

For everyone who helps save lives at sea

theLifeboat

Winter 2001/02

Covering our coasts

How does the RNLI decide on the best cover to ensure the safety of everyone at sea

Thames launch

Four new lifeboat stations as the RNLI starts operations on the river Thames

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Royal National Lifeboat Institution

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For further information on how to join the RNLI as a member or governor contact: Membership, RNLI, West Quay Road, Poole, Dorset BH15 1HZ. Tel: 0800 543210.

Front cover:

An RAF Sea King helicopter hovers above Severn class lifeboat, *The Will*, during a joint rescue in 1999.

Picture: Royal Bank of Scotland/
Rick Tomlinson

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Full steam ahead for new initiatives

Above: Hovercraft, beach rescue and inland waters will all become part of the RNLI's work following approval from the Trustees.

Pictures: Richard Johnstone-Bryden and www.photo-point.co.uk

Hovercraft are set to join the RNLI lifeboat fleet, while inland and beach rescue initiatives will become permanent lifesaving services. The RNLI Executive Committee made these decisions at a recent meeting in London after listening to assessments of the initiatives' year-long pilot projects.

Hovercraft trials took place at Poole, Hunstanton, Morecambe, Flint and Southend-on-Sea. Hugh Fogarty, staff officer operations (inshore lifeboats), said, 'RNLI lifeboats often have to operate in estuaries or close inshore where the conditions present problems for waterborne craft. The trials confirm that hovercraft could work over different terrains and the volunteer crews could easily 'fly' them, helping us to reach people more quickly and save more lives.'

Locations where a hovercraft may supplement lifeboat cover are under evaluation and the first operational craft should be on station by January 2003.

'I am confident that these new initiatives will help to realise the RNLI's vision, which is to be recognised as the most effective, innovative and dependable lifeboat service, by improving its cover and pursuing new ways of saving more lives'

Peter Nicholson, RNLI Chairman

Inland waters lifeboats have been piloted on Lough Erne, Northern Ireland, and Oulton Broad in Suffolk. Angus Watson, inland waters project manager, said, 'We already operate one of the best lifeboat services in the world and this is an opportunity to extend our lifesaving skills by providing a rescue service on large expanses of inland waters. It has been estimated that many life-threatening incidents take place around inland waters, often resulting in loss of life. Although the inland lifeboat stations only became operational in mid and late summer, they have been launched more than 32 times to help people in trouble.'

The current inland waters lifeboat stations will continue to operate and could be joined by up to ten further inland stations in the next five years.

RNLI beach rescue lifeguards patrolled Poole, Bournemouth, Weymouth, Newquay and Whitsand Bay beaches during the summer. Working in conjunction with lifeboat crews, local authorities, the Royal Lifesaving Society UK, the Surf Life Saving Association of Great Britain and their lifeguard clubs, the trial aimed to show that more lives could be saved by establishing a coordinated rescue service from the beach to the open sea, providing full-time lifeguard surveillance, prevention and rescue capability.

'Some 200 lives are lost each year around UK beaches and we estimate that there are several thousand potentially life-threatening incidents each summer' said Peter Bradley, education and water safety manager. 'During their trial period, RNLI lifeguards have helped over 3,700 people, dealing with many types of incidents, major and minor.'

RNLI lifeguards will continue to patrol the 'pilot' beaches, while it's anticipated that the scheme should expand by two local authority beach areas each year, for the next five years.

Speaking of their integration into the mainstream RNLI fleet and services, Chairman Peter Nicholson said, 'I am delighted the pilot projects have shown that we can undoubtedly save more lives by extending our services in these ways, and the positive reaction we have had from our supporters and volunteers has given us great encouragement.'

'I am confident that these new initiatives will help to realise the RNLI's vision, which is to be recognised as the most effective, innovative and dependable lifeboat service, by improving its cover and pursuing new ways of saving more lives.'

Stop Press!

Silloth lifeboat station wins prestigious environmental award

Silloth has achieved the Gold Award in the Solway Greens Awards, set up to reward businesses that have shown a commitment to the environment.

The station is situated in an Area of Outstanding Natural Beauty, which includes Sites of Special Scientific Interest and a World Heritage Site. Allerdale borough council employs an environmental agency to look after the coastline and the surrounding area. This agency audits local businesses and organisations to see how they perform environmentally. Following a thorough audit, the lifeboat station achieved the top Gold award.

The audit covers seven areas including: energy use, transport, purchasing, waste and recycling, health, local environment and water conservation. The station was entered for the awards by honorary secretary Eddie Studholme and the work to ensure the station was up to scratch was taken on by shore helper Lynda Williamson and crew member Sandra Robson.

The presentation of the award was delayed because of the foot and mouth epidemic in Cumbria, but the station eventually received their award from local MP Tony Cunningham at a ceremony at the new Solway Coast Heritage Centre in Silloth.



RNLI Annual Public Lecture

Following the establishment of the RNLI Advanced Technology Partnership with the University of Southampton earlier this year, the RNLI has been honoured by the University with the creation of an Annual RNLI Public Lecture.

The inaugural lecture, entitled *The Rocky Road to Safety at Sea*, was given by Lord Donaldson of Lynton on Monday, 10 December 2001 in the Turner Sims Concert Hall at the University of Southampton.

Lord Donaldson was Master of the Rolls from 1982 to 1992 and a Lord Justice of Appeal from 1979 to 1982. He was Chairman of the inquiry into prevention of pollution from merchant shipping from 1993 to 1994. He is also author of the Review of Five Year Strategy for HM Coastguard, published in 1999.

Guaranteeing the future

Two recent national newspaper reports have criticised the RNLI's level of financial reserves. The figures quoted for gross assets (£500m) and net assets (£361m) are indeed in line with those published in the last RNLI annual report and accounts. However, a much more useful measure, as used by the Charity Commission for comparative purposes, is the level of free reserves in relation to annual expenditure. By this measure the RNLI would be able to support its volunteer crews for no longer than 20 months if it were to cease fundraising.

The RNLI firmly believes that its current levels of reserves and fundraising are absolutely appropriate if it is to continue to guarantee providing an essential national public service at the cutting edge, fully operational in all weathers, day or night and costing nothing to the taxpayer or the thousands it rescues every year.

The cost of running the lifeboat service was around £100m in 2001 with at least the same amount projected for this year and next. Without the continuing regular income from our volunteer fundraisers, members and donors, the RNLI would be facing a very bleak future indeed.

theLifeboat will be looking at the subject of reserves in more detail in a future issue.

A date for your diary

The RNLI 2002 Annual General Meeting and Annual Presentation of Awards will take place on 16 May 2002. Further details will be confirmed in the Spring issue.

Changes to the supplemental charter and bye-laws

Resolutions detailing various amendments to the RNLI Charter and Bye-Laws will be brought to the AGM in May. These will include:

- shortening the name of the charity to 'Royal National Lifeboat Institution';
- a change to the 'objects' of the charity, to allow us also to work on inland waters;
- clarifying the roles and responsibilities of the trustees of the charity and changing the names of the Executive Committee (who are the trustees) and the Committee of Management; and
- other changes intended to modernise the governing documents and equip us with sufficient powers to enable us to function in the new century.

Any Governor wanting more information about the proposed changes should write to the corporate services director, Ian Ventham. Copies of the resolutions will be distributed to those Governors intending to attend the AGM nearer the time.

News

Joint medical exercise a first for Welsh lifeboats



Lifeboat crews from Barmouth, Aberdovey, Borth and Aberystwyth took part in a major medical exercise (MEDEX) on Saturday, 13 October, which involved, for the first time, other emergency services.

The original exercise was designed to test the reactions of the lifeboat service to a maritime incident involving a range of casualties. It also consolidates the medical training the lifeboat crews receive and helps them to prepare for any incidents they may encounter in the future.

However, this year it was decided to invite other emergency services to improve liaison and understanding between the different organisations. It also enabled them to practice their response to a major incident in 'real time'.

The volunteer lifeboat crews participated in MEDEX along with representatives of the MCA (Maritime and Coastguard Agency), Bron Glas General Hospital, the Welsh Ambulance Service plus the Dyfed, Powys and North Wales police forces.

The main exercise took place to the west of Aberdovey while other incidents occurred at Borth and Aberystwyth. All casualties were acted by local volunteers. An exercise involving maritime and coastal search units also took place.

Left: A willing volunteer is stretchered off as part of a medical exercise

Picture: Royal Bank of Scotland/Rick Tomlinson

Euro change

From 1 January 2002, the official currency within the Republic of Ireland changed to the Euro. This has led to some minor changes in members' subscription details within the Republic.

From January 2002, subscription payments are charged in Euros but members do not need to take any action. Annual renewal notices will continue to be sent out and will clearly outline the amount due in Euros. Members who pay by direct debit will find that the payment is automatically claimed in Euros in the future.

Euro membership rates have been based on the existing punt rate but have been rounded down slightly, giving members an even better deal. For example, the old Shoreline membership rate of £18.00 is equivalent to €22.85, but the new membership rate will be €22.00. The new rates will be applied to all supporters residing in the Republic of Ireland.

Any member who has any queries on how the change of currency affects your RNLI membership, please contact our helpdesk on 00 44 1202 663234.

Stormy Stan's Salty Sea Tales



Goodbye Marazion

Marazion inshore lifeboat station closed on 31 October 2001, following extensive evaluation. Penlee lifeboats will provide all future operational cover in the area.

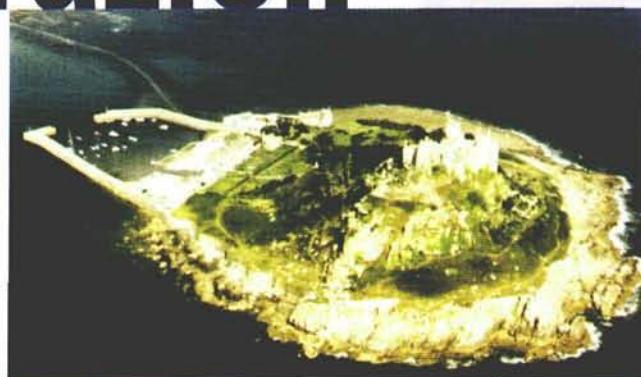
Following an 18-month study of lifeboat cover in the Mounts Bay area, an Atlantic 75 inshore lifeboat was stationed at Penlee, Newlyn, in April 2001. Since its arrival, analysis of the types of services performed by the two stations, their service history and casualty potential has taken place. The results confirm that Penlee's all-weather lifeboat and new inshore lifeboat can provide the required operational cover in the Marazion area.

George Rawlinson, divisional inspector south, said, 'The RNLI

is extremely grateful for the work of Marazion lifeboat station and its volunteer crews since it opened in 1990. During that time the Marazion lifeboat and crews have launched 112 times, saving 21 lives and I'm sure they will feel assured that their good work will be continued by the Penlee lifeboats and crews.

'Although it is with regret that we close Marazion, the decision was made in accordance with our regular reviews that ensure the lifeboat service provides the most appropriate safety cover on the coast.

'The crews and officials of Marazion lifeboat station have been consulted throughout the entire evaluation period and have



taken a very measured and dignified stance in accepting the decision.'

Marazion lifeboat station, on St Michael's Mount in Cornwall, was established in 1990. It was initially a satellite station to Penlee, becoming an independent station in October 1991.

St Michael's Mount, with the lifeboat station to the left of the picture

Picture: Aerofilms Ltd

Lifeboat Lottery

The 95th Lifeboat Lottery draw took place on 26 October. RNLI staff members Kay Mills, Jill Bale, Georgie Brown, Chris Blake and Stuart Nourse, who are all due to retire shortly from the RNLI, were invited to pick the winning tickets. Between them they have given more than 60 years of service to the RNLI.

Top prize in the draw was a 14-night Kenya Encounter safari and beach holiday which was won by Mr R Dodd of Tyne & Wear. Second prize, a multimedia PC and printer was won by Mr D Wells of Walton-on-Thames. In total the 95th Lifeboat Lottery raised £176,000.

Other winners were;
£500 Mr & Mrs Eaton, Leeds
£250 Mr & Mrs J Foxall, Worcester
£100 Mrs R Costello, Cheshire
Miss LR Grant, Edinburgh
Mrs S Hazel, Essex
Mr J Benniloud, London
Mr W Dean, West Midlands



RNLI Chief Executive Andrew Freemantle and Admiral Loy of the US coastguard sign a Memorandum of Understanding to share information, knowledge and experience through increased international cooperation.

Winning visit for Norwegian school

Every year for the past 10 years, Tynemouth lifeboat station has hosted an annual visit for the winners of a Norwegian sea safety competition for schools. The winners earn a weekend trip to the north east of England, which includes a visit to the lifeboat station. The winners of this year's competition were the Fedje Skule and eight pupils made the trip across the North Sea. They were shown around the station and Tynemouth's Severn class lifeboat *Spirit of Northumberland*.



News

Building tomorrow's supporters

The RNLI is expanding its youth education programme with the appointment of regional education officers for all of its 10 regions. Their task will be to motivate a new generation of potential lifesavers and supporters.

They will coordinate the RNLI's involvement with young people across the country. Their work will include the development of an education programme for schools and youth groups, which will raise awareness of the work of the RNLI as well as trying to reduce the number of accidents and deaths of young people on or near the water. Last year, over 1,000 young people were involved in incidents on or by the sea.



RNLI youth mascots Stormy Stan and Eric the Seagull prepare to celebrate the arrival of the new regional education officers

The regional education officers will provide information about the education resources available and will call on local volunteers to assist with various activities such as events and visits to schools and youth groups. The programme also aims to increase the number of opportunities for youth visits to lifeboat stations.

'It is vital that young people have a good understanding of the work of the RNLI and the

importance of water safety,' Anne Millman, youth education manager, said. 'These new officers will give us an opportunity to allow young people to become practically involved with us.'

These appointments follow on from the successful pilot of three regional education officers last year. There is now an education officer for each of the RNLI's 10 regions throughout the UK and Republic of Ireland.

Celebrations at Cullercoats

Cullercoats lifeboat station held a series of events over 2001 to celebrate its 150th anniversary. One of the main events was a musical extravaganza, held at the Whitley Bay Playhouse on 6 October. Music was provided by the Newcastle Concert Band, and featured the first performance of the march *Cullercoats 150*, written for the occasion by band member Malcolm Binns.

Below (l-r): Dave Milner, conductor; Sandra Oliver, 150 committee chairman; Malcolm Binns, composer, and Robin Sutton, 150 committee.



Open Days Quiz winners

Canon A1 waterproof camera kit

Joanna Thompson of Emsworth
Gillian Collins of Paisley
Samson Millward of Bournemouth
Michael Huggins of Gorleston
Carrie Bright of Preston
Nadine McCarthy of Shillbreen
Elle Bayton of Stourbridge
Kirsty Thorpe of Wakefield
Philip Skinner of Ballyclare
Daniel Brown of Romford

(South East region winner)
(Scotland winner)
(South West region winner)
(Eastern region winner)
(North West region winner)
(Republic of Ireland winner)
(Wales & West Mercia winner)
(North East region winner)
(Northern Ireland winner)
(Greater London winner)

One year's Storm Force membership

Jason Turner, Sheerness
Callum Thom, Dunfermline
Chantell Simmons, Market Warsop
Mark Webb, Holmes Chapel
Silke Martinen, Flensburg, Germany
Benjamin Samuel, Swinton
AD Stevens, Catterick Garrison
Donald Nixon, Kyle of Lochalsh
L Kitcatt, Barry Island
Robbie Thorpe, Rye Harbour

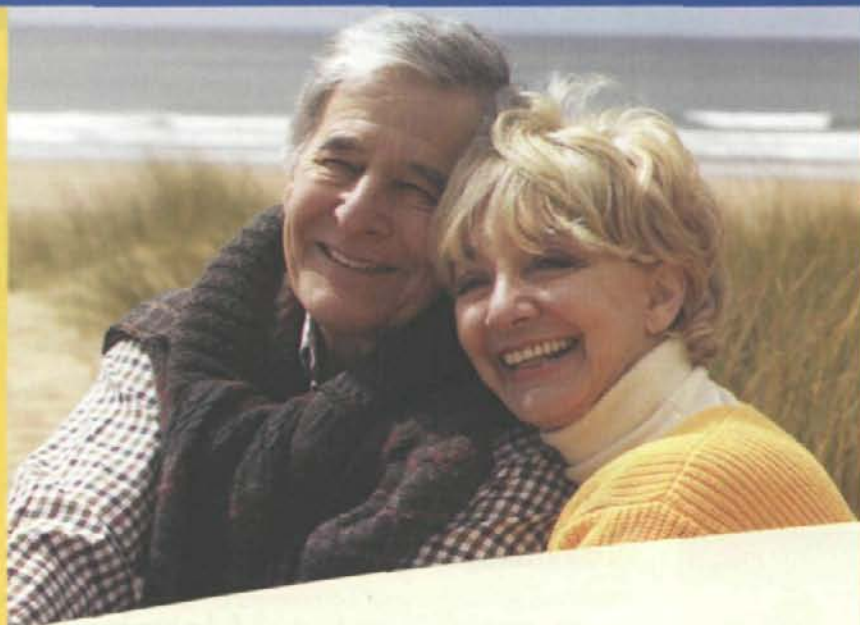
Rory McMahon, Newton Stewart
Caitlin Brown, Swindon
Anna Mycock, Buxton
Matthew Stitch, Leeds
Andrew Wagner, Heysham
Ellie Birch, Shoreham-by-Sea
Edward Gunson, Lytham
Sarah Hawkes, Wakefield
Ursel Draeger, Luebeck, Germany
Phillippa Carlson, Hoylelake

50 further runners-up will be receiving a fridge magnet

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Town

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Postcode

Date of Birth

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Letters

Beach bother

In August, when my granddaughter Victoria was on holiday in Dorset, she went with her mum and brother to a beach at Sandbanks, where she recognised some of the members of the lifeguard team from the photo in the *Lifeboat* article (Summer 2001). A couple of days later while paddling, she stepped on something that punctured her foot and caused her intense pain. The lifeguard team were able to help, identifying the cause – weever fish – and gave aid and advice.

