

For everyone who helps save lives at sea

the Lifeboat



Lifeboats
Royal National Lifeboat Institution

Spring 2002



The
Lifeboat Magazine

150th
Anniversary

150 years

of the RNLI Lifeboat Magazine



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LISP02



The Royal Bank of Scotland raises £1m with the Lifeboats MasterCard

The Royal Bank of Scotland has been supporting the RNLI for many years. The bank is behind the Lifeboats MasterCard – the credit card that raises money for the lifesaving service. By the end of last year, the Lifeboats MasterCard had raised an amazing £1m – all of which goes directly towards keeping the RNLI operational.

The MasterCard has been a fantastic fundraising tool for the RNLI over the years and the way it works is very simple. For every account opened, the RNLI receives a £10 donation from the bank. For every £100 spent on the cards, the RNLI receives a further 25p from the bank.

Many RNLI supporters have found the credit card a very convenient way to support their favourite charity, because they can help raise money without needing to give up any time. With £1m raised so far, the Lifeboats MasterCard is likely to continue to be an important part of the lifeboat service's fundraising in the future.



The bank also helps fund many other fundraising events and projects. In recent years, the bank has sponsored the renowned marine photographer Rick Tomlinson to capture images of the lifeboats and crews. These images are crucial to the RNLI, as they form part of the charity's photographic library, where the images are used for press and publicity materials distributed across the UK and Republic of Ireland.

And last, but by no means least, The Royal Bank of Scotland's staff who manage the Lifeboat MasterCard have started fundraising themselves. Last year they entered into the spirit of hands-on fundraising by taking part in the RNLI's whitewater rafting event in Wales. The team braved the rapids, had a great time and raised a superb £1,450.

The RNLI thanks The Royal Bank of Scotland for their fantastic support over the years.

For more details on the Lifeboats MasterCard, please see the advertisement opposite.

Port St Mary crew head out for their Trent class lifeboat Gough Ritchie II
Picture: Rick Tomlinson/Royal Bank of Scotland



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The magazine of the
Royal National Lifeboat Institution

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News items should be received by 17 May, but earlier if possible. All material submitted for possible publication should be addressed to:
The Editor, the Lifeboat, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Photographs intended for return should be accompanied by a stamped, addressed envelope. Contributions may be held for subsequent issues and, to reduce costs, receipt will not usually be acknowledged unless requested.

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

Front cover:
To mark its 150th anniversary, *the Lifeboat* magazine looks back over the changes in the RNLI over that time.
Cover design: KB Printers

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www.lifeboats.org.uk

Picture: RNLI/Derek King



New Year launch for Thames lifeboats

At midday on 2 January 2002, RNLI lifeboats became operational on the River Thames. For the first time, the capital has a 24-hour dedicated rapid response service on its river. There are four lifeboat stations, at Gravesend, Tower Pier, Chiswick and Teddington. The first three are manned continuously to provide an immediate response. Teddington operates using volunteers, in the same way as the 223 other RNLI stations around our coasts.

Picture: RNLI/Chiswick



It was not long before the need for the new lifeboat stations was shown. The first call came almost as soon as the stations went live and the four Thames lifeboats responded to 14 shouts in the first two days of operation.

By mid-March there had been 115 incidents. Tower Pier had responded to 46 callouts, Chiswick 44, Teddington 13 and Gravesend 12. This puts Tower Pier and Chiswick well on the way to being the RNLI's busiest stations: the busiest station in 2000, Weymouth (see page 43), answered 113 shouts over the year. Clearly the message 'dial 999 and ask for the Coastguard' is getting through, thanks to a publicity campaign including media coverage, advertising and volunteers handing out prompt cards during London lifeboat week.



Some of the Tower Pier crew

Picture: John Deehan Photography

Since the launch in January, RNLI lifeboats have been involved in several high-profile incidents. Chiswick and Teddington lifeboats saved five people from floods on 28 February, including a 15-month-old baby and a three-year-old boy.

