Lobo* safely reaches Bridlington

Weather conditions

Launch site
Northerly wind - Near Gale Force 7
Slight to moderate sea

Casualty position
Northerly wind - Strong Gale Force 8
Heavy 6-8m swell, breaking regularly
Heavy and frequent showers

LIFEBOAT SERVICES

to Strong Gale Force 9, whipping up a 6-8m swell and heavy showers reduced visibility. At this point the yacht was following an erratic westerly course at 6 knots, about five miles east of Flamborough Head. Although the engine was running, it was not driving the propeller. The lifeboat reached the yacht within half an hour of launching and closed in to assess the situation.

Exhausted yacht crew unable to help

Only one member of the yacht's crew was on deck, lashed to the tiller to protect himself from the violent movement of the boat. He had been at the helm for over 36 hours, in appalling weather conditions and was nearing total exhaustion. The other crew members were below decks, and all were worn out and unable to assist the lifeboat crew.

The high seas and gale force winds had heeled the yacht over to port, with the boom swinging out over the side, so the coxswain tried to close on the starboard side and, after many attempts, managed to get close enough to pass a heaving line. On board the yacht, one of the crew members crawled out of the cabin and reached the line. He managed to haul the line aboard and made it fast, but the crew were clearly unable to offer further assistance.

A leap in the dark

It was now that Fred realised that he would have to try to put a man aboard the yacht. This would be hard enough in such tempestuous seas but was made all the more formidable by the yacht's ferro-concrete construction. He knew that if he laid alongside the yacht, or even made contact, he risked seriously damaging it. Crew Member Stuart Cundall positioned himself on the outside of the lifeboat's port rails and the coxswain made 20 or more attempts to get close enough to the yacht for Stuart to board her, each time defeated by the erratic course of the yacht, the heavy breaking seas and the gale force winds.

Then a huge wave broke over the lifeboat, sweeping Stuart off his feet. Assistant Mechanic Andrew Brompton and Crew Member Stuart Tibbett leapt to his assistance and heaved him aboard. As Stuart reached the relative safety of the deck, a wave momentarily pushed the lifeboat within reach of the yacht. Andrew looked up, saw the yacht's rigging and immediately leapt over the rail and flung himself towards the yacht. As the two boats moved apart, Andrew was left clinging to the outside of the yacht's rail with the lower half of his body submerged.

'I have little recall of jumping from the lifeboat... I ached for about three days, but I had a great sense of satisfaction.'

Assistant Mechanic Andrew Brompton

'When I first saw Andrew clinging to the yacht everything seemed to go into slow motion' recalls Fred. 'We couldn't go in to help; he would have been crushed between the boats. The yacht's crew couldn't help due to exhaustion, we just had

to leave it up to Andrew to pull himself onto the yacht.' Finally, Andrew managed to haul himself up onto the deck and made his way forward to take the lifeboat's tow line. With Andrew safely aboard, Fred was able to stand off while his crew paid out the heaving line and tow line. Andrew made fast and the yacht was safely under tow.

Heading for home

The lifeboat headed back towards Bridlington with the yacht in tow. As it reached the lee of Flamborough Head, it was almost low water and again Fred needed to make full use of his local knowledge to find a safe path through the narrow passage. The low water also meant that they couldn't enter the harbour, so Fred towed the yacht to the relative shelter under the lee of Sewerby Cliffs. The lifeboat went alongside, and Mechanic Stewart McKie and Second Coxswain Roland Stork transferred to the yacht. With the yacht now in safe hands, the two yacht crew went below deck to join their comrades and get some rest.

When the lifeboatmen checked up on the engine problems, the cause was soon apparent, as the engine room was partially flooded and the gearbox was submerged. The lifeboat's salvage pump was transferred and the engine room pumped dry, returning the drive to the propeller shaft. Once the tide had risen sufficiently, the lifeboat towed the yacht to the entrance of the harbour. With the engine now working properly, and under the command of Stewart McKie, the yacht was able to make way under her own power to berth in the Inner Harbour at Bridlington at around 1030.

'In my 35 years as part of Bridlington lifeboat crew, this was the rescue that will stand out above all the others. I have been out in far worse weather many times, but never with the handling of the lifeboat in bad weather being so crucial to the saving of five lives in one go.'

Coxswain Fred Walkington 



Coxswain Fred Walkington

'A heavy contact between the boats could have been disastrous.'



Assistant Mechanic Andrew Brompton

'For some years now we have had routine shouts; this call changed that.'

Mersey class Marine Engineer closes on the yacht Lobo



LIFEBOAT SERVICES

Determination in appalling conditions saves four



The Lifeboat
Mersey class ON 1193
Freddie Cooper

Assisting Lifeboat
Severn class ON 1237
Fraser Flyer

The Crew
Bronze Medal
Coxswain/Mechanic **Ian Firman**
for his 'courage, firm and decisive leadership and his sound display of seamanship'

Medal Service Certificate
Deputy Second Coxswain

Lee Firman
Joint Assistant Mechanic
Allan Warner
Crew Members
Jason Burns
Andrew Burns
John Andrews
Christopher Spooner

Director's Letter of Thanks
Harwich lifeboat station
Aldeburgh shore crew

Coxswain/Mechanic Ian Firman was awarded the RNLI's Bronze medal, and his six-man crew received medal service certificates, following a hazardous rescue of four crew from a disabled yacht in stormy seas off the Suffolk coast.

Ian was expecting Sunday 28 May to be a routine day. He was at Aldeburgh lifeboat station with Second Mechanic Allan Warner carrying out planned maintenance to the station's Mersey class lifeboat *Freddie Cooper*. As they worked, they monitored the VHF radio, and realised that there was a yacht in difficulties nearby.

Steering failed in appalling conditions

The Netherlands-registered yacht *Rose Bank* was having trouble maintaining her course, caused partly by a problem with the steering system and partly by the dreadful weather conditions. Her skipper was trying to run for the shelter of Harwich Haven but the steering problem was making this impossible. When the yacht was seven miles east of Aldeburgh lifeboat station, the skipper called for assistance. As the weather conditions were getting worse, the deputy launching authority decided to launch both the *Freddie Cooper* from Aldeburgh and the Severn

class lifeboat *Fraser Flyer*, which was on relief duty at nearby Harwich lifeboat station.

The *Freddie Cooper* was launched at 1038 with a seven-man crew; Coxswain/Mechanic Ian Firman, Deputy Second Coxswain Lee Firman, Joint Assistant Mechanic Allan Warner and Crew Members Jason Burns, Andrew Burns, John Andrews and Christopher Spooner. 'I thought that from the first position of the casualty, seven miles east of the station, that it was going to be an ordinary job', recalls Ian. The *Fraser Flyer* had launched some six minutes earlier, under the command of Coxswain Peter Dawson.

Contact with yacht lost

The Aldeburgh lifeboat headed east in a moderate northerly swell and fair visibility, but as she cleared the lee of the Suffolk coast, the weather worsened and the wind rose. The coxswain was making continuous efforts to contact the yacht, but with no success. Contact with the yacht had also been lost by the Coastguard, so the lifeboat headed for the yacht's last known position, hoping that contact could be made in time.

After about 30 minutes at sea, the lifeboat reached the yacht's reported position, but there was no sign of another vessel. The crew was preparing for a long and difficult search when the Coastguard finally regained contact. The *Rose Bank* was seven miles east, further out to sea. The lifeboat kept on going and before long managed to get in touch with the yacht. At this point it emerged that she was yet another six miles further east of the second reported position and was now some 20 miles offshore in atrocious conditions.

She had been running with the sea with her sails down and the auxiliary engine in gear to minimise movement on deck; the easiest course for her to maintain with her damaged steering. The lifeboat had, in effect, been involved in a 'stern chase', following directly behind the casualty. It



Aldeburgh's Mersey class lifeboat *Freddie Cooper*



LIFEBOAT SERVICES



Aldeburgh's crew (l-r) Jason Burns, Adam Burns, Ian Firman, Lee Firman, Chris Spooner, John Andrews, Allan Warner.

was almost midday when she finally reached the disabled yacht some 22 miles from land.

'The weather worsened all the passage to the casualty and at times the underlying swell from the night's wind made the evacuation more difficult.'

Coxswain/Mechanic Ian Firman

Ian tried to get the crew to come round into the sea so that a tow could be passed, but language problems meant that it took several radio messages before the crew understood. The yacht altered course, but in 6m breaking seas with a wind across deck of over 50 knots, blinded by spray and with defective steering, keeping an accurate course was impossible.

Battling to secure a tow

Ian decided to try to establish a tow using a speedline rocket unit, so the lifeboat did not have to get too close to the casualty. The line was fired to the yacht but, just as the topline was almost secure, the yacht's skipper lost control and the tow had to be cut before it parted and caused an injury. A second attempt was needed, using the *Freddie Cooper's* last remaining speedline.

The speedline was fired and blown into the rigging at the top of the mast. The topline was brought down to deck level while the lifeboat motored ahead to commence the tow. However, the yacht's crew were unable to secure the tow far enough forward, as the seas had now risen to 7-8m, and as they struggled to fasten the line they again lost their grip and the tow went overboard.

Forced to abandon ship

Faced now with the two failures to secure the tow, and the appalling sea conditions, Ian and the yacht's skipper agreed to abandon ship. By this time the Harwich lifeboat had reached the scene, but Coxswain Dawson agreed that the Aldeburgh lifeboat should be the one to transfer the crew as it had experience of how the yacht handled. The plan was for the yacht's crew to be picked up while her skipper kept the yacht on course and the Harwich lifeboat kept station astern to recover anyone who fell overboard. Once the survivors were clear, the skipper would take to the liferaft and be recovered by the Harwich lifeboat.

On the first two attempts the crew couldn't transfer to the lifeboat because of the yacht's violent pitching but on the third attempt two of the crew made it across, with the third crew member making it across on the fourth attempt. Because of the success of these transfers, Ian decided to recover the skipper in the same way and so

made a fifth approach. As the lifeboat came alongside, the skipper put the yacht's helm to port and made a rush for the port quarter where he was grabbed and pulled aboard by the lifeboat crew.

With the crew safely aboard, the yacht was abandoned and the *Freddie Cooper* headed for home, escorted by the Harwich lifeboat.

'I told one of the yacht's crew I was sorry not to save their yacht. He replied he was just happy to be going home that night.'

Coxswain/Mechanic Ian Firman

Fortunately the rescued crew did not need to go to hospital and were driven to the ferry port after spending some time recovering in the Aldeburgh boathouse. The yacht was found the following day, still afloat and under way, in the approaches to the Thames Estuary.

'With your own life in danger, you managed to get [the crew] from Rose Bank without even one injury. I want to thank you again and again for the rescue of my beloved ones and their friends.'

Rikki Kolkman-van Staveren
Wife and mother of rescued crew



Coxswain/Mechanic Ian Firman

'Nobody does this for medals, but if they come along the whole station crew, beach crew, committee, guild and town are happy.'

Rescue of the Rose Bank

- 1021 Rose Bank reports difficulty steering
- 1032 *Fraser Flyer* launched
- A 1038 *Freddie Cooper* launched
- B 1108 *Freddie Cooper* reaches last known position of Rose Bank
- C 1156 Aldeburgh lifeboat reaches yacht
- D 1225 Harwich lifeboat arrives on scene
- E 1515 Rescued crew arrive safely at Aldeburgh

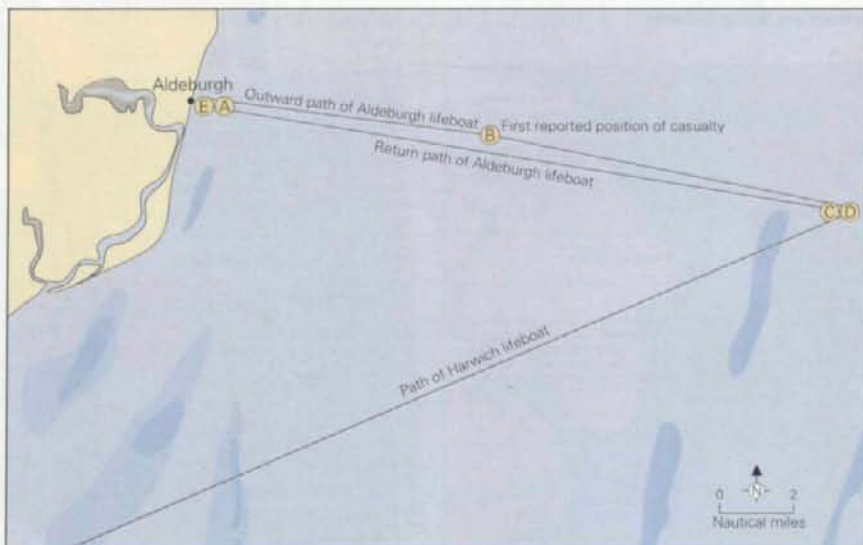
Weather conditions

Launch site

Near Gale Force 7 from west/northwest
Moderate northerly swell
Fair visibility in squalls

Casualty position

Gusting force 9-10 from west/northwest
Swell in excess of 6m
Visibility poor



LIFEBOAT SERVICES

Crew braves WWII defences to rescue grounded yacht



The Lifeboat
D class D440
Brenda Reed

Assisting Lifeboat
Tyne class ON 1156
William Street

The Crew
Thanks on Vellum
Helmsman **Harry Roberts** for
his 'seamanship, boathandling,
decision making and
leadership'.

Director's Letter of Thanks
Crew Members
Paul Moffatt
Sam Dobson

Chief of Operations' Letter of Thanks
Coxswain **Christopher Hurst**



Helmsman Harry Roberts

Close and effective co-operation between two RNLI lifeboats led to the safe recovery of the grounded yacht *Lady Friendship* and her crew of three despite atrocious weather conditions and World War II sea defences.

On 12 June, Morecambe lifeboat station's D class *Brenda Reed* launched in Force 5 winds and rough seas to go to the assistance of the yacht *Lady Friendship*, which was reported to be 'behaving erratically' near Heysham Power Station. In command was Helmsman Harry Roberts, with Crew Members Paul Moffatt and Sam Dobson.

As the lifeboat approached an area of shallows known as the Grosvenor Skeers the wind increased to Force 7 and waves rose to an average 3.5m. The lifeboat reduced speed, but a wave of almost 5m caught her, tipping her up on her stern. Fortunately, she had enough momentum to carry her over the top of the wave and into the trough on the windward side. She continued on her way with no greater damage than a broken helmet visor. As the lifeboat travelled past the power station, the weather continued to worsen and there were several more times when she almost capsized.

'The six-mile journey to the casualty was very uncomfortable and dangerous.'