I have been a lifeboat supporter for over 50 years and am proud and grateful to the RNLI that Victoria is the first family member to benefit from a 'rescue'.

John Fromow
Guildford, Surrey

Letter of the quarter wins a bottle of Old Pulteney whisky

theLifeboat



New look – your response

When we asked for your comments on the revamped magazine, little did we realise quite what a response we would get. The publications team have been deluged with letters and emails – and we are delighted to report that the vast majority have been extremely favourable.

Extracts of some typical letters are shown below. We are sorry that we can't publish all the responses we have received, but we simply do not have enough space. We would, however, like to take this opportunity to thank everyone who took the time and trouble to let us know how they feel.

I was delighted with the new look magazine and have enjoyed reading the articles very much. I pass it on to family and friends and am sure they will agree with me that it is a good and interesting read and much improved.

Helen McKenna
Glasgow

Excellent new magazine format. Good feeling of vitality. I like the notes in green showing what funds raised can buy.

Kate Webb
by email

I like the new format – the various sections' headlines are eye-catching and the idea of a pull-out listings section is excellent. A question though – did your review cover whether to use recycled paper?

Anne Cargill
Swanage

Editor's note: We did consider using recycled paper but it is more expensive and the quality is not so good. As a charity, we have to ensure our admin costs are kept as low as possible. However, we do ensure that we only use paper taken from sustainable forests where two trees are planted for every one used.

Bravo. The 'new' *Lifeboat* is brilliant, covering all aspects in a bright, breezy, yet very informative manner. I have every issue of the magazine since the 1960s and the most recent issue does confirm that we are in a new millennium. Congratulations to the editor and all the team.

Dick Robinson, Ennis
Co. Clare

I have enjoyed reading *theLifeboat* over many years... your new style and format are easier to read, better presented and produced. Congratulations on all the innovations.

George Godber
by email

It is everything you say: brighter, livelier and more informative. It certainly cheered me up on a morning which was cold, wet and not at all the sort of day when one wanted to go out.

It also made me think more about the brave lifeboatmen and women who do not have a second thought about going out to save others in such terrible conditions.

Marjorie Byram
Leeds

I think the new format and design of the Autumn *Lifeboat* are a vast improvement and everyone connected with it should be proud of their achievement. So, keep up the good work. Best wishes to my favourite charity.

Mr S Bradbury
Keighley

WOW was my initial reaction when removing this newly designed *Lifeboat* magazine from my pile of post. It really stood out and wanted to be read. Brilliant.

Fiona Heath
by email

We were most disappointed to receive the Autumn issue of *theLifeboat* without the lovely illustrations of lifeboats and sea-going craft. We have always loved the colourful pictures on the front cover and do not like your alteration, which makes it look like a very ordinary magazine.

Peggy Bradford
Eastbourne

Editor's note: Rest assured that we have not stopped using the dramatic lifeboat cover shots for good. However, we want to reflect the many different aspects of the RNLI, especially when relevant to a feature.

Bravo for beach rescue

Having read the article on beach rescue in the autumn edition of

theLifeboat, the RNLI is to be congratulated in taking the initiative in examining the potential benefits of coordinating beach rescue functions with the life saving function of the RNLI.

Whilst not wishing to comment on the detail of your comprehensive beach rescue article, as a day-boat sailor based on a south Devon estuary, I can but support the concept of a single organisation to regulate performance and equipment specifications, training and competence standards, and overall operational control of beach rescue units, in conjunction with the wider rescue scenario.

A role for which the RNLI is uniquely qualified.

Rowland Cole
Kingsbridge, Devon

Give us an 'R'

I think the letter for this quarter should be... R
The next quarter... N
The third quarter... L
And the last quarter... I
Please may I have my bottle of whisky!

Colin Fletcher
Salford, Lancashire

Nice try Colin. Our letters of the quarter to you are 'N' and 'O'. Ed

Only a temp?

Shoreham RNLI branch received the following letter from RNLI head office in 1942.

'Dear Captain Keigwin,

In reply to your letter of the 28th instant, I am glad to know that Mr AM Browning, son of the late Mr WM Browning, is satisfactorily carrying out the clerical duties of the branch. We must, of course, remember that the elder Browning, up to the date of his death, was acting for Mr TG Townshend on military service, and so the appointment of the son, Mr AM Browning, must be regarded as temporary. The annual grant for this clerical help was due in the month of November and so I now enclose herewith a cheque for £10 in favour of Mr AM Browning.'

Mr Browning is still in his temporary post some 60 years later and has a Gold Badge. Is this some sort of record?

Martyn Smith
Divisional Inspector/East

But does he still get paid £10 per year? Ed.

Good golly

My hobby is collecting Robertson's golly badges. I am looking for a lifeboatman golly badge that was issued in 1988. There were 25,000 issued and each had a presentation box and individually numbered certificate. At the time they cost £1.15 each and for each one sold, 15p went to the RNLI.

I would dearly like one of these for my collection. If any readers have one that they would like to go to a good home, please contact me. As well as purchasing the badge, I will also make a donation to the RNLI.

Graham Borrow
10 Trinity Grove, Blundellsands, Liverpool L23 6XE
Tel: 0151 931 2501
Email: graham.borrow@btinternet.com

National Memorial Arboretum

I wonder how many people are aware that the National Memorial Arboretum has been established at Alrewas (north of Birmingham) as part of the new national forest. Over 80 million people were killed in wars during the 20th century and the arboretum has been established to remember them together with people who have given their lives in service to their fellow men.

The South Staffordshire branches feel that the RNLI should be represented here to commemorate those crew members who have given their lives. The cost of a plot is £5,000 and this includes the provision and planting of trees, the provision of a memorial plaque and all future maintenance, so that there is no further financial cost.

Unfortunately, the constitution of the RNLI does not allow its funds to be used for this purpose but if individuals wish to fundraise independently for this specific scheme and make a gift of the plot, the RNLI will be please to accept this gift.

If you wish to support us, please forward your cheque, made payable to 'The National Memorial Arboretum - RNLI' to Miss C Muspratt, 127 Main Street, Clifton Campville, Tamworth, Staffordshire B79 0AX. Miss Muspratt is chairman of Tamworth branch. To keep costs to a minimum, please enclose a stamped addressed envelope for acknowledgement. Any surplus funds will be transferred to the RNLI as a general donation, although it is hoped to have enough money to provide some wooden seating.

If you require any further information please contact me or go to the new website for the Arboretum at www.arboretum-nma.org.uk.

Philip Theaker, Chairman of Burton, St Modwen branch
01283 713942

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

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

or email us at
thelifeboat@rnli.org.uk

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



Lifeboats on the **Tha**



River rescue

On 20 August 1989 the pleasure cruiser *Marchioness* and dredger *Bowbelle* collided on London's River Thames beneath Southwark Bridge. The accident, which cost the lives of 51 people, led to demands for a fundamental review of emergency response procedures on the Thames and an urgent need to step up search and rescue cover on the river.

The RNLI was asked by the Maritime and Coastguard Agency (MCA) to provide a rescue service with a 15-minute response time to any point on the tidal Thames between Canvey Island.

Four lifeboat stations became operational on 2 January 2002, at Tower

Pier, Chiswick Pier, Gravesend and Teddington. The first three will be permanently manned to provide an immediate response.

The fourth, at Teddington, will be operated entirely using volunteers in the same way as the 223 lifeboat stations around the coasts of the UK and Republic of Ireland. The MCA will coordinate search and rescue on the river from the Port of London Authority operations room at the Thames Barrier.

'There are in excess of 100 incidents on the river each year and over 100,000 people use the Thames every day' said Michael Vlasto, operations director. 'By

providing well trained and well equipped lifeboat crews and calling on 177 years of lifeboat experience, we can provide a dedicated search and rescue service for Londoners and those using the river.'

Londoners have a long history of supporting the RNLI through donations and fundraising – particularly on London Lifeboat Day, which takes place in March every year. Now, for the first time, the capital will have its own lifeboats around which to raise funds. They are also a way of repaying the support given over the years.

The boats being used on the Thames are Tiger Marine fast response craft which look similar to the Atlantic 75 but are slightly bigger, powered by water jets and capable of 40 knots. The boat for Teddington will be a traditional D class lifeboat. Training in the use of the boats in Thames conditions took place during late 2001 in preparation for 2 January.

An extensive and combined RNLI and Coastguard public awareness campaign started in December designed to get the public used to dialling 999 and asking for the London Coastguard. It will be centred around the London Underground's prominent poster sites and will be backed up by a media campaign.

Three station managers have been appointed to run the full time stations



mes

and a committee for Teddington is up and running.

There has already been much media interest in the personalities behind the service with extensive news and feature coverage, even before the stations open, and Carlton Television is planning to make six half-hour programmes around lifeboats on the Thames. There is also much interest in the new service from big business in the capital with some major league companies pledging support through the release of staff to help crew the boats. Companies like Fullers, Sainsburys and Shell are among those giving their support.

Government ministers were due to attend the launch on 2 January (after **theLifeboat** went to print) which promised to be a big day for London and



Thames users. It will also be remembered as the day the Thames became a safer river with its own coordinated and dedicated search and rescue service.

Lifeboats and the Thames A snapshot from the past

The provision of lifeboats on the river Thames in 2002 is not the first involvement of the Institution with the river.

In recent years several lifeboats have visited the Royal Festival Hall pier for the Annual Presentation of Awards as public relations courtesy visits. The US Coast Guard boat, which became the prototype *Waveney* class, 44-001, was shipped from America to Tilbury before sailing to Poole and in 1998 and 1999, having retired from service, paid courtesy visits to Kingston-upon-Thames.

But the connection goes back much further. From 1882 until 1939, the RNLI store-yard was at Poplar, east London. The depot, which was used to keep relief lifeboat and launching carriages, maintained a rigging loft and undertook testing of the lifeboats' self-righting qualities. There was a thriving boat-building community on that part of the river and the firms of Forrest of Limehouse and Woolfe of Poplar were often used to build lifeboats.

For a dozen years from 1899, the Thames Ironworks, Shipbuilding and Engineering Company of Canning Town was such a major supplier to the RNLI that a member of lifeboat staff worked in

and alongside the yard in a quality-control role almost full time.

The modern Tiger rescue craft, to be called the E class, will not be the first jet-propelled lifeboat on the Thames. In 1890 the first steam-powered lifeboat, the *Duke of Northumberland*, powered by what was then known as the hydraulic principle, steamed up the Thames from the maker's yard, J and F Green of Blackwall, to the Institution's President's estate at Syon House, opposite Kew Gardens. This boat was later to serve at Harwich, Holyhead and New Brighton in an active life of over 30 years. In 1897 Thorneycroft of Chiswick was involved in building *The Queen*, which was a similar boat to the *Duke of Northumberland*. *The Queen* nearly became, even as early as 1897, the first lifeboat to be oil burning but coal eventually won the day and the lifeboat served an active life of 26 years.

We can now look forward to a continuation of the tradition so ably begun by these men who built and worked on lifeboats a century ago. Full time and volunteer crews will now provide rescue cover for the tidal Thames from Teddington lock to the sea.

Three full-time managers have been appointed for three of the four lifeboats stations. The appointments are Wayne Bellamy at Chiswick Pier, Janet Kelly at Tower Pier and Ian Dunkley at Gravesend.

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There will be plenty to do and see ashore and afloat, and the ship's itinerary is a lovely blend of leisurely days cruising at sea, sightseeing and shopping ashore. There's something here to please everyone, from a beauty salon and a massage parlour which offer top-class pampering, to a card room, casino and soundproofed disco. There is a gymnasium for those who want to work off their big breakfast, a cinema which offers the latest releases, an excellent Duty Free Shop with designer names at bargain prices, a library for bookworms and comfortable lounges which offer both relaxation and entertainment. And if this wasn't enough, there's also a specially arranged programme of West End standard shows and entertainment available every night. This is one holiday where there will be no need for continual budgeting as all on-board meals and entertainment are included on our great-value cruise. This means you get breakfast, lunch (both of which are available on deck when the sun is shining!), afternoon tea, dinner and midnight snacks! Add to this a series of gala dinners, and the sort of cuisine you'd expect on a blue riband cruise of this calibre, and you've got a package that's hard to resist.

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Corporate support

The Thames lifeboat stations posed some quite unique problems in finding volunteers to crew the boats. Suzanne Long, corporate relations manager at the RNLI's London office, explains how the city's companies provided vital support

The RNLI has always enjoyed strong support from the corporate community in London and, in particular, the City. The lifeboats at Dover, Selsey and Salcombe have all been funded by appeals based in the City and the RNLI was, of course, founded in the City Tavern in the heart of the Square Mile.

There are many charities vying for the attention of people in the City, so building up strong lasting working relationships with companies is vital to the corporate relations team. We have to look for partnerships – things that will be of mutual benefit to us and the company. In these days of investor power, companies have to justify their support for charities.

The Thames lifeboats gave me a completely different offer to make to the corporate community in London. The RNLI was now offering them the chance to let their employees see the sharp end of the service as volunteer crew on the Thames boats. Unlike the traditional coastal stations, the Thames lifeboat stations, and particularly Tower, suffer from the fact that there is practically no residential housing around the station. The possibility of volunteer crew living a few minutes from the station was unrealistic, so the only way to have a crew on hand would be to have them on station at all times throughout their watch. This would mean an extensive commitment on the part of their employers who would have to release them for long periods.

To make this viable and cost effective from the RNLI's point of view, I had to ask firms to release a crew member for two watches per month, each lasting twelve hours, and to give an undertaking to crew for at least twelve months. This is a lot to ask for, so in choosing how to talk to companies, I tailored each approach to how I thought the idea would appeal to the company.

With some I talked about developing and extending their involvement with the RNLI in a way that got away from further

sponsorship. To existing supporters, like Fullers, this was very attractive. In allowing their staff to volunteer, they are actively demonstrating their commitment to the RNLI and to the local community in Chiswick, where they are based.

To other companies based in the City, I was able to talk about the staff development aspect. Teamwork, management skills, working under pressure, time management – all areas that companies spend a large amount of time and money on in staff training and these are skills that their employees will learn as volunteer crews.

The chance for the companies to publicise their involvement was also there. As one company said, they thought this would be a great bonus to them to talk about in their Annual Report to their shareholders amongst the major achievements of their employees throughout the year.

The result I hope for will be that the third seat in each boat will be filled by a volunteer. We will have started to develop new and better relationships with companies that are strong and involve more commitment than the RNLI has previously had. The companies involved acquire a better knowledge and understanding of the RNLI and secure their support for many years to come.

'Fuller's Brewery has operated on the same site in Chiswick since 1845. We have close links with the local community and the stretch of the River Thames that runs along the back of the brewery. We were delighted to hear that we would be getting a lifeboat here in West London. Fuller's are long-time supporters of Chiswick Pier and believe that this development will be a great benefit to the area. We would like to offer the RNLI our full support in this venture.'

**Anthony Fuller, chairman,
Fuller Smith & Turner PLC**



Lifeboats in action



THE LIFEBOAT

Mersey class lifeboat ON-1183
Lil Cunningham
Built: 1992
Cost: £650,000
Funding: A generous gift from Miss Betty Cunningham of Derby in memory of her sister

D class lifeboat D-485
Stafford with Rugeley
Built: 1995
Cost: £11,000
Funding: An appeal by Stafford and Rugeley branch

THE CREW

Chairman's Letter of Thanks
Mechanic **Martin Jones** for his 'boat-handling skill, leadership and decision making in very rough conditions'
Joined crew: 1987
Assistant Mechanic: 1991
Mechanic: 1994
Deputy Second Coxswain/Mechanic: 1997
Occupation: Full-time RNLI
Deputy Second Coxswain/Mechanic

Joint Operations Director's Letter of Thanks
The station honorary secretary, coxswain, crew and shorehelpers of Rhyl lifeboat station

Coxswain
Peter Robinson
Second Coxswain
Paul Archer-Jones
Second Mechanic
Paul Frost
Third Mechanic
Jimmy Quinn
ALB Crew Members
Dane Jones
Darrell Graham
Helmsman
Derek Denton
ILB Crew Member
Jason Stopforth

RHYL LIFEBOAT STATION

Established: 1854
Previous Medals
Silver: 1962
Bronze: 1973
Thanks on Vellum: 1974(x3)

THE CASUALTY

15m fishing vessel
Dragonfly
Crew: Four

THE CONDITIONS

Wind: NNE Force 6
Sea State: 1.5m swell and heavy, breaking surf

'I was very concerned about the safety of the four people on board the *Dragonfly*. I didn't think the boat would take much more pounding.'

Martin Jones, Deputy Second Coxswain/Mechanic



Four saved ...as their boat is destroyed

On the evening of Saturday, 24 February, four sailors were completing their journey from Liverpool to Rhyl. They were approaching Rhyl when they started to have trouble with their engine. They cut the engine to wait for the tide to come in but then found that they couldn't restart it. The boat drifted into the surf, blown by an onshore wind. As the weather worsened, waves were crashing against the side of the fishing vessel and as water started to come over the side, the men decided they needed help.

