

The **Lifboat**

Spring 2001

The magazine of the RNLI

Welsh lifeboat
stations

Helicopter
rescue

Goodbye to
the Waveney



Lifboats
Royal National Lifeboat Institution



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Quote: Rich Warren, Chicago Tribune, 20 Sept. '96.

The Lifeboat

Spring 2001

In this issue...



Issue 555

The magazine of the **Royal National Lifeboat Institution**
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Front cover

Beaumaris crew members put their station's Atlantic 75 lifeboat, *Blue Peter II*, (B-768) through her paces beneath the overcast skies.

Photo © Royal Bank of Scotland/Rick Tomlinson. Please tel 02380 458450 for prints.

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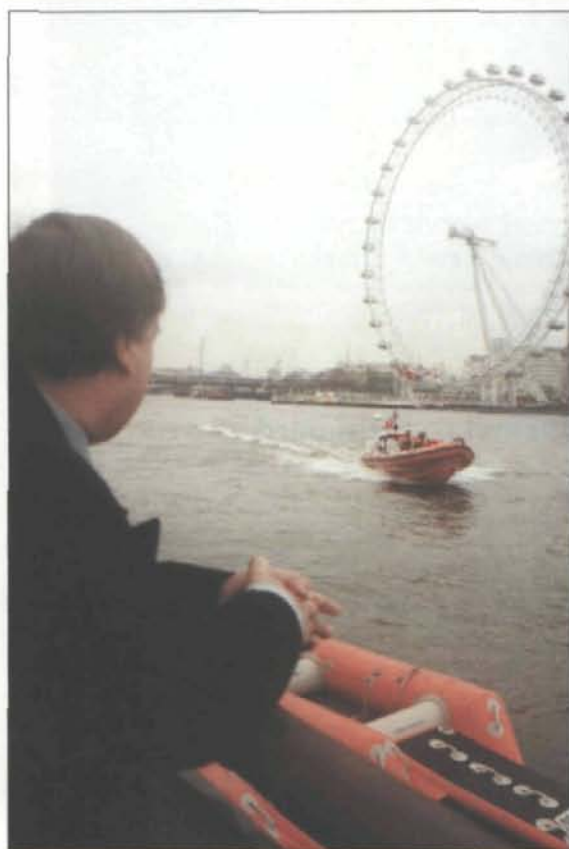
Just some of the ways the money is raised

List of launches

39

Station by station lifeboat launches for August, September and October

Lifeboats on the Thames



Above: Deputy Prime Minister John Prescott at the launch of the Thames initiative in January.

Right: Eileen Dallaglio, whose daughter was a victim of the *Marchioness* disaster, talks to lifeboatmen (l-r) Phil Julian, Steve Simmonds and Gary Payne at the launch.

The RNLI is to provide lifeboat cover for a new search and rescue service for the river Thames. Three lifeboat stations will be established, which will be the first lifeboat stations to specifically cover a river rather than estuarial waters.

The lifeboat stations are likely to be established at Gravesend, Tower Pier and Chiswick Pier. In addition, the Metropolitan Police, London Fire Service and PLA vessels will continue to provide previously declared resources.

The lifeboats are required to launch within one minute of being alerted and to reach any point between Canvey Island, in Essex, and Teddington, in Middlesex, within 15 minutes. There are over 100 incidents every year on this stretch of the river. To meet this requirement, the lifeboat stations will be manned 24 hours a day, 365 days a year.

Lifeboats are usually manned by volunteers, who leave their normal jobs to go to the assistance of people in difficulty. However, the speed of response required, the number of incidents and the city

environment will require crews to be on standby at their station, even if a proportion of them are volunteers.

The lifeboat stations are likely to go into service in January 2002, but the types of lifeboats or rescue craft to be used, actual sites and manning arrangements have yet to be agreed. Existing inshore lifeboats such as the Atlantic 75 are likely to be suitable. However, it may be appropriate to use other rescue craft such as hovercraft.

A detailed planning process is under way, which will take around nine months to complete. Operational lifeboats would then be placed in position very quickly.

Despite their inland location, Londoners have a long history of supporting the RNLI through donations and fundraising – particularly on London Lifeboat Day, which takes place in March every year. It is therefore very good to be able to repay that support with practical and expert assistance.



The Lifeboat is published four times a year and is sent free to RNLI members and governors. The next issue will be Summer 2001 and will appear in July 2001. News items should be received by 22 May, 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.

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

Flying lessons



Following the announcement in the winter issue of **The Lifeboat**, the RNLI has started testing a 7.6m (25ft) hovercraft to assess its potential as a new rescue vehicle. The six-seater craft is being tested in Poole harbour over a variety of terrains, including grasses, mud banks and different beach conditions. Flying

under different weather conditions will also assist the project team to decide if hovercraft have a practical use for the RNLI throughout the UK and Republic of Ireland.

The Hovercraft chosen for the trials is a standard Griffon 450TD, manufactured by Griffon Hovercraft Limited of Southampton. If hovercraft are found to

enhance rescue operations, the technical department will design craft to precise requirements, just as with lifeboats.

The RNLI is consulting with interest groups such as English Nature, Dorset Wildfowlers and the RSPB, as well as Poole Harbour Commissioners to ensure that test areas are acceptable to all parties and unlikely to cause any damage to wildlife or the environment.

Lifeboats often have to operate in estuaries or close inshore where the terrain presents problems for water-borne craft. There are areas of mudflats, sandbanks and vegetation that lifeboats

either have to circumnavigate or cannot reach. Hovercraft may present a solution to this problem.

Hovercraft are easy to launch and store. They can be moved by road and also provide covered areas for survivors – something that cannot be done on existing inshore lifeboats. They will not replace but compliment the work of the lifeboats, reaching people in trouble more quickly and so preventing them getting into more serious danger.

Initial trials will last around three months. If the Poole trials are successful, a further three months of trials will take place at selected locations nationwide.

Moving forward on new initiatives

Inland waters

In a packed Railway Hotel in Enniskillen on 7 February an RNLI team presented its plans for an inland waters pilot scheme on Lough Erne, Northern Ireland.

The public meeting was held primarily to recruit potential crew for the pilot station, which is to be called Enniskillen Lifeboat Station, and over 30 were signed up.

As **The Lifeboat** went to press, training was due to start and the boat is due on station in April ready for a declared service at the beginning of June.

A minimum of 18 crew will be needed along with shore helpers and

admin support. When set up, Enniskillen Lifeboat Station will become the 40th station in Ireland.

The project will be run with the cooperation of HM Coastguard and the Royal Ulster Constabulary who will work with us over the coordination of the service.

Lough Erne covers some 50sq miles over two loughs which attract a high level of water activity including fishing, sailing, canoeing and over-the-water flying. At busy times over 600 people use the lough each week.

Once planning permission is granted, the pilot will run from land donated by the Lough Erne Yacht Club. It is proposed

to use an Atlantic 21 initially but it may prove necessary to have more than one in use.

Project manager Angus Watson is currently negotiating with local authorities and rescue organisations in the Broads and in the Lake District to consider expanding the pilot project to cover these two areas.

Beach rescue

As **The Lifeboat** went to press, the first two public meetings in were due to take place in Cornwall, in Newquay, for a pilot at Restormel, and in Liskeard for the Caradon pilot.

An RNLI team will present the rationale behind the pilots at the

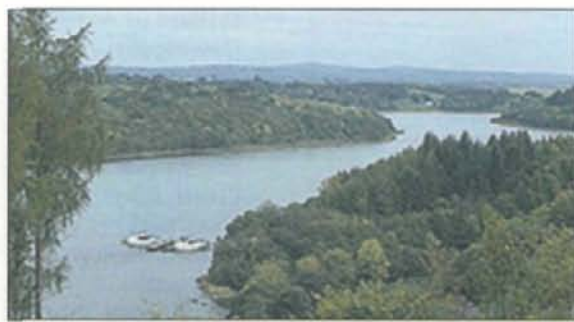
two meetings and invite questions. Senior representatives of the two councils will add their support of the pilots.

Public meetings are still being arranged for three other pilot beaches in Bournemouth, Poole and Weymouth and negotiations with the local authorities concerned are continuing.

STOP PRESS

As **The Lifeboat** went to press, the RNLI had cancelled all public meetings due to the foot and mouth outbreak.

Lough Erne, where the first RNLI inland waters pilot will take place.



NEWS

New lifeboats named



Coxswain Rod McGillivray (far left) and the lifeboat crew at the naming ceremony for Aberdeen's Severn class lifeboat *Bon Accord*.

After a hectic September for naming ceremonies, things quietened down somewhat over the Winter months.

In late September, the new **Blackpool** D class lifeboat was named *William and Rose Nall* at a quiet family naming ceremony. The D class was donated by the sons of Mr and Mrs Nall in memory of their parents. It will join Blackpool's second D class, *Edgar Law* and the Atlantic 75 *Bickerstaffe*.

Aberdeen's new Severn class lifeboat *Bon Accord* was named at a ceremony on 14 October.

The naming was performed by Margaret Farquhar, former Lord Provost of Aberdeen, in recognition of the large donation made by Aberdeen City Council. The ceremony was attended by RNLI chairman Peter Nicholson, his first Scottish ceremony since taking over as chairman in July.

November saw the naming ceremony for **Ilfracombe's** new D class lifeboat *Deborah Brown*, which joins the Mersey class *Spirit of Derbyshire* at the North Devon station.

Stations celebrate



The Queen Mother (then Duchess of York) in 1926 at the naming ceremony of the Watson Motor lifeboat *John Russell* at Montrose, one of the oldest RNLI lifeboat stations.

Following on from Montrose and Sunderland stations' bicentenaries in 2000, several more stations reach significant anniversaries in 2001. The histories of four of these stations are looked at in the latest issue of *Storm Force News*, the RNLI's magazine for young supporters, and the article is reproduced on pp 26-27 of this issue of *The Lifeboat*.

200th anniversary
Lowestoft
Scarborough

150th anniversary
Lytham St Annes
Newbiggin

100th anniversary
Barry Dock
Cleethorpes
Minehead
North Berwick
Port Isaac
Teignmouth

Lifeboats on campus

The RNLI and the University of Southampton announced in February an agreement to work together to carry out research and development projects for lifeboats while supporting the training of future professional engineers.

The RNLI is at the forefront of technological change and development in the small boat industry

and has worked with the University before on materials used in the construction of lifeboats, but this partnership will be much more proactive and will ensure that future generations of lifeboats, and the crews that operate them, will benefit from the most up-to-date technology available.

This more direct link with one of the leading

universities involved in engineering and marine and naval architecture will be of mutual benefit, allowing the RNLI to draw upon a large number of specialists and facilities, and the University will gain from having the RNLI as an industrial partner.

The first project to be worked on will be lifeboat repair techniques.

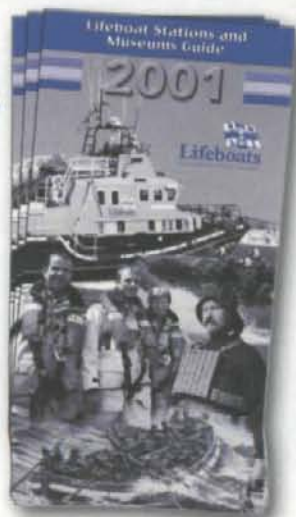
Get yours free!

2001 Lifeboat Stations and Museums Guide

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

Just send an SAE (DL size - 220mm x 110mm) requesting a copy to:

**PR Department,
RNLI,
West Quay Road,
Poole,
Dorset BH15 1HZ.**



RNLI Public Relations Awards

The winners of the annual RNLI Public Relations Awards were presented with their awards at a ceremony at the London Boat Show in January. The awards recognise exceptional individual or group contributions in promoting the lifeboat service. This year there were three categories of award; the printed media, the broadcast media and special individual or group effort.

Joint Winner: Printed Media

The Coleraine Chronicle

For playing a fundamental role in the success of the Portrush Lifeboat Appeal, which raised £250,000 towards the new Severn class lifeboat.

Joint Winner: Printed Media

East Anglian Daily Times

For running two appeals which raised over £100,000 and recruited volunteer support for the RNLI from all age groups.

Winner:

Broadcast Media

BBC Radio Cleveland

For raising over £78,000 through an appeal to fund the new Atlantic 75 lifeboat for Hartlepool station, named *BBC Radio Cleveland*.

Winner: Special

Individual or Group

RNLI Mozambique Flood Relief Team

For their considerable effort to cooperate with media requirements resulting in extremely favourable national coverage.

New Year Honours

It is with great pleasure that we announce that the following people have been honoured by Her Majesty The Queen in the New Year Honours:

FOR SERVICES TO THE RNLI

Member, Order of the British Empire (MBE)

John Harrop – chairman, Ruthin branch

John Scott – honorary secretary, Portrush lifeboat station

Fred Walkington – former coxswain, Bridlington lifeboat station

OTHER AWARDS OF INTEREST

Knight Bachelor (KB)

Alderman Clive Martin – lately Lord Mayor of London, for service to the Corporation of London (former *ex officio* member, Committee of Management)

Dr John Parker – chairman Lattice Group plc, for service to the defence and shipbuilding industry (member, Committee of Management)

Commander, Order of the British Empire (CBE)

Dr Andrew Cubie – for service to business and the community (vice president, Committee of Management, deputy chairman, Fundraising Committee and chairman, Scottish Lifeboat Council)

Geraldine Peacock – chairman, Association of Chief Executives of Voluntary Organisations and chief executive, The Guide Dogs for the Blind Association, for service to the voluntary sector

Member, Order of the British Empire (MBE)

Vivian Evans – for service to the community in Swansea (shorehelper and former crew member, The Mumbles lifeboat station)

Rae Graham – for service to charity (vice chairman, RNLI Bellaghy branch)

Jean Moore – for service to the NSPCC and to the community (box secretary, RNLI Hawarden branch)

The need for speed



Following the vital work of lifeboat volunteers in flood relief in Mozambique in March 2000, the RNLI has established a Rapid Response Unit to respond to emergencies at home and abroad at short notice.

The Mozambique expedition highlighted the need to have specially equipped and trained teams at the ready. In a telephone survey soon after last year's mission, 70% of RNLI supporters and the general public expressed support for the RNLI providing similar overseas help in the future.

The new unit may very soon be put to the test, as forecast floods in

Mozambique are predicted to be worse than last year. The Department for International Development has requested help from the RNLI and will pay for the equipment and deployment of teams.

Three teams of volunteers from throughout the RNLI have been selected, under the leadership of training inspector Ian Canavan, who was in charge of the eight-man team that went to Mozambique in March 2000. The teams are operating a rotating schedule whereby one team is on 24 hours notice for deployment, one team on 14 days notice and one team on general standby.

The RNLI team that went to Mozambique in March last year helped to save thousands of lives. The new Rapid Reaction Unit will continue this vital lifesaving effort.

NEWS

Watermark shopping goes online



This spring sees the launch of the RNLI's award-winning Watermark catalogue online. This is not the beginning of the end for the paper version; the online Watermark has been designed to complement its cousin and give supporters more choice in how they buy.

Jayne George, managing director of RNLI Sales commented 'We want to ensure that our customers have the best choice of buying opportunities available. People can already order by post, by phone, by fax or even by email,

so progressing to the web was a natural next stage.'

Over 30,000 users visit the award-winning website each month and a huge percentage of RNLI supporters have access to the Internet.

'We've gone to great lengths to make sure the site is as secure as possible,' said Jayne. 'In fact for the time being, the actual credit card transaction is made offline. We simply ask customers for their card details, encrypt them and then take them off the Internet and undertake the transaction in the normal way.'

Initially there will be a good selection from the new spring

catalogue with an emphasis on useful things for the garden and gift ideas for the summer. As the year progresses, so will the items.

It will be well worth browsing the site on a regular basis because, unlike its paper cousin, it can very quickly advertise a new product range or a great offer to supporters.

The site will be tested over the coming months to see what supporters like and what they don't. The more automated the ordering process the more cost efficient it becomes. But ecommerce can only succeed if it delivers what the customer actually wants.

Take a look at the site today on www.lifeboats.org.uk

Grace Darling, from a portrait by Henry Perlee Parker



Award for Grace Darling Museum

The RNLI's Grace Darling Museum will be presented with an award on 9 May 2001 in recognition of all the tireless work by the organising committee since its formation.

The museum was established in September 1938, exactly 100 years

after Grace's famous rescue of nine sailors from the paddle steamer *Forfarshire*. It has an impressive collection of original relics of Grace Darling and her father William, and the *Forfarshire*. Among these exhibits are the boat used in the gallant rescue, items

of clothing and household goods belonging to the Darling family and a wide range of paintings, literature and medals.

The museum, which is located in the centre of Bamburgh, in Northumbria, is open from Easter to October, 10am to 5pm daily.

All change at the top



Ian Venham, corporate services director

In January this year, the RNLI's deputy director Ray Kipling left the Institution after over 27 years to take over as director of the Wessex Medical Trust. It was decided to take this opportunity to introduce some changes in senior management team

posts and responsibilities. The new post of corporate services director was created and this was filled by Ian Venham, formerly in charge of fundraising and marketing. The new senior management team is as follows.

Andrew Freemantle

Terry Clark

David Morgan

Ian Venham

Michael Vlasto

Edward Wake-Walker

Charles Watton

Vacant

chief executive

engineering and supply director

corporate services director

operations director

public relations director

finance director

fundraising and marketing director

Britannia Rescue exclusive deal



The RNLI has arranged a discount for its supporters with Britannia Rescue, voted road rescue best buy for four consecutive years by *Which?* magazine.

The agreement entitles RNLI supporters up to 15% discount on membership of Britannia Rescue, meaning that prices start from just £38.60 per year. In addition, they guarantee

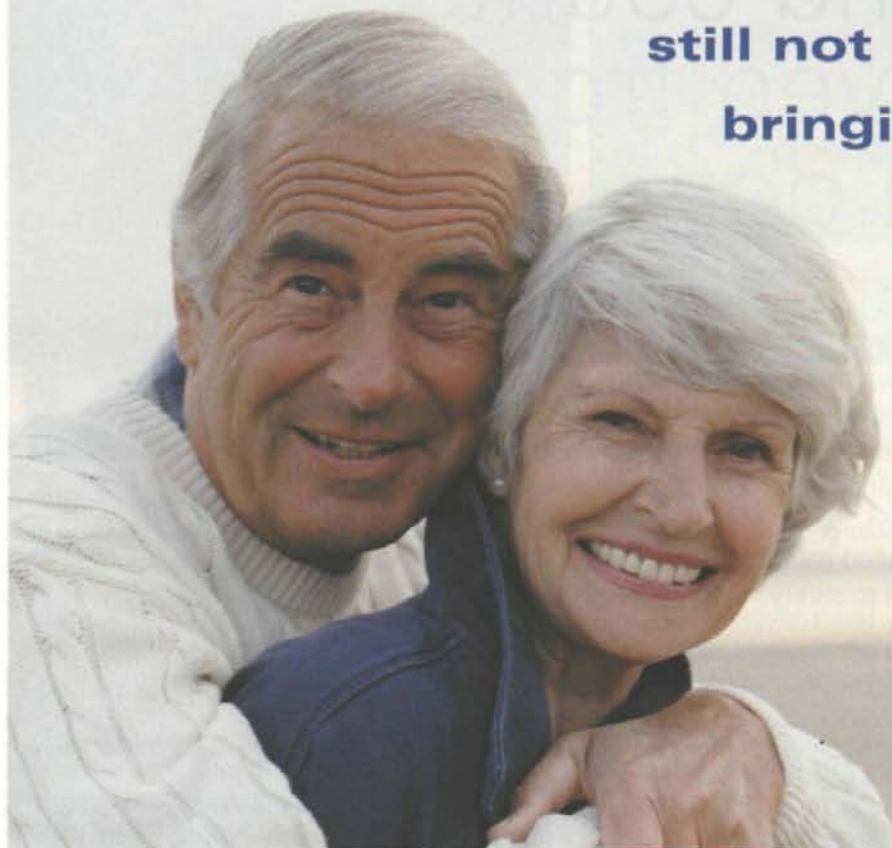
to recover trailers of any length – a handy benefit for boat owners.