Helmsman Harry Roberts

About a mile south of Heysham, Paul spotted the yacht hard aground in 2m of water. Harry realised that there was very little the inshore



D class D440 *Brenda Reed* with (l-r) Paul Moffatt, Harry Roberts and Sam Dobson

lifeboat could do other than take off the crew, which he was reluctant to do while the yacht was weathering the storm. He was also concerned about World War II sea defences. The coastline around there is riddled with old defences, including 5m invasion stakes, and they would make short work of the D class if she came across them.

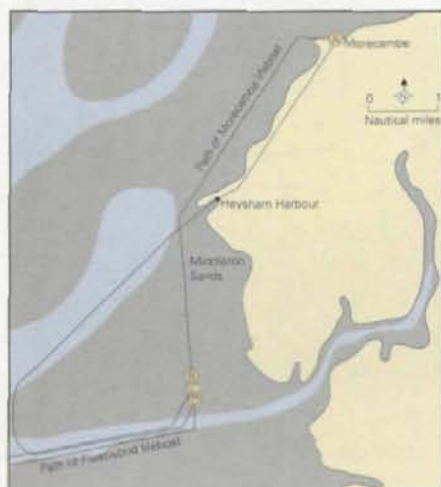
Teamwork saves the day

Harry requested back up from the Fleetwood Tyne class lifeboat *William Street*. The all-weather lifeboat reached the scene after about 30 minutes and closed to within 150m of the yacht. She could not approach any closer because of the shallow water, so the inshore lifeboat was called across to pass the towline to the casualty. The crew quickly passed the tow to the yacht's crew to make fast.

The yacht remained firmly grounded for another 20 minutes until it was refloated close to high water, with the all-weather lifeboat using maximum power. Once the tow was under way, the inshore lifeboat transferred a crew member from the all-weather lifeboat to the yacht. The yacht was then towed safely to Fleetwood. The inshore lifeboat made its way by sea to Heysham Harbour and then by road back to Morecambe.

'This was the most difficult and dangerous rescue I have been on in 15 years as a member of the lifeboat crew.'

Helmsman Harry Roberts



Rescue of the *Lady Friendship*

A: 1931 *Brenda Reed* launched
B: 2005 Lifeboat reaches yacht
C: 2019 *William Street* launched
D: 2042 *William Street* reaches scene
E: 2110 Yacht refloated

Weather conditions

Launch site
Southwesterly wind Force 5
Slight to moderate seas
Fair visibility

Casualty position
Near Gale Force 7
3-5m breaking seas
Reduced visibility

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Saving lives at Uckfield

(and Lewes, Maidstone, York, Yalding, Mold, Ruthin, Burton Upon Trent...)

Main picture: Shoreham crew make their way up Uckfield High Street.

Below left: Shoreham crew launch a D class from its trailer at the start of a long and tiring day in Lewes.

Below right: Two Eastbourne crew assist three flood victims and a dog to dry land.

Pictures © Steve Edwards

The first call came at 7.40am on Thursday 12 October. Following some of the heaviest rain ever seen in the South East, East Sussex Fire Brigade requested the RNLI's assistance with flood relief in Uckfield. This was the start of a huge operation that stretched across the length and breadth of the British mainland. Crews more used to tackling Force 8 gales at sea were faced with a whole new range of dangers.

Over the following few weeks, crews from around the country were able to assist hundreds of people, many of whom were in extreme danger. Most of the work involved ferrying people from flooded homes and businesses to dry land and investigating reports of missing persons. The work was cold and difficult, but varied, with many unusual stories arising from the operation.

As well as humans, crews rescued dogs, cats, parrots and other pets, and also helped in searches for missing livestock.

- ❧ The surging water had swept away drain and sewer covers, and in the brown, muddy waters, many crew found out the hard way that you only knew one was there when you fell down it.
- ❧ Other underwater hazards included plate glass from smashed shop fronts, barbed-wire fences and small animals drowned in the flood.
- ❧ A group of young men who had been looting abandoned businesses were trapped by rising flood waters and had to be rescued by a lifeboat crew – who gladly handed them over to police.
- ❧ A pregnant woman trapped by the floods had gone into labour. Crews met up with paramedics and sped across flooded fields to reach her. She was rescued from a tractor in a field and safely transferred to a waiting ambulance.
- ❧ A BBC film crew was rather too keen to get its 'on the spot' report and found themselves cut off by the rising waters. Fortunately a lifeboat was nearby and ferried them to dry land.



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Below left: A Brighton crew member lends a helping hand to one of the flood's smaller victims.
Top right: A heavily loaded D class evacuates people at Lewes.
Bottom right: A lone Brighton crew member wades thigh deep through flood water in an Uckfield car park.
Pictures © Steve Edwards

'Rows of headlights from submerged cars lit the way'

- ≈ Six crew were left clinging to railings when their lifeboat was caught by an uncontrolled torrent of water, sucked under a road bridge and swept away down river.
- ≈ The elderly were particularly at risk. Among many others, crews rescued one bewildered and hypothermic woman from her flat, helped an elderly diabetic who was found unconscious and evacuated all the residents of a retirement home, including a 99-year-old woman.
- ≈ Crews had to take special care after a strychnine storage facility leak contaminated flood waters over a large area.
- ≈ The RNLI was also a victim, with our regional office in Uckfield under over 1m of water. All the computers were wrecked, everything up to the third draw in the filing cabinets was ruined, and staff and volunteers removed five skips full of muck and detritus from the ground floor of the building.

Why help out inland?

Many people wonder why the RNLI was involved in rescuing people from flooded homes far away from the coast. Although our established purpose is to save lives at sea, we have always responded to calls for help in floods where appropriate. In addition, the *RNLI Plan for 2000 and Beyond* states that we will 'pursue innovative ways of extending the role of the RNLI to save more lives... [and] prepare plans to support civil emergencies'. As the severity of the flooding meant that lives were at risk, the expertise that our crews were able to offer was vital in ensuring the safety of flood victims. However, the RNLI does not simply dispatch boats inland whenever a flood occurs. There are clear procedures to follow to ensure that we can make a real contribution to the rescue effort.

The RNLI's operations department liaises closely with other emergency services, and only sends lifeboats to flood areas when requested by the local police or fire service. When a request is received it goes first to the chief of operations who assesses whether lifeboats can be of service.

If the situation is considered to be life threatening, he gives authority for the RNLI to respond in accordance with our national flood response plan. Crews are selected from the lifeboat stations closest to the flooded area and a senior staff member from the local division heads for the scene to act as on-scene commander. He keeps in close contact with other emergency services, who work together to help people as quickly as possible.

The lifeboats used in flood relief come from our Poole Depot. Only in exceptional circumstances would a lifeboat be withdrawn from a coastal station to help with flood relief. Likewise, crew only take part in flood relief if they are not needed at their local station. The on-scene commander constantly monitors the situation and decides whether relief crew are needed if the operation lasts some time. Once all people who were deemed to be in danger have been removed to a safe place of refuge, then he will discuss the withdrawal of the RNLI with the co-ordinating authority. ⚓

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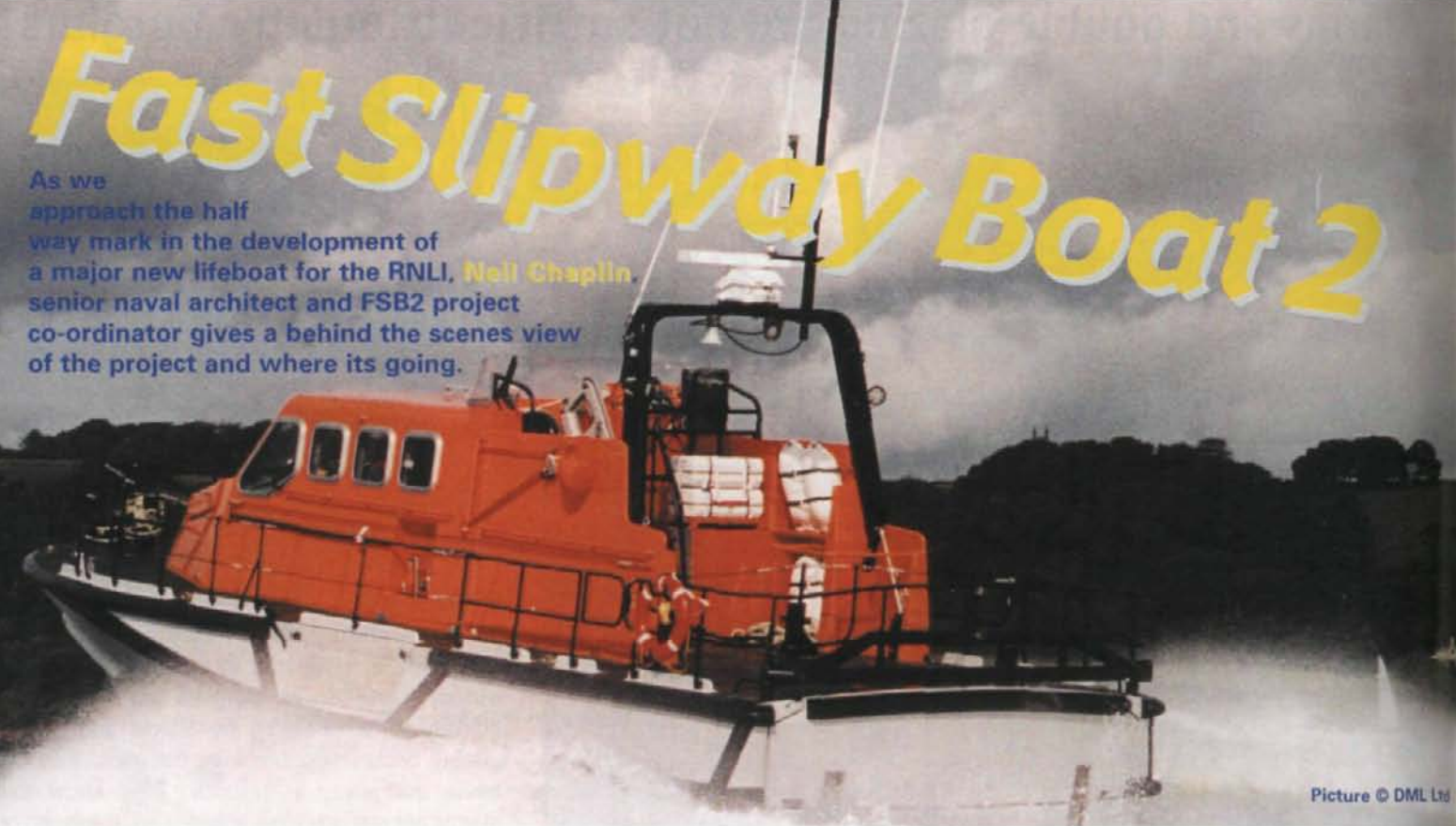
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Fast Slipway Boat 2

As we approach the half way mark in the development of a major new lifeboat for the RNLI, **Nell Chaplin**, senior naval architect and FSB2 project co-ordinator gives a behind the scenes view of the project and where its going.



Picture © DML Ltd

Although we are well into the project, there will inevitably be many changes to the boat before it enters service (many of which we are planning already), so don't be surprised if the FSB2 delivered to station in 2005 looks a little different to what you see here.

FSB2 started life as the replacement for the slipway launched Tyne class lifeboats (yes, called FSB1), which will be coming to the end of their 20-year operational life early this century. In line with our declared operational commitment to provide cover up to 50 miles offshore, the replacement boat is to be a 25 knot all-weather lifeboat with capabilities similar to the Severn and Trent class boats.

As with all new equipment projects in the RNLI, an operational requirement was drawn up to define the intended capability (see right) and, as with all projects, the requirements seem to say 'more, faster, and better than last time'. These requirements reflect the RNLI's drive to provide better kit for our crews wherever we can.

The project so far

The technical department began work on a concept design in 1996, and after several

months of testing scale models at the Defence Evaluation and Research Agency (DERA) test tanks in Gosport, model number 9 was selected for its sea keeping, efficiency and

manoeuvring qualities as the hull of FSB2. The hull was then developed into a preliminary lifeboat design, which included assessing the self righting capability, powering options and the requirements for crew and survivors.

Having defined the hull and basic design, the RNLI then competitively tendered the final design and build of FSB2 to industry, which culminated in a four-phase contract being placed with Devonport Management Ltd (DML) of Plymouth. DML have employed Green Marine of Lymington, who built the RNLI's Severn and Trent hulls, to manufacture the hull and deck structure for FSB2. The bare hull and deckhouse was shipped by barge down to DML in Plymouth, where it has been fitted out.

Operational requirements

- Inherently self righting
- Capable of slipway operation and of lying afloat
- Two or more engines
- Capable of taking the ground
- Capable of carrying a Y boat
- Minimum top speed of 25 knots in fair weather
- Duration of not less than 10 hours at top speed
- Capable of remaining on task for four hours in the most severe weather conditions
- To accommodate seven crew (including doctor)
- To have seated accommodation for not less than 12 survivors



Top: Experimental boat on sea trials in October 2000.
Above: Model testing at Westland Aerospace in 1996.
Right: Construction of deck and wheelhouse mould at Green Marine.



The RNLI have included input from over 20 lifeboat coxswains and mechanics from around the coast in the development of the FSB2 design, and crew input will continue to play a major part in the remainder of the project.

How is FSB2 different from the Tyne?

	FSB2	Tyne
Length	16m	14m
Beam	5m	4.4m
Speed	25 knots	18 knots
Weight	28.5 tonnes	27 tonnes
Construction material	Fibre reinforced plastic	Steel
Crew	7	6
Daughter boat	Y boat powered inflatable stowed ready	X boat non-powered inflatable stowed deflated
Endurance	10 hours at 25 knots	12 hours at 18 knots

The way ahead

At the time of writing, the experimental boat (ballasted to represent the intended fit out of a station boat), is undergoing RNLI 'proof of concept' trials in the South West. These trials will establish how the boat performs compared with the predicted results derived from our initial model tests. After these trials, the boat will be taken back into DML's workshops to undergo a metamorphosis, to re-emerge as the prototype boat, which will be fitted with more operational equipment. The prototype boat will then undergo further operational trials.

Providing these trials prove successful, a second boat (known as the pre-production boat) will be built. The aim here will be to resolve snags in the build process to make the construction of the station boats as efficient as possible. In this way all operational and construction issues can be addressed before committing to the final design of the production boat.

The production boats themselves will be built to enter service around 2005, and although the total number of FSB2s required has still to be finalised, around a dozen slipway stations have been identified as firm candidates for FSB2.