The all-weather lifeboat was launched and headed towards the last known position of the casualty. As she neared the vessel, the crew could see a torch signalling to them. The *Dragonfly* was lying close inshore on the far side of a large sandbank. A heavy surf was breaking on the bank and the *Dragonfly* was being battered by heavy seas as her bow and stern were bottoming out in the shallow water. Coxswain Peter Robinson realised that the lifeboat would not be able to approach over the bank, so requested the launch of the D class. Just a few minutes later the ILB was launched from the nearby beach and approached the Mersey to receive instructions.

Martin Jones had been on board the all-weather lifeboat when she launched but he now transferred to the D class and took over the helm from Derek Denton. Jason Stopforth, who was on his first night



Above: Rhyl's Mersey class lifeboat, *Lil Cunningham*

Picture: Royal Bank of Scotland/Rick Tomlinson

service, took the towline from the Mersey and the D class set off for the casualty.

As the D class passed over the bank, the shallow water caused even rougher seas and three large, breaking waves completely swamped the ILB as Martin struggled with the controls. 'The very strong onshore wind, combined with the shallow water on top of the bank, causing breaking surf, made conditions difficult,' Martin recalled. He needed both hands to control the tiller arm and all his skill and experience to cope in the surging seas.

As the lifeboat approached the casualty, the crew realised that the towline was not long enough to reach. To make matters worse, the violent movement of the ILB in the rough seas had meant that large bights of towline were lying in the water, in danger of fouling the propeller. Derek climbed out

Service to the Dragonfly

24 February 2001

- 1841 Holyhead Coastguard requests launch of the Rhyl lifeboat
- 1902 Rhyl Mersey class lifeboat *Lil Cunningham* launches
- 1909 Rhyl D class lifeboat *Stafford with Rugeley* launches
- 1915 Martin Jones transferred to ILB
- 1930 Derek Denton enters the water to untangle the lines
- 1945 Casualties taken off their vessel
- 1950 D class recovered to the beach
- 2005 Casualties transferred to boathouse
- 2010 First ambulance takes two casualties to hospital
- 2015 Second ambulance takes remaining two casualties

of the safety of the lifeboat into the waist-deep water on the bank. As the ILB stood by, illuminating him in the light of a torch, Derek struggled to untangle the heavy lines, finally freeing them safely.

However, the crew of the *Dragonfly* was now in serious trouble. Two enormous waves had broken over the boat, virtually filling the wheelhouse where the four crew members were sheltering. The pounding of the waves on the fishing vessel had also taken their toll and she appeared to be foundering. Martin decided that he had to take the crew off as fast as possible.

With Derek back on board, Martin headed for the *Dragonfly*, which was now listing heavily to port. He took the lifeboat in under her lee and the first two casualties leapt from the *Dragonfly* into the safety of the D class. Before the other two could follow, a huge wave pushed the inflatable away from the stricken boat. Martin fought to regain control and went back in. The final two men jumped into the lifeboat and Martin immediately turned her around and headed away.



Above (l-r): Martin Jones, Jason Stopforth and Derek Denton, the crew in the D class lifeboat

'The casualties were very grateful,' remembered Martin. 'They had been at sea for over six hours and were very cold.' Because of the poor state of the casualties, Martin turned the lifeboat straight back towards the beach, 400m away, while Derek and Jason treated the casualties for hypothermia. When the boat landed at the beach, the Coastguard and the lifeboat trailer were waiting. The lifeboat was loaded onto the trailer with the casualties still on board and hurried back to the boathouse. Although the trip only took around 15 minutes, one of the casualties lapsed into unconsciousness and the other three were also in a bad way.

'It was good to see all the hard work and training done week in, week out put to good use. It was nice to receive the Chairman's Letter of Thanks. I feel honoured on behalf of Rhyl lifeboat station because it was a superb team effort from the coxswain, lifeboat crew and shorehelpers throughout the whole rescue.'

Martin Jones

Back at the boathouse the four men were kept warm until the ambulance arrived five minutes later. The two casualties in the worst condition were taken to hospital while the other two waited for a second ambulance, which arrived five minutes later. Fortunately all four men made a full recovery and were released from hospital the next day.

Below: All that remains of the *Dragonfly*, pulled up onto the beach the next day



Lifeboats in action

Below (l-r):
Duncan Christie,
Stephen Kingdon and
Kevin Bentley

Triple rescue on Bramble Bank



THE LIFEBOAT

D class lifeboat D-429
RJM
Built: 1992
Cost: £10,000
Funding: Stockport SE branch

THE CREW

Chairman's Letter of Thanks
Helmsman **Duncan Christie** for
his 'boathandling skill and display
of seamanship and sound
judgement'
Joined crew: 1998
Third Mechanic: 2000
Occupation: **Marine Engineer**

Chief Executive's
Letter of Thanks
Crew Members
Kevin Bentley
Stephen Kingdon

CALSHOT LIFEBOAT STATION

Established: 1971
Previous Medals
Bronze: 1976(x3)

THE CASUALTIES

1. One unknown yacht
2. Yacht *April Legend*
Crew: Two
3. Yacht *On Y Va*
Crew: Four

THE CONDITIONS

Wind: SSW Force 5-6
Sea State: Moderate to rough
with 1.5m swell
Visibility: Good

The last day of June 2001 marked the end of the BT Global Challenge and Calshot's D class lifeboat *RJM* was at sea to welcome the yachts back to Southampton. RNLI lifeboats are always on call, however, and at just after 3pm, they were alerted to an incident on the nearby Bramble Bank.

'My first thoughts were "Oh no, not today"', remembered Duncan Christie, helmsman of *RJM*. 'It was one of the busiest weekends of the year on the Solent, as everyone was out to welcome home the BT Global Challenge fleet of yachts. At the time we launched the tide was still ebbing and the wind freshening by the minute. The south-westerly wind was blowing straight up the western part of the solent against the tide, causing a lot of disturbed water over and around the Bramble Bank.'

When the D class arrived on scene it found three yachts aground on the bank, spaced about 100m apart, all listing and rolling heavily in the swell. Independent rescue craft from Cowes Rescue and Hamble Rescue were standing off, unable to approach the yachts due to their deeper draft. 'The D class was the ideal boat to perform the rescue as it has an hydraulic tilt ram fitted which allows it to perform well in shallow water,' explained Duncan.

The crew approached the southernmost yacht and while Duncan took the lifeboat alongside, Kevin and Stephen managed to pass a towline from the

yacht to the Hamble Rescue craft, which pulled the yacht safely into deeper water.

Duncan then approached the second yacht, *April Legend*, which was heeled over at 45° with one man and his wife aboard. Duncan took the lifeboat alongside the yacht and, with careful timing, Kevin was able to get aboard to assist the man in lowering the sails. Kevin then managed to coax the distraught woman out of the cabin and helped her aboard the lifeboat. Leaving Kevin aboard the *April Legend*, Duncan transferred the woman to the Hamble Rescue craft, which took her back to shore.

As the lifeboat returned to the *April Legend*, the crew of the third yacht, *On Y Va*, could be seen waving to attract attention as their yacht was heeled at about 45° with the four crew members clinging to the guard rail stanchions on the upper side. Just then, after continuous pounding, the yacht's keel snapped off and the *On Y Va* started rolling so violently that her mast was slapping into the water.

'Everything happened so fast that we had little time to think,' said Duncan. 'The *On Y Va* had lost its keel and our immediate concern was for the safety of the four people on board. They were hanging on to the upper port side stanchion and cockpit winch and it looked very much as if they were going to slide off into the water.'

Duncan quickly checked that everyone was safe on the *April Legend* and hurried through the rough, shallow water to the third yacht. He carefully edged the lifeboat towards the cockpit of the yacht, constantly aware of the danger from the wildly swinging mast. His plan was to get each member of the crew to drop onto the lifeboat's canopy from the yacht's cockpit. He needed four runs to get all four crew members off, with Stephen hanging over the canopy to pull each crew member into the lifeboat. Each run required a great deal of skill and timing to avoid the slapping mast and the rolling of the yacht.

Having safely evacuated the crew, Duncan transferred them to the Hamble Rescue craft, which landed them at Calshot. He then returned to the *April Legend* to remove Kevin and the yacht's owner. The

owner was transferred to the Hamble Rescue craft and was then reunited with his wife.

During the rescue of the *On Y Va's* crew, Kevin had successfully deployed the *April Legend's* anchor. However, the Coastguard were keen to deploy the anchor on the *On Y Va* to prevent her from drifting and becoming a hazard to navigation. The D class made several attempts to put a crewman on board but eventually had to abort as Duncan considered the risk of injury or damage to the lifeboat too dangerous. 'We tried to anchor her to the bank but it proved too dangerous to enter underneath the heaving mast,' remembered Duncan. 'On our fourth attempt we managed to put Kevin on board. He tried to put the anchor out but it was impossible due to the loss of electrics. I then decided to move Kevin from the yacht and take the lifeboat back into safer waters away from the mast, as by then we were happy that the tide was now flooding back over the bank and there was no longer any danger that the yacht was going to drift.' Cowes Rescue brought out a large orange buffer, which Kevin secured to the yacht to mark her position at high water.



'This combined shout was the most demanding I have ever experienced,' Duncan said. 'The lifeboat performed brilliantly in the conditions and the only time I felt in any danger was while working around the grounded vessels. After the service I felt totally exhausted, as the day seemed more like six months than one hour.'

Above:
Duncan Christie with
the D class RJM

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9.4% APR	£10,000	Monthly	212.51	161.04	257.12	207.73	370.55	318.15	954.90	874.78
		Total	17,850.11	13,526.81	15,427.28	12,463.65	13,339.49	11,453.31	11,458.73	10,497.34
9.7% APR	£5,000	Monthly	107.22	81.25	129.44	104.58	186.09	159.77	478.32	438.19
		Total	9,006.40	6,825.09	7,766.23	6,274.24	6,698.89	5,751.70	5,739.78	5,258.21
12.8% APR	£3,000	Monthly	70.13	53.15	82.84	66.92	116.29	99.84	291.32	266.88
		Total	8,891.18	4,464.09	4,969.81	4,015.25	4,186.10	3,594.23	3,495.83	3,202.53

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Lifeboats in action

Harbour rescue saves unconscious man



THE LIFEBOAT

Trent class lifeboat ON-1227
Mora Edith MacDonald
Built: 1996
Cost: £1.175m
Funding: **Bequest from Miss Mora Edith MacDonald, together with the bequests of Mrs Janet Boyd Finlay-Maclean, Mrs Harriett Elizabeth Willis Gaunt and Mrs Annie Thomson Hart**

THE CREW

Chairman's Letter of Thanks
Crew member **Ronnie MacKillop** for his 'determination to succeed despite the conditions'
Joined crew: 1997
Occupation: **Painter and Decorator**

Second Coxswain
David Graham
Mechanic
James Watson
Deputy Second Coxswain
William Forteith
Second Mechanic
Keith Burnett

OBAN LIFEBOAT STATION

Established: 1972
Previous Medals
Thanks on Vellum: 1985

THE CASUALTY

Unconscious man in water

THE CONDITIONS

Weather: **Overcast**
Visibility: **Good**
Wind: **NNW Force 7**
Sea State: **1m swell confused by the backwash from the harbour walls and moored fishing vessels**

Most of Oban was safely tucked up in bed when the lifeboat crew's pagers sounded at 12.50am on Monday, 16 April. Clyde Coastguard had received a report of a man in the water just off South Pier, in Oban Harbour. Second coxswain David Graham and crew member Ronnie MacKillop were at the station within two minutes and, as the lifeboat station is next to the pier, they took a few moments to assess the situation from the shore.

The local Coastguard team told them that there was a man in the water between two fishing vessels. He had been in for about 15 minutes and was starting to suffer from cold and exposure. A second man was also in the water, holding on to a harbour ladder. Realising that someone would have to go in to help the men out, Ronnie volunteered to put on his drysuit so he could enter the water.

The lifeboat launched just 4 minutes after the pagers had gone off and arrived on scene just 1 minute later. To reach the area where the two men were, David had to manoeuvre around a raft of fishing boats five deep before putting the lifeboat

alongside the starboard side of a second raft of two fishing boats. It was between these two boats that the casualties were trapped.

As soon as the lifeboat was alongside, Ronnie carefully dropped into the water, glad of the protection of his drysuit and lifejacket. Despite the confused seas, he managed to swim round the bow of the first boat into the gap between them. Once in the gap, he found one man in a life ring being held onto by a fisherman stood on a tyre fender. He reached the man and conducted a rapid assessment of his condition. The man appeared unconscious and was certainly past helping himself.

Ronnie realised that it would be difficult to pull the unconscious man from the water in the confined space, so decided to tow him back to the lifeboat. He tried to start towards the lifeboat but realised that the life ring was tied to the fishing boat. He shouted up at the fishing crew to release it but because of the noise of the wind and the general hubbub at the scene it was a few minutes before he could make those in the boat understand. Once they realised



Right: Oban's Trent class lifeboat Mora Edith MacDonald



Above: Oban Harbour, where the rescue took place. The lifeboat berth is marked to the bottom left of the picture.

Picture: Aerofilms Ltd

The only way to recover the casualty was to put a man in the water. Ronnie recognised the problem as soon as he arrived and immediately volunteered to take on the task. His clarity of thought and rapid preparation meant that he was ready to act as soon as the lifeboat was on scene.

what he wanted, he was able to swim around the bow of the fishing boat towing the unconscious man, taking care he didn't slip out of the life ring.

By the time Ronnie reached the lifeboat he was getting very tired and realised he would need help to finish the rescue. He shouted for assistance and Keith Burnett, who was also wearing a dry suit, came into the water to help. The two men were then able to tow the casualty round to the starboard side of the lifeboat where the crew on board were able to reach down and haul him aboard. Unfortunately the A frame lifting device, ideal for this task, couldn't be used because of the confined area. Ronnie and Keith decided to swim to shore, as this would allow the lifeboat to return more quickly to the boathouse with the casualty.

As soon as the two crew members were safely away from the lifeboat, David returned to shore while the other crew members treated the casualty. An ambulance was waiting on shore and the still-unconscious man was taken straight to hospital. David then returned to the sight of the incident to check that everyone was out of the water and safe. He found one of the fishermen being treated for the effects of hypothermia and decided the safest method of landing him to the ambulance was on the lifeboat. Once this man was safely in the hands of the paramedics, David took the lifeboat back to its berth.

AGED 60? HOMEOWNER?



Mr Cox, of Bramley in Guildford

I enjoy a more prosperous retirement

Ex-Service man makes the most of his retirement years with an equity release scheme

Flying for the first time into the airfield he had helped to build whilst serving in Burma during the Second World War, was a lifelong dream of Mr Cox of Bramley in Guildford.

Despite living comfortably in his Bramley home, Mr Cox wanted to cash in on the value of his property to help with the expensive taxi journeys he needed to get him out and about, increase his income and reduce any Inheritance Tax bill to his estate.

So Mr Cox contacted Independent Financial Advisers, Key Retirement Solutions. They searched the market for him to find the best equity release scheme to suit his needs.

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With the £50,000 he released from his home Mr Cox now has a new lease of life. He plans to visit relatives in Denmark, Spain and Vancouver, and his essential taxi journeys are much less of a financial burden.

Mr Cox says, "Key Retirement Solutions was able help make the most of my money. So much so that I feel that they have opened up the rest of the world to me. Now I am able to look forward to seeing relatives I haven't seen in a long time and I enjoy a more prosperous retirement."

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Estimated Value of your Property £ _____

Mortgage Outstanding (if any) £ _____

Lifeboats in action

Open day drama

Hoyle's open day was interrupted when the lifeboat was called out. Visitors on a guided tour of the *Lady of Hilbre* were asked to evacuate quickly so she could rush to the aid of a troubled yacht. The vessel was towed to safety as thousands of visitors looked on.

Baby on board

Kerrie Hazel MacGillivray had an unusual start in life on 13 August, when she was born on board the Oban lifeboat. The *Ralph and Bonella Farrant* was called to the Isle of Mull to take mother Fiona to Oban hospital but Kerrie couldn't wait that long and arrived during the crossing, with the help of a midwife brought over from the mainland.

Sea trials interrupted to rescue seriously ill fisherman

The RNLI knows how to get the maximum benefit from its contractors. DML Ltd, the Plymouth-based dockyard, are responsible for building and repairing some of the all-weather lifeboats. But in July several DML staff were involved in a dramatic rescue when they helped pick up three fishermen whose boat was drifting onto rocks in Plymouth Sound.

The St Peter Port lifeboat from Guernsey had just undergone engine repairs with DML and five members of staff were aboard on routine trials with the coxswain of the RNLI's Falmouth lifeboat, Alan Barnes, in charge. The trials had hardly started when the lifeboat was asked to respond to a Mayday call from a fishing boat which was out of control and heading for the Mewstone.

On reaching the boat, the *Flying Fish*, DML boathouse slinger Terry Furze was transferred aboard with a stretcher to help pick up one of the crew, who had suffered a suspected heart attack.

DML production manager Richard Brown, who was on board at the time, takes up the story. 'We were on the Millbay side of the river when we received the SOS from three men out on a fishing trip. Apparently, their boat had lost power and was drifting towards rocks at the Mewstone with one of the men on board seriously ill.

'We set off straight away across the Sound. A yacht had also answered their Mayday call and when we got there, she was keeping the boat off the rocks with a tow rope. It was quite rough and the sea was very choppy. Alan quickly took over and went

alongside. A first aider, Geoff Maughn from Finnings UK, was on board and was sent across to help the man who was ill. Terry then went across with a stretcher and Alan called for back-up from the Plymouth lifeboat and a helicopter.

