

For everyone who helps save lives at sea

theLifeboat

Autumn 2001

Beach rescue

Will RNLI lifeguards soon become a common sight on our beaches?

Crosshaven

The RNLI's newest lifeboat station celebrates its first year of operation

New look

theLifeboat undergoes a redesign to give you a brighter, livelier and more informative read



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For further information on how to join the RNLI as a member or governor contact:
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Front cover:
Poole lifeguards Matt Harlot and Christina Squire. See page 10 for a review of the Beach Rescue pilot scheme.
Picture: RNLI/Derek Kirig

In this issue

News 2

Letters 8

Feature *Better beaches, safer seas* 10

The editor looks at the beach rescue pilot scheme that has been running on 22 south west beaches over the summer months

Lifeboats in action 16

A Vellum-winning rescue by the Aran Islands crew, fire fighting by Valentia and Lough Swilly, and a terrifying rescue as a pleasure sailor is sucked under a ferry

Station profile *Skegness* 29

Feature *New kids on the block* 30

As Crosshaven becomes the RNLI's newest lifeboat station, helmsman Ian Venner looks back over the first year of operation

The Crew 32

Feature *Building into the millennium* 34

Shoreworks manager Howard Richings continues his journey around RNLI boathouses

Fundraising 38

Listings *Central pull-out section*



What is the future of RNLI Beach Rescue? Page 10.



Crosshaven's first year as an RNLI lifeboat station. Page 30.



From Fishguard to Silloth – a look at RNLI boathouses. Page 34.

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Flying around the coast



Main picture: the Griffon 450TD hovercraft is put through her paces at Hunstanton as part of the coastal trials

Above: The hovercraft is easy to transport and prepare for launch using a trailer

Pictures: Richard Johnstone-Bryden

By the time this issue of the Lifeboat reaches you, coastal hovercraft trials will have been completed as part of the RNLI's hovercraft pilot scheme.

Following successful results from initial trials at Poole, the 7.6m Griffon 450TD hovercraft has been tested at selected locations in Morecambe, Hunstanton, Flint, West Kirby and Southend.

These locations have been specially selected for their environments – for instance, they may have extensive sand or mudflats that make waterborne response difficult. Mud rescue, in particular, can be very dangerous and slow to execute, but a hovercraft can reach the casualty very quickly and effect a rescue without danger to the rescuers.

Experienced lifeboat crew have been involved in the testing and their comments will help the hovercraft project team decide if the craft has a practical use for the RNLI throughout the UK and Republic of Ireland. So far, the project team have received very positive comments from the crews

and members of the general public, and the trials have enjoyed much press and media attention, including a prime time slot on BBC's *Tomorrow's World*. The hovercraft also went to the aid of a vessel in difficulties during trials at Hunstanton, when 20m narrowboat *Ocean Princess* was aground on Bulldog Sand, at the mouth of the River Ouse. The hovercraft gave assistance but, luckily, was not required further as the casualty eventually managed to refloat on the incoming tide.

Speaking of the project just before the coastal trials, its managers, Hugh Fogarty and Tony Stanku said, 'During the evaluation in Poole, we tested a standard Griffon 450TD hovercraft and tried to establish what terrain and conditions it could work with and how much training would be involved for the volunteers who would operate it. The hovercraft showed that it could withstand damage, was easy to prepare for launch, worked well over sand and mud and crew training was comparable to that undertaken by inshore lifeboat crews. Its limitations which will be further tested during these coastal trials, include a relatively small carrying capacity and a weather restriction to a wind speed of less than 25 knots and a wave height of less than 70cm.'

The project team's findings will be submitted in a report to the RNLI's Executive Committee in November and a decision will be made whether to introduce hovercraft to the RNLI's fleet.

Stop Press!

Bigger, brighter, better

I am sure you will have noticed that this issue of the **Lifeboat** magazine looks somewhat different to previous issues. This is the result of six months' work by the editorial team reviewing how we can provide you with all the information you want about the RNLI in an interesting and attractive format. Although the most obvious change is to the design, these changes are more than cosmetic. Our aim is to make sure that you are kept fully informed about the activities of the RNLI, while also receiving an insight into the people and processes that make this vital organisation work so effectively.

We have introduced a new **Listings** pull-out-and-keep section. In this section you will find key official information such as details of naming ceremonies, new boats on station and a full list of all RNLI launches. We have also added a new **Crew Page**, to highlight the achievements of our volunteer and full-time crew members, and a **Station Profile**, which will highlight a different RNLI station each issue.

We have replaced the old lifeboat services section with **Lifeboats in Action**. This section will still have the popular accounts of actual rescues but these will be presented in a livelier format, which will concentrate more on the people involved than on the operational details. Your fundraising pages have also been brightened up, with a new **Fundraising Feature** in each issue, together with the latest stories of fundraising activities.

Features have been given a facelift too, with stimulating stories looking at the people involved in the lifeboat service as well as operational accounts, history, regional focus and much, much more. Finally, the **News** section will make sure that you are kept informed of all the RNLI's activities.

All these exciting changes deserved a fresh new look so we have given the magazine a thorough 'wash and brush up'. We hope that you like the clear, bright new look as much as we do. I would be delighted to receive your comments on both the new format and design.

Jane Smythson
Editor

Lifetime achievement

RNLI corporate services director, Ian Venham, former head of fundraising and marketing, had a great surprise in July when he was presented with a Lifetime Achiever's Award by Kevin Kibble of *Professional Fundraising* magazine. The award, announced at the Institute of Charity Fundraising Managers (ICFM) convention in Birmingham, is a free vote throughout the charity fundraising profession to recognise an individual's impact



on the world of fundraising over an extended period. In handing over the award Kevin (right) said, 'Ian is the clear winner of this year's award - receiving twice the number of votes of the nearest candidate.'

The Queen's Golden Jubilee

Many readers will already be aware that HM The Queen will be celebrating her Golden Jubilee next summer.



Her Majesty, a patron of the RNLI since 1952, will be making visits throughout the UK between 1 May and 5 August as part of the celebrations. The focal point will be the central weekend of 1-4 June, when The Queen will attend a National Service of Thanksgiving at St Paul's.

A calendar of events is currently being organised by the Golden Jubilee Office. For further information on events in your area visit the official website at www.goldenjubilee.gov.uk

Polish lifeboats celebrate

the **Lifeboat** is pleased to announce that The Polish Ship Salvage Company, Polskie Ratownictwo Okretowe, has been awarded the RNLI's Silver Medal in recognition of its 50th anniversary this year. The service, founded in 1951, operates 31 lifeboats from 20 stations and has both full-time and volunteer lifeboatmen.

It has long been a tradition for the RNLI, secretariat of the International Lifeboat Federation, to present overseas lifeboat societies with the award on this special anniversary occasion.



Polish rescue tug Huragan at the 1983 International Lifeboat Conference in Sweden.

Storm Force in Scrapheap Challenge

A team from RNLI HQ is taking part in the Channel 4 show Scrapheap Challenge. The team was successful in their first challenge, to build a machine that would throw an ostrich egg without breaking it, beating a team of ballroom dancers from Kent. Their second challenge is being shown at 6pm on Channel 4 on Sunday, 21 October.

Don't miss it!

News

Ellen MacArthur joins *Offshore*

Intrepid round-the-world yachtswoman, Ellen MacArthur, received a certificate of honorary lifetime *Offshore* membership from the RNLI in August in recognition of her tremendous achievement for British sailing in the Vendee Globe.

Ellen is endorsing the membership grade for all those who use the sea. She said, 'I joined *Offshore* because when you're alone at sea, it's reassuring to know you can always rely on the lifeboat crews.'

On handing over the certificate, *Offshore* recruitment officer Sharon New thanked Ellen. 'We are delighted that someone as famous and respected as Ellen has accepted honorary *Offshore* membership. I am sure that her support will boost awareness.'



Ellen MacArthur (left) accepts her honorary membership from Sharon New.

Own a Severn class!

Readers of the *Lifeboat* can now have their very own Severn class lifeboat and help raise money to save lives at the same time.

Milestone Miniatures Limited of Cornwall have produced a limited edition run of beautiful Severn class models, hand built in English pewter. The 14cm scale models are finished in RNLI colours and come mounted on a wooden plinth with a glass display case – all contained in a presentation box.

Each of the 250 limited edition models come with a certificate of authenticity.

The price of £145 includes VAT and a donation of £25 to lifeboat funds.



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Terry Rogers of Blackpool lifeboat station, with his wife and children, outside Buckingham Palace before attending a royal garden party on 25 July in the presence of The Queen.

Terry was amongst a group of 41 lifeboatmen, station personnel, fundraisers, RNLI staff and their families who were chosen to attend in recognition of their long and devoted service to the RNLI.

Picture: RNLI/DK



Stormy Stan's Salty Sea Tales





Frank Kilroy, in his other role as curator of the Lytham lifeboat museum, explains to HRH The Duke of Kent about the display of artefacts from the wreck of the Mexico. Picture: Peter Owen/Creative Photography

The Duke's north west tour

Volunteers and VIPs from five north west lifeboat stations had the honour of meeting RNLi President, HRH The Duke of Kent, during his coastal tour in July.

Accompanied by RNLi Chairman Peter Nicholson and Chief Executive Andrew Freemantle, The Duke enjoyed glorious sunshine throughout the two days.

The first stop of the tour on 23 July saw HRH visit the lifeboat station at Lytham, currently celebrating 150 years of lifesaving. Following a visit to the station's museum and a luncheon, The Duke presented Frank Kilroy, station secretary, with a framed vellum certificate marking the anniversary.

Later in the day, HRH toured lifeboat stations at Blackpool, Fleetwood and Morecambe, where he

met the lifeboat crews and their families, branch volunteers and officials, and also inspected lifeboats and their facilities.

Over 500 guests greeted The Duke at Barrow on the second day of his tour, where he formally opened the new station at Roa Island. A local community appeal from 1998-99 raised £277,029 towards the £3m cost of rebuilding the station, walkway and slipway. Ben Bibby, representing the appeal donors, officially handed the station over to Peter Nicholson before the official naming by The Duke.

The new inshore lifeboat IB1 (below) will be a development of the existing D class but will use the latest advances in material and equipment technology.

A new inshore lifeboat

Work to find a replacement for the D class lifeboat is well under way with the construction of a pre-production boat. The new inshore boat, codenamed IB1 (Inshore Boat 1), will be a development of the existing D class but will use the latest advances in material and equipment technology. These developments mean it should not only be faster, but more consistent in its performance, better equipped, and easier to maintain.

The first pre-production boat will be trialed at the RNLi's Inshore Lifeboat Centre in Cowes to confirm that the changes to the boat fabric, structure and engine have resulted in the expected improvement in performance. Detailed equipment changes will then be evaluated, before the construction and fitting out of four more boats. These will then be trialed at lifeboat stations to get feedback from a cross section of crews in a variety of conditions.

The trials should have started by the time you receive this issue of *theLifeboat* and, subject to a successful outcome, the first production IB1s should arrive at stations in 2002.



Double celebrations



Two lifeboat stations celebrated landmark anniversaries this summer – notching up 250 years of lifesaving between them.

Barry waterfront was swarming with boats and visitors eager to participate in Barry Dock lifeboat's centenary celebrations.

Newbiggin

Hundreds gathered for a ceremony at Newbiggin on 27 May to celebrate the station's 150th birthday. Guest of honour was His Grace the Duke of Northumberland, a descendant of 'Sailor Duke' who funded the original lifeboat station and its first two lifeboats.

Guests enjoyed music from the Ashington Colliery band and were treated to the first performance of the Newbiggin lifeboat song, performed by the Marske Fishermen's Choir. The Duke gave his thanks and best wishes during an official ceremony and Chris Price, RNLI staff officer operations, spoke of the excellent work of the station before presenting the anniversary vellum to Stan Green, Newbiggin station secretary.

Following a vote of thanks by Vivian Brown, chairman of the ladies guild, guests enjoyed

refreshments prepared and served by the guild at the Newbiggin community room.

Barry Dock

On 23 June, Barry waterfront was swarming with boats and visitors eager to participate in Barry Dock lifeboat's centenary celebrations. The packed three-day programme of events kicked off with an

In stark contrast to Barry Dock's A class lifeboat, Margaret Frances LC, the pulling and sailing lifeboat, Queen Victoria, takes a trip alongside Barry Dock waterfront during the centenary celebrations.

official ceremony in which RNLI Chief Executive Andrew Freemantle presented a centenary vellum to Newbiggin secretary, Ted Powell, and long service medals were presented to coxswain Ray Brown and mechanic Barry Chick. During the service that followed, the band, choirs and assembled guests maintained the reputation of Welsh singing voices.

Some 26,000 visitors enjoyed the entertainment that followed which included many hours of music and stage performances, boat racing, a Red Arrows display, an appearance by the spectacular restored 1887 lifeboat *Queen Victoria*, workshops, exhibition, a fun fair and many other exciting attractions.

Both stations have published books to celebrate their anniversaries – further details can be found in the Fundraisers section of this issue.



Crowds gather to celebrate 150 years of lifeboating at Newbiggin.

Hard weather increases the chance of birds such as Fieldfare visiting gardens in search of food - berries are a favourite staple



Like the closely related Willow Tit, the Marsh Tit has declined in numbers - garden-feeding can help sustain any birds in your area.



Blackcaps are on the increase as winter visitors to gardens, and show a marked fondness for apples



Outside the breeding season Yellowhammers will visit feeding stations on or near farmland, sometimes in numbers



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Letters

Another special kind of courage

The courage of our lifeboat crews is beyond question. Their many deeds in appalling conditions make each and every one of them a special kind of person. This is unarguable and is widely appreciated.

However, there is another type of courage that normally goes unrecognised. I have no wish to be melodramatic but feel that I must refer to the stoic acceptance of wives, husbands, partners and parents who never know whether their loved ones will return from a shout. Many callouts bring the possibility of death. The support given to crews is of enormous value to individuals and the RNLI as a whole.

Clearly, it would be extremely difficult, if not impossible, to single out anyone for an award but surely there must be some way of acknowledging the enduring courage of the individuals and families who are left on shore when a lifeboat is launched. 'They also serve, who only stand and wait.'

Colin Westwood, Stamford, Lincs

Letter of the quarter wins a bottle of Old Pulteney whisky.

Heroes all

As a lifelong landlubber I have always had the greatest respect and admiration for lifeboat crews. It is hard enough to be on a large ship in rough seas but to be in a small boat in storm conditions is quite something else and to do it for no reward, save the satisfaction of saving lives, is totally admirable.

We see so many instances of people's selfishness and callous cruelty in the news these days – the selfless bravery of lifeboat crews restores one's faith in human nature. They should all get gold medals in my opinion.

Alan Cox, Rhuddlan, Denbighshire



Name connection



I was very interested to read 'Stormy Stan's sea tales' in the Winter 2000/1 issue of the *Lifeboat* and the mention of the Wicklow lifeboat mechanic James Bonus.

My husband's father, Thomas Bonass, came from County Cork to live in Jersey over 60 years ago, with his sister Alice and brothers Kevin, Niall and Dermot. The surnames are quite unusual and we were wondering if the spelling had been changed over time.

It would be interesting if any readers know the family of James Bonus and we could maybe make contact.

Elizabeth Bonass
Pencrebar, New Zealand Avenue
Claremont Road
St Saviour, Jersey, JEZ 7

Can anyone help?

We are a voluntary organisation restoring the old Hartlepool lifeboat, *The Princess Royal (Civil Service No. 7)*, back to her original condition. She is a 46ft Watson class, ON-828, and a gold medal-winning lifeboat.

There are a number of fittings we desperately require in order to restore the vessel. For example, we are looking for an auxiliary water-cooled generator (type No. MA11W 24 volts), stanchions, ventilators and any deck fittings etc.

We would be grateful to hear if readers have, or know of anyone who has, any of the articles we are looking for and would be willing to donate them to our restoration fund or sell them at a reasonable price.

We thank you for your help and look forward to hearing any news.

Brian Stringer, c/o Heerema Security Office, Victoria Harbour Street
Bond Street, The Headland, Hartlepool, TS24 0

Win a bottle!



Hover history

With regard to the RNLI hovercraft trials, I thought the following might be of interest to readers. The Canadian Coast Guard first considered air cushion vehicles in 1965 and chartered a Bell SK5 (a modified British Hovercraft Corporation SRN5) for trials on Lake Ontario. As a result, a SRN5 was purchased and modified for search and rescue.