Features and benefits

- The Y boat. Tyne's are fitted with a small inflatable boat which cannot take an outboard motor. However FSB2's powered Y boat (as carried by the Severn and Arun) is stored beneath the aft deck, ready inflated, with its outboard fitted. It is launched by operating a hydraulically powered door in the transom. The lowered door then provides a stable platform for the crew to deploy the Y boat.
- FSB2 is bigger, faster and more capable than the Tyne, for little difference in weight. The only way to produce the extra speed was to make the boat from a lighter weight material that could also deliver the strength required. So FSB2 is built from fibre-reinforced plastic, using

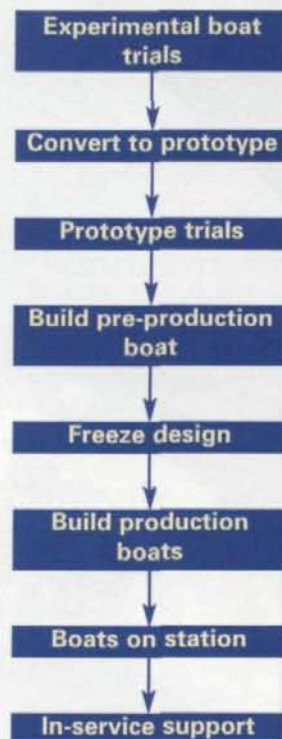
similar materials and processes to those used to manufacture our Severns and Trents.

- Nothing on the boat can be higher than 6m from the keel when she passes under the boathouse door, so the mast is hinged and hydraulically powered, enabling it to be folded back before entering the boathouse.
- FSB2's propellers and rudders are protected from damage by a centre keel and smaller side keels, which are particularly important for a slipway boat as they are used to support the boat on the slipway.
- FSB2 is quite a large boat (only 1m shorter than the RNLI's largest boat, the Severn). To make sure that crews can get close to the water to rescue survivors, there is a deck side cut-down area.
- The wheelhouse of FSB2 is unusual for an RNLI boat - it doesn't have a wheel! The boat can be steered from either the helmsman's or coxswain's seats by a joystick on the left hand seat arm at both positions. Each of these positions also has throttle controls.

- Fibre optic deck lighting systems provide safe lighting without affecting night vision.
- At the prototype stage, the boat will be fitted with SIMS (Systems and Information Management System). SIMS is a system under development that will integrate all the boat's electronic systems (ie, navigation, communications, engine management etc) and display this information via any of six flat screens to be sited on board.

SIMS will be covered more fully in a later issue of *The Lifeboat*. ⚓

Project plan



Left: Launching the experimental boat at DML (with a Trent class lifeboat shown behind).
Below: Self righting trials in September 2000.



Picture © DML Ltd

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Shooting the Action

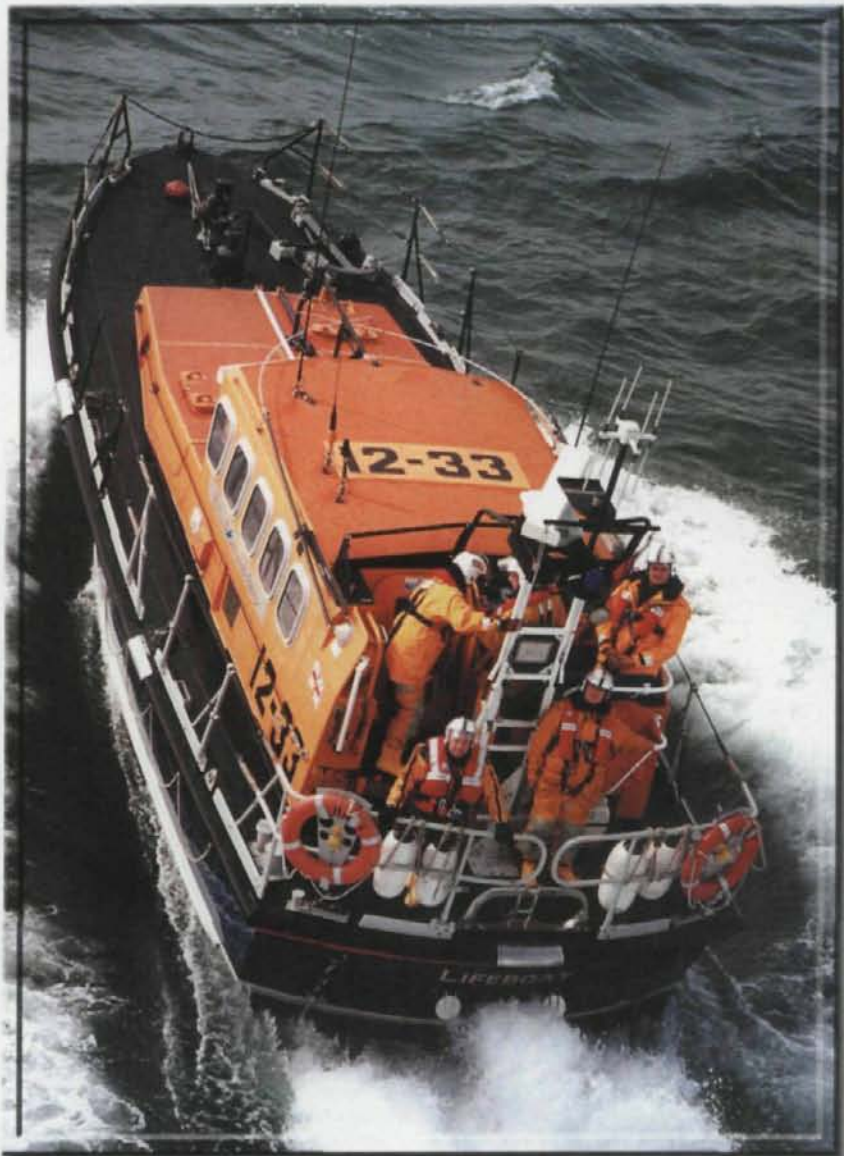
The RNLI/Kodak Photography Competition prompted an overwhelming response. After much deliberation the judges chose this outstanding photograph by Hilary Watkins, a senior NHS Manager, as the overall winner.

Hilary's photograph shows Poole lifeboat crew on joint exercise with HM Coastguard helicopter from Portland. Hilary was on board the helicopter as part of a project for a City and Guilds certificate in photography. The judges felt that Hilary's photograph really captured the action and excitement of the moment as the helicopter hovered over the lifeboat, and clearly showed the skill and spirit of the volunteer crews.

Two runners-up were also chosen. The stunning shot taken by Tony Rive shows the St Peter Port lifeboat on exercise with HM Coastguard helicopter from Portland on 6 December 1998. The picture was taken from the marine ambulance *Flying Christine III*, which Tony was involved in building.

The other runner-up was Mrs E Hall from North Shields with this impressive head-on shot of the Cullercoats Atlantic 21 lifeboat as it headed back into Cullercoats Harbour. The photo was taken from the harbour wall on a fresh spring day while she was out walking with her husband and dog.

As overall winner, Hilary wins a Kodak Advantix 5800MRX 5x zoom camera worth £299.99. Look out for her photo printed on the new Lifeboats Photo Service envelope included in your magazine. The two runners-up each win a Kodak Advantix 5x 3800ix camera worth £79.99. The judging panel included representatives from Kodak and the RNLI. The RNLI would like to thank Kodak for their generous sponsorship of this competition.



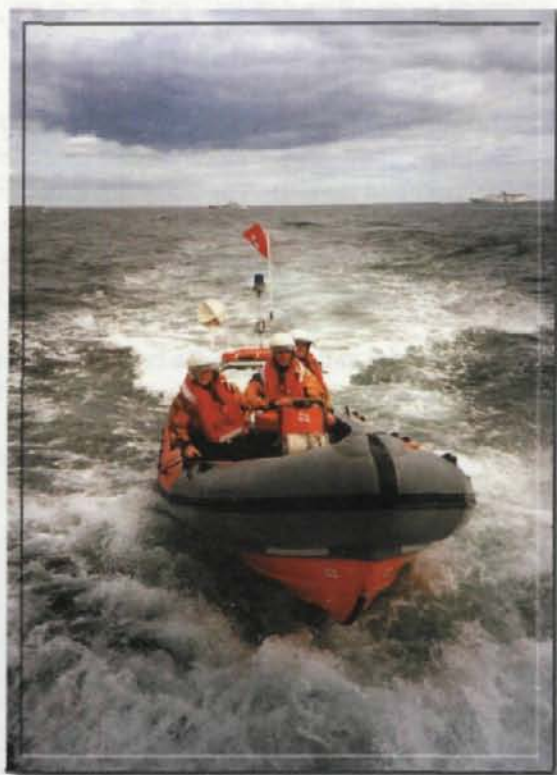
**Winner: Mersey class lifeboat *Fisherman's Friend* in Poole Harbour.
By Hilary Watkins, Broadmayne, Dorset.**

Lifeboats photo service

Just a reminder that the Lifeboats Photo with Kodak is the only official RNLI photo processing service and for every film you have processed, the RNLI receives 50p.

Right: The St Peter Port Severn class lifeboat *Spirit of Guernsey* on exercise with Portland helicopter. By Tony Rive, St Sampson's, Guernsey.

Far right: Cullercoats Atlantic lifeboat near Whitley Bay. By Mrs E Hall, North Shields.



Time is of the essence



Volunteer lifeboat crews need your help to save lives at sea. Please remember the RNLI in your Will.

The Royal National Lifeboat Institution depends entirely on voluntary donations and legacies to run the lifeboats that save lives at sea. With more than 220 lifeboat stations around the shores of the United Kingdom and the Republic of Ireland, it costs around £240,000 a day to keep the lifeboat service running.

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Volunteer lifeboat crews give their time to save others in danger. They do not expect to be paid, or even thanked, but they do deserve the very best boats, training and equipment. You can help make sure they continue to receive them, with a legacy gift in your Will. If you would like to help in this way, please send for our information pack which gives you useful and practical advice about making or updating your Will.

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Lifeboats
Royal National Lifeboat Institution



All in a day's work

How does a volunteer lifeboat crew member find the time to juggle their work and personal life with their lifeboat duties – and why? Jon Jones spent some time on the Isle of Wight with Bembridge coxswain Martin Woodward to try to get some answers...

There are not enough hours in the day' he grinned, as the third phone call in as many minutes was promptly answered. Martin, a self-employed and highly experienced salvage diver and consultant, was organising what sounded like a very exciting job in South America. 'I like to get away a couple of times a year, but I usually leave this sort of work for the winter months when the lifeboat is not so busy and I can arrange our second coxswain to stand in' he said.

Background

To find out what made a lifeboatman tick I was going to have to dig a little into Martin's background. He and his parents moved to Bembridge when he was ten years old and, although his immediate family never had a direct connection with the RNLI, the sea has always played an important part in his life. The interest in lifeboats started from an early age. 'From about the age of eleven I was always hanging around the lifeboat station,' he recalled. 'It must have got quite frustrating for the crew at times – occasionally they would have to chase the kids out with brooms!' He always kept an ear out for the maroons going off and the lifeboat launching

on service. 'I loved listening to the coxswain and old-time crew members recounting all their exciting rescue tales' – a friendship which grew very close over the years, bringing Martin right into the heart of the Bembridge lifeboat family and inspiring him to join the crew when he reached the age requirement.

Martin took me down to the lifeboat station to meet Mechanic Brian Frost and to see if any more supplies were needed. As we approached the station walkway he recalled the day when the famous liner *Canberra* had lost her engines and was being battered by heavy weather and being blown onto a lee shore with 1,500 people aboard. 'There were 3m waves crashing over this walkway then. We had to time it just right and run between the waves to get to the boathouse.' It was hard to imagine that scene now on such a clear, warm day. I was told that the lifeboat wasn't needed in the end as the liner managed to get power back and steam out of trouble. 'It may seem strange,' he continued, 'but I really wanted to go out on that one...'

Top: Bembridge lifeboat coxswain, Martin Woodward.

Bottom left: Lights, camera, action! – shooting a scene for the dive safety video in the crew's local. Martin is just out of shot acting as boom mike operator.

Below: Coastguard helicopter, India Juliet, prepares to put a man aboard.



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Commitment

So, some of the reasons 'why' were the camaraderie and team spirit, the excitement – and, I imagine, that amazing feeling of knowing that you helped to save someone's life. However, the 'how' was going to be a little more difficult to understand. Being a lifeboat volunteer is a bigger commitment than you may at first think – giving up your time and risking your own safety to rescue other people is only part of it.

I learned that at Bembridge the crew members have a 'lifeboat night' every Tuesday to train, catch up and chat, as well as launching on exercise every fortnight. Like so many other lifeboat people, Martin's involvement with the RNLI doesn't just stop there. He also doubles up as the station's press officer, making sure the local media and public are kept in the picture.

He is also a keen fundraiser and regularly gets involved with sponsored events and launch re-enactments with his beautifully restored 1887 pulling

and sailing lifeboat *Queen Victoria*. Martin acquired the ex-Bembridge lifeboat when she was derelict and, after fundraising, had her restored to her former glory by the local Classic Boat Museum. If this wasn't enough, Martin has been instrumental in the production of a dive safety video in co-operation with the RNLI's Sea Safety department. I was lucky enough to be able to watch some of the filming at the lifeboat crew's local, The Crab and Lobster, which went on well into the night – the scene was illustrating what not to do at the pub the night before going out on a deep dive!

Morning, noon and night

The next morning Martin was out before 7am for a jog, followed by breakfast and much paperwork. He then went along to his offices at the harbour and to his maritime museum to do a few errands. It must be said at this point that Bembridge Maritime Museum is a fascinating collection of all the artefacts Martin has collected from his dives off the island over the years, which also includes a whole gallery devoted to Bembridge lifeboats past and present.

That afternoon Martin – together with his assistant Fred, who is also on the Bembridge crew – had to do some salvage work out in the Solent and took me out on his boat *Discovery*. A small yacht had been lost during Cowes week and she had to be located and brought in as she was a potential threat to local shipping. As we headed seaward we received a call from Coastguard helicopter, *India Juliet*, which requested a

winching and recovery exercise involving *Discovery*. Again, I was lucky to have a ringside seat. Afterwards, I watched Martin get kitted up and dive for the wreck in the murky waters of the Solent. The wreck was located and there was an attempt to raise her but, as she was so heavy due to silting, she was secured and marked with a buoy for recovery the next day.

Arriving back, Martin had to rush off to don slightly different attire as he was teaching karate at the local karate club, another volunteer job he does every week. After that, he had to get back and prepare for the lifeboat crew meeting that evening. In fact, the short time I spent with Martin was non-stop – I had trouble keeping up. Luckily, during my visit the lifeboat didn't get a shout but I

was aware that his pager could go off at any time and he would have to drop everything and race down to the boathouse.

Choice

Bearing in mind what busy lives they lead, I wondered how these

volunteers could afford to give so much of their time to the lifeboat. Before he dashed off, I asked Martin how much he lost in earnings because of his lifeboat work 'Quite a bit,' he sighed, 'but at the end of the day it's my choice and I wouldn't do it unless I wanted to.' I asked how it might affect some of the others on the crew, 'Three of our lads work at the same garage in town, so when there's a shout they all have to down tools.' They must have a very understanding boss, I thought. So, with the business, museum, lifeboat restoration projects, fundraising events, his duties as coxswain and press officer, and all the other projects, what time did he have left for his social life? 'What social life?' he said with a twinkle in his eye.