'The casualty was brought back to our lifeboat and by that time, the Plymouth lifeboat and a helicopter had arrived on the scene and the man was airlifted to Derriford Hospital.'

Alan had high praise for his temporary crew, which included other personnel from Finnings and Marine Instruments. 'They were smashing', he said, 'I'd have them as my crew anytime. They all responded very quickly to my instructions and I was very impressed the way they handled themselves in an emergency.'

Working on the lifeboats at DML.

Photo: DML Ltd



Pier rescue

The Redcar relief Atlantic 21 lifeboat *Himley Hall* was returning from a false alarm when the Coastguard asked the crew to investigate a report of children in difficulty at the end of Saltburn Pier. The lifeboat arrived quickly and found three young boys clinging to the end of the pier structure.

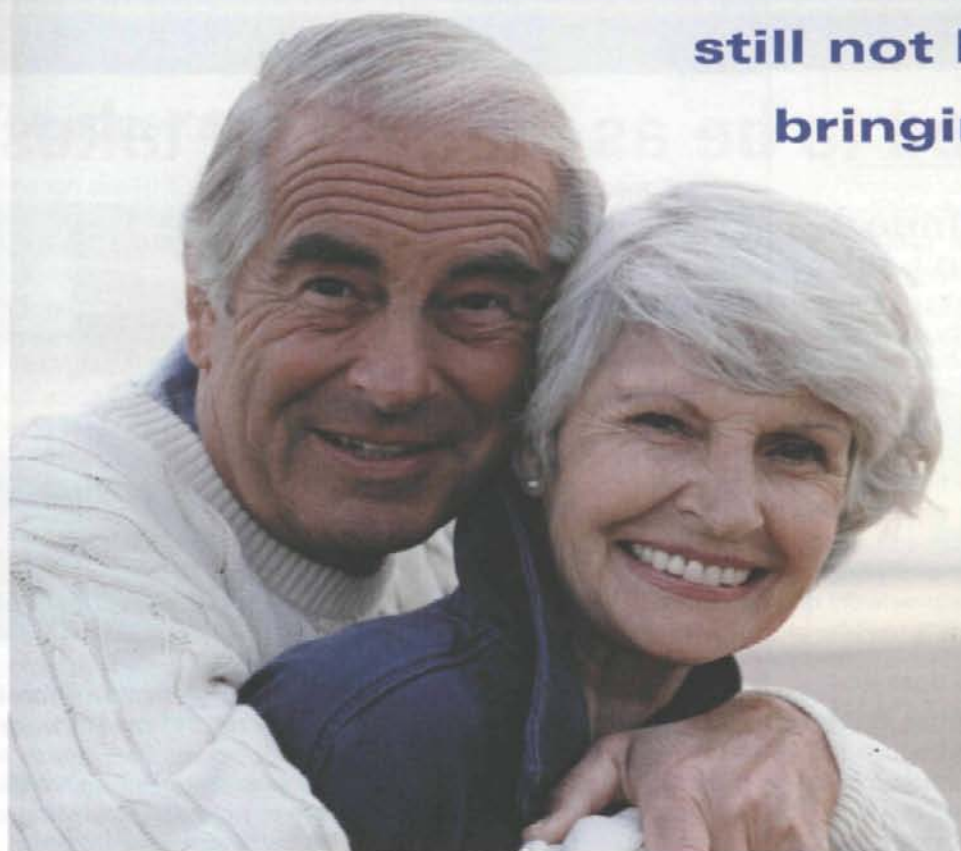
Two of the boys were immediately taken on board the lifeboat but the third appeared to be in good condition and started to swim back to the shore. After just 20m, however, he too got into difficulty and was taken aboard the lifeboat with his friends. The lifeboat then landed the boys at Saltburn where they were checked over and found to be exhausted but otherwise fine.

Left: The lifeboat crew help the third casualty into the lifeboat as his two friends look on.

Picture: Dennis Weller

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

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



There is a way that says it all.

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

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

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

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

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how a gift in your Will can
help volunteer lifeboat crews.**

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

Title Forename

Surname

Address

Postcode

Your details will be used by the RNLI and passed to
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RNLI, please tick here: ☐ DPA



Lifeboats
Royal National Lifeboat Institution
Registered Charity No. 209603

LBJ01/12

Lifeboats in action



Designed to be as tough as it takes!

If there was ever any doubt that the RNLI's technical team designs its lifeboats so that they are sturdy enough to face the worst possible conditions, then the events of Sunday, 9 September were surely proof enough.

At 6.45 that morning, the Rosslare Harbour lifeboat was berthed in the lifeboat pen as the Stena Line, Fishguard to Rosslare ferry was arriving from Wales. As the ferry was being manoeuvred into her berth, adjacent to the lifeboat berth, she struck the pen structure. The sheer size and weight of the ferry meant that she crashed straight through the pen and ploughed into the Arun class lifeboat *St Brendan*.

The force of the collision virtually destroyed the steel framework of the pen structure and caused extensive damage to the lifeboat. The Arun's deck fittings were swept away and, as the bow of the lifeboat was pushed down by the weight of the ferry, water entered the vessel through the forward spaces. Fortunately, no one was on board the lifeboat and nobody aboard the ferry was injured.

Throughout the day Rosslare lifeboat personnel and divisional staff got the lifeboat ready for sea and eventually she was towed from her mooring for underwater inspection. The inspection revealed that the lifeboat could proceed under her own power to Kilmore Quay.

It happened that the Portrush lifeboat crew were on passage nearby with a relief boat bound for Malahide. They were diverted to Rosslare Harbour instead, leaving the station without lifeboat cover for



as short a time as possible. The damaged lifeboat is now at Holyhead awaiting a report from the insurance assessors.

It is unlikely that the lifeboat pen will be rebuilt in the same place, as there is a clear risk of repeat damage and alternative berth locations are being investigated. In the meantime the lifeboat is operating from a deep water mooring. In the aftermath of the collision the efforts of the station honorary secretary Buddy Miller and the Rosslare crew were superb. They were supported by the divisional team, Kilmore Quay lifeboat station personnel, the harbour master and RNLI deputy launching authority, Aidan Jameson, and the Portrush lifeboat crew.

Whale trouble

When the Macduff lifeboat was called out following a call reporting a yacht in trouble, all it found was a whale relaxing in the water. It was blowing up a fine mist with its blowhole and the sun reflecting off this mist gave the impression of a sail appearing and disappearing.

Fouled propeller stops Northern Star



On Sunday, 12 August, Bantry Coast Guard Radio received a request for assistance from the fishing trawler *Northern Star*. She had a fouled propeller and was unable to free herself. The Castletownbere Arun class lifeboat *Roy and Barbara Harding* launched at 4.32pm. On board were coxswain Brian O'Driscoll, mechanic Brendan Connelly, second coxswain Mick Martin-Sullivan, second mechanic Marney O'Donoghue and crew members Paul Stevens and James Murphy.

The lifeboat reached the casualty after two hours and passed a towline across. She started to tow the 25m, 160 tonne trawler towards safety. However, after 40 minutes, the crew of the fishing boat alerted the lifeboat crew that the rope and net that had been fouling the propeller had come free. Under careful observation from the lifeboat crew, the trawler captain started the engines and engaged the tail shaft. Everything was found to be operating correctly so the lifeboat released its tow and headed back to Castletownbere.

The importance of teamwork

Although the RNLI is entirely independent of government, it couldn't operate without the support of official organisations such as the Coastguard, which coordinates all rescues at sea. An incident on 13 June demonstrated this, when the Portsmouth-based Royal Navy frigate, *HMS Kent*, responded to a distress call off the south-west coast of Wales.

The ship, commanded by Commander John Clink, was conducting a routine exercise when she heard the distress call stating that the *Wasini* was taking on water and needed assistance. Shortly afterwards, distress flares were fired.

HMS Kent quickly approached the vessel and launched her seaboot with a small team of sailors and engineers aboard. They brought the *Wasini* alongside the *Kent* before pumping out the water. By this time, the Angle and St Davids lifeboats had arrived. The St Davids lifeboat put a crew member aboard the casualty to assist with the lifeboat's portable pump. After discussion it was decided to tow the vessel back to Dale Beach. The casualty's crew were transferred onto the Angle lifeboat and the St Davids Tyne class lifeboat *Garside*, towed the *Wasini* back to port.

The *Kent* has since sailed to the Arabian Gulf to start her first operational deployment.

The St Davids lifeboat tows the Wasini to safety.

Picture: Crown copyright



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Lifeboats in action



'If it wasn't for Scott's vigilance, the two sailors could have been in serious trouble.'



Against all odds



Top: Re-enacting the rescue

Above: Scott Findlater received an operations director's letter of thanks for his part in the rescue

Picture: Hamish Campbell

Below: The lifeboat crew prepares for filming

Right: To the rescue

Picture: Hamish Campbell

Two sailors were rescued from their capsized boat in May this year thanks to the eagle eyes of an 11-year-old boy from South Queensferry. Scott Findlater spotted an object floating in the water from his bedroom window and raised the alarm. As a tribute to his observation and persistence, Scott received an RNLI operations director's letter of thanks and the BBC recently re-enacted the rescue for the children's TV programme, *Against All Odds*.

Gavin Sprott and his daughter Katherine had been out sailing when their yacht was swamped by an enormous wave at around 7pm. They clung to the upturned boat as 30mph winds swept them along for more than a mile. They had been in the water for more than an hour and a half before the lifeboat reached them but it could have been much longer if they hadn't been spotted by Scott.

He was looking out of his bedroom window when he spotted an object in the water and alerted his father, Gordon. Using a powerful telescope, Mr Findlater realised that there were two people stranded in the water and immediately called the Coastguard. The inshore lifeboat from Queensferry was launched and found Gavin and Katherine clinging to the boat. They were both suffering from hypothermia and could not have hung on for much longer.

The lifeboat crew helped them into the lifeboat and landed them at Hawes Pier where they were treated by ambulance crew before being taken to St John's Hospital in Livingstone. They both made a full recovery and were released from hospital the following day.

The BBC decided to include the story in *Against All Odds* and arranged for a reconstruction of the rescue. Filming took place on location in October. The parts of Gavin Sprott and his daughter were played by lifeboatman Duncan Small and local actress Kathryn Ritchie. The lifeboat crew from that night, helmsman Iain Leil and crew members Scott Boyd and David McNeil, played themselves, as did Scott and his father.



Filming commenced with the firing of maroons to scramble the lifeboat. She was quickly launched and sped to the scene of the stricken yacht, supplied by South Queensferry Sea Cadets. The sailors were taken aboard and given thermal wraps before being taken back to Hawes Pier, where they were met by Scott, his father and Mike Davis, deputy launching authority and training officer at Queensferry lifeboat station. Some of the filming was quite spectacular, with one scene involving the capsizing of the yacht, throwing Kathryn and Duncan into the water.

Oliver Ludlow from Port Edgar Sailing School provided the waves with the wash from his high-speed craft. Kathryn and Duncan showed great resilience as they were in and out of the water all day.

The finished film will be shown as part of the BBC's *Against All Odds* programme in Spring 2002.



Listings

Naming ceremonies



Norah Cadman at Blackpool

The D class lifeboat was kindly provided by the generous bequest of Mrs Norah Cadman, in memory of the late Norah and Harry Cadman.

Colonel Alan Niekirk, member of the RNLI Committee of Management, accepted the lifeboat from James Butterfield, representing the executors of the late Mrs Cadman. Following a service of dedication led by the station chaplain, The Reverend Peter Walsh, Mr Butterfield formally named the lifeboat. A short demonstration by the lifeboat and her crew followed the ceremony.

19/09/01

Duckhams 2001 for the relief fleet

The Atlantic 75 lifeboat, funded by Duckhams Oils, was formally handed over by Mr Vincent Oddie, business unit director BP Lubricants into the relief fleet on Friday, 2 November 2001.

This lifeboat is the second to be funded by Duckhams, who are long-term supporters of the RNLI. The first was an inshore lifeboat, B-529 *Alexander Duckham*, and was in service from September 1974 to May 1996. Within days of joining the fleet, *Duckhams 2001* went on service at Cardigan.

2/11/01

Dignity at West Mersea

The official opening and dedication of West Mersea's new lifeboat house took place at the same time as the naming ceremony.

Dignity is named after Dignity Caring Funeral Services, whose employees enthusiastically raised the majority of funds for the £81,600 lifeboat by holding fun days, various raffles and events including 'guess the number of balloons'. Dignity Caring Funeral Services generously supported their

efforts to ensure the cost of the lifeboat would be fully met.

West Mersea lifeboat station was established in 1963. Since then its volunteer lifeboat crews have launched over 1,500 times, saving more than 460 lives. The volunteer crews at West Mersea have received several awards for skill, seamanship and devotion to duty, the last being presented in 1993.

14/09/01

On station

ALL WEATHER

Poole

ON-1131 *City of Sheffield* on 5 September 2001

Torbay

ON-1255 *Alec and Christina Dykes* on 31 October 2001

INSHORE

Amble

D-569 *Rosemary Palmer* on 10 October 2001

Campbeltown

D-571 *Three Brothers* on 14 October 2001

Eastbourne

D-570 *Joan and Ted Wiseman 50* on 14 October 2001

Kessock

B-709 *Lucy Beryl* on 18 October 2001

Redcar

B-777 *Leicester Challenge II* on 15 November 2001



Listings

Aberdeen

ON-1248: Jun27, Jul2
D-536: Jun1, Jul2, Jul8, Jul16

Abersoch

B-582: Jun24, Jul20, Jul25, Jul28, Jul29, Jul30

Aberystwyth

B-704: Jun18, Jun20, Jun21, Jul1, Jul5, Jul7, Jul22, Jul26, Jul27, Jul29, Jul30

Achill Island

ON-1240: Jun29, Jul5, Jul14(x2), Jul28(x2), Jul29

Aith

ON-1103: Jun13(x2), Jul4

Aldeburgh

ON-1193: Jun1, Jun3
D-488: Jul21
D-520: Jun3, Jun22

Alderney

ON-1199: Jun2, Jun4

Amble

ON-1176: Jun3, Jun4, Jun11, Jun26, Jul17(x2)
D-447: Jun3, Jun11, Jun26, Jun28, Jul17

Angle

ON-1114: Jun13, Jun28
D-493: Jul27

Anstruther

ON-1174: Jun9, Jun13, Jun18, Jun19, Jun20, Jun23, Jun30, Jul5, Jul14, Jul28

Appledore

ON-1140: Jun9, Jun24, Jul4, Jul10, Jul20
B-742: Jun24, Jul7, Jul10, Jul20, Jul22, Jul23, Jul25, Jul26

Aran Islands

ON-1217: Jun22, Jun30, Jul3, Jul11, Jul12, Jul14, Jul15, Jul21, Jul24, Jul28

Arbroath

ON-1178: Jul13
ON-1194: Jun26

Arklow

ON-1159: Jun2
ON-1223: Jul3, Jul5, Jul13

Arran (Lamlash)

B-770: Jun19

Arranmore

ON-1244: Jun18, Jun19, Jun20, Jul17, Jul31

Atlantic College

B-763: Jun19, Jun23, Jul16, Jul29

Ballycotton

ON-1233: Jun24, Jul1, Jul4

Baltimore

ON-1137: Jun3

Bangor

B-579: Jun7, Jun21, Jun24, Jun27, Jul1, Jul4, Jul19, Jul20, Jul23, Jul26, Jul29

Barmouth

ON-1185: Jul29
D-524: Jul5, Jul11, Jul16, Jul26, Jul27(x2), Jul28, Jul31

Barra Island

ON-1230: Jun22, Jul15

Barrow

ON-1117: Jul2
D-443: Jun6, Jun27, Jul2

Barry Dock

ON-1067: Jun2, Jun9, Jun25
ON-1082: Jun26, Jul6, Jul10, Jul20, Jul27, Jul28

Beaumaris

B-768: Jun2, Jun4, Jun5, Jun6(x2), Jun12, Jun16, Jun17, Jun27, Jun28, Jun29, Jun30, Jul17, Jul22, Jul23(x2), Jul25, Jul28

Bembridge

ON-1126: Jun2, Jun16, Jun22(x2), Jul4, Jul13, Jul20
D-503: Jun3, Jun4, Jun22, Jun27, Jul3, Jul6, Jul8, Jul12, Jul15, Jul19, Jul23, Jul25, Jul27, Jul31(x5)

Berwick-Upon-Tweed

ON-1191: Jun9, Jul2, Jul20
D-422: Jun9
D-494: Jul2

Blackpool

B-709: Jun1
B-748: Jun27, Jul2, Jul16, Jul24
D-442: Jun10(x2), Jun27, Jul5
D-558: Jun1, Jun10(x2), Jun22, Jun27, Jul2, Jul5, Jul16, Jul24

Blyth

ON-1180: Jun5, Jun24, Jul8
D-464: Jul29

Borth

D-479: Jun4, Jun19, Jun24(x2)

Bridlington

ON-1169: Jun10, Jul13(x2), Jul25
D-450: Jun3(x2), Jun16(x3), Jun17, Jun21, Jun24, Jul9, Jul19, Jul29(x9), Jul30

Brighton

B-737: Jun2, Jun6(x2), Jun15, Jun17, Jun20, Jun21, Jun22, Jun23(x2)
B-756: Jul8(x4), Jul14, Jul18(x2), Jul22, Jul26, Jul28, Jul29(x3)

Buckie

ON-1093: Jun6, Jul5, Jul22, Jul29(x2)

Bundoran

B-711: Jul7, Jul12

Burnham-On-Crouch

B-718: Jun30, Jul10, Jul11, Jul20, Jul21, Jul25
D-519: Jul11

Burry Port

D-472: Jun3, Jun9

Caishot

ON-1090: Jun6(x2), Jun26, Jun30, Jul8, Jul27
D-429: Jun11, Jun16, Jun18, Jun30(x3), Jul8, Jul25, Jul31