In December 1968, a request was received for assistance to a vessel on the rocks of Stuart Island, some 40 miles away. Conditions were severe, with high wind and seas, poor visibility and pan ice. A helicopter had taken off one person but had to abandon further efforts due to high winds and nearby cliffs.

The hovercraft crossed 10 miles of ice and ran into very rough water. At the small cove where the casualty was aground, the wind speed was 35 knots with 3m waves. The hovercraft was taken into the cove, passing over protruding rocks. Seas were bursting over the stranded vessel and the rescue craft.

In spite of these appalling conditions, the rescue was carried out successfully. The operation involved

a total distance of 80 nautical miles and 50 minutes were spent at the scene.

The one occasion on which the Vancouver hovercraft was seriously damaged happened during a search along the shore



on a warm summer night. The searchlight was switched on suddenly and fully illuminated a girl about to enter the water, delightfully nude. At this moment the craft commander reported that he experienced a sudden 'rudder overbalance' and the hovercraft hit a concrete post!

All in all I think you will agree that hovercraft would make a welcome addition to the RNLI fleet.

Peter Crofts, Southport, Lancashire

Ed's note:

The above information was taken from the book, *Lifeboats of the World* by E W Middleton.

Watson at Whitby

Readers may be interested to see this photograph of the ex-Whitby lifeboat, *Mary Ann Hepworth*, taken at Whitby regatta. The old Watson lifeboat is now used for trips out to sea for holidaymakers and the picture shows her taking part in a parade as part of the regatta festivities, together with the station's present Trent class lifeboat, *George and Mary Webb*.

Unfortunately the station's D class was elsewhere in the parade (well, everywhere!) so it was not possible to capture all three lifeboats at once.

David Utting, Whitstable, Kent

A short rescue

the **Lifeboat** usually contains stories of launches in foul weather, often with a search for the casualty – how different from my only experience of a rescue.

My father and I, staying at Sheringham in the early '70s, were just about to go to dinner when the maroons sounded. We left the hotel and stood in the calm of a June evening at the cliff edge above the lifeboathouse. The casualty was a small cutter aground on the shingle bank, some 10m from the lifeboat slipway, with its master lying slumped on deck. There was no choice for the coxswain but to go seaward and return for the rescue. After getting the man to hospital, the boat was pulled off the bank and taken to safety.

I should think that 10m is some sort of record for a lifeboat rescue!

JR Craven, Nottingham

Fall in

If any readers are, or have been, Sea Scouts and would like to share reminiscences or information to be included in a book on the history of Sea Scouts from 1909 to date, I would be grateful if they would contact me at 44 Ketting Street, Streatham, London, SW16 6PZ. All contributions will be acknowledged.

**Roy Masini
District Commissioner**

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:

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or email us at
thelifeboat@rnli.org.uk

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



Visit our website: www.lifeboats.org.uk

beach **Rescue**



Newquay lifeguard Nigel Canterbury takes to the water. All lifeguards must be able to handle a surfboard as well as a jet ski and small boats.
Picture: Austin Wheeler

The RNLI's Beach Rescue pilot scheme has been running all summer on selected beaches in the south west of England. As the time approaches when a full evaluation of the pilot will be made, Jane Smythson visited one of the pilot projects to see how the scheme had been working out.

Better beaches, safer seas

Newquay lifeguards Nigel Canterbury and Rod MacDonald. Picture: Austin Wheeler



There seems to be just one image that comes up time and time again whenever beach lifeguards are mentioned – that of Pamela Anderson barely contained in a minuscule swimming costume running along the beach in full make-up with not a hair out of place. The reality is somewhat different: highly trained, dedicated young people taking on a difficult and sometimes harrowing job in order to ensure the safety of ordinary holidaymakers on our beaches.

Since the RNLI announced its intention to run a pilot beach rescue scheme this summer, there has been intense interest in the project. But what can the RNLI offer that isn't already provided by existing lifeguard schemes? And what can beach rescue offer to the RNLI?

The initial pilot scheme operated from May to September on 22 popular south coast and west country beaches. A full evaluation is under way to decide what the next steps should be.

The RNLI believes that through a beach rescue programme, it can help to prevent loss of life by providing a coordinated service from the beach to the open sea. Many beaches currently have lifeguard cover provided by lifeguarding organisations such as the Surf Life Saving Association and the Royal Life Saving Society. There are, however, no common standards for lifeguards and these relatively small volunteer groups are not able to cover all beaches at all times.

Safety first

No beach can ever be completely safe. Even beaches that have a good record on recorded drownings or lifeboats being called out, are likely to have had several hundred 'life threatening' incidents that go relatively unnoticed. The RNLI hopes to reduce the likelihood of new problems and continue the education programme that the sea safety initiative has already started. The project will also provide an ideal opportunity to raise awareness of sea safety and the RNLI among young people, who are primary beach users.

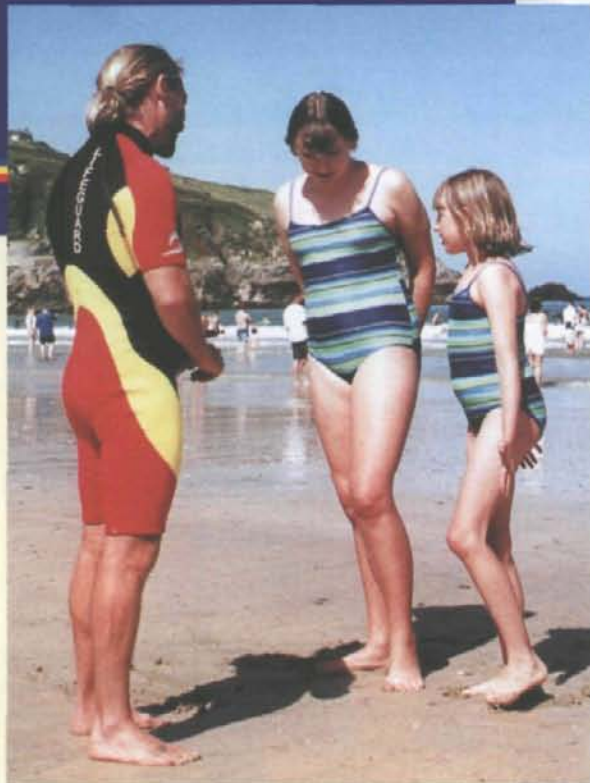
The prevention role is key to the beach rescue scheme. Whereas the lifeboat service can measure its success in terms of lives saved and people brought ashore, the sign of a successful lifeguard is one who carries out as few rescues as possible. Instead, they will have spent their time educating people and preventing accidents before they happen.

Initial findings from the pilot show just how important it is to have a good lifeguard service. By late August, RNLI lifeguards had already been involved in over 3,000 recorded incidents. In addition to this, thousands of people will have benefited from assistance, advice or just the reassuring presence of lifeguards on the beach seven days a week.

Early research shows that 83% of people asked considered Beach Rescue to be 'very important'. On knowing that the RNLI is involved in Beach Rescue, 57% of respondent said this would give them a more positive view of the organisation, with 85% agreeing or strongly agreeing that it was a natural extension of the RNLI's work.

Keeping guard

The pilot scheme had barely started when on Saturday, 5 May RNLI lifeguards at Whitsand Bay beach had a highly



Newquay lifeguard Mike Tooth gives sea safety advice to sisters Rachel and Helen Johnson. Prevention of incidents is a vital part of the lifeguard service.

Picture: Austin Wheeler

'The most common incidents are people caught out of their depth, small kids on body boards...'

'People just don't understand the conditions'

unusual problem to deal with. An unexploded bomb had drifted in close to the shore on the first day of the May bank holiday weekend. The lifeguards - immediately contacted the Coastguard and undertook the evacuation of the beach before the bomb was detonated by a Royal Naval Bomb Disposal team.

Fortunately, unexploded bombs are not an everyday occurrence. 'The most common incidents are people caught out of their depth, small kids on body boards, weever fish stings and first aid,' said Newquay lifeguard Nigel Canterbury. 'People just don't understand the conditions,' added Rodney MacDonald. 'These can be dangerous beaches and people don't realise why we restrict them to one particular area.' Medical problems occur very frequently. All RNLI lifeguards have received thorough medical training and can deal with incidents from drowning to suspected heart attacks.

Newquay beach can get packed on a hot summer's day and the lifeguards must be constantly alert for any potential risk.

Picture: Austin Wheeler



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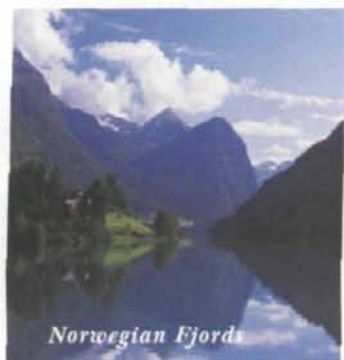
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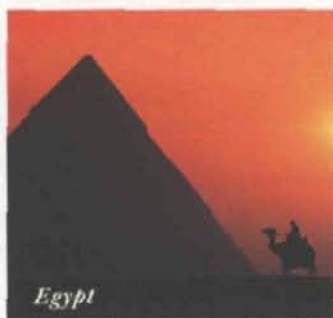
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beach **Rescue**

On 1 July a 13-year-old boy was swimming at Weymouth beach when he became ill. He was vomiting and starting to struggle but was quickly spotted by the lifeguards. A lifeguard went out to him on a rescue board and brought him safely back to the beach where he was made comfortable and reassured before being referred to a doctor.

On beaches without any form of lifeguard cover, ill and injured people often receive no help at all or, even worse, they are given the wrong treatment by well-meaning but unqualified members of the public, sometimes making their condition far worse than it was.

Working together

A key aim of the scheme was the seamless service from the beach to the open sea and there have been many incidents demonstrating this cooperation in practice. On 13 May, Brixham Coastguard contacted the RNLI lifeguards at Caradon for advice on a boat adrift in Whitsand Bay. The lifeguards quickly assessed the situation and recommended the launch of Looe inshore lifeboat, which was able to deal with the incident.

In comparison with medical emergencies, quite a small number of

Lifeguards and lifejackets

Lifeguards use a variety of rescue equipment, ranging from a torpedo tube or rescue board to an inflatable rescue boat (IRB). They need to be proficient in the use of all the equipment at their disposal and undergo a competency test each season.

On busy surfing beaches, the IRB's primary role is to provide protection for the swimmers and surfers at that beach and is not normally used further than 400m from the shore. Because of this, the lifeguards don't generally wear lifejackets, although they always carry them aboard the boat in case of an emergency further out to sea. From the lifeguard's point of view, they don't see the distinction between swimming out 400m, paddling out 400m on a rescue board or driving an IRB out 400m. They are just different means of reaching a casualty or patrolling a beach.



incidents involved people getting into trouble in the water. This might at first seem surprising but is a reflection of the excellent preventative work done by the lifeguards, who ensure that people do not swim where it is unsafe to do so.

As the summer comes to a close, the RNLI has started a detailed evaluation of the pilot scheme. The conclusions will be presented to the Executive Committee in November, when a decision will be made on the next step. Whatever that decision may be, the five teams in the pilot scheme can be confident that they have played their part in making their beaches safer places over the summer months.

Constant observation is vital, so that lifeguards can spot potentially dangerous situations before anyone gets into trouble.

Picture: Austin Wheeler

There are also some potential difficulties with wearing lifejackets in surf. All lifeguards are taught to duck dive to avoid being battered by the waves and also to body surf waves back to shore. These skills are impossible to carry out when wearing a lifejacket.

Rescue exercise on Crantock Beach. The lifeguards exercise regularly to ensure they are at their most effective in an actual emergency.

Picture: Austin Wheeler



Lifeboats in action

'We were trying to get to the port of Rosaveal when we hit rocks. We all clung to the sinking boat for as long as we could but it went under. I swam to the rocks. I was exhausted and the next thing I remember seeing was the lights of the helicopter above me.'

Ricardo Garcia, sole survivor of the Arosa tragedy

Thanks
on
Vellum

Spanish trawler tragedy

THE LIFEBOAT

Arun class lifeboat ON-1150
Hibernia
Built: 1989
Cost: £600,000
Funding: A very generous donation from the Irish Sailors and Soldiers Land Trust, which also provided funding towards the running of lifeboats in Ireland

THE CREW

Thanks of the Institution on Vellum
Second Coxswain
Patrick Mullen for his 'dedication to duty on the three days of a harrowing and arduous service'
Joined crew: 1993
Deputy 2nd Coxswain: 1995
2nd Coxswain: 1997
Coxswain: 2001
Occupation: Skipper

Chairman's Letter of Thanks
Mechanic John Mulkerrin for his 'great attention to duty'

Chief Executive's Letters of Thanks and Vellum Service Certificates
Crew Members
Joseph Gill
Aonghus Dillane
Wayne Stuart-Cole

Operations Director's Collective Letter of Appreciation
Crew Members
Vincent MacCarron
Stephen Kilmartin
Mairtin Coyne
Mairtin Fitzpatrick
Ronan Macgiollaipharaic

ARAN ISLANDS STATION

Established: 1927
Previous Medals (some awarded before an RNLI station was established)
Silver: 1830, 1837, 1847, 1851(x2)
Bronze: 1938(x7), 1962(x4)
Thanks on Vellum: 1987, 1990(x3)

THE CASUALTY

35m Spanish trawler
Arosa
Crew: 13

Twelve Spanish fishermen lost their lives when their trawler sank in appalling weather off the west coast of Ireland. Just one man, 24-year-old Ricardo Garcia, was saved after the Welsh-registered *Arosa* hit rocks on 3 October last year.

The crew of the Aran Islands lifeboat were paged just after 5am following a request from the Valentia Coastguard. Unfortunately, a problem with the pager system meant that many of the crew failed to receive the call and just five men responded: second coxswain Patrick Mullen, who was acting coxswain, mechanic John Mulkerrin and crew members Joseph Gill, Aonghus Dillane and Wayne Stuart-Cole. Nevertheless, the boat launched quickly as the crew knew that time was of the essence for the men on board the trawler.

The *Arosa* had been sailing in heavy seas when she got into difficulties near Skerd Rocks, 10 miles north west of Innishmore, close to Slyne Head. This spot is well known to the lifeboat crew as extremely hazardous. It turned out that the trawler had sunk in an area known as 'The Quarry' which is littered with submerged rocks. To make matters worse, the weather, which had been bad to start with, was deteriorating rapidly.

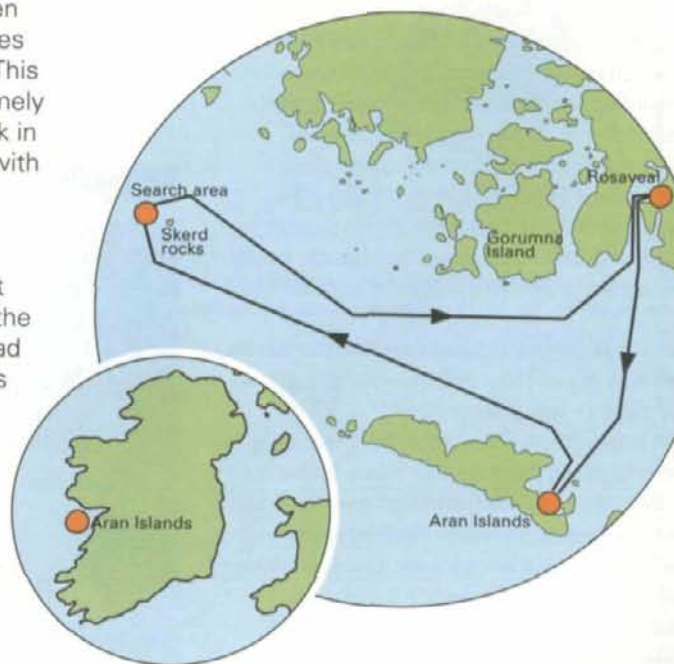
As the lifeboat made her way towards the last reported position of the vessel, they heard over the radio that the Shannon Coast Guard helicopter had located the vessel and picked up one survivor. As the helicopter rushed the survivor to Galway hospital, the lifeboat arrived on scene and started the arduous job of searching the heaving seas for signs of life.

After two hours' fruitless searching, the crew spotted a liferaft but this sadly proved to be empty. Almost two more hours passed before the first victim was located. The crew managed with great difficulty to bring his body

aboard the lifeboat. An hour later a further body was spotted and brought aboard.