Britannia Rescue's parent company is a long-term supporter of the RNLI and has raised almost £400,000, some of which has gone to fund three inshore lifeboats.

Further details of this offer can be found in Britannia Rescue's advertisement on page 13.

**"If I thanked the lifeboatmen every day
for the rest of my life, it would
still not be enough for
bringing him back."**

***Mrs Rose McRoy, whose
husband Jim was
rescued by Sunderland
inshore lifeboat***



There *is* a way that says it all.

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 £274,000 a day to keep the lifeboat service running.

Six out of ten lifeboat launches are only possible thanks to legacies.

Volunteer lifeboat crews give their time to save others in danger. They ask for no reward other than the satisfaction of a 'good job well done'. They deserve the best boats, equipment and training. You can help make sure they continue to receive them, with a legacy gift in your Will.

If you would like to remember the lifeboat crews in your Will, please send for our legacy information pack today. You'll receive useful and practical advice about making or updating your Will.

**Send now for your free
information pack and discover
how a gift in your Will can
help volunteer lifeboat crews.**

☐ **Please send me your legacy information pack.**

Please return this form to: John Marshall, Legacy Enquiries Officer,
RNLI, FREEPOST (BH173), West Quay Road, Poole, Dorset BH15 1XF.
Thank you.

Title Forename

Surname

Address

Postcode

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



Lifeboats

Royal National Lifeboat Institution

Registered Charity No. 209603

Although this is a genuine rescue, substitutes have been used in the photograph to protect confidentiality.

LBJ01/4

LIFEBOAT SERVICES

Every second counts as three saved from submerged dory



The Lifeboat
Atlantic 75 B-713
OEM Stone I

Assisting Lifeboat
Trent class ON-1211
George and Ivy Swanson

The Crew
Bronze Medal
Helmsman **David Parry** for his
'outstanding courage,
seamanship and skill'.

Medal Service Certificate
Crew Members
Seth Gleeson
Andrew Flanagan

The crew of the Whitstable lifeboat had just 17 minutes to save three lives. Weather conditions were so bad, they exceeded the operating limits of the lifeboat, but the crew knew that the man and two boys at sea stood little chance of survival on their own. Showing great skill and courage, David Parry, Seth Gleeson and Andrew Flanagan defied gale force winds and three-metre waves to bring them to safety.

When helmsman David Parry woke up on the morning of 28 May 2000, his first thought was the weather. 'I was slightly concerned,' he recalled 'as it was blowing a gale outside, yet the forecast had only been for a moderate breeze'. His worries proved to be right when, as he went downstairs to check the latest forecast, his pager went off.

Amateur angler Neil Brinsley and two 15-year-old boys had gone out for some early morning fishing when the unexpected weather had caught them off guard. Their 5m dory (a small flat-bottomed coastal fishing boat) *Angelina* was taking in water and sinking five miles east of Whitstable.

Fortunately, Whitstable had received a relief Atlantic 75 lifeboat *OEM Stone I* just 11 days earlier, replacing their existing Atlantic 21 lifeboat. It would have been much more difficult for the Atlantic 21, which does not have a ballast capability, to cope with the extreme weather but, although conditions exceeded the Atlantic 75's operating limits, it was decided to launch.

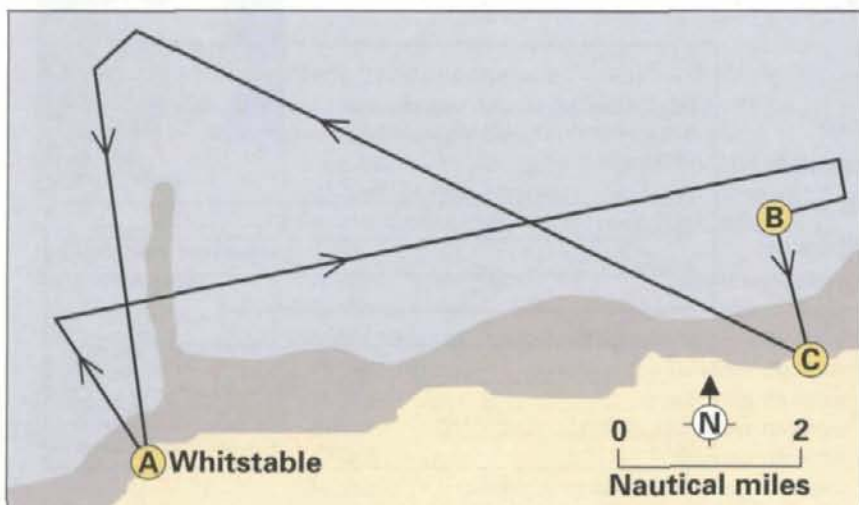
'A split-second decision had to be made. I don't think I could have taken that risk and

launched without discussing it with my colleagues. We were absolutely at the limit of the boat's capacity.'

Helmsman David Parry

Just 12 minutes after launching, the crew spotted the partially submerged dory with two people desperately bailing with fish boxes as 3m waves broke over the boat. As the lifeboat closed in, they could see the third crewmember huddled in the cuddy (a covered space, smaller than a cabin). 'I didn't think we had much hope of spotting people in the water in those conditions,' remembered David, 'so I was very relieved when we found the boat still more or less afloat, complete with crew.'

David decided the only possible approach was to carry on past the dory then turn back and approach its starboard side. He would then hold position next to the vessel and recover the survivors. However, as the lifeboat got to within 10m of the sinking dory, the casualty swung around uncontrollably in the raging seas and David had to pull away.



Rescue of the *Angelina*

- 0738 Coastguard requests RNLI assistance
- 0740 Crew paged and maroons fired
- A. 0743 *OEM Stone I* launched
- 0745 Contact established with casualty
- 0750 Contact with casualty lost
- 0752 *George & Ivy Swanson* launched
- B. 0755 *OEM Stone I* reaches casualty
- 0757 Casualties brought on board lifeboat
- C. 0804 Casualties landed at Herne Bay

Weather conditions

Wind gusting force 8-9 from west-northwest
Rough sea with short, steep waves up to 3m
Overcast but dry
Visibility poor

LIFEBOAT SERVICES



By now the dory was on the point of sinking and as David started his second approach, it sank beneath the waves and the terrified occupants struggled to get out. The two on the stern were able to swim away, but the young boy in the cuddy was trapped.

'All we could see of him was a hand reaching out from under the water, trying to get out.'

Helmsman David Parry

For a few desperate moments, the crew feared the worst. David sped towards the spot where the boat went down but thankfully, as he approached, the boy struggled to the surface and grabbed hold of the now submerged cuddy.

David now manoeuvred the lifeboat's port shoulder against the cuddy, swinging the lifeboat's stern over the submerged stern of the dory where the other two men were swimming. All three casualties were able to grab the lifeboat's lifelines just as the dory finally slid away beneath them.

Their terrifying experience was not yet over, however, as they were barely able to keep hold of the lifelines in the rough sea. David kept the lifeboat on a steady course while Seth and

Andrew helped them into the boat. 'I think the casualties were too shocked to respond to anything,' said David. 'The lad who had been trapped in the cuddy was becoming hysterical. It'll probably be a long time before he gets in a boat again.'

It was vital that the casualties reached shore as soon as possible, so David headed for nearby Herne Bay Harbour. However, the sea was too rough to land at the harbour, so David was forced to head for a nearby beach which was more sheltered. The casualties were helped ashore and taken to hospital, where they were treated for cold and shock.

'Although this shout was fairly short in duration, it was without doubt the most difficult and demanding that I have done, simply due to the sea conditions.'

'Those who we rescue are often criticised for being ill-prepared or foolhardy, yet these people checked the weather forecast, launched on a flat clam sea, and still ended up losing their boat, and very nearly their lives.'

Helmsman David Parry



Above left: Herne Bay mobile coastguard officer Peter Neame with sailor Neil Brinsley shortly after his dramatic rescue.

Above right: Safe landing at Herne Bay

Below: tractor driver Mike Judge, Andrew Flanagan, Seth Gleeson and David Parry

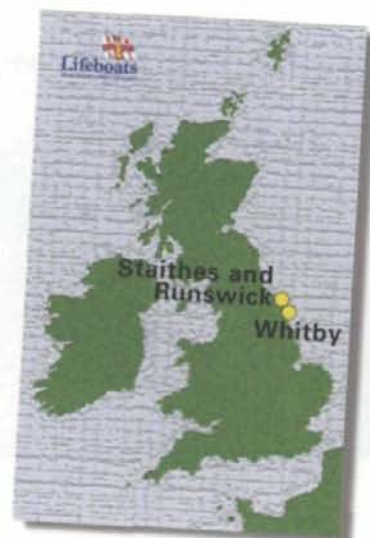
Many thanks to the Whitstable Times newspaper



LIFEBOAT SERVICES

Rescue of sailor leaves no room for error

When a lone sailor found himself in trouble in Runswick Bay last September, it took close cooperation between the crews of the Staithes and Runswick inshore lifeboat and the Whitby all-weather lifeboat to bring him to safety. Operating in fearsome weather conditions and severely restricted waters, the two crews utilised each lifeboat's particular strengths to pluck the casualty from his ill-fated vessel.



The Lifeboat
Atlantic 21 B-531
Foresters

Assisting Lifeboat
Trent class ON-1212
George and Mary Webb

The Crew
Bronze Medal
Helmsman **Stephen Iredale**
for his 'courage, determination
and boathandling'.

Thanks on Vellum
Second Coxswain **Keith Elliot**
for his 'boathandling,
seamanship and leadership'.

Medal Service Certificate
Crew Members
Sean Baxter
Colin Harrison

Vellum Service Certificate
Mechanic
Glenn Goodberry
Second Mechanic
Nicholas Botham
Third Mechanic
John Pearson
Crew Members
Anthony Morley
Mark Frankland
Treve Ellis

**Right: Bronze Medal
winner Stephen Iredale**
© Sarah Tully,
Whitby Gazette
Above right: Keith Elliot
Far right: Whitby crew

At 1.47 in the morning of Wednesday 20 September 2000, Whitby lifeboat station was contacted by Humberside coastguard. The trimaran *SIS* with one person on board was in trouble in Runswick Bay in large breaking seas. The crew were paged and the Trent class lifeboat *George and Mary Webb* was launched with second coxswain Keith Elliot in command.

'Having had previous dealings with the *SIS* and her owner in Runswick Bay, in daylight and less severe weather, I was certain that we would need the Staithes Atlantic to assist if it was possible for them to launch in such conditions,' recalled Keith. The Staithes crew were paged and the Staithes Atlantic 21 *Foresters* was launched with helmsman Stephen Iredale in command.

'As with all night-time callouts, if you are asleep when the pager goes, your reaction is automatic,'

said Stephen. 'Thinking only starts after you've started to run to the boathouse. I quickly realised that the weather had turned nasty and my initial thought was — what are we being called out for?'

It was a dark night with poor visibility and the only sight was the white tops of breaking waves. The large breaking waves of 3-4m were pushing both crew and boat to the limit. Stephen had to use every ounce of his experience and skill just to negotiate the seas.



'In those sea conditions, in the pitch black with only white water visible, having a good active crew is vital. In this case, team work was the key to the success of the callout.'

Helmsman Stephen Iredale

As Stephen and his crew battled through the waves, the Whitby lifeboat arrived at Runswick Bay and found the *SIS* with the help of coastguards on the shore using searchlights and torches to light up the scene. It was immediately clear to Keith and the crew that there was little they could do until the Staithes lifeboat arrived.

Keith recalled the terrifying conditions in the bay. 'As we approached the casualty we had seas breaking over the lifeboat to a depth of 2m or more, causing some of the crew's lifejackets to inflate automatically. We manoeuvred closer to the *SIS* so that we could attempt a last-resort rescue should she break free of her anchor before Staithes arrived on the scene.'

Keith held the lifeboat about 30m from the casualty and two of the crew manned the searchlights, one facing forward illuminating the casualty and one facing aft to light the approach of the Staithes lifeboat. Meanwhile, Stephen and his crew had been having an arduous passage, with



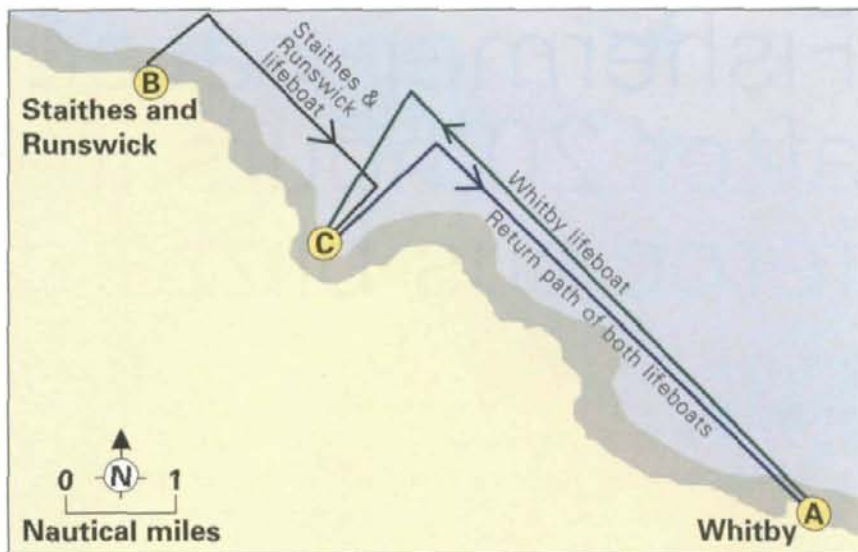
LIFEBOAT SERVICES

Rescue of the SIS

- 0147 Whitby lifeboat crew paged
- A. 0206 Whitby's Trent class lifeboat *George and Mary Webb* launched
- 0213 Staithes and Runswick crew paged
- B. 0217 Staithes and Runswick's Atlantic 21 lifeboat *Foresters* launched
- C. 0234 Whitby lifeboat arrives on scene
- C. 0237 Staithes and Runswick lifeboat on scene
- C. 0240 Casualty transferred to *Foresters*
- C. 0247 Casualty transferred to *George and Mary Webb*

Weather conditions

Easterly Gale Force 8
3-4m swell with breaking waves
Poor visibility
Heavy rain



poor visibility in driving rain. The journey took 20 minutes, about four times the normal, due to the severe weather conditions.

Stephen moved in to assess the situation. Seas were sweeping over the entire length of the trimaran and he knew it was vital to get the crewmember off as quickly as possible. Keith manoeuvred the Whitby lifeboat around to provide as much lee as possible, although the worsening sea conditions meant that the lifeboat was now rolling through 50°.

'As Staithes Atlantic was approaching the SIS, they were at risk of being smashed at any time.'

Second Coxswain Keith Elliot

Staithes crew member Sean Baxter instructed the casualty to get on deck in preparation for transfer to the lifeboat. Stephen approached the trimaran three times before it was possible to get into position between its main hull and the outrigger. 'The casualty appeared, crawling along the deck, and I knew we only had one chance to nip in and snatch him,' said Stephen. 'Once we were alongside, Sean and Colin went forward to grab him. I think they literally prized him off the deck.'

Sean and Colin held the casualty firmly on the deck of the Atlantic as waves washed through the lifeboat, threatening to sweep them all away. As Stephen brought the boat around,

they managed to move aft and secure themselves.

It was now vital to transfer the casualty to the Whitby lifeboat as soon as possible, as he would not have been able to make it back to Whitby in the inshore lifeboat. Despite the heavy weather, the transfer was completed without too much difficulty and the two lifeboats headed out to sea.

Just as Keith thought he could head for home, alarms started ringing throughout the lifeboat. The bilge alarm had activated and the crew found they had two feet of water in the engine room. 'At this point we were homeward bound with the casualty on board,' said Keith. 'The prospect of all eight of us thumbing a lift back to Whitby on the Atlantic in the prevailing weather conditions was not a nice one.' Fortunately, the pumps cleared the water, which had entered the engine room when the boat was positioned stern to sea while awaiting the Staithes lifeboat earlier in the service.

The weather was now so bad that the Staithes lifeboat could not risk the journey back to Staithes and so it carried on to Whitby in the company of the Whitby lifeboat, returning to Staithes the next morning.

'Only those that were on that job can possibly know just how horrible the conditions were that night. The crews on both boats showed great courage carrying out their duty in a manner for which they can all be proud.'

Second Coxswain Keith Elliot

'This was easily the most difficult shout I have ever been on helm or crewed for. Obviously I'm really honoured to be presented with a medal, but I don't think I've got any plans to go for a Silver!'

Helmsman Stephen Iredale



LIFEBOAT SERVICES

Fishermen saved after 20 hours in ferocious blizzard

It took a joint effort by the Mallaig and Kyle of Lochalsh lifeboats, RAF and coastguard helicopters and local fishermen to locate two friends who got lost while out whelking on 27 December last year. The two men had gone out separately and neither knew the other was nearby, yet both were caught out by the near whiteout conditions caused by a fierce snowstorm and freezing temperatures.



The Lifeboat
Arun class lifeboat ON-1078
The Davina & Charles Matthews
Hunter

Assisting Lifeboat
Atlantic 75 B740
Alexander Cattanaich

The Crew
Coxswain
Michael Currie
Crew Members
Patrick Morrison
Albert McMinn
Paul Sinclair
Neil MacDonald
Martin Boyce

Mallaig crew aboard their new Severn class lifeboat
Henry Alston Hewitt,
which they received shortly after this service,
with divisional inspector
John Caldwell.

The men both went out at around 3pm looking for whelks and both were due back before dark. However as night fell there had been no sign of them and the alarm was raised.

'We were told they never went beyond a certain bay,' said Michael Currie, coxswain of the Mallaig lifeboat. 'We concentrated our search along the coastline but there had been a colossal amount of snow. Any boat would have been covered in snow and very hard to see.' To make matters worse, the coastline where the men had gone missing is very rough and the lifeboat couldn't get close to shore to search. The crew used a searchlight to scan the shore, but heavy snow reflected the light back making it even harder to see.

The Kyle of Lochalsh lifeboat joined the search along with an RAF Helicopter and local fishing boats, but hopes of finding the men were not high. As midnight approached the weather was worsening when the helicopter spotted one of the boats moored in a bay several miles south of the initial search area. The site was 25 miles from any habitation, but the helicopter crew could see footsteps leading inland from the boat.

The lifeboat and fishing vessels could now concentrate their search on the other vessel, but with worsening weather and zero visibility they reluctantly decided to abandon the search until morning.

The boats set out again at 6 o'clock the next morning to resume the search, and were now joined by

helicopters from the RAF and Stornoway Coastguard, a mountain rescue team and local volunteers. 'Things were starting to look very serious,' recalled Michael.