On my return home I gazed out into the night from the upper deck of the Isle of Wight ferry and was pleased that I had managed to grasp some idea of why these people do what they do. As for 'how' – I wasn't sure how they had the time and energy to do it all – but it did leave me convinced that the volunteer lifeboatmen and women of the RNLI are a very special breed indeed. 

All in a day's work

Continued...

Below: Martin, ably assisted by Fred, prepares to dive for the yacht.

Below left: Bembridge's all-weather lifeboat station.



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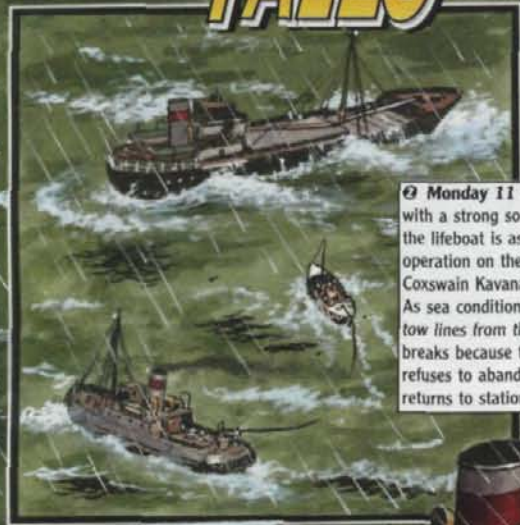
There are around 20,000 members of Storm Force, the RNLI's club for the under 16s. The club's exclusive magazine, *Storm Force News*, is full of exciting competitions, puzzles, salty sea tales, jokes and cartoons – it also lends advice to young people through many interesting articles. Here is a page from a recent issue just to let the adults see what they are missing! Storm Force membership costs just £5 a year – for further details write to: Storm Force HQ, West Quay Road, Poole, Dorset BH15 1HZ or telephone (01202) 663180.

**SUNDAY
10
SEPTEMBER
1950**

① It's a fine autumn morning on the coast of Ireland. At 10.30 am the Wicklow lifeboat station is alerted to a ship aground on Arklow bank, the graveyard of many ships. She is the *Cameo*, with a crew of eleven, on her maiden voyage bound for Dublin. By 10.45 am the Wicklow Watson class lifeboat *Lady Kylesant* launches with Coxswain Edward Kavanagh in command. The lifeboat covers fourteen miles and reaches the *Cameo* at 12.30 pm. Two trawlers are standing by but the master refuses all assistance, as he thinks that his ship will refloat on the midnight tide. So the lifeboat returns to station by 3.10 pm.



② Monday 11 September. There's a big change in the weather with a strong southerly gale stirring up rough seas. At 8.00 am the lifeboat is asked to join the tug *Colimore* to help in a salvage operation on the *Cameo*. The lifeboat launches at 8.10 am with Coxswain Kavanagh once again at the helm. As sea conditions worsen the lifeboat crew work tirelessly, passing tow lines from the tug to the *Cameo*. Time and again the tow line breaks because the *Cameo* is stuck fast, but the master still refuses to abandon ship. As salvage work is halted the lifeboat returns to station by 7.20 pm.



③ During the night a full gale rages. The wild sea reaches heights of over 9m and the *Cameo* is starting to show signs of stress. The engine room is flooded and the only light is an oil lamp on the mast.
Tuesday 12 September. As morning comes a larger tug, *The Ranger*, tries to take the *Cameo* in tow but all efforts fail. She is now at the mercy of the gale.

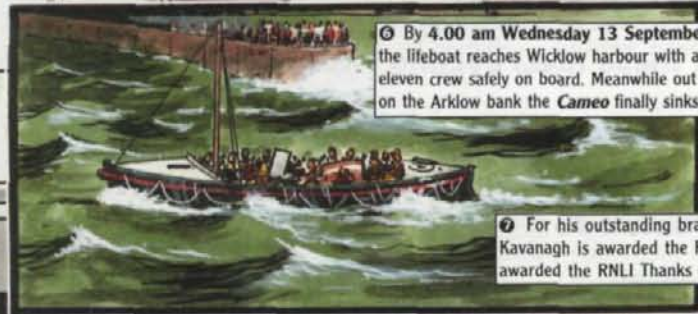
④ At 8.57 pm the tug radios: "Please advise Wicklow lifeboat to come to *Cameo*. Crew wish to abandon vessel." The lifeboat launches at 9.17 pm into the face of the gale and finds the *Cameo* lying to the north east. The coxswain decides to drop anchor and veer down until the lifeboat is at right angles to the *Cameo*. Lines are fired and the lifeboat hauls herself alongside.



⑤ Midnight. The gale is now at its highest and the lifeboat is rising and falling 6m alongside the *Cameo*. One by one the crew jump onto the deck of the lifeboat. For sixteen long minutes the coxswain holds his position. Then as the *Cameo* starts to break up he casts off and makes for home.



⑥ By 4.00 am Wednesday 13 September the lifeboat reaches Wicklow harbour with all eleven crew safely on board. Meanwhile out on the Arklow bank the *Cameo* finally sinks.



⑦ For his outstanding bravery and seamanship Coxswain Edward Kavanagh is awarded the RNLI Bronze Medal. Mechanic James Bonus is awarded the RNLI Thanks of the Institution inscribed on Vellum.

Wheeeeeeee!



RNLI cycling events - for big kids everywhere

Fancy some fun? From a weekend's jaunt through the Peak District to an off road adventure in the Sierra Nevada, the RNLI has a cycle event for you. You don't have to be an experienced cyclist. You don't even need a bike. Just be up for a laugh and ready to have a great time with like-minded people, helping to save lives at sea. So if it's been a while since you whizzed down a mountain shouting 'wheeeeeeee!', get in touch today and join in the fun.

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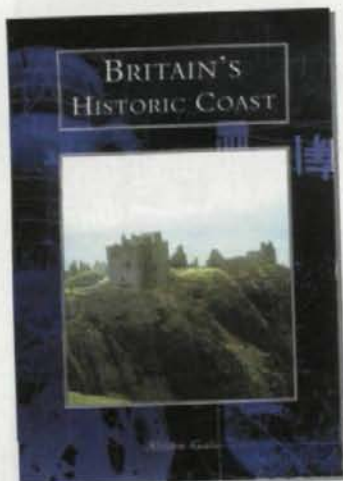
Britain's Historic Coast

By Alison Gale

Published by Tempus Publishing Ltd

ISBN: 0-7524-1456-9

Price: £19.99



Alison Gale takes a trip through time that explains how human activity has both exploited and left its mark upon today's coastline. Starting with a brief description of the sparse evidence of pre-ice-age habitation, largely erased by the ice sheets of 25,000 years

ago, she brings us up to the present day via the rapidly rising sea levels of the Mesolithic period which first reduced and then eliminated the land connections with today's continental Europe. It was this rise of 60m which, during the last 8,000 years, formed the coastline around which communities have flourished. Along this coastline they have left the many deliberate and inadvertent marks upon which the author draws to bring to life the rich history of the maritime fringe that has witnessed the arrival and development of the various peoples who make up our ancestry.

The book successively describes and logs the multifarious activities which have been carried out at the coast leaving their record in archaeological remains and artefacts: salt pans from Scotland to the south coast, ancient fortifications, legitimate and more nefarious trading activities, leisure and sporting links and, of course, ports, harbours and shipbuilding.

The perils of life on and close to the sea are not forgotten with chapters on the 'Watchers and Waiters' and on 'Lifesaving'. The latter traces the evolution of community and nationwide rescue services and their equipment from the VLBs (Voluntary Life Brigades) conceived on the north east coast to the modern form of the RNLI with our heritage of current and past lifeboat houses and monuments to heroic and tragic events.

The book draws attention to the many aspects of our everyday modern lives which owe their origins to various periods of our simpler maritime past – where would we be without salt, lifeboats and golf? – and with its further reading suggestions and summary of sites, it performs equally well as a reference guide or travelling companion.

Howard Richings

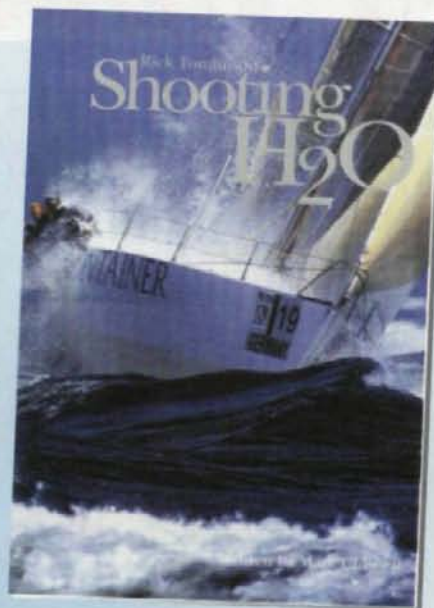
Shooting H₂O

By Rick Tomlinson

Published by Thomas Reed

ISBN: 0-901281-80-3

Price: £35



No one believes that life is fair. This belief is endorsed when, handed a book as good as this to review, one finds that on the dust jacket and in the foreword, the national press and world famous yachtsman, Peter Goss have used all the superlatives; amazing, stunning, brilliant etc. It was left to a fourteen year old, who is neither a photographer nor a sailor, to sum up this volume in one word: Wow!

Photographer, round-the-world yachtsman and RNLI gallantry medallist, Rick Tomlinson's new work is not just a book, it is an experience. Each page is a heart stopping, eye dazzling, action-packed sensation. Readers are not just looking at the action. As each full sized, full colour, glorious, tight cropped close-up springs from the page, they are involved in it. The roller coaster stops only occasionally, to allow time to catch the breath and to gaze on the calming, placid images of wildlife and the frozen beauty of Antarctic icescapes.

Those who have struggled to take reasonably good photos in perfect conditions can only gape at the perfection achieved in what are obviously the most extreme circumstances. Those who have sailed anywhere will wonder how and why. The 'how' is through a real and personal experience of his subject matter – the 'why' is because this is the man Rick is.

The equally readable and plentiful text by Rick's long time collaborator Mark Chisnell, along with the photographs, is split into relevant chapters. They tell of Rick's experiences of round-the-world racing, his time as a lifeboat crew member and many other adventures. Rick even gives tips on photography. Apparently all you need is a RIB, the occasional helicopter and several million pounds worth of ocean-going yacht. Oh, and a camera!

This genre of book was once called 'coffee table books'. Forget it. Hire a trailer and take this anywhere. Anywhere that you seek inspiration, admiration and a lift from the humdrum of life.

Derek King

The Story of Forest Row Lifeboat Choir

By Frankie and Peter Garrett

Price: minimum donation of £3.50 (inc. p&p)

Copies available from Mr P Garrett, 8 Willow Close, East Grinstead, West Sussex RH19 2DQ

A fascinating history of the Forest Row Lifeboat Choir from its foundation after the Second World War to the present day. The booklet follows the story of the many characters involved in the choir over the years and the exceptional fundraising successes achieved by the group with details of the lifeboats it has funded.

Tania Hall

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Mechanics down tools to pick winners

Lifeboatmen attending a five-day mechanical and engineering course in Poole took time out of their busy schedule to draw the winning tickets for the Autumn lifeboat lottery in October.

The 91st lottery raised over £220,000 for the RNLI, with first prize – a luxurious holiday for two on Lake Garda in Italy – going to Mr and Mrs D Liddell of Corfe Castle.

The cash prize winners were:

- £1,000 – Mr TA Bedford, Cwmbran
- £500 – Mrs V Ricketts, Bournemouth
- £250 – Mr J Burgess, Stirlingshire
- £100 – Mrs J Muir, London; Mr R Humphries, Surrey;

Mrs JR Bosworth, Hampshire; Miss E Atherton, Wiltshire; Mr RG March, Kent

• The RNLI lottery organisers would like to apologise to supporters in Northern Ireland, the Channel Islands and the Isle of Man who were sent Winter lottery tickets in error. Please accept our apologies for any inconvenience or disappointment caused.



On Station

ALL WEATHER

- Hartlepool** – Arun 52-32 (ON 1106) *Keith Anderson* on 23 October 2000
- Lough Swilly** – Tyne 47-012 (ON 1115) *Good Shepherd* on 13 November 2000 (under evaluation)

INSHORE

- Ilfracombe** – D555 *Deborah Brown* on 10 August 2000
- Portsmouth** – D554 *Heyland II* on 4 September 2000
- Beaumaris** – B768 *Blue Peter II* on 4 September 2000
- Bridlington** – D557 *Lord Feoffees III* on 8 September 2000
- Blackpool** – D558 *William & Rose Nall* on 12 September 2000
- Fleetwood** – D556 *Saddleworth* on 13 September 2000
- Clacton** – D559 *Seahorse Ball II* on 24 October 2000

Erratum

Unfortunately two errors occurred under this section in the Autumn issue. The entries for Portrush and Larne stations should have read as follows:

- Portrush** – Severn 17-23 (ON 1247) *Katie Hannan* on 15 June 2000
- Larne** – Trent 14-30 (ON 1246) *Dr John McSparran* on 3 August 2000

Apologies for any inconvenience caused.

Sir Peter Compston

With deep regret we report the recent death of former RNLI Deputy Chairman, Vice Admiral Sir Peter Compston KCB.

Sir Peter had a long and distinguished career in the Royal Navy, including numerous sea-going appointments during World War II. Following the war he held various posts, including Directorate of the Royal Naval Staff College; Captain of Destroyers, based at Plymouth, and a period as a Naval Attache in Paris. He was later in command of the aircraft carrier HMS Victorious and, following promotion to Rear Admiral in 1965, became Chief of British Naval Staff and Naval Attache in Washington. After a further appointment as Flag Officer Flotilla Western Fleet, his final appointment, before retiring, was as Deputy Supreme Allied Commander in the Atlantic.

Sir Peter joined the RNLI Committee of Management in 1972 and was a member of the Search and Rescue Committee from 1971-86, Chairman of the Fundraising Committee 1973-85 and served on the Executive Committee from 1973-85. He was appointed a Vice President in 1979 and served as Deputy Chairman from 1979-85.

Below – Have plans for a new class of inshore lifeboat been leaked from the RNLI's technical office? No, this is nine-year-old Donald Morris with his entry for the Sturminster Newton Carnival. The lifeboat float was built by Donald and his family specially for the August event.

• It is also with regret that we report the death of John Eardley Wilmot Bryan, Great Yarmouth and Gorleston lifeboat coxswain/mechanic from 1967-76 and a member of the crew from 1956.