The lifeboat continued to search all day with the help of Irish naval vessel Eithne and a local ferry. The crew recovered one more body before steadily worsening weather and the crew's complete exhaustion forced them to return home. They had been at sea for 14 hours in some of the worst conditions possible carrying out one of the most distressing tasks lifeboatmen will be asked to undertake.

Despite this, Patrick and John were determined not to give up. The next day they went out again, this time joined by crew members Vincent MacCarron, Stephen Kilmartin and Mairtin Coyne. After a further 11 hours searching in even worse weather



conditions revealed no further bodies. On the third day Patrick and John tried once more, accompanied again by Vincent and Mairtin, and joined by crew members Mairtin Fitzpatrick and Ronan Macgiollapharaic. Another rough day at sea found nothing more.

A further two bodies were located later but the other seven men remain missing presumed drowned. Survivor Ricardo Garcia was treated for hypothermia and shock before being reunited with his family.

This was a harrowing and arduous service with a tragic outcome, despite the outstanding efforts of the lifeboat crew. It had been Wayne's first time as part of the crew after volunteering only a short time before the rescue. Neither he nor 18-year-old Aonghus had faced such a grim task before and the other members of the crew did a marvellous job of maintaining morale during the long first day.

Fortunately, this sort of service is rare. Of over 6,000 services a year, the lifeboat is called out to recover those who have drowned just 60 times on average.

Service to the Arosa

3 October 2000

- 0516 Irish Coast Guard receives report of sinking vessel
- 0517 Lifeboat crew paged
- 0602 *Hibernia* launches on service
- 0635 Irish Coast Guard helicopter recovers survivor
- 0640 Lifeboat arrives on scene
- 0845 Empty liferaft located
- 0855 Ferry *Aran Seabird* arrives to join search
- 1005 Liferaft recovered and secured on aft deck
- 1030 First body located and recovered
- 1130 Second body located and recovered
- 1410 Third body located and recovered
- 1745 Lifeboat heads for Rosaveal, Galway Bay
- 1918 Three bodies and liferaft landed at Rosaveal
- 2000 Lifeboat returns to Aran Islands boathouse

4 October 2000

- 0725 Lifeboat launches on service
- 1825 Lifeboat returns to Aran Islands boathouse

5 October 2000

- 1015 Lifeboat launches on service
- 1635 Lifeboat returns to Aran Islands boathouse



Lifeboats

Royal National Lifeboat Institution

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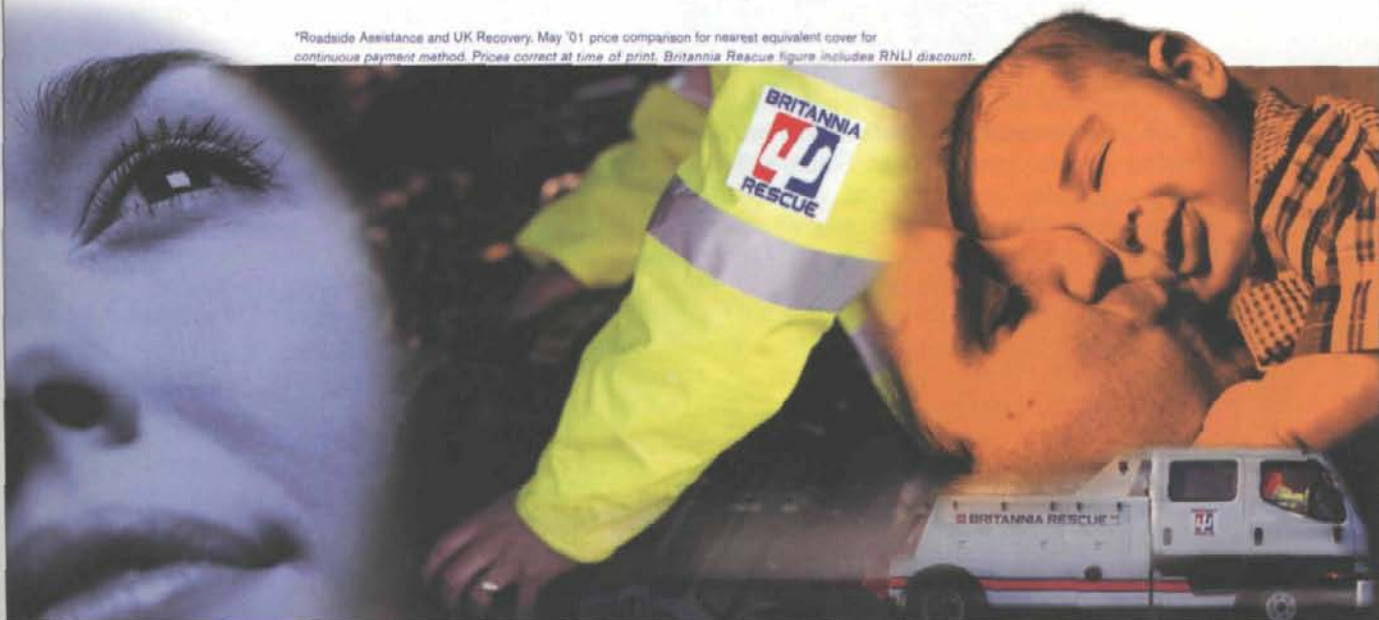
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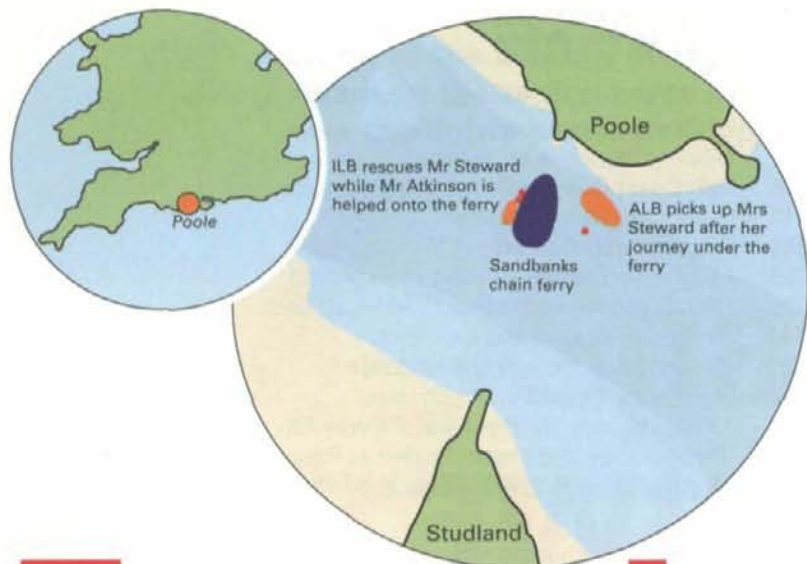
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Lifeboats in action



'Crowds of vessels were milling around. As we drew level with the ferry I saw one yacht, then two, three, four vessels all caught up hard against the side of the ferry. A RIB had gone in to help and that had ended up trapped as well.'

Helmsman Gavin McGuiness

Ferry horror has happy ending



Above (l-r): Gavin McGuiness, Paul Savage and Anne Millman

Even experienced sailors can sometimes get caught out by unusual circumstances. Saturday 5 May was a bright, clear day, one of the first weekends this year with ideal weather for a pleasant day's sailing. Hundreds of boats were out and about in Poole harbour and the surrounding bay and by mid-afternoon there was a constant stream of pleasure boats crossing in and out of the harbour entrance.

Poole harbour is a huge area of water but has only one very narrow passage through to the sea. This area can become quite clogged up by boats on sunny weekends and is made more crowded by the large ferries that go from Poole to the Channel Islands and France, and the Sandbanks chain ferry, which crosses back and forth across the harbour entrance taking tourists from Poole and Sandbanks

to Studland beach and the Purbecks. To complicate matters further, sea conditions were far from ideal that day. 'There was a hard ebb tide, in excess of five knots,' recalled helmsman Gavin McGuiness. Crew member Paul Savage added, 'It was probably the worst tide I have seen at the entrance in 16 years on the crew.'

A group of yachts was leaving the harbour shortly after 2pm just as the Channel Islands ferry was entering and the Sandbanks chain ferry was starting its voyage from Studland to Sandbanks. As they tried to make their way through the crowded waters, several small vessels were caught out by the strong tide and found themselves swept up against the side of the chain ferry.

Fortunately for the occupants, both Poole lifeboats were already out in the harbour, responding to an earlier shout. 'As we approached, crowds of vessels were milling around', said Gavin. 'As we drew level with the ferry I saw one yacht, then two, three, four vessels all caught up hard against the side of the ferry. A RIB had gone in to help and that had ended up trapped as well.'

'I approached the yacht in most trouble and Anne and Paul managed to get a line onto the bow of the yacht and slowly pull it clear. Meanwhile the Brede had pulled the other two yachts clear.'

'As we returned for the fourth yacht we saw it



The Steward's yacht, trapped helplessly against the side of the ferry, starts to tip over as the lifeboat hurries to get there in time.



Swamped by waves, the boat goes under. Mr Steward and friend Mr Atkinson manage to cling to the ferry, but Mrs Steward is swept under.



The ILB arrives and gets a line around Mr Steward but then finds itself unable to pull away as water threatens to swamp the lifeboat.



While the ILB takes Mr Steward to shore and a waiting ambulance, the ALB stands by as Mr Atkinson is helped onto the ferry.

'It was total confusion. The noise of the public on the chain ferry shouting and calling, plus the noise of all the boats.'

Crew member Paul Savage

Right (l-r): Mark Cole, Roy Coxon, James Haw and Jonathan Clark



Pamela and Denis Steward

Picture: Richard Crease

finally swamped by the tide and it went down. Two men were clinging to a grabline on the side of the ferry but the woman had disappeared.'

Realising what had happened, Coxswain Jonathan Clark took the Brede round to the other side of the ferry to search for the missing woman. After what seemed an impossible time she emerged, semi-conscious but still alive, floating in the water near the ferry. Mark Cole, seeing that she was unable to help herself and was in grave danger of drowning, leapt into the water fully clothed to assist her. They were both pulled back onto the Brede, which hurried back to assist the ILB.

Meanwhile, remembered Gavin, 'I drove the ILB in against the side of the ferry and Anne and Paul reached over and grabbed Mr Steward. The strength of the tide meant they were unable to pull him aboard so they secured him to the side with a rope.'

One man was now safe. But now it was the turn of the lifeboat to get into difficulties. A passing vessel threw up a large wash that flooded the ILB with water. The bow lifted up almost trapping Paul's leg under a walkway on the ferry. Fortunately Anne managed to pull him clear in time. With the bow raised up and the weight of water in the boat, the stern started to go under. Thankfully the ALB arrived and was able to attach a line to the bow and pulled her clear. The ILB crew were now able to recover Mr Steward into the boat and rush him over to a waiting ambulance crew.

Meanwhile, Mr Atkinson, supported by lifebuoys lowered from the ferry, was able to make his way to a small ladder and was helped onto the ferry by the ferry crew.

Mrs Steward was detained overnight in hospital, but fortunately suffered nothing worse than shock. 'I'm not bruised,' she said. 'I think it's because we were sailing with so many clothes on. I had got to the stage where I knew I couldn't hold on for any longer – I thought I'd had it. Then I came to the surface on the other side of the ferry and there was the RNLI boat waiting to rescue me, which was lovely.'



THE LIFEBOATS

Brede class lifeboat ON-1089
Inner Wheel
Built: 1982
Cost: **£154,000**
Funding: **Inner Wheel clubs in Great Britain and Ireland together with other gifts and legacies**

Atlantic 75 lifeboat B-710
Friendly Forester II
Built: 1995
Cost: **£61,250**
Funding: **The Ancient Order of Foresters Friendly Society in memory of Nora Green**

THE CREW

Chairman's Letter of Thanks
Helmsman
Gavin McGuiness
ILB Crew Members
Paul Savage
Anne Millman

Chief Executive's Letter of Thanks
2nd Coxswain/2nd Mechanic
Mark Cole

Operations Director's Collective Letter of Thanks
Coxswain
Jonathan Clark
Crew Members
James Haw
Roy Coxon

POOLE LIFEBOAT STATION

Established: 1865
Previous Medals (some awarded before an RNLI station was established)
Gold: 1824
Silver: 1824(x2), 1825, 1853, 1868(x2), 1882
Thanks on Vellum: 1986(x3)

THE CASUALTY

6m yacht
Crew: **Pamela and Denis Steward and Dennis Atkinson**

THE CONDITIONS

Weather: **Fine**
Visibility: **Good**
Wind: **NNE Force 3-4**
Sea state: **Choppy, 1m swell**

Lifeboats in action



'If it had not been as calm as it was for the five days that the vessel lay aground, the effects of pollution would have been catastrophic in such a sensitive marine environment. The quick actions of the crew in getting a boom in place around the vessel helped a great deal to stem the flow of oil into the sea.'

Honorary Secretary John Wilshire

Boom and bus



Tobermory lifeboat crew took a leading role in a major environmental operation after a cargo ship ran aground on 7 May. The stricken vessel could clearly be seen from the lifeboat station, firmly wedged onto rocks just a 10-minute journey across the Sound of Mull. The crew quickly established that no one was injured but, remembered one crew member, 'there was a sheen of diesel visible on the water around the ship and a great many patches of heavy fuel oil. The smell of diesel and oil in the area had to be experienced to be believed.' The crew realised that if they didn't act fast they could be facing a potential environmental disaster.

All non-essential personnel were taken off the ship, leaving the master and chief engineer, together with lifeboat crew members Robert McLeod and Tony Ratcliffe, who helped to stabilise the vessel. Robert recalled, 'I was led down into the engine room where I was met by a sight reminiscent of a U-boat having been depth charged as water and diesel gushed in'.

Three of the *Lysfoss's* fuel tanks had ruptured and the ship also had several containers of hazardous chemicals aboard. Fortunately, honorary secretary John Wilshire managed to locate a small anti-pollution boom which the lifeboat ferried out to the casualty and, with the help of crew members Phil Higson and Andy Malcolm, the boom was positioned around the vessel.

Having averted immediate disaster, the lifeboat station boarding boat stood by for the remainder of the day. At 9pm the *Lysfoss* developed a dangerous list as the tide came in and the lifeboat was called once again to evacuate everyone to safety.

A steady stream of people started to arrive in Tobermory, from the casualty's owners and insurers to an expert salvage team. The lifeboat found its providing an *ad hoc* bus service as each group required transfer out to the casualty and back to town. The visitors also took over the station and the next few days it was a hive of activity as the salvage and anti-pollution operations took place. The vessel was eventually refloated and taken to Belfast to unload before heading to Europe for repairs.

A crew member commented 'this highlights the need for fast response anti-pollution measures around our coasts. The Sound of Mull is an area rich in sensitive marine wildlife and is also an increasingly busy shipping channel. It should be possible to have effective anti-pollution measures in place within hours rather than days. Fortunately, the quick actions of the lifeboat crew meant that the pollution was contained and the wildlife survived unscathed.'

THE LIFEBOAT

Arun class lifeboat ON-1143
Ann Lewis Fraser
Built: 1988
Cost: £552,162
Funding: Gift from the Hugh Fraser Foundation

THE CREW

Operations Director's Letter of Thanks
Coxswain
Phillip Higson
Mechanic
Timothy Watkins
2nd Coxswain/2nd Mechanic
Stephen Bryce
Third Mechanic
Creon Carmichael
Emergency Mechanic
Francis Anderson
Crew Members
James Toole
Robert MacLeod
Ian Elwis
Jane Griffiths
Tony Ratcliffe
Steven Crichton

TOBERMORY LIFEBOAT STATION

Established: 1938
Closed: 1947
Reopened: 1990

THE CASUALTY

4,400 tonne, 100m Norwegian merchant vessel
Lysfoss
Crew: 8

THE CONDITIONS

Weather: **Cloudless blue sky**
Visibility: **Good - 5/10 miles**
Wind: **NW Force 2**
Sea state: **Calm with no swell**

Picture: HM Coastguard



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Hilton London Green Park with Dinner	£72.00 £87.00	£118.00 £133.00
Hilton London Kensington with Dinner	£53.00 £72.50	£83.00 £102.50
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Lifeboats in action

Family and dogs snatched to safety



Lyme Regis inshore lifeboat faced an unusual challenge on 31 July this year. They rescued six holidaymakers and their three dogs – one an eight stone Labrador with injured paws – who were in

danger of being cut off by the tide two miles east of Seaton.