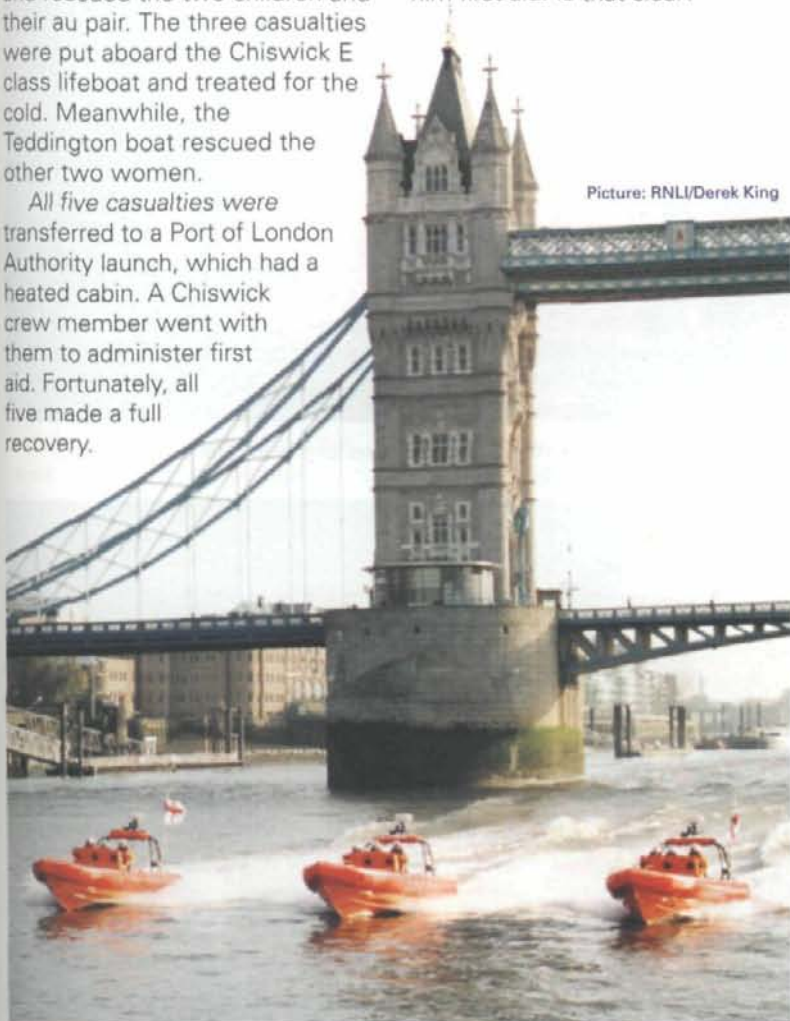
Heavy rain and the high spring tide had led to extensive flooding. Chiswick lifeboat was patrolling at Putney Hard when it received reports of a woman and two small children who had been swept into the water at Petershams Ait.

The lifeboat found three women and two children close to Glovers Island. By now the Teddington lifeboat had arrived and rescued the two children and their au pair. The three casualties were put aboard the Chiswick E class lifeboat and treated for the cold. Meanwhile, the Teddington boat rescued the other two women.

All five casualties were transferred to a Port of London Authority launch, which had a heated cabin. A Chiswick crew member went with them to administer first aid. Fortunately, all five made a full recovery.

It seems clear that the four Thames stations will have a high profile. Their position in the capital, together with the large number of services they cover, means that the full-time and volunteer crews will soon be used to seeing their names in the paper.

Some of the crew will find this easier than others. Potential crew members undergoing evaluation and training include actors from *Casualty* and *The Bill*. So the time may come when an actor, who plays a policeman, but is also a lifeboatman, rescues a stranded sailor and hands him over to an actor, who plays a doctor, and is also a lifeboatman, who can give him first aid. Is that clear?



Picture: RNLI/Derek King

Stop Press!

Can you take good photos...

The RNLI is looking for professional photographers or talented amateurs to act on an occasional, freelance basis to keep its image library up to date.

You will need your own equipment, shooting on 35mm print film, not digital. You will need to be comfortable near or on the water as well as around crews or dignitaries. In addition, you will need to be able to travel to all parts of your region, which are sometimes quite remote.

If you think you fit the bill and would like to be involved in future photo shoots for the RNLI, please send a maximum of six uncropped 15cm x 10cm colour print examples of appropriate images – these do not need to be lifeboat related – together with your own full contact details, including a daytime telephone number to:

Pix Like These, PR Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ

Closing date: 10 May 2002. Entries can only be returned if you include a stamped, addressed envelope.

...or give safety advice to sailors?