Campbeltown

ON-1241: Jun1, Jun2, Jun17, Jun24, Jul29
D-500: Jun2

Cardigan

B-752: Jun10, Jun24, Jul22(x2), Jul29, Jul31
D-547: Jun25, Jul28

Castletownbere

ON-1118: Jun4, Jun14, Jun22, Jul11, Jul25, Jul26

Clacton-On-Sea

B-744: Jun2, Jun23, Jun24, Jun30, Jul4
D-559: Jun24, Jul12, Jul25, Jul26

Cleethorpes

D-454: Jun25, Jun29, Jun30, Jul1, Jul10, Jul21(x2), Jul22, Jul23, Jul28, Jul29(x3)

Clifden

B-751: Jul2, Jul23, Jul28

Clogher Head

ON-1190: Jun1, Jun27, Jun30, Jul1, Jul16

Clovelly

B-759: Jun3, Jul20

Conwy

D-482: Jul8, Jul13

Courtmacsherry Harbour

ON-1228: Jun11, Jun13, Jun23, Jul1, Jul2, Jul6, Jul17, Jul29

Courtown

D-548: Jun9, Jul1

Cowes ILC

B-709: Jul17(x2)
B-722: Jun6
B-756: Jun26(x2)
B-775: Jul9

Craster

D-542: Jun9, Jun11, Jul17

Criccieth

B-707: Jun6, Jun7, Jun10, Jun17, Jun21, Jun23, Jul7, Jul11, Jul25, Jul27(x3), Jul28, Jul30

Crosshaven

B-575: Jun2, Jun6, Jun17, Jun19, Jul1, Jul8, Jul10, Jul27, Jul29(x2)

Cullercoats

B-568: Jun10, Jun22, Jul22, Jul25, Jul27, Jul29

Donaghadee

ON-1107: Jun2, Jun3, Jul5

Douglas

ON-1147: Jun8(x2), Jul4, Jul25

Dover

ON-1077: Jun7
ON-1220: Jun23, Jun26, Jul7, Jul9, Jul13(x2), Jul16, Jul22, Jul29(x2)

Dup Laoghaire

ON-1159: Jul5
ON-1200: Jul20
D-407: Jun25
D-565: Jul4, Jul6, Jul10, Jul16, Jul29

Dunbar

ON-1207: Jun24(x2), Jul6, Jul14, Jul29
D-544: Jun24, Jul7, Jul14

Dungeness

ON-1186: Jun17, Jun24(x2), Jul10, Jul16

Dunmore East

ON-1226: Jun1, Jul1, Jul17, Jul25, Jul26

Eastbourne

ON-1195: Jun9, Jun10, Jun11, Jun22, Jul2, Jul5, Jul6, Jul7, Jul14, Jul18, Jul20, Jul28, Jul29
D-449: Jun10, Jun11(x2), Jun23, Jun25, Jun29, Jul2, Jul6, Jul8, Jul25(x2), Jul28

Enniskillen

B-549: Jun7, Jun30, Jul2, Jul10(x2), Jul15, Jul16

Exmouth

D-516: Jun8, Jun17, Jun24, Jun26, Jul2, Jul17, Jul20(x2), Jul30

Falmouth

ON-1053: Jun13
ON-1058: Jun23
ON-1201: Jun10(x2), Jul11, Jul22, Jul27
B-592: Jul27
B-595: Jun13, Jun27, Jul3, Jul14, Jul18

Fenit

ON-1239: Jun2, Jun9, Jun17, Jun19, Jun24, Jun27, Jul21

Fethard

D-528: Jun23, Jul1

Filey

ON-1170: Jun2, Jul1
D-563: Jun3, Jun13, Jun24, Jul24, Jul29(x3)

Fishguard

ON-1198: Jun5, Jun24
D-505: Jun24, Jul2, Jul24(x2)

Flamborough

B-703: Jun28, Jun29, Jul8, Jul15, Jul29(x3)

Fleetwood

ON-1156: Jun14, Jun23, Jun30, Jul3, Jul4, Jul8(x2), Jul20, Jul22, Jul29
D-556: Jun23, Jun30, Jul3, Jul4, Jul8(x2), Jul22, Jul29(x2)

Flint

D-510: Jun3, Jun10, Jun17

Fowey

ON-1222: Jun12, Jun20, Jun24
D-526: Jun24, Jul17, Jul28, Jul29

Fraserburgh

ON-1109: Jul6

Girvan

ON-1178: Jun10

Gt Yarmouth and Gorleston

ON-1208: Jun10, Jun14, Jul2
B-574: Jun18, Jun25, Jun29, Jul2, Jul15

Happisburgh

D-468: Jul29(x2)

Hartlepool

ON-1106: Jun9, Jul1(x2), Jul10, Jul18, Jul28
B-766: Jun20(x2)

Harwich

ON-1202: Jun3
ON-1254: Jun30, Jul2, Jul10(x2), Jul15, Jul24, Jul31(x2)
B-571: Jun2, Jun20, Jun25, Jun30(x3), Jul2, Jul4, Jul17(x2), Jul18, Jul24, Jul28(x2), Jul30

Hastings

ON-1125: Jul7(x2)
D-540: Jun1, Jun22, Jul1, Jul5, Jul7(x3), Jul20, Jul26, Jul28

Hayling Island

B-712: Jun2, Jun6, Jun9, Jun16, Jun17, Jun26, Jul1, Jul11, Jul15, Jul22, Jul31
D-496: Jun3
D-500: Jul31

Helensburgh

B-581: Jun2, Jun10(x2), Jun12, Jun26, Jun27, Jun30(x2), Jul8(x2), Jul20, Jul29

Helvick Head

B-760: Jul1, Jul3, Jul23, Jul27(x2), Jul28

Holyhead

ON-1071: Jun6, Jun8, Jul1, Jul29(x2), Jul30
D-507: Jul1, Jul29
D-552: Jun8, Jun11

Horton and Port Eynon

D-434: Jun3, Jun12, Jun28, Jul1(x2), Jul3, Jul5, Jul7, Jul19
D-531: Jul21(x2), Jul28

Howth

ON-1113: Jun19, Jun25(x3), Jul6
D-423: Jun8, Jul10
D-530: Jul29(x2)

Hoylake

ON-1163: Jun1, Jun10(x2)

Humber

ON-1216: Jun5, Jun7, Jun15(x2), Jun16, Jun20, Jul11, Jul14, Jul16, Jul18, Jul22, Jul23, Jul31(x2)

Hunstanton

B-749: Jun10, Jun24, Jun28, Jun30, Jul2, Jul3(x2), Jul20, Jul22

Ilfracombe

ON-1165: Jun9, Jun15, Jun17
D-414: Jun3, Jun14, Jul15, Jul24

Invergordon

ON-1206: Jun20(x2), Jun24
ON-1213: Jun28

Islay

ON-1219: Jun24, Jul8, Jul9

Kilkeel

B-590: Jun18, Jun29, Jul7

Kilmore Quay

ON-1187: Jun20, Jun24(x2), Jul13, Jul31

Kilrush

B-700: Jun30, Jul16, Jul21, Jul31

Kinghorn

B-720: Jun23(x2), Jun30, Jul7, Jul8, Jul14, Jul19, Jul21, Jul23, Jul29(x2)

Kippford

D-553: Jul30

Kirkwall

ON-1231: Jun15, Jul29

Kyle Of Lochalsh

B-723: Jun15, Jul24

Largs

B-739: Jun2, Jun5, Jun16, Jun24, Jul8, Jul12, Jul15
B-775: Jul28, Jul31

Larne

ON-1159: Jul14
ON-1246: Jun30
D-469: Jun26, Jul7, Jul20

Lerwick

ON-1221: Jun30, Jul12, Jul27
ON-1237: Jun3, Jun10(x2), Jun13(x3), Jun14

Little and Broad Haven

D-484: Jun14, Jun24, Jul15, Jul18, Jul22

Littlehampton

B-586: Jun6, Jun9, Jun10, Jun15, Jun24(x2), Jun25, Jun27, Jun30(x2), Jul1, Jul8, Jul22, Jul24, Jul25, Jul29(x4), Jul30

Littlestone-On-Sea

B-573: Jun24, Jul8, Jul10, Jul24, Jul29(x2), Jul30, Jul31(x2)

Llandudno

ON-1184: Jun30
D-508: Jun9, Jun24, Jul1, Jul12, Jul15, Jul30

Lochinver

ON-1144: Jul27, Jul29(x2)

Looe

D-461: Jun7, Jun10, Jun13, Jun30, Jul7, Jul28(x2), Jul3

Lifeboat launches for June and July 2001

Mablethorpe

B-754: Jul22, Jul29(x8)
D-492: Jun15, Jun30
D-506: Jul22, Jul27, Jul29(x17)

Macduff

B-578: Jun25, Jul2, Jul22

Mallaig

ON-1250: Jun5, Jun11, Jun13, Jun15, Jul12, Jul14, Jul18, Jul20, Jul23, Jul24, Jul31

Marazion

D-411: Jul18, Jul29
D-445: Jun18

Margate

D-545: Jun9, Jun25, Jun30(x2), Jul1, Jul15

Minehead

B-708: Jun17, Jun23, Jul5, Jul7, Jul18, Jul19, Jul24, Jul29
D-549: Jun17, Jul7

Moelfre

ON-1116: Jun8, Jul1, Jul6
D-498: Jun9
D-532: Jul1, Jul15, Jul21, Jul26(x3), Jul28, Jul29, Jul31(x2)

Montrose

ON-1115: Jul24
D-481: Jul24

Morecambe

D-564: Jun10

Mudeford

B-583: Jun2, Jun19, Jun20, Jun23, Jun30, Jul4, Jul14, Jul15(x2), Jul17, Jul20, Jul22, Jul23, Jul27(x3), Jul31

New Brighton

B-721: Jun11, Jun24, Jun26, Jul1, Jul8, Jul13, Jul14, Jul28(x2)

New Quay (Cardiganshire)

ON-1172: Jul23
D-476: Jul1, Jul23, Jul30, Jul31

Newbiggin

B-745: Jun3, Jun24(x2), Jun30, Jul25, Jul29

Newcastle

ON-1188: Jun26(x2)
D-478: Jul22

Newhaven

ON-1243: Jun24, Jun30, Jul2, Jul3, Jul8, Jul14, Jul15, Jul21, Jul30

Newquay (Cornwall)

B-715: Jun3
D-497: Jun3

Oban

ON-1227: Jun2, Jun4, Jun5, Jun16, Jun20, Jun23, Jul6, Jul9, Jul11, Jul16(x2), Jul18, Jul21, Jul22, Jul24, Jul30, Jul31

Padstow

ON-1094: Jun16, Jul14, Jul17, Jul28

Peel

ON-1181: Jun30

Penarth

B-725: Jun16(x2), Jun19, Jun23, Jul1, Jul4(x2), Jul23, Jul25, Jul27
D-534: Jun5, Jun16, Jun22, Jun25, Jul1, Jul4(x2), Jul23(x2), Jul27(x2)

Penlee

ON-1085: Jun9, Jul1
D-753: Jun4

Peterhead

ON-1095: Jun21, Jun22, Jun29, Jul26

Plymouth

ON-1136: Jun2, Jun6, Jun8, Jun15, Jun21, Jun24, Jun30, Jul3(x2), Jul10, Jul21, Jul22, Jul23, Jul25(x2)

Poole

ON-1089: Jun2(x2), Jun3, Jun5, Jun22, Jun23(x2), Jun24, Jun29, Jun30, Jul10, Jul20(x2), Jul23, Jul27, Jul28(x2), Jul29, Jul31
B-710: Jun2, Jun3(x2), Jun7, Jun16, Jun22, Jun23(x2), Jun24(x2), Jun25, Jun26, Jun29, Jun30(x2), Jul10(x3), Jul16(x3), Jul19, Jul20(x2), Jul22, Jul23, Jul24, Jul26, Jul27(x3), Jul28, Jul29, Jul31

Poole Crew Training Centre

ON-1179: Jul26

Port Erin

B-594: Jul1, Jul5, Jul6, Jul23

Port Isaac

D-439: Jun1(x2), Jun16, Jun20

Port St Mary

ON-1234: Jun29, Jul3, Jul7, Jul23
ON-1245: Jun6, Jun16
D-466: Jun17, Jul23

Port Talbot

D-550: Jun15, Jun17, Jul2, Jul3, Jul8, Jul28(x2), Jul30

Portaferry

B-706: Jun22, Jun24, Jun25(x2), Jul5, Jul21

Porthcawl

B-726: Jun2, Jun3, Jun11, Jun12, Jun16, Jun22, Jun24, Jul2(x2), Jul5, Jul8(x3), Jul15(x2), Jul26, Jul27, Jul29(x5)

Porthdinllaen

ON-1120: Jun5

Portpatrick

ON-1151: Jun22, Jul24

Portree

ON-1214: Jun19
ON-1245: Jul16

Portrush

ON-1247: Jun20, Jul14, Jul31
D-456: Jun19(x2), Jul9

Portsmouth

B-730: Jun2, Jun3, Jun5, Jun10, Jun22, Jun24(x3), Jul1, Jul3(x4), Jul10, Jul18, Jul19, Jul30
D-554: Jun2, Jun7, Jun12, Jun27

Pwllheli

ON-1168: Jun23, Jun30, Jul12
D-522: Jun2, Jun29, Jul6, Jul25, Jul31

Queensferry

B-713: Jun3, Jun5, Jun10, Jun20, Jun23, Jul1, Jul15, Jul22(x3), Jul24

Ramsey

ON-1192: Jun3, Jul27

Ramsgate

ON-1197: Jun17, Jun23, Jun26, Jul7, Jul10, Jul20
B-765: Jun11, Jun23, Jun30, Jul9, Jul21(x2), Jul24, Jul25, Jul26

Red Bay

B-728: Jun29, Jul28
B-767: Jun23(x2), Jun24(x2), Jun25(x2)

Redcar

B-570: Jun5, Jun24(x2), Jun27, Jun28(x2), Jul15, Jul20
D-523: Jul3, Jul11

Rock

D-486: Jun16, Jun23, Jun30, Jul11
D-489: Jul29

Rosslare Harbour

ON-1086: Jun1, Jun2, Jun3
ON-1092: Jul29

Rye Harbour

B-727: Jun1, Jun24(x3), Jun25(x2), Jul7, Jul8(x2), Jul26, Jul30

Salcombe

ON-1122: Jun6(x2), Jun25, Jul30

Scarborough

ON-1175: Jul9
D-560: Jun30, Jul7, Jul8, Jul22(x2), Jul23

Seahouses

ON-1173: Jun11, Jul3
D-529: Jun6, Jun11

Selsey

ON-1074: Jun16, Jun24, Jun26, Jul24(x2), Jul30
D-533: Jun1, Jun2, Jun16, Jun25, Jul22, Jul29

Sennen Cove

ON-1121: Jun24, Jun29, Jul10
D-467: Jun30

Sheerness

ON-1211: Jun2, Jun15, Jun30, Jul15, Jul18, Jul22
D-513: Jun15, Jun27, Jun29, Jun30, Jul1, Jul2, Jul11, Jul22, Jul24

Sheringham

B-702: Jun17, Jul20

Shoreham Harbour

ON-1158: Jun20, Jun30, Jul18(x2), Jul25, Jul26
D-501: Jun9, Jun28, Jul3, Jul18(x2), Jul25, Jul26(x2), Jul28, Jul29, Jul31

Silloth

B-714: Jul5

Skegness

ON-1166: Jun10, Jun26, Jul22, Jul28, Jul29(x3)
D-460: Jun11, Jun24, Jun26, Jun28(x2), Jul15, Jul20, Jul22, Jul24, Jul28(x2), Jul29(x16), Jul31

Skerries

B-747: Jun25
B-756: Jun16, Jun22, Jun23

Sligo Bay

B-525: Jun10

South Broads

D-438: Jun5, Jun30, Jul23

Southend-On-Sea

B-567: Jun10, Jun16, Jun17, Jun23, Jun24, Jun30, Jul2, Jul4, Jul6, Jul8(x4), Jul11, Jul16, Jul21, Jul28(x3), Jul29
D-487: Jun20, Jul28, Jul29
D-527: Jun15, Jun27, Jun30, Jul1(x2), Jul12, Jul14, Jul25(x3), Jul26

Southwold

B-750: Jul1, Jul8, Jul20

St Abbs

B-572: Jun23(x2), Jul26

St Agnes

D-453: Jun24, Jul30

St Bees

B-719: Jun24, Jun25(x2), Jul8, Jul9, Jul16

St Catherine

B-772: Jun6, Jun21, Jul1, Jul7, Jul16, Jul21, Jul28

St Davids

ON-1139: Jun13, Jun14(x2), Jun17, Jun26, Jul28
D-543: Jun14, Jun17, Jun26, Jul8(x3), Jul31

St Helier

ON-1157: Jul11, Jul21, Jul22(x2)

St Ives

ON-1167: Jun6, Jul3
D-425: Jun6(x2)
D-515: Jun14, Jun15, Jun29, Jun30, Jul22

St Mary's

ON-1108: Jun21, Jun24, Jul20

St Peter Port

ON-1067: Jul23, Jul24, Jul28
ON-1203: Jul11

Staithe And Runswick

B-576: Jul1, Jul22

Stornoway

ON-1238: Jul5(x2), Jul6

Stranraer

D-538: Jun7, Jun26

Stromness

ON-1237: Jul16

Sunderland

ON-1225: Jun13, Jun18, Jul12, Jul15, Jul18, Jul22, Jul29
ON-1253: Jun24(x2)
D-470: Jun11, Jun13, Jun23, Jul18

