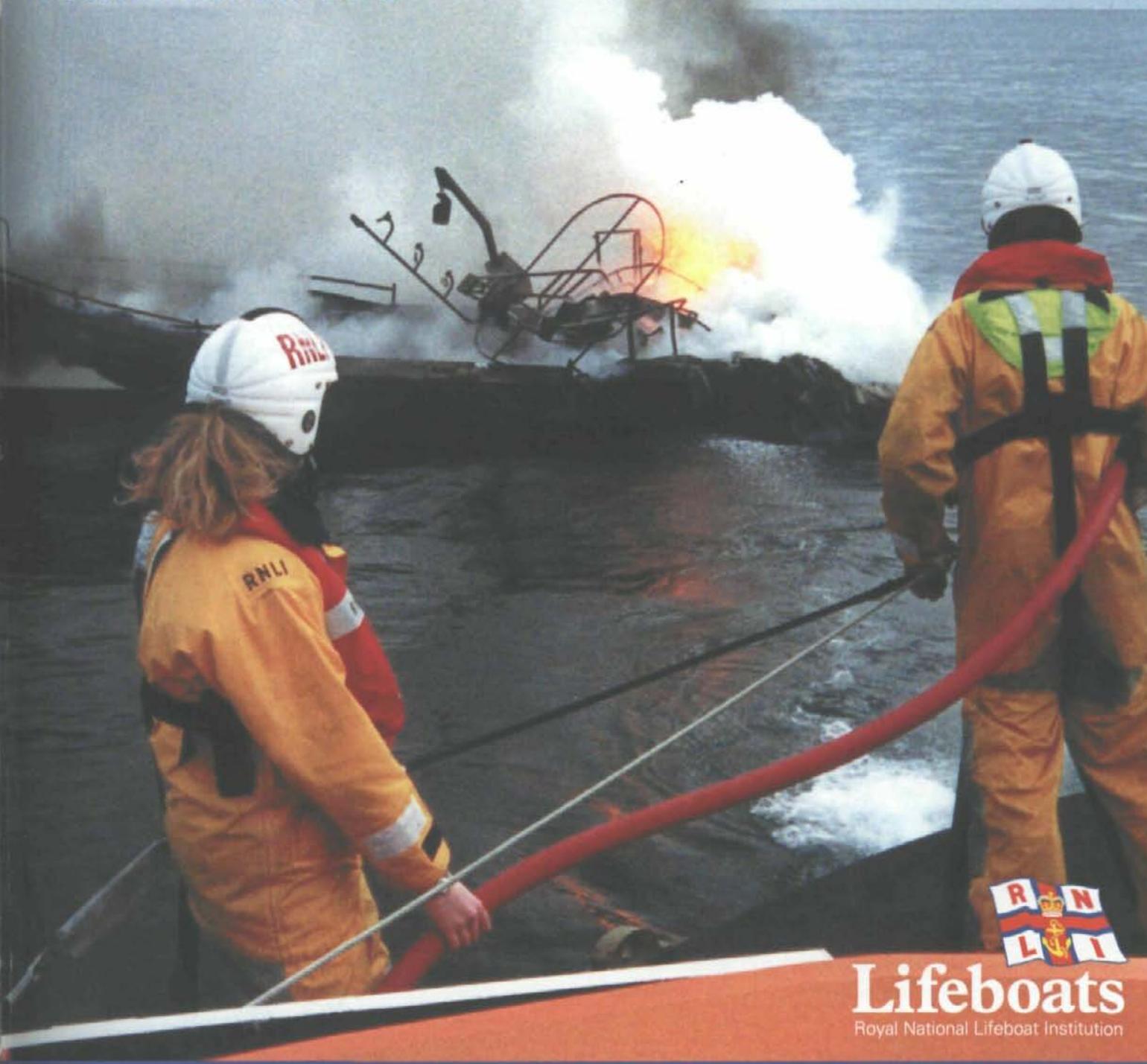


The Summer 2001
Lifeboat
The magazine of the RNLI

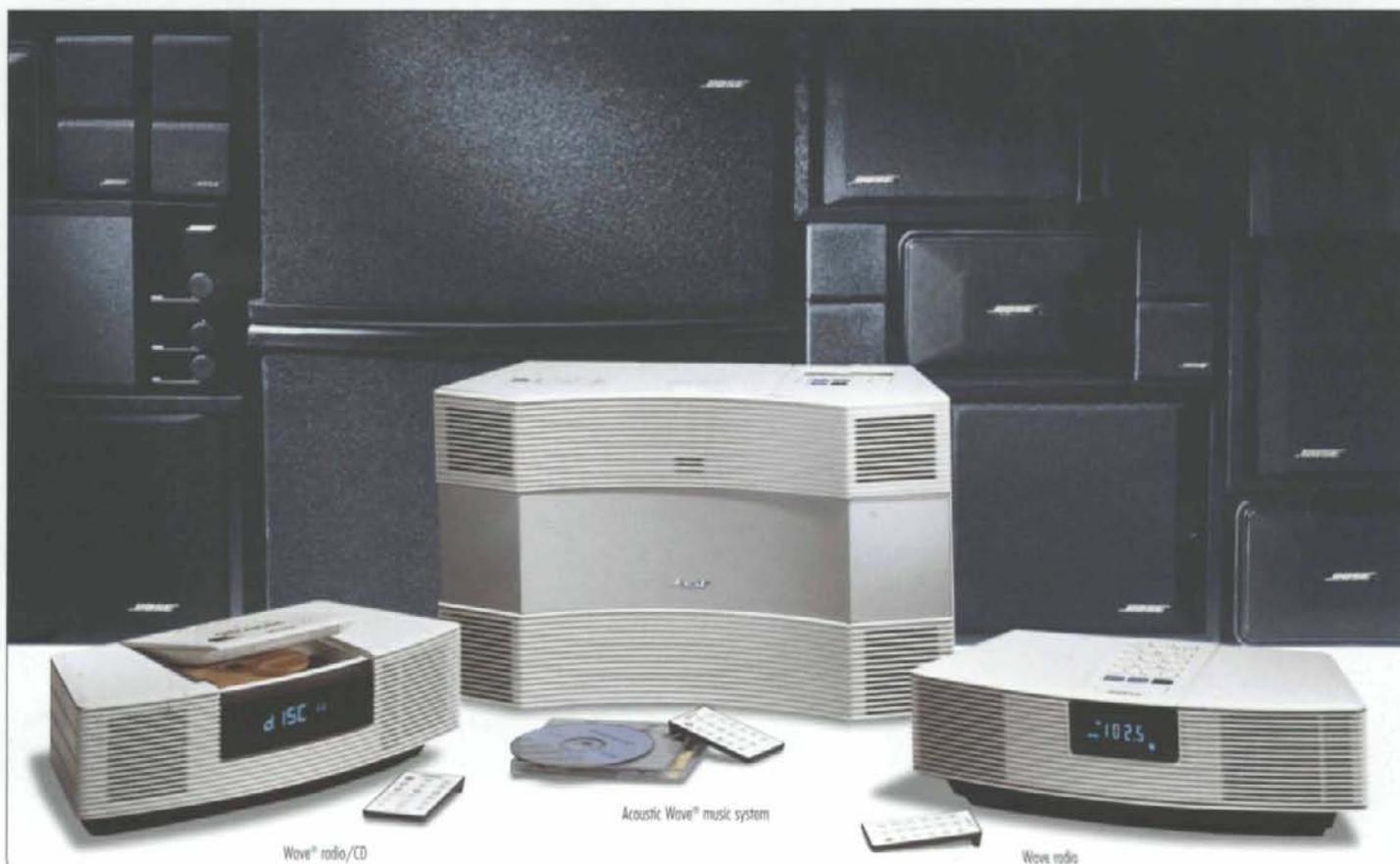
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The Lifeboat

Summer 2001

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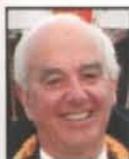
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West Quay Road, Poole, Dorset BH15 1HZ
Tel: 01202 663000
www.lifeboats.org.uk
Email: info@rnli.org.uk

Registered Charity Number 209603

Chairman:

Chief Executive:



Peter Nicholson



Andrew Freemantle MBE

The Lifeboat

Editor:

Assistant Editor:



Jane Smythson



Jon Jones

Editorial:

Tel: 01202 663188

Fax: 01202 663189

Email: thelifeboat@rnli.org.uk

Membership Enquiries:

Tel: 01202 663234

Email: sportsmouth@rnli.org.uk

Advertising:

Madison Bell Limited

24 Gay Street, Bath BA1 2PD

Display: Stephen Rowe 01225 465060

Classified: Deborah Roos 020 7389 0808

Email: rnli.info@madibell.com



Front cover

Lough Swilly crew members aboard relief Tyne class lifeboat *Good Shepherd* tackle a fire aboard 14m fishing vessel *Lady of Portnablagh*. Photo © Lough Swilly lifeboat crew.

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NEWS

Beach and inland pilots under way



Photo © RNLI/DK

Above: Sea safety manager Peter Bradley is interviewed by GMTV's Lara Logan at the launch of the Beach Rescue pilot

Below: The RNLI lifeguards at Sandbanks beach, in Poole, Dorset

The Beach Rescue trial scheme showed off its first ever beach lifeguards at two photocalls

on Friday 25 May. Lifeguards were put through their paces at two locations – Fistral beach at Newquay in Cornwall and Sandbanks beach at Poole in Dorset

On show with the lifeguards was their new kit including rescue boats, a jet ski, rescue boards, beach vehicles, radio and emergency first aid equipment. They also

carried out demonstrations of the rescue work to be carried out on beaches this summer.

The RNLI has recruited head lifeguards, their deputies and seasonal lifeguards, and enlisted the support of volunteer clubs for weekend and peak cover in order to run the trials.

'The lifeguards are fully qualified and will be managed, trained and equipped to provide the same level of service as that given by our lifeboats and their crews' said Peter Bradley, RNLI sea safety manager.

All equipment for the trials is being provided and maintained by the RNLI from the divisional

base in Saltash, Cornwall. There will be full liaison and cooperation with the Maritime and Coastguard Agency, the relevant local authorities, the volunteer lifeguarding clubs and the flank lifeboat stations.

At the end of the trial year there will be a full assessment of the project before a full report is made to the RNLI executive committee, who will decide its future. Half the cost of the trial is being funded by a generous benefactor with the balance coming from an existing legacy.

The launch resulted in some excellent press and TV coverage – most of which was highly accurate and very positive.

Straight to work

The beach rescue teams are already proving their worth. In one of their first incidents, a teenage boy had dived into the shallows of Whitsand Bay in Cornwall – a beach that had no lifeguard presence at this time of the season last year. The RNLI lifeguards were quickly on hand and applied a neck collar, placed him on a spinal board and administered oxygen, before he was transferred

by air ambulance. The hospital later confirmed that these prompt actions prevented the boy becoming a quadriplegic and he will be walking again in a few weeks.

Later in the same area, an unexploded bomb was located and identified by RNLI lifeguards. The team quickly contacted HM Coastguard who in turn called out the Royal Naval Bomb Disposal Team and ensured that the beach could reopen in good time.

One of the key objectives for the trial was to ensure a coordinated rescue service from the beach to the open sea. There have been several excellent examples of the lifeboat crews and beach rescue team working together effectively to ensure clear operational limits and standard operating procedures.

These are just some of the positive early results from the trial, but indicate that it could have a significant impact on safety around our coasts.

The trial is currently planned to last the summer and the RNLI will be talking to the local communities involved



Photo © RNLI/DK

The Lifeboat is published four times a year and is sent free to RNLI members and governors. The next issue will be Autumn 2001 and will appear in October 2001. News items should be received by 21 August, 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.

NEWS



Photo © RNLI

together with the beach users to understand their reaction to the scheme. It is also be keen to discover how much more aware the younger generation will be of the RNLI as a result of this trial. At the end of the summer all this information will be brought together and the executive committee of the RNLI will then carefully consider whether the trial will continue.

Reaction from supporters around the country has been very positive, with a few questions raised on the costs involved and the issues of full time RNLI lifeguards.

From a cost point of view, the RNLI wanted to cover the initial costs to ensure control of the project. A very generous benefactor has funded half these costs and the remainder have been funded from a legacy – if the project were to continue, a significant

contribution from any beach owner involved may be required.

In relation to full time lifeguards, the task of providing immediate and effective cover can only be achieved by continually manning the beaches during prime daylight hours. It would be unrealistic to assume that this constant cover could be delivered with volunteers alone. However, volunteers will be a key part of the scheme by providing supplementary cover, particularly at weekends. The most important objective is to help save more lives and to discover the most effective way to achieve this aim.

Moving inland

The first inland lifeboat station, at Enniskillen in Northern Ireland, went live on Thursday 24 May. Enniskillen will become the 40th RNLI station in Ireland. The setting up of Enniskillen lifeboat station

is part of the pilot scheme to extend RNLI lifesaving skills by providing a rescue service on large expanses of inland waters.

Lough Erne Yacht Club is the base for the new Enniskillen station. The large stretch of water being covered extends across 50sq miles over two loughs which attract a high level of leisure activity including fishing, sailing, canoeing and over-the-water flying. At busy times over 600 people can be on the stretch of water each week.

'This is an exciting moment in the history of the RNLI and for lifesaving in general' said Angus Watson, the RNLI's inland waters project manager. 'We already operate one of the best lifeboat services in the world and we feel this is an opportunity to extend our skills to an inland water where we can really make a difference and

potentially save more lives.'

It is estimated that over 250 lives are lost each year around inland waters – more than around the coast – and there are several thousand more potentially life-threatening incidents as leisure usage increase each year.

The new lifeboat station will be served initially by an Atlantic 21 inshore lifeboat but it may prove necessary to have additional resources on the lough in the long term. Eighteen lifeboat crew have been enrolled and trained ready for operation.



Photo © RNLI

Above: Enniskillen lifeboat station's Atlantic 21 takes to the water

Above left: RNLI lifeguards will have distinctively marked equipment

Below: Members of the Enniskillen lifeboat crew

Bottom: The lifeguards go through their paces with Poole's Atlantic 75



Photo © RNLI

Photo © RNLI/DK



NEWS

Snap It! for the lifeboats

Anyone who can work a camera and enjoys a challenge is invited to join in the fun by taking part in the RNLI's first Snap It! competition, in Putney on Saturday 18 August. This treasure hunt style event promises to be a fun day out for all the family and will be

sponsored by the photo specialists Snappy Snaps.

Teams of two to six people will be invited to search for answers to questions provided on the day and obtain photographic evidence. Each team will be given a competition pack,

including a disposable camera and other survival requirements. The teams will work against the clock to take the photos, have them developed and return to the finish point. There will be fantastic prizes to be won, including an APS camera kit, CD

player and photo equipment, as well as goody bags for all children taking part in the competition.

Anyone interested in taking part should contact Rebecca Connor on 020 7839 3369 or email rconnor@rnli.org.uk.

Lifeboat stations open day

The RNLI operates 224 lifeboat stations throughout the United Kingdom and Republic of Ireland and those where access and volunteer numbers allow will be open, free of charge, on the weekend of 30 June/1 July so that visitors may see over the lifeboats and talk to the crews.

Certain lifeboat stations will be offering fun activities for children and everyone taking part will receive a special certificate signed by one of the crew. Many lifeboat stations open on a limited basis all year round, but this is an opportunity for visitors to talk to the volunteer crews and see the lifeboats up close.

Lifeboat stations themselves, whether built

in the last century or completely modern, have a unique atmosphere. The lines of protective clothing with boots, lifejackets and helmets strategically placed, the awe-inspiring records of the rescues carried out at the station, combined with the presence of the ultra-modern lifeboat, ready and waiting to go, will give visitors a taste of the adrenaline buzz which surrounds any 'shout'.

Visitors to lifeboat stations throughout the summer will be able to take part in a national quiz based on the RNLI's lifeboat station locations throughout the UK and Republic of Ireland. Prizes include waterproof cameras, membership of Storm Force, the RNLI's junior membership club and other goodies.

Burnham on Crouch station open day 2000



On to pastures new

As announced in the Spring 2001 issue of *The Lifeboat*, former deputy director Ray Kipling has left the RNLI to run the Wessex Medical Trust.

Ray joined the RNLI in 1973 as a graduate trainee, moving into the public relations department in 1974. He was appointed public relations officer in 1980, moving on to become deputy director in 1988.

As well as working tirelessly in his role as deputy director, Ray also was responsible for the permanent secretariat of the International Lifeboat Federation, dealing with over 40 lifeboat societies worldwide.

Ray is also an accomplished author and has had three books published: *A Source Book of Lifeboats* (Ward Lock 1982); *Rescue by Sail and*



Ray shows his appreciation for one of his leaving gifts

Oar (Tops'1 Books 1982) and *Strong to Save* (Haynes Publishing 1995).

Ray will be sorely missed at the RNLI. Everyone who has had the pleasure of working with him will be aware of what a cheerful, entertaining and hard-working person he is. The RNLI's loss is very definitely the Wessex Medical Trust's gain.

Sir Angus Fraser KCB TD

We regret to announce that Sir Angus Fraser passed away on Sunday 27 May.

Sir Angus joined the Committee of Management in 1986 and served as a Deputy Treasurer from 1996 to 1998. He was elected a Vice President in 1994.

He also served on the Executive Committee, the Finance Committee and the Personnel Committee, and was Chairman of the latter from 1989 to 1998.

The funeral took place in June at St Michael's Church, Highgate and Highgate Cemetery.

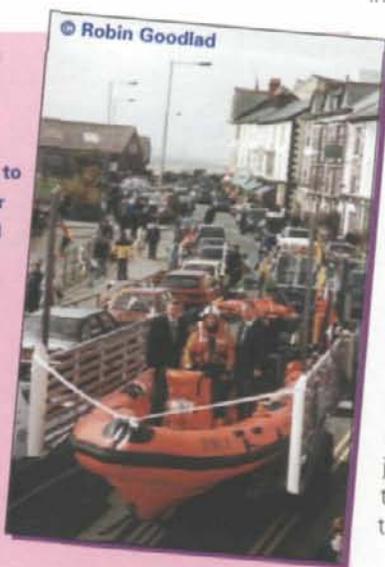


New hand at the FR helm

The RNLI is pleased to announce that David Brann has been appointed fundraising and marketing director. For the past six years David has been the Institution's marketing manager, in charge of the recruitment

and retention of members and donors, and legacy marketing strategy. He was responsible for the successful introduction of **Offshore** membership, aimed at active sea users. He has recently returned from a six month secondment to start The Legacy Promotion Campaign for the promotion of legacy giving to all charities.

Aberdovey helmsman Phil Nicol recovered from his brush with death (see page 8) in time to travel in style to his wedding on Easter Saturday. This caused quite a stir in the village. However, the boat was never more than 150m from the boathouse and available for service. Phil was under strict instructions from his new wife to have his pager turned off for the ceremony.



Thank you everyone

An enormous 'Thank You' to the 35,000 supporters who completed the questionnaire we sent you with the winter edition of **The Lifeboat**. We have very nearly looked at all the information you have given us, and will be able to use it to look at new ways we can attract supporters in the future.

Some interesting results have come out of the survey so far – for example, over 50% of you list reading as a main interest, with travel at 48% and visiting places of interest and gardening at 46% – close rivals for your time!

Making wwwwaves

The RNLI has launched a new section of its award-winning website called Waves which will explore issues ranging from sailing to commercial fishing and invite opinions from a range of trade and user groups.

The views and opinions will be displayed on the site to stimulate debate which, in turn, and through increased awareness of safety, could help reduce the number of lives lost on the water.

Initially, there will be debates on diving, beach safety and motor boating – each with a range of opinion from relevant groups. These will be joined by debates on sailing, commercial fishing, sea angling, windsurfing, water skiing, personal watercraft and coastal walking.

Peter Bradley, the RNLI's national sea safety manager, commented 'For a long time it has been impossible to view all the arguments together in one place but Waves will make it possible for water users, manufacturers and the maritime media to do just that. We hope the issues raised will improve the standard of debate on water safety issues, so take a look today and have your say!

www.lifeboats.org.uk

Keeping you informed

The RNLI produces a wide range of information booklets and leaflets aimed at keeping the public better informed about the lifeboat service. Several new publications have recently been produced.

Fundraising for the lifeboats is a new publication available to branches, guilds and stations, in fact everyone who comes into contact with the general public. It presents the range of options that the public can choose from when considering fundraising support for the RNLI. It is

intended to be handed out at shows and events, stations or coffee mornings for those who might be thinking about the RNLI for the first time. Copies are available from the fundraising department in Poole.

Beach safety starts here has been produced to tie in with the beach rescue pilot scheme. Packed with vital beach safety information, it is an essential guide for anyone planning to catch some sun, sand and surf this summer. Copies are available from the sea safety department at

Poole, or call free on 0800 543 210.

Several of the RNLI's museum guides have recently been updated. New leaflets are available for the Royal National Lifeboat Collection at Chatham, the Grace Darling museum at Bamburgh and the Henry Blogg museum at Cromer.