The Bryan family, who were holidaying from Hollingbourne, in Kent, realised their predicament as the water closed in around them. Fortunately, they had a mobile phone, which they used to alert the Coastguard who called out the Lyme Regis lifeboat.

After putting a crew member ashore with the family at Culverhole Point, it was obvious that more manpower would be needed to transfer the over-weight pooch, so the lifeboat returned to pick up additional crew members.

Once safely returned to Lyme Regis, it took four crew members to lift Ruby the Labrador out from the lifeboat and into a waiting Coastguard rescue vehicle – which whisked her off to the local vet, where she was diagnosed as suffering from shock and four very badly blistered paws.

Ruby's owner, Lynn Bryan, praised the lifeboat crew for the way they handled the incident. In reply, David Manners, Lyme Regis station secretary commented that the RNLI exists to save human lives, 'but if we can save pets at the same time – particularly lovely big sappy dogs like Ruby – then that is all right with us.'

'The RNLI exists to save human lives but if we can save pets at the same time – particularly lovely big sappy dogs like Ruby – then that is all right with us.'

Brothers found in failing light

Brothers Aran and Marcus Farrell were fortunate to survive after their dinghy capsized in strong winds off Downderry and they tried to swim ashore in fading light. Looe lifeboat was alerted and quickly located the boat a mile offshore but its crew were nowhere to be seen. However, superb seamanship enabled the lifeboat crew to estimate how far the boat was likely to have drifted and how far the brothers were likely to have swam.

Fortunately, the cold and exhausted pair, who were virtually impossible to see due to the failing light and their dark wetsuits, were found about 300m away and pulled aboard the lifeboat. The lifeboat crew, who each received letters of appreciation from the RNLI's Chief Executive for the successful rescue, then returned to tow the severely damaged dinghy to safety.

Crew member David Darlington said, 'The two men were luckier than they realised. When we found the boat they were nowhere to be seen and we couldn't see their heads in the water. They had started to swim to shore but they weren't wearing lifejackets and it wasn't light until dusk. They would have quickly become very tired.' David added, 'Our advice to sailors in trouble is always to stay with your boat as it makes it much easier for emergency services to locate you.'

Fishing vessel towed to safety

A fishing boat, grounded on rocks and taking in water, was towed to safety amid thick fog on 12 May thanks to the crew of Lerwick's relief lifeboat *Fraser Flyer*.

The Severn class lifeboat promptly launched and came alongside the vessel, *Sarah Joan*, and put a crew member with a pump aboard to help reduce the water level in the casualty's hold, which was carrying some 16 tonnes of sand eels.

As soon as the pump was *in situ* and running, the lifeboat passed the tow and started to take the weight as the casualty was being smashed against the rocks at the north end of Mousa. With high tide only a few hours away, the lifeboat made continued attempts to pull the fishing boat clear – often losing sight of her completely in the fog.

Showing superb skill and seamanship, the lifeboat crew finally managed to tow the vessel out of danger, where she was escorted to nearby Malakoff Pier. The pump was left aboard to keep water levels down until morning, whereupon *Sarah Joan* safely arrived at Heogan fishmeal factory with her cargo.



Station secretary saves drowning man

Trearddur Bay honorary secretary Jack Abbott was awarded a Royal Humane Society award and Resuscitation Certificate for saving the life of a man he found face down in the sea on 24 May.

The casualty was trying to retrieve his boat, which had slipped off its trailer and headed off into the sea. The sailor, in his late 50s, swam after the vessel but got into difficulties and tried to get back to shore. Some minutes later Jack, who was rigging his sailing boat outside the lifeboat station, looked up and was horrified to see him floating face down in the water some 50m from the shore.

'I immediately swam out to the casualty, managed to turn him on his back but could find no signs of life,' he said. 'As I dragged him a few metres to safety up the beach, I shouted to an onlooker to call an ambulance...'

Jack gave emergency mouth-to-mouth resuscitation to the man who, initially, did not respond - it was only with considerable perseverance that the man started to cough up seawater and began laboured breathing. Jack asked the beach warden to fetch some oxygen from the beach house and the ambulance arrived.

'By this time he was recovering quite well and was beginning to wake up. We got him to the ambulance,' he said. 'It was only good fortune that I was on duty at the lifeboat station. The RNLI first aid training saved the day.'

Burry Port crew member Ryan Griffiths (right) had a hard time convincing fellow crew member Jeremy Williams that they had shared the workload equally after the crew had taken part in a low-water exercise along the very muddy Welsh coast. (In fact, Ryan's role in the exercise simply hadn't taken him down to the mud!)



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Lifeboats in action

THE LIFEBOAT

Sovereign class lifeboat ON-1218
John and Margaret Doig
Built: 1996
Cost: £1.58m
Funding: *Bequest of Miss Mary Doig together with other legacies*

THE CREW

Operations Director's
Collective Letter of Thanks
Coxswain
Seanie Murphy
Crew Members
Martin Moriarty
Leo Houlihan
Andrew Quigley
Thomas Gilligan
Richard Quigley
Dominic Lyne

VALENTIA LIFEBOAT STATION

Established: 1864
Closed: 1896-1946
Previous Medals
(some awarded before an
RNLI station was established)
Silver: 1828(x5), 1861, 1970
Bronze: 1963
Thanks on Vellum: 1970(x4),
1983

THE CASUALTY

34m Spanish fishing vessel
Galaxia
Crew: 12

THE WEATHER

Cloudy
Visibility: Good
Wind: SE Force 5
Sea state: Choppy, 4m swell

Main: *John and Margaret Doig*
Picture: Rick Tomlinson

'The whole lot would have been gutted but for the rescue operation. However, there was very little damage in the end and the vessel was able to head back to Spain.'

Fire drama



Coordination between the lifeboat and the Navy was the key to the successful operation to save a blazing Spanish trawler. Fire had broken out at around 3pm on Saturday, 27 January in the accommodation section of the ship, which had 12 people on board.

The *John and Margaret Doig* left Valentia at 3.20pm and headed for the trawler's position, 55 miles west of Bray Head. Fortunately seas were moderate with good visibility and Force 5 winds but the journey still took two hours. The Irish Naval vessel *LE Aoife* was also in the vicinity and arrived shortly after the lifeboat.

The Navy took command of the operation and put a firefighting crew on board the trawler, while the lifeboat stood by. After tackling the fire for almost an hour, the Navy requested that the lifeboat evacuate 10 of the Spanish crew members, although the skipper and first mate stayed on board to help the firefighters. The lifeboat then stayed on scene to help the Navy team with the transfer of fire-fighting equipment.

During these transfers, coxswain Seanie Murphy noticed that manoeuvring the lifeboat seemed more difficult than usual so he asked mechanic Leo Houlihan to investigate. He found hydraulic fluid leaking into the steering system due to a broken pipe

flange. Thankfully, the problem was not incapacitating but it made Seanie's job far harder than normal as he manoeuvred in 3-4m swells between the two other vessels. It was only thanks to his considerable skill that the lifeboat was able to continue helping. 'It is on occasions like this that teamwork really comes into play,' said Leo.

The fire fighters had been having difficulty tackling the blaze but at 11.30pm, after six hours' effort, it was finally brought under control. The lifeboat ferried the 10 crew members back to Valentia, arriving at 1.45am on the Sunday morning. During the entire journey, Leo struggled with the steering problem to enable Seanie to get them home.

The *Galaxia* was towed to Valentia. Thanks to the efforts of the Navy and the lifeboat crew, damage was limited to the accommodation and galley areas of the ship and, after a couple of days for repairs, the ship was able to sail back to Spain under its own power. The lifeboat's steering problem was also speedily remedied and she was back on duty soon afterwards.



'Nothing less would be expected of us.'

Coxswain Seanie Murphy



Listings

Naming ceremonies



Henry Alston Hewat at Mallaig

Mallaig's new all-weather Severn class lifeboat was named after the father of Catherine Hewat of Glasgow, who funded the majority of the £1.8m lifeboat with a bequest in excess of £1m. The remainder of the funding came from the Mallaig Lifeboat Appeal, to which local theatre impresario Sir Cameron Mackintosh donated £50,000. Mallaig lifeboats have launched over 690 times and saved more than 245 lives. 16/06/01

John Wesley Hillard II at Scarborough

Scarborough's new D class lifeboat was named after John Wesley Hillard, who founded a grocery company in Cleckheaton in 1885. John's grandson and his wife founded a charitable trust in his memory which, in 1992, donated a D class for Scarborough named *John Wesley Hillard*. When it was known the lifeboat was to be withdrawn from service, the Trust immediately offered their continuing support in funding a second lifeboat. 07/07/01

Millennium Forester for the relief fleet

This Atlantic 75 lifeboat, funded by members of The Independent Order of Foresters, will relieve similar lifeboats when they need repair or maintenance. 05/07/01



Eric Rowse at St Catherine's

This Atlantic 75 lifeboat was donated by Mrs Denise Rowse in memory of her husband Eric. A lieutenant in the Royal Navy during WWII, he loved the sea and took up sailing when he left the Navy. Both he and his wife have always been supporters of the RNLI and were both Governors. 01/07/01

On station

INSHORE

Enniskillen

B-549 *Blenwatch* on 24 May 2001

Cromer

D-568 *Seahorse III* on 20 June 2001

Dun Laoghaire

D-565 *Tony Heard* on 2 July 2001

Kippford

D-553 *David Whitehead* on 6 July 2001

South Broads

D-438 *Arthur and Georgina Stanley Taylor* on 12 July 2001

Trearddur Bay

D-441 *Irish Diver* on 16 July 2001

Blackpool

D-566 *Norah Cadman* on 17 July 2001

Mablethorpe

B-754 *Pride of Sherwood* on 27 July 2001

Barrow-in-Furness

D-567 *Spirit of Tamworth* on 14 August 2001



Eric and Susan Hiscock (Wanderer) at Yarmouth

Yarmouth's new £1.8m all-weather Severn class lifeboat was named after Eric and Susan Hiscock, whose generous legacy provided the funding. The naming ceremony was performed by HRH The Duke of Kent, the RNLI's President. 29/05/01

Rotary District 1120 at Filey

Members of the Rotary District 1120 travelled from Kent to witness the new D class lifeboat's naming ceremony. There was great excitement following the ceremony, as everyone present was able to witness Filey's Mersey class lifeboat *Keep Fit Association* launch to the aid of a yacht in difficulties off Filey Brig, within sight of the station. 02/06/01

Braemar for the relief fleet

The Atlantic 75 lifeboat, funded by the crew and passengers aboard Fred Olsen Cruise Lines ships, is the third lifeboat to be funded by Fred Olsen Cruise Lines from the cruise ships *Black Prince* and *Black Watch*. The company has been supporting the RNLI since the mid 1960s. 12/06/01