After four hours, the first man was found more than a mile from his boat struggling through the heavy snow. He was immediately

transferred to Broadford Hospital and the search continued for the other man. Just half an hour later the fishing boat *Golden Isles* spotted the second missing boat drifting 1 mile off the Isle of Rhum.

He had spent the night drifting in the boat, not knowing where he was. When morning came the boat was hit by a huge wave and he was thrown into the water. Fortunately he was only in the water for around half an hour before the *Golden Isles* found him. She brought him aboard and contacted the lifeboat and he was then transferred by helicopter to join his friend in hospital. 'A huge cheer went up in the lifeboat when we found he was alright,' remembered Michael. 'It was remarkable that the two men had survived such severe weather conditions. We weren't expecting to find them. It is incredible how they stuck it out for 20 hours.'

'It was an experience I hope never to repeat but I know that my rescue was only one of the many which the RNLI undertakes every year. I have never been out at sea in such conditions before; in the time it took to refuel my outboard, visibility went from several metres to zero. I could hardly make out the bow of the boat and I became disorientated. I was lucky to survive.'

Donald John MacDonald
Rescued fisherman





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LIFEBOAT SERVICES

Crewman steers yacht to place of safety



Above (l-r):
Campbeltown's Severn
class lifeboat *Ernest and
Mary Shaw*; deputy
second coxswain David
Cox; crew member
Stephen Scally.

There is no such thing as a routine job for lifeboat crews. When the Campbeltown lifeboat was called out on 1 October 2000, it was simply to escort a troubled yacht to the safety of Campbeltown Loch. Yet this seemingly straightforward task required extreme skill, courage and initiative to ensure the safety of the five people onboard.

The *Ernest and Mary Shaw* was launched following reports that a yacht, the *Mirror Image*, was encountering very rough conditions while attempting to round the Mull of Kintyre. As the lifeboat hurried to her aid, a Force 10 storm was in the offing and it was vital to get the yacht to a safe harbour before the worst of the weather hit.

As the lifeboat approached the *Mirror Image*'s reported position the conditions were worsening and the crew found the yacht rolling violently in heavy seas. Deputy second coxswain David Cox, who was in command, manoeuvred the lifeboat to the starboard side and proceeded to escort the yacht towards Sanda Sound at around 3 knots.

It was extremely difficult going and by the time the two boats approached Sanda Sound, their speed had dropped to just 1 knot. Darkness was coming on and the weather was continuing to worsen. David realised that the yacht would not be able to make it back under her own power. He offered her a tow but her crew were in no condition to secure it.

David took the decision to place a lifeboatman aboard the vessel and closed in with crew member Stephen Scally at the ready. Thanks to David's skill and precision in manoeuvring the lifeboat, Stephen was successfully transferred to

the yacht at the first attempt. He was able to secure the tow and the lifeboat's drogue was deployed.

The yacht's crew were suffering the effects of their traumatic journey and asked Stephen to take over control. He therefore took over the helm and the two boats continued towards safety. As the boats cleared the lee of Sanda Island they encountered a large quartering sea and Stephen needed to use all his skill and seamanship to maintain control of the yacht.

The tow continued cautiously with the yacht surging on the wave crests and broaching occasionally until they reached the relative safety of Campbeltown Loch. David judged that the yacht could now manage on her own and the tow was released. The yacht was then able to berth under her own steam.

Weather conditions

Launch site

Squally weather
Southerly Force 6
Moderate to choppy seas
Good visibility

Casualty position

Strong Gale
Southerly Force 9
High seas with 8m swell
Poor visibility

The Lifeboat

Severn class lifeboat ON-1241
Ernest and Mary Shaw

The Crew

Deputy Second Coxswain

David Cox

Crew Members

Stephen Scally

Keith Wright

David Colville

Graeme Flaws

Stephen McShannon

Peter Reid

Ailsa Clark

Dave Ward

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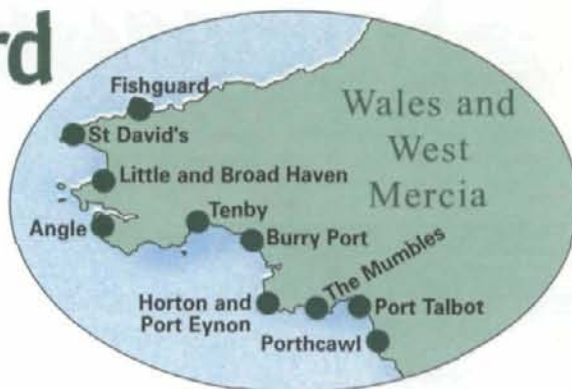
Porthcawl to Fishguard

RNLI shoreworks manager Howard Richings continues his look at lifeboat stations around the coast.



Above: Three generations of boathouses at The Mumbles – the old ALB boathouse is in the right foreground with the new ILB boathouse in the centre and the current slipway station in the distance.

Below: Tenby boathouse, home of the RNLI's longest slipway, is soon to be replaced.



It would have been easy to prolong our stay at St Donat's Castle and learn more of the work of the world famous United World College of the Atlantic and its multi-national student

population, but time and the seasons are moving on and, if this epic circumnavigation of the RNLI's realm doesn't do the same, it will be the 3rd Millennium rather than the 2nd that we shall be celebrating.

It was back in 1995 that work started to the west on the new boathouse at **Porthcawl**. One of the criterium for a successful planning application was that the new building should enhance the sea front and set the standard for future development of the promenade area of this holiday town. Welsh stone and slate featured strongly in the design. The resultant very robust and striking building was put to the test soon after opening in January 1996 when a fierce storm struck causing extensive damage around the coastline of England and Wales. A few slates were displaced and an external wing wall demolished but otherwise the building stood the test of its baptism.

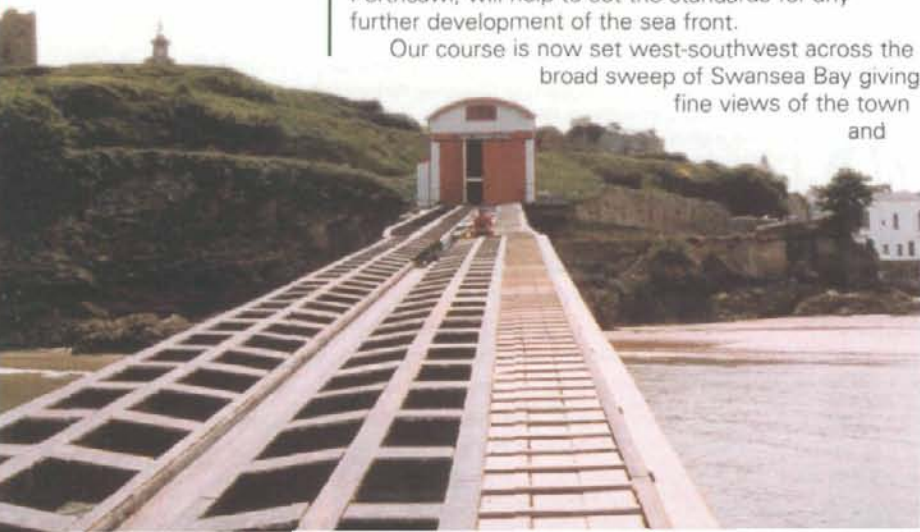
As we tack westwards against the prevailing wind we can look inland to the mountains and valleys from whence came the coal which fuelled the industrial revolution. Although the mining industry has now declined the distinctive linear forms of the steel mills and the vertical paraphernalia of oil refineries still dominate the skyline as we approach **Port Talbot**. The coastal plain is narrow here with the M4 and the main railway line clearly visible squeezing between the town and the backdrop of steeply rising hills. It was only in 1999 that Port Talbot's new boathouse was completed mid-way along the town's broad sea front. The new building was partly funded by monies from the local authority as the old station was cut off from the sea by major new coast protection works which resulted in the boathouse being relocated several hundreds of metres west of its previous position. The new building has, however, also provided much deserved modern facilities for the crew and, as at Porthcawl, will help to set the standards for any further development of the sea front.

Our course is now set west-southwest across the broad sweep of Swansea Bay giving fine views of the town and

bringing back memories of family holidays and days spent riding the much lamented Mumbles Train whose distinctive double decker rail cars traversed the sea front from the terminus near the prison to the pier at **The Mumbles**. The lines are long gone but they passed in front of the old Lifeboat House which still stands tucked under the grey slate cliffs continuing to provide a home for the local rowing club.

On the opposite side of the road is the new inshore lifeboat station which was completed in 1994 attracting a design award from the Mayor of Swansea. The new building provides supporting facilities for the crews of both lifeboats as space is very restricted in slipway boathouse prominently located alongside the pier. This distinctive red roofed building along with the reinforced structure which supports it enjoys Listed Building status. The boat platform and slipway were constructed in 1914 using precast units cast on the shore making it one of the earliest structures of its type. The boathouse was constructed in 1922. The whole structure lies beyond the low tide mark and experiences one of the highest tide ranges in the world with only the Bay of Fundy in Newfoundland exceeding its 10m (33ft) rise and fall. Major repairs to the reinforced concrete substructure were undertaken in 1993 which involved specialist personnel working with the rapidly rising and falling water levels to cut out and replace concrete and steel. The Mumbles has a long and proud life boating history and this will be assured well into the next century when the new class of slipway lifeboat arrives in a few years time. Before that can happen the boathouse will have to be rebuilt. Studies are already in hand looking at the options for a project which will undoubtedly be one of the major challenges for the shoreworks office in the coming years.

After a breakfast of lava bread, bacon and cockles our journey continues leaving the Mumbles Head astern and reluctantly passing a number of the Gower Penninsular's spectacular golden sand bays with more childhood memories of trekking down cliff paths with picnic baskets and eating sandwiches which, somehow, always had an added sprinkling of sand. Fortunately, in its wisdom the RNLI retains a lifeboat station at **Horton and Port Eynon**. The current inshore lifeboat house was completed in 1991 replacing the two small prefabricated garage units which previously housed the D class lifeboat and its equipment. Nestling behind the sand dunes which back the beach at Horton, the boathouse was one of the first of the new generation of architect designed buildings. A lookout tower gives a view over the dunes. In previous times a lifeboat was stationed at Horton's larger neighbour, Port Eynon. In January 1916 the Port Eynon lifeboat and three of her crew were tragically lost – an event recorded in the statue of a lifeboat man which stands in the village churchyard. This monument is one of many around the coasts which bear witness to the bravery and sacrifice of crews and communities over the years. The RNLI, although not itself responsible for the upkeep of many of these memorials, does try to keep an eye on them and wants to hear of any which may be in disrepair.





As a rural community in a sensitive conservation area Horton is a current example of the difficulties that can be encountered by the RNLI when trying to improve the lifeboat service. Consultations have been in hand for several years, so far without success, to find a site to accommodate an Atlantic 75 ILB in addition to the station's existing D class ILB.

Much care is required in departing Port Eynon and rounding the Worm's Head where the interplay of wind and tide and the rugged shoreline combine to catch out the unwary. Keeping well to seaward of the gently shoaling sands and the rich cockle beds of Penclawdd we await the high tide before navigating into the tidal harbour at **Burry Port**, currently home of a D class ILB. In 1994 the old boathouse was completely modernised but on the night of 11 January 2000 disaster! For only the second time in the RNLI's history fire struck and the roof and first floor were gutted. Despite all the proper precautions a glowing ember of paint from maintenance work smouldered hidden in the eaves for several hours before igniting the the roof in the early hours of the morning. The fire was spotted in time for the boat and Land Rover to be removed but it was too late for the crew room. At the time of our visit the station were impatiently waiting for the local authority – our landlords – to put repairs in hand. (Work finally started in August and should have been completed by early November).

Turning westwards once more we cross Camarthen Bay passing Pendine Sands, famous as a past site for attempts on the Land Speed record, and arriving at **Tenby** – a traditional slipway boathouse dating from 1905 and boasting, at 110m, the RNLI's longest slipway. Reportedly the most photographed shed in Wales the lifeboat house and its future are currently the subject of much debate. The coming of FSB2 will require the rebuilding of the boathouse and this, combined with siltation which regularly re-imposes a launching limitation despite annual visits by excavators, has led to plans to relocate the station further around the headland. Negotiations and consultations were started in 1998 and a planning application together with the requisite Environmental Impact Study were submitted in 2000. If all goes well construction should be under way in 2001-02 with completion well in time for the arrival of the new class of lifeboat.

The voyage from Tenby takes us initially past Caldey Island with its famous monastery and then on past the headlands of Stackpole, St. Govan's and Linney – a section of coast accessible mostly only on foot – before we enter the deep water channel leading to the docks and oil refineries at Milford Haven and Pembroke. **Angle** lifeboat station lies on the southern side of the haven just west of Angle Bay. The boathouse and slipway were rebuilt in 1992 after giving 70 years of service. The project represented a major milestone in the current rebuilding programme.

It was the first slipway station to be built for over 20 years. Although close, as the seagull flies, to the docks and refineries, land access to Angle is difficult and the contractor had to build several hundred metres of new road to supply the site.

Once under way again, and giving wide berth to the rocky islands of Skokholm and Skomer with their noisy seabird colonies, our course turns easterly following the coastal path to the twin villages which give their names to **Little and Broad Haven** lifeboat station in the southerly reaches of St Brides Bay. Compared with its sister stations on the Pembroke coast Little and Broad Haven has placed few demands on the Shoreworks office since its new ILB boathouse was completed in early 1992. The station's operating area covers a variety of coastline including holiday beaches and rocky cliffs. It is rocks, however, which feature prominently in the vicinity of our next anchorage at St Justinians. Here we join the continuous procession of late summer visitors who use the slipway of **St David's** lifeboat station to embark and disembark from the fleet of small boats which ferry them to the bird sanctuary on Ramsey Island. So much does the St David's boathouse typify the public image of a lifeboat station that it has been accorded the ultimate accolade of being immortalised in Legoland at Windsor. There is much lifeboat history beneath the rocky cliffs with the recently renovated earlier 19th century masonry and slate boathouse now housing the D class ILB which was added to the station in 1998. Much attention will soon be focussed on this rugged and picturesque site as planning starts ready for the complete rebuilding of the station ready for FSB2 – this will arguably be the greatest engineering challenge of all the projects to date. It can safely be said that in the relatively short section of coast from The Mumbles to St David's we have covered stations which, over the next few years, will account for the greatest geographical concentration of financial investment in the RNLI's history.

It is thus with some relief that the final leg of this section of our voyage brings us via yet more glorious coastal scenery to the onomatopoeic Strumbles Head and into the sheltered waters of **Fishguard** harbour. Here 2000 has seen the completion of the station's new D class boathouse and crew facility building. The D class was added to the station in April 1995 and serves alongside the Trent class ALB funded by proceeds of Blue Peter's amazingly successful Pieces of Eight appeal in 1994.

The Pembroke Coastal Path continues on its 186 mile way north towards Cardigan but we shall not be back for a while because after a break to make sure that things are going well on the major projects currently in hand, we shall make the short but potentially choppy crossing to the Emerald Isle to enjoy the balmy breezes and hospitality of the 37 stations around its coast.

Top left: Tourists en route to Ramsey Island use the slipway at St David's boathouse to embark.
Above left: The new boathouse at Horton and Port Eynon replaced two garage units.
Above: Porthcawl demonstrates the way the RNLI is setting new standards in boathouse design.



Kings of the sea

The relationship between the RNLI and the Sea King helicopters of the RAF's Aeronautical Rescue Coordination Centre has proved vital in many rescue missions. James Ferguson visited RAF Kinloss to find out more about this highly effective operation



During the course of each year, literally hundreds of TV, radio and press reports will effectively begin 'An RNLI lifeboat, together with an RAF (or Royal Navy) helicopter, is...'. It is largely assumed that the audience understands the way lifeboat and helicopter work together in the rescue attempt. As might be expected, the RNLI's reputation is such that there can be little public unawareness of its task, but otherwise the availability of military helicopter assistance appears to be widely taken for granted. Even less is known about their locations, activities and capabilities or the responsibilities of their controlling agency.

Set up to save airmen in WW2

Back in 1941 there was a growing awareness that existing, and all too often ad hoc, search and rescue (SAR) arrangements were not totally satisfactory. In response to these concerns, the Royal Air Force set up a dedicated SAR organisation to provide assistance to distressed military aircrew.

By the end of World War Two its various maritime and land-based elements, the former regularly assisted by RNLI lifeboats, had aided no less than 8,000 military personnel and 5,000 civilians. Its success was such that at the end of hostilities a decision was made to retain the two existing rescue coordination centres. One was located at Mount Batten, Plymouth, and the other at Pitreavie Castle, near Dunfermline. These two centres were combined within a brand new state-of-the-art facility at RAF Kinloss, Morayshire, in December 1997.

Search and Rescue helicopters

RAF

22 Squadron

A Flight	Chivenor (HQ)	Rescue 169/170
B Flight	Wattisham	Rescue 125/126
C Flight	Valley	Rescue 122/123

202 Squadron

A Flight	Boulmer (HQ)	Rescue 131/132
D Flight	Lossiemouth	Rescue 137/138
E Flight	Leconfield	Rescue 128/129

When engaged on operational SAR tasks, RAF Wessex from Northern Ireland (Aldergrove) uses the callsign *Rescue 140*

Royal Navy

771 Naval Air Squadron		
	Culdrose, Cornwall	Rescue 193/194
819 Naval Air Squadron		
	Prestwick, Ayrshire	Rescue 177/178

819 NAS disbanding late 2001, but SAR asset to remain

Coastguard

Sumburgh, Shetland	Rescue Oscar Charlie
	Rescue Lima Charlie
Stornoway, Isle of Lewis	Rescue Mike Uniform
	Rescue Victor Alpha
Lee-on-Solent, Hampshire	Rescue India Juliet
Portland, Dorset	Rescue Hotel Lima

Ireland

Irish Air Corps	Finner, Co. Donegal
Irish Air Corps	Waterford Airport
Irish Coast Guard	Dublin Airport
Irish Coast Guard	Shannon Airport



Aeronautical Rescue Coordination Centre

1. RAF Kinloss
2. RAF Lossiemouth
3. RAF Valley
4. RAF Boulmer
5. Chivenor
6. Leconfield
7. Wattisham

During the author's recent visit, Wing Commander Bob Lander RAF, officer commanding the Aeronautical Rescue Coordination Centre (ARCC) explained 'Although our primary task, and that of the six RAF SAR helicopter flights, still remains one of assisting military personnel, this activity typically only accounts for some 5% of our work. The remainder of our activities are focused on civilians. Very simply put, our function is to save lives through providing round-the-clock helicopters, fixed-wing aircraft and RAF mountain rescue teams. Including the UK mainland and islands, we are responsible for supporting SAR operations within an area extending from the Faeroes in the north, the middle of the North Sea, through the English Channel and out to 30° longitude west in mid-Atlantic.'

Cooperation and coordination

The RAF team, assisted by civilian radio operators, typically handles some 2,000 incidents annually, involving the recovery of some 1,500 people from all kinds of incidents. The team members come from a wide range of Air Force backgrounds, and have a wealth of experience in initiating and coordinating air and ground assets, and when necessary, providing military air assistance to the civil agencies in emergencies. They monitor the search and rescue satellite system (COSPAS/SARSAT) and initiate and coordinate the appropriate responses. In addition, they coordinate all military SAR assets involved in civil or military aircraft incidents within the UK SAR region.