The RNLI is looking for enthusiastic volunteer safety advisers to help give sea users free safety advice in the southwest. Teams of advisers will be offering sea safety advice from popular launching sites throughout the region and additional volunteers are needed to help cover new areas and to boost the teams at existing sites along the south coast between Weymouth and Chichester.

You don't need any experience to volunteer, just be keen to help pass on advice that could help to save lives at sea. You will be given full training on how to give safety information to users of all types of craft, ranging from jet skis to dinghies. Volunteer advisers need to be over 17, able to communicate well with people and able to spare one Saturday or Sunday once a month during the busy boating times. Anyone wanting to volunteer can contact the RNLI sea safety team on freephone 0800 328 0600 for an information pack

For more information, visit the website at www.lifeboats.org.uk

Lifeboat launches live on the web

By the time this edition is published, supporters will be able to see which lifeboats have launched around the country, simply by looking at the RNLI's award winning web site.

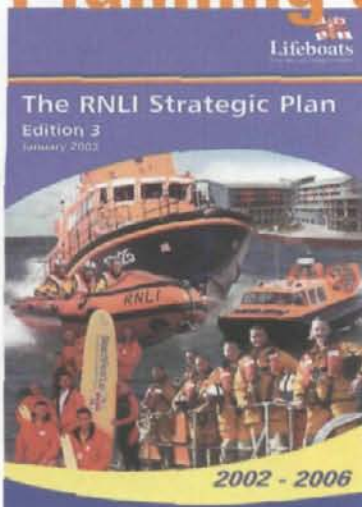


This exciting development is the direct result of the paging system (COACS) for crews that has recently been installed around the UK and Republic of Ireland. Whenever a lifeboat is launched, the system sends an email message to the website and the relevant station begins to flash red on the web site maps. After an hour, the flashing stops, but the station remains red for the next 23 hours, before returning to its normal colour. The whole system is remarkably simple, but for the first time, both the RNLI's HQ and our supporters can see exactly what is happening around the coast.

So why not take a look and see what is happening right now.

www.lifeboats.org.uk

Planning ahead



The RNLI Strategic Plan outlines the lifeboat service's main activities and objectives for 2002 - 2006 and includes an amended mission statement and a financial summary.

The new plan differs from previous editions, with the main activities split into eight definitive sections reflecting the different aspects of the RNLI's work. Each section

begins with an overview that is broken down into a number of specific targets to be achieved over the next five years. The plan also marks the introduction of key performance indicators, which will help to measure the RNLI's overall effectiveness.

If you would like to receive a copy of the plan, please send an A5 stamped addressed envelope to:
The RNLI Strategic Plan, Corporate Services Department,
RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Offshore boost

Olympic sailing gold medallist Shirley Robertson MBE has joined *Offshore*, the RNLI membership for all those who use the sea. Shirley said: 'Joining *Offshore* means that as a sailor, I am supporting the fantastic work of the RNLI. I believe that anyone who goes on the water may at some point need the services of the RNLI. If I can help to support the charity and the volunteer crews through *Offshore*, then that's great.'

Shirley was among nearly 600 people who joined *Offshore* at the London Boat Show, held at Earls Court in January. This brought the total number of *Offshore* members to around 38,000.

Goodbye to the Wessex

Lifeboats from Larne, Donaghadee and Bangor, in Northern Ireland, took part in an air/sea rescue display in Bangor this February. The ceremony marked the retirement from service of the Royal Air Force Wessex helicopter. The Wessex had provided back-up search and rescue cover in Northern Ireland for over 30 years until its retirement from service on 31 March. Primary search and rescue cover in Northern Ireland is provided by Royal Navy and RAF Sea King helicopters based at Prestwick, in Scotland, and RAF Valley, North Wales. The Sea King is a specialised search and rescue helicopter with crews specifically trained for that purpose. They have the ability to fly, day and night, in extreme weather and for a great distance. Typically, a Sea King can be launched within 10 minutes during the day and 30 minutes at night.

(Front to back): Bangor Atlantic 21 lifeboat Youth of Ulster, Larne Trent class lifeboat Dr John McSparran and Donaghadee Arun class lifeboat City of Belfast



The Larne lifeboat crew with Royal Navy Sea King helicopter HMS Gannet, based at RNAS Prestwick, Scotland





The boathouse at Largs demonstrates why the RNLI shoreworks department has a deserved reputation for the excellent quality of their buildings. Despite a severe pounding from the ferocious sea, no damage was done, the building did not flood and the souvenir shop was able to reopen as soon as the weather improved.