To the rescue with the "Shining Light" Rose

"Shining Light" was commissioned by Aberdeen City Council as part of the Millennium celebrations and to help raise funds for the RNLI's new Severn Class Lifeboat in Aberdeen, named *Bon Accord* in honour of the city's motto. This new state-of-the-art vessel is now on-station and funds raised through the sale of "Shining Light" will go towards maintaining the boat.

"Shining Light" is a lovely golden apricot, low growing floribunda or patio rose. It is sturdy, bushy and free flowering – ideal for beds, borders and patio planters. This appealing, eye catching rose has a slight fragrance and will flower throughout the summer. The foliage is plentiful and attractive with glossy, pointed, medium green leaves. Approx. height 60cm (2ft).

A donation of £1.50 will be made to the RNLI from the sale of each rose.

Registered charity number 209603

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£5,000	Monthly £88.92	£111.84	£444.91	12.9%
	Total £7,468.94	£6,710.54	£5,338.82	
£3,000	Monthly £56.22	£69.80	£269.42	14.9%
	Total £4,721.84	£4,188.19	£3,233.04	

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

LOAN	7 years	5 years	1 year	FIXED APR
£10,000	Monthly £213.93	£258.41	£954.97	9.9%
	Total £17,970.29	£15,504.06	£11,459.65	
£5,000	Monthly £116.32	£137.55	£484.44	12.9%
	Total £9,771.27	£8,253.04	£5,813.17	
£3,000	Monthly £73.54	£85.85	£293.36	14.9%
	Total £6,177.72	£5,150.75	£3,520.29	

Lines are open 7 days a week
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Bruno backs the lifeboats

Harwich lifeboatmen had a very special visitor in August, when Frank Bruno came to town promoting the wacky gameshow 'It's a Knockout'. The former heavyweight boxing champ was backing the RNLI's involvement with the game – helping to raise £3,000.

Two episodes of the Channel 5 programme were filmed at the Royal Hospital School in Holbrook with many lifeboat crew members, volunteers and supporters joining forces to form 'The Lifeboat Team'.

Harwich lifeboatmen also formed their own team – going head to head with Ipswich and Lowestoft in the competition and taking the lead right up until the final assault course where Ipswich were able to squeak in front to the delight of the huge crowds. The defeated Harwich team players were a little disappointed but were able to look on the bright side when they were given a post match hug from Knockout compère and model Nell McAndrew.

Fundraiser, Patsy Johnson, who helped organise the event for the RNLI said, 'After everyone had gone, the Harwich team were still there and she came over and gave them a big hug and she was not wearing a lot. I think they thought all their Christmases had come at once.'

Above right: Frank dons a lifejacket, helped by Harwich Coxswain Peter Dawson and Crew Members Jason Davies and Colin Rochell.

Photo: © Harwich & Manningtree Standard.

Right: RNLI team members with compères Nell, Frank and Lucy.



Your Letters

Address your letters to:

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

All submissions should be clearly marked 'for publication'

In reply to the letter from GM Reid regarding the *Zetland* being older than *Queen Victoria* (see Spring 2000 issue) we would like to point out we were very aware of the existence of the superb *Zetland* lifeboat, and the fact that she is the earliest known lifeboat surviving. We have always been very careful to describe the *Queen Victoria* (1887) as being the 'oldest surviving RNLI lifeboat in existence to our knowledge', and this refers specifically to a lifeboat that was designed, commissioned and built solely for service in the RNLI.

The last thing we would wish to do is take any credit or glory away from other older vintage lifeboats still around that actually pre-date the *Queen Victoria* (1887). Naturally, we cannot even be sure that there is not another older RNLI-built pulling and sailing lifeboat languishing unnoticed in some dark corner somewhere, but as yet we have not been able to trace one. We would be very interested to hear if anyone knows of an earlier boat, as we are naturally anxious to get our facts right.

Hope this puts the record straight, and good luck to the *Zetland* and all the other vintage lifeboats around, as we are all 'pulling the same oar' to achieve the same aims. *Queen Victoria* has given us all tremendous pleasure at the various re-enactments and events since her restoration, and has just returned from attending a Sail 2000 Festival event in Bremerhaven, Germany. She is still available for events should anyone be interested.

Our second restoration project, the ex-Bembridge lifeboat *Langham* (1922), is now well under way, but as ever, looking for support. If anyone is interested in becoming a Friend of the newly-formed Isle of Wight Historic Lifeboat Trust, then we would be delighted to hear from you.

Martin Woodward

*Coxswain, Bembridge lifeboat IoW
Chairman IWHLT*

In the Autumn issue I read with some interest the letter by William Mavor about aneroid barometers.

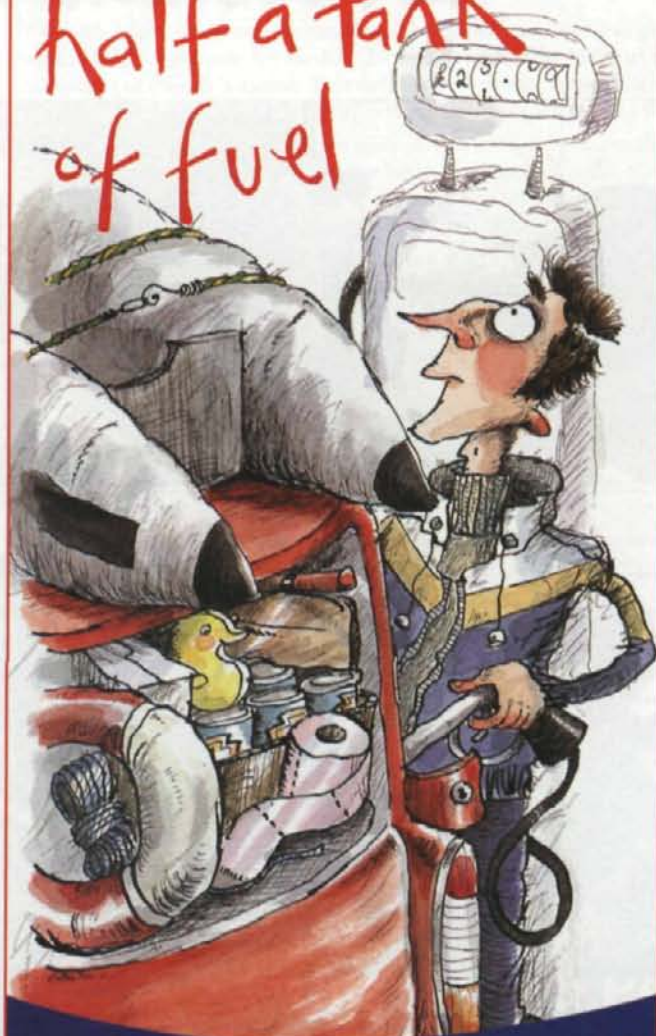
I am currently involved in research into mercury barometers issued by the RNLI from 1860 onwards. Readers may be interested to know that we are able to confirm the existence of over 60 of the original 200 sent out 150 years ago. During the research details concerning the later aneroid barometers have also been collected.

If Mr Mavor or any other readers would like to write to me, I would be pleased to send further information.

Colin L Dingle (Lifeboat Enthusiasts' Society)

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The Fundraisers

Up, up and away

Profits soared yet again during Hoylake lifeboat station's open day when the Red Arrows put on an air display over the seafront on August Bank Holiday. The well established event, which was opened by actress Lesley Joseph of 'Birds of a Feather' fame, was a resounding success – bringing in over £20,000 for lifeboat funds for the third time running.

The air display from the famous RAF aerobatic team was backed up by the Super Decathlon Aerobic Aircraft, an RAF Jaguar, a Boeing Stearman Wingwalker and the North West Fire Brigade Parachutists. The air shows attracted thousands of visitors to the promenade, and the fair and side-shows kept the crowds entertained during the rare spell of August sunshine.

Lifeboats from West Kirby and New Brighton, together with a strong contingent of Coastguards, also supported the event – and bucket shakers, working tirelessly amongst the throng, collected in excess of £6,000.



Above – crowds gather to see the displays and watch the airshow. Inset – Actress Lesley Joseph takes the helm of Hoylake lifeboat with Coxswain Geoff Ormrod.



Sarah's cash concert

Rising country-rock star Sarah Jory (left) played a special solo acoustic concert on 6 October in aid of the Wells lifeboat – raising £1,700.

Sarah, who has been gigging non-stop in the UK and abroad for the past five years, recently achieved the accolade 'Best European Female Country-Rock Artist of the Year' and is considered to be one of the top five masters of the Steel guitar in the world.

The concert, compèred by Keith Greentree of BBC Radio Norfolk, saw a packed audience at Fakenham community centre and was attended by special guest Becky Jago of Anglia Television.

Below left – committee members of Dartford and district branch dress up and rattle collecting buckets at the Dartford Show. The colourful bunch managed to raise £114 for lifeboat funds on the day.

Below – Two young lifeboat supporters from Cheshire take a breather during their recent sponsored walk across Holyhead mountain.

Daniel Parkinson and David Holmes raised a splendid £100 for Kelsall branch through their efforts on the island.



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WINNING FUNDRAISING FRIENDS

The Fundraisers

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



Grimsby and district Boys' Brigade battalion gets a warm reception from Cleethorpes lifeboatmen at the end of the sponsored lifeboat push.
Photo: © Grimsby Evening Telegraph.

During 2000 members of The Boys' Brigade worked hard raising cash for their national lifeboat appeal which aims to fund four Atlantic 75 lifeboats.

Grimsby and district battalion organised a sponsored lifeboat push during a May weekend – boosting funds by £2,644. The event certainly sparked some interest from onlookers as the team pushed the display D class lifeboat through the busy streets of Lincolnshire.

Two Boys' Brigade companies from Bristol were also busy raising lifeboat funds – Twelfth Bristol netted £878 from a highly successful charity night held in June and Twenty-First Bristol organised a sponsored walk from Portishead to Weston Super Mare in April, raising a further £622.

Well done boys!



Members of East Devon Artists for Charity exhibited their work at Brancombe and Seaton in 1999 to raise money for the lifeboats.

The exhibitions, which involved considerable work in setting up and manning, raised the magnificent sum of £11,000 which was handed over to Lyme Regis station and guild during a presentation in September (pictured above).

RECORD BREAKERS

The annual RNLI cocktail party held at Baltimore Sailing Club broke all previous records in August when it raised £5,400 for lifeboat funds.

The party, held on a delightful summer's evening, was attended by 137 people including many Baltimore lifeboat crew members and their partners and VIPs from both the RNLI and the sailing club.

In addition to the cocktails and delicious canapes prepared by club members, an auction was held offering many items for sale in aid of the lifeboats. Among the many desirables was a limited edition print of the Ballycotton lifeboat rescue donated by a local restaurant, which raised £1,000.



FERRY GOOD FRIENDS

Members of Hakin Point (Milford Haven) branch, having recently celebrated their 25th anniversary, called on Irish Ferries to pay tribute to the company's 21 years of lifeboat support in Wales and Ireland.

The branch's founder member, Ethel Clark, developed excellent relations with B&I Ferries in 1979 and as a result, many tens of thousands of pounds were raised for lifeboats. Since the company changed to Irish Ferries in 1993 an average of £4,000 per year has been received by the branch.

Right: Tom Sinclair, branch chairman, (centre) presenting a framed certificate of thanks to Captain John Rimmington, Master of the Isle of Innisfree.
Photo: © Martin Cavaney Photography.



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A209

Big cheque from a small town



Committee members from Ilminster and district branch presented a cheque for £28,720 to Brian Martin, RNLI area organiser for the south west, during their AGM in April.

The money was the total raised by the branch from its souvenir shop and various fundraising activities. This is an excellent result considering the 26-year-old branch is situated in a small inland town inhabited by some 4,500 people (by Assistant Ed's calculations, that works out roughly an average donation of £6.40 each!)

Generous legacy



Facilities at Flint lifeboat station have been improved thanks to a £22,000 legacy left by Dorothy Bashford, a long standing and hard working member of Sutton Coldfield ladies guild.

The money has been used to upgrade crew quarters, refit the office and provide a lookout room. Branch members visited the station in July to see the improvements and Chairman Jill Carter unveiled a commemorative plaque.

The photograph shows Alan Forrester, Flint station secretary; Mike Lorenz, treasurer; Jill Carter, chairman and Crew Member Alwyn Dunn paying tribute to Dorothy's generosity.

A new lifeboat for us – a clean car for you

Duckhams recently announced that it would be funding a new Atlantic 75 lifeboat, which will replace the Atlantic 21 it donated some years ago. The company has also launched a deal whereby RNLI supporters can have a free car wash, worth up to £6, at many BP service stations in the UK when they buy Duckhams oil. See page 24 for full details of the offer.

New corporate officer for London

Suzanne Long has joined the RNLI's London regional office to help co-ordinate and develop corporate activities in the London area, particularly the City. Trained and previously employed as a solicitor, Suzanne was keen to get involved in the voluntary sector and joined the RNLI in October.

Global Marine D class

October saw the naming of a new D class funded by the employees of Global Marine and, in particular, the superb fundraising of Spike Johns. Spike ran several marathons, which helped to provide funding for the new boat. The naming ceremony was held in land locked Chelmsford – far from the sea but the head office of Global Marine. A big thank you to all concerned.

Fundraising at sea

The cruise industry continues to do a sterling job in fundraising for the RNLI. Fred Olsen, which has recently raised enough money through on board events and raffles for a new Atlantic 75, continues to raise money at an incredible rate - thank you to all the guests and crew and keep up the great work. Page and Moy have also been raising money on several of their cruises and P&O Cruises have very generously sponsored a fantastic cruise prize for the next lottery. If you would like details of the next lottery, please call 0800 543210 and ask for some lottery books to be sent to you.

Marathon donation

Rick Shapka, director strategic development at Finning UK, recently handed over a cheque for £1,100 to James Vaughan, RNLI corporate relations manager. This generous donation from Finning UK added to Rick's own impressive fundraising efforts when he ran the Flora London Marathon in aid of the RNLI. Rick completed the race in April in just three hours and 53 minutes.

The Fundraisers



Star support

EastEnders star Andrew Lynford (AKA Walford's Simon Raymond), together with the two ugly sisters, gave his support to the lifeboats at Weston Super Mare recently during the town's 1999 Winter carnival.

Weston financial branch managed to enlist the help of the trio who were starring in the pantomime, Cinderella. The former Eastender was playing Buttons, with Roger Darrock and Stephen Hown as the ugly sisters.

Each year the branch, together with some of the local lifeboat crew members, takes part in the carnival and collects donations for the carnival fund which is then distributed to the nominated charities. Every year the RNLI is a benefactor and in 1998 lifeboat supporters collected around £1,100 receiving back some £650 for lifeboat funds. It is hoped that the latest event, which was held in November, will result in a similar amount when the final figures are released.

Fashion funds



Fashionable fundraisers - Porthcawl branch VIPs with lifeboat crew members and Sue Fulgoni, Bellissima proprietor with two models.