When there is a request from say the Coastguard for military helicopters or fixed-wing aircraft to resolve an afloat problem, the Coastguard's Maritime Rescue Coordination Centre or Sub-centre in question calls the ARCC under the terms of long-established and well-tested procedures. The ARCC then passes the details on to the most suitable SAR helicopter unit, which may be either Royal Navy or RAF, and a Sea King helicopter is scrambled. These are held at 15 minutes' readiness by day and 45 minutes by night. If there is a major incident, then a second aircraft may also be sent, as well as one or more from other units.

The Coastguard also have four contracted SAR helicopter units with Bristow Sikorsky S-61Ns under their direct control and similar reaction criteria, so if there is a military problem in

Opposite: Sea King from RAF Valley on exercise with Moelfre Tyne class lifeboat Robert and Violet.



Kings of the sea

Continued...



Lifeboats -v- Helicopters

Helicopters and lifeboats work very closely together in sea rescue, but neither can replace the other. There are jobs which one can perform better than the other; equally there are times when both are needed. Joint exercises ensure that sea rescue is improved, whichever vehicle performs the task.

Lifeboats

- can stay at sea for long periods
- able to tow
- effective in bad weather and at night
- high carrying capacity
- high-speed reaction to local incidents

Helicopters

- able to reach some casualties quicker
- able to make safer approaches in certain circumstances
- high speed
- long range

Picture © Royal Navy of Scotland, Portsmouth

most useful tool in time of trouble when there may be no access to a radio. However, as the majority of alerts are false alarms the beacons should be handled with circumspection: make a definite point of always reading and understanding the installation and servicing instructions.

Cutting edge technology

Currently, the RAF maintains two SAR-dedicated squadrons, comprising six helicopter flights, all equipped with either the Westland Sea King HAR3 or HAR3A. These purpose-built military aircraft carry a crew of four, consisting of two pilots, a radar/winch operator and a winchman; the

© RNLI

latter normally paramedic trained. They are equipped with a highly sophisticated avionics package plus night vision goggles. The helicopters cruise at around 120 knots and have a typical operational radius of almost 300 miles. The 75m winch cable can lift up to three adults at one time, and the aircraft capacity is up to 18 passengers. These work alongside two Royal Navy units, each equipped with a role-fitted variant of the Westland Sea King HAS5. Royal Navy aircraft details are similar to the RAF's but the winchman is a diver and operational radius is slightly smaller.

Coastguard units are all equipped with specialist versions of contracted (Bristow) Sikorsky S-61N and use the last two letters of their civil registrations as callsign. Coastguard aircraft details are similar to military, but have a longer cabin allowing them to carry up to 30 passengers.

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Safety is no accident

Asked for a safety message for this feature, Wing Commander Lander noted:

- Be sensible • Be seamanlike
- Stay within your capabilities and that of your boat
- Watch the weather and the tide
- Tell the coastguard who you are and what you are doing
- Plan ahead • If in doubt stay ashore or at a mooring
- Carry a radio and a beacon
- Don't rely on mobile phones
- Day/night distress flares are a must
- If it does all go wrong for some reason, just as you would with a lifeboat do as the helicopter crew tells you – they have a wealth of experience and are there to solve your problems.



Top left: RAF Sea King salutes the Invergordon lifeboat Douglas Aikman Smith following her naming ceremony. Right: The control room at RAF Kinloss.

Grateful thanks to Wing Commander Bob Lander RAF, service and civil personnel at ARCC Kinloss and Mike Mulford, RAF press officer Scotland.

The author is a former member of the Aberdeen lifeboat crew, currently the local branch media relations officer and a journalist and broadcaster who specialises in search and rescue matters.

Satellite support

The centre also handles calls from the various distress satellites. This is a fairly complex subject, but effectively involves two international systems working off beacons carried by ships, aircraft or people. The system is well worth consideration by yachtsmen and other seafarers in smaller craft as a



© James Ferguson

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*Like so many other retired couples, Graham Southworth and his wife Marjorie of Blackpool have realised that they can afford a few luxuries in retirement - by making use of their biggest asset: **their home***

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Partner's Date of Birth: / /

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An American lifeboat in Britain



From the Grahame Farr Archives

With the 25-knot Trent and Severn lifeboats becoming increasingly common sights around the coasts of the United Kingdom and Republic of Ireland, **Nicholas Leach** looks at the history of the Waveney class, the first 'fast' lifeboat to see service with the RNLI.

The introduction of the Waveney, a ground-breaking design developed and first constructed in the USA in the early 1960s, marked the beginning of the modern lifeboat era. By the mid-1950s, the United States Coast Guard (USCG) required a new design of all-weather craft. The design had to be both fast and able to operate in the worst of weathers. It also had to have twin screws, a range of 150 nautical miles at full speed, provisions for survivors and excellent towing capability. The design developed to meet these

specifications was the 44ft motor lifeboat. It was fast, strong, well-equipped and capable of operating in severe sea conditions and heavy surf.

In September 1961, the USCG announced that new 44ft lifeboats would replace the old 36-footers. A total of 110 were eventually built, of which 106 entered service with the USCG, while the remaining four were sold abroad.

Faster, stronger, better

When the RNLI began to show an interest in the USCG's lifeboat in 1963, it was the first time the Institution had seriously considered putting a fast lifeboat into service on a nationwide basis. Previously, the greatest speed achieved by the RNLI's lifeboats was a little over 9 knots.

The RNLI realised that the lifeboat was ideal for use in the UK. Not only had it been built, but it had also been tested in extreme conditions on the American seaboard. Therefore, in January 1964 a delegation visited the United States to inspect the lifeboat. During their visit, they witnessed an exercise in which a lifeboat took a 1,300-tonne vessel, the *Sassafras*, in tow. Using a nylon line the lifeboat maintained a speed of nearly six knots.

As a result of this visit, the RNLI's Committee of Management decided to acquire one of the 44ft vessels for evaluation purposes. The USCG allocated the 28th boat to the RNLI and it arrived in London in May 1964 to become the prototype vessel, numbered 44-001 by the RNLI.

Although completely different from any lifeboat in Britain, and thus initially something of a curiosity to lifeboat crews, coastal trials were an



Capsize!

Although several 44-footers have capsized during service with the USCG, only once in Britain has a Waveney capsized on service, on 28 February 1993. The Waveney

stationed at Hartlepool, *The Scout*, was twice capsized while standing by the tanker *Freja Svea* in severe conditions off the north-east coast. As she stood by, the lifeboat was climbing at an angle up a 10-15m sea when

she was laid over hard to port as she neared the wave's crest. With no water on the other side, she fell into the trough of the wave and capsized.

The lifeboat performed exactly as designed and righted. The crew sustained some minor injuries and one crew member was washed overboard but was safely picked up by an RAF helicopter. The lifeboat was damaged by the force of the water and escorted back to station by the Teesmouth lifeboat. Only minor structural damage was sustained, caused mainly by water pressure. The mast sheered, the searchlight was bent over and the after cabin had some indentations.



Photo: Nicholas Leach

Waveney Lifeboat

Length:	44ft 10in (13.4m)
Beam:	12ft 8in (3.8m)
Draft:	4ft 2in (1.2m)
Engines:	twin diesels
Speed:	15 knots
Range:	95 miles
Crew:	Five

unqualified success. As well as being fast, the boat proved capable of operating in all conditions encountered so the RNLI decided to build six further boats to the design.

The first British Waveney

In 1965 a contract was awarded to Brooke Marine, of Lowestoft, to begin construction of six 44ft boats. As the boatyard was on the river Waveney, the type was given the class name 'Waveney' and it has been RNLI policy ever since to name lifeboat classes after rivers. The first RNLI-built Waveney to enter service, *John F Kennedy*, was placed on station at Dun Laoghaire in May 1967.

The 22nd and last Waveney built by the RNLI, *The William and Jane* was completed in 1982 and stationed at Blyth. She entered service two decades after the design was first introduced in the United States. Although an outstanding design, as technology and naval architecture advanced, by the 1990s more sophisticated boats were being developed and plans for its replacement were under way on both sides of the Atlantic.

With the introduction of two new classes of all-weather lifeboat, the 17m Severn and 14m Trent, in 1994, the Waveneys were phased out of service. Both new lifeboats had fully enclosed, heated wheelhouses, and could achieve speeds up to 25 knots, almost twice that of the Waveney. Following withdrawal from station, the RNLI offered the boats for sale.

The end of an era

The last Waveney in the RNLI fleet, *Margaret Graham*, left Amble in Northumberland in July 1999 and brought the Waveney era in Britain to a close. Her departure, at 2 o'clock in the afternoon on Saturday 24 July, was marked formally by the Institution as the Waveney class was officially decommissioned. Many coxswains who had served on board Waveneys were present at the Amble ceremony to say a final farewell to the class. *Margaret Graham* sailed from Amble under the command of her retiring coxswain, Rodney Burge MBE, to take up a new role at Whitby as the local pilot boat.



A proud record

During more than three decades of service, the Waveney answered 7,000 calls and saved 2,800 lives. The coxswains and crews who served on the boat performed many fine rescues, and this is reflected in the number of bravery medals awarded to coxswains and crews who operated the boats: six Silver and 14 Bronze medals were won in Waveneys.

The USCG prototype was withdrawn from service in July 1996 and was handed over to the Columbia River Maritime Museum in 1998. The British prototype went to Chatham Historic Dockyard in 1997 to form part of the National Lifeboat Collection. In June 1999, she was taken to Poole by a crew of volunteers to participate in the 175th Anniversary celebrations. She is one of the most important lifeboats of the 20th century and her preservation ensures that the significance of the 44ft design will not be forgotten.

Main picture: The Dunmore East lifeboat *St Patrick*, built in 1974.
Top far left: The first RNLI-built Waveney *John F Kennedy*, based at Dun Laoghaire.
Top left: Hartlepool's Waveney *The Scout* with the Teesmouth lifeboat in June 1994, a year after her capsize on service.
Below: Poole's Waveney *Augustine Courtauld* sails into the sunset in August 1980.

The Waveney Lifeboats, by Nicholas Leach, costs £13 including postage (£12 + £1 postage) and is available from: Bernard McCall 'Halia', 400 Nore Road Portishead Bristol BS20 8EZ





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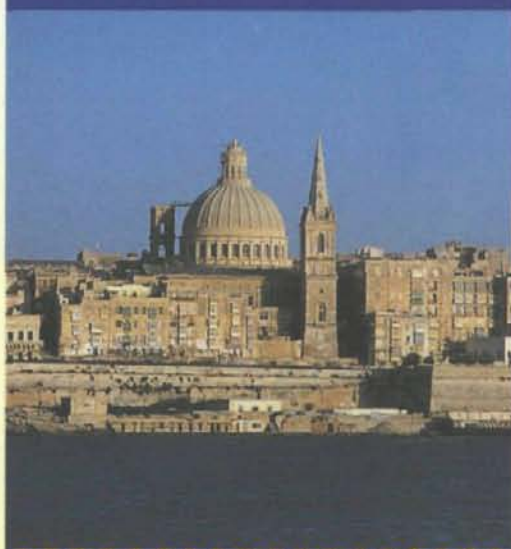
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When some of these award winners joined the RNLI, crews wore oilskins, sou'westers and kapok lifejackets, like those worn by the crew of the Porthdinllaen lifeboat in the 1950s. The Waveney class lifeboat (pp22-23) was yet to be introduced and crews relied mainly on the Watson and Liverpool class lifeboats.

Aberdovey

CW Bartlett – 23 years;
GP Davies – 16 years;
SR Davis – 13 years
Abersoch
ST Fox – 10 years;
EW Jones – 15.5 years
Abersoch (formerly Twardur Bay)
RE Jones – 20 years
Aberystwyth
B Slack – 11 years
Aberystwyth (formerly Borth)
RL Griffiths – 27.5 years
Aldeburgh
DA Doubleday – 2.5 years
Angle
MJ Eynon MBE – 36 years;
RJ Roch MBE – 48 years
Aran Islands
MO O'Flaherty – 18.5 years
Arran (Lamlash)
JM Graham – 12.5 years
Arranmore
F Bonner* – 29.5 years
Berwick-Upon-Tweed
BJ Cowan – 27.5 years;
WM Ross – 26 years
Bridlington
CA Walkington – 11 years
Burnham On Crouch
IP Simons – 16.5 years
Calshot
AC Gillies – 20.5 years
Campbeltown
GW Allamby – 10 years
Cardigan
R Taylor – 12 years
Cleethorpes
JE McClean – 13.5 years
Clogher Head
PJ Levins – 33.5 years
Courtmacsherry
JA O'Mahony* – 38 years
Criccieth
IW Evans – 11 years
Cromer
CB Craske – 31 years;
RW Davies* – 38 years;
JH Lee – 19 years;
EC Luckin – 40 years;
AJ Parker – 10 years
Donaghadee
D Thompson – 15.5 years
Dun Laoghaire
DN Nolan – 11 years

Dungeness

K Joule – 23 years;
F Paine – 26.5 years
Dungeness (formerly Littlestone-On-Sea)
P Stretton – 20.5 years
Dunmore East
HJ Kearns – 13 years;
RS Power – 12.5 years
Eastbourne
PR Toner – 15 years
Fleetwood
SP McCormick – 13.5 years
Flint
M Heel – 16.5 years
Fowey
M Hunkin – 14 years
Fraserburgh
CT Duthie – 22 years;
B Ross – 22 years
Happisburgh
THJ Beane – 24 years;
SW Jeckells – 13.5 years
Hartlepool
TE Price – 14.5 years
Hartlepool (formerly Crimdon Denel)
RW Williams – 28 years
Hayling Island
RG Mumford – 11.5 years
Holyhead
S Brugs – 23 years;
S Williams – 21 years
Ifracombe
KG Chadwick – 12 years
Invergordon
P Grant – 20.5 years
Islay
DA McGillivray – 35.5 years
Kilmore Quay
DB Culleton – 29.5 years
Kippford
DF Cockerill – 11 years
Largs
WM Anderson – 20 years
Lerwick
WM Arthur – 11 years;
PHP Clark* – 34.5 years;
MD Craigie – 12.5 years;
RH Simpson – 16.5 years;
PL Thomson – 17.5 years
Littlestone-On-Sea
WFH Mew – 10.5 years
Llandudno
DJ McCarthy – 11 years
Lochinver
G Anderson – 32 years

Awards

to coxswains, crew members and shore helpers

The following people were awarded certificates of service on their retirement in 2000.

* denotes coxswain

Names in *italic* have served at least 30 years

Names in *blue* have served at least 40 years

Longhope

A Heddle – 50 years

Lowestoft

JW Catchpole* – 27 years;

BJ Jervis – 15 years

Malraig

J Henderson – 40 years

Minehead

JMM Higgin – 12 years

Moelfre

DA Owens – 38 years

Newhaven

JD Ingram – 48 years;

SM Kent – 17 years

Newquay (Cornwall)

R Snell – 18.5 years

Oban

D Craig – 22.5 years;

MJ Robertson – 28.5 years

Padstow

MC Walker – 14 years

Peterhead

J Anderson – 16.5 years;

J Reid – 41.5 years

Port Isaac

MJ Provis – 26.5 years

Portsmouth

PD Venton-Nash – 13.5 years

Queensferry

BS Fraser – 11 years;

G Wilkie – 20 years

Ramsgate

TE Hurst – 28 years

Redcar

J Benbow – 22 years;

DJ Hodge – 11.5 years;

RJ O'Neill – 30 years

Rhyl

SA Ellis – 23.5 years

Rosslare Harbour

WJ Wickham – 35 years

Selsey

J Lawrence – 10.5 years

Sheringham

MA Watts – 13.5 years

Shoreham Harbour

GJ Tugwell – 41.5 years;

PR Tugwell – 14 years

Silloth

DGA Litt – 24 years

Skegness

PD Martin* – 32 years;

GJ Phillips – 35 years;

B Wright – 29 years;

AL Wright – 10 years

Skerries

CGJ Radley – 19 years

Southend-On-Sea

JP Carson – 17 years

St Agnes

DJC Beckett – 22 years;

AM Beckett – 17 years;

PA Roberts – 27 years

St Ives

ET Ward* – 36.5 years

St Marys

B Bennett* – 21 years

St Peter Port

PJ Martel – 13 years

Swanage

TC Haw* – 29.5 years

The Mumbles

KH Howells – 12 years;

E Pressdee – 14 years;

LJ Readle – 11.5 years

Tramore

FM Mongey – 21.5 years;

DB Musgrave FCCA – 29 years

Walmer

NW Harrison – 25 years

West Kirby

GS Hanson – 22.5 years

Whitby

KR Elliott – 11.5 years

Wick

A Durrand – 15 years;

WM McPhee* – 14.5 years

Wicklow

G Haughton* – 14 years

Withernsea

(formerly Humbar)

K Fowler – 15.5 years

Yarmouth

JP Hinton – 11 years;

DJM Lemonius* – 21 years



The 1950-built Watson class lifeboat *Sir Samuel Kelly*, based in Donaghadee.

SALUTE THE LIFESAVERS!

Can you imagine what life might have been like 200 years ago for children in the 19th century (1800-1899)?

It was a time when everything depended on how rich their parents were. The government did little to help the poor who were trying to live on less than £1 a week. New inventions were changing everyday life and towns grew quickly. Railways spread all over the country so people could travel more easily and cheaply. In those early days, lifeboat volunteers were local fishermen. Although the boats were powered by oars and sails, they did some amazing rescues, often in terrible weather. Large cargo ships would be driven onto the bottom of shallow waters in a storm and the lifeboats would battle through the large breaking waves to rescue survivors.



Today, lifeboats are high tech and volunteers come from many walks of life. Often their rescues involve the growing number of leisure users. The sea has not changed. It remains as cruel and unforgiving as ever.

This year, four stations will reach a milestone in their history. Scarborough and Lowestoft lifeboat stations will celebrate 200 years of lifesaving and are to be awarded a Bicentenary Vellum. Newbiggin and Lytham St. Annes will see 150 years of service and will each receive the Gratitude of the Institution. Other stations celebrate anniversaries in 2001 and 2002 (see the map). These stations, together with the other lifeboat stations around the coast of the United Kingdom and Republic of Ireland all have stories of incredible bravery to tell.

MAP KEY: The map shows stations that celebrate anniversaries in 2000, 2001 and 2002. (The year is shown in brackets after the anniversary.)

- = 200 years (2000)
- = 150 years (2000)
- = 100 years (2000)
- = 200 years (2002)
- = 150 years (2002)
- = 100 years (2002)



Established in 1801, Scarborough lifeboat station is one of the oldest stations in the UK and Republic of Ireland and was taken over by the RNLI in 1861.

For many years Scarborough fishermen had risked their lives using their own rowing boats to save shipwrecked men and women. An appeal for funds was made to the public and, by August 1801, the sum of £212 1shilling & 6pence ((£212 1s 6d or £212.71/2p) had been raised. This resulted in the building of the first lifeboat and boathouse. It was not until 1861 that Scarborough received its first RNLI lifeboat called *Amelia*. Tragically, *Amelia* only launched once on service when on that occasion, the lifeboat was smashed beyond repair and was never launched again.

Another tragedy happened on 8 December 1954. The lifeboat, *E.C.J.R.* had safely escorted some fishing boats back to harbour. A severe gale was blowing and the lifeboat was capsized by a huge wave that smashed right over the boat. Although she righted herself successfully, three of the lifeboat crew were killed.