Picture: Andrew Bara, Scottish Sun

RNLI proposes constitutional change

Over the past year considerable work has been undertaken in amending and updating the RNLI's Royal Charter and Bye-Laws, which are its governing instruments. These amendments, which have recently been agreed by the Executive Committee and the Committee of Management, will be put to the Governors for their approval at the Annual General Meeting in May. They will then go for formal approval to the Charity Commission and to the Privy Council. However, as both these bodies have been involved in the drafting, the Institution does not anticipate any problems.

The need to amend the Charter was brought about by the RNLI's move into inland waters and the increasing work in flood relief. The present Charter only allows for activities 'at sea'. However, having started the process, it seemed an ideal opportunity to go a step further and see if other areas could be modernised or broadened in scope.

The main changes are these:

- The RNLI's formal title is 'The Royal National Lifeboat Institution for the Preservation of Life from Shipwreck'. After the AGM the formal title will be just **The Royal National Lifeboat Institution**.
- The 'objects clause' has been widened to allow the Institution to provide a service on inland waters as well as at sea, and to carry out non-lifesaving roles, such as medivac and flood relief.
- The titles and functions of the committees have been clarified. The Committee of Management will become **The Council**. The Council will be the electoral college for the Trustees. It will also have the responsibility of guiding and advising the Trustees.

The Executive Committee becomes the **Trustee Committee** and will have the full responsibility for directing the policies of the RNLI.

The Standing Committees will be known as **Advisory Committees** and will guide and advise the chief executive and senior management team in various specialist aspects of the RNLI's work.

- The retirement age from all committees has been reduced to 70. There will be transitional arrangements over the next five years as this new rule takes effect.
- In general, the opportunity has been taken to simplify the Charter and Bye-Laws and to widen the powers of the Trustees. Widening the powers does not mean that the Trustees will necessarily choose to use these powers. They are there for future use if circumstances dictate.

It is hoped that this widened and modernised document will be able to serve the purpose of good governance for the RNLI for at least the next 15 or 20 years without revision.

Relief fleet Brede
class lifeboat
Foresters Future
Picture: Rick Tomlinson

The last of its Brede



The last remaining RNLI Brede class lifeboat has retired from service. The last of the intermediate class lifeboats, at Calshot lifeboat station, was decommissioned in December 2001 when the station was allocated an Arun class lifeboat.

The relocation of the Arun *Margaret Russell Fraser* will improve the cover provided in the busy Solent area. The Brede class was restricted to operating in conditions not exceeding gale force 8. The Arun class lifeboat has no launching limitation.

Although there are no longer any Brede class lifeboats operating in the RNLI, many former RNLI boats are now operating abroad, in countries as far afield as South Africa and Australia.

Full house



A rare chance to see five RNLI lifeboats together. The occasion was a visit by the Dutch lifeboat service on 13 January.

L-R: Relief fleet Tyne class lifeboat Good Shepherd, Arbroath Mersey class lifeboat Inchcape, Montrose Tyne class lifeboat Moonbeam, Broughty Ferry Trent class lifeboat Elizabeth of Glamis and (front) Arbroath D class lifeboat Coachmakers of London

Pam Rhodes presents Public Relations Awards

Television presenter Pam Rhodes presented the RNLI's prestigious annual Public Relations Awards at a ceremony in London in January. The lifeboat service relies on maintaining a high public profile in order to attract volunteers to crew the lifeboats and help raise the £100m a year it costs to run the lifeboat service.

The Public Relations Awards, which recognise exceptional individual or group contributions in promoting the lifeboat service, fall into four categories. This year's winners are:

Broadcast Media:
Pamela Ballentine, Ulster TV

Print Media:
DC Thomson, publishers

Display/Audio Visual:
Merseyside Maritime Museum

Special Category:
Gerry Nagle, Euro RSCG (Ireland)