Swanage

ON-1162: Jun1, Jun2, Jun4, Jun5, Jun12(x2), Jun19, Jun23(x2), Jul9, Jul22, Jul23
ON-1182: Jun30
D-475: Jun1, Jun4, Jun5, Jun12, Jun17, Jun22, Jun23, Jun30, Jul9, Jul12, Jul22, Jul24(x2), Jul25, Jul26

Teesmouth

ON-1110: Jun9, Jun29, Jul8, Jul30

Teignmouth

B-588: Jun9, Jun23(x2), Jun24, Jun25(x2), Jul15(x2), Jul24, Jul25, Jul27, Jul29(x2)

Tenby

ON-1112: Jun19
ON-1133: Jul17, Jul18
D-562: Jun19, Jul18, Jul25, Jul28, Jul31

The Lizard

ON-1145: Jun2, Jun16

The Mumbles

ON-1146: Jun24, Jul8
ON-1155: Jul15
D-463: Jun1, Jun4, Jun10, Jun13, Jun24, Jul2, Jul3, Jul8, Jul26, Jul27, Jul28, Jul29(x2)

Thurso

ON-1135: Jul28
ON-1149: Jun24

Tighnabruaich

B-743: Jun16, Jun17, Jun23, Jul8, Jul29(x2)

Tobermory

ON-1143: Jul13, Jul31

Torbay

ON-1076: Jun6, Jun9, Jun12, Jun26, Jul2, Jul19, Jul23, Jul27, Jul29
D-504: Jun2, Jun3, Jun5, Jun16, Jun20, Jun28(x2), Jun27, Jul3, Jul10, Jul15, Jul17, Jul18, Jul29, Jul30

Tramore

D-474: Jun17, Jun24, Jul14, Jul28, Jul29

Trearddur Bay

B-731: Jul14, Jul18, Jul25, Jul28, Jul29, Jul31(x2)
B-757: Jun2, Jun8, Jun10, Jun16, Jul1(x2), Jul5, Jul9, Jul10
D-441: Jul1

Troon

ON-1134: Jun8, Jun18, Jul16, Jul20, Jul31

Tynemouth

ON-1242: Jun6, Jul16
D-535: Jun2, Jun7, Jun10, Jun15, Jun17, Jun18

Valentia

ON-1150: Jun22, Jun30
ON-1218: Jul17, Jul29

Walmer

B-558: Jun14, Jun21, Jun23, Jun26(x2), Jul14, Jul29(x2)
D-514: Jun23, Jun26, Jul23, Jul26, Jul29

Walton and Frinton

ON-1138: Jun3, Jun22(x2), Jun24

Wells

ON-1161: Jun5, Jul16, Jul19, Jul29, Jul31
D-512: Jun5, Jul8

West Kirby

D-473: Jul8, Jul29

West Mersea

B-761: Jun10, Jun23, Jun30(x2), Jul1, Jul3, Jul24, Jul26, Jul27

Weston-Super-Mare

B-769: Jun8, Jun19, Jun24, Jun29, Jul20, Jul28(x2)
D-457: Jun24, Jun29, Jul13, Jul18, Jul20
D-491: Jun8, Jun19
D-537: Jul28(x2)

Weymouth

ON-1058: Jul9, Jul21, Jul23
ON-1073: Jun2, Jun7, Jun9, Jun23, Jul2, Jul4
B-746: Jun2, Jun9, Jun18, Jun30(x2), Jul1, Jul2, Jul21, Jul23

Whitby

ON-1212: Jun23(x2), Jun24, Jul22
ON-1253: Jun11, Jul11
D-465: Jul22, Jul24, Jul28, Jul29
D-521: Jul15

Whitstable

B-764: Jun2, Jun5, Jun10, Jun23, Jun25(x2), Jun30, Jul3, Jul7, Jul10(x2), Jul11, Jul14(x2), Jul17(x2), Jul20, Jul21(x3), Jul23(x2), Jul25(x2), Jul31

Wick

ON-1224: Jun15

Wicklow

ON-1153: Jul13, Jul20(x2)
D-518: Jun1, Jun10, Jul6

Withernsea

D-541: Jul22

Workington

ON-1141: Jun30, Jul3, Jul8

Yarmouth

ON-1249: Jun13, Jun16(x10), Jun21, Jul17, Jul20, Jul23, Jul26

Youghal

B-561: Jun2(x2), Jun24, Jun26, Jul1, Jul4, Jul16

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Listings

Deaths

It is with regret that we report the following deaths.

John Doyle

Former Fethard station honorary secretary, on 2 September

Dick Evans

Former Moelfre coxswain, on 14 September

Patrick Morrison

Mallaig crew member, on 9 October

Captain W Patterson

Sheerness station honorary secretary, on 11 October

Captain Stephen Manson

Kirkwall station honorary secretary, on 23 October

Mrs A Popple

Chairman of Clifton Guild, on 26 October

Del Johnson

Penlee deputy launching authority and station honorary treasurer, on 28 October

Ernest Cobb

Former Clacton-on-Sea mechanic, on 31 October

Chris Davies

Cardigan crew member, aged just 20, from a tragic road accident on 18 November

Retirements

David Corke: Eastbourne coxswain/mechanic

Appointments

Ian Dunkley: Gravesend station manager

Janet Kelly: Tower station manager

Wayne Bellamy: Chiswick station manager

Neil Clark: Lerwick coxswain

John Sinclair: Lerwick mechanic

Michael Nugent: Tynemouth coxswain (designate)

Brian bows out

Brian Bevan MBE has retired after 26 years as superintendent coxswain of Humber lifeboat station. He is one of the most highly decorated lifeboatmen in the history of the RNLI and, like Dick Evans, has been the subject of *This Is Your Life*.

Brian joined the RNLI in 1966, moving to Humber in 1969 and becoming superintendent coxswain in 1975. In 1979 he became the only man ever to receive the Gold, Silver and Bronze medals in one year, following a series of courageous rescues during the winter

of 1978-79. He was presented with a bar to his bronze medal in 1982 and in 1996 he received an Honorary Fellowship of the University of Humberside. In 1999 he was awarded an MBE.

'It will be a sad day for me,' said Brian, who reached 55, the retirement age for all-weather lifeboat crew, on 22 November. 'The Humber lifeboat station is extremely isolated and, as you are on call 24 hours a day, 6 days a week, your life revolves around the station. It has been a way of life for the last 27 years.'

Richard Evans BEM: a legendary lifeboatman

It is with great sadness that **theLifeboat** reports the death of Richard Evans, aged 96, coxswain of Moelfre lifeboat from 1954 to 1970 and holder of two RNLI Gold Medals.

As well as being only the fifth man in history to win two Gold Medals, he was also awarded the Thanks of the Institution on Vellum in 1940, the Bronze Medal in 1943, HM The Queen's Silver Medal for gallantry at sea in 1960 and the British Empire Medal in 1969.

In 1975 he was made Honorary Fellow at Manchester Polytechnic and in 1978, Honorary Bard, National Eisteddfod.

Dick was introduced to the sea by his grandfather, also a lifeboatman. In 1921, aged 16, he was taken on as a member of the Moelfre crew, whose lifeboat was powered by oar and sail. Dick took part in a number of rescues although he was away at sea as a merchant seaman for much of the time.

By the age of 23 he had become a ship's captain and was master of the *MV Collin*. However, when his uncle John Mathews became full-time lifeboat coxswain, Dick left the sea to run the family's butcher's shop, which allowed him to become fully involved with the lifeboat.

With the outbreak of World War II, Dick hoped to command a flotilla of torpedo boats but he was needed in Moelfre as second coxswain and as

signals sergeant in the Home Guard.

In 1940 he was awarded the Thanks of the Institution on Vellum for his part in the rescue of the entire crew of 60 from the *SS Geleden* after she had run aground having been torpedoed.

In October 1943 the lifeboat crew rescued three airmen from a crashed Whitley bomber who were in immediate danger of being smashed onto the rocks in their rubber dinghy. For this service, Dick received the Bronze Medal.

In 1954 John Mathews retired after 36 years as coxswain and Dick took over. It was in 1959 that he was awarded his first Gold Medal. The steamer *Hindlea* had been sheltering from a storm when the wind veered and she was blown towards the shore. The need for action was so urgent that Dick launched with only five crew - one a shore helper who had never been out in the boat before.

In winds gusting up to 104 mph the lifeboat went alongside the wreck in full view of the cliffs above. The lifeboat was almost knocked over while manoeuvring alongside. It took ten perilous attempts for the crew of eight to be taken off. Dick was awarded the RNLI's highest award, the Gold Medal.

The second Gold Medal service occurred



on 2 December 1966. The Moelfre lifeboat launched to go to the aid of the Greek motor vessel *Nafsiporos*, disabled and drifting out of control towards Point Lynas. The Holyhead lifeboat was also launched and was on the way to the scene.

At 3.30pm the Moelfre lifeboat reached the stranded vessel, having battled through terrible seas for hours. The lifeboat made a run in but had to sheer away because of a ship's lifeboat hanging near the boat's stern.

In the lifeboat went again, but none of the crew would jump. It took another run, holding the lifeboat alongside, for ten crewmen to be persuaded to abandon ship. Another five were taken off by the Holyhead lifeboat.

The Moelfre lifeboat had been at sea for over 12 hours by the time it reached Holyhead with the survivors and Dick had been at the wheel throughout. For this extremely difficult rescue he was awarded a second Gold Medal.

After his retirement, Dick worked tirelessly as a speaker for the RNLI and appeared often on television and radio, including as the subject of *This is your Life* and as a guest on *Parkinson*.



ABERDEEN
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The "Shining Light" Rose

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the crew



Awards for saving drowning man...

Brain Barkess, crew member at Sunderland lifeboat station, has been awarded a Royal Humane Society Resuscitation Certificate in recognition of his actions during the rescue of three people at the Sunderland International Airshow on 29 July.

The lifeboat was on exercise when it received a report of a dinghy being blown out to sea. The lifeboat arrived on scene to find the dinghy empty and two people standing on a nearby rock with a third person lying submerged on the seabed, apparently unconscious. The police launch Sabre had also arrived on scene and one of its crew members brought the person to the surface and handed him over to the X boat. Brian administered first aid treatment that kept the casualty alive until a helicopter arrived to take him to hospital. The casualty spent a considerable time in hospital but fortunately made a full recovery.

... and reviving unconscious swimmer

Filey third mechanic Richard Johnson has received a Royal Humane Society Resuscitation certificate for helping to save a man on 22 May. The man had got into difficulties near the lifeboat station and was pulled from the water by his friends David Carr and Michael Cook. Richard and local cafe owner Christopher Dudding saw that the casualty was not breathing and administered CPR using RNLI equipment until the ambulance arrived. The casualty has since made a full recovery.

Catching them young

Cullercoats lifeboat station's newest recruit was so keen to join the crew that he applied on his 17th birthday – the minimum age for RNLI crew. Scott Jones has several seasons' experience as a life guard and had been lending a hand around the station for some time. Robert Oliver, senior helmsman, welcomed Scott's arrival. 'The heart of a lifeboat is its crew,' he said. 'We train and work towards the development of skills which will save lives at sea but a major part of the make-up of a lifeboatman is his commitment to the lifeboat. Scott has already shown that he has that.' In common with all new recruits, Scott will now undergo a 12-month probation period before he can properly call himself a lifeboatman.



Lifeboatman honoured in holiday tragedy

Skegness crew member Andrew Parker has been awarded a Royal Humane Society Vellum for the rescue of two boys at Ingoldmells Point, near Skegness, on 31 July.



Andrew was on a bike ride with his father when he spotted three people in the water. Two boys, aged 10 and 13, had got into trouble and David Walsh, a holidaymaker from Alveston, near Derby, had entered the water to try to help them but got into difficulties himself. At least 100 other holidaymakers were watching from the beach but no one had gone in after Mr Walsh.

Andrew waded into the water and managed to help the older of the two boys to the shore. He then went back into the water to the younger boy, who was in shock, screaming and in severe danger. Andrew caught hold of him and kept his head above the water. At this point Andrew realised that Mr Walsh, who was about 15m further out, had stopped struggling and sunk under the water. He immediately swam out towards him, towing the younger boy with him.

Only Mr Walsh's hair was now visible but Andrew managed to grab hold of him and pull him back to the surface. Andrew now made for the beach, struggling under the weight of two casualties. As soon as he reached the beach, he started to try to resuscitate Mr Walsh until an ambulance arrived. Tragically Mr Walsh never regained consciousness and died shortly afterwards. For his bravery in trying to help the two boys, the Royal Humane Society awarded Mr Walsh a posthumous In Memoriam certificate.

The two boys were taken to Skegness hospital but were not kept in and made a full recovery.

Keeping it in the family

The RNLI has a long history of family involvement. It is not unusual for several generations of one family to volunteer and many stations see a handful of names turn up time and again in the station history. Happily this tradition does not seem to be dying out, despite the changing family structure and the decline in the traditional fishing industry, which supplied so many crew in the past. Just one example of this ongoing tradition is at Llandudno, where 18-year-old Robert Charlton volunteers alongside his father Keith, the third mechanic.



A great complement: in order to maintain adequate cover in the area, Great Yarmouth and Gorleston lifeboat station operates both a Trent class and Atlantic 21 lifeboat.

Picture: Royal Bank of Scotland/Rick Tomlinson



Keeping it covered

Who decides where and when new lifeboat stations are opened or why some stations have large all-weather boats and others use smaller inflatables? theLifeboat explains...

The RNLI has a commitment to the UK and Irish governments to provide a lifeboat service for both countries – that means covering a massive 8,850 miles of coastline up to 50 miles out to sea. In order to provide this search and rescue cover, the lifeboat service currently needs a fleet of 315 station lifeboats, of nine different classes, operating from 225 locations.

However, the make up of the fleet and location of the stations is constantly evolving and looks somewhat different from what it was only ten years ago. As trends in waterborne activity continue to change, new harbour and marina developments are built and advances in boatbuilding technology continue apace, lifeboat cover has to be constantly re-evaluated.

Deciding on the geographical locations and types of lifeboat in an area is a major responsibility of Michael Vlasto, the RNLI's operations director. Lifeboat stations around the coast are divided into

six operational divisions and the placement and organisation of cover in each division is continually reviewed by its divisional inspector. These reviews take account of any changes that occur, regarding casualty potential, local developments and the availability of crew members. These findings are regularly reported to Michael as changes occur.

As trends in water activity continue to change, new harbour and marina developments are built and advances in boatbuilding technology continues apace, lifeboat cover has to be constantly re-evaluated.

In addition to this continuous review, a formal coast review is carried out to all areas of the coast every six years. Michael decides on the area to be

Visiting each of the 225 stations every six years is no mean feat ...

reviewed and, together with the chairman of the Search and Rescue (SAR) Committee, leads a delegation of SAR Committee members and the divisional inspector to carry out the task.

Visiting each of the 225 lifeboat stations every six years is no mean feat – some 40 stations have to be seen every year and this is usually achieved by arranging four separate coast reviews during the course of twelve months. The review also includes visits to the Coastguard rescue centres and helicopter bases in the area concerned to get the overall picture. In future, the reviews will also take the RNLI's new initiatives into account and will include inland waters and beach rescue.

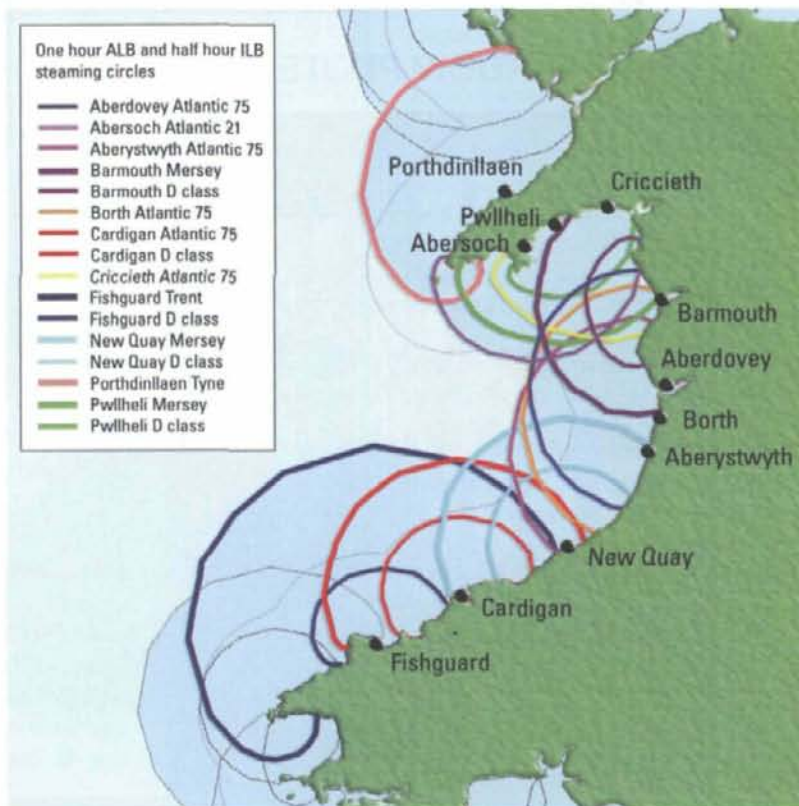
During these visits, lifeboat cover in the area is examined and any changes that are considered necessary are discussed. It is a good opportunity to speak with the lifeboat crew to get their views on the suitability of their own lifeboat. Current waterborne activity in the area is discussed,

along with any local marinas or harbour developments which may affect the lifeboat service currently provided or planned for the future. Naturally, the lifeboat station view the cover provided from their own local perspective, whereas the delegation form a wider view as to the overall cover

provided to an area of the coast. It is essential that the lifeboats provide a joined-up service. Once the review is completed, a detailed report is submitted to the SAR Committee. This comprehensive report on each lifeboat station visit includes the distances between the station and its neighbouring stations, views expressed by the station personnel, service statistics, average launch time, waterborne activity and recommendations for future cover. It also includes comments on the condition of the lifeboat and boathouse, although the coast review visit is not a formal inspection of the station.