▲ The Greathead lifeboat in 1801
From paintings by James Stubbs, courtesy Scarborough Public Library

Although lifeboat crews' work can be dangerous, there is a funny side to some rescues. Stuart Ogden, coxswain of Scarborough lifeboat from 1987 to 1994 has a favourite story about a lifeboat crew who went to sea in very cold weather. He says, 'We keep emergency rations on board, including Mars Bars. They got out there and decided to have a Mars Bar each. It was so cold that their teeth got stuck in them and when somebody tried to radio them nobody could answer it because all their teeth were stuck!'.

◀ John Owston, one of Scarborough's most famous lifeboatmen. He retired in 1911 after 41 years. Altogether he took part in the rescue of 230 lives.



HISTORY

- 1801 A lifeboat house was built for the first lifeboat near Mill Beck.
- 1821 The lifeboat house was moved to a site near the West Pier.
- 1861 The lifeboat station was renovated when the RNLI took over.
- 1914 A new lifeboat house was built on the promenade and was used until 1940. It then became a tractor house and has since been converted into an amusement arcade.
- 1940 A new lifeboat house was built.
- 1966 An inshore lifeboat station was established in April.
- 1987 A new tractor house was added to the boathouse.

Scarborough's current lifeboat crew with the carriage-launched, all-weather Mersey class lifeboat *Fanny Victoria* Wilkinson and Frank Stubbs, together with the *Talus* MBH tractor and *D* class inshore lifeboat, John Wesley Hillard.
© M Jaconelli

Medal Record

Seventeen medals have been awarded, 13 Silver and four Bronze, the last in 1973.



Storm Force

This spread is taken from *Storm Force News*, the exclusive membership magazine of Storm Force, the RNLI's club for children. For further details please tel (01202) 663180 or write to RNLI HQ.



There have been 150 years of lifeboat stations in Lytham St. Annes, the first being established in 1801.

A major event in the history of the RNLI occurred on the night of 9 December 1886. Forty-two crewmen from Lytham St. Annes and Southport lifeboats set out in terrible conditions to rescue the crew of the *Goat* barque *Mexico*. The Lytham lifeboat rescued the crew of 12 from the *Mexico*. The Southport lifeboat was capsized with the loss of 27 of the 29 members. The tragedy led to the first street collection for the RNLI.



▲ Lytham lifeboat Charles Biggs with the crew that went to the wreck of the *Mexico*.

Claudia Taylor, RNLI/Evening News Lifeboat Princess and her maid-of-honour, Emma Keeble with Coxswain Richard Constantine.
© Yorkshire Regional Newspapers Ltd.





Lowestoft was one of the earliest lifeboat stations and can boast having its own lifeboat since 1801.

This first lifeboat marked an unfortunate beginning to what became a long and courageous history of lifesaving. The trouble was that the beachmen, who were supposed to use her, disliked and distrusted this wooden pulling boat. If a gale was raging and a vessel needed help, the lifeboat remained on the beach.

However, in 1807, Lionel Lukin, one of the first developers of lifeboats, came to Lowestoft. He talked to the beachmen about their favourite craft, the boats they would take out in any weather.

The result was that Lukin designed a lifeboat based on these boats. She was the *Frances Ann*, the world's first sailing lifeboat. Launched in November 1807, she saved more than 300 lives in her 48 years of service at Lowestoft.



© Rick Tomlinson

The station's current Tyne class lifeboat, *Spirit of Lowestoft*, was bought by the people of the town. It arrived on station in 1997 and has launched 230 times and saved 50 lives.

Medal Record

Thirty nine medals have been awarded, two Gold, 21 Silver and 16 Bronze, the last to the present coxswain, John Catchpole for his part in the rescue of a yacht in August 1996.

John Catchpole
© Maggie Murray.



Robert Hook, who was known as the Lowestoft hero, helped to save more than 600 lives. He was twice awarded a Silver Medal.



▲ Lowestoft's lifeboat, *Frances Ann*, going out to the brig *George*, on 22 October 1820.



© Philip Murphy



▲ Past and present. Lifeboat house and crew in the 1880's.
© Lowestoft Journal

▼ The new lifeboat house, built in 1998, with the present crew.
© Lowestoft Journal

One of the more unusual services in the history of the station was when the lifeboat was asked to launch to a cow! The crew got a rope around the cow's neck but the vet had radioed to say don't pull it as it was in calf and would drown. They gently drove the cow towards the land where it staggered up the beach exhausted. The vet later wrote to thank them and said both the cow and new calf were fine!

HISTORY

- 1801 A lifeboat was placed at Lowestoft but soon removed as the local boatmen refused to man it.
- 1807 A second boat was built and a boathouse was built near the low lighthouse, beneath the town.
- 1855 Station came under the control of the RNLI
- 1870 A second lifeboat station was established but it was closed in 1912.
- 1940 The Lowestoft lifeboat *Michael Stephens* went to Dunkirk to help bring back British Forces.
- 1951 A 150th Anniversary Vellum awarded.

Carol Turner is the only female volunteer at Lytham St. Annes lifeboat station.
© Blackpool Gazette



Medal Record

Nine medals have been awarded, four Silver and five Bronze, the last being in 1981.



HISTORY

- 1851 A station was built for the first lifeboat and was used until 1863.
- 1863 A new lifeboat house was built. Since 1866, it has been used as a lifeboat museum.
- 1871 The lifeboat was placed on permanent moorings which were moved further west in the late 1960s.
- 1966 A new building was constructed at the Central Beach. It was extended in 1984, 1985 and 1991 to provide a store/souvenir shop and extra crew facilities.
- 1987 An inshore lifeboat station was established in April.
- 1989 Successful trials took place with a carriage-launched Mersey class lifeboat at St. Annes. She replaced a Tyne class lifeboat.

Last year, two Lytham St. Annes lifeboat crew were invited to join the Queen Mother's 100th birthday celebrations.



▲ Lytham St. Annes current all-weather Mersey class lifeboat, *Her Majesty The Queen*, arrived on station on 16 December 1999.

Proposed new lifeboat station at Lytham St. Annes. Building scheduled to start this year.



The lifeboathouse at Newbiggin was built in 1851 when an act of heroism impressed the Duke of Northumberland so much that he agreed to pay for a station as well as Newbiggin's first and second lifeboats, both called *Latimer*.

The original boathouse of 1851 still stands but its length of 10.9m has now been extended to 15.2m. It is the oldest operational boathouse that the RNLI operates in the UK and Republic of Ireland. An Atlantic 75 inshore lifeboat and its launching tractor are kept in the boathouse, which is also used as a training base.



▲ One of the *Latimer* lifeboats, provided by the Duke of Northumberland. Lifeboat No. 1 served from 1852-1860. Lifeboat No. 2 served from 1860-1866.

Details of the current lifeboat and crew were put into a time capsule, cemented into the foundations of the boathouse during alterations in 1998. Before the introduction of mechanical tractors in the early 1950s, the women of Newbiggin were always ready and willing to assist in launching the lifeboats. On one occasion, the Newbiggin lifeboat was called out in a fierce gale to stand by its fishing fleet. With the help of the wives and daughters of the men who were at sea, the lifeboat was launched with great difficulty. Without their help it would have been impossible to get her afloat through the heavy surf.

▲ Launching the lifeboat - past and present.



▲ Newbiggin women launchers moving the lifeboat out of the boathouse in the 1940s.

HISTORY

- 1852 A lifeboat house was built at the eastern end of the Promenade.
- 1937 The lifeboat house was altered for the station's first motor lifeboat.
- 1949 A tractor house was built on to the east wall of the lifeboat house.
- 1964 The lifeboat house was adapted to accommodate a 37ft Oakley class lifeboat.
- 1981 The lifeboat house was adapted to accommodate an Atlantic 21 lifeboat and launching tractor.
- 1998 The lifeboat house was extensively modified and a new crew building was built on the east side.



Medal Record

Ten medals have been awarded, nine Silver and one Bronze, the last in 1940.

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Licencing for sailors?

It is interesting to speculate on what would happen if we were ever to lose our traditional freedom to go to sea.

Many lifeboat callouts are for seafarers in small craft powered by unreliable outboard motors, so any restrictions would have to apply to them, as well as to larger yachts and motorboats. This would mean that one could no longer even take a dingy round the bay without official sanction.

How would any such legal requirement for training be enforced? It would require an army of control freaks constantly stopping boats to ensure that the skipper was properly qualified. Would we then see boat owners up before the local magistrates because their paperwork was not in order?

Who would pay for such a scheme? There are no marks for guessing. Boat owners would be subject to an annual fee or levy for the privilege of going to sea. Soon there would grow up a yachtsmen's harassment industry, on similar lines to the well-established motorists' harassment industry. The entire exercise would be an unmitigated disaster for boating.

It is, in principle, quite wrong that the many should be punished for the actions of the few people who act irresponsibly. The waste of money which came from donations is regrettable, but spread over the many supporters of the RNLI, if that is the price of our continued freedom, it is a price well worth paying.

Lionel C Waring
By email

By the hand of Blogg

As a small child my family holidays were always spent in North Norfolk and a visit to the Cromer lifeboat station was always a highlight. On one occasion I was fortunate enough to meet the famous Coxswain Henry Blogg (pictured) and obtained his autograph.



Somehow over the years I have managed to retain it and it occurs to me that it might be of interest or even value to an individual or organisation associated with the history of the Cromer lifeboat. Possibly it might have value in conjunction with a fundraising event.

I would be very happy to pass it on to anyone who feels that it could be used in this way and will pass on any funds received to the RNLI. Alternatively I will give it to anyone who has a particularly good reason to want it. I can be contacted on (01279) 771409 or by email to johnmellows@nascr.net.

John Mellows
Bishops Stortford, Herts

A special kind of courage

I am writing today of a special kind of courage that has been faced by the men and women who man our lifeboats. We are all aware of the courage and dedication of our crews who never hesitate to face the worst conditions that wind and weather can generate, knowing when they launch that they risk their own lives. The number of medals and vellums awarded each year are a testimony to that courage.

However, there is another kind of courage for which there can be no award: the courage needed to launch the lifeboat to recover the body of someone who has drowned at sea, sometimes a child. The strain shown on the faces of the crew on their return tells its own story – for they are young men, many with young families.

I am sure that this is something which has been faced by many of our lifeboat crews in the past and will no doubt have to be faced again in the future. So I ask the readers to remember this special kind of courage shown by the men and women of our lifeboats, which for the main goes unnoticed.

Michael Softley
Hunstanton, Norfolk

Win a bottle of Old Pulteney



As from the next issue of The Lifeboat, Inver House Distillers, the makers of Old Pulteney whisky, have kindly agreed to give away a bottle of the genuine maritime malt to our 'Letter of the quarter'. So if you've got any burning issues to get off your chest about lifeboats or a related subject, put your pen to paper and send your letter to:

Your Letters, The Lifeboat, RNLI, West Quay Road, Poole, Dorset BH15 1HZ

or email us at thelifeboat@rnli.org.uk

All letters intended for consideration should be clearly marked 'For Publication'.

See 'The Fundraisers' section for further news about Old Pulteney.

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		Total 22,249.09	17,007.26	16,643.44	14,352.27	14,298.13	13,191.41
10.4% APR	£10,000	Monthly 216.80	165.72	373.61	302.38	956.89	878.81
		Total 18,210.57	13,820.25	13,457.18	11,605.44	11,482.68	10,545.69
12.4% APR	£5,000	Monthly 114.53	87.64	191.80	140.41	482.97	443.56
		Total 9,619.90	7,263.78	6,904.74	5,894.85	5,795.57	5,322.46

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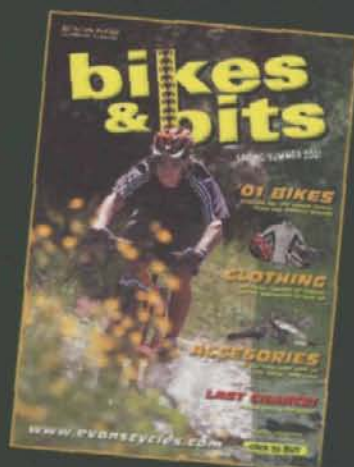
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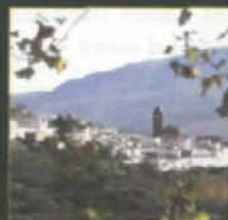
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LJC/0104

TV stars draw record breaking lottery

Joan Hooley (Josie from *EastEnders*) and George Sewell (Matt Drayton in *The Detectives*) drew the winning tickets for the most successful Lifeboat Lottery ever on 26 January. The 92nd draw beat all previous records, raising £283,832. Top prize, a two-week Canadian Rocky Mountain holiday, was scooped by Mr A Addison of Kent and the cash prize winners were:

- £1,000 – Mr and Mrs B Knight, Alton
- £500 – Mrs CG Bentley, Leics
- £250 – Mrs E Scarse, Ilfracombe
- £100 – Mr WR Bennett, East Lothian; Mr J Greengrass, Somerset; Mr HE Smith, Carmarthen; Mr and Mrs I Hopkin, Westhill; Mr I Trickett, Lancs

First prize for the Summer draw is a Suzuki 1.3GL five door hatchback worth £8,000 (below). This exciting prize was kindly donated by Britannia Rescue and comes with one years' free road tax and Britannia Rescue's Standard cover.

If you would like to receive tickets for this, and future lotteries, please contact Rebekah Rose on 01202 663219, 8.00am – 5.00pm, weekdays.



Keeping it in the family

Ramsgate's medal-winning coxswain Ron Cannon retired in January after 36 years service.

Ron, the longest-serving Ramsgate coxswain, and the only serving crew member to have been awarded two RNLI Silver Medals for gallantry, stepped down safe in the knowledge that the boat will be in good hands – his eldest son Ian takes over as coxswain and his youngest, Paul, will be deputy.



Family tradition – coxswain Ron Cannon (centre) hands the reigns over to his two sons Ian (right) and Paul. Photo © Isle of Thanet Gazette.

Amble yachtmasters

Ten members of Amble lifeboat crew were recently awarded RYA Yachtmaster certificates as the result of attending a 20-week navigation and seamanship training course.

The course, held at the local high school, was organised by the station's secretary and the school's headmaster who is also a member of the crew. The station now has 12 qualified Yachtmasters on the crew.



Tynemouth lifeboat had some special guests in October when members of the Norwegian Society of Sea Rescue (NSSR) visited the station.

The foreign visitors were given a guided tour of the station and lifeboat and enjoyed a chat before their journey home.

The picture shows Tynemouth coxswain Martin Kenny (centre front) with the NSSR members aboard *Spirit of Northumberland*.

Captain Ramsay of Mar

With regret we report the death of Captain Alexander Ramsay of Mar MA FRICS DL, honorary life governor and vice convener of the Scottish lifeboat council 1965-1989, who died on 19 December 2000.

Captain Ramsay, deputy lieutenant for Aberdeenshire, joined the executive committee of the Scottish lifeboat council in 1963, becoming vice chairman in 1963 and chairman in 1965.

On Station

ALL WEATHER

- Yarmouth** Severn 17-25 (ON-1249) Eric and Susan Hiscock (*Wanderer*) on 24 January 2001
- Mallaig** Severn 17-26 (ON-1250) Henry Alston Hewitt on 30 January 2001

INSHORE

- Tenby** D-562 Georgina Stanley Taylor on 11 January 2001
- Weston-Super-Mare** B-769 Coventry and Warwickshire on 13 January 2001
- Arran (Lamlash)** B-770 *The Boys Brigade* on 24 January 2001
- Calshot** D-429 RJM on 25 January 2001 (relief)
- Scarborough** D-560 John Wesley Hillard II on 15 February 2001

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



Buffaloes boost

The Tone Vale Lodge, based at the Royal Antediluvian Order of Buffaloes (RAOB) club at Taunton, raises cash for a different charity each year. Members normally aim to raise £200 in the course of a year but in 2000 managed to break all their previous records by raising £800 for the RNLI.

The money is usually raised by weekly donations from the members but last year the project was boosted by extra activities including a country and western evening and sales of poetry booklets published by Brother Alan Potter.

Members of the lodge, together with their wives and partners, visited Minehead lifeboat station in January to present a cheque for the final sum.

School support

Following a talk by St Albans and district branch chairman, the juniors of St Albans high school for girls nominated the RNLI as their charity for 2000 – raising a impressive £6,500. Throughout the year pupils, staff and parents fundraised through a variety of imaginative activities, including a lifeboat themed Harvest Festival.



Raphael Independent school in Essex also raised cash for the lifeboats as the result of a presentation by RNLI fundraising organisers. The school visited the lifeboat collection at Chatham and held a non-uniform day combined with a concert. Pupils and staff also organised a bazaar and several other activities which included teacher Phil Shipman (above) bravely agreeing to have his head shaved – bringing the total to £1,090.

Mobile broadcast

In December musician Paul Downes and his friends entertained a packed house at The Redwing Inn in Lymington, Devon for their annual Christmas carols concert to raise funds for Exmouth & Budleigh Salterton Guild. A collection was made by the landlady and her staff throughout the evening which raised £430.

However, a few days later organisers were surprised to receive a donation of £20 from someone in Cumbria who they later discovered was a friend of one of the regulars and had enjoyed listening to the concert over her mobile phone.



Fairey good so far

The Fairey Owners' Club (FOC) is one of the UK's most active owners' clubs and holds various well-attended events and rallies throughout the year in aid of charity. Club members, who are owners and enthusiasts of Fairey Marine racing and classic cruising powerboats (pictured), nominated the RNLI as their charity for 2001 and have already raised £800 in just one weekend from various activities.

Al supports the lifeboats

Winslow branch members were given a double treat one evening last November when they were special guests during the recording of an episode of the popular series 'Time Gentlemen Please' starring Al Murray as the pub landlord.

At the end of the shoot the audience cheered as the star of the show handed his father Ingram Murray (and also Winslow branch secretary) a £5,000 cheque for the RNLI.

In thanking Al, branch chairman David Spencer gave the comedian a lifeboat collecting box to put on the bar of the set. Fans of the offbeat sitcom, which is based in a London pub and also stars Phil Daniels and Julia Sawalha, should be able to spot the lifeboat in the later episodes.

Thanks son – Al Murray (right) hands Ingram the £5,000 cheque for the RNLI.



Fastnet challenge



In October Raymond Hirst, secretary of Morecambe and Heysham branch, completed the Fastnet Challenge aboard *Team Spirit*, one of Sir Chay Blyth's 67' classic challenge round-the-world ocean racing yachts.

As a result of completing the Challenge, which involves racing from Plymouth to the Fastnet rock and back, Raymond (pictured at the helm) was able to present £600 to Morecambe lifeboat station thanks to the generosity of his sponsors.

Pirates invade Aberdeen lifeboat

The Old Pulteney pirates showed off their sea legs at Aberdeen lifeboat station in August to promote Old Pulteney whisky which has joined forces with the RNLI and is donating £1 for every bottle sold.

The stunning females pirates (pictured aboard Aberdeen's Severn class lifeboat) were inspired by tales of pirates who ravaged the shores of Wick in the 17th century, home of the distillery which produces Old Pulteney 12-year-old single malt whisky.

Margaret Mary Timpson, Old Pulteney brand manager said, 'We are delighted to be able to give our support to the RNLI. With Old Pulteney's maritime roots, the RNLI seemed like the perfect partner and we are looking forward to taking water with them.'

Readers of **The Lifeboat** have a chance to win a bottle of Old Pulteney – see Your Letters on page 29 for further details.