Listings

- Aberdeen**
ON-1248: Mar7, Apr1, Apr18,
Apr27, Apr30
D-536: Apr30
- Abersoch**
B-582: Apr12, May6(x2)
- Aberystwyth**
B-704: Mar11, Apr21(x2), May5,
May10(x2), May19, May24, May26
- Achill Island**
ON-1240: Mar16, Apr15
- Aith**
ON-1232: Mar31
- Aldeburgh**
ON-1193: Apr21, May2, May5,
May22
D-520: May2, May17, May22
- Alderney**
ON-1199: Mar30
- Amble**
ON-1176: May16
D-433: Mar25, Apr3
- Angle**
ON-1114: Mar3, Apr6, Apr13,
Apr22, May3
D-493: Apr13
- Anstruther**
ON-1174: Mar26, May6(x2), May26,
May28(x3)
- Appledore**
ON-1140: Mar12, May10, May26(x2)
B-742: Apr20, Apr21(x2), Apr26,
May6(x2), May24, May29, May31
B-753: Mar11, Mar12
- Aran Islands**
ON-1070: Mar2, Mar3, Mar5, Mar7
ON-1217: Apr15, Apr19, May3,
May13, May15
- Arbroath**
ON-1194: May5
D-471: May1, May5, May28
- Arklow**
ON-1223: Mar10, Apr15(x2), May20
- Arran(Lamlash)**
B-770: Apr6, Apr22, May5, May23
- Arranmore**
ON-1244: Mar4, Mar7
- Atlantic College**
B-763: Mar24
- Ballycotton**
ON-1233: May20
- Ballyglass**
ON-1235: Mar26
- Baltimore**
ON-1137: Mar3, Mar11, Mar22,
Apr12, May2, May4, May20
- Bangor**
B-579: Apr10, May1, May13,
May28(x2)
- Barmouth**
ON-1185: May21
D-524: Apr1, Apr10, May3
- Barra Island**
ON-1135: Apr25
- Barrow**
ON-1142: Apr13, Apr22, May22,
May26(x3)
D-443: Apr11, Apr26, Apr28, May17,
May22, May26(x2), May28
- Barry Dock**
ON-1067: Apr29, May29, May31(x2)
- Beaumaris**
B-768: Mar13, Mar18, Mar24,
Mar31(x2), Apr7, Apr11, Apr14,
May6, May13(x3), May23, May24,
May27(x4), May28
- Bembridge**
ON-1126: Apr1, Apr15, Apr25,
May5, May12, May15, May22,
May26, May28
D-503: May3, May13, May26, May27
- Berwick-Upon-Tweed**
ON-1191: May13(x2)
D-422: Apr22, May13
- Blackpool**
D-442: Mar12, May30
D-558: Mar12, Mar30, May20,
May30
- Blyth**
ON-1204: Mar3, May5
D-464: May24, May26
- Borth**
D-479: Mar20, Mar31, Apr28, May19
- Bridlington**
D-450: May24, May26(x2)
D-557: Apr16, May8
- Brighton**
B-737: Mar15, Apr9, Apr10, Apr20,
Apr21, May2(x2), May6, May12(x3),
May13, May15, May18, May20(x2),
May25, May31
- Broughty Ferry**
ON-1252: Apr14, Apr20, Apr21(x2)
D-539: Mar11, Apr14, Apr20,
Apr21(x2)
- Buckie**
ON-1093: Mar7, Mar16, Apr2, Apr8,
Apr26, May6
- Bundoran**
B-711: Mar20, Apr19, May5, May7,
May11
- Burnham-on-Crouch**
B-718: May5, May8, May10,
May13, May29, May31
- Burry Port**
D-472: Apr12, Apr26, May7, May15,
May19
- Calshot**
ON-1090: Mar10, Apr8(x4), Apr13,
Apr18, Apr22(x2), Apr28, May26(x3),
May27, May29(x2)
D-429: Mar10, Mar28(x2), Apr13,
Apr18, Apr22(x2), May26(x3), May27
- Campbeltown**
ON-1241: Apr6(x2), Apr16, Apr22,
May28, May30
D-500: May11
- Cardigan**
B-752: Apr15, May6(x2), May21
D-547: Apr15, Apr20
- Castletownbere**
ON-1118: May23
- Clacton-on-Sea**
B-744: Mar10, Mar27, Mar31,
Apr13, May12(x2), May21, May24,
May28
D-467: Mar10, Mar27
D-559: Mar31(x2), May28
- Cleethorpes**
D-454: Mar11, Mar25, Apr4, Apr6,
Apr8, Apr21, Apr22, Apr25, May2,
May6, May7, May28(x2)
- Clifden**
B-751: May26
- Clogher Head**
ON-1190: Mar15, Apr12(x2)
- Clovelly**
B-759: May5, May19, May26
- Conwy**
D-482: May6(x2)
- Courtmacsherry Harbour**
ON-1205: Mar3, Apr20
ON-1228: May22, May29
- Courtown**
D-548: Apr2, Apr8, Apr11
- Cowes ILC**
B-726: Apr19
- Criccieth**
B-724: May6(x2), May7, May18,
May26, May29
- Cromer**
ON-1097: Mar11
D-436: Mar11
- Crosshaven**
B-575: Apr1, May21, May22
- Cullercoats**
B-568: Apr14, Apr16
B-591: Mar10, Mar11(x2), Mar15,
Mar28, Apr1
- Donaghadee**
ON-1107: Mar19, Apr17, Apr26,
Apr30
- Douglas**
ON-1147: Apr22, May6, May12
- Dover**
ON-1220: Mar11, Mar13(x2), Mar17,
Apr28, May6
- Dun Laoghaire**
ON-1200: Apr2, Apr7, Apr28(x2),
May6, May11, May12, May20(x2),
May26
ON-1228: Apr17, Apr20
D-407: Apr21, Apr28(x2), May4,
May6, May11, May12, May17,
May20, May24, May25, May29
- Dunbar**
ON-1099: May13
ON-1207: Apr5, Apr8, Apr13, May13
D-544: Apr5, Apr8, May13
- Dungeness**
ON-1186: Apr10, May27
- Dunmore East**
ON-1226: May13
- Eastbourne**
ON-1195: Mar13, Mar14, Mar18,
Mar30, Apr11, Apr13, Apr14, Apr29,
May7, May10, May11, May18,
May19, May24, May26, May28(x2),
May29, May30, May31(x2)
D-449: Mar14, Mar30, Apr8, Apr29,
May12, May13, May27, May29,
May31(x2)
- Enniskillen**
B-549: May20(x2), May21, May27
- Exmouth**
ON-1210: May13, May22(x2),
May28, May31
D-516: Mar25, Mar26, Apr5,
Apr18(x2), Apr20, Apr23, Apr27(x2),
May7, May27(x2)
- Eyemouth**
ON-1209: Mar24, Apr15, May28
- Falmouth**
ON-1201: Mar18, Apr9, May1,
May18, May23
B-595: Mar18, Mar19, Apr19,
Apr28, Apr29, May4, May11,
May22, May25
- Fenit**
ON-1239: Mar4, Apr14(x2), Apr15,
May17
- Filey**
ON-1170: Mar28, May20, May31
D-563: Mar31, May5(x2), May11
- Fishguard**
ON-1198: May26
ON-1226: Apr9, Apr19
D-505: Apr9, May7, May13
- Flamborough**
B-703: Mar28, May5, May12,
May20(x2)
- Fleetwood**
ON-1156: Apr17, Apr22(x2), Apr28,
May11, May28
D-556: Apr11(x2), Apr12, Apr17,
Apr28, Apr29, May13, May26, May28
- Flint**
D-491: Mar11
D-510: Apr9, May13, May16
- Fowey**
ON-1222: May6, May11, May29
ON-1245: Mar2(x2), Mar15, Mar24
D-526: Mar23, May7, May11,
May29, May30
- Fraserburgh**
ON-1109: Apr9
- Galway**
B-738: Mar18(x2), Apr12, Apr21,
May1, May6, May7, May18
- Girvan**
ON-1178: May9, May26
- Gt Yarmouth and Gorleston**
ON-1208: Mar13, Mar28, Mar29,
Apr9, Apr21, May20
B-574: Mar1, Apr15, Apr23, May20,
May26, May27
- Happisburgh**
D-468: Mar11, Apr12, May27(x2)
- Hartlepool**
ON-1106: Mar21(x2), Apr14, May25,
May26, May28, May31
B-766: May7(x2), May23
- Harwich**
ON-1202: May6, May27
B-571: May5(x2), May6(x2),
May19(x2), May22, May26,
May27(x2), May28, May31
B-590: Mar10, Mar11, Apr12, Apr13
- Hastings**
ON-1125: Mar13, Apr14, Apr29,
May25, May26
D-457: May3, May13, May23
- Hayling Island**
B-712: Mar10(x3), Mar15, Mar18,
Mar25, Mar31, Apr5(x3), Apr17,
Apr20, Apr21, Apr25, Apr27, Apr28,
May6, May12, May13, May20(x2),
May26(x3), May30
D-496: Mar10, Mar15, Apr15,
Apr17, Apr25, Apr27, May6, May13,
May17, May26(x2), May30
- Helensburgh**
B-581: Mar9, Mar15, Apr1,
Apr14(x2), Apr18, May7, May9,
May12
- Helvick Head**
B-760: Mar12, Apr15, May9, May20
- Holyhead**
ON-1071: Apr14, Apr21, May28
D-552: May27
- Horton and Port Eynon**
D-434: Apr15, Apr29, May7, May31
- Howth**
ON-1086: Apr14, Apr23, May7, May20
ON-1113: May28
D-423: Apr1, Apr11, Apr13(x2), Apr29,
May7, May20, May27, May30
- Humber**
ON-1216: Mar14, Apr5, Apr8,
Apr17, May3, May5, May12,
May14, May23, May28, May30
- Hunstanton**
B-749: Apr16, Apr22, May9, May13,
May14, May28
- Iffracombe**
ON-1165: Apr26(x2), Apr28, May7,
May28
D-414: May25, May26
D-555: Apr18, May20, May21
- Invergordon**
ON-1078: Mar13, Mar15
- Islay**
ON-1219: Mar2
- Kilkeel**
B-593: May23
- Kilmore Quay**
ON-1184: Mar30, Apr4
- Kinghorn**
B-720: Mar10(x2), Mar12, Mar29,
Apr7, Apr8, Apr9(x2), Apr21, May1,
May12, May27(x2)
- Kippford**
D-477: Apr6, May12
- Kirkcudbright**
B-585: May12
- Kirkwall**
ON-1231: Mar31, Apr17, May19
- Kyle of Lochalsh**
B-723: Mar6, Mar31, Apr16(x2),
May13(x2), May28(x3)
- Largs**
B-739: Mar1, Apr15, Apr22(x2),
May5, May13(x3), May20(x2),
May26, May27(x2)
- Larne**
ON-1246: Apr9, Apr16
D-499: Apr14
- Lerwick**
ON-1237: Mar31, May12, May25(x2)
- Little and Broad Haven**
D-484: Apr22, Apr28, May5, May12,
May24, May27(x3)
- Littlehampton**
B-586: Mar22, Apr7, Apr8, Apr17,
Apr29, May4, May12(x2), May13,
May28
- Littlestone-on-Sea**
B-573: Mar17, Mar31, Apr16, May28
- Llandudno**
ON-1164: Mar26, Apr22, May9
D-508: Apr30
- Lochinver**
ON-1144: Mar25, Apr5, Apr10,
Apr12, Apr13, Apr17
- Longhope**
ON-1098: Mar16
- Looe**
D-424: Apr23, May2, May3, May13,
May24
- Lough Swilly**
ON-1111: Apr8, Apr15, Apr28
ON-1115: Mar10, Apr6
B-717: Mar10, Apr8(x2), Apr14,
Apr15, Apr16, Apr28
D-502: Apr8

Lifeboat launches for March, April and May 2001

Lowestoft

ON-1132: Mar22, Mar24, Apr9, Apr14, Apr20, Apr22, Apr24, May9(x2), May19, May20

Lyme Regis

B-741: Mar9, Apr7, Apr9, Apr14, May12, May23, May26, May28, May31

Lymington

B-566: Apr7, Apr10, Apr22, Apr28, May4, May5(x2), May18, May25, May28

Lytham St Annes

ON-1189: May6, May7(x3), May11, May15

D-509: Apr6, Apr15, May4, May17

Mallaig

ON-1250: Apr1, Apr6, Apr7(x2), Apr27, Apr29, Apr30, May17

Marazion

D-411: Apr4, Apr20, Apr23, May16

Margate

ON-1177: Mar12, Mar31, Apr3, Apr13, May31

D-545: May3, May4, May13, May20, May23, May26

Minehead

B-708: Apr16, Apr17

D-444: May6

Moelfre

ON-1116: May25

ON-1155: May6, May19

D-498: Mar12, Apr21, May6(x2), May19, May28(x2), May29

Montrose

ON-1078: May2, May20

D-481: May20

Morecambe

D-440: Apr5, May27

Mudford

B-583: Mar25, Mar27, Mar29, Apr22, Apr25, May3, May7, May11, May13(x2), May15, May18, May25, May27

New Brighton

B-721: Mar24, Apr9, Apr10, Apr22, May7, May13, May20, May25

Newbiggin

B-745: Apr29, May3

Newcastle

ON-1188: Mar15, Apr9, Apr17(x2), May2, May19

D-478: Apr9, Apr11

Newhaven

ON-1077: Mar30, Apr1, Apr3, Apr15, Apr17, Apr27, Apr28, May2(x2)

ON-1243: Mar7

Newquay(Cornwall)

B-715: Mar11, Apr18, Apr22, Apr29, May1, May26

D-497: Mar6, Apr8, Apr13, Apr18, Apr22, May1, May26(x2)

North Berwick

D-452: Mar11, Apr5, Apr8, May18

North Kessock

D-459: Mar8, Mar9, Mar11

Oban

ON-1227: Mar3, Mar8, Mar12, Mar18(x2), Apr2, Apr3, Apr13, Apr16(x2), Apr20, Apr29, May2, May9(x2), May14, May15, May26, May28(x2), May29

Padstow

ON-1094: Mar11, Apr8, May8, May11(x2), May12(x2), May29, May30

Penarth

B-725: May2

B-734: Mar7, Mar11(x2), Mar25, Apr9(x2)

D-534: Mar11(x3), Mar25, Apr11, May4, May25(x2)

Penlee

ON-1085: Mar13, Apr2

Peterhead

ON-1095: May26

ON-1103: Apr3, Apr27

ON-1127: Mar1, Mar14

Plymouth

ON-1136: Apr7(x2), Apr16, May7, May24, May26, May29, May30

Poole

ON-1089: Mar4, Apr2, Apr21, May3, May5(x6), May7(x6), May11, May26

B-710: Mar4, Mar25, Apr2, Apr21, Apr27, Apr28(x5), May4(x2), May5(x6), May6(x3), May7(x7), May12(x2), May13, May18, May19, May24, May26, May27

Port St Mary

ON-1245: May5, May26, May27

D-462: May27

Port Talbot

D-483: May7

Portaferry

B-706: Apr5, Apr17(x2), May2, May17, May26, May28(x2)

Porthcawl

B-726: May16, May22(x2)

B-762: Mar2, Mar24, Mar30, Apr10, Apr20

Porthdinllaen

ON-1120: May24

Portree

ON-1214: Mar6, Mar20, Apr14, May28(x2)

Portrush

ON-1247: Mar10, May6

D-456: May13, May26(x2)

Portsmouth

B-722: Mar5, Mar24(x2), Apr4, Apr11, Apr16, Apr28, May5, May7, May13

B-730: May26(x2), May29(x2), May31

D-554: Apr11, Apr16, May26

Pwllheli

ON-1168: May8, May23, May27(x2)

D-522: Mar9

Queensferry

B-713: May26, May28(x3)

B-735: Mar17, Mar31, Apr1, Apr11, Apr12, Apr14, Apr19, Apr26, Apr28, Apr30, May1, May6, May7(x2), May12, May13, May18

Ramsey

ON-1192: Apr22, May3

Ramsgate

ON-1180: Mar6

ON-1197: Apr21, Apr24, Apr28, May4, May5

B-765: Apr14, May4, May5, May25, May28, May29

Red Bay

B-767: Mar10, Apr14(x2), Apr21, Apr22

Redcar

B-580: Apr1, Apr3, Apr30, May5(x3), May17, May23, May28

D-469: Mar8, Apr1, Apr3

D-523: May5, May23

Rock

D-486: Apr29, May12, May30

Rosslare Harbour

ON-1092: Apr20, May23(x2)

Rye Harbour

B-727: Mar15, Apr16, Apr22, May9, May12

Salcombe

ON-1122: Apr4, Apr8, May6, May13, May25

Scarborough

ON-1148: Mar14, Apr4, May18

D-446: Mar14, May5(x2)

Seahouses

ON-1173: Apr15

Selsey

ON-1074: May12, May20

ON-1075: Apr14

D-533: Apr28(x2), May13

Sennen Cove

ON-1121: Mar20, Apr6, Apr21, May6, May27

D-490: Apr15, May25, May27

Sheerness

ON-1211: Apr24, Apr29, May27

D-513: Mar17, Apr4, Apr6(x2), Apr11, Apr13, May6, May10, May27

Sheringham

B-702: Mar23, Mar30, Apr4, May9

Shoreham Harbour

ON-1158: Apr8, Apr26, May21, May29

D-501: Apr11, Apr16, May5, May12(x2)

Skegness

ON-1166: Apr29, May12, May14

D-460: May12, May20

Skerries

B-756: Apr12, Apr27, May16(x2)

Sligo Bay

B-525: May9, May28

Southend-on-Sea

B-563: Apr28(x2)

B-567: Mar11, Mar31, Apr2, Apr6

D-487: Mar24

D-527: Mar4, Apr11(x2)

Southwold

B-750: Apr12, Apr28(x2), May28

St Abbs

B-572: Apr13(x2), Apr15, May26

St Agnes

D-453: Mar11, Apr1, Apr12, Apr21, Apr23

St Bees

B-719: May5, May11, May13

St Catherine

B-754: Mar6

B-772: Apr14, May13, May26

St Davids

ON-1139: Apr22, Apr28

D-543: Apr13

St Helier

ON-1157: Apr23, May1, May26, May28, May29(x2), May30, May31

St Ives

ON-1167: Mar10, May13, May28

D-425: May11, May13

D-515: Mar10

St Mary's

ON-1229: Mar11

St Peter Port

ON-1203: Apr7, Apr16, May1, May16, May17, May23, May24, May27

Staithe, Runswick

B-576: May8

Stornoway

ON-1238: Mar10, Apr5, Apr12, May11, May12, May24

Stromness

ON-1236: Mar16

Sunderland

ON-1225: Mar10, Apr4(x2), Apr10

D-470: Mar11, Apr16, Apr17, Apr27(x2), May4, May11, May14, May27

Swanage

ON-1162: May18, May26

ON-1182: Mar11(x2), Apr7, Apr11(x2), Apr27, Apr30, May12, May18

D-475: Mar8, Apr7, Apr27, May12, May20, May26(x2)

Teemouth

ON-1110: Mar30, Apr28, May2, May11, May13

Teignmouth

B-588: Mar16(x2), May4, May5, May6, May7(x2), May13, May22

Tenby

ON-1112: Apr18, Apr19

D-562: Mar28, Apr4(x2), Apr14, Apr15, Apr18, May5, May12, May18

The Lizard

ON-1145: Mar14, May30

The Mumbles

ON-1096: Mar3

ON-1146: Apr6, Apr21, May27

D-463: Mar13, Apr16, Apr17, Apr21, Apr28, May2(x2), May3, May6, May9, May13, May18, May19, May20, May30

Thurso

ON-1149: Apr7, Apr8, May21, May27(x3)

Tighnabruich

B-743: Mar14, Apr22, May7, May25(x2), May27

Tobermory

ON-1143: Mar31(x2), Apr1, Apr5, May7(x3), May11, May28, May29, May31

Torbay

ON-1076: Mar4, Mar10, Mar13, Apr5(x3), Apr8, Apr9

D-504: Mar31(x2), Apr5, Apr7, Apr23(x2), Apr26, May5(x3), May13, May15, May20, May24, May27, May30

Tramore

D-511: Mar10, Mar14, May5, May14

Trearddur Bay

B-757: Mar24(x2), Apr7, Apr8, Apr13, Apr15, Apr16, Apr22, May6(x2), May10, May25

Troon

ON-1134: Mar19, Apr1, Apr6, Apr22, May4, May5, May13(x6), May18, May23, May28

Tynemouth

ON-1242: Mar7, Apr6, Apr29, May5(x2), May15

D-448: Mar10

D-535: Apr3, Apr5, Apr9, Apr16, Apr21, Apr27, Apr29(x2), Apr30, May6, May12

Valentia

ON-1067: Mar11, Mar12

ON-1150: May23

Walmer

B-558: May13(x2), May20

D-514: Mar21, May13

Walton and Frinton

ON-1138: Apr16, May2, May7, May24(x2)

Wells

ON-1161: Apr11, May21

D-465: Apr8, Apr11

West Kirby

D-473: Apr1, Apr28, May28

West Mersea

B-570: Mar4, Apr1, Apr16, Apr20, Apr28(x2), May6(x2), May12(x2), May13, May14, May22(x2), May24, May27

Weston-Super-Mare

B-755: May14

B-769: Mar31, May19, May20

D-418: May7

D-537: Mar18, Mar31, Apr9, Apr11, Apr16

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Listings



Mrs Tetley, wife of RNLI Deputy Chairman Air Vice Marshall Tetley, cuts the ribbon and officially opens the new building, assisted by divisional inspector George Rawlinson.