Updates are also available for several of the RNLI's ever-popular information leaflets. New issues include **The Lifeboat**

Service Factfile, The RNLI in Wales & West Mercia and the Isle of Man, and a range of RNLI posters. Copies are available from the PR department at Poole.



Named in May



The naming of relief lifeboat *Volunteer Spirit* at RNLi Poole Depot on 8 May. There are currently 113 lifeboats in the RNLi's relief fleet, all of which are constantly active and can be called into service at any time to replace other lifeboats that are off station for repair or maintenance.

Photo © RNLi/DK

May alone was a very busy month for official ceremonies, with no less than four new lifeboats being named and dedicated.

A brand new relief Severn class was named *Volunteer Spirit* at RNLi Poole Depot on 8 May. She was primarily funded by branches and guilds, as their contribution to the 175th anniversary celebrations. They were represented on the day by Helston branch which officially named her and handed her over. The following day another all-weather relief lifeboat was named *Corinne Whiteley* at the very same location. The £1.2m Trent class was funded from the legacy of Mrs Corinne Whiteley of Mansfield. The generous

bequest was made in memory of Corinne and her husband Alfred Harold Whiteley.

Weston-Super-Mare's new Atlantic 75 was named *Coventry and Warwickshire*, after the visiting holidaymakers who helped to fund her following an 18-month appeal which raised over £78,000. Appeal chairman, Sir Alan Veale, officially named her at The Winter Gardens on 19 May.

On 26 May, Arran's new Atlantic 75 was named *The Boys' Brigade* at The Old Pier in Lamish by Margaret, Lady Thurso. The lifeboat is one of two to be funded from the Boy's Brigade millennium appeal, 'Lifeboats for 2000'.

Sign up for Gift Aid today and help us push the boats out further.

Just fill in and return the form on your label carrier.



RNLi and BUSA join forces

The RNLi is linking up with the British University Sporting Association and attending their national watersports events throughout 2001. The aim is to raise awareness among students attending the events. It is the first time the RNLi has taken such an active approach and talked directly with people in this 18-24 age group.

'We will be telling people who we are, what we do and taking details of individuals who may like to help us in the future' says Philippa Thompson, the RNLi's fundraising events organiser. 'The goal is to raise funds for the RNLi and start a rapport with younger people.'

Volunteers wanted for Sea Safety campaign

The RNLi is looking for enthusiastic volunteer safety advisers to help give sea users free safety advice. Teams of advisers will be offering sea safety advice from popular launching sites around the coast and additional volunteers are needed to boost the teams.

You don't need any experience to volunteer – just someone keen to help pass on advice which could help save lives at sea. You will be given full training on how to give safety information to users of all types of craft, ranging from jet skis to dinghies.

'We know that dangerous incidents at sea could be avoided if simple safety

precautions are taken, such as carrying suitable lifejackets and flares on board' says Steve Wills, the RNLi's coordinator for this project. 'The volunteers we are seeking would play a key role in getting this information across to the public and could help prevent an accident from becoming an emergency' says Steve.

Volunteer advisers need to be over 17, able to communicate well with people and spare one Saturday or Sunday once a month during the busy boating times.

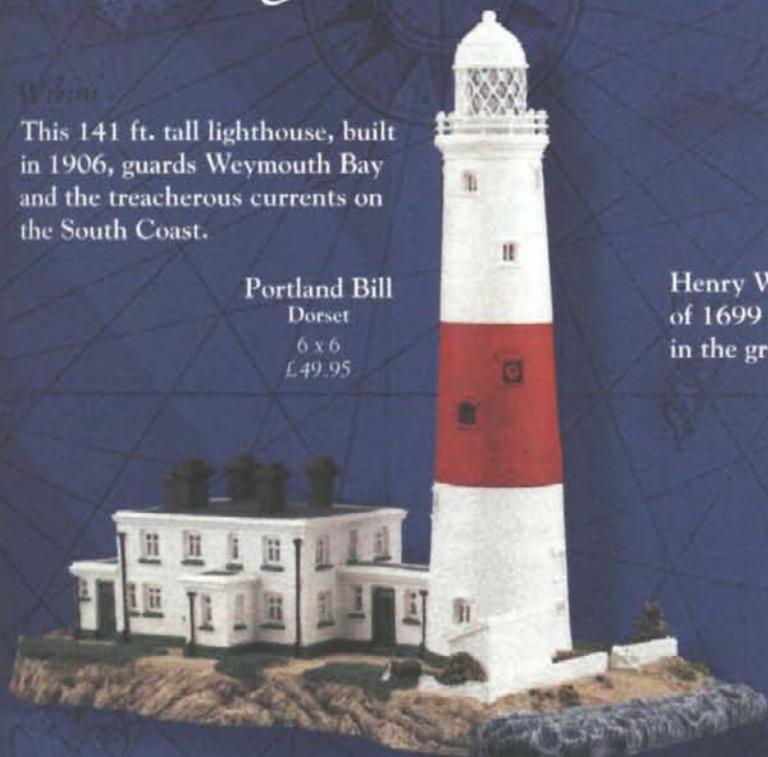
Anyone wanting to volunteer can contact Steve Wills on freefone 0800 328 0600 for an information pack.

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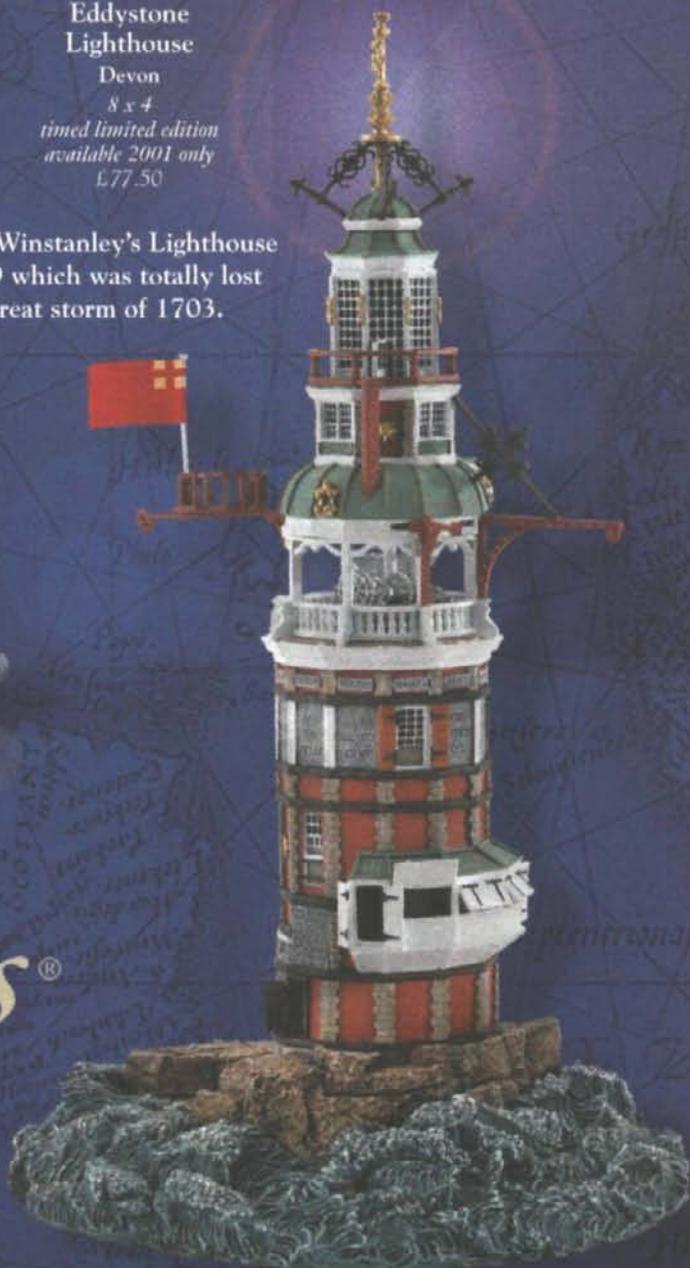
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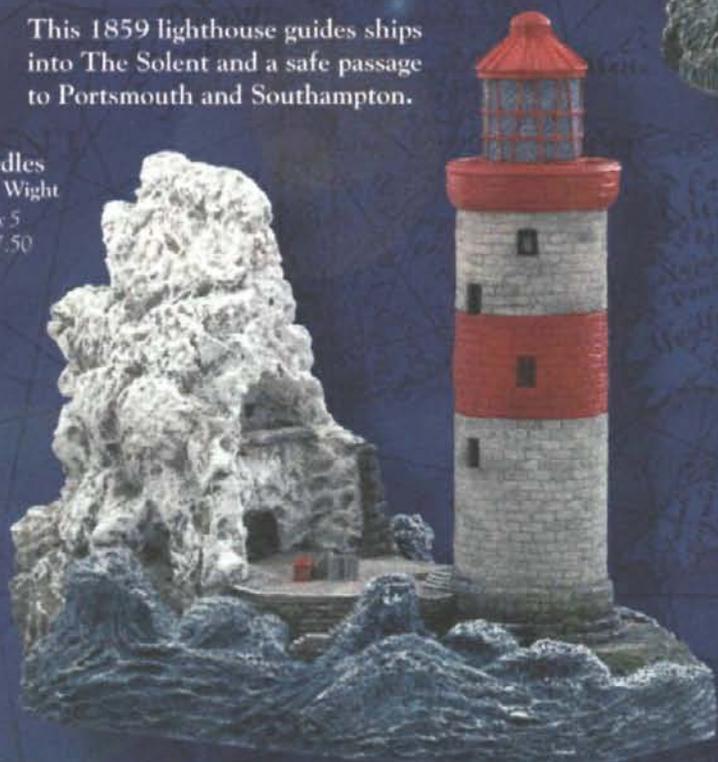
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LIFEBOAT SERVICES

Quick action saves life of fellow lifeboatman lost overboard



The Lifeboat

D class lifeboat D-478

May

Built: 1995

Cost: £11,275

Funding: Gift of Dr May Read

The Crew

Bronze Medal

Helmsman **Amos Bewick** for his 'outstanding skill, calm leadership and unwavering determination to perform a lifesaving service'.

Joined crew: 1994

Occupation: **Project worker**

Medal Service Certificates

Crew Members

Martyn Davies

Alex Shepherd

Borth Lifeboat Station

Established: 1966

Previous Medals

Thanks on Vellum: 1978, 1987

The Casualty

Helmsman **Phil Nicol**

Joined crew: 1995

Occupation: **Instructor**

It is particularly difficult for a lifeboat crew to go to the rescue of somebody that they know. It makes it even harder when the casualty is a fellow lifeboatman. The crew of Borth lifeboat took their D class to the very limits of its capabilities in their search for Aberdovey helmsman Phil Nicol. It is without doubt that their bravery and determination in appalling conditions saved Phil from serious injury or even death.

'We first heard Aberdovey ILB talking over the radio to Milford Haven Coastguard concerning the loss of one of their crew members,' Amos Bewick remembered. 'We had just returned from exercising in the surf around Borth Head and were aware of the poor conditions.' Aberdovey's Atlantic had lost helmsman Phil Nicol overboard and were having trouble recovering him. He had been caught in an eddy caused by the strong ebb tide, the flow of floodwater-out to sea from the River Dovey and the south-westerly waves.

Borth's D class had been on exercise when the worsening conditions had forced them to return home. They were just 200m from the beach, with the trailer already waiting to recover the boat, when the call came through. As soon as it was confirmed that their assistance was needed, Amos started the three mile journey north.

'The weather had deteriorated while we had been on exercise,' he said. 'The wind was from the south west and we were glad we were travelling with the wind rather than into the freshening breeze. The swell offshore was getting bigger the further we travelled north. We went as

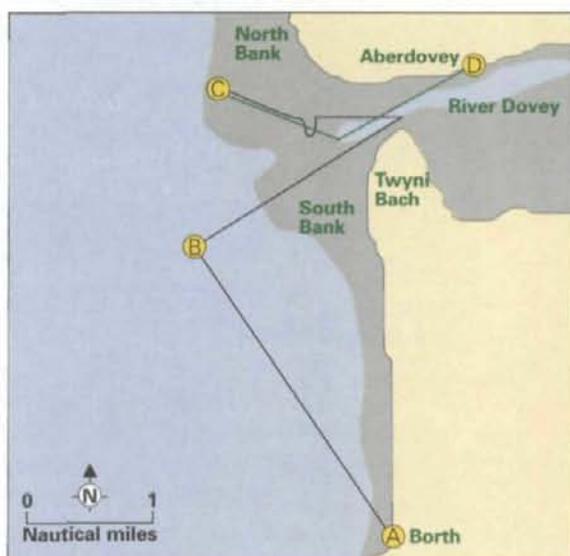
fast as we could between the waves but frequently had to turn seawards and negotiate large breaking waves that threatened to upset the boat.'

'Due to the onshore wind we had to climb slowly up the waves so as not to hit them like ramps leaving the boat in mid-air, vulnerable to flipping over.'

Helmsman Amos Bewick

The three mile passage took around half an hour in steadily deteriorating conditions. The ride was exceptionally uncomfortable for the three crew, with heavy wind-blown spray and unpredictable waves. Amos is an experienced surfer and did an outstanding job of controlling the pitching lifeboat. He needed all of his experience and skill to maintain the boat's stability, while continuing to make best speed towards their stranded colleague.

'We encountered increasingly large swells, three of which will be with us in our memories for some time,' said Amos. 'When the boat crawls up



Rescue of Helmsman Phil Nichol

- B 1150 Aberdovey lifeboat loses man overboard
- A 1156 Borth's D class *May* heads for Aberdovey
- B 1216 Borth lifeboat arrives on scene
- C 1225 Phil Nicol recovered
- D 1256 Casualty landed at Aberdovey
- D 1305 Ambulance arrives
- D 1325 Helicopter arrives and transfers casualty to Bronlais hospital

Weather conditions

Wind southerly Force 7
2.3m very short, completely breaking seas

LIFEBOAT SERVICES

the face of a particularly big wave and then the wave drops away leaving you, your crew and boat in mid-air, causing you to land standing on the transom, it does cause you to think a bit!

As they arrived at Aberdovey, the Borth crew spotted the Aberdovey lifeboat and went alongside. Aberdovey crew told them where they thought Phil was, in an area too shallow for the Atlantic to operate. Phil had been spotted intermittently

between the waves.

The seas around him were closer and more confused than they had been on passage, making it difficult to locate the man in the water. To make matters worse,

Phil had lost his helmet and was floating low in the water.

As Amos entered the North Bank to start searching, the crew thought they had spotted Phil and headed south to investigate. Sadly, they turned out to be mistaken. Amos headed north again, turning west when he reached the line that they had originally been following. Almost immediately Martyn and Alex spotted Phil over to port.

'We knew that with these conditions and for his sake we had one chance to get him, haul him quickly into the boat and then just get out of there,' said Amos. Bringing him alongside on the port sponson, Alex grabbed hold of Phil and managed to pull him onto the sponson. Martyn joined him and, between the two of them, they managed to pull him into the lifeboat.

Just as Phil was safely in the boat, a large wave, topped with white water, crashed into the boat, forcing them north into the breaking seas. As Amos struggled for control, Martyn and Alex threw themselves onto the port sponson to stop the lifeboat from being capsized.

As soon as he got the boat under control, Amos headed straight for Aberdovey boathouse. 'Once Phil was in the boat, we turned towards Aberdovey and raced out of the surf,' Amos remembered. 'On

the way in, it was good to be able to tell his crew that he was safe. We travelled as fast as possible to Aberdovey boathouse to pass Phil onto his anxiously waiting crew. A D class isn't the best place to administer first aid! Once he was in their hands, we knew his condition could only improve.'

When they first picked him up, Phil was conscious and talking, but on the passage back to the boathouse he began to slip in and out of consciousness and he was unconscious by the time they reached the slipway. He was stretchered into the boathouse where trained station staff began to treat him for hypothermia. An ambulance arrived within 10 minutes and the paramedics took over. When his lifejacket and drysuit were cut off, his body temperature was found to be just 25.2°C.

The rescue helicopter arrived shortly afterwards and Phil was airlifted to Bronllys Hospital at Aberystwyth, where he was rushed to intensive care. By the evening Phil was able to talk and receive visitors but he was kept in intensive care to watch for signs of secondary drowning. He was also found to have an injury to his back, with bruised and strained ligaments. By the following day he was feeling much better but hospital staff found a small amount of fluid in his left lung and he was kept in a further day for observation. After three days in hospital, he was discharged and has now made a full recovery.

'Many of the shouts I have been on in the summer are much shorter, involve less arduous conditions and aren't so immediately critical. But we all train throughout the year for occasions such as this.'

'When I heard about the medal, I was dead chuffed. We knew we had done a good job that resulted in the saving of a fellow lifeboatman's life. But it means a lot that this service has been recognised by experienced seamen, and in such a public manner. It is an award for all the work Borth does. Not only is the boat one of the best... but so is the whole crew.'

Helmsman Amos Bewick 



Helmsman Amos Bewick
Photo © Ron Davies



© Ron Davies



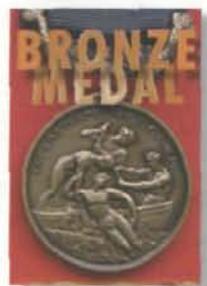
l-r: Martyn Davies,
Amos Bewick and
Alex Shepherd
Photo © Alex Leger

LIFEBOAT SERVICES

Six-hour service in horrific conditions to fishermen wrecked on rocks



When the fishing vessel *Sincerity* went aground in stormy conditions off Ardlamont Point, the Campbeltown lifeboat had to travel 30 miles in total darkness just to reach the two men in peril. The crew had to work in extreme conditions in an area that they did not know well and in almost zero visibility. It was only thanks to their outstanding skill and courage that the two men were brought back safely.



The Lifeboat

Severn class lifeboat ON-1241

Ernest and Mary Shaw

Built: 1999

Cost: £1.8m

Funding: Gift from the estate of the late Ernest Shaw and his widow Mary Shaw

The Crew

Bronze Medal

Coxswain **John Stewart** for his 'seamanship, leadership determination and personal courage'

Joined ALB crew: 1979

Deputy 2nd Coxswain: 1985

2nd Coxswain: 1992

Coxswain: 1998

Occupation: Solicitor

Medal Service Certificates

Deputy 2nd Coxswain/Mechanic

David Cox

Assistant Mechanic

David Reid

Crew Members

Raymond Harvey

Graham Flaws

Stephen Scally

Stephen McShannon

Peter Reid

John Hill

Campbeltown Lifeboat Station

Established: 1861

Previous Medals

Silver: 1908, 1942, 1982

Bronze: 1942, 1946

Thanks on Veilum: 1957, 1982,

1988, 1995

The Casualty

12m fishing vessel *Sincerity*

Crew: Two

In the early evening of 29 November last year, fishermen Philip Rae and James Becket were at sea in the 12m fishing vessel *Sincerity* when a burst cooling water pipe caused total engine failure. With no power to battle against the raging seas, the boat was swept onto nearby rocks. The two men attempted to launch their liferaft but the violent winds ripped it out of their grasp, leaving only the painter attached to the boat. Unable to leave the stranded vessel, Philip went to radio for help, only to find that the vessel had been holed by the rocks and the engine room had flooded completely, leaving the VHF radio unworkable. Fortunately Philip's mobile phone was working despite the remote location and he was able to call for assistance.

The two closest lifeboat stations, Tignabruaich and Arran, both operate Atlantic 75s so were unable to launch in the appalling conditions that far exceeded their operating limits. The nearest all-weather lifeboat with a Severn class lifeboat capable of tackling the conditions was Campbeltown. So the lifeboat was launched to start a 30 mile journey to the casualty. John Stewart, Campbeltown coxswain, remembered 'My first thought was that we would be recalled

as I expected the crew to be taken off either by helicopter or by the Tignabruaich Atlantic.'

A Sea King helicopter was launched but the extreme turbulence around Ardlamont Point meant that it couldn't stay on scene. Winching anyone up from the boat was completely unthinkable. Fortunately, John's superb handling of the lifeboat meant that he was able to maintain an average speed of over 25 knots despite the complete darkness and reached the stranded boat just 1½ hours after the first alert.

The *Sincerity* was firmly grounded on rocks 70m from the shore in the shelter of a small promontory. There are reefs extending across the whole bay, with water depths as little as 2-4m. As the *Ernest and Mary Shaw* arrived, the fishermen were sheltering behind the wheelhouse, trying to avoid the driving rain and spray. The *Sincerity* was listing to port and rolling as the seas passed beneath her. Visibility was down to just a few metres and John found it very difficult just to keep her in sight. The lifeboat's searchlights were trained on the boat, assisted by Dunoon and Kames Coastguard rescue teams, who shone searchlights from the shore.