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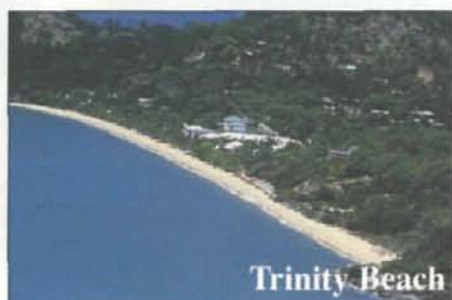
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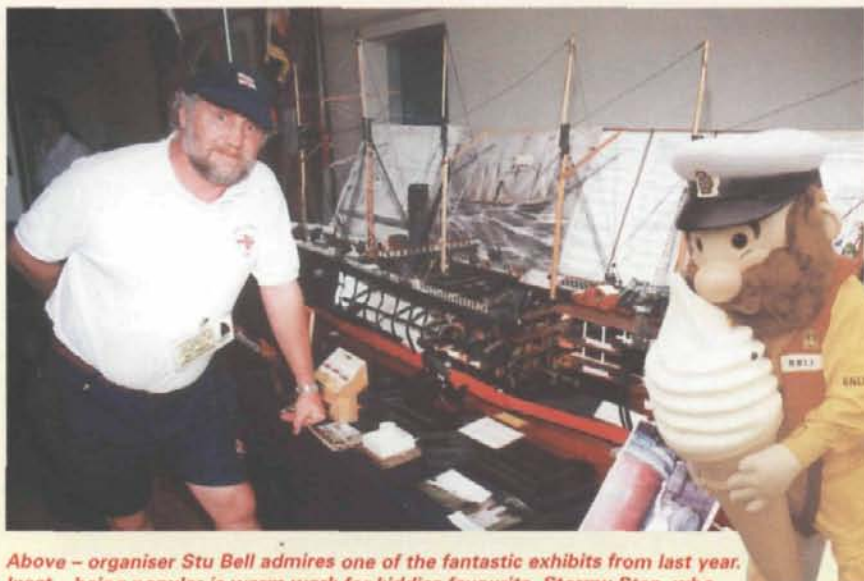
Bude model boat festival 2001



Bude's highly successful model boat festival is returning for its third year running during this coming May bank holiday weekend.

The two-day event, in aid of the RNLI, is situated in the grounds of Bude Castle and brings together model boats and enthusiasts from all over the country. There will be plenty to see and do for all the family so come along, make new friends, bring your models for display, watch the demonstrations, or just relax in pleasant company. There will be an indoor area for glass-cased or waterline models, grassed area for club displays and gazebos – and a freshwater canal and the River Neet for floating exhibits.

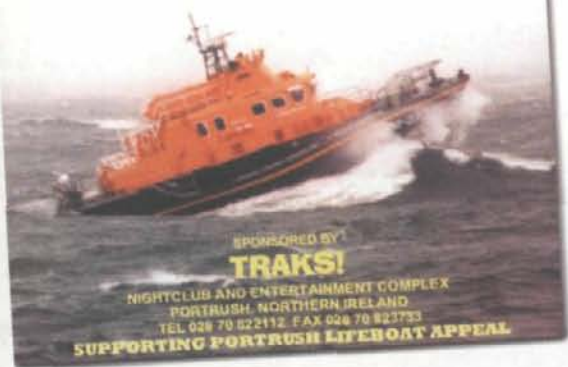
The festival takes place on Sunday 6 May (10am-6pm) and Monday 7 May (10am-4pm). For information or to book your exhibit call 01288 355100 or visit www.modelboatfestival.org.uk.



Above – organiser Stu Bell admires one of the fantastic exhibits from last year. Inset – being popular is warm work for kiddies favourite, Stormy Stan, who cools down with a huge ice cream before returning to duty.

YOU'RE NEVER ON YOUR OWN

Michael Hassan



Sounds appealing

Singer songwriter and Portrush lifeboat crew member Michael Hassan has released a CD single in aid of Portrush lifeboat appeal. The title track 'You're never on your own' boasts a considerable pedigree of artists including Clive Culbertson of Van Morrison fame and Liam Bradley of the Ronan Keating band.

The CD was kindly sponsored by Portrush nightclub and entertainment complex Trax! and copies are available for £4.00 (inc. P&P) from Michael Hassan, 4 Craigvara Terrace, Portrush, Co. Antrim, Northern Ireland BT56 8AJ.

Thanks to the Chelsea Pensioners



The Chelsea Pensioners have been collecting money for the RNLI at major events for many years. The Pensioners are usually seen out and about wearing their distinctive scarlet uniforms and since 1995, they have collected over £95,000 at the London Boat show alone – with this year's total topping £20,000!

As a token of thanks the RNLI recently made the Pensioners life governors. Pictured above are Regimental CSM RH Moy, In-pensioner S Weekes, In-pensioner M McClean and Sgt WT Martin in their 'Blues' receiving their awards from Joy Baker, senior area organiser for Greater London, and Shelley Tilley, exhibitions and events manager.

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10 fitting reasons for requesting Britain's best trouser catalogue

Almost 20 years experience serving more than 500,000 customers has resulted in the most comprehensive range of mens trousers to be found in one catalogue.

Trousers are something most men take for granted. So many simply accept trousers that are not quite the right length or the waist size too large, the pockets too shallow or the crutch and bottom too tight or baggy.

Retailers inability to provide men with perfect fitting trousers heralded the birth of the first specialist trouser catalogue. The aim; to provide a range of trousers offering unparalleled comfort, in sizes to fit virtually every manly shape and size imaginable.

Almost 20 years on and half a million or so customers later, this specialist catalogue has developed in size and range to express the desires and requirements of its discerning customers.

More choice and more options are just two of this catalogue's greatest virtues. Customers can on traditional styles elect to have button fly in preference to a zip. Select styles with brace buttons or side waistband adjusters. An inside cash pocket is very popular with many customers.

The latest catalogue features around 30 styles tailored from the finest wool and wool mixture fabrics through to hard wearing washable fabrics renowned for their ability to retain their shape and smart appearance.

Colour ranges reflect our policy of providing more choice for the customer with a selection of smart traditional colourways.

When asking customers what they liked most about our trousers, the majority nominated comfort, range of sizes and colours but above all, they loved our value for money. After all, with prices starting from as low as £9.99 our prices are hard to beat.

Customers appreciate the choice of leg lengths from 27" to 33" and waist sizes from 32" to 54" and thoughtful yet important features like; sensible deep pockets to prevent coins falling out when sitting and waist band grips to help stop shirts riding up your back.

Customers appreciate the choice of leg lengths from 27" to 33" and waist sizes from 32" to 54" and thoughtful yet important features like; sensible deep pockets to prevent coins falling out when sitting and waist band grips to help stop shirts riding up your back.

Listening to customers problems led to the development of the high rise trouser, popular with larger men, this style offers an extra 2" of room between crutch and waist, providing supreme comfort and smartness for the fuller figure.

Our quest to provide customers with the comfort they desired without sacrificing smartness of appearance, resulted in the launch of our classic styles with discreet rear waist elastication. At last, trousers with up to 2" of extra growing room. No longer is it necessary to unfasten that button after a little over indulgence or discard those favourite trousers due to discomfort.

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Record raft race

Hythe and Marchwood branch held its annual great raft race in Hythe last August, raising a record of over £3,750 in sponsorship and £330 in collections. The event, sponsored by Courage Breweries and local businesses, provided a fun filled day for all and saw Calshot lifeboat in attendance.

There were many trophies presented throughout the day for the various races with *Hobbits* winning the Hythe Herald trophy for the most individual sponsorship – raising £666.

The trophy for the most pathetic raft went to the *Giblet*, which not only had to be helped back to shore but also lost its mascot, 'Roy the Rooster'. The team have agreed to sponsor the lifeboat for £10 a shout, providing Roy goes too!

John Hoad, former chairman of Marlow raft race, and Sarah Gardener, race secretary, recently received certificates of thanks and RNLI plaques from south east area organiser David Griffiths, celebrating their many years of involvement with the Marlow race and the thousands of pounds they have raised for the RNLI.



Main – just some of the colourful characters who took part in Hythe's great raft race in August 2000.

Inset – one team puts the boat out for British beef in the Marlow raft race.

Starting young



Dedicated fundraiser Robert Charlton, son of Llandudno lifeboat crew member Keith Charlton, started his Llandudno appeal in 1988 when he was only 15 years old.

Robert has raised almost £6,500 from writing to local businesses and organisations for donations and his latest effort, a grand draw which recently took place at the local sailing club, raised a further £1,000!

Robert (pictured centre) has now moved forward from his fundraising activities to fulfil his true ambition and is now a fully fledged member of Beaumaris lifeboat crew, following in the footsteps of his father and his late brother Darren.

Can you spare 24 hours?

Over the years, three sailing clubs have raised a great deal of funds holding sponsored 24 hour sailing races – the clubs are now looking for teams to participate in the events this year.

The races involve a number of vessels sailing round a set course, changing crews at hourly or two hourly stints, day and night. The races are great fun and all in aid of the lifeboats. If you have a vessel available and can muster a team of between 8 and 10 members contact the clubs below for further details.

- Himley Hall Sailing Club (West Midlands) – 12 & 13 May 2001.
M Harris, Tel 01902 341754 or email maryk@owlcrafts.freemove.co.uk
- Peterborough Lakeside Sailing Club – 16 & 17 June 2001.
J Tierney, Tel 01733 236674 or email jt@tierneyhome.fsnet.co.uk
- Paxton Lakes Sailing Club (Cambridgeshire) – 30 June & 1 July 2001.
J Stanness, Tel 01480 219636 or email stanness@talk21.com



Rachel and Tim Clifford, from just outside Killarney in the Republic of Ireland, decorated their house and garden with over 20,000 lights for Christmas 2000, raising a staggering £7,000 for the RNLI.

The couple's efforts (left) attracted hundreds of visitors with some coming as far away as Cork city. Rachel and Tim's display the previous year also raised £1,000.

The Fundraisers

Marathon cheques



Kennet Valley sailing club ran a ten hour marathon sailing relay in aid of the RNLI and a local hospice last summer. Friends and relatives of the crews were persuaded to sponsor them for the number of laps of the 'gravel pit' they could get round in the specified time.

The club raised a total of £780 which was divided equally between the two charities. The picture shows Peter Tilbury, Tilehurst, Purley and West Reading branch minute secretary (right) receiving the RNLI cheque.

Picture © Reading Chronicle

Could Stan and Eric give your local paper an RNLI flavour?

Many readers will have seen the great Stormy Stan cartoons (below) written for us by Piers Baker. These are normally produced for our junior membership magazine, Storm Force News, but they do have an ageless appeal and Piers is looking to encourage local papers to take an interest in a regular strip. This would help raise awareness and Piers has generously offered to donate half of any profits to the lifeboats. So if you know the editor of your local paper, please call Piers today on 020 8871 4323 or email pbaker@piersbaker.co.uk

Royal announcement

Broughty Ferry's new Trent class lifeboat is to be named *Elizabeth of Glamis* in honour of HM Queen Elizabeth The Queen Mother, it was agreed at a meeting of the RNLI's Executive Committee in November. The proposal has been approved by Her Majesty.

The £1m lifeboat is being funded by a successful local appeal and the substantial legacies of former Dundee station branch president Dr Ian Campbell Low, who had also made donations in his lifetime, and Dr Ronald Bonar, former chairman of the station branch and the Broughty Ferry lifeboat appeal.

Members of both families had also made donations and agreed unanimously that they would be proud to have a lifeboat named in honour of The Queen Mother.

Cowes week

The RNLI has been offered the prestigious opportunity of becoming the official charity for the 2001 Skandia Life Cowes week. This will be a fantastic chance for us not only to fundraise, but also to promote the RNLI, recruit **Offshore** members, and promote sea safety to a maritime audience.



New corporate recruit

Jane Matthews has recently joined the RNLI as corporate relations officer. She will be working with the small corporate team to explore some partnerships for the RNLI with the business world.



Aberdeen

ALB ON-1248: Aug 11, Aug 29 (twice), Sep 8 (twice), Oct 1 and Oct 13

ILB D-536: Aug 9, Aug 11, Aug 29 (twice), Sep 8 (twice), Sep 29 and Oct 13

Aberdovey

ILB B-758: Aug 2, Aug 5, Aug 14, Aug 21, Sep 2, Sep 3, Sep 15, Sep 17, Sep 23 and Sep 24

Abersoch

ILB B-582: Aug 5 (twice), Aug 12, Aug 13, Aug 15, Aug 28, Aug 30 (twice), Aug 31, Sep 4, Oct 7 and Oct 26

Aberystwyth

ILB B-704: Aug 6, Aug 22, Aug 26, Aug 31 and Sep 8

Achill Island

ALB ON-1240: Aug 17 and Oct 1

Aldeburgh

ALB ON-1184: Sep 24 (twice)
ALB ON-1193: Sep 16
ILB D-520: Aug 16, Aug 23, Sep 3, Sep 24 and Oct 28

Alderney

ILB D-551: Sep 3 and Sep 7

Amble

ALB ON-1176: Sep 12
ILB D-447: Sep 1, Sep 12 and Oct 17

Angle

ALB ON-1114: Aug 11, Aug 16, Aug 25, Oct 14 and Oct 22
ILB D-493: Aug 5 (twice), Aug 6 and Aug 25

Anstruther

ALB ON-1174: Aug 4, Aug 12, Aug 24, Aug 27, Sep 3, Sep 10 and Sep 25

ALB ON-1178: Oct 16 and Oct 28

Appledore

ALB ON-1142: Oct 21 and Oct 27

ALB ON-1146: Aug 11 (twice), Aug 15 (twice), Aug 27, Aug 29 and Sep 19

ILB B-742: Aug 15 (twice), Sep 19, Sep 29, Oct 10 and Oct 27 (three times)

Aran Islands

ALB ON-1150: Aug 1, Aug 27, Sep 28, Oct 3, Oct 4, Oct 5, Oct 7 and Oct 21

Arbroath

ALB ON-1194: Sep 24 and Oct 4

ILB D-471: Aug 14 and Oct 4

Arklow

ALB ON-1228: Aug 12, Aug 22, Sep 6, Sep 29 and Oct 4

Arran (Lamlash)

ILB B-592: Aug 1, Aug 2, Aug 9, Aug 10 and Aug 13

Arranmore

ALB ON-1244: Aug 1, Aug 11, Aug 21, Aug 22, Aug 27, Sep 11 and Oct 29

Atlantic College

ILB B-757: Sep 19

ILB B-763: Aug 8 and Aug 21

Ballycotton

ALB ON-1233: Sep 1

Ballyglass

ALB ON-1235: Sep 28

Baltimore

ALB ON-1137: Aug 17, Sep 6, Sep 11, Sep 27 and Oct 3 (twice)

Bangor

ILB B-584: Aug 8, Aug 12, Aug 13, Aug 14, Aug 19, Aug 20, Aug 27, Aug 31, Sep 2, Sep 21, Sep 22 and Sep 29

Barmouth

ALB ON-1185: Aug 5, Aug 10 (twice), Aug 11, Aug 25 (twice), Aug 26 and Aug 30

ILB D-444: Aug 4 (twice), Aug 5 (three times), Aug 10, Aug 20, Aug 21, Aug 23 (four times), Aug 25 (five times) and Sep 15

Barra Island

ALB ON-1230: Aug 1, Aug 31 and Oct 26

Barrow

ALB ON-1117: Aug 1
ILB D-443: Aug 1 and Aug 16

Barry Dock

ALB ON-1082: Aug 1, Aug 23 and Oct 23

Beaumaris

ILB B-563: Aug 2, Aug 7, Aug 13, Aug 22 (twice), Aug 26, Aug 27, Aug 29 (twice) and Aug 31

ILB B-768: Sep 8, Sep 10, Sep 17, Sep 23, Sep 29 (twice), Oct 3, Oct 7 and Oct 15 (twice)

Bembridge

ALB ON-1126: Aug 7, Aug 10, Aug 17, Sep 6, Sep 12 (twice) and Oct 13

ILB D-486: Sep 2 and Sep 16

ILB D-503: Aug 7

Berwick-Upon-Tweed

ALB ON-1191: Oct 13

ILB D-494: Oct 13

Blackpool

ILB B-748: Aug 28, Aug 29 and Sep 23

ILB D-429: Aug 3, Aug 26, Sep 23 and Oct 19

ILB D-442: Aug 26, Aug 28 and Aug 29

ILB D-558: Sep 23 and Oct 19

Blyth

ALB ON-1204: Aug 11, Aug 13, Sep 11, Sep 17, Oct 12 and Oct 29

ILB D-464: Aug 19, Sep 17 and Oct 29

Borth

ILB D-479: Aug 1, Aug 13 (twice), Aug 19, Aug 22 (twice), Aug 23 (twice) and Aug 27

Bridlington

ALB ON-1169: Aug 6, Sep 18, Oct 18 and Oct 22

ILB D-426: Aug 1, Aug 6 (twice), Aug 10 (twice), Aug 12, Aug 25 and Aug 26

ILB D-469: Aug 31 and Sep 2 (twice)

ILB D-557: Sep 24, Oct 1, Oct 16, Oct 19 and Oct 27 (twice)