Dedicated followers of fashion helped boost Porthcawl lifeboat funds by £1,000 as a result of recent fashion show held in the local Hi-tide function rooms.

Wendy Conley, a Porthcawl shorehelper and branch fundraising committee member, came up with the idea and organised the event which gained the support of several local businesses.

Outfits and models were supplied by Bellissima with other local businesses arranging hair and providing flowers.

The finale of the show was a parade of models on the catwalk escorted by three lifeboatmen in full gear. Wendy said, 'It was the climax to an excellent evening that created that extra interest among the 200-strong audience. Next year we will aim to grow the event even more, but for a first attempt we are delighted with both the support and financial rewards.'



Good sports

Ulster rugby stars Andy Ward and Tyrone Howe (pictured above) helped tee-off the launch of ntl's Pro-Am golf tournament on 18 May at Dunmurry Golf Club in North Down.

Soccer great Kenny Dalglish was also a celebrity guest at the charity event which raised a massive £8,400 for the Portrush lifeboat appeal.

Over 40 professional golfers from all over Ireland and 130 of Northern Ireland's leading business figures took part in the tournament which was followed by a raffle and an auction of limited edition prints signed by many sporting personalities.

Award winners

In September the RNLI was presented with the coveted Professional Fundraising Award 2000 for the 'Best regional or local fundraising campaign'.

The award was won jointly by four regional RNLI appeals – RNLI Cardiff, Sandwell Lifeboat appeal; RNLI Harrogate, BBC Radio Cleveland Lifeboat 2000; RNLI Hadleigh, EADT appeal and Warwickshire & Coventry appeal; and RNLI Eccles, Treasure Trove appeal.

The judges felt that 'each of the campaigns demonstrated honest-to-goodness fundraising that delivered good results. All four campaigns were well planned and executed, demonstrated excellent partnership building between volunteers and fundraisers and creativity in networking with schools, businesses and the media.'

RNLI Hadleigh raised £76,300 against a target of £66,100 with an appeal held entirely inland and events which were run almost exclusively by volunteers. It received substantial media coverage and funds were also raised through media promotion. The Hadleigh branch was also noted for its appeal to raise £50,000 towards a new lifeboat station. It took place in partnership with the East Anglian Daily Times, which wanted to increase readership within the Essex area. The appeal attracted significant support, raising more than £52,400.

RNLI Harrogate aimed to raise £75,000 in two years in partnership with BBC Radio Cleveland. Listeners of the station were encouraged to donate 50 pence, and appeals were broadcast hourly, with extensive celebrity support. £78,000 was raised in 50 weeks, with all costs borne by the radio station.



RNLI Cardiff aimed to raise £75,000 to fund a new inshore lifeboat for Aberdovey. Local RNLI branches formed an appeal committee and a detailed business plan was developed. It was structured to involve a broad spectrum of local community and generated strong media support. The appeal raised £106,000.

RNLI Eccles wanted to raise income and awareness throughout the 175th anniversary year. It set a target of £15,000 and issued press releases to local and regional media outlining details of events. This resulted in an offer of 10 days of free prime time evening television broadcasts, with a well-known Granada television presenter donating his annual television roadshow. The roadshow visited ten lifeboat stations and collected used and broken jewellery to raise funds. The appeal raised £18,500.

Above (L to R): Sarah Halls, regional manager east; Dave Dipple, sponsor from Talking Numbers; Elaine Close, regional manager north west; Richard Mann, national fundraising manager, and Wendy Reason, senior area organiser east.

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

Fundraisers from **Dunmore East** held their 25th annual coffee morning at Waterford Harbour sailing club in August – raising £4,574 for the local lifeboat station. Carol Prowse, function committee chairman and Nicky Walsh, commodore of the club, presented Marina Harris, coffee morning co-ordinator, with a bouquet to mark her 25 years of hard work.

Around £100 was raised for lifeboats in November at a fashion party held by **Accrington** guild. The event, held at the home of

branch chairman Beverley Whittaker, also saw the presentation of her RNLI silver badge by regional manager Elaine Close. Box secretary Doreen Holmes said 'The evening was a terrific success and enjoyed by all who came.'

For the past four years **Mablethorpe** guild have been holding tea dances on Tuesday afternoons. The highly successful events are organised by Denis Joyce, who is ably assisted by other members of the guild, and have realised £8,000 for lifeboat coffers.

Hayle branch held a

'Cream tea in the garden' in July which raised £323 for lifeboat coffers. The event, held at Riverside in Angarrack, also included a bring and buy sale and a raffle as well as many stalls selling plants and refreshments.

In July, **Malvern** branch was blessed with a fine evening for a concert by the 5th Athan voluntary band in the grounds of Madresfield court. Picknickers enjoyed an excellent programme, which included some fine singing by soprano Siriol Williams. The event raised £1,874 for the lifeboats.

CORRECTION TO ARTICLE

In the Fundraisers section of the Autumn issue of *The Lifeboat* we published a item on page 41 entitled 'Busy month'.

The article incorrectly stated that £6,000 was raised by two banks managers visiting all the Scottish mainland branches of the Royal Bank of Scotland, when they were in fact branches of the Bank of Scotland.

The Lifeboat apologises for any confusion or inconvenience caused by this error.

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.

Musical SHOWCASE

FROM THE RNLI

NEW "The Seafarers"

(Available on CD only)

A new release for 2001 (available now) featuring the most popular titles from the "RNLI Showcase", of recordings made in recent years. "The Ashokan Farewell", "Gabriel's Oboe", "The Lifeboatmen", "Leviathan", "Will Your Anchor Hold?", "The Padstow Lifeboat" and "Drake's Drum" are just some of the titles (15 in all). This CD, subtitled "RNLI Musical Showcase Favourites", has been compiled from recordings made to raise funds for the RNLI between 1993 and 1999, by Royal Marines bands under the direction of Major John Perkins RM and the Choir of Ely Cathedral under the direction Paul Trepte.

The selection of music has been made by The Chairman RNLI Music Division, based upon the comments received from RNLI supporters who have bought copies of the recordings sold by the Division over the past seven years, raising (to date) over £80,000 for the Royal National Lifeboat Institution.

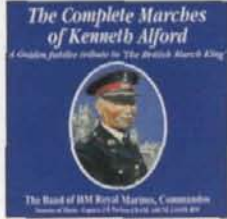
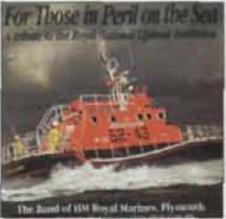
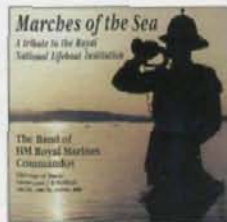
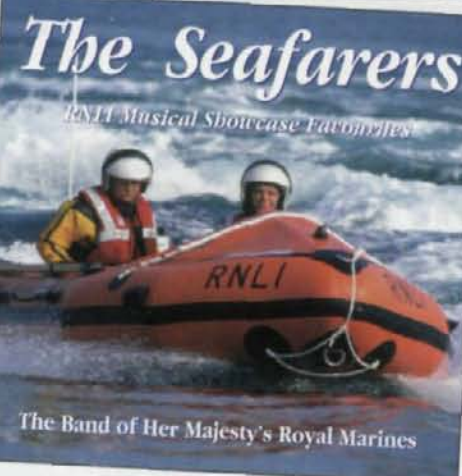
The wonderful music of the Royal Marines' Bands has always shown their mastery of the art of military music; however, their extraordinary talents extend so much further into the music world providing, today, a wide variety of combinations ranging from full symphony orchestras and concert bands to chamber orchestras and dance bands etc. These all complement the ceremonial and military music acclaimed for many years all over the globe. It is not, perhaps, known that each musician is qualified in at least two instruments, their training involving Degree courses today.

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 Band of HM Royal Marines, Portsmouth (Royal Band), The Chichester Cathedral Choir and The St Richards Singers combine to bring you many of your Christmas Favourites including: Silent Night, Unto us a Child, In Excelsis Deo, Hark The Herald Angels Sing and many others (20 tracks in all) making this a timeless recording which has become a best seller.

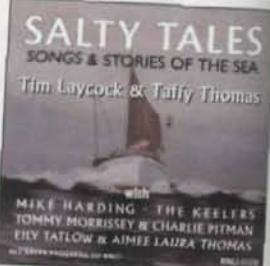
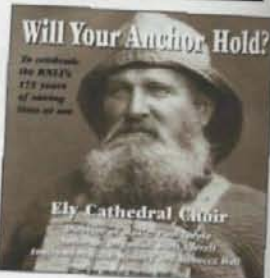
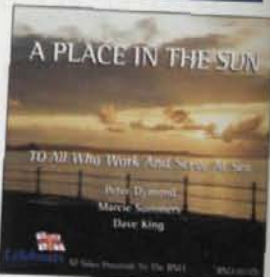
This CD produced specially for the RNLI and comprising songs by Bill Morrison, some played by and sung by Dave King and others arranged, played and sung by Peter Dymond and Marcie Summers, is one of the finest of its type produced.

Specially recorded by the Ely Cathedral Choir for the RNLI to celebrate its 175th Anniversary. Fifteen beautiful maritime hymns. The only known recording of all these hymns together by one of the country's finest choirs under the direction of Paul Trepte.

This great recording of Sir Charles Stanford's work, including "Drake's Drum" and "The Old Superb", with William Shinnell, the internationally renowned baritone, is outstanding for its superb quality of singing, playing and technical production.

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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Lifeboats
Royal National Lifeboat Institution