96th lifeboat lottery

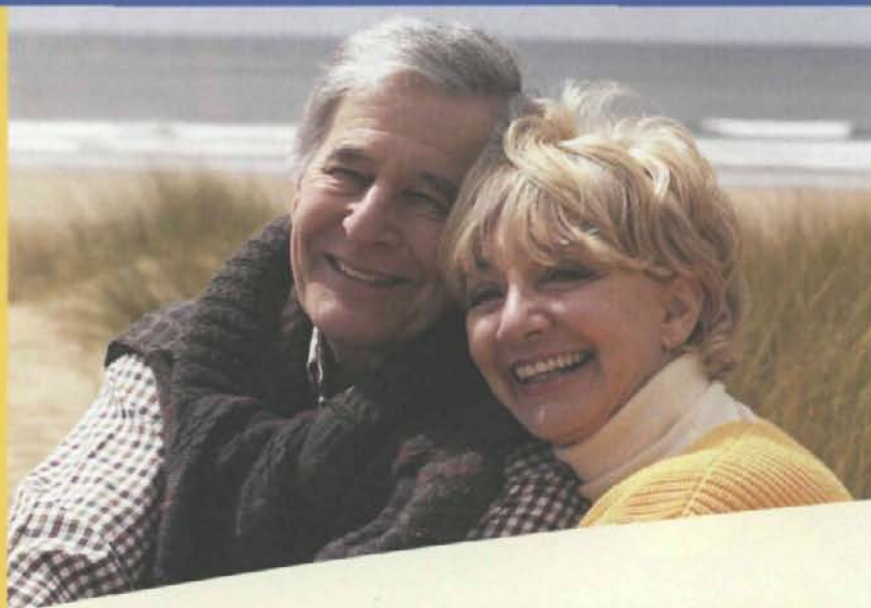
George Duffy, Ian Sheridan, David Howard and Aaron Howard from Howth lifeboat station and Paul Gamble from Fowey were invited to pick the winning tickets in the 96th Lifeboat Lottery. The five crew members, accompanied by Darren Scully, divisional technician Ireland, were attending pre-commissioning training for Trent mechanics at the training centre in Poole.

Top prize in the draw was £3,000 of Thomas Cook holiday vouchers, which was won by Mrs VM Ayling of East Sussex. Second prize of £1,000 cash was won by Miss M Lewis from Peterborough. In total the 96th RNLI lottery raised £177,856.

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**BRITANNIA
RESCUE** 

Not just boats, you know

The cover picture from your winter 2001/02 issue of *the Lifeboat* showed one of our squadron helicopters, Callsign Rescue 193, operating with a Severn class lifeboat. Inside you incorrectly identified this as an RAF helicopter. While I can fully understand the general perception of the public that all that flies must be RAF, we in the Fleet Air Arm of the Royal Navy are justifiably proud of our Search and Rescue capabilities and thought your readers might be interested in the following.

Of the 14 Search and Rescue (SAR) helicopter bases around the coastline only two of these, at Cudrose and at Gannet, in Ayrshire, are Royal Navy. However, these two units were the busiest in the country last year with figures of 255 and 246 rescue missions respectively. Indeed, these two units carried out over a quarter of all SAR missions for the country and 771 squadron alone contributed one sixth of UK SAR total rescue missions.

771 Squadron operates from Hartland Point on the north Devon coast, right around Lands End, east to Start Point, south of Brixham, and to a range of 240 miles out into the south-west approaches. This area covers many popular sailing areas and important fishing grounds, where a fair proportion of our trade is taken from.

Your publication is not alone in mistaking our aircraft for RAF – television and radio are also forever getting it wrong – but please inform your readers that in case of difficulty it is almost as likely that it will be the boys in DARK blue coming to their aid, and not our sideways-walking relations!

Lieutenant Roger Brook

771 Squadron, Royal Naval Air Station Cudrose, HELSTON, Cornwall
Oh dear. Roger was one of many who spotted our error. We hope that the bottle of Old Pulteney whisky currently winging its way to RNAS Cudrose will be compensation to him and his brave colleagues.

Sweet dreams – thanks to the RNLI

I was interested to see in the winter issue that there is to be a lifeboat permanently stationed at Gravesend. I was born there in 1919. My father travelled every day by the Gravesend Tilbury ferry to his work at Customs and Excise at Tilbury Docks, being away all day and arriving home late in the evening.

In those days there were many thick fogs when the ferry could not sail. On those days I was told my father had to cross the river in a small boat and it was said that if anyone fell into the Thames off Gravesend they would never be seen again – presumably swept away by strong currents. My mother was not a great communicator and kept any anxiety she felt to herself. Thus all I knew as a small child was an atmosphere of silent anxiety in the home on foggy days.