Rescue of the *Sincerity*

1821 Fishing vessel *Sincerity* requests assistance from Clyde Coastguard

1827 Coastguard requests RNLi assistance

A 1836 *Ernest and Mary Shaw* launched

B 1955 Lifeboat reaches casualty

B 2015 Attempt to pass a line using rocket

B 2100 Decision to put alongside casualty

C 2200 Survivors put ashore at East Loch Tarbert

A 0035 Lifeboat arrives back at Campbeltown

0104 Lifeboat refuelled and ready for service

Weather conditions

Wind southwesterly Force 7-8

Steep 4-5m following sea swell

Occasional rainsqualls

Visibility less than 100m



LIFEBOAT SERVICES

'I decided to attempt to pass a liferaft,' said John. 'However, the sea breaking on the reef, coupled with the strong wind, meant that the liferaft was simply swept away from the casualty. Eventually, we had to cut it free. I then made two attempts to anchor the lifeboat and pass a line but the holding ground was poor and so the lifeboat dragged its anchor. By now an hour had passed and the situation of the two crew members was becoming critical.'

'I could see the two crewmen sheltering in the wheelhouse and knew that the lifeboat was their only hope of rescue.'

Coxswain John Stewart

'The tide was rising and the *Sincerity* was being rolled heavily by the sea, which was breaking right over her. There was a danger of her rolling off the reef into deeper water and taking her crew with her. It was then that I decided to risk taking the lifeboat alongside the casualty. The rise and fall of the sea at that point was some 4m; at times we had less than 1m of water under the keel as we manoeuvred alongside the casualty.'

On the first two attempts, the lifeboat was unable to put alongside *Sincerity* because of the truly atrocious conditions. But, on the third attempt, John steered her bow close to the casualty's stern and James Becket was able to jump onto the lifeboat, where he was grabbed by waiting crew members. It took another three approaches before skipper Philip Rae was able to jump safely into the lifeboat as the seas crashed over her right up to the flying bridge. 'Each time we went alongside I was concerned that the lifeboat might be swept onto the reef and end up a casualty herself' said John. 'The power of the Severn was critical to the success of the rescue. It allowed the lifeboat to be held close to the casualty, on a lee shore, while the crew were taken off.'

Coxswain John Stewart
© Kintyre Photography



The Campbeltown crew © Campbeltown Courier

With the two men safely on board, John headed for nearby East Loch Tarbert, where they were put ashore into the care of the Coastguard. The lifeboat crew then faced the 2½ hour journey home to Campbeltown.

'In my 21 years in the boat it ranks as one of the most difficult services that I have been on and, certainly, it is the most difficult service that I have been on since I became coxswain.'

'I was very pleased that we got a good result. The crew train hard year in and year out and it was good to see all their hard work come together that night.'

Coxswain John Stewart 

Sincerity sinks into the loch
© Catriona MacColl,
Dunoon Observer



Saved by her dog's eyes



The Lifeboat

Atlantic 21 lifeboat B-582
 Borough of Solihull
 Built: 1994
 Cost: £61,000
 Funding: The Borough of Solihull Lifeboat Appeal

The Crew

Thanks of the Institution on Vellum

Helmsman **Richard Hughes** for his 'excellent seamanship, sound boat handling and courage'.
 Joined crew: 1990
 Occupation: **Flooring contractor**

Crew Member **Simon Harris** for his 'brave and selfless action'.
 Joined crew: 1998
 Occupation: **Jeweller**

Operations Director's Letter of Thanks

Helicopter Pilot Squadron Leader
Lee Calderwood

Vellum Service Certificates

Crew Members
Adrian Bennett
Terence O'Neill

Abersoch Lifeboat Station

Established: 1869
 Closed: 1931
 Re-opened: 1965
 Previous Medals
 Silver: 1870, 1879
 Thanks on Vellum: 1972

The Casualty

14-year-old Catherine Sharman and her dog, Jet

When 14-year-old Catherine Sharman and her dog, Jet, became trapped on rocks by the tide, it proved difficult just to find her. Nightfall, driving rain, rough seas and strengthening winds all posed a challenge to the rescue teams but, as the Abersoch lifeboat searched along the coast to the west of Trwyn-Llech-y-doll, their searchlight caught the reflection of Jet's eyes in the darkness.

At 7.20pm on 26 October 2000, Abersoch helmsman Richard 'Dick' Hughes was at the lifeboat station carrying out some routine maintenance, when the Coastguard reported a young girl missing at Porth Ceiriad, two miles south-west of the station. The station's Atlantic 21 lifeboat was quickly launched with four crew on board.

'Heavy seas and ever increasing winds were a hindrance even in the bay,' recalled Dick. Crew member Simon Harris added 'The wind and waves slowed us to half our daylight speed.' Despite the poor conditions, however, the lifeboat reached the scene in just nine minutes.

The Coastguard reported that cries for help had been heard to the west of Porth Ceiriad Bay and RAF rescue helicopter *Rescue 122* from RAF Valley was alerted. Both teams searched the area, while the Coastguard attempted to locate the girl from the land.

The coastline was shrouded in darkness, with heavy rain, strong winds and turbulent seas. 'It was impossible to hear the girl's cries because of the wind and waves,' said Simon. The chances of finding her seemed slim, until the lifeboat's searchlight, operated by Adrian Bennett and Terry O'Neill, picked out two red eyes glowing in the light.

Catherine and Jet were clinging to a rock ledge that was almost completely submerged by the rising sea. With another hour to go until high water, it was vital to get them off as soon as possible.

The Sea King helicopter hovered over the scene, illuminating the area with its searchlight. The number of rocks in the area, together with a dangerous reef, meant that the lifeboat could not get right up to where Catherine was trapped. Simon suggested that he could swim through the rocks and look for obstructions. He then tied himself to the towline and entered the water.

He is an experienced swimmer and managed to swim the 15m to Catherine without any problems, although he was violently buffeted by the large waves and surf breaking over the rocks. He clambered up onto the rock ledge and found Catherine wet, cold and frightened, but uninjured. He then indicated to Dick the route he might take through the rocks.

'I was very concerned for the safety of the crew as we approached the cliff face in between the rocks,' said Dick, 'but Catherine was almost within arms reach and we had to do all we could to reach



l-r: Adrian Bennett, Simon Harris, Dick Hughes, Terry O'Neill

her.' As he positioned the lifeboat alongside the rock ledge, Simon helped Catherine to jump aboard. Simon then managed to pass Jet across to Adrian and Terry before jumping back into the lifeboat himself. 'It's a long drop if you jump at the wrong moment,' Simon remembered. 'We didn't jump at the wrong moment!'

The lifeboat then travelled back to the station, where Catherine was checked by an ambulance crew and found to have suffered no injuries.

'The crew showed great bravery and determination to rescue the girl. I am very honoured to receive this award and glad of the recognition for the station and crew.'

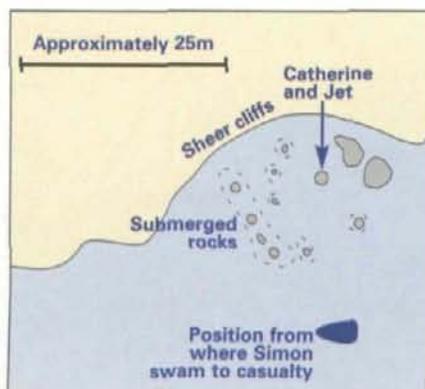
Helmsman Dick Hughes



Helmsman Dick Hughes



Crew Member Simon Harris



The crew onboard Borough of Solihull Photos © Turtle

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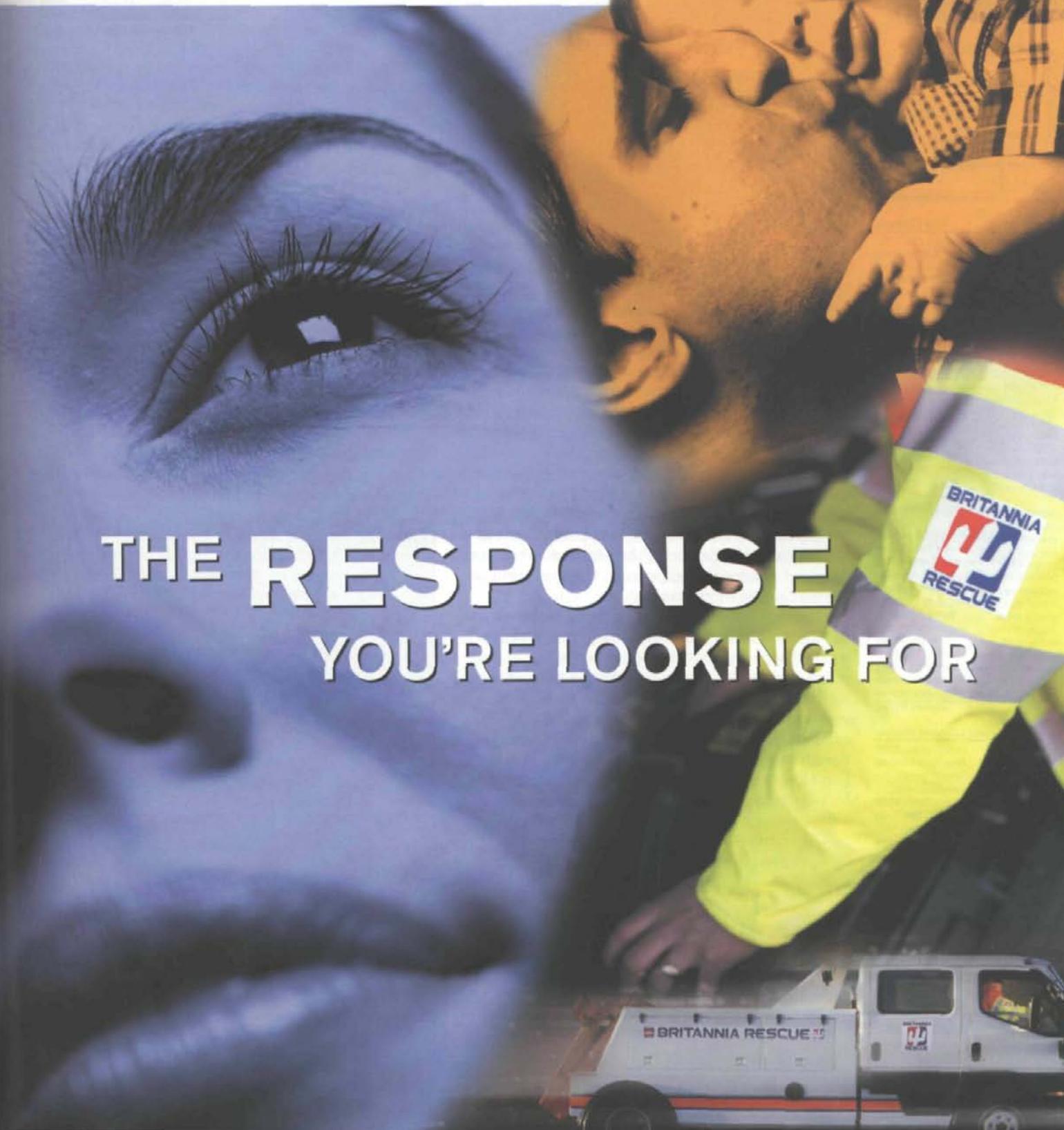
Lifeboat
Royal National Lifeboat Institution

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0800 591563 www.britanniarescue.com/RNLI

*Roadside Assistance & UK Recovery. May '01 price comparison for nearest equivalent cover for continuous payment method. Prices correct at time of print. Britannia figure includes discount.



THE RESPONSE YOU'RE LOOKING FOR

LIFEBOAT SERVICES

Three saved as trawler is destroyed

The coastline west of Port Oriel, on the east coast of Ireland, is extremely wild, with treacherous rocks to catch out the unwary sailor. So when the Clogher Head lifeboat was called out to a fishing trawler on 28 November 2000, the crew knew that it was not going to be an easy rescue.



Coxswain Noel Sharkey

The *March Sod* had lost power and was adrift in Dundalk Bay in atrocious weather conditions. The lifeboat was launched quickly while the local Coastguard team tried to reach the stretch of coastline by land and a rescue helicopter was scrambled from Dublin. As the lifeboat made her way towards the casualty, the *March Sod* was driven onto the rocks and water started to flood in.

Padraig Rath, who was in charge of the radio, reassured the trawler's crew that the lifeboat was just minutes away and tried to help them remain calm, but as more water rushed into their vessel, they announced that they were going to try their luck in their liferaft. Padraig knew that they stood very little chance of escaping in a liferaft in such tempestuous seas and managed to persuade them to wait for the lifeboat to arrive.

Coxswain Noel Sharkey decided to place two of his crew on board *March Sod* with a salvage pump. They could then attempt to stem the influx of water while he towed the vessel to nearby Port Oriel. 'Before approaching the casualty for the first time, I was very concerned that the lifeboat may hit the rocks,' he recalled. 'This would have put my crew, and possibly the crew on the *March Sod*, in more danger.'

The casualty was rolling violently in the waves as Noel edged the lifeboat through the outlying rocks. There was no way of seeing all the submerged obstructions but, thanks to Noel's remarkable knowledge of his local coastline, he was able to place the lifeboat alongside the casualty. Barry Faulkner and Sean Reilly quickly transferred to *March Sod* with the salvage pump and Noel then pulled back to a safe distance.

Barry and Sean managed to get the salvage pump working but it was not powerful enough to compete with the water pouring in. The violent rolling of the vessel made it impossible to keep the pump's pipe submerged and further

examination revealed that the trawler was so badly damaged that the pump would prove fruitless anyway. Her wooded hull was being smashed away by the rocks and the flow of water had become a torrent. It was time to abandon ship.

The rescue helicopter had arrived and stood by as Noel again took the lifeboat in amongst the rocks. As he pulled alongside the battered trawler, her crew were quickly transferred onto the lifeboat, followed by the salvage pump, Barry and Sean. As soon as everyone was safely on board, Noel headed for safety.

The crew were landed at Port Oriel, shaken but uninjured. By the following morning the *March Sod* had disappeared, completely destroyed by the turbulent seas.

'I was very proud of myself, the crew and everybody at the lifeboat station.'

Coxswain Noel Sharkey



Thanks
on
Vellum

The Lifeboat

Mersey class lifeboat ON-1190
Doris Bleasdale
Built: 1992
Cost: £650,000
Funding: Bequest of Miss Doris Bleasdale of Lancaster

The Crew

Thanks of the Institution on Vellum

Coxswain **Noel Sharkey** for his 'calm demonstration of skillful seamanship and boathandling in effecting the successful rescue of three people in gale force conditions grounded in a hazardous location'.
Joined crew: 1991
Second Coxswain: 1996
Coxswain: 1997
Occupation: Fisherman

Operations Director's

Letter of Thanks and Vellum Service Certificates

Deputy Second Coxswain/Mechanic
Padraig Rath
Second Coxswain
Barry Faulkner
Second Mechanic
Sean Reilly
Crew Members
Gerald Sharkey
Ronan Faulkner
Lisa Levins
James Byrne

Clogher Head Lifeboat Station

Established: 1899
Previous Medals (all awarded before the establishment of an RNLI station)
Gold: 1839
Silver: 1826, 1837, 1852(x2)

The Casualty

15m fishing vessel **March Sod**
Crew: Three



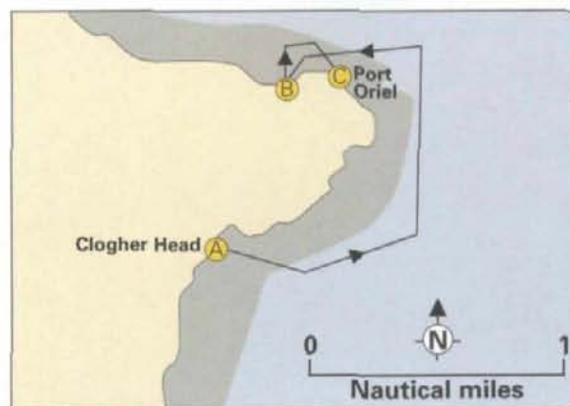
Left: Front row l-r: Padraig Rath, Sean Reilly, Noel Sharkey
Middle row l-r: Ronan Faulkner, Barry Faulkner, Lisa Levins, Gerald Sharkey
Back: James Byrne

Rescue of the *March Sod*

2035 Mayday received from *March Sod*
A 2045 *Doris Bleasdale* launched on service
B 2055 Lifeboat reaches casualty
B 2103 Two crew members board casualty
B 2117 All crew safely transferred to lifeboat
C 2124 Crew landed at Port Oriel

Weather conditions

Near Gale Force 7 south south easterly winds gusting Gale/Strong Gale Force 8-9
3m turbulent swell
Visibility moderate to poor
Low cloud cover and driving rain



LIFEBOAT SERVICES

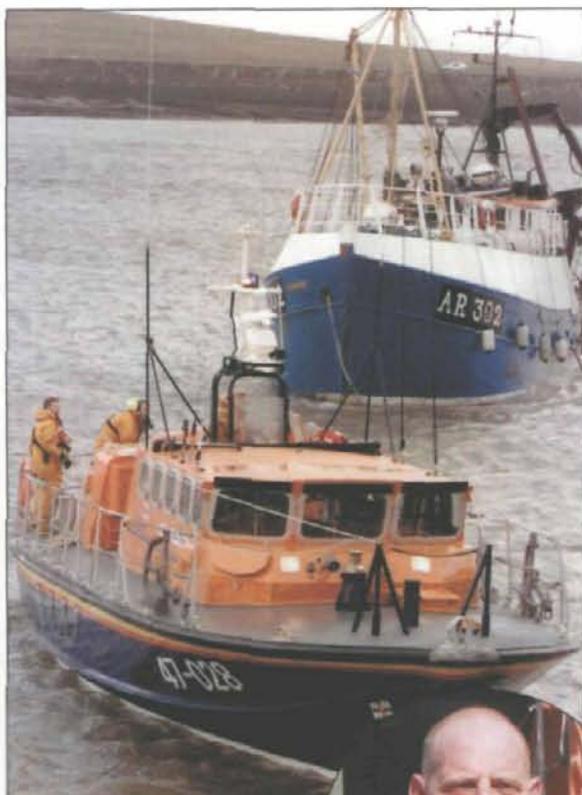
Fishermen stranded by engine failure

There are many situations that a lifeboat coxswain does not look forward to. Bad weather, manoeuvring with boats close together, towing a heavy, unwieldy vessel, waiting at sea for the tide to turn. On 13 December last year, the crew of the Workington lifeboat were faced with all of these problems.

The Coastguard had reported a 65m vessel disabled eight miles offshore. 'Thankfully they had made an error,' Workington coxswain John Stobbart laughed. 'It turned out the casualty was 65 feet, not 65m, which made life a little easier!'

The lifeboat was launched and, as it made its way out of the harbour, it was hit by the full power of the Violent Storm Force 11, westerly winds. John was forced to make constant adjustments simply to make headway in the atrocious weather. The lifeboat also had to pass over the Workington and Three Fathom Banks, where large, breaking seas threatened to engulf the lifeboat. 'Thankfully there was a lot of moonlight, which meant we could see what was coming at us and take the necessary action,' remembered John.

When they reached the casualty, John decided to attach a tow and time the return to Workington to coincide with sufficient water over the bar. John skillfully took the lifeboat close to the casualty and Richard Matear threw a heaving line aboard. When the tow was fast, John headed south west, increasing the distance from Three Fathom Bank and putting the weather to starboard, thus easing the motion for the two boats. At 6.05, he came about and headed back to Workington.



Above: The battered and broken *Siskin* is towed into harbour
Photo © Cumberland News
Right: John Stobbart



As the two boats returned over the bar, a particularly large set of breaking waves parted the tow. The crew reconnected the tow but, shortly after, it parted again. Finally, with the help of the trawler's skipper, the tow was made safe. Their difficulties were not over, however. As the seas worsened again, the casualty veered sharply to starboard, ripping out the after fairlead and damaging the rails.

Despite this, the lifeboat continued the tow, only to be told by honorary secretary Bob McLaughlin that there was insufficient water for them to enter the harbour. John turned both boats to help minimise the effects of the weather and waited over an hour, until the waters had risen enough for them to continue safely into the harbour.

'It is nice to have recognition for the Workington station and all its personnel.'
Coxswain John Stobbart



The Lifeboat
Tyne class lifeboat ON-1141
Sir John Fisher
Built: 1989
On station: 1992
Cost: £600,000
Funding: Gift from the Sir John Fisher Foundation, bequests of Frances Elizabeth Jackson and Mabel Annie Young, other gifts and general funds.

The Crew
Thanks of the Institution on Vellum
Coxswain **John Stobbart** for his 'seamanship, boathandling skill and determination'.
Joined crew: 1987
Second Coxswain: 1991
Coxswain: 1994
Occupation: **Building and civil engineering contractor**

Chief Executive's Letter of Appreciation and Vellum Service Certificates
Second Coxswain
Alan Ferris
Mechanic
Wilson Matear
Deputy Second Coxswain
John Harris
Crew Member
John Thompson
Richard Matear
Laurence Murray

Workington Lifeboat Station
Established: 1886
Closed: 1905-48
Previous Medal
Bronze: 1974

The Casualty
20m motor fishing vessel *Siskin*
Crew: Three

Rescue of the *Siskin*

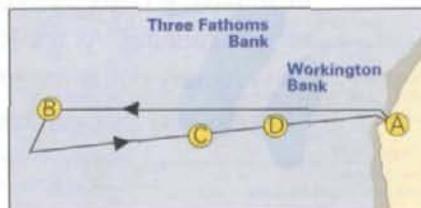
- 0315: *Siskin* requests immediate assistance
- A 0335: *Sir John Fisher* launched
- B 0435: Lifeboat reaches casualty
- B 0500: Tow made fast
- C 0655: Tow parts
- D 0745: Casualty damaged in steep breaking seas
- 0920: Sufficient water to enter harbour
- A 0945: Casualty made safe in harbour

Weather conditions

Westerly winds
Violent Storm Force 11 64-75mph
8-10m breaking seas Clear moonlight



l-r: Richard Matear, John Harris, John Stobbart, Wilson Matear, John Thompson, Laurence Murray, Alan Ferris



Whatever the weather, whatever the time of day or night, they're ready.