South celebrations

Warm sunshine greeted guests, VIPs and local media to the opening of the new divisional base south at Long Acre in Saltash, Cornwall on 1 June. The new base boasts excellent facilities including workshop, stores, offices, and meeting/training rooms and is home to the division's coastal operational staff. The team, which includes the inspectors, the divisional general manager, surveyors, engineers, technicians, and beach rescue project staff, provides a 'one stop shop' for the lifeboat stations in the division.

Deaths

It is with regret that we report the following deaths.

Lt Cdr David Streatfield

Former Aylesbury & District chairman, on 28 March.

Norman Jefferies

Sherborne and District honorary treasurer and box secretary, on 1 May, aged 91.

John Crawford

Bridlington head launcher, on 17 June, aged 68.

Lt Cdr Barney Morris RN (Retd)

Former Weymouth station honorary secretary, on 18 June.

Mrs EL Hinton

Whittlesey branch founder member and honorary secretary, on 18 June.



Mickey Kirwin

Former Clogher Head coxswain and deputy launching authority, on 4 July.

Robin Rumson

Ilfracombe crew member, on 14 July, from a tragic road traffic accident, aged just 38.

Willy Pike

Retired Broughty Ferry mechanic, on 1 August.

Captain RM Barton

Bembridge deputy launching authority, on 10 August.

David Lewis

Retired St Davids coxswain, on 7 August, aged 98.

Desmond Cox

Retired Appledore coxswain, on 8 August, aged 62.

Retirements

Mervyn Thomas

New Quay mechanic

Albert Sutherland

Fraserburgh coxswain

Frank Smith

Salcombe coxswain/
assistant mechanic

Charles Crockford

Tenby mechanic

Eric Quillin

Port St Mary mechanic

New boathouses for Dunmore East...

The new boathouse at Dunmore East was opened with a housewarming party attended by crew and branch members. Presentations were also made to Frances Glody, the first female crew member to reach 20 years of service; Paddy Kavanagh, retired station honorary secretary, and Joeey Murphy, the station's coxswain, who received a certificate of thanks for rescuing a lone yachtswoman in September last year.



From left: Joeey Murphy, Frances Glody, Paddy Kavanagh

... and Dover...

Dover's new boathouse, opened on 7 August, was funded by a bequest from William Montague Rogers, a retired chartered accountant, who spent the last part of his life in Dover and admired the work of the lifeboat crews. The previous crew accommodation was very basic so the new boathouse will be very welcome. It includes improved crew and training facilities, showers, toilets, a gift shop, drying room and a mechanic's workshop.

... and a crew room for Brighton

Brighton's new crew room was opened on 28 April by the city's mayor, Councillor Andy Durr. The new two-floor building contains an operations room, workroom, changing room and showers on the ground floor, with a large crew/training room upstairs. The crew had been using a two-roomed portacabin for some years, so they are delighted with their new facility.

Appointments

Andrew Harris

Salcombe mechanic, from 2 July.

Richard Wood

New Quay mechanic, from 2 July.

Alan Smith

Fraserburgh coxswain (designate), from 25 June.

Robert Wight

Dunbar coxswain, from 16 July.

Michael Curry

Dunbar mechanic, from 16 July.

Time is of the essence



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

The Royal National Lifeboat Institution depends entirely on voluntary donations and legacies to run the lifeboats that save lives at sea. With more than 220 lifeboat stations around the shores of the United Kingdom and the Republic of Ireland, it costs around £274,000 a day to keep the lifeboat service running.

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

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

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.

I would like to know more about how I can remember the lifeboat crews by including a legacy to the RNLI in my Will.

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

Mr/Mrs/Miss/Ms _____

Address _____

Postcode _____

We never give your information to other organisations. Your details will be used by the RNLI and passed to RNLI trading companies only. If you do not want to receive information about other ways to support the RNLI, tick here 199.



Lifeboats

Royal National Lifeboat Institution

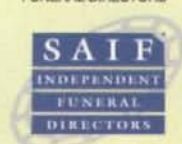
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Lifeboats

Royal National Lifeboat Institution

Registered Charity No. 209603

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Lifeboats in action

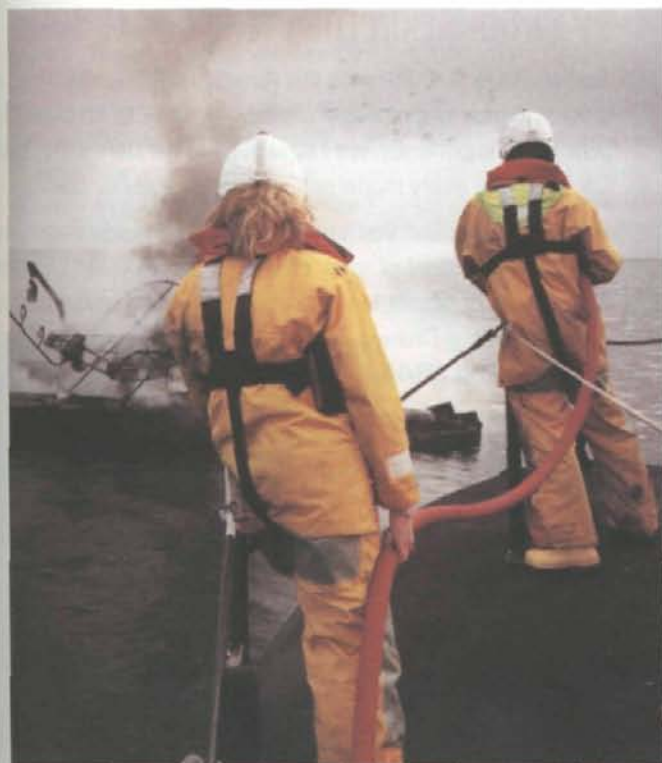
Shortly before 8am on Saturday, 10 March, both Lough Swilly lifeboats were called to rescue a burning fishing vessel. Mulroy Coastguard also launched and rescued the skipper, who had abandoned the burning vessel and was in a liferaft. He was then airlifted to hospital by the Sligo Air Corps helicopter, where he was treated for smoke inhalation. Despite the best efforts of the crew, the boat burned down to the water line within 20 minutes and then sank. This was the first callout for Lough Swilly involving the Tyne class lifeboat.



1 The burning fishing boat sends thick clouds of black smoke into the clear sky.



The crew approach cautiously, aware that on-board distress flares could explode at any moment. 2



3 They carefully approach the casualty to check for any remaining flames.



4 Holding position at a safe distance, the crew tackle the raging fire.



THE LIFEBOAT

Tyne class lifeboat ON-1115
Good Shepherd
Built: 1987
Cost: £537,000
Funding: An ecumenical appeal to churches with other gifts and legacies

THE CREW

Coxswain/Mechanic
Bernard Devlin
Second Coxswain
George O'Hagan
Crew Members
Carl Murphy
Marie Clare Stevenson
Barry Stevenson

LOUGH SWILLY LIFEBOAT STATION

Established: 1988
Previous Award
Thanks on Vellum: 1993

THE CASUALTY

14m Aquastar fishing vessel
Lady of Portnablagh
Crew: Thomas McKinley

WEATHER

Part cloudy
Visibility: Good
Wind: NW Force 2-3
Swell: 0-1m

5 The fire is extinguished and the burnt-out wreck starts its journey to the bottom of the sea.

"Hit the road with a champion!"



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Station profile



Skegness

Skegness is a holidaymaker's town with tourism being by far the main industry. The winter population of just 15,000 rises to around 170,000 during the summer bringing major traffic problems – which can badly delay the crew on their way to a shout. Even launching the boat through the crowded beach can be difficult and, as soon as the maroons are fired, everyone crowds round to see the launch.

Skegness has a wide, flat beach and the carriage-launched Mersey can have quite a job steering its way through the crowds before it can be launched. Recovery has similar problems, with people either reluctant to lose their chosen spot, or

crowding too close in an effort to see what's happening.

Most of the crew come from the local area but few have a nautical background. Even coxswain/mechanic John Irving's only nautical background is local inshore fishing. Instead, they receive extensive RNLI training.

The biggest hazard for shipping in the area is the shallow water of the Wash. The sandbanks there move with every storm causing problems not only for the leisure yachtsmen but for the professional fishermen as well. Ships aground on unsuspected sandbanks form a large part of the all-weather boat's work. The fishing fleet from Kings Lynn and

Above: The Skegness crew at the station's open day.

Below: Some of the inflatables picked up on 29 July. Pictures: Ben Hardaker

Boston also account for around half of the ALB's work.

The inshore boat mainly services the tourists – searching for lost children and rescuing people from the dreaded inflatables. Despite a strong local campaign to highlight the dangers, the crew still spend a large part of the summer rescuing people drifting out to sea on inflatables (see below).

The fishing industry, leisure boat users and tourists makes Skegness one of the RNLI's busiest stations. It relies heavily on local support and also from fundraising events at the vast caravan sites and holiday camps that surround the town.

One fine day

Sunday, 29 July demonstrated the particular risks faced by the crew at the height of the season. It was a hot, cloudless day with a gentle offshore breeze and a calm sea. The beach at Skegness was packed with holidaymakers, many of whom had brought with them lilos, rubber dinghys and other inflatables. Despite warnings, many of the inflatables were not secured to the shore and, with the prevailing offshore wind, the outcome was inevitable.

The first call came at around 1.15pm and the D class launched to help a dinghy drifting out to sea. This was the start of a four-hour shout in which almost 40 people were assisted.

Incidents included four broken-down jetskis, one speed boat, 30 or more inflatables drifting out to sea, an unconscious woman who was airlifted to hospital and one inflatable cow! The Mersey was also out, as were the lifeboats at Mablethorpe and nearby stations.

KEY FACTS

1825 Station established
1864 Station joins RNLI
1928 Centenary Vellum
1975 150th Anniversary Vellum
1990 New Mersey class lifeboat

MEDAL HISTORY

Silver: **1851, 1854, 1876(x2)**
Thanks on Vellum: **1998**
King of Norway's Silver Medal: **1912(x2)**
National Defence League Silver Medal: **1954**

THE BOATS

Mersey class lifeboat ON-1166
Lincolnshire Poacher
Built: **1990**
Funding: **John and Lucille Van Geest Charitable Trust and the Lincolnshire Lifeboat Appeal**

D class lifeboat D-460

Leicester Fox
Funding: **Appeal by the Leicester branch**

CREW

Coxswain/Mechanic:
John Irving
Plus 25 volunteer crew

Honorary Secretary:
Pete Newsome MBE
Chairman: **Joel Grunnill**

SERVICES IN 2000

17th busiest RNLI station
Launches **59**
Lives saved **6**
People landed **13**
People brought in **5**



Remember:

A wind blowing off the land can make the sea look calm, flat and apparently safe, but it can sweep an inflatable out to sea very swiftly.

It only takes a slight breeze to blow an inflatable out to sea.

Surf conditions are particularly dangerous for inflatables.

If an inflatable is swept out to sea, don't go after it. If someone is on the inflatable, call the Coastguard or tell the lifeguard.



Helmsman Alan Venner (right) and crew member Paul Brierley tow in a disabled yacht.



New kids on the block

The story of Crosshaven lifeboat's first year, by Helmsman Ian Venner

The unprecedented events of 29 June 2000 sum up the brief history of Crosshaven lifeboat station. At around 6.30pm that day Owen Medland, deputy divisional inspector of lifeboats for Ireland, made the final phone call which turned Atlantic lifeboat B-575 *John Batstone* into Crosshaven's lifeboat. Less than five minutes later, the boat was on service.

The new Crosshaven lifeboat's first shout was in response to a 999 call from a member of the public. A dinghy with three people on board was brought ashore – she had got into difficulties while on passage to Crosshaven for a fundraising event in aid of a certain charity!

Cork harbour has had a long association with lifeboats. In 1825, a lifeboat was built in Passage West and sailed to Liverpool to prove its seaworthiness in an attempt to get the RNLI to accept the design. From 1866 to 1920, three lifeboats were stationed at Queenstown (now Cobh). The time had come for the harbour to renew the link.

It began in earnest back in May 1998. A local committee approached the RNLI to consider siting a lifeboat station in the village. The Cork harbour area had already been identified as a weakness in lifeboat cover through the ongoing operational coastal reviews. The availability of temporary facilities and a good pool of potential crew members all helped Colin Williams, divisional inspector, to set up a station in a

very short time. Many meetings and much hard work by all resulted in the lifeboat arriving at Crosshaven on 3 April 2000 to begin a 12-month evaluation.

The first year of the new Millennium – our first year as a lifeboat station – was hectic. February saw a trip to Youghal, our nearest Atlantic station, for a brief familiarisation visit. In March, two crews of five went to the Inshore Lifeboat Centre in Cowes for training. Instructor Howard Ramm brought the mobile training unit to Crosshaven when he visited with a training boat for a week in May and, in June, instructor Alan White took the crew through a first aid course. Our western neighbour, Courtmacsherry Harbour, celebrated 175 years of lifeboating in December and we had the pleasure of sending the message 'congratulations to the oldest station in Ireland from the newest'.

The highlight of the year had to be our first Christmas party held, of course, on 3 February 2001. However, our festivities were shattered at 3.50am when the pagers went off!

Our most unusual service to date was the recovery of a dead Orca whale. About two weeks before the station was formally established, the harbour master contacted our station secretary. The pilot cutter was towing the carcass of a whale that had suddenly died, after living in the harbour for the previous two

Up to the end of July 2001, we registered 43 services – including one of only two services by inshore boats on Christmas day.

months with its partner and baby. We took over the tow and took the whale to a local boatyard, where we positioned the slings of the yard hoist under the whale. The body was hauled out and a post-mortem performed by the

rather the worse for wear. Again, the harbour master requested our assistance and, after receiving assurances regarding the disposal of the carcass, the lifeboat launched to recover the whale from the beach. It was towed to a

more accessible beach and disposed of by the local authority. The whale had died on the Saturday night and, as it was now Tuesday, the crew were very glad they were driving into the wind on the tow!



Above: Ian Venner manoeuvres the dead whale into the slings, ready for towing to the local boatyard.

Up to the end of July 2001, we registered 43 services – including one of only two services by inshore boats on Christmas day. We are currently operating from portakabins and containers but our boathouse will be under construction by the time this issue of the **Lifeboat** goes to press. We will be using a davit to launch the lifeboat off the pier.

We have slowly become accustomed to abandoning dinners, realising that the beeping noise from the bedside locker is not the alarm clock and huddling around the radio in the boathouse

waiting for the latest news – all things seasoned lifeboat crews take for granted. We have even frightened the villagers, their dogs and the crew with maroons. Even though we are only a year into our new roles, I think we have all been bitten by the 'lifeboat bug' and look forward to many years as members of the lifeboat family.

Cork harbour has had a long association with lifeboats. In 1825, a lifeboat was built in Passage West and sailed to Liverpool to prove its seaworthiness. From 1866 to 1920, three lifeboats were stationed at Queenstown. The time had come for the harbour to renew its link with the RNLI.



Above: Crew members Trudy Hyde (left) and Rosaleen Lee plot their course the the scene of a 'diving accident' as part of a training exercise.

local university. Apparently, the whale was up to eighty years old and died of blood poisoning.

However, this was not the last we saw of the whale! Against our advice, it was towed back out to sea, minus a large portion of its insides. Three days later the whale was washed up on a local beach at the edge of the harbour,

Right: Rosaleen monitors the 'injured diver' on oxygen as part of the exercise.



the crew



Birthday honours

The following people were honoured by Her Majesty The Queen in the Birthday Honours.

Member, Order of the British Empire

Lawrence Grove MBE Horton and Port Eynon lifeboat station

Lawrie's great grandfather, grandfather, father and brother were lifeboatmen and Lawrie joined the crew in April 1974. Just four months later he took part in the rescue of nine people in inflatables in Gale Force 8 winds and 10m seas, for which he was awarded the Thanks of the Institution on Vellum. He also received letters of thanks from the Chairman and from the chief of operations during his time on the crew. He retired as senior helmsman earlier this year and is now a deputy launching authority.



Member, Order of the British Empire

Michael Judge MBE Whitstable lifeboat station

Michael joined the crew in 1974. He quickly qualified as helmsman and served on the lifeboat until this year. During that time he was awarded a letter of thanks from the chief of operations in 1995 for rescuing two men from their grounded ship. He is now an active shore helper.