To this day I believe this anxiety has haunted me, occasioning nightmares of silent nothingness for which I could not account. But hopefully now I can resolve this by adding to my nightmares the pictures of a small orange lifeboat speeding to the rescue.

Thank you RNLI – for one more rescue.

Miss Eleanor Hill
Wadhurst, East Sussex

RNLI United?

Your article on the Thames lifeboats (winter 2001/02) mentions the Thames Ironworks, Shipbuilding and Engineering Company of Canning Town, who made many of the early lifeboats. The workers in that company formed a football team, which the RNLI staff member may have watched or played in. That team still plays to this day but they are now called West Ham United!

Bert Anderson
By email

Del Johnson

The award of a Bar to a Gold Badge is a rare honour, given to an outstanding personality. Such a man was Del Johnson, whose sudden death at the end of October 2001 you recorded in your last issue.

When I joined the Penlee committee in 1962, Del was assistant to the honorary secretary Jack Bennetts. Soon he became honorary secretary and continued until 1989. He was always a hard worker. Much of what he did was carried out away from the limelight and his life was rooted in service to his local community.

The Penlee disaster in December 1981 was a terrible tragedy for Mousehole. As a close friend of all the crew, Del was particularly affected but, in spite of his personal grief, he was a tower of strength to their families.

Del became treasurer in 1989 – a post in which he was still active at his death at the age of 70. His funeral at Paul church was full of his friends and colleagues and a helicopter from Cudrose flew overhead in tribute. We shall not forget him – the Penlee branch will never be quite the same again.

James Hodge
President
Penlee branch

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

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

or email us at
thelifeboat@rnli.org.uk

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





for the first time, a trained journalist filled the post of editor for the first time. It has remained such ever since – a specialist appointment within the public relations department.

Early editions had no illustrations. In issue No.7 (December 1852) a simple woodcut of the cross-section of a lifeboat appeared. Later, reproductions of engravings were popular, particularly those full of



Victorian sentimentality. The development of economic photography and reproduction changed the style of the illustrations, the quality improving over the years until they reached the standards we take for granted today. Colour did not make a permanent appearance until well into the 20th century but *the Lifeboat* would not now be complete without the excellent shots of all aspects of the lifeboat service's activities.

Today's readers may well find the early editions somewhat dull, both in look and in content. Issue No.2 (April 1852) included an article on the 1849 Fishing Statistics on Herring and Cod Fisheries. On the other hand, this well illustrates the change in demand on the RNLI from the early days, when most of the lifeboat services were to fishing vessels, to the present, where it goes out to more leisure craft than working vessels. In 1849 there were 14,692 fishing vessels with 59,792 men and boys working the boats. In contrast, the 2000 UK fishing fleet comprised 7,242 vessels and employed 15,121 fishermen. In 2000 there were 3,244 lifeboat launches to leisure craft and only 848 to fishing vessels.

*Above: A typically emotional Victorian woodcut, entitled 'No Lifeboat Here' that appeared in an early issue of the **Lifeboat***

Left: Street sweeper buying a flag from the Duchess of Norfolk on Lifeboat 'Century' Day in 1924

Bottom left: Lifeboat crew member in black oilskins, sou'wester and Captain Ward's cork lifejacket

Below: The crew of the Lytham St Annes lifeboat ON-73, Charles Biggs, who saved twelve of the crew of the Mexico in 1886.





Above: 'A Life-boat Rescue with the Help of the Life-Saving Net' by Charles Pears RAI, published in 1924

Below: The remains of Tynemouth boathouse and the John Pyemont lifeboat, which were destroyed by a German bomb on 9 April 1941.

Over the years, *the Lifeboat* has kept supporters informed of all the major events in the RNLI's history. *The Lifeboat* of July 1854 records a meeting of the Committee on 1 December 1853, where a decision vital to the country's lifeboatmen was made. The magazine records 'After the receipt of a further explanation of trial of the life-belts, by Mr Forward, Commander of the Revenue Cruizer, *Sylvia*, it was resolved that Capt. Ward's cork life-belts be supplied to the crews of the life-boats, in connection with the Shipwreck Institution.' The cork lifebelt

became standard issue and was responsible for the saving of many lives well into the 20th century.