Lifeboat launches

Station by station lifeboat launches for June and July

<p>Aberdeen: ILB D-536: Jun 3 (2) Jul 5(2) and Jul 11</p> <p>Aberdovey: ILB B-758: Jun 18 Jul 16 and Jul 22</p> <p>Abersoch: ILB B-582: Jun 10 and Jul 23</p> <p>Aberystwyth: ILB B-704: Jun 4 Jun 17 (3) Jul 20 and Jul 30</p> <p>Achill Island: ALB ON1240: Jun 11 and Jul 3</p> <p>Aith: ALB ON1160: Jul 24 ALB ON1232: Jul 11 and Jul 17</p> <p>Aldeburgh: ALB ON1193: Jun 18 Jul 10 Jul 13 and Jul 30 ILB D-520: Jun 11 Jul 13 and Jul 30</p> <p>Alderney: ALB ON1199: Jun 16 (2) Jul 12 Jul 22 and Jul 29 ILB D-551: Jul 22(2)</p> <p>Amble: ALB ON1176: Jun 25 Jul 5 Jul 29 and Jul 30 ILB D-447: Jun 25 Jun 27 Jul 5 Jul 8 Jul 27 and Jul 30</p> <p>Angle: ALB ON1114: Jun 3 Jun 5 Jun 17 Jul 28 and Jul 30 ILB D-493: Jun 16 and Jul 13</p> <p>Anstruther: ALB ON1174: Jun 25 Jul 4 Jul 14 and Jul 28</p> <p>Appledore: ALB ON1146: Jul 2 and Jul 3 ILB B-742: Jun 1 Jun 3 Jul 2 and Jul 29</p> <p>Aran Islands: ALB ON1150: Jun 5 Jun 15 and Jun 19</p> <p>Arbroath: ALB 1194: Jun 2 (2) ALB ON1178: Jul 14 and Jul 19 ALB ON1194: Jun 3 and Jun 7 ILB D-471: Jun 2 (3) Jun 3 Jul 19(2) and Jul 22</p> <p>Arklow: ALB ON1228: Jun 7 Jul 3 Jul 7 and Jul 22</p> <p>Arran (Lamlash): ILB B-592: Jun 10 (3) Jul 26 and Jul 30</p> <p>Arranmore: ALB ON1244: Jun 2 Jun 22 (2) Jul 7 and Jul 29</p> <p>Atlantic College: ILB B-763: Jun 4 Jun 17 Jun 24 Jul 3 Jul 29 and Jul 31(2) *</p> <p>Ballycotton: ALB ON1057: Jul 6 and Jul 7 ALB ON1233: Jun 17 Jun 18 Jul 25 and Jul 31</p> <p>Ballyglass: ALB ON1235: Jun 22</p> <p>Baltimore: ALB ON1137: Jun 16 Jun 24 and Jun 27</p> <p>Bangor: ILB B-584: Jun 4 Jun 12 Jul 1 Jul 7 Jul 13 Jul 14 Jul 15 Jul 16 Jul 17(5) and Jul 30</p> <p>Barmouth: ALB ON1185: Jun 3 Jun 22 Jun 23 Jun 25 (2) and Jul 11 ILB D-524: Jun 3 (3) Jun 13 Jun 15 Jun 18 Jun 23 Jun 24 Jul 6(2) Jul 7 Jul 11 Jul 19 Jul 22 and Jul 23(6)</p> <p>Barra Island: ALB ON1230: Jun 3</p>	<p>Barrow: ILB D-443: Jun 2 (2) ILB D-486: Jul 22</p> <p>Barry Dock: ALB ON1082: Jun 25 Jul 13 Jul 28 and Jul 30</p> <p>Beaumaris: ILB B-563: Jun 12 (2) Jun 19 Jul 2(2) Jul 8 Jul 20 Jul 22(2) Jul 24 Jul 26(2) and Jul 30(4)</p> <p>Bembridge: ALB ON1126: Jul 4 Jul 8 Jul 14 and Jul 29 ILB D-494: Jun 10 Jun 28 Jul 1 Jul 4 and Jul 31</p> <p>Berwick-upon-Tweed: ILB D-494: Jun 18 (4) Jul 8(2)</p> <p>Blackpool: ILB B-748: Jun 16 Jul 1 Jul 4 Jul 6 and Jul 30 ILB D-429: Jun 10 Jun 11 Jun 16 Jul 1 Jul 4 Jul 6 Jul 25 Jul 28 ILB D-442: Jun 11 Jul 28 and Jul 30</p> <p>Blyth: ALB ON1204: Jul 5 and Jul 12</p> <p>Borth: ILB D-479: Jun 18 Jul 22(3) and Jul 29</p> <p>Bridlington: ALB ON1169: Jun 8 Jun 16 Jun 25 and Jul 11 ILB D-426: Jun 2 Jun 8 Jun 19 and Jul 15</p> <p>Brighton: ILB B-737: Jun 8 Jun 10 Jun 16 Jun 18 (5) Jun 25 Jun 28 Jun 30 (2) Jul 1(2) Jul 15 Jul 16(2) and Jul 24</p> <p>Broughty Ferry: ALB ON1099: Jun 30 ILB D-539: Jun 29 and Jun 30</p> <p>Buckie: ALB ON1093: Jul 3 Jul 4 and Jul 5</p> <p>Bundoran: ILB B-711: Jun 23 Jul 16 and Jul 23</p> <p>Burnham-on-Crouch: ILB B-755: Jun 7 Jun 10 Jun 13 Jun 15 Jun 16 Jun 25 Jun 27 Jul 4 Jul 16 Jul 22 Jul 23 Jul 24 Jul 30 and Jul 31(2) ILB D-519: Jul 2</p> <p>Burry Port: ILB D-472: Jun 15 Jun 18 (2) Jun 28 Jun 18 Jul 25 Jul 30 and Jul 31</p> <p>Calshot: ALB ON1090: Jun 3 ALB ON1104: Jun 13 Jun 14 Jun 25 (2) Jul 9 Jul 23 and Jul 30(3)</p> <p>Campbeltown: ALB ON1241: Jun 6 Jun 10 Jun 17 Jun 20 (2) Jul 14 and Jul 22 ILB D-455: Jul 23</p> <p>Cardigan: ILB B-752: Jul 3 Jul 23(2) Jul 27 Jul 28 Jul 30 and Jul 31(3) ILB D-547: Jun 25 Jul 10 Jul 23 and Jul 30(2)</p> <p>Castletownbere: ALB ON1118: Jun 12 Jun 24 and Jul 11</p> <p>Clacton-on-Sea: ILB B-744: Jun 11 Jun 28 Jul 4 Jul 7 and Jul 21 ILB D-432: Jul 28</p> <p>Cleethorpes: ILB D-445: Jun 2 Jun 3 Jun 4 and Jul 20 ILB D-454: Jul 29 and Jul 30</p>	<p>Clifden: ILB B-751: Jul 18 Jul 28 and Jul 30</p> <p>Clogher Head: ALB ON1190: Jun 5 Jun 23 Jun 26 Jul 11 and Jul 29</p> <p>Clovelly: ILB B-759: Jul 15(2) Conwy: ILB D-482: Jun 4 Jun 11 Jun 20 Jul 23 and Jul 30</p> <p>Courtmacsherry Harbour: ALB ON1205: Jun 3 Jun 4 Jun 10 Jun 27 Jul 5 Jul 12 and Jul 22</p> <p>Courtown: ILB D-548: Jul 3 Jul 16 Jul 17 and Jul 22(3)</p> <p>Cowes Inshore Lifeboat Centre: ILB B-714: Jun 8</p> <p>Craster: ILB D-542: Jun 10 and Jun 21</p> <p>Criccieth: ILB B-707: Jun 17 Jun 18 Jun 27 Jul 22 Jul 23(2) Jul 24 and Jul 28</p> <p>Cromer: ALB ON1097: Jun 16 and Jul 10 ILB D-439: Jul 30</p> <p>Cullercoats: ILB B-591: Jun 2 Jun 12 Jun 17 (2) Jun 25 Jul 9 Jul 10 Jul 18 Jul 23 and Jul 26</p> <p>Donaghadee: ALB ON1086: Jun 1 (2) Jun 4 (2) Jun 12 Jun 17 and Jul 9</p> <p>Douglas: ALB ON1147: Jun 1 Jun 2 Jun 18 (2) Jun 29 Jul 16 and Jul 23</p> <p>Dover: ALB ON1071: Jun 2 and Jun 18 ILB ON1071: Jun 24 (2) Jul 5 Jul 6 Jul 8 Jul 9 Jul 14 Jul 15(2) Jul 24 Jul 30(2) and Jul 31</p> <p>Dun Laoghaire: ALB ON1070: Jul 2 ALB ON1200: Jun 6 (2) Jun 10 Jun 18 Jul 4 and Jul 29 ILB D-441: Jun 10 (3) Jun 12 Jun 16 (3) Jun 18 (4) Jun 19 Jun 23 Jun 25 Jul 2(2) Jul 8(2) Jul 16 Jul 19 and Jul 31</p> <p>Dunbar: ALB ON1077: Jul 1 and Jul 2</p> <p>Dunegeness: ALB ON1186: Jun 7 Jun 18 and Jul 13</p> <p>Dunmore East: ALB ON1215: Jun 10 (2) Jun 13 Jul 13 Jul 17 and Jul 22</p> <p>Eastbourne: ALB ON1184: Jul 20 Jul 21 Jul 23 and Jul 25 ALB ON1195: Jun 1 Jun 6 Jun 9 Jun 14 (2) Jun 18 (3) Jul 3 Jul 7 and Jul 29 ILB D-498: Jun 7 Jun 14 Jun 17 Jun 18 Jun 25 Jun 27 Jun 29 Jul 23</p> <p>Exmouth: ALB ON1133: Jun 10 Jun 13 Jun 17 Jun 28 Jul 9 Jul 22 and Jul 24 ILB D-516: Jun 10 (3) Jun 13 Jun 17 Jun 19 Jun 28 Jul 4 Jul 8(2) Jul 13 and Jul 17</p> <p>Eyemouth: ALB ON1209: Jun 1 Jun 12 Jun 25 Jul 2(2) Jul 8 and Jul 18</p> <p>Falmouth: ALB ON1201: Jun 16 Jun 26 Jul 9 and Jul 22(2)</p>	<p>ILB B-562: Jun 16 (2) and Jun 24 ILB B-595: Jul 3 Jul 4 Jul 8 Jul 9 Jul 28 and Jul 29(2)</p> <p>Fenit: ALB ON1239: Jun 15 Jul 14 Jul 15 and Jul 31</p> <p>Fethard: ILB D-465: Jul 22 ILB D-528: Jun 18 (3)</p> <p>Filey: ILB D-437: Jul 29 ILB D-446: Jun 16 Jul 1 Jul 9 and Jul 17</p> <p>Fishguard: ALB ON1198: Jun 10 Jun 16 Jul 6 and Jul 10 ALB ON1226: Jul 30 ILB D-505: Jun 10 and Jul 10</p> <p>Flamborough: ILB B-703: Jun 5 Jun 7 Jun 18 Jun 25 (2) Jul 2 Jul 22 Jul 23(2) and Jul 31</p> <p>Fleetwood: ALB ON1156: Jun 11 Jun 12 Jun 23 Jun 24 Jul 4 and Jul 7(2) ILB D-424: Jun 10 Jun 15 Jun 23 Jun 24 Jul 4(2) Jul 7(2) Jul 8 Jul 11 and Jul 18</p> <p>Flint: ILB D-510: Jun 27 (2) Jul 25 Jul 30(2) and Jul 31(2)</p> <p>Fowey: ALB ON1222: Jun 3 Jun 18 (3) and Jul 9 ILB D-526: Jun 3 Jun 5 Jun 18 and Jul 20</p> <p>Fraserburgh: ALB ON1109: Jun 15</p> <p>Galway: ILB B-738: Jun 3 Jun 10 and Jun 12</p> <p>Girvan: ALB ON1196: Jul 23</p> <p>Gt Yarmouth & Gorleston: ALB ON1208: Jun 12 (2) Jul 5 Jul 19 Jul 30 and Jul 31 ILB B-574: Jun 1 Jun 5 (2) Jun 17 Jun 22 Jul 3 Jul 8 Jul 12 Jul 16 Jul 27 and Jul 30 ALB ON1208: Jun 5</p> <p>Happisburgh: ILB D-468: Jun 15</p> <p>Hartlepool: ALB ON1131: Jun 16 Jun 26 and Jul 14 ILB B-568: Jun 26 and Jul 17</p> <p>Harwich: ALB ON1202: Jul 10 Jul 20 and Jul 30 ALB ON1237: Jun 9 ILB B-571: Jun 3 Jun 6 Jun 9 Jun 23 Jul 13(2) Jul 14 Jul 18 Jul 19 Jul 29 and Jul 31(2)</p> <p>Hastings: ALB ON1125: Jul 2 ALB ON1162: Jul 17 ILB D-540: Jun 14 Jun 15 Jun 17 Jul 2 Jul 3 and Jul 6</p> <p>Hayling Island: ILB B-712: Jun 11 Jun 12 Jun 16 Jun 21 Jun 28 Jul 3 Jul 8(2) Jul 9 Jul 18 Jul 19 Jul 29(3) Jul 30(3) and Jul 31 ILB D-496: Jun 11 Jun 21 Jul 3 Jul 5 Jul 29(2) and Jul 30(2)</p> <p>Helensburgh: ILB B-581: Jun 14 and Jul 15</p> <p>Helwick Head: ILB B-760: Jun 6 and Jul 22</p> <p>Holyhead: ALB ON1123: Jun 10 (2) Jun 18 Jun 20 Jul 1 Jul 13 Jul 21(2) Jul 22 Jul 23(2) and Jul 30</p>	<p>ILB D-507: Jun 18 and Jul 3</p> <p>Horton & Port Eynon: ILB D-531: Jun 4 Jun 17 Jul 1(2) Jul 12 and Jul 29</p> <p>Howth: ALB ON1113: Jun 10 (4) and Jul 6 ILB D-530: Jun 10 Jun 18 Jun 25 Jun 30 (2) Jul 6 Jul 16 and Jul 22</p> <p>Hoylake: ALB ON1163: Jun 1 Jun 14 Jun 17 and Jun 18 (2)</p> <p>Humber: ALB ON1160: Jun 10 and Jun 28 ALB ON1237: Jul 9 and Jul 10</p> <p>Hunstanton: ILB B-749: Jun 18 (5) Jun 21 Jul 7 and Jul 31</p> <p>Ilfracombe: ALB ON1165: Jun 30 Jul 1 Jul 3 Jul 23 and Jul 24 ILB D-483: Jun 17 Jul 16(2) Jul 19 Jul 25 and Jul 30</p> <p>Invergordon: ALB ON1206: Jun 20 and Jul 8</p> <p>Islay: ALB ON1219: Jun 21</p> <p>Kilkeel: ILB B-593: Jun 4 Jun 13 Jun 17 Jun 28 and Jul 29</p> <p>Kilmore Quay: ALB ON1187: Jun 9 Jun 13 Jun 8 Jul 9 Jul 10 Jul 11 Jul 22 Jul 23 Jul 25 and Jul 28</p> <p>Kilrush: ILB B-729: Jun 16 and Jul 5(2)</p> <p>Kinghorn: ILB B-701: Jun 11 (2) Jun 17 Jun 18 Jun 21 Jun 25 Jun 27 Jul 16(2) and Jul 23(2)</p> <p>Kippford: ILB D-477: Jul 5 and Jul 21</p> <p>Kirkcudbright: ILB B-585: Jun 4 Jun 25 and Jul 19</p> <p>Kirkwall: ALB ON1231: Jun 13 and Jun 18</p> <p>Kyle of Lochalsh: ILB B-740: Jun 2 and Jul 16</p> <p>Largs: ILB B-739: Jun 3 (4) Jun 4 Jun 8 Jun 9 Jun 17 Jun 18 Jun 24 Jun 25 Jul 1(2) Jul 2(2) Jul 5 Jul 16 and Jul 25</p> <p>Larne: ALB ON1067: Jun 29 and Jul 12</p> <p>Lerwick: ALB ON1221: Jun 13 (3) Jul 10 Jul 13 Jul 19 and Jul 31</p> <p>Little & Broad Haven: ILB D-484: Jun 2 Jun 14 Jun 18 and Jul 26</p> <p>Littlehampton: ILB B-564: Jun 4 (2) Jun 10 Jun 11 Jun 18 Jul 2 Jul 3 Jul 15(2) Jul 16(3) Jul 22 and Jul 24(2)</p> <p>Littlestone-on-Sea: ILB B-573: Jun 26 Jul 3(2) and Jul 15</p> <p>Llandudno: ILB D-508: Jun 13 Jun 18 Jun 19 Jul 4 Jul 9 and Jul 28</p> <p>Lochinver: ALB ON1144: Jun 4 and Jun 24</p> <p>Longhope: ALB ON1098: Jul 19</p> <p>Lowestoft: ALB ON1132: Jun 29 Jul 30 and Jul 31 ILB ON1132: Jun 1</p>
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Lifeboat launches