Are you ready to thank them?

This lifeboat crew have been called out at all hours. They've had to put to sea in terrifying conditions and they're prepared to risk their lives for others. Yet they're ready to do it time and time again – and they would never, ever expect to be paid. Volunteer lifeboat crews willingly give their time and risk their lives to save people in danger – please help us thank them by making sure that they have the boats, training and equipment they need to do it safely.

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

With more than 220 lifeboat stations around the shores of the United Kingdom and the Republic of Ireland, it costs £274,000 a day to keep the service running. As the RNLI depends entirely on voluntary donations and legacies to run the lifeboats, any gift you leave us in your Will

would make a valuable contribution to keeping our crews afloat. If you'd like to help in this way, please send for our information pack, which gives you useful and practical advice about making or updating your Will.

Send now for your free legacy information pack and discover how a gift in your Will can help volunteer lifeboat crews save lives for years to come.

Please send me your legacy information pack.

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Surname

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Lifeboats
Royal National Lifeboat Institution
Registered Charity No. 209603

LIFEBOAT SERVICES

Early warning saves three

The eagle eyes and quick thinking of RNLI tractor driver Philip Eaglen helped to ensure that a father and his two sons were rescued before it was too late.

At 3.30pm on 2 September 2000, Philip was at the lifeboat station when he noticed a small yacht in difficulty. It seemed to be trying to return to harbour although there was insufficient water over the bar.

Philip alerted coxswain/mechanic Allen Fray, who contacted Richard Cracknell, the honorary secretary, and it was decided to launch the station's ILB to escort the yacht home once the water level had risen sufficiently. 'The *Candy* had already grounded inside the surf line west of harbour,' explained Allen, 'and with north-westerly winds increasing and a flood tide I knew conditions would deteriorate... He was going to find it difficult to enter the harbour.' The yacht was powered by a small outboard motor that lacked the power to cope with the conditions, leaving the vessel close to being overwhelmed.

Second coxswain Bob Smith, who was acting helmsman, recalled 'When we reached the casualty, Mr Kirkham was in the cockpit steering and there were two worried little faces peering out of the cabin window. It was a sobering thought knowing they were relying on us.' The weather was too bad for them to attempt a tow and Bob requested the launch of the station's ALB.



Allen Fray



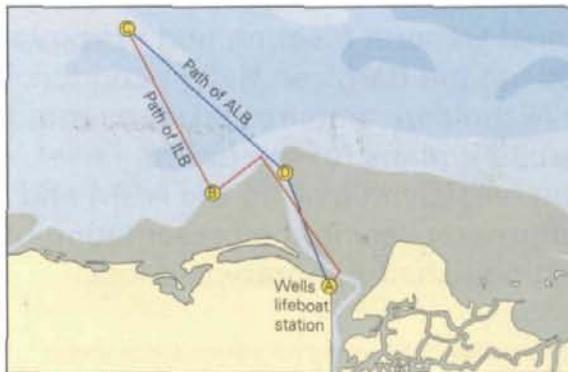
Bob Smith



Philip Eaglen

By the time the ALB arrived on scene, it was apparent that the children had been overcome by fear and it was decided to transfer them onto the ALB, using the ILB. Bob skillfully went alongside the yacht and the crew quickly recovered the children. He then transferred crew members Gary Wright and Alfie Smith onto the casualty to help secure a tow.

Below front l-r: Alan Platten, Michael Fray Back l-r: Alfie Smith, Kevin Parr, Nicky King, Gary Wright. Not pictured are Mark White, Jason Walker and Martin Emerson



Rescue of the *Candy*

- 1530 Yacht spotted experiencing difficulties
- A 1909 *Jane Ann II* launched
- B 1917 ILB reaches casualty
- A 1935 *Doris M Ampthill* launched
- C 1959 ALB reaches casualty
- C 2010 Two children transferred to ALB
- C 2020 Tow secured
- 2050 Vessels reach harbour
- D 2100 Yacht skipper swept overboard
- 2110 Casualties landed on beach

Weather conditions

Fine with good visibility
North-westerly wind Force 5-6
Rough and confused seas with 2-3m swell.

With the tow secure, the vessels started to make their way back. The appalling conditions meant they rolled and pitched violently, making conditions on board very unpleasant indeed.

Man overboard

As the boats entered the relative shelter of the harbour, a totally unexpected and unusually large wave swept through the yacht, laying it flat and sweeping Mr Kirkham overboard. 'The sea came from nowhere,' said Allen. 'It just shows you should never take anything for granted.'

The ALB crew quickly located him with their searchlights and the ILB was able to recover him in textbook manner. The ILB then took him directly to the boathouse, shaken but none the worse for his sudden and unexpected dip. The ALB completed the tow and delivered the two boys to their father, where they were treated for shock and hypothermia. 'They had been taken into the crew room for a hot drink and to get warm,' Allen commented with a grin. 'After the ALB had been rehoused I went aboard and got two Mars bars for the children, who said they were going to save them.'

Bob Smith added 'After this service, which had such a positive outcome, I was reminded why we all do it. I was pleased to receive the Award, as Wells has a small community in which the lifeboat plays a large part.'



The Lifeboats

Mersey class lifeboat ON-1161
Doris M Mann of Ampthill
Built: 1990
Cost: £455,000

Funding: From the bequest of Miss Doris May Mann of Ampthill

D class lifeboat D-512
Jane Ann II
Built: 1996
Cost: £11,500

Funding: Gift of Mrs Jan Branford of Sudbury, Suffolk

The Crew

Thanks of the Institution on Vellum

Coxswain/mechanic **Allen Fray** for his 'courage, skill, determination and initiative'.
Joined crew: 1976
Second Coxswain: 1989
Coxswain/Mechanic: 1997
Occupation: Full-time RNLI coxswain/mechanic

Second Coxswain/D class helmsman **Bob Smith** for his 'courage, skill and determination while in command of the station D class'.
Joined crew: 1986
Second coxswain: 1997
Occupation: Deputy harbourmaster

Operations Director's Letter of Thanks

Tractor mechanic **Philip Eaglen** for his 'vigilance and subsequent actions which resulted in early notification of the incident'.

Vellum Service Certificates

Assistant Mechanic **Michael Fray**
ALB Crew Members **Alfred Smith**, **Nicholas King**, **Jason Walker**, **Mark White**, **Alan Platten**, **Kevin Parr**
ILB Crew Members **Gary Wright**, **Martin Emerson**

Wells Lifeboat Station

Established: 1869
Wells Lifeboat Disaster: 1880
The lifeboat capsized on 29 October with the loss of 11 crew members.
Previous Medals
Silver: 1979
Bronze: 1963, 1982
Thanks on Vellum: 1942, 1965, 1964, 1971, 1973

The Casualty

5m sloop *Candy*
Crew: **Alan Kirkham** and **Sons Tom (9) and Billy (7)**

Wells lifeboat station is featured in the Summer issue of *Offshore News* - the RNLI publication for *Offshore* members. If you would like more information about *Offshore*, please phone the supporter services helpdesk on 01202 663234.



Annual General Meeting...

The 176th RNLI Annual General Meeting and Presentation of Awards took place on 17 May 2001 at the Barbican Hall in London. This was the first AGM for Chairman Peter Nicholson, who has taken over at a time of great achievement and exciting plans for the future.

The morning session was given over to the AGM and Chairman's review of the year, with the afternoon seeing the presentation of awards for gallantry and for long and distinguished honorary services.

Mother Nature decided to greet the morning of the AGM with torrential downpours across London, in sharp contrast to the previous warm, sunny days we had been enjoying. RNLI supporters are a hardy bunch, however, and turned out in force for a packed day of events.

RNLI exhibitions and events manager Shelley Tilley ensured that there was plenty to catch the attention. With so many exciting plans for the RNLI at present, there was no shortage of subjects for the foyer displays. These included picture boards giving information about new initiatives, sea safety, and lifeboat developments; a scale model of the proposed Lifeboat College and a stand manned by some of the first RNLI lifeguards, who demonstrated equipment and provided information on the beach rescue pilot. At lunchtime, attendees were able to watch a film about the International Lifeboat Federation and the public information film *Beside the sea*, made by the RNLI in conjunction with HM Coastguard.

Official business got under way with the AGM and Chairman's review of the year (summarised opposite). This was followed by a lively questions and answers session. Some of the main concerns attendees raised were:

Q: Why is the government not paying for the planned lifeboat stations on the River Thames?

A: The RNLI has always maintained its independence by funding all costs from voluntary contributions and legacies. We are confident that by the time lifeboats are actually on service they will be fully funded.

Q: Is the beach rescue project to be funded entirely by the RNLI, or will local councils contribute?

A: The RNLI will cover the cost of the trial scheme through gifts or legacies. This will help to determine the true costs of providing a beach rescue service. If the trial is successful and the scheme continues, then it is probable that each local authority or beach owner will be asked to make a voluntary contribution to the RNLI.

Q: How much of the money raised for the RNLI goes on administration?

A: The total spent on administration in 2000 was £3.1 million (3 pence in the pound), which compares very favourably with most similar organisations.

Summarised accounts

	2000 £m	1999 £m
Net funds generated	78.9	86.7
Lifeboat maintenance	40.9	36.1
Crew and station costs	23.7	16.3
Crew training	2.2	1.6
Sea safety	1.3	1.3
Dependants' pensions	1.5	0.1
Management and administration	3.1	2.4
Charitable expenditure	72.7	57.8
Net income	6.2	28.9
(Losses)/gains on investments	(4.3)	40.5
Net movement in reserves	1.9	69.4

The reduction in funds generated reflected a £5m fall in legacy income, principally as a result of lower stock market valuations. Investment income also fell by £3m because of the weaker stock markets and a changed pattern of investment. The higher crew and station

costs, up £7m, reflected increased staff, the continuing roll-out of the new paging system and computer systems, and the completion of the programme to issue new protective clothing. The increase in lifeboat costs, up £5m, arose from higher refit costs due to the increasing complexity of boats and equipment.

Investment valuations fell by £4m during 2000.

Capital expenditure in the year has been sustained as follows:

	2000 £m	1999 £m
Lifeboats	9.5	10.1
Stations and shoreworks	7.6	6.6
Launching equipment	0.8	1.2
Depots and office property	3.1	1.5
Computer equipment, plant and vehicles	9.9	4.6
Total	30.9	24.0

The balance sheet is summarised below:

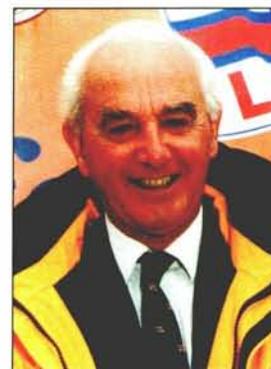
	2000 £m	1999 £m
Fixed assets		
Lifeboats and stations	127.2	121.6
Other properties, equipment and vehicles	27.8	18.9
Total fixed assets	155.0	140.5
Investments	350.2	362.6
Other net assets	10.4	10.6
Total net assets	515.6	513.7

The RNLI's free reserves ended the year at £202m equivalent to 2.8 years of cover for the cost of operating the lifeboat service.

The summarised accounts may not contain sufficient information to allow for a full understanding of the financial affairs of the RNLI. If you would like to see the full annual statutory accounts, they may be obtained, free, from:

The Finance Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Highlights from the Chairman's review of the year Presented to the AGM



Chairman Peter Nicholson

New initiatives

- Three lifeboat stations to be established on the River Thames by the beginning of next year.
- Trial inland waters station established on Lough Erne, Northern Ireland, with sites under appraisal in the Lake District and the Suffolk Broads.
- Inland waters cover would require a change to the RNLI charter, which will be brought to the AGM next year if the trial is successful.
- A beach rescue pilot scheme established in Bournemouth and Poole, Weymouth, Whitsand Bay and Newquay in Cornwall.
- Trialling of a rescue hovercraft under way to consider its ability to cross shallows, mudflats and sandbanks to reach stranded casualties.
- Detailed planning permission received for the Lifeboat College at Poole along with outline permission to redevelop and extend depot site.
- Visitor centre planned to cater for the huge number of holidaymakers who visit Poole.

Finances

- The overall cost of the lifeboat service rose to £93m in 2000.
- The new initiatives are likely to add £45m to capital expenditure alone over the next five years.
- Income declined in the year by some £8m although it was economic factors, rather than failing support, which were to blame.
- Legacy income was down £5m almost certainly as a result of lower stockmarket values and this also adversely affected investment income by £3m.
- A designated fund guarantees the next three years' capital expenditure commitments and free reserves represent 2.8 years' running costs.
- The Chief Charity Commissioner has confirmed that our current level of reserves was not considered remarkable.

Fundraising

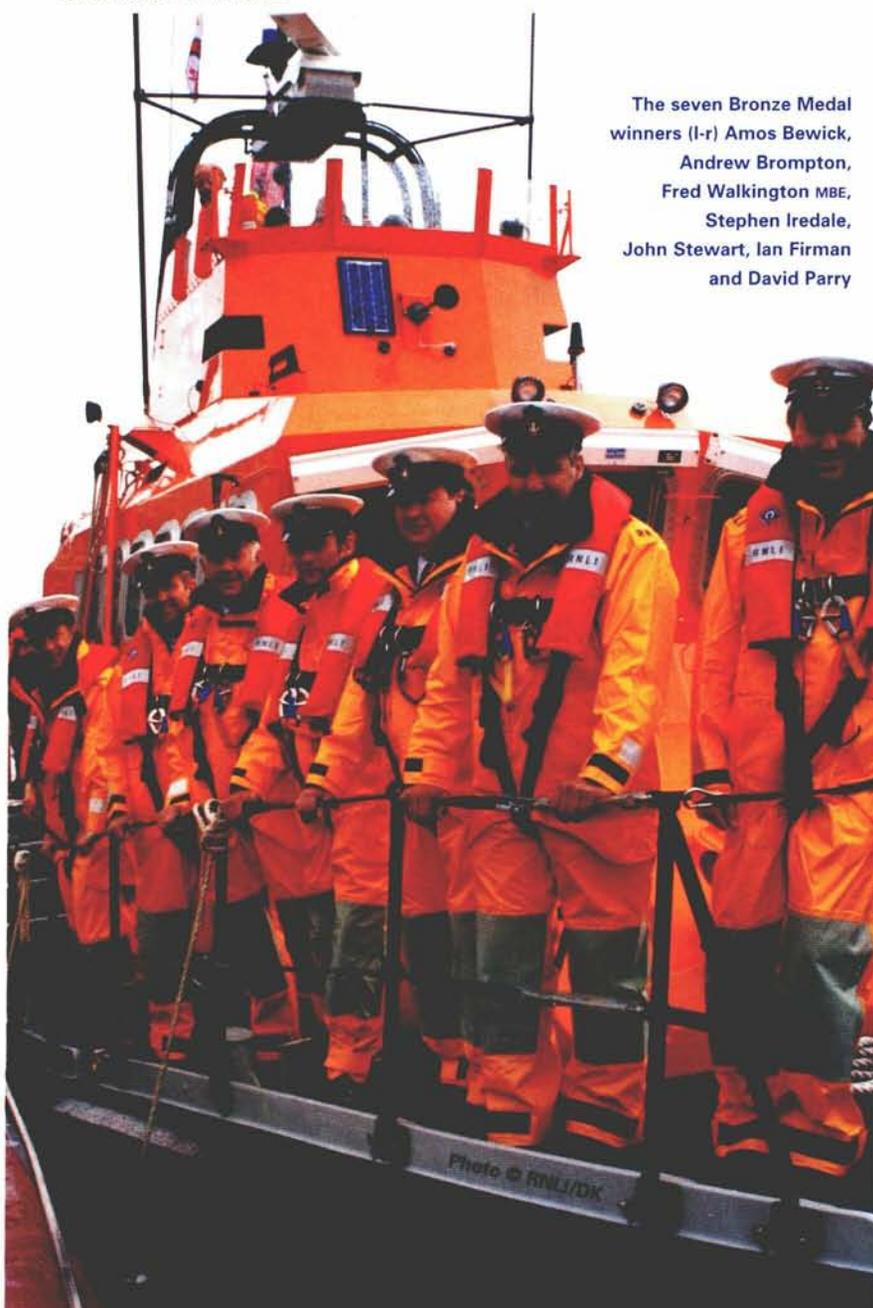
- Sustained fundraising success and strong legacy income allows us to embark on these projects with the confidence that we have sufficient in reserve to meet the extra cost.
- We may not have a need to make special capital appeals for the moment but we are still very reliant on our supporters to ensure that the annual running costs are met.
- Some fundraising expenditure over the next few years will be dedicated to new ways of raising money among younger age groups.
- At the same time, we are working to increase awareness and safety consciousness among school-age children.

Lifeboat services

- Crews answered 6,249 calls in 2000, reaching 90% of casualties in inshore waters within 30 minutes of launching.
- *Lives saved* category numbered less than 1,000 for the first time since 1978 thanks to a faster, better service reaching casualties before their predicament is critical and improved sea safety education.
- The appalling annual death toll among commercial fishermen is a priority in current sea safety efforts.

New technology

- The experimental 25-knot replacement for the Tyne class is undergoing trials before fitting out as a prototype lifeboat for coastal assessment.
- By the end of this year preliminary design work for a 25-knot successor to the all-weather Mersey class will be complete.
- An improved and faster version of the D class will be making an appearance later this year and a similarly upgraded Atlantic 75 design should



The seven Bronze Medal winners (l-r) Amos Bewick, Andrew Brompton, Fred Walkington MBE, Stephen Iredale, John Stewart, Ian Firman and David Parry

Photo © RNLI/DK

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...and Presentation of Awards

Photo © RNLI/DK



The Awards ceremony is the RNLI's chance to publicly honour and thank those people who have shown a level of dedication to the lifeboat service over and above normal expectations. The RNLI's President, HRH The Duke of Kent KG, was the guest of honour, and olympic athlete Tanni Grey-Thompson OBE was guest speaker.



Left: Olympic athlete Tanni Grey-Thompson OBE, who gave the vote of thanks, was presented with a bouquet of flowers by Alice Bewick, daughter of Bronze Medal winner, Amos Bewick
Above: HRH The Duke of Kent KG presented the awards for gallantry and those for long and distinguished honorary services

What do a photocopier engineer, a bookbinder, a project worker for the mentally handicapped, a foreshores' inspector, a plumber and a solicitor have in common?

The obvious answer would appear to be – nothing at all. But that response does not take into account is the remarkable volunteer spirit within the RNLI. As Chairman Peter Nicholson said in his speech 'It not only recognises the essential character of those who man and support the service, it also reminds the public, and those who are rescued by her, that every lifeboat in our fleet is the product of money willingly donated.'

'Many people less familiar with the RNLI find it difficult to believe that such a comprehensive emergency service, costing £274,000 a day to run, can exist without a penny of tax-payers' money. What other 24-hour, lifesaving service, rescuing an average 17 people a day could operate on goodwill alone?'

In his address, HRH The Duke of Kent looked forward to the challenges facing the service. 'The RNLI is already making excellent headway through the waters of the 21st century and is confidently on course to meet new challenges. Thanks to the

An honorary Record of Thanks was presented to the Association of Inner Wheel Clubs in Great Britain and Ireland. Collecting the award were Anne Fryer and Ann Koh



splendid crew of volunteers and staff that we have on board, our ship could not be in better hands nor in better shape for the voyage.'

Certainly, the 70 volunteers presented with awards for long and distinguished honorary service demonstrate the extraordinary level of dedication the RNLI receives. These awardees have donated long hours, enthusiasm and hard work to ensure that the RNLI can continue to be the most effective, innovative and dependable lifeboat service.

The highlight of the-afternoon was the presentation of awards to the seven lifeboatmen awarded Bronze Medals for gallantry during 2000. The emotion of the event was summed up by Tanni Grey-Thompson in her closing speech. 'I leave here in awe of the bravery and dedication of those people who have been involved and, not for the first time during my involvement with the RNLI, wishing that I'd come wearing slightly less mascara.'

The answer to the opening question, of course, is that together with full-time coxswain/mechanic Ian Firman, those are the full-time occupations of the seven courageous medal winners.