Sadly, even the best lifejacket cannot save men when the sea is at its most fierce. *The Lifeboat* of February 1887 opened in sombre fashion with the heading 'The Life-boat disasters at Southport and St Annes'. It continued with the official report of the *Mexico* disaster, when 14 of the 16 Southport crew, together with all 13 crew of the St Annes lifeboat were lost on a service to the barque *Mexico*, of Hamburg, which was in distress south-west of Lytham. The Lytham lifeboat then managed to go alongside the *Mexico* and rescued 12 men. Coxswain Thomas Clarkson received the Silver Medal for this service.

This terrible disaster led to unprecedented support from the public. 'Her Majesty The Queen, the Patroness of the Institution, graciously contributed £100 to the special fund,' *the Lifeboat* reported. 'His Imperial Majesty the Emperor of Germany sent £250 The *Daily Telegraph* appealed to its readers to give their aid, with the result that the munificent sum of £6,646 was contributed through the medium of that newspaper.'

This tragic loss inspired the Chairman of the St Annes branch, Charles Macara, to come up with a plan for the first street collection in aid of the lifeboats. *The Lifeboat* of November 1891 reports, 'In April last we suggested to all our Branches and to the Public Press that a "Lifeboat Sunday" should be established and we are glad to know that the proposal has been well taken up in many parts of the United Kingdom, more particularly on the coast.' The editorial went on to urge that 'everybody can do something. Those who can only afford the "widow's



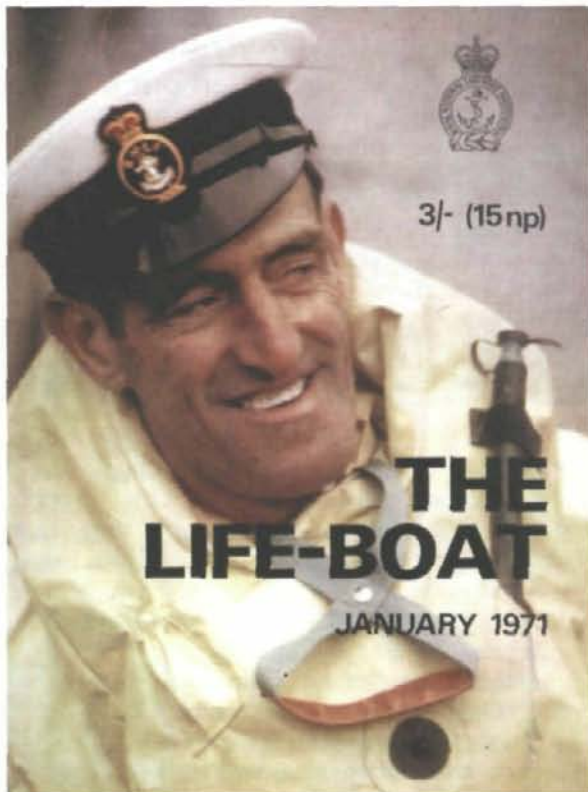
mite" can use their influence with those who can give "of their abundance," while others can by means of lectures, entertainments, collecting boxes, &c., bring "grist to the mill."

In 1924 the RNLI celebrated its 100th anniversary; an occasion marked by the magazine with its first-ever colour edition. As well as a selection of paintings and illustrations of lifeboats in action, the centenary issue featured contributions from popular cartoonists of the day W Heath Robinson and HM Bateman. Those who had contributed articles included Joseph Conrad, an ardent supporter of the lifeboat service. In a stirring tribute to all lifeboatmen, written shortly before his death in 1924, he recalled his time in the British Merchant Navy: 'I can bear witness to our unshakeable belief in the Life-boat organisation and to our pride in the achievements of our fellow-seamen, who, husbands and fathers, would go out on a black night without hesitation to dispute our homeless fate with the angry seas.'

The editor of the day was George Shee, who made the valid point then, which is still relevant today, that he wished to include in the magazine 'everything that should be of interest to life-boat workers throughout the country, whether their work is in connection with the administration of the service on the coast or the no less important work of raising the funds necessary for its maintenance'. Although the current magazine is aimed mainly at lifeboat supporters rather than the volunteer crews and fundraisers, the sentiment is no less true today than it was then.