<p>Lyme Regis: ILB B-741: Jun 10 Jun 18 Jul 9 Jul 22(2) Jul 23 and Jul 24</p> <p>Lymington: ILB B-566: Jun 2 (2) Jun 11 Jun 15 Jun 17 Jul 1 Jul 17 Jul 28 and Jul 30</p> <p>Lytham St. Annes: ALB ON1189: Jun 3 Jun 10 Jun 24 Jun 29 Jul 4 and Jul 30 ILB D-509: Jun 3 Jun 9 Jun 10 Jun 19 Jun 28 Jun 29 Jul 5 Jul 22 and Jul 30</p> <p>Mablethorpe: ILB D-506: Jul 12 and Jul 30(2)</p> <p>Macduff: ILB B-578: Jun 1 Jun 15 Jun 16 Jun 22 and Jul 13</p> <p>Mallaig: ALB ON1078: Jun 5 (2) Jun 12 (2) Jun 13 (2) Jun 22 Jul 10(2) Jul 13 Jul 16 Jul 24 and Jul 31</p> <p>Margate: ALB ON1177: Jun 12 Jun 25 Jul 18 Jul 19 Jul 23 and Jul 25 ILB D-467: Jul 21 and Jul 24 ILB D-545: Jun 12 Jul 1 Jul 2 Jul 9 and Jul 10</p> <p>Minehead: ILB B-708: Jun 16 Jul 8(2) Jul 18 and Jul 23</p> <p>ILB D-549: Jul 4 and Jul 23</p> <p>Moelfre: ALB ON1116: Jun 11 Jun 17 Jun 21 Jul 16 Jul 30 and Jul 31 ILB D-532: Jun 4 Jun 18 (2) Jul 19 Jul 28 and Jul 30(2)</p> <p>Morecambe: ILB D-440: Jun 12 Jun 18 (3) Jun 25 Jun 30 Jul 2 Jul 6 Jul 21 Jul 22 Jul 24 and Jul 26</p> <p>Mudford: ILB B-583: Jun 11 Jun 17 Jun 19 Jun 21 Jul 3 Jul 5 Jul 16(3) Jul 18 Jul 22 Jul 26 Jul 29(2) and Jul 31</p> <p>New Brighton: ILB B-721: Jun 1 Jun 9 Jun 14 Jun 18 (2) Jun 26 Jul 9 Jul 23 Jul 25 and Jul 26</p> <p>New Quay (Cardiganshire): ALB ON1172: Jun 17 and Jun 18</p> <p>ILB D-469: Jun 17 (3) Jun 18 Jul 22 and Jul 24</p> <p>ILB D-476: Jul 31</p> <p>Newbiggin: ILB B-745: Jun 17 and Jun 22</p> <p>Newcastle: ALB ON1188: Jul 21 and Jul 31 ILB D-478: Jun 16 Jul 9 and Jul 21</p> <p>Newhaven: ALB ON1243: Jun 6 Jun 18 Jun 29 and Jul 25</p> <p>Newquay (Cornwall): ILB B-705: Jun 2 and Jun 7 ILB B-715: Jun 30 Jul 7 Jul 15 Jul 19(2) and Jul 31 ILB D-423: Jun 2 and Jun 3 ILB D-497: Jul 1(2) Jul 7 Jul 19(2) Jul 24(2) and Jul 31(2)</p> <p>North Berwick: ILB D-452: Jun 25</p> <p>Oban: ALB ON1058: Jul 24 Jul 26 Jul 30 and Jul 31 ALB ON1213: Jun 3 Jun 4 Jun 11 Jun 23 Jul 3 and Jul 6</p> <p>On Passage: ALB ON1100: Jun 28</p> <p>Padstow ALB ON1094: Jun 10 Jun 13 and Jun 18</p>	<p>Peel: ALB ON1181: Jun 4</p> <p>Penarth: ILB B-734: Jun 10 Jun 18 Jun 20 and Jun 24 ILB D-534: Jun 20 Jun 24 Jul 29(2) and Jul 30(2)</p> <p>Penlee: ALB ON1085: Jun 4 Jun 26 and Jun 30</p> <p>Peterhead: ALB ON1127: Jul 11 Jul 24 and Jul 31</p> <p>Poole: ALB ON1089: Jun 7 Jun 18 Jun 27 Jun 30 Jul 1 Jul 13 and Jul 17</p> <p>ILB B-710: Jun 1 Jun 6 Jun 14 Jun 15 Jun 17 Jun 18 (4) Jun 19 Jun 27 Jul 2 Jul 3 Jul 13 Jul 14 Jul 17 Jul 22 and Jul 23</p> <p>Port Erin: ILB B-594: Jun 4 and Jun 16 (2)</p> <p>Port Isaac: ILB D-546: Jul 12 and Jul 13</p> <p>Port St. Mary: ALB ON1234: Jul 12 and Jul 30(2)</p> <p>ILB D-462: Jun 5</p> <p>Port Talbot: ILB D-550: Jun 10 Jun 18 (2) Jun 20 Jun 25 Jul 3 and Jul 6</p> <p>Portaferry: ILB B-706: Jun 3 Jun 4 Jun 12 Jun 17 Jun 18 (2) Jun 19 Jul 3 and Jul 8(2)</p> <p>Porthcawl: ILB B-726: Jun 16 Jun 17 (3) Jun 18 (4) Jun 25 (2) and Jun 26 (2)</p> <p>ILB B-762: Jul 21 Jul 22(3) and Jul 29(2)</p> <p>Porthdinllaen: ALB ON1120: Jun 18 Jul 1 and Jul 23</p> <p>Portpatrick: ALB ON1151: Jun 1 (2) Jul 12 and Jul 15</p> <p>Portree: ALB ON1214: Jun 13 Jun 24 and Jul 11</p> <p>Portrush: ALB ON1070: Jun 8 ALB ON1247: Jun 13 Jun 18 Jun 23 and Jul 28</p> <p>ILB D-456: Jun 5 Jun 18 Jul 13 Jul 22 and Jul 29</p> <p>Portsmouth: ILB B-730: Jun 4 (2) Jun 10 Jun 11 Jun 18 (3) Jun 28 Jul 1 Jul 8 Jul 9 Jul 17 Jul 18 Jul 23(2) Jul 25 Jul 26 and Jul 28</p> <p>ILB D-421: Jun 10 Jun 28 Jul 1 Jul 24 and Jul 25(2)</p> <p>Pwllheli: ALB ON1168: Jul 29 ILB D-522: Jul 28</p> <p>Queensferry: ILB B-753: Jun 7 Jun 10 Jun 18 Jun 21 Jun 26 Jul 3 Jul 7 Jul 15 Jul 18 Jul 20(2) Jul 21(2) Jul 26 and Jul 30</p> <p>Ramsgate: ALB ON1197: Jun 2 Jun 3 Jun 5 Jul 8 Jul 18 and Jul 22</p> <p>ILB B-558: Jun 19 Jun 26 and Jul 1(2)</p> <p>ILB B-713: Jul 15 and Jul 22</p> <p>Red Bay: ILB B-728: Jun 3 Jul 2 and Jul 14</p> <p>Redcar: ILB B-580: Jun 8 Jun 27 and Jul 2</p>	<p>Rhyl: ALB ON1183: Jun 18 ILB D-485: Jun 17 (2) Jun 18 (7) Jun 25 Jul 22(2) Jul 23(3) Jul 28 and Jul 30</p> <p>Rock: ILB D-489: Jul 15 Jul 17 and Jul 31</p> <p>Rosslare Harbour: ALB ON1092: Jul 7</p> <p>Rye Harbour: ILB B-727: Jun 18</p> <p>Salcombe: ALB ON1130: Jun 4 (2) Jun 15 Jun 16 Jun 17 Jun 24 Jul 22(2) and Jul 24</p> <p>Scarborough: ALB ON1175: Jun 12 and Jun 23</p> <p>ILB D-466: Jul 8</p> <p>Seahouses: ALB ON1173: Jul 23 ILB D-451: Jun 22 ILB D-529: Jul 20</p> <p>Selsey: ALB ON1074: Jun 19 Jun 30 and Jul 22</p> <p>ILB D-533: Jun 19 Jun 29 (2) Jul 1 Jul 5 Jul 15(2) Jul 16 Jul 22(4) and Jul 28</p> <p>Sheerness: ALB ON1211: Jun 5 Jun 30 Jul 1 and Jul 17</p> <p>ILB D-513: Jun 3 Jun 4 Jun 12 Jun 17 Jun 18 Jul 2 and Jul 4</p> <p>Shoreham Harbour: ALB ON1158: Jun 18 (2) Jul 1 and Jul 22</p> <p>ILB D-501: Jul 3 Jul 21(2) and Jul 23</p> <p>Silloth: ILB B-709: Jun 4 and Jun 16 ILB B-714: Jun 25 and Jul 23</p> <p>Skegness: ALB ON1166: Jun 2 and Jul 29 ILB D-460: Jun 2 Jun 9 Jun 18 (4) Jul 23 Jul 26 and Jul 29</p> <p>Skerries: ILB B-747: Jun 4 (2) Jun 5 (3) Jun 10 (3) Jul 6 Jul 9 Jul 12 Jul 20 Jul 22 and Jul 31</p> <p>Southend-on-Sea: ILB B-567: Jun 3 (3) Jun 4 (3) Jun 5 Jun 16 Jun 17 Jun 18 (2) Jun 19 Jun 25 Jul 3 Jul 13(2) Jul 15 Jul 17 Jul 21 Jul 22(2) Jul 23 Jul 29(2) and Jul 30</p> <p>ILB D-425: Jul 6 Jul 10 and Jul 28</p> <p>ILB D-435: Jun 1 (2) Jun 6 (2) Jun 12 and Jun 19</p> <p>ILB D-487: Jun 8 Jun 17 and Jun 19</p> <p>Southwold: ILB B-750: Jun 10 and Jun 29</p> <p>St Abbs: ILB B-572: Jul 2 Jul 18 and Jul 24</p> <p>St Agnes: ILB D-453: Jun 4 and Jun 14 (2)</p> <p>St Bees: ILB B-719: Jun 6 Jun 25 Jun 28 Jul 18 and Jul 22</p> <p>St Catherine: ILB B-579: Jun 9 Jul 2 and Jul 22(2)</p> <p>St Davids: ALB ON1139: Jul 6 and Jul 23 ILB D-543: Jul 30</p> <p>St Helier: ALB ON1157: Jun 7 Jun 10 Jun 19 Jun 21 Jul 4 Jul 13 Jul 20 Jul 21 and Jul 27</p> <p>St Ives: ALB ON1167: Jun 25</p>	<p>ILB D-515: Jun 30</p> <p>St Mary's: ALB ON1229: Jun 4 and Jul 27</p> <p>St Peter Port: ALB ON1108: Jul 30 ALB ON1203: Jun 12</p> <p>Staithes And Runswick: ILB B-531: Jul 22 ILB B-576: Jul 2</p> <p>Stornoway: ALB ON1238: Jun 7 Jun 12 Jun 15 Jun 16 Jul 5 and Jul 31</p> <p>Stranraer: ILB D-448: Jun 27 and Jul 7 ILB D-457: Jul 12 Jul 27 and Jul 30(2)</p> <p>Stromness: ALB ON1236: Jun 6 Jun 11 Jun 30 and Jul 3(2)</p> <p>Sunderland: ALB ON1180: Jun 1 Jun 3 Jun 15 and Jun 25 ALB ON1225: Jul 23 and Jul 29(2)</p> <p>ILB D-470: Jun 1 Jun 3 Jun 12 Jun 18 Jul 17 Jul 22 Jul 28 and Jul 29(2)</p> <p>Swanage: ALB ON1182: Jun 1 Jul 1 Jul 7 and Jul 30</p> <p>ILB D-475: Jun 12 (2) Jun 14 Jun 18 (2) Jul 1 Jul 9(2) and Jul 30</p> <p>Teemouth: ALB ON1110: Jul 2</p> <p>Teignmouth: ILB B-562: Jul 19 ILB B-588: Jun 12 Jun 18 (5) Jul 2 Jul 7 and Jul 13</p> <p>Tenby: ALB ON1112: Jun 10 and Jun 14</p> <p>ALB ON1122: Jun 30 Jul 16 and Jul 27</p> <p>ILB D-438: Jun 10 Jul 15(2) Jul 16(2) Jul 22 Jul 24 Jul 27 and Jul 31</p> <p>The Lizard: ALB ON1145: Jun 16 Jun 21 Jul 11 Jul 21 and Jul 23</p> <p>The Mumbles: ALB ON1096: Jun 4 and Jun 6 ILB D-463: Jun 4 Jun 6 Jun 29 Jul 1 Jul 4 Jul 15 Jul 22(2) and Jul 26</p> <p>Thurso: ALB ON1149: Jun 11 and Jul 25</p> <p>Tighnabruach: ILB B-743: Jun 29 and Jul 27</p> <p>Tobermory: ALB ON1143: Jun 3 Jun 10 Jul 4 Jul 8(2) and Jul 22</p> <p>Torabay: ALB ON1076: Jun 9 Jun 17 Jun 18 Jul 9(2) Jul 13 Jul 16 Jul 20 Jul 22(3) and Jul 31</p> <p>ILB D-406: Jun 17 (2) Jun 21 Jun 23 Jun 29 Jun 30 Jul 2(3) Jul 6(2) Jul 15 Jul 16(2) Jul 21(2) Jul 29(2) Jul 30 and Jul 31</p> <p>ILB D-504: Jun 8</p> <p>Tramore: ILB D-415: Jun 18 Jul 22 and Jul 24</p> <p>Trearddur Bay: ILB B-731: Jun 2 Jun 3 Jun 6 (2) Jun 25 Jun 26 (2) Jun 30 Jul 1 Jul 20(2) Jul 22(3) and Jul 24</p> <p>Troon: ALB ON1134: Jun 13 (2) Jul 1 Jul 17 Jul 22(2) and Jul 25</p> <p>Tynemouth: ALB ON1242: Jun 26 Jul 10</p>	<p>Jul 12 Jul 20 and Jul 24</p> <p>ILB D-535: Jun 15 (2) Jun 26 Jul 23 and Jul 27</p> <p>Valentia: ALB ON1218: Jun 11 Jun 19 Jun 26 Jun 30 Jul 19 and Jul 27</p> <p>Walmer: ILB B-589: Jun 4 Jun 19 and Jul 29</p> <p>Walton & Frinton: ALB ON1154: Jun 10 Jun 16 Jun 25 Jul 3 Jul 7 and Jul 20</p> <p>Wells: ALB ON1161: Jul 23 ILB D-512: Jul 22 Jul 23 and Jul 26</p> <p>West Kirby: ILB D-379: Jun 2 Jun 18 (2) Jun 21 and Jul 9</p> <p>ILB D-473: Jul 12 and Jul 30</p> <p>West Mersea: ILB B-570: Jul 22 and Jul 29 ILB B-590: Jun 6 Jun 13 Jun 16 and Jun 17</p> <p>Weston-super-Mare: ILB B-557: Jun 19 Jun 24 Jul 4 Jul 17 and Jul 21</p> <p>ILB D-537: Jun 18 Jun 19 Jun 24 Jul 2 Jul 4 Jul 17 and Jul 21</p> <p>Weymouth: ALB ON1051: Jun 2 ALB ON1081: Jun 8 Jun 9 (2) Jun 10 Jun 11 Jun 13 Jun 15 (3) Jun 18 (2) Jun 21 Jun 29 Jul 1(2) Jul 8 Jul 12 Jul 16 Jul 17 Jul 22(3) Jul 24(2) Jul 28 and Jul 31</p> <p>ILB B-746: Jun 2 Jun 3 Jun 9 (2) Jun 10 (2) Jun 11 (2) Jun 15 Jun 17 Jun 18 Jul 1 Jul 8 and Jul 28</p> <p>Whitby: ALB ON1212: Jun 18 Jun 29 and Jun 30</p> <p>ILB D-521: Jun 18 Jun 21 Jun 29 Jun 30 and Jul 30</p> <p>Whitstable: ILB B-713: Jun 2 Jun 4 (2) Jun 5 Jun 10 (2) Jun 14 Jun 16 Jun 17 (2) Jun 20 Jun 21 Jun 23 and Jul 4</p> <p>ILB B-764: Jul 8 Jul 17(2) Jul 22(2) Jul 27(2) and Jul 30</p> <p>Wick: ALB ON1224: Jun 12 Jun 24 and Jul 23</p> <p>Wicklow: ALB ON1153: Jun 17 Jul 2 Jul 6 Jul 9 Jul 15 and Jul 29</p> <p>ILB D-518: Jul 2 Jul 9 and Jul 18</p> <p>Withernsea: ILB D-541: Jun 11 Jul 3 and Jul 28</p> <p>Workington: ALB ON1141: Jun 4 Jun 25 (2) Jun 28 (2) and Jul 1(2)</p> <p>Yarmouth: ALB ON1053: Jun 3 Jun 7 Jun 10 Jun 20 (2) Jul 6 Jul 9 Jul 16 Jul 22(2) and Jul 23</p> <p>Youghal: ILB B-561: Jun 6 Jul 6 Jul 16 and Jul 28</p>
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ALB=all-weather lifeboat
ILB=inshore lifeboat

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



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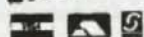


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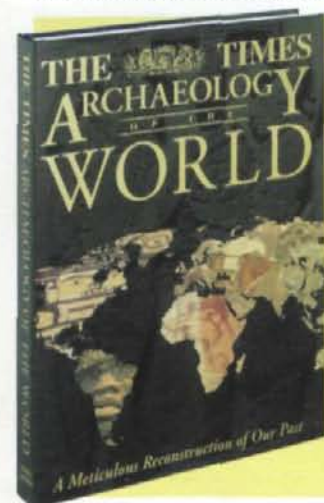
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