An honorary Record of Thanks was presented to The Boys' Brigade in recognition of all their support of the RNLI, including their ambitious fundraising appeal for the millennium year: Lifeboats for 2000. Collecting the award was David White, accompanied by Jonathan Broadbent, John Gleason, Richard Mohanarajan, Paul Raven, Darren Thorntone and William Weaver





Team spirit

For a number of years, RNLI branches and guilds have been finding it increasingly difficult to recruit younger members or get them involved with their fundraising activities. So, two years ago, the RNLI commissioned an intensive piece of research to determine what was happening in the marketplace and amongst other charities. The research concentrated on how it could get younger people to support the RNLI, now and in the future...



RNLI supporter Elizabeth Woodcock celebrates her successful run for Team Lifeboat in the 2001 Flora Marathon with friend

In total, 1,200 people, between the ages of 18 and 40, were interviewed as part of the research. The findings showed that the majority thought the RNLI was relevant only to fishermen and sailors and, even though many spent their leisure time on or near water, they didn't consider themselves to be sea users. This age group also had very little time or interest to devote to long-term fundraising projects or to joining a branch or guild – they wanted a range of quick and easy fundraising events to be presented to them that they could take part in. It was time to radically re-think the way the RNLI approached this audience.

What is Team Lifeboat?

Using the research as a guide, the RNLI devised a number of different, exciting fundraising activities and events, and tested them during 2000. These included some niche events such as white water rafting, cycle challenges and the Flora London Marathon and also some larger, mass appeal events – Splash & Dash (an It's a Knockout style event) and the Lifeboat Challenge.

The events were extremely popular and new supporters were, indeed, being recruited. These favourable results led the RNLI to launch the Team Lifeboat initiative in each of its ten fundraising regions.

The Whitewater Rafting Experience

Canolfan Trywern, North Wales – Sun 27 May

Team Lifeboat's Whitewater Rafting Experience is a spectacular opportunity to enjoy the thrills and spills of whitewater rafting on a first class mountain river. If you're brave enough to take part, or even just spectating and supporting your team, it's a day to be remembered and an excitingly different way to raise money for the lifeboats – last year's event netted over £20,000.

Daredevils from all across the UK and Ireland gathered at the National Whitewater Centre at Canolfan Trywern near Bala in North Wales on 27 May to tackle the rapids of the 'Graveyard', 'Ski Slope' and the world famous 'International Site'. Twenty five teams of between four and seven members took it in turns to familiarise themselves on a practice run down the course before the all-important race against the clock, which was closely followed by a 'fun run'.

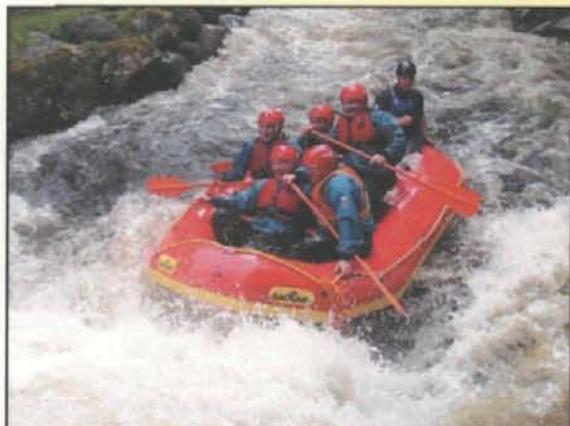
The rafts were skippered by professional instructors from the centre, who also briefed the teams in safety and rafting technique. Many of those taking part had little or no previous experience but there were some who had done it before and were starting to show the competitive side of their natures! Teams came from all walks of life – groups of friends and families, RNLI volunteers, a ladies netball team, a group of army instructors, a supermarket team, pub teams and many corporate teams.

'We've never done this before,' grinned GeJets team member Gerry Greenhaf as he and his colleagues from GE Aircraft Engines kitted up and prepared for their briefing. 'Our company is always getting us to do mad things to raise money for charity. One of our colleagues is a keen RNLI supporter so when he told us about the event we decided to organise a team and give it a go.' When asked why they got involved Gerry replied, 'To give our full support to the RNLI. Working in the aircraft industry we feel that there is a real link between us and we will continue to give our full support in any way that we can. It also seemed like a fun weekend and boy was it!'

To enter the competition, teams put down a registration deposit with each member raising at least £100 in sponsorship. Participants just needed to bring a towel and a change of clothes with them on the day as all wetsuits, lifejackets and equipment were provided. The RNLI laid on a barbecue for the hungry rafters taking part and mementoes of the day were available from the centre's photographers, Cool Pix, who donated 10% of their profits.

Once again the event proved to be a great success and a fine time was had by all, with many competitors getting a taste for the sport. 'Excellent!' cheered one newcomer as his team's raft crossed the finish line, 'I'm definitely coming back again next year.'

Llandeilo Round Table won the day with a time of 3.42 minutes, closely followed by the Borough Love Gods (3.47) and the seven brave ladies from Aberdyfi ladies lifeboat guild, Dyfi Belles (3.51). Captain of the winning team, Graham Evans was delighted to have



The GeJets (with assistant editor) approach the rapids

Photo: © Cool Pix



The Purple Helmets get a safety briefing from skipper 'Pies' (back)

Photo: © RNLI/JJ



Team members hold on as they enter 'The Elbow'

Photo: © Charley Riggs

won the challenge. 'It has been one of the most exciting and enjoyable days we've had in a long time and we can't wait to defend our title in 2002,' said Graham. Are there any teams out there that think they can beat them next year?

This year

A total of 75 events have been planned for this year, ranging from dragon boat racing, orienteering and marathons through to six Splash & Dash events, raft races and paintballing. Obviously, with such a large number and variety of events, it ensures there will always be something of interest or relevance to a potential participant. There has also been tremendous support from companies who have sponsored events, or even donated staff to help out.

The way forward

New technology will play a very big part in the success of these Team Lifeboat events. Email is taking over as the preferred way of keeping in touch and, as a result, a website is being designed where you can sign-up for an event online.

It is only with the RNLI keeping abreast of changing times that it can hope to build upon the early successes of the various Team Lifeboat events and position itself as **the** charity to support.

Continued over...

Wet, Wicked and Wild

Brighton, Hove Lawns – Sat 12 May

Glorious sunshine and a packed seafront greeted the six eager teams taking part in Team Lifeboat's Wet, Wicked and Wild event at Hove Lawns, Brighton on Saturday 12 May.

The teams, who raised sponsorship money for the RNLI, took turns to battle it out in a number of fun and messy games organised by Graham Fisher's International Knockout, together with the help of local radio station Southern FM, who sent a hit squad to play summer anthems to get everybody in a party mood.

The game arena, reminiscent of TV's It's a Knockout, was decked out with bouncy castle-type inflatables, huge troughs of water, lively scenery, and a number of other amusing obstacles (including spraying camels!). Many of the games involved relay races in which items had to be collected in order to score points. At every twist and turn competitors were greeted with water and foam, which made navigation of the huge inflatables very slippery and extremely comical. There were also a number of games which required team members to dress up in silly costumes and complete mind-bending puzzles, much to the delight of the gathered crowds.

People taking part on the day came from a wide range of backgrounds. 'Heathfield hippies', a group of friends and neighbours local to the area, heard an advert on the radio and decided to have a go. Bronya McCarthy of Aaron's Angels, a team from Seaham, exclaimed, 'Great fun! I did a similar event three years ago and I wanted another go when I heard that my sister and friends were putting a team together.'

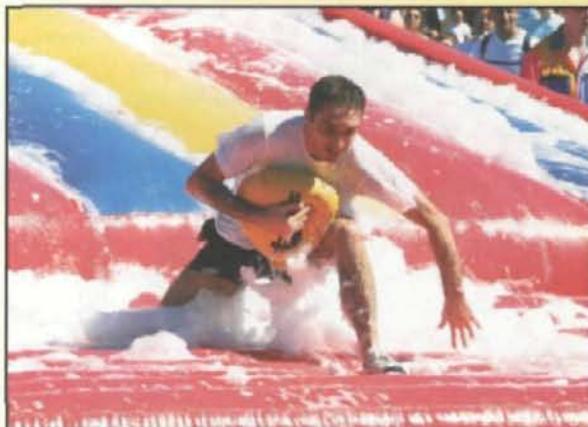
Emergency services were well represented on the day with lifeboat crew from Brighton and Shoreham and members of the local ambulance service taking part. Jane Faulkner from Sussex Ambulance patient transport said, 'We received a flyer about the event at the station and decided to put two teams together. We're not worried about winning, it's the taking part that counts. Really good fun and a great team building activity for us too.' A squad from local paper Friday Ads, who had been helping to hype the event, also took part.

During the proceedings members of the public were treated to a visit by the Shoreham inshore lifeboat and, if that wasn't enough excitement for one day, Brighton's Atlantic 75 had to go out on a shout during the games.

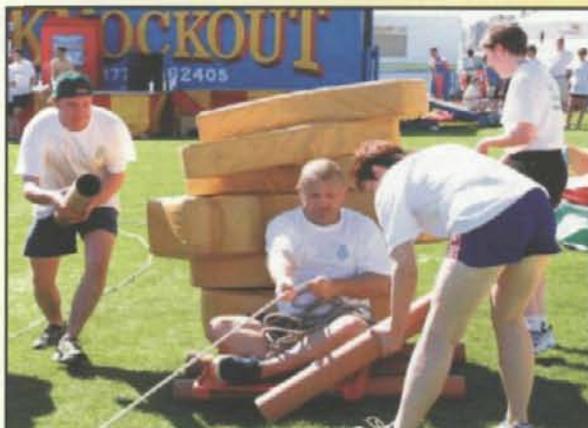
And the winners were? The lifeboat crew of course. Not only did the team win the event but all proceeds raised from sponsorship and collections went to the RNLI. The Wet, Wicked and Wild winners were presented with their trophies during a prize giving ceremony at the close of the games – a fitting end to a great day.



Giant caterpillars gather fruit down in the orchard



Team members get soaked to the skin collecting the cash bags



Teams work out how to reassemble the mysterious Sphinxes

Photos: © RNLI/JJ

A few of the recent successes

This year, 120 people ran in the Flora London Marathon for the RNLI. Although sponsorship monies are still coming in, it is anticipated the runners will have raised over £100,000.

Last year's cycle challenge to South Africa saw 21 people cycle over 40km and raise some £60,000.



Keeping the pace during the 2000 South Caper cycle challenge in South Africa

For details of what's going on near you, please contact your regional office (see below) or get in touch with the fundraising helpdesk on 01202 663234 or email adventure@rnli.org.uk.

RNLI regional fundraising offices

- Greater London – 020 7839 3369
- Eastern – 01473 822837
- South East – 01825 761466
- South West – 0117 9444999
- North East – 01423 881000
- North West – 0161 787 8779
- Wales and West Mersea – 029 2045 6999
- Scotland – 0131 557 9171 *from Sept 01738 443255
- Northern Ireland – 028 9064 5645
- Irish Republic – 01 284 5050

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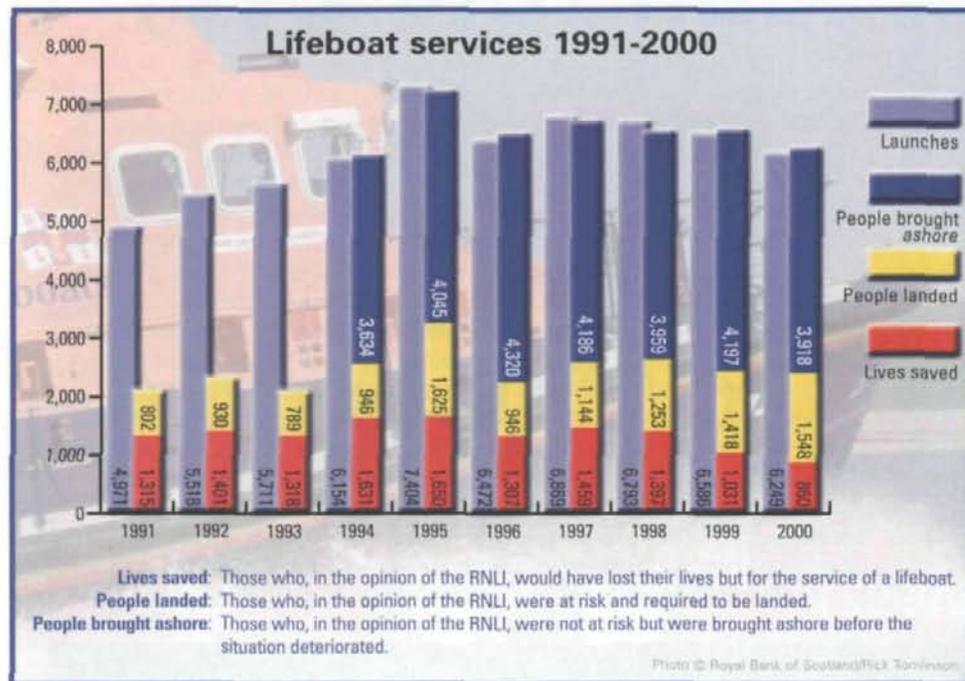


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Getting the message



RNLI lifeboat crews were responsible for rescuing 6,326 people during 2000. This continues the extremely encouraging decline in numbers that has been seen over the past few years: real evidence that sea safety messages are starting to have an impact on the number of people getting into trouble in our waters.

Right: Arklow crew aboard their Trent class lifeboat Ger Tigchelaar help charity swimmer Patrick Kelly after he got into difficulties during a Lion's Club St Stephen's Day swim
 Below: The crew of the Beaumaris Atlantic 75, Blue Peter II, help the crew of a small motor craft

As in previous years, Easter 2000 marked the start of the busiest time of year for the RNLI. Each year, as the weather improves into the summer, sailors, swimmers, divers and all manner of other leisure users are tempted out to sea after the cold, wet winter. More sea users inevitably results in more incidents requiring the attention of the lifeboat service. Figures show that in the six months between April and September 2000, lifeboats carried out 4,527 launches, 72% of the services for the year, and rescued 4,962 people, 580 of whom would have been at risk of losing their lives had a lifeboat not reached them.



During the summer there were on average 29 lifeboat launches and 32 people rescued every single day

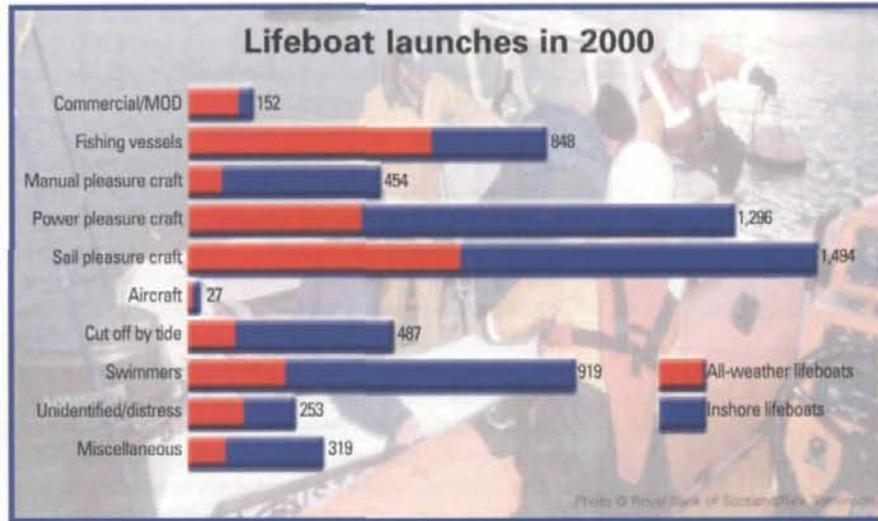
Ian Benham, RNLI SEA Check manager, said 'We are delighted that many avoidable accidents

have been prevented, resulting in a drop in RNLI callouts. We have a growing team of safety advisers who have provided face-to-face advice and practical safety seminars to boat owners over the last year. Our message is: call the RNLI for sea safety advice before going to sea, so that all sea users can help ensure they have done as much as possible to prevent unnecessary lifeboat callouts.

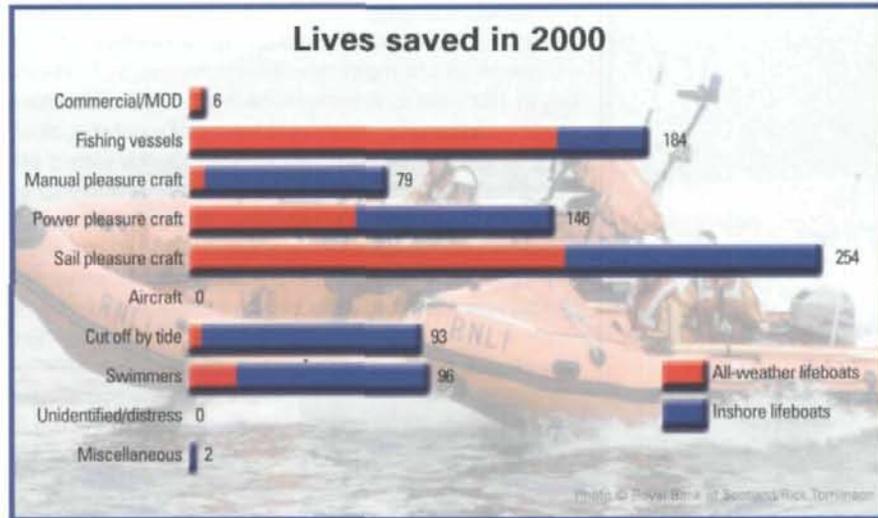
'We are particularly concerned, however, to note that launches to fishing vessels have increased, with more lives lost. As a lifesaving organisation, we are urgently considering ways in which we can further help improve the safety of fishermen.'

'While the reduction in 'lives saved' can be attributed to factors such as the increased speed of our lifeboats, the statistics still show an average of 17 launches and 17 people rescued each and every day of the year. This is a launch by a volunteer crew every 70 minutes, which is far too often. While we provide a first-class lifeboat service, we intend to continue to prevent avoidable accidents by providing a range of free safety publications and services.'

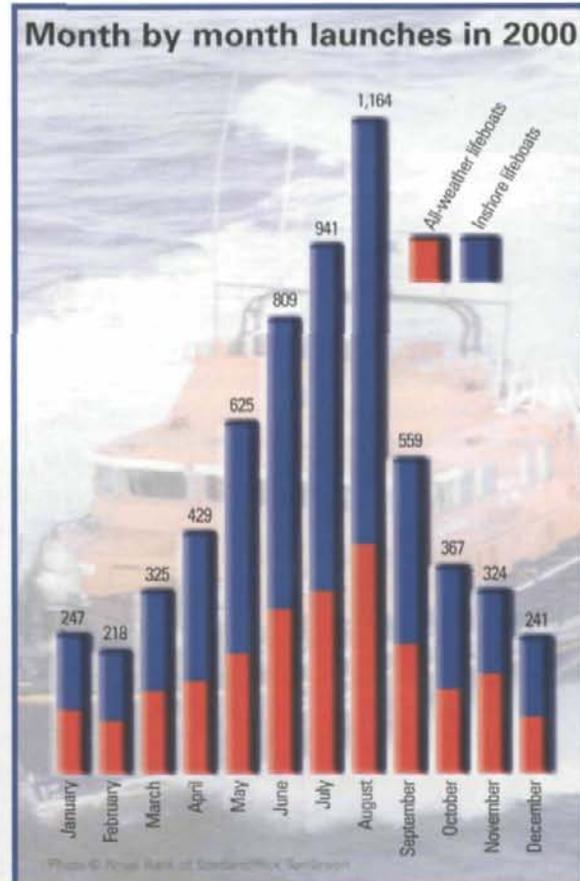




- There was a small decline in the number of launches to pleasure craft. Lifeboats launched 3,244 times, 52% of all services, with 479 lives saved, 55.7% of all lives saved by lifeboats.
- Merchant vessels and tankers were launched to 149 times, 55% of which were carried out in darkness and 12.8% in winds over Force 7.
- 848 launches were to fishing vessels, with the lives of 184 fishermen saved.
- Lifeboats were called out 1,455 times to people who were in distress but not aboard any craft or vessel and 190 lives were saved. These figures include divers, bathers and water-skiers, people and vehicles cut off by the tide and casualties fallen from cliffs and man-made structures.
- Of 253 launches in answer to unidentified distress signals, 252 turned out to be false alarms or hoax calls. The Marine and Coastguard Agency coordinated 5,588 rescues – 89.4% of all lifeboat services. Search and Rescue helicopters assisted lifeboats on 976 (15.6%) occasions.



Above: Sheerness Trent class lifeboat *George and Ivy Swanson* helps to evacuate crew from their vessel
 Below: Brighton crew in their Atlantic 75 *Thelma Glossop* and local firemen come to the aid of the pleasure craft *Ocean Spirit*



Building into the Millennium

RNLI shoreworks manager Howard Richings continues his tour around the coast with a visit to Ireland

Okay, so we all make mistakes – there are 38 stations around the coast of Ireland, not 37 as stated at the end of the last article and this will rise to 39 with the establishment of the division's first inland waterway station on Lough Erne. Still, with much coastline to cover we must make haste and cannot tarry long at our first landfall in **Rosslare Harbour**, where the station's Arun lies afloat in a special pen completed in 1996 along with a new shore facility building.