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Lifeboat launches

<p>Brighton ILB B-713: Aug 26, Sep 1, Sep 5, Sep 16 (twice) and Sep 24 (twice) ILB B-737: Aug 6, Aug 10, Aug 11, Aug 13, Oct 1, Oct 6 and Oct 26</p> <p>Broughty Ferry ALB ON-1099: Aug 1, Aug 25, Aug 27 (twice), Sep 5, Sep 18, Sep 24, Sep 29, Oct 14, Oct 20 (twice) and Oct 28 ILB D-539: Aug 1, Aug 25, Aug 27 (twice), Sep 2, Sep 5, Sep 9 (twice), Sep 18, Sep 24, Sep 29, Sep 30, Oct 14, Oct 20 (twice), Oct 21 and Oct 28</p> <p>Buckie ALB ON-1077: Aug 11 ALB ON-1093: Aug 4, Sep 2, Sep 11, Oct 1, Oct 6 and Oct 13</p> <p>Bundoran ILB B-711: Aug 6 (three times), Sep 9, Sep 10, Oct 17 and Oct 29</p> <p>Burnham-on-Crouch ILB B-733: Oct 29 ILB B-755: Aug 3, Aug 12 (twice), Aug 13, Aug 26, Aug 27 and Sep 16 (twice) ILB D-519: Aug 27</p> <p>Burry Port ILB D-472: Sep 24 and Oct 11</p> <p>Calshot ALB ON-1090: Sep 17 (twice) and Sep 22 ALB ON-1104: Aug 3, Aug 4 (twice), Aug 20, Aug 24, Aug 27 (twice), Sep 1, Oct 1, Oct 8 and Oct 27</p> <p>Campbeltown ALB ON-1241: Aug 2, Aug 10 (twice), Aug 16, Aug 18, Aug 22, Sep 3 and Oct 1 (twice) ILB D-455: Oct 29</p> <p>Cardigan ILB B-752: Aug 5, Aug 11, Sep 9 (twice), Sep 22, Sep 23 and Oct 21 ILB D-547: Aug 15</p> <p>Castletownbere ALB ON-1118: Aug 21, Aug 23, Aug 31 and Sep 2</p> <p>Clacton-on-Sea ILB B-744: Aug 2, Aug 12 (twice), Aug 14, Aug 19, Aug 27, Sep 10 (twice), Sep 16, Sep 21, Sep 24, Sep 28, Oct 1 and Oct 26 ILB D-431: Sep 11 ILB D-432: Aug 6, Aug 11 and Aug 12</p> <p>Cleethorpes ILB D-454: Aug 10, Aug 14, Aug 16, Aug 17, Aug 19, Aug 25, Aug 26 (twice), Aug 31 and Sep 27</p> <p>Clifden ILB B-751: Aug 12, Aug 15, Oct 3 and Oct 26</p> <p>Clogher Head ALB ON-1190: Aug 4</p> <p>Clovelly ILB B-759: Aug 15 (twice), Aug 20, Sep 18, Oct 18, Oct 23 and Oct 25 (twice)</p> <p>Conwy ILB D-482: Aug 11, Aug 18, Aug 25 (twice), Aug 28 (twice),</p>	<p>Sep 3 and Oct 26</p> <p>Courtmacsherry Harbour ALB ON-1205: Aug 22, Sep 4, Sep 16, Sep 20 and Oct 2</p> <p>Courtown ILB D-548: Aug 1, Aug 12 and Aug 17</p> <p>Cowes, ILC ILB B-720: Aug 15</p> <p>Craster ILB D-542: Aug 12, Oct 5 and Oct 15</p> <p>Criccieth ILB B-707: Aug 8, Aug 11, Aug 15, Aug 24, Oct 3 and Oct 29</p> <p>Cromer ILB D-436: Aug 16, Aug 25, Sep 23 and Oct 17</p> <p>Crosshaven ILB B-575: Aug 1, Aug 5, Aug 6, Aug 23, Aug 31, Sep 1 and Oct 9</p> <p>Cullercoats ILB B-591: Aug 6, Aug 25, Aug 27, Sep 3 (twice), Sep 17 (twice), Oct 5 and Oct 14</p> <p>Donaghadee ALB ON-1086: Aug 11, Aug 13, Aug 22 and Oct 3</p> <p>Douglas ALB ON-1147: Aug 1, Aug 23, Aug 28, Aug 29, Sep 9 and Sep 24</p> <p>Dover ALB ON-1071: Aug 5, Aug 11 (twice), Aug 19, Aug 20, Aug 21, Aug 24, Sep 4, Sep 15 (twice), Sep 24 and Sep 30 ALB ON-1077: Oct 1 and Oct 2</p> <p>Dun Laoghaire ALB ON-1200: Aug 7, Aug 12, Aug 30, Sep 16, Sep 29 and Oct 19 ILB D-441: Aug 7, Aug 20, Aug 25, Aug 30, Sep 29, Oct 15 and Oct 28</p> <p>Dunbar ALB ON-1207: Aug 11, Aug 12, Aug 18, Aug 30, Sep 3, Sep 15 and Sep 17 ILB D-500: Aug 15, Aug 18, Aug 19, Aug 20, Sep 3, Sep 15 and Oct 8 ILB D-544: Aug 4, Aug 10 and Aug 12</p> <p>Dungeness ALB ON-1186: Aug 1, Aug 4, Aug 11, Aug 21, Aug 22, Aug 23, Sep 24, Sep 25, Sep 30 and Oct 19</p> <p>Dunmore East ALB ON-1215: Sep 12, Sep 27, Oct 10, Oct 22 and Oct 25</p> <p>Eastbourne ALB ON-1162: Sep 17 (twice), Sep 19, Sep 23, Sep 27 and Sep 28 ALB ON-1195: Aug 1, Aug 2, Aug 6, Aug 10, Aug 12, Aug 17, Aug 18, Aug 19, Aug 27, Sep 2 (twice), Sep 4, Sep 5 (twice) and Oct 14 ILB D-449: Sep 16, Sep 17 and Sep 23</p> <p>ILB D-498: Aug 1, Aug 10, Aug 15, Aug 17, Aug 18, Aug 27, Sep 5 and Sep 9</p> <p>Exmouth ALB ON-1133: Aug 1, Aug 2,</p>	<p>Aug 25, Aug 26 (twice), Aug 31, Sep 1 and Sep 23 (twice) ALB ON-1245: Sep 27, Sep 28 (twice), Oct 13 and Oct 28 ILB D-516: Aug 1, Aug 2, Aug 5, Aug 6, Aug 15, Aug 23, Aug 26 (twice), Aug 27 (twice), Aug 31, Sep 1, Sep 3, Sep 23, Sep 27 and Oct 24</p> <p>Exmouth ALB ON-1209: Aug 5, Aug 17, Aug 29, Sep 14, Sep 25, Sep 27 (twice) and Sep 28</p> <p>Falmouth ALB ON-1201: Aug 4, Aug 6, Aug 7, Sep 27, Oct 29 and Oct 30 ILB B-595: Aug 16 (twice), Aug 19, Aug 24, Aug 27, Aug 30, Sep 27, Oct 20, Oct 29 and Oct 30</p> <p>Fenit ALB ON-1239: Aug 1, Aug 19, Oct 1, Oct 6 and Oct 19</p> <p>Fethard ILB D-465: Aug 15, Aug 18, Aug 21, Aug 28, Sep 29, Sep 30, Oct 1, Oct 5, Oct 6, Oct 7 and Oct 8</p> <p>Filey ALB ON-1170: Aug 9, Aug 10, Sep 5 and Sep 6 (twice) ILB D-437: Aug 16, Aug 18, Aug 24, Aug 26, Aug 27 (twice), Sep 5, Sep 6, Sep 13 and Oct 13</p> <p>Fishguard ALB ON-1226: Aug 8, Aug 31, Sep 17, Sep 28, Sep 29, Oct 19 and Oct 30 ILB D-505: Sep 17, Oct 7 and Oct 30</p> <p>Flamborough ILB B-703: Aug 8 (twice), Aug 18, Aug 23, Sep 12, Sep 17, Sep 18 and Sep 24</p> <p>Fleetwood ALB ON-1156: Aug 12 and Oct 28 ALB ON-1178: Aug 29 and Sep 20 (twice) ILB D-424: Aug 2, Aug 5, Aug 12, Aug 21, Aug 29 and Aug 31 ILB D-556: Sep 20, Oct 22, Oct 23 (twice) and Oct 28</p> <p>Flint ILB D-486: Oct 30 (twice) and Oct 31 ILB D-510: Aug 16 (twice) and Aug 20</p> <p>Fowey ALB ON-1222: Aug 1, Aug 5, Aug 18, Aug 19, Aug 25 (twice) and Oct 1 ILB D-526: Aug 1, Aug 7, Aug 11, Aug 20, Aug 27 and Sep 2</p> <p>Fraserburgh ALB ON-1109: Aug 12</p> <p>Galway ILB B-738: Aug 13, Aug 28, Aug 29 and Sep 17</p> <p>Girvan ALB ON-1196: Aug 3 and Sep 29</p> <p>Gt Yarmouth and Gorleston ALB ON-1208: Aug 12, Aug 25, Sep 5, Sep 6, Sep 8 and Oct 23 ILB B-574: Aug 1, Aug 9, Aug 12, Aug 15, Aug 17 (twice), Aug</p>	<p>19 (twice) and Aug 22</p> <p>Happisburgh ILB D-468: Sep 28, Oct 3 and Oct 18</p> <p>Hartlepool ALB ON-1106: Oct 24 and Oct 28 ALB ON-1131: Aug 18 and Sep 9 ILB B-766: Aug 13</p> <p>Harwich ALB ON-1202: Aug 4, Aug 17 and Sep 6 ILB B-571: Aug 4 and Aug 7 (twice) ILB B-590: Aug 12, Aug 13, Aug 14, Aug 17 (twice), Aug 18, Aug 26, Aug 28, Aug 29 (twice), Aug 30, Sep 5 (twice), Sep 10, Sep 13, Sep 20, Sep 24 (twice), Oct 7 (twice), Oct 9, Oct 10, Oct 15, Oct 16 (twice), Oct 18, Oct 21 and Oct 22</p> <p>Hastings ALB ON-1125: Sep 18, Sep 24, Sep 25, Oct 1 and Oct 14 ALB ON-1162: Aug 1, Aug 5, Aug 8, Sep 4, Sep 5 and Sep 10 ILB D-540: Aug 1, Aug 8, Aug 13, Aug 16, Aug 20, Aug 22, Aug 27, Sep 4, Sep 7, Sep 10, Sep 17 (twice), Sep 25, Oct 6, Oct 8 and Oct 14</p> <p>Hayling Island ILB B-712: Aug 7, Aug 12, Aug 16, Aug 21, Aug 23, Aug 24, Aug 25, Aug 28 (twice), Aug 30, Sep 1, Sep 2, Sep 5, Sep 9, Sep 10 (twice), Sep 15, Sep 16, Oct 1 (twice), Oct 8, and Oct 16 (twice) ILB D-496: Aug 3, Aug 12, Sep 2 and Sep 15</p> <p>Helensburgh ILB B-581: Aug 6, Aug 17, Aug 18, Sep 17, Oct 3, Oct 8 and Oct 18</p> <p>Helvick Head ILB B-760: Aug 2 (twice), Aug 3, Aug 7 and Aug 27</p> <p>Holyhead ALB ON-1123: Aug 5, Aug 9, Aug 13, Aug 20 and Aug 23 ILB D-507: Aug 5 and Aug 27</p> <p>Horton and Port Eynon ILB D-531: Aug 5 (twice), Aug 6, Aug 9, Aug 12, Aug 26, Aug 29 (twice) and Sep 29</p> <p>Howth ALB ON-1113: Aug 29, Sep 13 and Oct 26 ILB D-530: Aug 14, Aug 20, Aug 22, Sep 3 (twice), Sep 4, Oct 5 and Oct 15</p> <p>Hoylake ALB ON-1163: Aug 4, Aug 8, Aug 19, Aug 26 and Sep 20</p> <p>Humber ALB ON-1237: Aug 1, Aug 31, Sep 9, Sep 16, Sep 24 and Oct 27</p> <p>Hunstanton ILB B-749: Aug 2, Aug 4, Aug 13, Aug 14, Aug 15, Aug 16, Aug 23, Aug 27, Aug 28 and Aug 31</p> <p>Hfracombe ALB ON-1165: Aug 3, Aug 6,</p>	<p>Aug 19, Aug 20, Aug 28, Sep 11, Sep 29 and Oct 1 ILB D-483: Aug 7 ILB D-555: Aug 10 (twice), Aug 18, Aug 22, Aug 27, Aug 28, Aug 29 (twice), Sep 13 and Oct 1</p> <p>Invergordon ALB ON-1206: Aug 4, Aug 5 and Sep 7</p> <p>Islay ALB ON-1159: Oct 20 and Oct 29 ALB ON-1219: Aug 21, Sep 23 and Oct 8</p> <p>Kilkeel ILB B-593: Aug 6 (twice), Aug 12, Aug 16, Aug 19 and Oct 30</p> <p>Kilmory Quay ALB ON-1187: Sep 25</p> <p>Kilrush ILB B-729: Sep 17 and Oct 28</p> <p>Kinghorn ILB B-701: Aug 4, Aug 12, Aug 13, Aug 14 (twice), Aug 21, Aug 23, Aug 25 and Aug 30 ILB B-720: Sep 3, Sep 29, Sep 30 and Oct 29</p> <p>Kippford ILB D-477: Sep 27</p> <p>Kirkcudbright ILB B-585: Aug 15, Sep 18 and Oct 6</p> <p>Kirkwall ALB ON-1231: Aug 1, Aug 9, Aug 26, Sep 3 and Sep 20</p> <p>Kyle Of Lochalsh ILB B-740: Aug 23 (twice), Sep 10, Oct 4 and Oct 27</p> <p>Largs ILB B-732: Aug 26, Sep 3, Sep 6 and Sep 24 ILB B-739: Aug 1, Aug 2 (twice) and Aug 6 (twice)</p> <p>Larne ALB ON-1086: Oct 30 ALB ON-1246: Aug 12, Aug 20, Aug 21 and Sep 10 ILB D-428: Aug 22</p> <p>Lerwick ALB ON-1221: Aug 18, Aug 19, Aug 20 and Aug 27</p> <p>Little and Broad Haven ILB D-492: Sep 23, Sep 24 (twice) and Oct 12</p> <p>Littlehampton ILB B-564: Aug 1, Aug 23, Sep 3, Sep 9, Sep 26, Oct 14, Oct 18 and Oct 29</p> <p>Littlestone-on-Sea ILB B-558: Aug 4, Aug 15, Aug 21 and Aug 28 ILB B-568: Oct 19 ILB B-573: Aug 30, Sep 1, Sep 2 and Oct 1</p> <p>Llandudno ALB ON-1164: Sep 16 ILB D-508: Aug 1, Aug 5, Aug 11 and Aug 24</p> <p>Lochinver ALB ON-1144: Aug 9, Aug 12, Oct 11, Oct 17 and Oct 21</p> <p>Longhope ALB ON-1098: Oct 2</p> <p>Lowestoft ALB ON-1132: Aug 13, Aug 16, Aug 25, Sep 3, Sep 6 and Oct 1</p>
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Lifeboat launches

Lyme Regis

ILB B-741: Aug 1, Aug 4, Aug 6, Aug 7, Aug 12, Aug 20, Aug 21, Aug 27, Aug 30, Sep 19, Sep 21, Oct 22 and Oct 25

Lymington

ILB B-566: Aug 4, Aug 14, Sep 9, Sep 23 (twice), Sep 29 and Oct 1

Lytham St Annes

ALB ON-1189: Aug 6, Aug 24 (twice) and Oct 1

ILB D-509: Aug 11, Aug 13, Sep 10 (twice) and Oct 1

Mablethorpe

ILB D-506: Aug 10, Aug 12, Aug 19, Aug 27 (three times), Sep 1 and Sep 9

Macduff

ILB B-578: Aug 2 (three times), Aug 5, Aug 18, Sep 10, Sep 13 and Oct 7

Mallaig

ALB ON-1078: Aug 6, Aug 19, Sep 6, Sep 23 and Sep 28

Marazion

ILB D-411: Sep 3 and Oct 13

Margate

ALB ON-1124: Sep 1, Sep 2, Sep 5, Sep 21 and Oct 16

ALB ON-1177: Aug 1 and Aug 26

ILB D-467: Aug 3, Aug 6, Aug 19 (twice), Aug 28, Sep 1, Sep 10, Sep 30, Oct 22 and Oct 29

Minehead

ILB B-708: Aug 2, Aug 3, Aug 16, Aug 28, Sep 14, Oct 6 and Oct 15 (twice)

ILB D-549: Aug 3, Aug 13 and Aug 16

Moelfre

ALB ON-1116: Aug 8, Aug 17, Aug 22, Aug 27, Aug 28, Sep 4 (twice) and Sep 10

ILB D-532: Aug 15, Sep 4 and Sep 10

Montrose

ALB ON-1152: Aug 11 and Aug 14

Morecambe

ILB D-440: Aug 1, Aug 10, Aug 21, Aug 23, Aug 25, Aug 27, Aug 30, Sep 27, Oct 1 and Oct 29

Mudford

ILB B-558: Sep 26 and Sep 30 (twice)

ILB B-583: Aug 2, Aug 4, Aug 5, Aug 12, Aug 24, Aug 26 (twice), Aug 27, Sep 3, Sep 4, Sep 13 (twice), Oct 19, Oct 28 and Oct 29

New Brighton

ILB B-721: Aug 6, Aug 7, Aug 8, Aug 11, Aug 13, Aug 23, Aug 26 (twice), Aug 27 (twice), Sep 10 (twice), Sep 17, Sep 25, Oct 1 and Oct 8

New Quay (Cardiganshire)

ALB ON-1172: Aug 5 and Aug 26

Newbiggin

ILB B-745: Aug 25

Newcastle

ALB ON-1188: Aug 6 (twice),

Sep 2 and Oct 6

ILB D-478: Aug 5, Aug 12, Sep 2 and Sep 23

Newhaven

ALB ON-1243: Aug 10, Aug 17, Aug 23 (twice), Aug 25, Aug 27, Aug 30, Sep 17, Sep 23, Oct 1, Oct 5 and Oct 11

Newquay (Cornwall)

ILB B-715: Aug 19, Aug 27, Aug 29, Sep 9, Sep 28, Sep 29 and Oct 14

ILB D-497: Aug 1, Aug 15, Aug 18, Aug 19, Aug 27, Aug 29, Sep 28 and Oct 14

North Berwick

ILB D-452: Aug 5, Aug 12, Aug 13, Aug 14, Sep 17 and Oct 28

ILB D-452: Aug 5, Aug 12, Aug 13, Aug 14, Sep 17 and Oct 28

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ILB D-452: Aug 5, Aug 12, Aug 13, Aug 14, Sep 17 and Oct 28

Aug 13, Sep 8, Sep 10, Sep 17 and Sep 24

Porthcawl

ILB B-762: Aug 3, Aug 5, Aug 19 (twice), Aug 22, Aug 28 (three times), Sep 3 and Sep 17

Porthdinllaen

ALB ON-1120: Aug 10, Aug 11, Aug 13, Aug 18, Aug 22, Sep 8 and Sep 23

Portpatrick

ALB ON-1151: Aug 16, Aug 20, Sep 20 and Sep 21

Portree

ALB ON-1214: Aug 1 and Sep 20 (twice)

Portrush

ALB ON-1247: Aug 19, Aug 23 and Oct 8

ILB D-456: Aug 8, Aug 11, Aug 13 (twice) and Aug 23

Portsmouth

ILB B-730: Aug 2 (twice), Aug 7, Aug 10, Aug 12, Aug 13, Aug 16, Aug 24, Aug 25, Aug 28, Aug 30, Sep 22 (twice), Sep 23 and Oct 15

ILB D-421: Aug 7, Aug 12 and Aug 30

ILB D-554: Sep 15

Pwllheli

ALB ON-1168: Aug 3, Aug 13, Aug 15 and Sep 3

ILB D-522: Sep 3

Queensferry

ILB B-753: Aug 4, Aug 6, Aug 7, Aug 16, Aug 26, Aug 27, Aug 28, Aug 30, Sep 11, Sep 13, Sep 18, Sep 23, Sep 29, Oct 2, Oct 10, Oct 14, Oct 15 and Oct 26

Ramsey

ALB ON-1171: Oct 6

Ramsgate

ALB ON-1197: Aug 3, Aug 14 (twice), Aug 17, Aug 19, Aug 20, Aug 23, Sep 23, Sep 27 and Sep 30

ILB B-765: Aug 7, Aug 10, Aug 13, Aug 14 (twice), Aug 20, Aug 26, Aug 27 (twice), Sep 2 (three times), Sep 4, Sep 30 and Oct 25

Red Bay

ILB B-728: Aug 15 and Sep 3

Redcar

ILB B-580: Sep 23, Oct 8 and Oct 29

ILB D-523: Aug 24

Rhyl

ALB ON-1183: Aug 10, Aug 12 (twice), Aug 13, Aug 24, Sep 10 and Sep 12

ILB D-485: Aug 1 (twice), Aug 10 (twice), Aug 13, Aug 17, Aug 20, Aug 21, Aug 22 (three times), Aug 23 (twice), Aug 24, Jan 2, Sep 3, Sep 9, Sep 11, Sep 12, Oct 1 and Oct 7

Rock

ILB D-489: Aug 1, Aug 2 (twice), Aug 13, Aug 27 and Oct 28 (twice)