It is a good opportunity to speak with the lifeboat crew and to get their views on the suitability of their own lifeboat.

How then does the RNLI decide on future lifeboat coverage in a specific location? Historical data, current waterborne activity



Left: This graphic gives an example of the current lifeboat cover provided by Welsh stations from Fishguard to Porthdinllaen.

Below: Members of the coast review delegation visiting the Longhope memorial during a recent coast review in Scotland.



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and predicted activity are part of the risk assessment process, which provides the operational case for a lifeboat. The class and number of lifeboats deployed depends on the operational requirements, which also takes account of the practicalities of launching the lifeboat, availability of crew members and proximity of neighbouring stations. Whatever the operational requirements, there is a class of lifeboat to suit. For example, a large all-weather lifeboat, such as a Severn class, is capable of travelling miles offshore at high speed and is able to tackle severe weather and inhospitable waters in remote parts of the country. In contrast, a D class is ideal for rescues close to shore and among rocky outcrops in moderate conditions. The coast review delegation takes all these factors into consideration when deciding the optimum lifeboat cover required in the area under review.

One may think that, as the

speed of lifeboats has increased in recent years, the number of lifeboat stations could be decreased without compromising the service provided. This is not the case. The number of lifeboat services remains high and the findings of the coast review delegations often lead to an increase in lifeboat cover. Recent examples of this are of an Atlantic lifeboat being co-located at Penlee and D class lifeboats stationed at Calshot and Trearddur Bay in addition to their current boats.

As well as the improvements as a result of the coast reviews, development in lifeboat cover in

The number of lifeboat services remains high and the findings of the coast review delegations often lead to an increase in lifeboat cover.

general has continued, with new 25 knot all-weather lifeboats being placed on service as

replacement for existing lifeboats at a further four stations throughout the last year. In addition, 20 new inshore lifeboats have entered the fleet as replacements for existing Atlantic and D class inshore boats. By the end of 2005 the RNLI plans to further improve this so that 95% of all casualties can be reached within 30 minutes of launch.

The next coast review visit is scheduled to take place early this year and will include the Isle of Man and stations between Morecambe and Lytham St Annes in the north west. This will again give the delegation an opportunity to listen to the views of lifeboat crews on the lifeboat cover provided in the area and any other operational issues, such as possible hovercraft deployment in Morecambe Bay. Additionally, and importantly, it will give the operations director and members of the SAR Committee a good appreciation of the lifeboat stations together with the dedicated team of people who make it all work.

Left: Lifeboat cover is constantly increasing – this graphic shows where new stations have been established over the last ten years.

Below: As the result of a coast review Penlee crew members (pictured with their Arun class Mabel Alice) operate an Atlantic lifeboat in addition to all-weather boat.

Picture: Carl Wilson



shoreworks

Building *into the* millennium

Shoreworks manager Howard Richings moves on to western Scotland, travelling from Kippford to Barra Island



Having boldly gone from Berwick, on the north-east corner of England, we now cross

the Final Frontier and enter Scotland via the shifting sands of the Solway Firth. This penultimate leg of our epic voyage starts at the village of **Kippford**, where the station's D class lives in one of the RNLI's smallest boathouses, tucked up a narrow lane down which the boat must be run to launch into the firth. All this is about to change as conversion of a residential property has been going on throughout the summer to provide deserved new facilities.

After feeling our way cautiously out of the estuary we turn westwards past Hestan Island and Rascarrel Bay and along the increasingly rugged coast before entering the Dee estuary for a visit to one of the more remote lifeboat houses – **Kirkcudbright**. The crew assemble in the town and travel to the boathouse in a Landrover. New facilities were completed in 1997 when, after several false starts, a site was finally found near the



town centre for modern supporting facilities. The journey to the boathouse, which is located several miles out of town, is not for the faint hearted, ending as it does in a series of hairpin bends on a narrow road.

As we leave the Dee estuary to head further along the Galloway coast, we encounter our first Stevenson lighthouse. Bella Bathurst's excellent book *The Lighthouse Stevensons* charts the remarkable achievements of three generations of this family in lighting the Scottish coastline and helping to limit the demands on the services of the RNLI.

The Little Ross lighthouse, built in the 1840s, is one of over 50 constructed under the supervision of Thomas Stevenson whose father, Robert, started this famous engineering dynasty with his work for the Northern Lighthouse Board. It was Robert who, earlier in the century, had constructed the Mull of Galloway lighthouse on the southern tip of The Rhins, that narrow hammerhead of land that faces west across the North Channel.

From **Portpatrick**, our next port of call, one can almost reach out and touch the Antrim coast. A Tyne lies afloat in the harbour and a modern extension to the old boathouse was completed in 1993. It is but a few miles by road

to the ferry port **Stranraer**, nestling at the head of Loch Ryan, but some five times as far by sea. A spacious new boathouse was built for the station in 1994, making it one of the first ILB stations on the Scottish west coast to be modernised.

Dodging the Larne ferry and leaving Milleur Point astern, we follow the gently rolling coast north-east to harbour at **Girvan**, where a Mersey lies afloat and one of the first of the modern facilities for an afloat lifeboat was completed in 1993. Built into the steep bank that borders the river, the building scales the slope, providing a link with the town.

Sand and rock alternate as we sail northwards, with several famous golf links owing their existence to the relentless interaction of wind, sea and land. The dunes and rugged headlands give way to the lowlands and the coastal conurbations of Ayr and Prestwick within the relative shelter of the Kintyre peninsular.

Golf links are much in evidence again as we enter the harbour at **Troon**, where work had just been completed on a new pontoon berth for the station's Arun lifeboat. In order to bring the lifeboat alongside the shore facility building, which was extended in 1997, the RNLI had to undertake renovation works to the old masonry quay wall to



Top right: The Kirkcudbright boathouse is so isolated that the crew musters in town and travels down by Landrover.

Far right: Largs houses one of the RNLI's busiest inshore lifeboats.

Below: The brand new Kippford boathouse is a converted residential home.



ensure that it would be stable for the foreseeable future.

Looking into the future some 10,000 years ago, from the ice fields and glaciers that then covered Scotland and the immediate sea areas, it would have been difficult to envisage today's scene of sea lochs and mountains. The relentless grinding of ice carved out the deep valleys that, when subsequently flooded by the rapidly rising post-glacial sea levels, formed the deepwater channels of the Firth of Clyde. These made possible the development, thousands of years later, of Glasgow's ship building industry. The same process created the fjords that probe deep into central Scotland, providing sheltered waters for salmon farming and a growing leisure industry.

Four inshore lifeboat stations lie within this area and all had modern boathouses built in the late 1990s. First we drop anchor in **Largs** with its twin town of Millport across the strait on Great Cumbrae Island. It is this island that gives protection to the seafront and the town's busy marina. The new lifeboat station stands prominently on the seafront of this popular resort. Completed in 1998 it was opened by HRH The Princess Royal and houses one of the busiest inshore lifeboats in the RNLI's fleet.

Deeper into the Clyde, at the mouth of Gare Loch, lies **Helensburgh**, sheltered from the north by Beinn Ruisig and Chaorach. Keeping a careful watch out for submarines, we sail past the town to terminate this excursion into the interior at Rhu Marina, home to the lifeboat. The new boathouse and slipway were completed in the early summer of 1997 after some rather cold winter construction.

Our next destination can be reached only by tortuous routes be it by land or sea. It is, however, worth the trouble. **Tighnabruaich** lies on the shores of the Kyles of Bute, opposite the north-west

corner of the Island of Bute. On the map it looks well sheltered but the new boathouse, with its contemporary curved roof, has a substantial sea wall to retain the site and to give protection from the southerly fetch out into the Sound of Bute. The new building, opened in 1997, replaced the small garage which had housed the station's previous C class ILB.

Leaving Ardlamont Point astern we set our sights on the 825m peak of Beinn Tarsuinn, pick up the coast of the Island of Arran and run south down its eastern flank crossing Brodick Bay and rounding the rugged Clachlands Point into Lamlash Bay. **Arran (Lamlash)**, the last of this quartet of Atlantic 75 stations, launches in the shelter of Holy Island. The new boathouse was completed in 1997.



The southern headlands of Arran are best viewed from the sea on a fair day when the prominent peak of Ailsa Craig can be seen due south. Our course, however, lies to the west where the island of Davaar guards the entrance to **Campbeltown** Loch. Taking care to pass north of the island, we enter the well-sheltered harbour, which is home to an afloat Severn class lifeboat and a D class ILB. The latter is housed, along with crew facilities, in a boathouse on the Old Quay and was modernised and extended in 1996.

Leaving these relatively sheltered waters for the exposed Atlantic coast, it is hard to feel other than great sympathy for the keeper of the Mull of Kintyre lighthouse. According to Bella Bathurst he met with a grumpy response from Robert Stevenson when, in 1820, he complained of lack of transport and provisions due to the unfortunate demise of the lighthouse horse – it having fallen



Above: Stranraer boasts one of the first modern boathouses in Scotland, built in 1994.

over the cliff. This is still a remote and rugged area with only small, sparsely scattered communities.

Lifeboat stations, too, become fewer and farther spaced needing, as they do, large communities to provide the necessary crew. With one exception, all the stations north of here have all-weather lifeboats, reflecting the conditions in which they operate and the distances they have to cover. Hugging the coast of the Kintyre peninsula we pass through the Sound of Gigha and then set course to the north-west and, with the Paps of Jura off the starboard quarter, enter the Sound of Islay and run into the sheltered anchorage of Port Askaig.

The **Islay** lifeboat lies afloat in a rocky basin that was dredged out in 1997. In the same year a new crew facility building was provided. With the autumn gales approaching there was a distinct temptation to stay on awhile and maybe sample just a few of the famous malts from Islay's seven distilleries. No such luck!

Returning around Rubha na Traile and up through the Sound of Jura, we pass into one of the most treacherous areas of tidal races in Europe. In particular we give a wide berth to the notorious Whirlpool of Corryvreckan, not wishing to suffer the fate of many luckless sailors in the past, whose attempts to cross from Jura to Scarba were scuppered by this vicious eddy.

Navigating the archipelago of rugged islands through the Sounds of Luing, Insh and Kerrera, we arrive in the busy port of **Oban**. A fishing port, railhead and tourist attraction in its own right, Oban is a bustling place. Until recently



Above left: Arran (Lamlash) is located on the beautiful Island of Arran.

Below: Tighnabruaich boathouse, opened in 1997.

Right: The new Kyle of Lochalsh boathouse has proved less controversial than the nearby Skye bridge.



the station operated one of the three Brede lifeboats then left in operation. A Trent now lies alongside the purpose-built berth, completed in 1991.

The unique ramp allows casualties to be taken off at any state of the tide. In Oban's case, casualties include a considerable number of medical evacuations from the nearby islands and thought has been given to augmenting crew members' training to include midwifery! In 1998 the station's shore facilities

were much improved by the purchase of the old pier master's cottage and its conversion to provide all the comforts of home – including a bath.

We now follow in the wake of the Mull ferry for a tranquil half-day cruise to **Tobermory**, home to an Arun class lifeboat which lies alongside a new berth constructed in 2000. At the time of our visit the station was anxiously awaiting urgent action by the West of Scotland Water Board to alleviate a problem emanating from an adjacent sewer outfall, which manifestly belonged to a bygone age – perhaps they should call upon the legendary Admiral Stevenson, the 'Terror of Tobermory' to chivvy the company along. An excellent renovation and conversion job on a row of garages and lofts on Mishnish Pier in 1993 provided the crew with good support facilities soon after the re-establishment of the station in 1990.

The RNLI has no stations on the Inner Hebrides so, lacking an excuse to visit Tiree or Coll, we make our way around the western-most tip of mainland Scotland (and Britain). The pure white sands of Sanna Bay make the long drive down the

Ardnamurchan peninsular well worth the effort, with the warm waters of the Gulf Stream making a dip in the sea to join the seals quite acceptable – the family album holds the proof!

To attempt to describe the scenery of the west coast of Scotland in words would be as futile as attempting to visit all the nooks, crannies, coves and islets of this rugged and beautiful landscape. The port of **Mallaig** lies at the end of a long winding road from Fort William but no visit to this part of the world would be complete without undertaking the same journey by train – preferably pulled by a steam engine (June to September) – the crossing of the curving multi-arched viaduct at Glenfinnan is reason enough. In 1998 the lifeboat crew's facilities were greatly improved by the conversion of shop premises adjacent to the harbour and work is currently in hand on the installation of a pontoon berth.

One of the original reasons for Mallaig's importance was the link it provided to Skye via the ferry to Armadale. This is still a popular tourist route with the option of crossing back to the mainland from Kyleakin to **Kyle of Lochalsh**. Our own approach is via the Sound of Sleat and the narrows of Kyle Rhea into Loch Alsh. Whilst the new bridge to Skye may have encountered some controversy, hopefully that has not been the case for the new lifeboat house that was completed in August 2000. Fortunately the aerial torpedo embedded just outside the entrance is not 'live' but is doing excellent service as a depository for donations.

We next set course west for the island of Scalpay and then through Caol Mor and the narrows of Raasay to pass under the slopès of Ben Tianavaig and into **Portree** harbour. Portree has a new Trent class lifeboat lying afloat in the harbour. In 1994 new accommodation was provided for the crew by the conversion and

renovation of a redundant fish processing building on the quay.

The journey from Portree to **Lochinver** is one of the longest of our trip and takes us past some of the wildest coastline in the RNLI's domain. A new shore facility building and berth were completed for the lifeboat in 1994 at the same time as the harbour completed a new fish market and quay. The current berth will not, however, be suitable for the Severn class lifeboat that will be coming soon and plans are being drawn up for further works.

Fish is still big business here and trucks speed south from Lochinver and Kinlochbervie each night down roads that leave little room for error. Error is not something to risk when checking the weather forecast before setting out across The Minch to **Stornoway**. The station's Severn class lifeboat lies at a pontoon berth that was completed in 1995. Facilities for the crew are in need of improvement and it is hoped to have a scheme in hand in the not too distant future.

At this point we must cheat by taking to the skies. The only way to arrive on **Barra Island** is by plane. Where else can you land on a beach and, if the weather so decrees, end up buying more rounds than anticipated in the Castlebay Bar – not of course that the lifeboat crew are to be found there. Barra also has a Severn class ALB and this has recently moved to a new berth. This was a major project for the RNLI that resulted from cooperation with the ferry company Caledonian MacBayne, who were enlarging their berth.

With the New Year approaching, a few more drams in the Castlebay Bar seem like a good idea. Much rest and recuperation is called for before we commence the final leg of this epic circumnavigation. There is a lot of action about to happen in Shetland and much to see on the north and east coasts – Happy Hogmanay!



The isolated Islay boathouse.

The 1993-built Tobermory boathouse, currently plagued with problems from a nearby sewer outlet.



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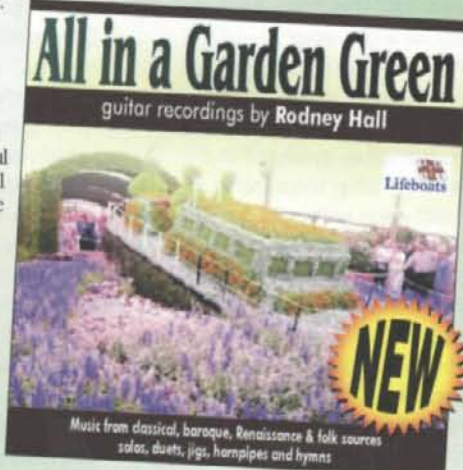
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Rodney Hall - a former sailor, lighthouse keeper, musician and teacher - who researched and produced 'Will Your Anchor Hold?', says of this recording "As a guitarist I wanted to do something slightly different this time. The tracks range from guitar only, to guitar with other instruments, particularly the mandolin, which is quite overlooked these days."

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Fundraising

Running miles but going nowhere? Why not take part in an exciting RNLI race and take your running to new horizons while raising funds that help save lives at sea...



A race to suit every pace

Above: Brave runners endure the winter weather during the Cotswold Canter in January 2001.

Below: NCMT team members whose efforts in the 2001 Great North Run managed to raise £2,700.



If you're a keen runner but tired of doing it alone, or finding it difficult to persuade your friends to join you on an out-of-town run, then running for the lifeboats is for you. Wherever you race, and whatever the distance, you will always have like-minded people to run with. You'll also find that the thought of helping to save lives gives you the extra motivation to reach the finish line.

If you are just starting out and need to build up your stamina and experience, or are trying to beat your personal best, there are a wide range of races where the RNLI can help boost your performance.

There are plenty of fun runs suitable for beginners, which also make great practice for the bigger events. Once you have a few races under your belt, you'll be itching to try the ultimate challenge, the full marathon, with

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The RNLI has a strong presence at almost every major UK event on the running calendar. The Flora London Marathon is the biggest but you can also raise sponsorship at all the other main running events or, if you want to try something new, the RNLI holds exclusive events that will appeal to runners of all levels and only require a one-off entry fee.