Sailing south we round Carnsore Point to the harbour at **Kilmore Quay**. Here not only did the lifeboat house undergo a transformation in 1992, when it was rebuilt to house the new Mersey, but the harbour itself was given a major facelift to repair the damage caused by Hurricane Lilly in 1991 and to provide modern quay facilities.

The 1990s saw the establishment of a number of new lifeboat stations and this was particularly true in the Republic of Ireland. **Fethard**, a short haul across Ballyteige Bay, is the first we pass. The old lifeboat house still stands but plans are well in hand to convert a recently acquired bungalow to provide new, permanent facilities for the ILB that has been in service since 1996.

Brand new facilities



Top: Dunmore East boasts the newest RNLI boathouse in Ireland

Above: Tramore lifeboat house, opened in 1996

Right: Before (right) and after pictures of the Courtmacsherry Harbour boathouse

A short journey south-east brings us to Hook Head with its seabird colonies guarding the entrance to Waterford Harbour. On the west side of the harbour mouth lies **Dunmore East**, proudly sporting the most recently completed new lifeboat facilities in Ireland – a two-storey building at the head of this busy harbour with its many fishing boats. Plans

are in hand for the adaptation of the old pilot berth to provide a secure new home for the ALB. The berth will provide protection from the accidental bumps and scrapes from fishing boats jostling for space that have occurred in the past, as well as providing alongside power essential to the current fast afloat lifeboats.

Satisfying the particular requirements of planning authorities is a varied and often challenging job but in **Tramore** there was no doubt what was needed – a cottage! The site was not so much a green field site as a green bank beside the narrow road leading down to the small harbour. Opened in July 1996, the new boathouse looks deceptively simple, hiding as it does the extensive civil engineering works that hold up the steep bank.

A pleasant day's tacking westwards against the prevailing wind brings us to **Helvick Head** where permanent facilities for the new ILB station were completed in 1999. A slightly more rugged leg past Mine Head and Ram Head brings some welcome shelter in the estuary of the River Blackwater. Not an obviously suitable place for a white whale if it wishes to remain undetected. It was here in **Youghal**, however, that Gregory Peck filmed the classic *Moby Dick*. And, if the family album is to be believed, I was there – in short trousers outside the *Moby Dick* pub. Whether the



lifeboat stood by I do not know, but the current boathouse was certainly of the right vintage. All is set to change, however, as at the time of writing tenders are in for the demolition of the boathouse and the building of a new facility to house the Atlantic 75 and its successors.

Onward and westward takes us past Knockadoon Head – an appropriate name given the RNLI's intentions with respect to both Youghal and our next stop **Ballycotton**. The station's Trent lies afloat in the harbour with the old slipway boathouse providing a rather damp and chilly home for the crew and the boarding boat. Demolition and rebuilding has been planned for some time but planning consent has only just been received from a reluctant planning authority.

Brand new station

More childhood memories are awoken as we enter Cork harbour – the sight of Blackrock Castle after 18 hours crossing the Irish Sea in a Force 8 gale brought a sense of relief that will outlive most other memories. Until recently there was no RNLI presence within Cork harbour but, in 2000, an Atlantic 21 was placed at **Crosshaven** adjacent to the Royal Cork Yacht Club. Planning consent has been obtained for a permanent new boathouse, designs are complete and an acceptable tender received. All that remains for work to start is the finalisation of a long-term lease which, hopefully, will be in place by the time this article goes to press.

Sailing on westwards takes us past **Courtmacsherry Harbour** and **Baltimore**, both of which had major works undertaken in the 1990s. The former now sports a new stone built boathouse – achieved only after much negotiating with planners – whilst at Baltimore major concrete repairs to one of the oldest reinforced concrete structures in Ireland gave the building a new lease of life and provided much improved crew facilities.

The south-west corner of Ireland benefits from the balmy airs brought by the Gulf Stream but the blessing is mixed as it is also the first port of call for Atlantic depressions and their attendant storm waves. The deeply indented coastline bears witness to millennia of storms, glaciations and sea-level fluctuations. **Castletownbere**, tucked into the north shore of Bantry Bay under the Slieve Miskish Mountains, is another of the new stations





improving the cover to this area. Established in 1998, it awaits provision of permanent shore facilities. **Valentia**, one of the long-established west coast stations, had the full works back in 1995 when new facilities were provided for both lifeboats and their crews.



Sailing at leisure

One of the reasons for the big effort to fill in the gaps in the cover on this beautiful but exposed coast was the growth in leisure traffic. Our next destination, **Fenit**, demonstrates both sides of the equation with the new harbour providing a base for yachting and a home for a new ALB and ILB station. In May 2001, the station's new boathouse was formally opened while we slipped quietly by *en-route* for **Kilrush** – yes, yet another relatively new station with a new boathouse and slipway completed in 1995, providing important cover to the Shannon estuary.

Our journey north now takes us into Galway Bay and towards one of the most ruggedly beautiful areas of the RNLi's domain. 1996-97 saw the complete rebuilding of **Galway's** boathouse, a contract that was not without its trials and tribulations. Here there was no possibility of a direct launch via a slipway and the station's Atlantic is davit launched into the harbour over the quay edge. Galway city is a bustling place and a popular tourist centre, so traffic congestion can occur.

A few hours sailing to the west is the perfect antidote. Approaching the harbour at Kilronan on the **Aran Islands**, the station's Severn class lifeboat lies prominently afloat at its mooring in the bay. The nearest thing to a traffic jam occurs on the quay when one of the ferries arrives with its load of tourists to be met by the local mini-buses. We decide to join the mix of European and American visitors ashore and enjoyed a good meal and a bracing walk around the shores of the harbour with their myriad of wild flowers. A maze of dry stone walls cover the low rocky hills enclosing small fields, some with grazing horses or cattle, others providing shelter for early potatoes. The lifeboat house – comprising two small buildings atop a slipway on the south side of the harbour – is due a major makeover, which will be put in hand as soon as boundaries and titles are agreed. The three islands of Inis Mor, Inis Meain and Inis Oirr are a heartland of the Gaeltacht – areas where the Irish

(Gaelige) language is spoken much as it has been for the last 1,000 years.

The crossing back to the mainland brings us our first sight of the magical hills of Connemara. A fresh westerly wind brought us to **Clifden** in late afternoon and to a mooring adjacent to the newer of the station's two boathouses. To the north-east, the often bare, ice-worn rocky landscape rise into the clouds. The station's Atlantic 21 is housed in a new boathouse that boasts some of the best stonework of any boathouse, old or new. The station's D class is housed a mile or so away within sight of the town's distinctive twin church spires. Such is the nature of the coast and the extent of the area covered that the rig can be launched from any of 11 different locations.

After a brief spell of shore leave to visit Kylemore Abbey and its recently restored Victorian walled gardens and gothic chapel, we follow the deceptively barren looking coast northwards crossing Clew Bay to County Mayo. **Achill Island** and **Ballyglass** are another two stations established in the 1990s but, whereas the latter had its permanent facilities completed in 1993, Achill has had to await the acquisition of a suitable site before proper facilities can be built.

Yeats country

Sailing due east we pass Downpatrick Head and cross the broad mouth of Kallala Bay. Under the watchful eye of Queen Maeve from her cairn we arrive on the north coast of Sligo County and enter Yeats country. Should WB Yeats' brother Jack revisit the area which inspired him in some future incarnation, the new **Sligo Bay** lifeboat house – currently under construction – at Rosses Point might feature in an updated version of his famous watercolour *Memory Harbour*. The blue jacketed Metal Man featured in the painting still stands on his pedestal in the entrance channel directing incoming vessels. This guide to sailors is one of three similar statues reportedly presented to Ireland by the French as thanks for assistance to shipwrecked French sailors. Also doing well was the lobster in Harry's Bar who, at the time of our visit, was freshly recovered from shedding his shell and building his strength on smoked salmon. Skylarks soared overhead as we left the workmen casting concrete and placing stone to form the slipway and site for the new boathouse.

Benbulbin's sheer slopes are topped by ominous black clouds as we set course in a freshening westerly wind for Donegal Bay just after lunch on a late May day. Then, just as we prepare for the worst, the clouds lift and the mountains transform in sudden afternoon sun from sullen threatening masses to beckoning light green slopes topped with dramatic, vertically etched cliffs rising



Left: The new boathouse at Baltimore

Below left: Valentia boathouse, completed in 1995

Below: Clifden boathouse



Above: The Aran Islands' facilities are due for a makeover

Below: Galway lifeboat house, completed in 1997

to a plateau top at nearly 2,000 feet. Throughout the afternoon we are treated to the various faces of Benbulbin as we follow the south shore of the bay with its gently sloping rock ledges.



Bundoran lifeboat house, completed in 1994

This same geology also forms the off-shore reefs on which the surf builds, attracting surfers and jet skiers and keeping the local lifeboat crew on their toes. The picturesque harbour of Mullaghmore was dry on the low tide. This fortunately did not extend to harbour side pubs nor, thanks to the efforts of the RNLI and Donegal County

Council, to the approach channel to the slipway at **Bundoran**. The new lifeboat house was completed in 1994 with the channel being progressively improved in 1994, 1997 and 2000.

The coastline north to **Arranmore** on Aran Island is rugged and wild with many channels and islets. The island's ALB lifeboat remains afloat at a buoyed mooring but the facilities for both the crew and the boarding boat operation have been much improved in a series of projects from 1994 to the present. Work on remote island sites is always a challenge and there are many visual reminders that economics often result in a one-way ticket for mechanical appliances.

Bloody Foreland Head marks our course turning eastwards to our next port of call, **Lough Swilly**, a new double (LB facility (Atlantic 75 and D class) being completed here in 1995. Last year an ALB was added with a berth being created alongside the pier at Buncrana.

Into the North...

One final tack northwards brings us around the rugged northernmost point of mainland Ireland, Malin Head, and south-eastwards along the coast of Inishowen before crossing the mouth of Lough Foyle to the softer coast of Antrim with its sandy beaches and the famous golf links at **Portrush**. The slipway boathouse was modified and improved in 1993 and 1995. The ALB now lies afloat with the boathouse being home to a D class and a boarding boat. No trip along the north Antrim coast would be complete without mention of the *Giant's Causeway*. It only requires a little imagination to see it as the remains of some massive slipway sweeping down from the cliffs.

After passing through Rathlin Sound and rounding Benmore Head we set course southwards with the Mull of Kintyre visible off the port side and the Antrim Mountains forming a backdrop to starboard as we approach **Red Bay**. Completed in 1995 this was one of the earlier Ireland division boathouses to be rebuilt to modern standards. In **Larne** things took a little longer but facilities for the station's Arun and D class are now substantially finished.

Soon the same should be able to be said of **Bangor**,

on the south shore of Belfast Lough, where our arrival coincided with the erection of the steel frame for the new boathouse – an activity always accompanied by anxiety in case bits don't quite fit. But all was well in the end and the station should be moving in before the end of the year.

A short haul brings us to **Donaghadee** where

work was completed on a major extension in 1998, providing the station with much improved facilities. We then sail down the coast of the Ards Peninsula – that narrow strip of land which separates Strangford Lough from the open sea. At Ballyquintin Point a near 180° turn brings us into the narrow entrance to the lough and to **Portaferry**, notable on this voyage as one of the few stations that has not had recent significant work undertaken, except for the regular triennial upkeep and maintenance.

The same cannot be said of **Newcastle**, at the eastern reach of Dundrum Bay. The arrival of the station's Mersey class ALB was preceded by the building of a new boathouse and slipway, completed in 1993 and funded from the generous Penza legacy. The coastline now rises with the dramatic backdrop of the Mourne Mountains accompanying us to **Kilkeel**, home of one of the few davit launched Atlantic ILBs. In 1992 the station moved across the harbour to a new purpose built boathouse.

... and back to the Republic

A course a few points west of south takes us past the mouth of Carlingford Lough and back into the Republic of Ireland. **Clogher Head's** Mersey class lifeboat house was completed in 1993 and provides a useful navigation mark set at the top of the beach. The coastline south past Drogheda is gentle and low lying with just an occasional rolling green hill. The *Rockabill* light marks our next destination lying some 6km offshore from the **Skerries**, where new facilities for the Atlantic 21 and its crew were completed in 1997.

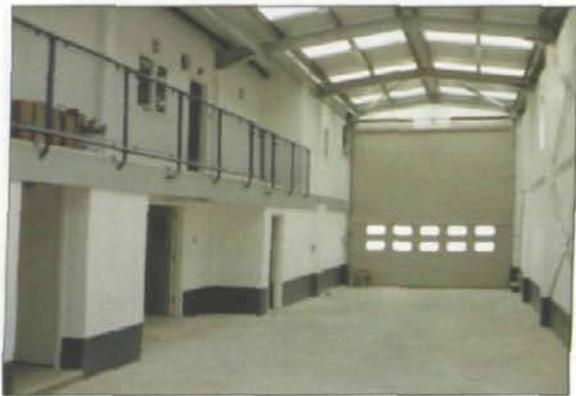
A closer watch on the navigation is required as we approach Dublin. The islet of Ireland's Eye closely followed by the Nose of Howth brings us to the north side of Dublin Bay. **Howth's** current boathouse is very distinctive and, although modified in 1997, it lacks many of the facilities now considered essential. Plans are currently being developed to provide improved facilities for both the lifeboats and their crews.

Ferries regularly ply in and out of Dublin to Douglas and Holyhead. **Dun Laoghaire**, with its twin breakwaters encompassing the man-made harbour, is home to a recently arrived Trent class ALB and a D class ILB. The latter is housed in a fine old stone build boathouse whilst the former lies afloat at a mooring. New shore facilities were completed in 1999 and the final touch should be put to the station with the completion of a long awaited new boarding berth for the Trent later this year.

The Wicklow Mountains rise inland as we sail south, providing good walking country for those who prefer firmer ground under foot. **Wicklow** lifeboat station is one of only two remaining slipway stations in Ireland. The Tyne launches down a shallow slipway into the normally sheltered waters of the harbour but, even here, the sea can be destructive and waves running down the adjacent harbour wall have caused damage to the boathouse doors. A D class was added to the station in 1995 with accompanying additional shore facilities completed in 1998. Major repairs were also undertaken to the slipway last year.

A series of sandy beaches and links golf courses bring us to the estuary of the River Avoca and to **Arklow**, where the Trent lies at a pontoon – about to be replaced – and the boathouse is notable for the neat garden that greets visitors. The final leg of our Irish experience takes us past the ILB station at **Courtown**, where work was in hand on extending and re-grading the launching slipway. From here the long sandy beaches sweep down to Wexford Bay completing our circumnavigation of the island of Ireland. With the main summer season rapidly approaching we shall continue northwards after a short break to recharge our batteries in Fishguard harbour.

Interior view of Newcastle's boathouse, built in 1993





Letter of the quarter

A special thank you

They say that just before you die, your whole life passes before you. At the age of eight you haven't had much of a life so when you come close to 'it', you really can recall everything.

My eighth birthday found me and my friends crabbing off the end of the lifeboat slip in Fleetwood one sunny day. This was our favourite place, spending most of our time running from the local lifeboatmen as they chased us constantly from the slip.

It was close to low water with a fast outward tide when a 'friend' put a crab down the back of my shirt and, as I struggled to retrieve it, I fell in. I was trapped under the slip and, believe me, your life does pass before you. I could see the rushing water, taste the salt

and I was crying as I swallowed what felt like a bucket load.

A friendly hand grabbed me and pulled me free! The lifeboatman who had been watching from the boathouse had jumped into the river without fear for his own life to save mine.

I'm 50 next birthday and have a lovely wife and two children and on this day I'll say a special thank you to that man who saved my life. I never knew who he was but, like all lifeboatmen, he was someone special, someone extraordinary and someone I will always owe my life to. Thank God for men like these.

**Neil Howard Pritchard
Poulton Le Fylde**

**Letter of the quarter wins a bottle of Old Pulteney whisky and Mr Pritchard has asked that his prize be donated to the crew at Wells lifeboat station.*

Your Letters

Education is the key

In response to Mr Lionel C Waring's letter on licensing for sailors in the previous issue, I agree with much he says. We know that regulatory measures are very costly due to the high level of intervention required to enforce the legislation. We should also be thankful that the UK and Republic of Ireland have significantly fewer accidents per boating capita than many other countries.

Education is the key – boat owners and skippers should be encouraged to receive training and be willing to have refresher training. Sailing with other experienced skippers is also a good idea. We all pick up bad habits and it sometimes takes a colleague or friend to point them out. A third party safety audit is also recommended and there is none better than the RNLI's SEA Check service, where the boat's safety equipment can be checked over by an experienced adviser.

What needs to be banged home is that the individual is responsible for his own safety and the safety of those he interacts with. It is no good blaming lack of legislation or funding by agencies and organisations when that individual responsibility has been neglected. We also should not rule out any improvement in safety that is brought about by consultation – good examples of this are the RYA's training scheme for personal water craft, the RNLI's Safety on the Sea series of booklets and the Maritime and Coastguard Agency's voluntary code of practice.

The RNLI is committed to rescuing anyone in distress at sea and the sea safety campaigns that we run are there to ensure that incident levels are kept to an absolute minimum. If the call out rate were spiralling out of control then regulation would need to be considered. However, in many areas where boating is a major factor in the economy, authorities have already introduced local regulations targeted principally at separating activities on the water and limiting speed, which seems very sensible to me.

Anyone wishing to receive further advice on any aspect of sea safety should email seasafety@rnli.org.uk or freefone 0800 328 0600.

**Peter Bradley
RNLI national sea safety manager**

Thames mystery

With the announcement that lifeboats are to be stationed on the Thames, there is perhaps evidence that this will not be for the first time.

In the RNLI archives is a medallion (right) which is inscribed, 'Presented by the Greenwich and Deptford lifeboat crew to Mr F Hancock as a mark of respect for his valuable services as secretary 17 February 1873.'

There is no trace of any such lifeboat in the annual reports of that time. Can any readers throw some light on the medal?

**Barry Cox
RNLI honorary librarian**



Can you help?

May marked the 60th anniversary of the sinking of the *Bismark* and our local newspaper recently reported on the damage inflicted on the battleship by the Swordfish torpedo planes on the 26 May 1941.

I was assigned to the Coast Guard cutter *Modoc*, which was searching for survivors when we sighted the *Bismark*. I saw a Kingfisher heading for her and witnessed an explosion when the torpedo damaged the rudder. Throughout the war I wondered if this brave, skillful and determined pilot survived. His name is Kenneth Patisson and he attended the recent gathering at the Imperial War Museum in London. Perhaps a reader out there knows his address. I would be forever grateful if I could be informed.

**Vice Admiral Thomas R Sargent
1311 San Julian Drive
Lake San Marcos, CA 92069, USA**

Congratulations

My collection of *The Lifeboat* dates back to 1960 and records an evolution in styles of presentation and design. May I offer my congratulations to the editorial team on the Spring 2001 issue.

It cannot be easy to strike the right balance of material, given the need to meet the interests of a diverse range of readers, but I believe that this issue in particular succeeded in the achievement of that aim.

**A R Pari Huws
Merseyside**

Fond farewell

I was surprised and very sorry to learn that Ray Kipling has left the RNLI after 27 years to lead another charity.

I feel sure that staff, retired staff and voluntary workers will join me in paying tribute to Ray's wit, enthusiasm, friendliness and approachability. He was a great asset both as public relations officer and, latterly, as deputy director. He will be much missed by us all.

The RNLI's loss is Wessex Medical Trust's gain. Good luck Ray!

**Lyn Jones
RNLI pensioner**

Win a bottle!

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'.

Crew members pick the cruisers



Poole lifeboat crew drew the winning tickets for the RNLI's lifeboat lottery at Poole lifeboat station on 27 April 2001.

The 93rd draw raised £245,000 and top prize, a luxury Canaries cruise for two on board the superliner *Oriana*, was won by Mrs E Purdie of Middlesex. The prize, kindly donated by P&O Cruises, also included £2,000 spending money.

Trainee crew member Amy Veasey, joined by personal donations manager Sue Hennessy, picks one of the lucky winners

Photo: ©RNLI/DK

The runner up cash prize winners were:

- £1,000 – Mr J Dwyer, Surrey
- £500 – The Revd Canon and Mrs P Goddard, Cornwall
- £250 – Mrs M Henstock, Lancs
- £100 – Mrs D Davies, Stockport; Mr M J N Smith, Surrey; Mrs J Nicol, Barnet; Mrs G E Stollard, North Yorkshire; Mr D H Perry, Berks.

First prize for the Autumn lottery is a 14-night Kenya Encounter Safari and beach holiday in association with Thomas Cook.

Winners will enjoy a luxurious holiday for two comprising a seven-night safari, followed by a week in the Diani Sea resort. The hotel accommodation is a twin or double room with private facilities and rooms overlooking gardens which lead directly to the bleached sands, palm trees and Indian Ocean breakers. The prize includes all meals on safari, half board at the hotel and free travel insurance.

As well as this exciting first prize, you could also win a top of the range Multimedia desk top PC and printer or one of six cash prizes ranging from £100 to £500. All this could be yours for as little as £1.