Commander, Order of the British Empire

David Acland CBE DL Former Chairman

David Acland joined the Committee of Management in 1966. He became Vice President in 1975, Deputy Chairman in 1993 and Chairman in 1996. He retired in 2000. He also served in the Executive Committee from 1980-2000 and the Finance Committee from 1971-93. He is a member of Royal Yacht Squadron Cowes and Deputy Lieutenant of Gloucestershire.



RHS award for Scarborough crewman

Crew member Will Cammish has been awarded the Royal Humane Society's Testimonial on Vellum following the courageous rescue of a drowning man.

Will, who is a taxi-driver, was driving along the seafront at South Bay, Scarborough, last March when he noticed a man in the sea. He immediately pulled over and went to see if his expertise was needed.

A strong north-westerly wind was blowing, with 2m waves. Police were already at the scene but refused to enter the water due to the dangerous conditions.

Will grabbed his RNLI kit, including his lifejacket, from the nearby station and swam out 50m to reach the man. Despite the man's obvious reluctance to be saved, Will managed to bring him back to the beach, from where he was taken to hospital.

Will later said 'It was the most testing rescue I've ever done on one of the worst days I've ever been in the sea. I'm over the moon about the award. It's nice when you are appreciated but it's all part of the normal service of rescuing people.'

New crew for Looe

Childhood friends John Crabb and Verity Pope, both aged 17, have recently joined the crew at Looe inshore lifeboat station, in Cornwall. They are both continuing family traditions: John's elder brother Ben is a crew member and Verity's cousin Nick Pope is a helmsman. Verity's dad John retired from seagoing duties last year and is now a member of the shore crew. Verity also holds the honour of being Looe's first female crew member.



John Stewart

Campbeltown coxswain John Stewart has been awarded Miss Maud Smith's Reward for Courage in Memory of John, 7th Earl of Hardwicke for the rescue of two people from the fishing vessel *Sincerity* (Summer 2001 issue, p.10). The annual award is presented to the crew member who performed the outstanding act of lifesaving during the previous year.



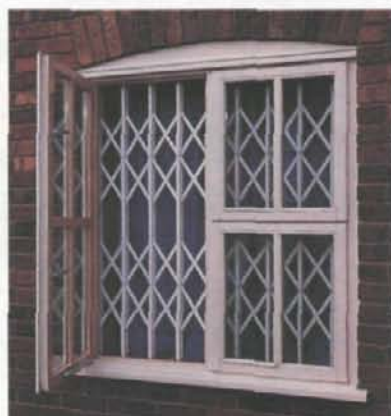
Stephen Iredale

Staithe and Runswick helmsman Stephen Iredale has been awarded the Walter and Elizabeth Groombridge Award for the rescue of a lone sailor from the trimaran *SIS* (Spring 2001 issue, p.10). The annual award is presented for the most meritorious service performed by the crew of an Atlantic lifeboat.

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shoreworks

Building *into the* millennium

RNLI shoreworks manager Howard Richings takes his coastal voyage from Fishguard to Silloth

The first half of 2001 was one of the busiest periods ever for the RNLI shoreworks team. Before setting sail northwards from Fishguard, a quick look back shows **Mablethorpe, West Mersea, Whitstable, Southend and Dover** all transformed since our visits earlier in the trip with work well in hand on **Littlehampton's** new boathouse. But enough looking astern. We sail into the gentle sweep of Cardigan Bay to our first port of call. **Cardigan** boathouse, home to Atlantic and D class ILBs, was completed in 1998 and opened by Tani Grey-Thompson. Next is our first carriage launched ALB station in Wales. **New Quay's** boathouse was completely rebuilt in 1992 along with its slipway to receive one of the earlier Mersey class lifeboats.

Hugging the coast, we approach the university town and busy tourist centre of **Aberystwyth** and then on to **Borth**. Plans for major improvements to the boathouse have been on the books for some time but difficulties in obtaining the extra land required are delaying bringing them to fruition. Running due north a short leg, **Aberdovey** was one of

the first lifeboat stations to have a new Atlantic boathouse, completed in 1991.

We hug the coast northward to yet another large estuary with aptly named **Barnmouth** on its north shore. At the time of our visit the station's Mersey class lifeboat is still lying at a mooring in the estuary from where it has to cross the bar to reach the open sea. After a number of studies and schemes, firm plans are finally in place to build a new carriage-launched ALB boathouse and, if all goes well, 2002 should see construction work in hand, including facilities for a D class.

Sandy beaches and dunes are much in evidence now as we head for **Criccieth**, whose ILB boathouse was extended in 1993 to provide modern facilities for the Atlantic ILB. Sailing now south of west we arrive at **Pwllheli** where 10 years ago the facilities were enlarged to take a Mersey class lifeboat. Now the coastline becomes more rugged and wilder but sanctuary is at hand in the sheltered haven at **Abersoch** where, in 1994, the station's basic portakabins were replaced with a new boathouse faced in local stone and roofed with Welsh slate to house a new Atlantic 21.

Sailing on around the headlands of Trywn yr Wylfra and Trywn Cilan and through Bardsey Sound we sight the **Porthdinllaen** slipway-launched Tyne. It always seems appropriate that such wild sections of coastline should be served by slipway-launched lifeboats. If the Llyen Peninsular is



one of the remoter areas of the British mainland, then the access to the lifeboat station via a private road across Nefyn golf course terminating in a steep hairpin bend is in character. Nestling below the low cliffs the boathouse roof is



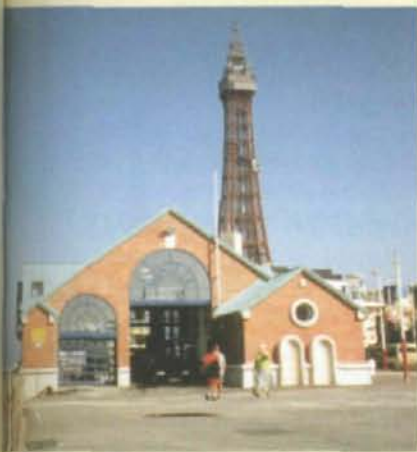
covered in wire netting to protect the slates from wayward golf balls. The coming of FSB2 – the replacement for the Tyne – will pose interesting problems for the Shoreworks office but within the next five years a solution will have to be found.

Much of the broad sweep of Caernarfon Bay is devoid of lifeboat stations until **Trearddur Bay** on the southern shore of Anglesey. Here, in 1993, a new boathouse was completed to house an Atlantic 21 and, eight years on, thought is being given the addition of a D class. Our next port of call is **Holyhead**. A slipway station originally, the station's

Right: Abersoch boathouse, in common with all RNLI shoreworks projects, is built in materials sympathetic to the local environment.

Below: Porthdinllaen's boathouse, showing the wire netting that protects the station from stray golf balls.





Arun class lifeboat now lies afloat and several years of shoreworks projects are due to complete with the imminent installation of a new pontoon berth.

Rounding Point Lynas we are once again sailing south crossing Dulas Bay to **Moelfre**. Modernised in 1993, this is another slipway station that will see more significant works when the Tyne is superseded by FSB2. By contrast **Beaumaris** has just undergone exciting times with the opening of its new boathouse last year and the arrival of its new Blue Peter funded Atlantic 75. We sail on, arriving under the walls of **Conwy** castle to admire yet another year 2000 boathouse, which brought this D class ILB station long awaited modern facilities.

Llandudno, on the other side of the Great Ormes Head, still awaits its much needed improvements. The boathouse, built in 1903, lies in the centre of the town. There were good reasons for this in the days of oars and sails as the location allowed for the boat to be taken to either the North or West Beach, avoiding a long and difficult passage around the Head. In practice the lifeboat has launched almost exclusively from the North Beach and towing the lifeboat through busy streets makes no operational sense. Unfortunately the RNLI's planning application for a new boathouse adjacent to the launch site was refused and negotiations for an

alternative site are proving laborious with little prospect of an early solution.

Sailing eastwards to **Rhyl**, the lifeboat station lies just east of the central frontage and was a hive of activity with construction of the new boathouse for the Mersey and D class in full swing. Our final landfall in the Principality is at **Flint**, where the extensive mud flats and sandbanks of the estuary could become home for one of the first RNLI hovercraft, should current trials prove successful. Whatever the decision a new boathouse is on the cards in the near future.

Somewhere in mid-estuary we cross back into England arriving on the Wirral, which is home to three lifeboat stations; **West Kirby**, **Hoyle** and **New Brighton**. The surge tide which caused the Towyn floods in the early 1990s severely damaged West Kirby's ILB station, which was rebuilt in 1992. The broad shallow beaches formed by the East Hoyle Bank make the north-west coast of the Wirral typical carriage-launched lifeboat territory and Hoyle and New Brighton were among the first to be upgraded with extended and new facilities respectively in 1990 and 1989. The facilities at Hoyle still leave much to be desired as space is restricted and the tractor is housed detached from the rig. Studies are in hand to relocate the boathouse in preparation for the Mersey class replacement.

Crossing Liverpool Bay brings us to **Lytham St Annes**. Until a couple of years ago the station's Tyne class lifeboat had lain afloat at a mooring in the Ribble estuary. Increasing siltation led to a decision to convert to a carriage-launched Mersey located at St Annes. Visitors to the museum in the old lifeboat house on Lytham's seafront can see a model and artist's impressions of the proposed new modern boathouse, on which construction should have started by the time this



Above: Conwy's boathouse is nestled up against the castle walls.

article hits the streets. The chosen site, in part of the boating lake, is a little unusual but the design, with a curved copper-clad roof, has met with general acclaim.

Copper also features on the roof of the recently completed boathouse and visitor centre at **Blackpool**. The new boathouse is home to three ILBs, sharing this distinction with **Southend**. Blackpool reputedly sees 17m visitors each year and the opportunity this afforded for both the promotion of the RNLI's work and to disseminate safety information lay behind the decision to include enhanced visitor facilities in the new building.

Silt and yet more silt brought down by the river Wyre is the bane of life for our next port of call, **Fleetwood**. The station's Tyne lies afloat in a sheet piled pen on the west bank of the estuary. Until recently three large pumps and a compressor worked together to inject vertical jets of air and water into the pen from a grid of pipes laid on its bed in an effort to stop silt settling out. The system was successful for many years but vulnerable to damage and costly to run and maintain. Last year the system was removed and a regime of regular dredging is now in place. Supporting shore facilities fall

Left: Blackpool's boathouse sits in the shadow of the famous tower.

Below: Artist's impression of the new Barrow boathouse, opened in July by HRH The Duke of Kent.





Above: Silloth's boathouse.

Right: Ramsey's boathouse had to be squeezed into a tiny plot but still provides all the facilities the crew needs.

below modern standards and plans are in hand to put this right and to provide the crew with facilities comparable with its flanking neighbours at Blackpool and **Morecambe**. The latter underwent a major transformation when coast protection works were the spur for moving the boathouse and building a striking new facility.

When the tide is out it looks as if the crossing to **Barrow in Furness** could be made on foot across the sands of Morecambe Bay. Such an expedition would be doomed to failure if not by the quicksands or the racing incoming tide then by the channel into Barrow docks. Our own arrival was timed to coincide with the official, royal opening of the station's new slipway lifeboathouse on 24 July by HRH The Duke of Kent. Whether viewed in the early light of a summer's morning from Piel Island or from the coast road, the lifeboat station stands out proudly as a landmark with its gracefully curving roof and slim multi-arched access bridge.

The crossing to the Isle of Man is one made by many, some of whom have become unwitting customers of the island's five

lifeboat stations. If it had not existed naturally it is probable that the RNLI would have had to create it. Its strategic position in the Irish Sea put it at the forefront of the shoreworks modernisation programme, with new boathouses for the **Peel** and **Ramsey** stations being completed in 1992 and 1991 respectively to take their Mersey class lifeboats. We make landfall at **Port St Mary** where modernisation work was completed in 1992, then on to **Port Erin**, whose boathouse is unique among current operational lifeboat houses in that the slipway passes out through the floor of the building. The boathouse was adapted in 1992 to take an Atlantic 21 and major modernisation of the station was completed in 1996.

Rounding St Patrick's Isle, Peel castle comes into view with the new boathouse nestling under its walls. The harbour can suffer the effects of swell waves from the north west and has one of the most impressive slipways in the RNLI's domain, with a broad fanned toe and rock armouring to absorb wave energy. We hurry on to Ramsey Bay with its popular holiday beaches and twin harbour arms, which keep the sands at bay. The rebuilding of the boathouse was very much an exercise of fitting a quart into a pint pot as a terrace of buildings severely restricted both width and length. Our final call before returning to England is the island's main port of **Douglas**. The slipway boathouse is the only one of the five stations not to have been modernised, although some improvements were made at the time of its adaptation for the Tyne in 1987-88. This will all change with major modernisation planned prior to the current boat's successor arriving.

St Bees, in Cumbria, underwent a complete makeover in 1995 when its new ILB boathouse was built giving the boat and crew full modern facilities. Change has also taken

place at **Workington** where, until 1991, the lifeboat lay at anchor on a mooring in the Derwent estuary, exposed to debris and siltation. A unique solution was found when, following extensive testing, a special crane was developed to



launch a 27 tonne Tyne class lifeboat complete with crew. The sea and weather conditions are such that the travelling crane has to be capable of operating in conditions when normal quay cranes would be securely shutdown. The lifeboat can be launched in winds of up to 100 knots and even dropped the last metre if swell conditions so dictate. An added complication is that the launch site is immediately seaward of the lock gates that give access to the main port basin. Should the RNLI's crane fail in its launching position it would obstruct the port, with major financial implications. There are thus several backup systems to minimise the risk.

Our final leg before a break to gather our strength for the last section of this epic journey takes us to our last English lifeboat station – **Silloth**. The old chapel-style boathouse was demolished and a bigger, modern one built in 1995. At the same time, the old very steep and narrow slipway was replaced with a new broader ramp that has improved safety for both the lifeboat crew and the public. We're away now to stock up with haggis and whisky to fortify us in a winter assault on Scotland – the editor insists!

Below: The launching of the Workington lifeboat by crane is unique within the RNLI.



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Provisions required: Any form of transport and three friends

Rewards: Comradeship, bonding, fun and the satisfaction of knowing you're helping save lives.

The mission, for those who chose to accept it, was to visit as many UK and Republic of Ireland lifeboat stations as possible, within 48 hours, and return with the evidence. Sounded easy but some stations are pretty tricky to find and, although directions are provided, one or two can turn into quite a search.

The fun didn't stop there as teams could choose to complete the challenge by whatever method of transport they liked – by skates, scooter, horse, helicopter or just by good old motor car. Teams paid a nominal entrance fee and each member promised to raise at least £100 in sponsorship. Taking part was great fun with the added bonus of a chance to win a prestigious trophy while helping to raise vital funds.

During the weekend of 13-15 July teams of 'road runners' battled it out as part of the 2001 North East Lifeboat Challenge, with proud winners Humberside Fire Brigade scooping the trophy for visiting 63 lifeboat stations during their two-day coastal adventure. The fire crew said that they had even remained on speaking terms after spending 48 hours along the coastline cooped up together in their white van!

Teams all set off from Guy Salmon Land Rover in Leeds, having plotted and navigated their routes to include as many stations as possible within the time allowed. Participants were pleased that the sweltering heatwave from the previous week had abated and they were able to take on the challenge in more comfortable temperatures.

Britannia Rescue, the RNLI's official motoring rescue scheme, sent out a team to take on the challenge. Its four-strong team took turns in driving and navigating and their route strategy took them from Bridlington to Kippford, via North Berwick, Largs and Stranrear, – clocking around 1,000 miles in total. Members of the team said 'It wasn't easy

looking for lifeboat stations in the dark and being woken up to have a photo taken was a real drag. The team spirit was excellent, however, an unforgettable experience – and we felt a sense of achievement knowing that we were raising funds to help the RNLI continue saving lives at sea

The event proved to be a great success, giving teams the thrill of the challenge and helping to raise sponsorship money for the RNLI. If you think you've got what it takes to take part in the Lifeboat Challenge or a similar Team Lifeboat events check out our future events list for details.