Rosslare Harbour

ALB ON-1092: Aug 17, Aug 29, Sep 5, Oct 21 and Oct 29

Rye Harbour

ILB B-727: Aug 13, Aug 21 (twice), Aug 23, Sep 16, Sep 24, Oct 7 and Oct 29

Salcombe

ALB ON-1130: Aug 1 (twice), Aug 23 (twice), Aug 25, Aug 30, Sep 26, Oct 16, Oct 20 and Oct 26

Scarborough

ALB ON-1175: Sep 2, Sep 6 and Oct 30

ILB D-466: Aug 15 (twice) and Sep 20

Seahouses

ALB ON-1148: Aug 13 (twice), Aug 18, Aug 24, Sep 6, Sep 30 and Oct 13

ILB D-529: Aug 13, Aug 28 (twice), Aug 30, Aug 31, Sep 30 and Oct 13

Selsey

ALB ON-1075: Sep 1 and Oct 27

ILB D-414: Aug 21, Aug 25, Aug 28, Aug 31, Sep 1, Sep 3, Sep 11, Sep 17, Sep 23 and Sep 25

ILB D-533: Aug 3

Sheerness

ALB ON-1211: Aug 2, Aug 25, Sep 8 (twice), Sep 16 and Sep 27

ILB D-433: Aug 2 (six times), Aug 3, Aug 6, Aug 11, Aug 14, Aug 28, Sep 10, Sep 29, Sep 30 and Oct 29

Sheringham

ILB B-702: Aug 3, Aug 6, Aug 8, Aug 12, Aug 27, Sep 10, Sep 12 and Sep 13

Shoreham Harbour

ALB ON-1158: Aug 8, Aug 25, Aug 29, Aug 31 (twice), Sep 30, Oct 22, Oct 24 and Oct 25

ILB D-423: Sep 30

ILB D-451: Oct 22 and Oct 24

ILB D-501: Aug 4, Aug 21, Aug 28, Sep 3 and Sep 16

Silloth

ILB B-714: Aug 13

Skegness

ALB ON-1166: Aug 20, Aug 27, Aug 28, Sep 6, Sep 23, Sep 24, Sep 27 and Oct 7

ILB D-460: Aug 1 (five times), Aug 5, Aug 9 (four times), Aug 10, Aug 11, Aug 15 (twice), Aug 16, Aug 17 (three times), Aug 19 (twice), Sep 6, Sep 20, Sep 23 and Sep 24

Skerries

ILB B-747: Aug 11 and Oct 2

Sligo Bay

ILB B-512: Aug 6

Southend-on-Sea

ILB B-567: Aug 6 (twice), Aug 7, Aug 12, Aug 19, Aug 25 (three times), Aug 26 (twice), Sep 2 (twice), Sep 11, Oct 22, Oct 26, Oct 29 and Oct 30

ILB D-425: Aug 5 (twice), Aug 7, Aug 25 (twice), Aug 26, Sep 1, Sep 18 and Sep 19

ILB D-435: Aug 21, Sep 2 (twice), Oct 1 and Oct 22

ILB D-487: Oct 22

Southwold

ILB B-750: Aug 14, Aug 15, Sep 24 (twice) and Oct 18

St Abbs

ILB B-572: Aug 8, Aug 11, Aug

20, Sep 15 and Oct 5

St Agnes

ILB D-453: Sep 26

St Bees

ILB B-719: Aug 21, Sep 3 and Oct 11

St Catherine

ILB B-579: Aug 1, Aug 13, Aug 30, Sep 10, Sep 29 and Sep 30

ILB B-754: Oct 29

St Davids

ALB ON-1139: Aug 8, Sep 24 and Sep 28

ILB D-543: Aug 10 and Oct 15

St Helier

ALB ON-1157: Aug 1, Aug 5, Aug 6 (twice), Aug 9, Aug 13, Aug 23, Sep 4, Sep 5 and Oct 7

St Ives

ALB ON-1167: Aug 23, Aug 26, Aug 28, Sep 2, Oct 24 and Oct 25

ILB D-515: Aug 12, Aug 26, Aug 28 (twice), Sep 2 (twice) and Oct 24

St Mary's

ALB ON-1229: Aug 1, Aug 12, Aug 19, Aug 22 and Sep 27

St Peter Port

ALB ON-1108: Aug 6, Aug 12, Aug 19 (twice), Aug 25 (twice) and Aug 31

Staithe and Runswick

ILB B-531: Aug 28, Sep 2, Sep 5, Sep 20, Sep 23 and Oct 10

Stornoway

ALB ON-1238: Aug 8, Aug 13, Oct 15 and Oct 24

Stromness

ALB ON-1236: Aug 22

Sunderland

ALB ON-1225: Aug 1, Aug 4, Aug 13 (twice), Aug 14, Aug 25, Aug 28, Aug 29, Sep 2, Sep 5 (twice), Sep 13, Sep 20 and Sep 24 (twice)

ILB D-470: Aug 4, Aug 6, Aug 25, Aug 28, Aug 31 and Sep 5 (twice)

Swanage

ALB ON-1182: Aug 5 (three times), Aug 6, Aug 9, Aug 13, Aug 14, Aug 19, Aug 28 (twice), Sep 7 and Sep 23

ILB D-475: Aug 5, Aug 19 and Aug 28 (twice)

Teesmouth

ALB ON-1095: Aug 6, Aug 12 and Aug 26

ALB ON-1110: Oct 28 and Oct 30

Teignmouth

ILB B-562: Aug 11, Aug 13, Aug 14, Aug 16, Aug 18 (twice), Aug 20, Aug 23, Aug 28, Aug 31 (three times), Sep 2, Sep 16, Sep 17, Oct 19 and Oct 28

Lifeboat launches

The Mumbles

ALB ON-1096: Aug 8 (twice), Aug 27 (twice), Sep 10, Sep 27 and Oct 23

ILB D-432: Oct 23

ILB D-463: Aug 5, Aug 19, Aug 20, Aug 23, Sep 3, Sep 6, Sep 15 (twice), Sep 16 and Oct 15

Thurso

ALB ON-1149: Aug 12

Tighnabruach

ILB B-743: Aug 1 (twice), Aug 2, Sep 23, Sep 30 and Oct 15

Tobermory

ALB ON-1143: Aug 2, Aug 3, Aug 10, Aug 11 (three times), Sep 6, Sep 20 and Sep 27

Torbay

ALB ON-1059: Aug 23, Aug 25, Aug 26 (twice), Aug 28 (twice), Sep 2, Sep 7, Sep 9, Sep 21 and Sep 23

ALB ON-1076: Oct 1, Oct 23, Oct 26 (twice), Oct 27 and Oct 29

ILB D-406: Aug 7, Aug 11, Aug 12, Aug 21, Aug 23 (three times), Aug 26 (twice), Aug 31 (twice), Sep 23 and Sep 25

ILB D-504: Oct 10, Oct 11, Oct

14 and Oct 16

Tramore

ILB D-415: Aug 3, Aug 5 and Aug 12

ILB D-511: Aug 27, Sep 13, Sep 17 and Oct 22

Trearddur Bay

ILB B-731: Aug 6, Aug 12, Aug 19, Aug 22, Aug 23, Aug 27, Aug 28 (twice), Sep 2, Sep 18 and Oct 8

Troon

ALB ON-1134: Aug 2, Aug 10, Aug 18 (twice), Aug 19, Sep 2, Sep 9 (twice), Oct 2 and Oct 5

Tynemouth

ALB ON-1242: Aug 4, Aug 6 (twice), Aug 20, Aug 23, Sep 17, Sep 22 and Oct 25

ILB D-535: Aug 4, Aug 6, Aug 7, Aug 16, Sep 3, Sep 11, Sep 17 and Oct 22

Valentia

ALB ON-1218: Aug 2, Aug 9, Aug 24, Aug 28, Aug 31 (twice), Sep 10, Oct 5 (twice) and Oct 11

Walmer

ILB B-589: Aug 27, Aug 30 and Sep 18

Walton and Frinton

ALB ON-1154: Aug 10, Aug

14, Sep 5 (twice), Sep 16 and Oct 21

Wells

ALB ON-1161: Aug 12, Aug 13, Aug 14, Sep 2 and Sep 3

ILB D-512: Aug 12, Aug 13, Aug 14, Aug 21, Aug 25, Aug 29, Sep 2, Sep 3 and Sep 30

West Kirby

ILB D-473: Aug 3, Aug 4, Aug 5, Sep 17 and Oct 16

West Mersea

ILB B-570: Aug 2 (twice), Aug 5, Aug 18, Aug 20, Aug 21, Aug 25 (twice), Sep 14 (three times), Sep 18, Sep 21 and Oct 23

Weston-Super-Mare

ILB B-557: Aug 7, Aug 27, Aug 31 and Oct 21

ILB D-537: Aug 7, Aug 23, Aug 27 (twice), Aug 31, Sep 5 (twice), Oct 21 and Oct 23

Weymouth

ALB ON-1081: Aug 9 (twice), Aug 12 (twice), Aug 15, Aug 20 (twice), Aug 21, Aug 24, Aug 25 (twice), Aug 26, Sep 8, Sep 15, Sep 17, Sep 29, Oct 6, Oct 9 and Oct 28

ILB B-746: Aug 2 (three times), Aug 3 (three times), Aug 5, Aug

9 (twice), Aug 12, Aug 13, Aug 14, Aug 15, Aug 21, Jan 26, Sep 6, Sep 17, Sep 24, Sep 29, Oct 11 and Oct 26

Whitby

ALB ON-1212: Aug 10, Aug 15, Aug 22, Aug 28, Sep 2, Sep 5, Sep 6, Sep 20, Sep 23 (twice), Oct 7, Oct 23, Oct 28 (twice) and Oct 30

ILB D-521: Aug 12, Aug 28, Sep 4, Sep 23, Oct 28 and Oct 30

Whitstable

ILB B-764: Aug 5 (twice), Aug 25, Aug 26, Aug 28 (three times), Sep 1, Sep 2, Sep 3 (three times), Sep 8, Sep 24, Sep 27, Oct 1, Oct 17, Oct 21 and Oct 28 (four times)

Wick

ALB ON-1160: Sep 18 and Sep 28

Wicklow

ALB ON-1153: Aug 13, Sep 2 and Oct 14

ILB D-518: Aug 13, Aug 20 and Sep 2

Withernsea

ILB D-541: Oct 19, Oct 22 and Oct 29

Workington

ALB ON-1141: Aug 9, Oct 6 and Oct 11

Yarmouth

ALB ON-1053: Aug 2, Aug 5, Aug 15, Aug 17 (twice), Aug 19, Aug 20, Aug 24, Aug 25 (three times), Aug 27 (twice), Aug 28, Sep 5 and Sep 30

Youghal

ILB B-561: Aug 3, Aug 6, Aug 23, Aug 26, Sep 9 and Oct 16

On passage

ALB ON-1059: Aug 6, Aug 18

ALB ON-1075: Aug 12

ALB ON-1241: Aug 28

ALB ON-1057: Sep 2

ALB ON-1058: Sep 10

ALB ON-1086: Sep 23

ALB ON-1104: Sep 23

ALB ON-1071: Oct 15

ALB = all-weather lifeboat

ILB = inshore lifeboat

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The involvement of the Royal National Lifeboat Institution with music started in 1992, when an RNLI branch commissioned from the Royal Marines, the first ever official march in the Institution's long history. Entitled "The Lifeboatmen" it was recorded by the Band of HM Royal Marines Commandos under the title "Marches of the Sea", and was so successful that a sequel, "For Those in Peril on the Sea" followed. It developed into a remarkable partnership between the Royal Marines and the RNLI to the extent that a separate RNLI West Country Marketing Group was formed, of the former branch members, to undertake the marketing, and the development of new recordings. It was an entirely new field for the RNLI - all with the aim of raising funds through music.

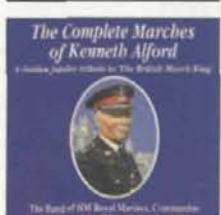
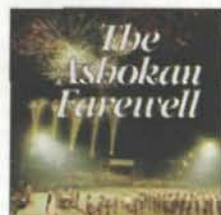
Musical SHOWCASE FROM THE RNLI

From the outset, the highest standards of musicianship, and technical expertise of the recordings were mandatory and the result has been that, with the fine selection of music, the RNLI's name has now become synonymous with superb recordings, which now number over twenty.

The variety of music is reflected not only in the increasing number of recordings being made by Royal Marines bands, of exceptional quality, but

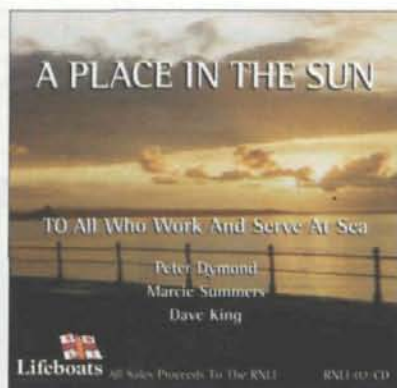
other recordings recently developed by the Group. In 1996 it became the Music Division of the RNLI, still run by volunteers, and now has the enviable record of having produced over £90,000 in funds from recordings' sales since 1993. The majority of the recordings are not available from record stores, such is the special arrangement with the recording company, thus ensuring the maximum of funds for the lifeboat service.

The wide acclamation of the recordings by appreciative music lovers is leading to a widening of the work, as and when high quality recordings are possible, a situation beyond belief when it all started. A full play-list is available on application and, in response to demand, a regular newsletter is produced by the Music Division.



"The Seafarers" RNLI Musical Showcase Favourites

A new release for 2001 (available on CD only) featuring the most popular titles from the "RNLI Musical Showcase". This CD 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 directed by Paul Trepte. "The Ashokan Farewell", "Will Your Anchor Hold?", "Gabriel's Oboe", "The Lifeboatmen", "Leviathan", "The Padstow Lifeboat" and "Drake's Drum" are just some of the titles (15 tracks in all).

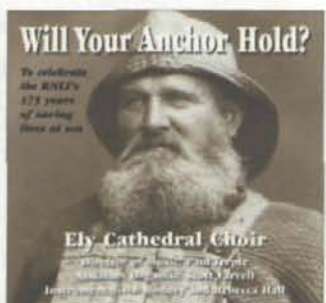


"A Place in the Sun" To all who work and serve at sea

This recording (available on CD only), 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 in recent years. Several of the songs specifically relate to lifeboats, "A Place in the Sun" being a tribute to the men of the Solomon Brown (the Penlee lifeboat), together with "Too Brave the Heroes", and "Boat Wanted" - dedicated to all lifeboat crews.

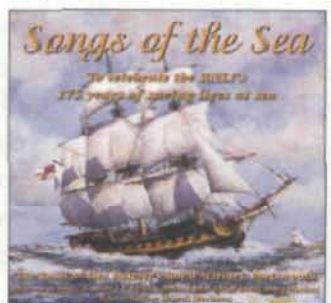
"Will Your Anchor Hold?"

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



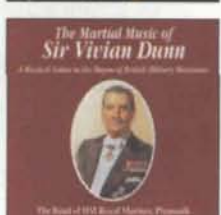
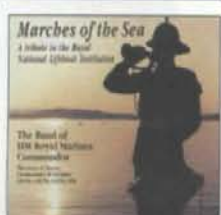
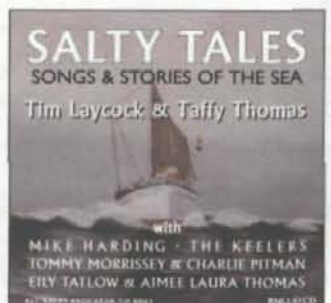
"Songs of the Sea"

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



"Salty Tales"

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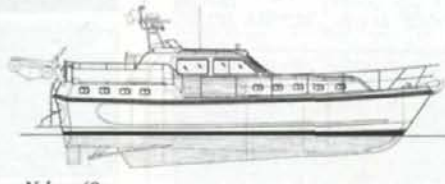
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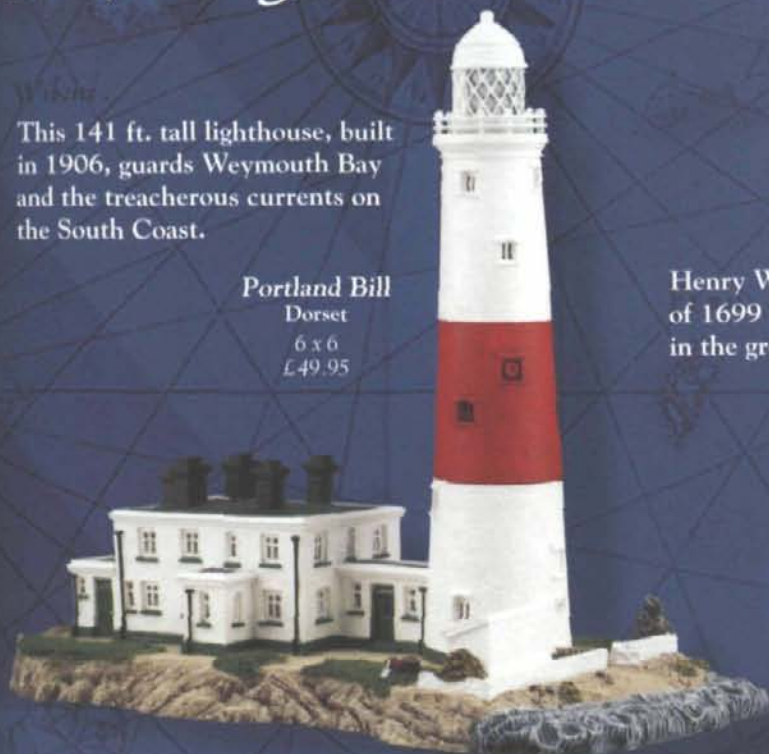
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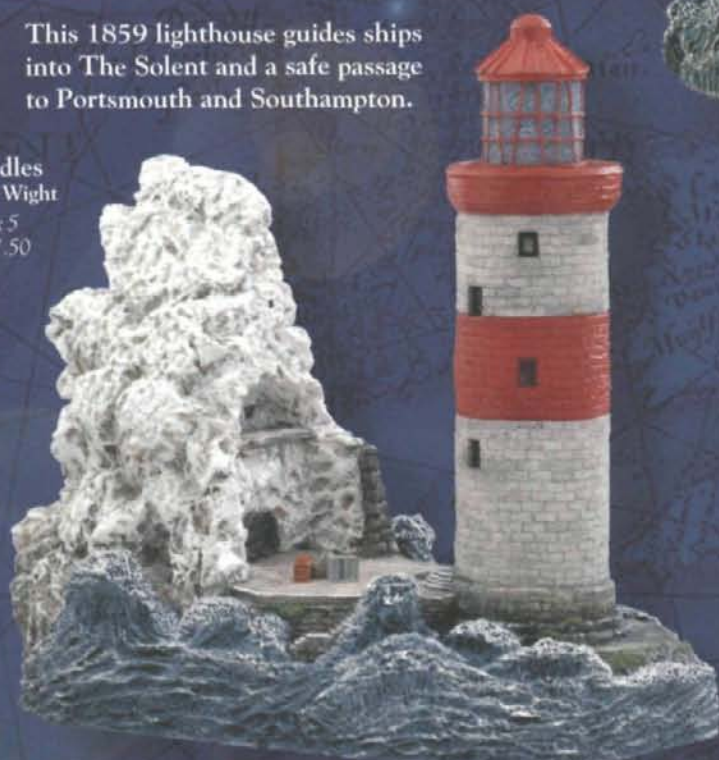
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