If you would like to receive tickets for this and future lotteries, please contact Rebekah Rose on 01202 663219, 8.00am-6.00pm, weekdays.

Padraic Dillane



With deep regret we report that Coxswain Padraic Dillane of the Aran Islands lifeboat died recently following a short illness.

A greatly respected and much loved member of the local community, Padraic first joined the crew in 1983 and took over as coxswain of the Arun class

Roy and Barbara Harding in 1988.

He was awarded the Thanks on Vellum in 1989 for the rescue of two divers in difficulty in surf off Doolin in Co. Clare but Padraic's proudest moment was bringing home the Severn class *David Kircaldy* to Kiltonan in 1997.

Honorary centenarian



In May, Sid Arrowsmith of Darlington became the first honorary centenarian crew member of an RNLI lifeboat station.

Sid has been a long supporter of Redcar lifeboat crew and visits the boathouse when he is able – usually announcing his arrival by shouting, 'Arrowsmith's here, stand by your beds!'

Crew members voted to make the special award when Sid invited them to his 100th birthday party at Hopetown and Whessoe social club.

On Station

ALL WEATHER

Broughty Ferry Trent 14-31 (ON-1252) *Elizabeth of Glamis* on 14 April 2001

Relief fleet Severn 17-27 (ON-1254) *Volunteer Spirit* on 8 May 2001

Relief fleet Trent 14-32 (ON-1253) *Corinne Whiteley* on 9 May 2001

INSHORE

Filey D-563 *Rotary District 1120* on 7 March 2001

Fenit D-561 *Cursitor Street* on 11 March 2001

St Catherine B-772 *The Eric Rowse II* on 22 March 2001

Morecambe West Mersea D-564 *Peter Bond* on 30 May 2001
B-761 *Dignity* on 1 June 2001

Top citizen

Coxswain Noel Wight of Dunbar lifeboat recently received a citizenship award from the community council in his home town.

Noel (left) who has been on the crew for 35 years and is a popular figure in the town, received a silver cup from Dunbar council chairman Stephen Bunyan.



Photo: © East Lothian Courier

WINNING FUNDRAISING FRIENDS

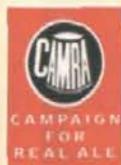
The Fundraisers

More examples of how individuals and groups are encouraged to get involved with fundraising activities and events...



RNLI beer money – L to R: Alan Walker, chairman of Somerset CAMRA; Barrie and Jill Lanham, Minehead guild; and Tony Woods, guild chairman

REAL ALE TO THE RESCUE



Somerset branch of the Campaign for Real Ale (CAMRA) held its annual festival at Minehead last year – raising over £1,000 for local good causes.

Minehead lifeboat guild was a major beneficiary and guild chairman Tony Wood was presented for a cheque for just under £534 in April. We hear that CAMRA representatives enjoyed their visit to the town (and possibly the beer?) so much that they will be returning later this year. CAMRA chairman, Alan Walker, has already advised that the RNLI will again benefit from the festival proceeds. Cheers!

RACECOURSE REVENUE

Boxing Day race goes and sponsors in Cambridgeshire donated nearly £1,700 to the lifeboats during the RNLI Huntingdon Race Day.

Laura Fagg, eastern region senior area organiser, approached Huntingdon Steeplechases regarding a race day and they offered the busiest day of the year – attracting 8,000 enthusiasts. Area organiser Patsy Johnson volunteered to help collect and the local Huntingdon branch sold souvenirs on the freezing festive day.

Pictured are Patsy (centre) and Laura presenting a prize to Jonathan Hart of Bromsgrove, owner of the winning horse in the race sponsored by lottery winner and RNLI supporter Doug Wood.

Photo: © Peter Higby / P H Photography



MUMMERS' PRIZE



The weird and wonderful Prize Old Mummies, a group of 'am-dram' actors from Emsworth, have been raising cash for their friends at the local lifeboat branch again.

This year the Mummies collected in various pubs and clubs while entertaining punters with their humorous play about St George and the dragon. In April Emsworth chairman, Thelma Parham (pictured centre with the Mummies) was invited to the Emsworth Slipper Club and was delighted to receive a cheque for £1,000 from the group's efforts.

Freemasons raise a grand

The Royal Naval Lodge in Yeovil recently presented a cheque for £1,000 to the Weston-super-Mare branch. The Master of the Lodge, Peter Williams, an ex-naval aircrewman, nominated the RNLI as his chosen charity.

The cheque was handed over by Deputy Provincial Grand Master of Somerset, Vernon Harding, to Terry Clapp, branch chairman.

The Fundraisers

Mediterranean barby



Despite the rigours of the Sierra Leone emergency, relief work in Mozambique and peace keeping duties off Albania last year, officers and personnel aboard *RFA Fort George* found time to lighten up life with fundraising activities for the lifeboat service back home.

They managed to drop anchor for a few hours and rigged up a barbecue together with the famous Fleet Air Arm 'Flying Tigers' 814 Squadron. Together with collections the event raised £557 for the RNLI. *Photo: © Susan Rose, HMS Drake, Devonport*

Dooker dosh

The 'Loony dookers', regulars from The Moorings lounge bar in South Queensferry who braved the icy waters of the Firth on New Year's Day, raised £2,300 for local charities as a result of their madcap escapade.

The RNLI was a major beneficiary of the event together with The Care in the Community Project and the South Queensferry Sea Cadets who also received cheques.

The picture shows Ruth Usher, proprietor of The Moorings (second left), presenting a cheque for £1,000 to South Queensferry lifeboat crew members Jonathan Beamish and Scott Boyd (right) watched by Loony dookers David Steel, Anne Marie O'Neill, Pete Jackson and Ian Young.



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INVESTOR IN PEOPLE



TBL 07/01

Lifeboat-related reading

The rescues of Henry Blogg and the crews of the Cromer lifeboats

is a collection of 39 captivating watercolours by marine artist Mick Bensley, reconstructing the dramatic rescues and superb seamanship of famous Cromer lifeboat coxswain Henry Blogg. The

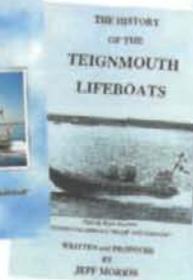
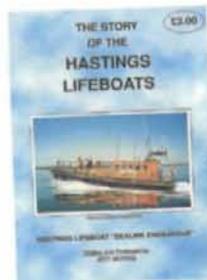
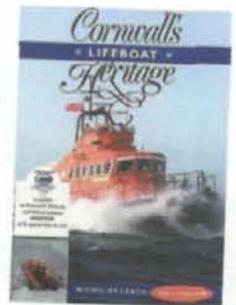
paintings cover Henry's entire career starting with his first trip aged 18 in 1894 through to his last aged 71 in 1948. Complete with gripping rescue accounts and foreword by HRH The Duke of Kent, this fascinating book is published by Benn Gunn and is available from all good book shops priced at £30 (ISBN 1-85770-229-8).

Cornwall's lifeboat heritage by Nicholas Leech tells the story of the lifeboat service in Cornwall, how the boats developed and describes in detail each station around the coast of Cornwall and the Isles of Scilly. This colourful and interesting guide is just one in a series of Cornwall heritage books published by Twelveheads press and is available from all good book shops priced at £3.95 (ISBN 090629443-6).

Jeff Morris, honorary archivist of the Lifeboat Enthusiast Society, has done his usual excellent job in researching the history of lifeboats in two of his latest books covering Hastings and Teignmouth stations.

The story of the Hastings lifeboats costs £3.50 (inc. p&p) and is available from Mrs S Hawley, c/o Hastings lifeboat station, The Stade, Hastings, East Sussex TN34 8AR. Please make cheques payable to RNLI.

The history of the Teignmouth lifeboats is available direct from Jeff Morris for £2.50 (inc. p&p) at 14 Medina Road, Coventry, CV6 5JB.



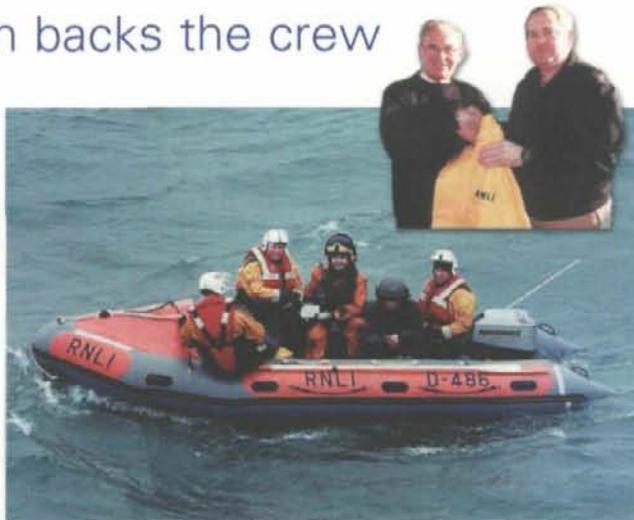
St Mawgan backs the crew

Officers and staff of RAF St Mawgan in Cornwall have been busy raising money for their local lifeboat stations this year.

In January US Navy Captain Walter Scull, commanding officer of the Joint Maritime Facility based at RAF St Mawgan, and staff donated three sets of wet weather gear to the crew of Padstow

lifeboat. Station secretary George Phillips said, 'This is a great gift as these suits take a terrible battering but are essential to protect the crew at sea.'

Later in March, during a combined Sea King helicopter and lifeboat exercise, Flight Sergeant 'Antz' Males, a winchman with 203(R) Squadron 'dropped in' to present a cheque for £100 to crew members of Rock inshore lifeboat. The donation came from RAF St Mawgan's station charities committee in response to a request for help in funding the lifeboat which sees plenty of action throughout the year.



Main photo - Rock crew members receive a cheque from Flight Sergeant 'Antz' Males joined by Ben Stansall
Photo: © Ashley Shelley/RAF St Mawgan
Inset: George Phillips accepts the wet weather clothing from Captain Walter Scull
Photo: © RAF St Mawgan

Our friends in Saudi...



You'd be amazed at how far around the world support for the RNLI reaches. Employees of BAe Systems, who live in Saudi Arabia, attend a club, The Cage, which has raised a staggering £16,000 for the RNLI over the last eight years.

The employees may be land locked at a height of 7,000ft on the other side of the world but they have not forgotten the work of the lifeboats. Cash has been raised from collection boxes and a variety of different events including raffles, special music sessions and, more recently, head shaving days.

The above photo shows some of the committee members and guests in 'The Cage' - can you spot the recently shaved heads?

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RNLI-FJ



Fundraising in disguise...



Over 150 mystery guests from all over Gloucestershire enjoyed a masked ball in February, which raised an impressive £5,500 for the lifeboats.

The event, staged in the Pittville Pump Room in Cheltenham, was sponsored by many companies and individuals and saw guests really entering into the spirit of the occasion by wearing all sorts of wild face gear.

The generosity of the guests and sponsors, together with the hard work and cooperation of the Cheltenham, Newent, Tewkesbury and North Cotswold branches – members of the Gloucestershire Coordinating Lifeboat Group – made the night a roaring success.

www.lifeboats.org.uk

The RNLI's award winning web site is now getting one million hits every month. With new sections regularly being brought online, there is always something fresh to explore.

Why not take a look at the new waves section, in which maritime journalist Carol Rowitt introduces a new concept for improving maritime safety, with positive views from industry and the user. Alternatively, take a look at Watermark online, our own online shop with a great selection of merchandise that you can order securely over the web.

Save up to 15% on cover

Following the launch in the Spring issue of this special deal for RNLI supporters,



there has been a great deal of interest in this offer. Not only will this be good for the motorists concerned but, with a commission on each policy taken out, its good for the RNLI as well. See the full page advert in this issue or call 0800 591 563 for more information.

Thanks to Vauxhall

For the third year running, Vauxhall have again loaned us a Frontera 4x4 to support our Sea Safety roadshow around the country – this is a fantastic way of Vauxhall helping us to cut costs in promoting safety messages to a wide audience all round the UK.

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Lifeboats
www.lifeboats.org.uk

This year's Skandia Life Cowes week, running from 4-11 August, promises to be the biggest and best ever festival of sailing and the RNLI is thrilled to be the official charity.

For the first time in the history of the event, over 1,000 boats are expected to compete, including some of the world's largest yachts. As the official charity, the RNLI is providing an exciting range of fun and games for crew members and spectators to enjoy during this year's yachting spectacle.

From team fundraising competitions to safety events, the RNLI aims to raise awareness of its work and have fun raising money. Cowes provides an ideal platform to promote various new initiatives and sea safety messages and part of the fundraising capers will be recruiting new **Offshore** members with a bottle of champagne sponsored by Mumm. If you are in the area, please drop by the RNLI stand, you are assured a warm welcome.

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ALB ON1248: Nov 13 (Twice)

Abersoch

ILB B-582: Jan 5

Aberystwyth

ILB B-704: Dec 10, Feb 17 and Feb 21

Aith

ALB ON1232: Nov 1
ALB ON1103: Dec 14

Aldeburgh

ALB ON1193: Nov 20
ILB D-520: Nov 20

Amble

ALB ON1176: Jan 29 and Feb 9

ILB D-433: Nov 30, Jan 29 and Feb 9

ILB D-447: Nov 5

Angle

ALB ON1114: Nov 5 (Twice), Nov 29, Dec 1, Jan 30 and Jan 31

Anstruther

ALB ON1178: Nov 19, Nov 21, Dec 30, Jan 15, Feb 15, Feb 25 and Feb 27

Appledore

ALB ON1142: Nov 23
ILB B-742: Dec 31 and Jan 9

ILB B-753: Feb 10

Aran Islands

ALB ON1150: Nov 1, Nov 20, Nov 22, Nov 25, Nov 26, Dec 6, Dec 20, Dec 24, Jan 1, Jan 4, Feb 3, Feb 26 and Feb 27

Arbroath

ALB ON1194: Nov 19, Jan 2 and Feb 7

ILB D-422: Jan 2 and Feb 7

Arklow

ALB ON1213: Nov 16 and Nov 30

ALB ON1223: Dec 26, Dec 30 and Feb 20

Arran (Lamlash)

ILB B-592: Dec 2

ILB B-770: Feb 1 and Feb 27

Arranmore

ALB ON1244: Jan 2, Jan 5, Jan 21, Feb 15, Feb 18 and Feb 24

Atlantic College

ILB B-755: Jan 18

Ballycotton

ALB ON1213: Dec 28

and Jan 30

Ballyglass

ALB ON1235: Feb 3

Baltimore

ALB ON1137: Nov 16, Nov 23, Nov 29, Jan 1, Jan 30, Feb 17 and Feb 21

Bangor

ILB B-584: Nov 11, Dec 3, Dec 27, Jan 1, Jan 14 and Feb 9

Barra Island

ALB ON1230: Nov 22

Barrow

ALB ON1117: Nov 16
ALB ON1142: Jan 20

ILB D-443: Dec 10, Jan 3 and Jan 11 (Twice)

Barry Dock

ALB ON1082: Nov 4, Nov 21, Jan 16, Jan 20 and Feb 23

Beaumaris

ILB B-768: Nov 18 (Twice), Nov 19, Nov 23, Dec 7, Dec 13, Dec 14, Dec 18, Jan 18 and Feb 3

Bembridge

ALB ON1126: Nov 16, Nov 23, Feb 10 and Feb 26

Berwick-Upon-Tweed

ALB ON1148: Nov 19, Nov 20, Nov 21 and Nov 28

ILB D-494: Nov 19, Nov 20, Nov 21 (Twice) and Nov 26

Blackpool

ILB B-748: Nov 18, Dec 20, Dec 31 and Jan 9

ILB D-442: Nov 18 and Dec 31

ILB D-558: Dec 20, Dec 31 and Jan 9

Blyth

ALB ON1204: Nov 23, Dec 4, Jan 10, Feb 3, Feb 23 and Feb 24

ILB D-464: Feb 11

Borth

ILB D-479: Dec 10 and Jan 28 (Twice)

Bridlington

ALB ON1169: Dec 13
ILB D-557: Nov 5 and Dec 3

Brighton

ILB B-737: Nov 4, Nov 20, Nov 26, Nov 30, Dec 2, Dec 21, Jan 3 and Jan 4

Broughty Ferry

ALB ON1099: Dec 17, Feb 4 and Feb 7

ILB D-539: Nov 18, Nov 19, Dec 17, Dec 23, Jan 2, Jan 6, Jan 17 and Feb 4

Buckie

ALB ON1093: Dec 30, Feb 12, Feb 21 and Feb 24

Bundoran

ILB B-756: Nov 5 (Three Times)

Burnham-On-Crouch

ILB B-733: Dec 15 (Twice), Jan 9, Jan 14 and Feb 4

ILB D-519: Feb 4

Burry Port

ILB D-472: Nov 20, Dec 30, Jan 18 and Jan 19

Calshot

ALB ON1090: Jan 22 and Jan 29

ALB ON1104: Dec 10, Jan 14 and Jan 19 (Three Times)

ILB D-429: Jan 29 and Feb 23 (Twice)

Campbeltown

ALB ON1241: Nov 29

Cardigan

ILB B-752: Nov 29, Jan 2 and Feb 1

ILB D-547: Dec 5, Jan 2 (Twice) and Jan 7

Castletownbere

ALB ON1118: Nov 20, Nov 23, Nov 24, Nov 26, Nov 27, Dec 2, Dec 7 and Jan 7

Clacton-On-Sea

ILB B-744: Nov 11 and Feb 11

ILB D-467: Feb 11

Cleethorpes

ILB D-454: Nov 14, Dec 17 (Twice), Dec 26, Jan 23, Jan 28 and Feb 2

Clifden

ILB D-525: Nov 9, Dec 9 and Dec 24

ILB B-751: Feb 8

Clogher Head

ALB ON1190: Nov 28 and Dec 18

Conwy

ILB D-457: Dec 28

ILB D-482: Feb 27

Courtmacsherry

Harbour
ALB ON1205: Nov 7,

Nov 27, Nov 28, Dec 26, Jan 8, Jan 30 and Feb 15

Courtown

ILB D-548: Nov 9
ILB D-418: Feb 20

Cromer

ALB ON1097: Dec 31
ILB D-436: Dec 11

Crosshaven

ILB B-575: Nov 3, Nov 4, Dec 17, Dec 25, Dec 28, Jan 9, Feb 4, Feb 7 and Feb 25

Cullercoats

ILB B-591: Nov 9, Nov 12, Nov 25, Dec 9, Feb 8 (Twice), Feb 9, Feb 17, Feb 18 and Feb 23

Donaghadee

ALB ON1070: Jan 20
ALB ON1107: Nov 4, Nov 25, Dec 3, Jan 7 and Feb 15

Douglas

ALB ON1147: Nov 7, Nov 24 (Twice) and Jan 7

Dover

ALB ON1077: Nov 8 and Nov 16

ALB ON1081: Nov 20, Nov 24, Dec 10, Jan 2, Jan 9 and Jan 11

ALB ON1220: Feb 8 and Feb 13

Dun Laoghaire

ALB ON1200: Nov 19 and Dec 10

ILB D-441: Dec 12 (Twice) and Feb 14

Dunbar

ALB ON1207: Nov 13, Nov 21 (Twice), Dec 17 and Feb 9

ILB D-544: Nov 13

ILB D-552: Dec 27 and Feb 9

Dungeness

ALB ON1186: Nov 20 (Twice) and Feb 20

Dunmore East

ALB ON1215: Nov 2, Nov 21, Dec 12, Dec 14,

Jan 3, Jan 12, Jan 17 and Jan 31

Eastbourne

ALB ON1195: Nov 12, Nov 14, Nov 19, Nov 24, Nov 27, Dec 3, Dec 12,

Jan 3, Jan 7, Jan 9, Jan 17, Feb 10, Feb 11 and Feb 25

ILB D-480: Nov 3, Nov

10, Nov 19 and Feb 11

Exmouth

ALB ON1210: Nov 22, Dec 11, Dec 15, Dec 20, Jan 20, Jan 21, Feb 4 and Feb 18

ILB D-516: Dec 15, Dec 20, Jan 20 and Jan 21

Eyemouth

ALB ON1209: Nov 2, Nov 13, Nov 19, Nov 20, Nov 21, Nov 22, Nov 27 (Twice), Dec 5, Feb 3, Feb 8 and Feb 26

Falmouth

ALB ON1201: Nov 6, Nov 11, Jan 5 and Jan 26

ILB B-595: Nov 6 (4), Nov 11, Nov 12, Nov 13,

Dec 14, Jan 1, Jan 5 and Jan 8

Fenit

ALB ON1239: Feb 19

Fethard

ALB D-528: Feb 4

Filey

ILB D-446: Jan 20

Fishguard

ALB ON1226: Nov 19, Dec 16, Dec 30 and Dec 31

ILB D-505: Dec 15 (Twice) and Dec 30

Flamborough

ILB B-703: Feb 7 and Feb 7

Fleetwood

ALB ON1155: Nov 14, Nov 27 (Twice), Feb 17 and Feb 23

ILB D-556: Nov 16, Nov 18, Nov 27 (Twice), Jan 25, Feb 17 and Feb 23

Flint

ILB D-486: Nov 1, Nov 3, Nov 6 (Twice) and Nov 12

Fowey

ALB ON1222: Dec 18 and Dec 20

ILB D-526: Jan 20

Fraserburgh

ALB ON1109: Nov 28, Nov 29, Dec 25 and Feb 24

Galway

ILB B-738: Nov 5, Dec 6, Dec 12 (Three Times) and Dec 15

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ALB ON1196: Nov 1 and Feb 20