Future Team Lifeboat events

7 October – 4x4 Challenge, at a secret location in Manchester. Contact Toby Jeffries on 0161 728 5911

15-16 October – 24-Hour Bowling Marathon, Hollywood Bowl, Leeds. Contact Catherine Kaye on 01423 881000

18 October – Karting Challenge, Suffolk. Contact Laura Fagg on 01473 822837

29 October – Adidas Dublin Marathon, Dublin. Contact RNLi Dublin office (00 353 1) 284 5050

10 November – Viva Las Vegas casino evening, City of London. Contact Heidi Shrimpton on 020 7839 3385

18 November – Karting Challenge, Manchester. Contact Toby Jeffries on 0161 728 5911

9 December – 5km run (London Marathon training), Royal Victoria Country Park, Netley near Southampton. Contact David Griffiths on 01825 761466.



Kevin Walker, one of the younger members of Galtres Forest branch, recently presented a cheque for £207 to Teesmouth lifeboat station. Kevin, pictured handing the cheque over to coxswain Peter Race, raised the money by completing a 25 mile sponsored cycle race.

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We ask the questions

theLifeboat asks Ian Ventham, former head of fundraising and marketing, to reflect on his time at the fundraising helm and we speak to his successor, David Brann, on his vision for the future.

Ian

What notable changes in fundraising have you seen over the years?

The growth of members and governors – in particular, the spectacular launch and growth of **Offshore**. This has been achieved whilst traditional fundraising in the regions, and from branches and guilds, has steadily grown and developed.

Charity fundraising in the UK generally has become a highly organised business, so our growth has been achieved in the face of increasing competition. We all felt that the National Lottery might hit charity fundraising but, certainly for the major charities, this hasn't been the case.

What was the most important message you tried to get across?

The people who provide the funds, whether branch or guild members, **Offshore** or Shoreline members, governors, donors or legators, are all individual and have a million different reasons why they give their support. It is very important that this is not taken for granted and that we try to understand people's involvement, respect it, and allow as much choice as possible to how they choose to give support. I believe that a long-term relationship is vastly more important than merely going for cash today.

What was your most memorable or proudest moment?

When the RNLI was presented with no fewer than four fundraising awards in one year, having been judged best in three categories of fundraising, against many hundreds of entries from all sorts of different charities. The most memorable moment, though, was watching *Volunteer Spirit*, a new Severn class lifeboat, funded by the magnificent efforts of our branches and guilds in our 175th anniversary year, be named and dedicated earlier this year. What a fantastic tribute to all our supporters.

David

What was your reaction when you were told that you had been successful in getting the post?

I was extremely excited to be offered this challenge and well aware of what an impressive act I had to follow. Ian has done a tremendous job and has left us in a very strong position.

What is your message to our supporters?

Firstly, to thank them for the generous and loyal support over the years that has provided us with such reliable funding. This has enabled us to build a lifeboat service that is second to none and to explore new ways of saving even more lives.

Our immediate challenge is to recruit younger supporters so that the RNLI continues to be able to provide our crews with the boats and equipment they need.

Legacies remain our most important source of funds and we hope that many of our supporters will continue to remember us in their wills.

What new ideas or strategies do you have?

The department is already working to a strategy to which I, in my previous role as marketing manager, have contributed and therefore fully endorse. We will carry on providing for current financial needs, whilst developing the strengths we will require in the future. Our focus will be on building strong, long-term relationships with our supporters.

What is your vision for the future of RNLI fundraising?

We must continue with the good work that has been done in the past and should never take the support we receive from legacies for granted. At the same time, we must continue to find ways to encourage younger audiences to give their support and must continue to modernise and improve efficiency.



'Charity fundraising in the UK generally has become a highly organised business, so our growth has been achieved in the face of increasing competition.'

Ian Ventham,
former head of
fundraising and
marketing



'Our immediate challenge is to recruit younger supporters so that the RNLI continues to be able to provide our crews with the boats and equipment they need.'

David Brann,
fundraising and
marketing director

Fundraising



Splashing success

James Nesbitt, star of television's *Cold Feet*, lent his support to the exciting and wild RNLI event, Splash and Dash, which took place on 22 June at Shaws Bridge Sports Association in Belfast.

A County Antrim man, James holds lifeboats close to his heart and helped raise the profile of the event, which saw many corporate teams and groups of families and friends battle it out against each other on some of the most thrilling games around.

Cool FM provided lively radio banter before the event, with competing teams phoning in to promote their company and stake their claim on the prizes.

Games included human table football, trekking across a jungle run, crawling through a foam minefield, water pole jousting and racing electronic kegs. Winners were Progressive Building Society but competition was tight with David Lloyd taking second and John Thompson & Sons in third place.

There were spot prizes throughout the day and a sizzling barbecue to finish the action-packed, sunny, afternoon. All teams thoroughly enjoyed the day and are already planning their tactics for next year!

This was the first Splash and Dash event run by the RNLI in Northern Ireland and it proved to be a great success. Over £12,000 was raised in sponsorship, with most companies exceeding the £600 sponsorship fee and Stenaline raising £2,636.

£12,000 – enough money to buy an electronic chart system and GPS satellite navigator.

Lady Hamilton would have approved!



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Weymouth station branch secretary Derek Sargent (fourth left) gratefully receives the cheque for £2,500 from Munro Ross, manager of the Crown Hotel.

Winning fundraising friends

An excellent way for branches and guilds to raise money within their community is to ask groups, clubs, businesses and individuals to do a fundraising event for their branch or guild.

Just one example of how this is working is the long-standing association between the Crown Hotel in Weymouth and the local station branch.

The Crown started raising money for the branch some 20 years ago and the first year saw a presentation of £250. This annual sum has increased steadily over the years and, for the last few years, has been in excess of £2,000. The record was broken again recently when Crown Hotel manager, Munro Ross, presented Weymouth station branch secretary, Derek Sargent, with a cheque for £2,500, which was raised by holding raffles and other events at the hotel.

£2,500 – enough money to buy a Severn class propeller and an Atlantic 75 stainless steel propeller.

However, the friendship goes back almost 100 years as the branch used to hold its AGM at the hotel. In November 1904 a special supper was held at the Crown to say farewell to retiring secretary, Henry Warren, who had given his service to the station since 1890. Henry Warren made a remark that evening which still holds true today. He said, 'The post of honorary secretary is not all sunshine or pleasure, for when the stormy winds are blowing his thoughts, by night especially, are full of anxieties as to the services of the lifeboat being momentarily required to render aid to save life.'

Masons give a grand

The Old Cliftonian Lodge of Freemasons recently presented a cheque for £1,000 to RNLI fundraising and marketing director, David Brann, as a result of a year long appeal to its members.



Alastair Lindsay, left, thanks Steve Marshall for the £100,000 donation towards the cost of a new Severn class lifeboat.

Picture: Karen Murray/Newsline Scotland Press Agency.

BP pushes the boat out

In January, Aberdeen branch chairman, Alastair Lindsay, paid thanks to Steve Marshall, BP regional president Scotland, during an official presentation recognising the company's generosity to the RNLI.

Last year BP made a major donation of £100,000 as the result of an appeal to buy a new Severn class lifeboat for the north east. The new all-weather boat *Bon Accord*, was delivered to Aberdeen lifeboat station last July and, since then, has taken part in many shouts. However, this is not the first time BP has made a large donation to the RNLI – back in 1976 the company contributed around £70,000 toward the cost of the Arun class lifeboat, *BP Forties*.

Bring and buy

Cardigan branch chairman, Ian Gollop, recently held a bring and buy coffee morning at his home – helping to boost lifeboat funds by £1,450.

Invitations for the event were printed in English and Welsh, producing an attendance of over 300 people. During the sale the local Atlantic 75 lifeboat crew provided a demonstration on the River Teifi, at the rear of Ian's house, for the gathered guests.

£1,450 – enough money to buy seven ILB lifejackets.

Britannia to the rescue

The 94th lifeboat lottery raised £227,000 for lifeboats and first prize – a 5-door Suzuki Ignis car worth £8,000, kindly donated by Britannia Rescue – was scooped by Mrs DE Henderson of West Sussex.

The cash prize winners were as follows:

£1,000 – Mr J Double, Cheshire
 £500 – Mrs F Hunt, Middlesex
 £250 – Mrs D Douglass, Essex
 £100 – Miss CL Woodham, Essex; Mrs G Frost, Dorset; Mr and Mrs TC McAdam, Lancashire; Mr P Bradshaw, West Sussex; Mr R Locke, Worcester.

£227,000 – enough money to buy 16 D class lifeboats



James King presents a cheque to David Brann

Stamp collections

The RNLI is very grateful to all those who have, in the past, collected used postage stamps to help raise funds. However, in the last few years the amount paid for every kilo has fallen to such a point where it has only been marginally worthwhile to continue, bearing in mind the costs of processing, sorting and storage.

The price paid for used stamps seems likely to continue to fall so it is with much regret that the RNLI has decided to bring a close to its long standing stamp appeal. For all those who still wish to forward stamps they have collected, the RNLI will be pleased to accept them up until the end of October 2001.

Mastercard team brave the rapids

The team from The Royal Bank of Scotland, who manage the lifeboat MasterCard, have raised

£1,450 in sponsorship for the RNLI – their team entered the RNLI's whitewater rafting event held earlier this year in Wales.



£1,450 – enough money to buy a VHF radio for an Atlantic 75 lifeboat and a basket type stretcher.

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Blonde Sennen Cove crew members with stylists Helen Prowse, Louise Barton and Claire Patrick. Picture: Tim Stevens

Blondes have more funds

Members of Sennen Cove lifeboat, together with their families and friends, went through a dramatic image change on 28 July when they decided to 'go blonde' to raise money for lifeboats. In total, 31 people had their hair dyed – raising over £1,500.

Local hair stylist Gary Stuart and his staff gave up their time and worked hard at the Old Success Inn, Sennen Cove, to dye everybody in just a few hours. Gary even managed to get his suppliers to donate the dye for the event. **£1,500** – enough to buy six first aid kit backpacks.

Hennessy auction raises £310,000!

A unique collection of Hennessy cognac raised £310,000 for the lifeboats when it was auctioned by Phillips Auctioneers on 22 August. The cognac was sold to The America's Cup winner Bill Koch at The America's Cup Jubilee Ball held at Cowes on the Isle of Wight. 'I spent \$68m to win The America's Cup – this was a lot cheaper', said Bill immediately after the auction.

The collection, 31 bottles of Hennessy eaux-de-vie representing every race in the history of The America's Cup, saw frantic and competitive bidding in a charged atmosphere. The cognac has been specially assembled from the Hennessy cellars – the first time Hennessy has released vintage cognacs – making it an exceptionally rare collection. The entire collection is housed in a specially commissioned oak and teak cabinet.

James Vaughan, RNLI corporate relations manager, said, 'The RNLI is absolutely delighted to receive such a generous donation. We would like to pass on our thanks to Bill Koch, Phillips Auctioneers and to Hennessy for their fantastic support.'

£310,000 – Enough money to buy three Atlantic 75 and four D class lifeboats.

A cause close to their hearts



Audrey and Warren receive the plaque and framed photographs from Mrs Richard Saunders, member of the RNLI's Committee of Management, and Sue Hennessy, personal donations manager. Picture: David Wilson

Audrey Lawson-Johnson and her brother Warren Pearl recently received a plaque and framed photographs of appreciation in recognition of their efforts to fund a D class lifeboat in memory of their mother Amy Lea Warren Pearl.

Buying and equipping the £14,000 lifeboat was a natural choice of charity project for the pair, whose parents were rescued from the liner *SS Lusitania* when it was torpedoed by a German U-boat in May 1915. Audrey, barely a year old at the time of the rescue, was also snatched from the sea although, sadly, her two other sisters were drowned in the tragedy. Warren was born a short while later as a result of his parents' lucky escape.

Lifeboat-related reading

The story of the Dungeness lifeboats

The closed lifeboat stations of Northumberland

by Jeff Morris

Jeff continues his research into RNLI lifeboat history with two more of his excellent books, covering the lifeboats of Dungeness and the closed stations of Northumberland. Copies of both books are available from Jeff for £2.50 each (inc. p&p) at 14 Medina Road, Coventry CV6 5JB.

The history of the Appledore lifeboat station 1824-2000

by Joe Ball

An interesting and thorough insight into 175 years of lifesaving by Appledore lifeboats. Available for £5.00 (inc. p&p) from Coxswain Mike Bowden, 8 Hillcliff Terrace, Appledore, Devon.

Barry Dock lifeboat station 1901-2001

by Colin Davies

Barry Dock lifeboat station notched up 100 years of lifesaving in June this year and this book, which explores the history of the station, has been published to celebrate the occasion. All money raised from sales goes to the RNLI. Copies are available for £12 (plus £1.00 UK p&p) from Barry Dock lifeboat station, Pier Head, Barry Docks, Barry CF62 5QS.

The story of the Forest Row Lifeboat Choir

by Frankie and Peter Garrett

Forest Row Lifeboat Choir was founded in 1946 as a result of the *Mary Stanford* disaster of 1928. By singing carols at Christmas, the choir has raised sufficient funds to purchase two D class lifeboats. Copies of this book, which traces the inspiring history of the choir, are available for a minimum donation of £3.50 (inc. p&p) from the authors at 8 Willow Close, East Grinstead, West Sussex RH19 2DQ. Cheques should be made payable to 'RNLI Forest Row Branch'.

Newbiggin lifeboat station – the first 150 years

by Richard Martin

Newbiggin lifeboat station is 150 years old this year and recently received the Gratitude of the Institution on Vellum in recognition of this record. Lifeboat mechanic Richard Martin has captured the story of the station in this book, which is available direct from the author for £6.00 (plus £1.50 p&p) at 3 Windsor Gardens, Newbiggin by the Sea, Northumberland NE64 6UN.

An audience with Norman

Norman Croucher, who has two artificial legs, enthralled an audience of 200 people in Topsham recently when he spoke of his amazing climbing exploits.

Norman, who has climbed mountains over five miles high despite his disability, raised over £1,800 from the talk, which was split between RNLI Topsham branch and the Estuary League of Friends.

The photograph shows Norman presenting a cheque to representatives of the Topsham branch and Estuary League of Friends. Picture: Nicholas Toyme.



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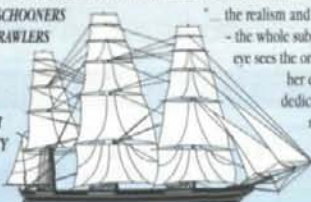
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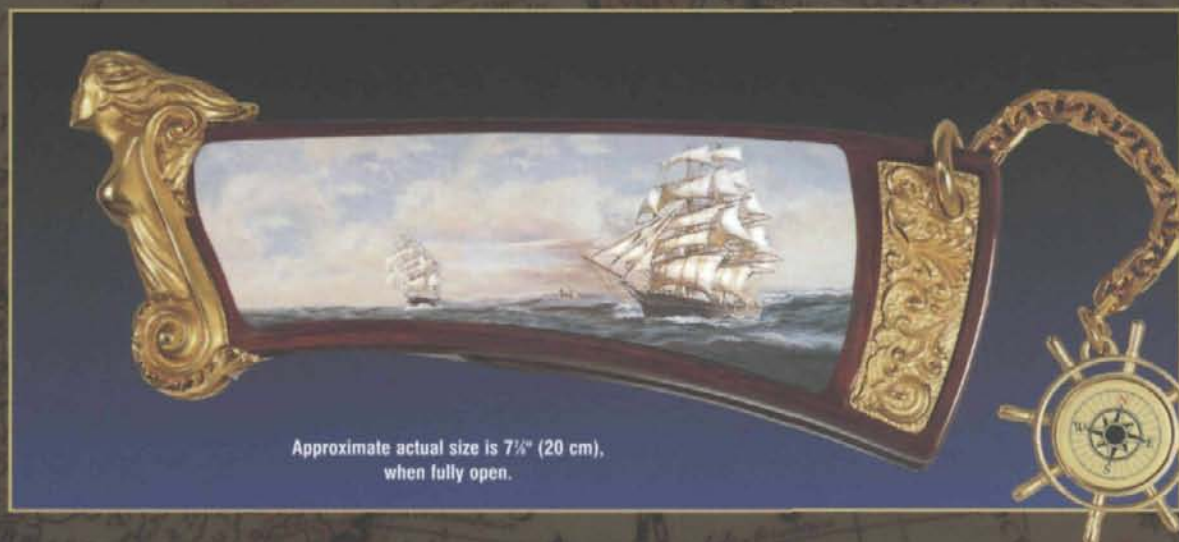
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