For further information on events in your area see the advert on page 42 in this issue of **theLifeboat** or call Philippa Thompson on 01202 663234.

Cotswold Canter

Date: 20 January 2001
Location: Oxfordshire
Distance: 10km (6.2 miles)

Despite chilly winter weather and 5cm of snow, 650 eager runners turned up to take part in the 2001 Cotswold Canter – fulfilling the old saying, 'when the going gets tough, the Brits get going!'

Organisers of the race, which centres on the Cotswold Wildlife Park near Burford in Oxfordshire, were delighted with the excellent turnout. The efforts of the brave runners, together with the work of the RNLI south east regional team and local branch officials, netted £4,000 for the lifeboats and secured plans to hold the event again in January 2002.

Thanks to its success, the 'Canter' will now form a part of an expanding series of training runs leading up to the Flora London Marathon in April this year.



Great North Run

Date: 16 September 2001

Location: Newcastle

Distance: half marathon (13.1 miles)



2001 marked the 21st anniversary of the Great North Run, which saw 33,400 runners taking to the streets of Newcastle and surrounding districts in what is now officially the world's biggest half marathon.

The run was entered by both competitive runners and those wishing to achieve personal goals – as well as teams raising funds for specific charities. Almost 100 individuals signed up to run for the lifeboats, including some valiant lifeboat crew

members, who all helped to raise some £10,000 in sponsorship. This excellent result included some noteworthy donations – including £2,700 from Richard Barron and his team at NCMT, a local company from Bury, and £750 from Jackie Clark in London.

The RNLI was fortunate to have free use of the South Shields sailing club, a short distance from the finish-line, to hold a post-race reception for weary competitors. Runners in their distinctive RNLI vests had a warm welcome from Joan Stewart and her team of sports massage therapists from Body Logic who were waiting to ease away the stresses and strains of the arduous run. 'The massage was a lifesaver' commented one tired but happy runner. There was even a lady specially trained to treat blisters, who was kept rather busy!

For their efforts, RNLI runners were also treated to showers, food, refreshments and the chance to relax at the bar and catch highlights of the run on video.

Left: Brighton lifeboat crew members and SEA Check coordinator Tony Clare snatch the trophy for the fastest RNLI crew team for the sixth year running.

Below: William Hadley crosses the finish line of the 2001 Flora London Marathon without a stick of celery in sight!

Marathon man

Every year over 130 people pound the streets of London raising around £80,000 for the lifeboats. Just one example is William Hadley, who has been running for the RNLI since 1998 and, in that time, has funded a D class lifeboat from the proceeds. He gives us the inside story on the trials and tribulations of taking on 'the marathon'...

When I first told a group of friends that I was going to run a marathon some of them laughed so much I thought they would be sick!

It was not a good omen the day I got up for my first 6am run either – I stepped out of the house into rain and wind. To start with I ran just a few miles a day and built my distance up from less than ten miles a week to over 50 in the last weeks before the race.

I had planned my training, followed my plan, eaten well, slept lots and was fully prepared. So on the big day, when I'd finally got through the start gate after shuffling forwards for eight minutes, I knew I should have jogged slowly and warmed up for the first couple of miles – but I ran like a hare and was out of breath in no time.

By the time I crossed Tower Bridge, which is around the halfway mark, I was back under control and enjoying the support of the crowd. Docklands was hard work – with 18 miles behind me and eight to go my body started to complain. Finally I was

running up Bird Cage Walk and the end didn't seem to be getting any closer but I could feel an eight-foot stick of celery right by my side (another runner dressed in a weird costume) and there was no way he was going to have me in the last 250m. I pushed hard and went as fast as I could, crossing the line in tears.

I finished in 3 hours and 37 minutes, coming in around 12,000th. I have never felt such an emotional high. It had been seven months of fundraising, training through the winter, not even knowing if I had it in me to finish. I had managed what so many people had said I should not even try.

I have now run seven marathons and a 32 mile canal run at Grantham last year, raising over £11,500. Now the D class is paid for I have decided to take a year off from running marathons. This will be a great relief to many of my sponsors who feel a pain in the wallet each time they see me.

I have a wife and three marvellous kids (and another on the way) who's support has been unerring and I could not have done it without them. For now they deserve some of my time but, who knows, maybe another D class will carry my name in the future.



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We ask the questions

What is involved in running a successful RNLI branch and how does it work? theLifeboat speaks to two branch officials from very different corners of the Institution – John Dennison, chairman of Uckfield and Heathfield branch in Sussex, and Patrick Carter, chairman of Sligo branch in the Republic of Ireland...

How do you find new branch members and are there any difficulties or issues with enlisting new recruits?

John: Initially, by writing to Shoreline members in the area and asking for volunteers. Secondly, by word of mouth to friends and acquaintances and continually via our local volunteer bureau. Difficulties can be encountered when candidates volunteer and turn out to be unreliable.

Patrick: We find branch members through committed RNLI friends and never seem to have any problems enlisting willing volunteers.

How do you divide up the work of the committee using the talents of your members?

John: Each committee member has a specific duty which is, in most cases, agreed before joining and others assist when the need arises.

Patrick: Committee members offer to to be involved at a level appropriate to their own abilities, strengths and contacts.

How do you draw up a fundraising programme and are you able to include new ideas?

John: Some events become annual. For instance, a wine tasting 'Call my bluff' run by the local wine shop before Christmas or a summer band concert. Other events are run on an opportunity basis such as a street collection on the anniversary of the recent Uckfield floods.

Patrick: New ideas are always encouraged and we rely on past experience and the suggestions brought to committee meetings.

Are you able to promote the RNLI by using the local media, giving presentations or in some other way?

John: The local media often report on a recent event and we try to slip in a note of something forthcoming. I do give presentations to many local organisations including WI, scouts, schools, adult education organisations and the like.

Patrick: Yes. There is excellent cooperation between our branch and the local media – they are always kept well informed of all our local events and we are always willing to give presentations to the public.

How do you keep the morale of your branch up and your members well informed?

John: Six-weekly meetings are held in a relaxed atmosphere with coffee, tea or wine available. Whilst a standard formal agenda is used, this is very flexible and gives everyone a chance to speak.

Patrick: Promoting good communication through regular, good-humoured, committee meetings. Our meetings are held about every two weeks – discussion is open, light-hearted (at times), friendly and work-like.

Are you able to enlist the help of 'fundraising friends' who are not necessarily members of the branch?

John: Yes. Supporters always help with flag days and door-to-door collections and local pubs regularly run events for us. At the pubs, collection boxes are often used as 'swear boxes'. Misuse of mobile phones and knocking bar billiard balls off the table are good examples of fines put in the boxes.

Patrick: Yes, this has happened on many occasions in the past with the running of events and many more are planned for the future.

How did you first become involved with your branch?

John: On retirement, my local area organiser asked me to attend the branch AGM. I did and something went badly wrong as I came out as chairman!

Patrick: Through sailing and good sailing friends. I assisted at the branch with other members for some years and accepted nomination of chairman at the request of my RNLI friends.



A small ladies guild existed in Uckfield for almost 50 years before the branch was established six years ago. We are winning with a series of high profile events, though the branch was not responsible for causing the 2000 floods!

– John Dennison



For 25 years we were a small branch but since the establishment of Sligo Bay lifeboat, four years ago, activities and financial results have expanded dramatically. We are busy with current and planned events, and are delighted with our support locally

– Patrick Carter

Fundraising



Lousie (second from left), joined by sisters Rosie and Theresa, hands over a cheque to Ronnie Campbell chairman of the Ross of Mull branch as proud dad, Trevor, looks on.

£700 – enough money to buy a casualty basket stretcher

The kayak kid

Ten-year-old Lousie Wade from the Isle of Mull in Scotland raised over £700 for the RNLI in September when she took to the water in her kayak and paddled six and a half miles from Mull to the Isle of Staffa.

With safety always at the forefront of his mind, Louise's dad, Trevor, meticulously planned the expedition and accompanied her on the way along with big sister Theresa while Rosie took photos from a support vessel. Trevor said that he never imagined they would do the trip so quickly but the wind and swell were with them and the 'paddle' was completed in only two hours and 17 minutes.

Denis Beeson (left) and Margaret Bullen of Hunstanton and West Norfolk branch accept a cheque for £1,800 from Steve Chapman of Diglea Caravan Park in August 2001. The money was raised from the caravan park's fifth annual fun day, which saw over 300 people enjoying garden fete activities including a bouncy castle, games and various stalls.

Picture: Matthew Usher/ Anglia Newspapers Ltd.



Lifeboat-related reading

Riders of the storm – the story of the RNLI

by Ian Cameron

Price £20.00

ISBN: 0 297 60790 1

This fully illustrated book gives the authorised history of the RNLI, bringing inspiring tales of dedication and courage. As well as giving a feast of human stories, Cameron also recounts how lifeboat technology has advanced over the years. Copies are available at the special price of £15 (inc. p&p UK only) by phoning (01903) 828503 and quoting reference: JARS.

Behind the scenes at Scrapheap Challenge

by Robert Llewellyn

Price: £16.99

ISBN: 0 7522 1999 5

Teams from the latest series of the hit Channel 4 show are featured in this colourful book including the RNLI's very own Storm Force team, who emerged victorious from the egg shooters challenge. Available from all good bookshops.

A lifeboat year – wrecks, rescues and events from the history of the RNLI

by Barry Cox

Price: £10.99 (plus £1.50 p&p)

ISBN: 1 901313 13 1

A lifeboat year tells the story of the lifeboat service from its earliest days up to the present. Every day of the year is represented by an exciting rescue, event or news item from the annals of the RNLI. Copies available from:

Historic Military Press, Freeport SEA 11014, Pulborough, West Sussex RH20 4BR.

Also available:

They also served – the story of Sussex lifeboats at war 1939-1945

by Martin F Mace

Price: £4.99 (inc. p&p)

ISBN: 1 901313 03 4

Copies available from Historic Military Press, address as before.

Suffolk's lifeboats – a portrait in postcards and photographs

by Nicholas Leach

Price: £7.99 (plus 75p p&p)

ISBN: 1 904136 00 1

Available from John Nickalls Publications, Oak Farm Bungalow, Sawyers Lane, Sutton, Wymondham, Norfolk NR18 9SH.

The history of the Brighton lifeboats

Coverack lifeboats 1901-1980

by Jeff Morris

Copies of both books are available from Jeff for £3.50 each (inc. p&p) at 14 Medina Road, Coventry CV6 5JB.



The RNLI and the Fire Services National Benevolent Fund both received cheques for £475 in March as the result of a fire engine pull from Cheltenham to Tewksbury. The event saw Cheltenham branch members, together with local fire fighters and friends, lend a hand to pull the engine through the streets.



The King returns

Over 120 Elvis lookalikes, gangsters, Vegas girls, and other Vegas-style characters attended a glitzy 'Viva Las Vegas' RNLI fundraising party on 10 November at Fifteen 05 in central London. The evening included a star performance from Elvis Brettini, who by all accounts was a true king. In addition there was a DJ playing until late, a fun money casino, and a Vegas lotto to win fabulous prizes. Perhaps the most memorable part of the evening was when all the Elvis lookalikes competed to see who was really the best. The event achieved some great publicity from the Elvis hour on Ritz Country Radio, LBC – the London Talk Station, and the Essential Elvis fanclub.

A themed party is being planned again for 2002 in central London, so call the event organiser on 020 7839 3385 if you would like to find out more.



Organisers and VIPs celebrate the third successful 'On the crest of a wave' concert held at Ennis, Co. Clare on 16 April 2001. Internationally acclaimed musician Phil Coulter (fourth left) again topped the bill helping the three concerts to raise a total of £25,000.

£25,000 – enough money to buy a D class lifeboat and an electronic chart system

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Marathon**,
Manchester

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**Robin Hood
Marathon**,
Nottingham

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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 fundraising friendship between Kensington branch and local resident, Mrs Cathy Ogden, who recently organised a successful 'night at the opera' in Kensington's Holland Park – raising a remarkable £53,000 for the branch.

The relationship began just over a year ago when the branch was looking for new supporters and committee members. Cathy was one of the individuals who responded and offered to look for a large event opportunity locally.

Cathy had devised a plan in next to no time – a series of operas are held every Summer in an open-air arena at Holland Park with two evenings always set aside for charity gala events. Despite the fact that these slots were in high demand, Cathy managed to put in a successful bid for the RNLI

However, one drawback was that the cost of the 800 seats, £22,000, had to be paid up-front! Undeterred, Cathy was confident that she could find sponsorship and could sell all the seats at £60 each.



Above: Some of the 80 guests arriving for the gala performance of 'The Merry Widow' at Holland Park in Kensington on 27 June 2001.

She assembled an event committee, including a number of Kensington branch members, and each representative was encouraged to find at least 30 friends to buy tickets. Each 'host' also had to invite their guests home after the show for a supper party.

Following much hard work, Cathy managed to raise £23,200 in sponsorship which comfortably covered the cost of the seats. A special cover was produced for the opera programme and local businesses were invited to advertise. This additional revenue, together with donations from those unable to attend, fully covered the costs of refreshments.

The end result was a splendid evening enjoyed by all. The weather was good and the opera, *The Merry Widow*, went down a storm.



Stalwart volunteers from Downend, Kingswood and district branch give a smile for the camera while selling souvenirs at Bristol harbour regatta in August. Volunteers from South Bristol, Tetbury and Nailsea branches also put in hard work during busy weekend event, helping to raise nearly £2,000 for the lifeboats. RNLI sea safety representatives also had a prime spot at the event offering sound advice and information to sea users.

£2,000 – enough money to kit out one lifeboat with a GPS satellite navigator.



Rita Livesey, of Danish shoe company Ecco, hands over a £5,000 cheque to the RNLI's James Vaughan at the 2001 Southampton boat show. The company kindly donated £5 for every pair of 'Ocean Shoe' sold. The innovative sailing shoe, inspired by round-the-world yachtsman Pete Goss, has been specially developed to cope with the rigours of wind, water and weather.

£5,000 – enough money to send 12 lifeboat crew members on introductory inshore lifeboat training.

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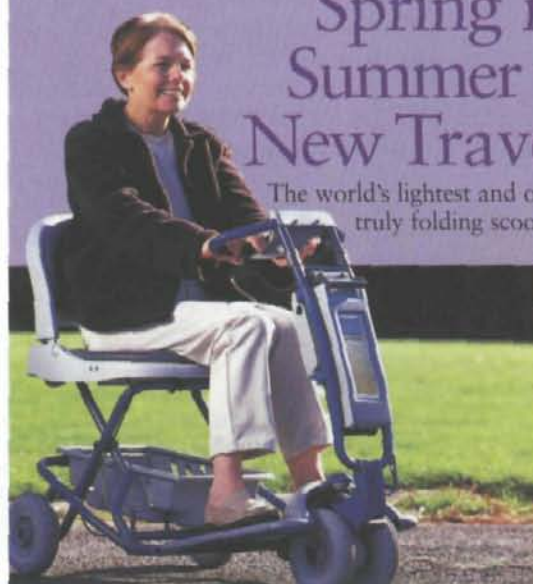


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Please post within 30 days.



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Or telephone FREE of charge on 0800 567 900.
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Please accept my commission to acquire *The International Meteorological Clock*, sponsored by the National Maritime Historical Society, USA.

I need **SEND NO MONEY NOW**. Prior to despatch, I will be invoiced for an initial payment of £39* and, after despatch, for the balance in four equal monthly instalments of £39 each. *Plus £2.95 postage and packaging.*

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FRANKLIN MINT



Shown smaller than
actual size of approximately
10" (27.6 cm)
in height and 4" (11.7 cm) in width.

Lavishly Plated with Gleaming Gold.

SUPERB 4-STAR OFFER

MALTA

1 WEEK ALL INCLUSIVE FROM JUST £387
A TREAT FOR MIND AND BODY



Warm weather, picturesque towns and villages plus a wealth of archeological and historic treasures make Malta an ideal year round holiday destination. Add to this friendly English speaking locals, a comfortable 4-star hotel and flights from your local airport and you have all the ingredients for an enjoyable and relaxing break.

The 4-star Fortina Hotel is right on the seafront in Sliema, Malta's most fashionable resort, with wonderful views to the capital Valletta and the famous Grand Harbour. Long a popular hotel with British Visitors, the Fortina has developed a Thalasso Therapy Centre, which specialises in seawater hydro-therapy treatment, together with a fully equipped health centre. The holiday includes two relaxing 15 minute therapy sessions each day and free use of the hotel's health club. There are three indoor and four outdoor pools and jacuzzis. Our special offer price covers all meals and drinks during your stay, including wines and spirits.

On your own? Don't worry we have some rooms available with no single supplements on certain dates.

DEPARTURES

January 2002 - October 2002

**from Gatwick or Heathrow, Stansted, Manchester,
Birmingham, Bristol, East Midlands, Norwich,
Exeter and Glasgow at supplements**

SPECIAL OFFER

Return flights from Gatwick or nine other UK airports at a supplement

*Return transfers in Malta
Breakfast, lunch, dinner and
snacks daily*

*All drinks including alcoholic ones
Two 15 minute Thalasso Therapy
session a day*

*7, 10, 14, or 21 nights accommodation
in a standard seaview room*

*Experienced Mercury
Representative*

Evening entertainment

*Free harbour cruise &
underwater safari*

FREE ROOM UPGRADES*

*Book a standard seaview room and
receive a superior seaview room.*

*Book a superior seaview room (supple-
ment £35ppw) and receive a
deluxe room.*

*Book a deluxe room (supplement
£75ppw) and receive a deluxe
jacuzzi suite.*

**subject to availability & not applicable to
single travellers*

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D I R E C T

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