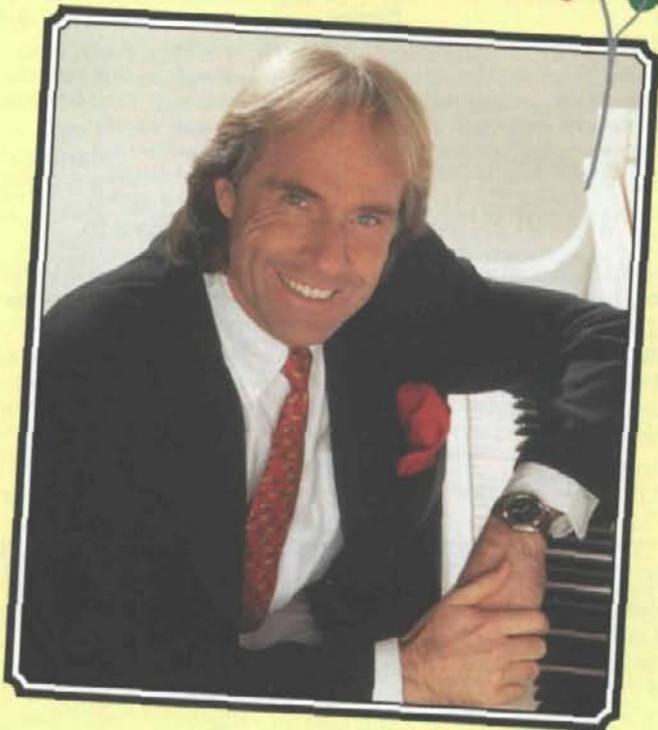
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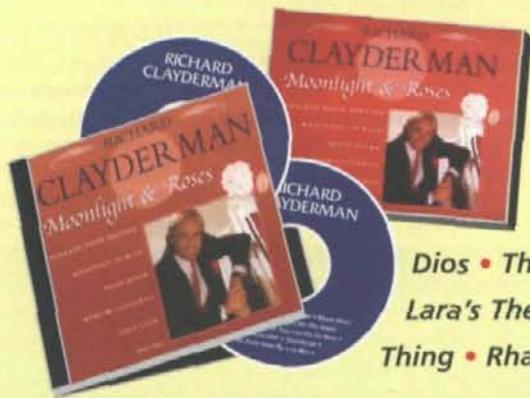
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ILB B-766: Dec 3, Dec 17, Jan 20, Jan 28 and Feb 6
- Harwich**
ALB ON1202: Nov 4, Nov 5 (Twice) and Dec 1
ILB B-590: Nov 6, Nov 13 (Twice), Nov 17, Nov 20, Nov 22, Dec 14, Dec 23, Jan 7, Feb 3, Feb 14, Feb 17, Feb 18 and Feb 21
- Hastings**
ALB ON1125: Nov 19, Nov 26, Dec 9 and Feb 18
ILB D-540: Nov 26, Feb 19 and Feb 21
- Hayling Island**
ILB B-712: Nov 5, Dec 3, Dec 9 and Jan 21
ILB D-483: Nov 12 and Dec 9
- Helensburgh**
ILB B-581: Nov 9, Nov 26, Dec 24, Dec 29, Feb 10 and Feb 16
- Helvick Head**
ILB B-760: Jan 6, Feb 14 and Feb 26
- Holyhead**
ALB ON1123: Nov 10 and Dec 4
- Howth**
ALB ON1086: Nov 24 and Feb 4
ALB ON1113: Nov 12
ILB D-530: Dec 7, Dec 10, Jan 6 and Feb 4
ILB D-423: Feb 18
- Hoylake**
ALB ON1163: Jan 7 and Jan 21
- Humber**
ALB ON1237: Nov 18, Jan 31 and Feb 22
- Hunstanton**
ILB B-749: Dec 2 and Feb 24
- Ilfracombe**
ALB ON1165: Jan 7 and Jan 25
ILB D-555: Dec 12, Dec 19 and Jan 25
- Minehead**
ILB B-708: Dec 31
- Invergordon**
ALB ON1206: Nov 3, Nov 8, Jan 25, Jan 27 and Feb 21
ALB ON1078: Feb 23
- Islay**
ALB ON1219: Feb 2
- Kilkeel**
ILB B-593: Jan 19 and Feb 10
- Kilrush**
ILB B-729: Nov 5
- Kinghorn**
ILB B-720: Nov 2 (Twice), Nov 24, Dec 29, Jan 15, Feb 11, Feb 20 and Feb 27
- Kirkcudbright**
ILB B-585: Dec 13 and Feb 28
- Kirkwall**
ALB ON1231: Nov 26, Dec 1
ALB ON1078: Feb 10
- Kyle Of Lochalsh**
ILB B-740: Nov 26
ILB B-723: Dec 26 and Dec 28
- Largs**
ILB B-732: Nov 11 (Twice), Nov 21 and Feb 11
ILB B-739: Feb 17 and Feb 26
- Larne**
ALB ON1246: Feb 9
ILB D-499: Nov 30, Jan 28 and Feb 9
- Lerwick**
ALB ON1103: Jan 13, Jan 26 and Feb 10
ALB ON1221: Nov 26, Dec 7 and Jan 10
- Little & Broad Haven**
ILB D-484: Dec 17 and Feb 1
- Littlehampton**
ILB B-564: Feb 20
- Littlestone-On-Sea**
ILB B-573: Dec 16
- Llandudno**
ALB ON1164: Nov 24, Dec 31, Feb 4 and Feb 26
ILB D-508: Nov 6
ILB D-492: Dec 10 and Dec 27
- Lochinver**
ALB ON1144: Nov 12
- Longhope**
ALB ON1098: Nov 15 and Dec 13
- Looe**
ILB D-424: Dec 5 and Dec 18 (Twice)
- Lowestoft**
ALB ON1132: Nov 11 and Jan 28
- Lyme Regis**
ILB B-741: Dec 3, Dec 17 and Feb 27
- Lymington**
ILB B-566: Nov 18, Dec 16 (Twice) and Dec 24
- Lytham St Annes**
ILB D-509: Jan 8
- Macduff**
ILB B-578: Dec 1, Dec 28 (Twice) and Jan 15
- Mallaig**
ALB ON1078: Nov 4, Dec 17, Dec 27, Dec 28, Jan 8 (Twice), Jan 25, Feb 4 and Feb 9
- Margate**
ALB ON1177: Jan 13
ALB ON1124: Dec 19 and Dec 25,
ILB D-467: Nov 8 and Dec 2 (Twice)
- Moelfre**
ALB ON1116: Nov 23, Feb 10 and Feb 21
ILB D-532: Feb 10
- Montrose**
ALB ON1152: Dec 19 and Jan 26
ILB D-481: Dec 19
- Morecambe**
ILB D-440: Nov 18 and Jan 30
- Mudford**
ILB B-583: Dec 15, Jan 1, Feb 3 and Feb 17
- New Brighton**
ILB B-721: Nov 25 (Twice), Feb 4 and Feb 11 (Twice)
- New Quay (Cardiganshire)**
ALB ON1172: Dec 16
- Newbiggin**
ILB B-745: Dec 19, Dec 27 and Feb 21
- Newcastle**
ALB ON1188: Nov 18 (Twice)
ILB D-478: Nov 18 (Twice)
- Newhaven**
ALB ON1243: Nov 4, Nov 6, Nov 9, Nov 10, Nov 26, Dec 8, Dec 23, Jan 14 and Feb 25
- Newquay (Cornwall)**
ILB B-715: Nov 18, Dec 16, Jan 12, Jan 18, Jan 21 and Feb 17
ILB D-497: Jan 12 and Jan 21
- North Berwick**
ILB D-452: Feb 9
- North Kessock**
ILB D-459: Nov 26, Dec 13 (Twice), Dec 16, Dec 17, Feb 9 (Twice) and Feb 24
- Oban**
ALB ON1227: Nov 3 (Twice), Nov 4, Nov 6, Nov 11, Nov 13, Nov 19 (Twice), Nov 27, Dec 4, Dec 18, Dec 26, Jan 1, Jan 2, Jan 5, Jan 10, Feb 2 and Feb 18
- Padstow**
ALB ON1094: Nov 27, Dec 1, Dec 2 and Jan 14
- Peel**
ALB ON1181: Feb 15
- Penarth**
ILB B-734: Dec 10, Dec 19 and Jan 8
ILB D-534: Dec 12, Dec 19, Dec 23, Jan 8 and Feb 17
- Penlee**
ALB ON1085: Nov 21, Nov 26, Nov 29, Dec 16, Jan 4 and Jan 20
- Peterhead**
ALB ON1127: Nov 6, Nov 7, Nov 27, Dec 4, Dec 20 and Feb 20
- Plymouth**
ALB ON1136: Nov 5, Dec 22, Jan 1 (Twice), Feb 4, Feb 8, Feb 21 and Feb 25
- Poole**
ALB ON1089: Nov 9, Nov 27, Nov 28, Dec 5, Jan 15 and Feb 17
ILB B-710: Nov 5, Nov 8, Nov 9, Nov 13, Nov 27, Nov 28, Dec 1, Jan 12, Jan 15, Jan 21, Feb 6 and Feb 17
ILB B-701: Dec 5
- Poole Crew Training Centre**
ALB ON1179: Feb 21
- Port Erin**
ILB B-594: Dec 17
- Port Isaac**
ILB D-546: Feb 19
- Port St Mary**
ALB ON1234: Dec 30
ILB D-462: Nov 23
- Port Talbot**
ILB D-550: Dec 24, Dec 26, Dec 29 and Jan 22
ILB D-483: Feb 14
- Portaferry**
ILB B-706: Nov 14, Dec 26, Dec 27, Jan 13 and Feb 21
- Porthcawl**
ILB B-762: Jan 14 and Jan 31
- Porthdinllaen**
ALB ON1120: Jan 2 and Jan 3
- Portree**
ALB ON1214: Nov 2, Nov 14, Jan 1 and Feb 28
- Portrush**
ALB ON1247: Nov 1, Nov 22, Jan 2 and Feb 19
ILB D-456: Jan 2 and Feb 19
- Portsmonth**
ILB B-722: Nov 18, Nov 25, Nov 26 and Dec 10 (Twice)
ILB D-425: Dec 10 and Feb 10
- Pwllheli**
ALB ON1168: Dec 10 and Jan 4
- Queensferry**
ILB B-753: Nov 19
ILB B-735: Dec 3, Dec 16, Dec 28, Jan 2, Jan 13, Jan 14, Jan 31, Feb 6, Feb 25 and Feb 27
- Ramsgate**
ALB ON1180: Nov 16, Nov 27, Dec 10, Jan 11 and Jan 20
ILB B-765: Nov 8, Nov 12 and Dec 10
- Red Bay**
ILB B-767: Nov 22 and Jan 28
- Redcar**
ILB B-580: Nov 12, Nov 17, Nov 27 (Twice), Dec 1, Jan 25, Jan 28, Feb 11, Feb 20 and Feb 25
ILB D-523: Nov 20
ILB D-469: Jan 28
- Rhyl**
ALB ON1183: Feb 24 (Twice)
ILB D-485: Feb 24
- Rock**
ILB D-489: Nov 5 (Twice), Dec 16 and Jan 1

Lifeboat launches

Rosslare Harbour
ALB ON1067: Nov 24

Rye Harbour
ILB B-727: Nov 20
(Twice), Dec 18, Jan 28
and Feb 25

Salcombe
ALB ON1130: Dec 25
and Jan 1

Scarborough
ALB ON1175: Feb 16

Seahouses
ALB ON1173: Feb 8
ILB D-529: Feb 8

Selsey
ALB ON1074: Nov 25
(Twice)
ILB D-533: Jan 7 and
Feb 12

Sennen Cove
ALB ON1121: Nov 30,
Dec 2 and Dec 21
ALB ON1131: Jan 25

Sheerness
ALB ON1211: Nov 11

(Twice), Dec 20, Dec 22,
Dec 29, Jan 8, Jan 14 and
Feb 1

ALB ON1245: Nov 28
and Dec 8

ILB D-513: Jan 7, Jan 19
and Feb 1

Shoreham Harbour
ALB ON1158: Nov 6,
Nov 21, Nov 23, Nov 24
and Feb 27

ILB D-451: Nov 21

Silloth
ILB B-714: Jan 9 and
Jan 14

Skerries
ILB B-747: Nov 13 and
Nov 15

Sligo Bay
ILB B-512: Nov 12, Dec
11 and Jan 3

Southend-On-Sea
ILB B-567: Nov 11, Nov
12, Nov 18, Nov 20, Nov
26, Dec 16, Dec 27, Dec

30, Jan 8, Jan 9, Jan 13,
Jan 14 (Twice) and Feb
17

ILB D-487: Nov 26
ILB D-527: Feb 5 and
Feb 17

Southwold
ILB B-750: Feb 4

St Abbs
ILB B-572: Nov 2, Nov
19, Nov 20 and Nov 21

St Bees
ILB B-719: Jan 9

St Catherine
ILB B-754: Nov 13, Jan
26 (Twice), Feb 20 and
Feb 23

St Davids
ALB ON1095: Nov 26
and Dec 1

ALB ON1139: Nov 5
(Twice), Jan 19 and Feb
26

St Helier
ALB ON1157: Nov 13,

Nov 19 (Twice), Dec 3,
Jan 25, Jan 26, Jan 27, Jan
28 and Jan 29

ALB ON1124: Feb 23

St Ives
ALB ON1167: Dec 2
ILB D-515: Jan 19

St Mary's
ALB ON1229: Nov 20
and Dec 25

St Peter Port
ALB ON1108: Nov 17,
Dec 16 and Jan 26

Staites and Runswick
ILB B-576: Nov 15, Nov
28, Dec 2, Dec 5 and Jan
30

Stornoway
ALB ON1238: Nov 4,
Dec 19, Jan 9, Jan 15, Jan
17, Jan 24 and Feb 19

Stranraer
ILB D-538: Nov 23, Dec
16 and Jan 1 (Twice)

Sunderland

ALB ON1225: Nov 6,
Nov 10, Nov 11, Nov 20,
Dec 2, Dec 6, Jan 4, Jan
14 and Feb 13 (Twice)

ILB D-470: Nov 1, Nov
4, Dec 6, Jan 15 and Feb
13 (Twice)

Swanage
ALB ON1182: Jan 4, Jan
20 and Feb 3

ILB D-475: Jan 4, Jan 20
and Feb 11

Teesmouth
ALB ON1110: Nov 3,
Nov 17, Nov 24 (Twice)
and Jan 25

ALB ON1146: Feb 4

Teignmouth
ILB B-562: Nov 5, Dec
20 and Dec 26

ILB B-549: Feb 4

ILB B-588: Feb 15, Feb
17 and Feb 18 (Twice)

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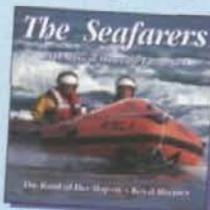
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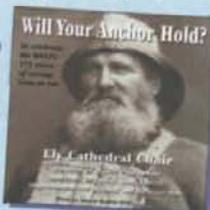
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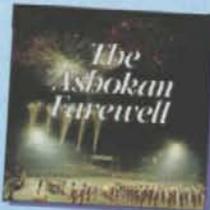
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Lifeboat launches

Tenby

ALB ON1112: Jan 23
ILB D-438: Dec 26
ILB D-562: Jan 13 and
Jan 14

The Lizard

ALB ON1145: Dec 9 and
Feb 27

The Mumbles

ALB ON1096: Dec 10,
Feb 11, Feb 18 and Feb
21

ILB D-432: Nov 11, Jan
1 and Jan 28

Thurso

ALB ON1149: Dec 2,
Dec 30, Jan 21 and Feb
18

Tobermory

ALB ON1143: Nov 19,
Jan 8, Jan 10 and Feb 4

Torbay

ALB ON1076: Nov 2,
Nov 9, Nov 21 (Twice),
Nov 25, Dec 24, Dec 26,

Jan 1 (Twice) and Feb 4
ILB D-504: Nov 4, Nov
9, Nov 10, Dec 24, Feb 3
and Feb 17

Trearddur Bay

ILB B-731: Nov 21 and
Dec 19

Troon

ALB ON1134: Dec 16,
Dec 29, Jan 23 and Feb
16

Tynemouth

ALB ON1242: Dec 15
ALB ON1160: Feb 12
ILB D-535: Nov 14 and
Nov 18

ILB D-448: Dec 15, Dec
17, Feb 13, Feb 17
(Twice) and Feb 22

Valentia

ALB ON1218: Nov 25
and Jan 27

Walmer

ILB D-514: Dec 24

Walton & Frinton

ALB ON1154: Dec 17

Wells

ALB ON1161: Nov 21,
Dec 2, Dec 5 and Feb 10

ILB D-512: Nov 3, Nov
20 and Dec 2

ILB D-465: Feb 25

West Kirby

ILB D-473: Feb 9 and
Feb 10 (Twice)

West Mersea

ILB B-570: Nov 5, Nov
26, Dec 9, Dec 14, Dec
15, Dec 24, Jan 11, Jan
14, Jan 31 and Feb 5

Weston-Super-Mare

ILB B-769: Jan 31 and
Feb 11

ILB B-557: Dec 8 and
Dec 31

ILB D-537: Nov 5, Nov
7, Dec 8, Feb 11

Weymouth

ALB ON1073: Nov 22, -
Dec 28, Jan 30, Jan 31 and

Feb 6

ALB ON1081: Nov 1
ILB B-746: Nov 19, Dec
3 and Feb 6

Whitby

ALB ON1212: Nov 29
(Twice), Dec 16, Jan 12,
Jan 14, Jan 16, Jan 17, Jan
20 and Feb 21

ILB D-521: Nov 27, Jan
16 and Feb 22

Whitstable

ILB B-764: Nov 14, Nov
15, Nov 28, Dec 9, Dec
18, Dec 29 and Feb 11

Wick

ALB ON1224: Nov 19

Wicklow

ALB ON1153: Nov 11
and Jan 21

ILB D-518: Nov 11 and
Feb 25

Workington

ALB ON1141: Dec 13
and Jan 14

Yarmouth

ALB ON1053: Nov 19,
Nov 22, Dec 16 (Twice)
and Jan 14

ALB ON1249: Nov 22

Youghal

ILB B-561: Nov 15 and
Feb 3

On Passage

ALB ON1174: Feb 26

ALB = all-weather
lifeboat

ILB = inshore lifeboat

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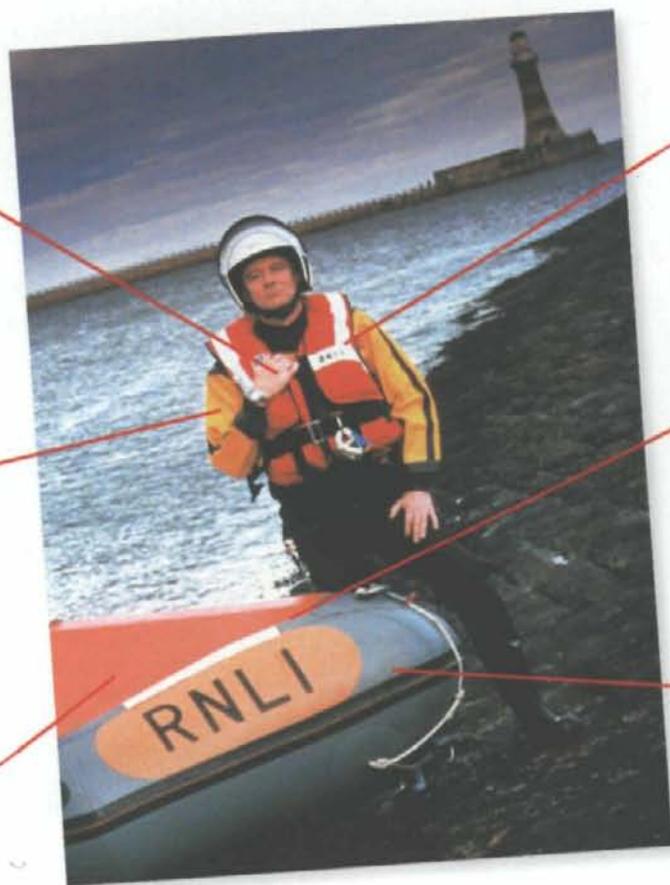
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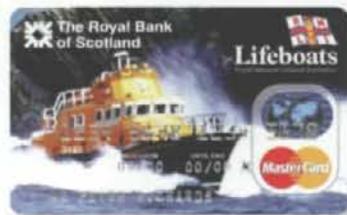
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