It was 47 years later before colour reappeared in *the Lifeboat* but this time it was here to stay. Only the cover was in colour and this change came at a time when the RNLI was suffering from a period of low public confidence. The Fraserburgh disaster of 21 January 1970, with the loss of five lives, had come less than a year after the Longhope disaster, when eight men were lost. Despite a formal investigation by the Sheriff Principal finding no fault attributable to the lifeboat service, the RNLI's Chairman, Admiral Sir Wilfred Woods GBE KCB DSC, announced in *the Lifeboat* that 'it is the duty of the Committee of Management to do everything possible to speed up the existing programme of modernising the life-boat fleet, by replacing the older non-self-righting boats by new construction; by improving the sea-keeping qualities of the later non-self-righting boats and by giving them a self-righting capability where possible.' He appealed to the public for their support and commended the magazine's new look. 'We anticipate that the new-style Journal will help to tell more people about the RNLI's work,' he concluded.

Fortunately, the lifeboat service's fortunes improved over the following years. In 1974 the Institution celebrated its 150th anniversary. Dubbing 1974 *The Year of the Lifeboat*, the magazine noted



Left: 'The first colour cover, in 1971

Below: The *Lifeboat* as it is today

that it would be 'an occasion for everyone connected with the lifeboat service to feel both pride and humility.' Many articles over the coming year paid tribute to the RNLI's great history, including a piece by the author Jilly Cooper. She recorded her impressions of a visit to Hastings lifeboat station in her own inimitable way, quickly alluding to what the coxswain wore in bed and commenting on the 'kinky-looking thigh boots'. Perhaps not many people would consider a lifeboatman's kit to be raunchy but it has come a long way since the days of Captain Ward's cork lifebelts, as have the lifeboats themselves.

In the years since 1974, the *Lifeboat* has continued to inform its readers of every aspect of the lifeboat service, including detailed accounts of rescues, improvements to the fleet, fundraising and more. The current editor, Jane Smythson, continues to advance the publication and has received widespread praise for the redesign that has brought *the Lifeboat* into the 21st century.

The appearance of hovercraft, coordinated lifeguards on our beaches and lifeboats on the Thames and inland waterways ensures that *the Lifeboat* will be an informative source of information and debate for many years to come.



Lifeboats in action



THE LIFEGUARDS

Thanks on Vellum
Lifeguard **Mark Johnson** for his 'courage, determination in heavy surf conditions and professional efficiency.'

Chief Executive's Letter of Thanks
Lifeguard **Alan Wheeler** for his 'courage, determination in heavy surf conditions and for the assistance he offered to ensure a successful outcome to the rescue.'

'This was definitely the most difficult and dangerous rescue I have carried out in the four years I have been lifeguarding.'

Lifeguard Mark Johnston



First ever bravery award for an RNLI lifeguard

Mark Johnson made RNLI history in December when he was awarded the Thanks on Vellum after saving the life of a man who was being washed out to sea. Mark is the first RNLI beach lifeguard to receive such an honour. Fellow lifeguard Alan Wheeler received a Letter of Thanks from the RNLI's Chief Executive.

Mark and Alan were patrolling Mawgan Porth beach in Newquay on the afternoon of Wednesday, 8 August 2001 when they spotted three people in difficulties. The bathers were caught in a rip current and were drifting out to sea, north of the beach's bathing zone.

Despite the clear, sunny weather the sea was dangerous with high surf. Mark and Alan became concerned for the safety of the bathers, who were now 150m from the shore, and immediately paddled out on rescue boards to warn them to return.

'My first thoughts were to get them in as fast as I could' said Mark. 'I didn't have time to think really.'

The lifeguards reached the bathers a few minutes later and realised that the two children, who were on body boards, could not get back to shore without help. Alan reassured the children and told them what



The shelving, sandy beaches at Mawgan Porth are a popular tourist attraction.

to do as he pushed and towed them safely back to the beach. This was an unusually tricky and physically demanding task because of the surf conditions and the state of children – one of whom was particularly frightened.

Meanwhile, Mark had paddled over to a casualty who was desperately trying to swim back to shore. The man, who was not wearing a wetsuit and did not have a surfboard, collapsed with exhaustion on Mark's rescue board. By now larger seas were breaking but smaller waves were creating lulls in the surf. When Mark tried to pull the man further on to the board they were hit by a large wave – washing the board and the casualty away.

After the wave had passed Mark had trouble finding the man until he noticed a dark shape



Even in good weather strong rip currents and surf can make the sea at Morgan Porth a dangerous place.

beneath the surface. He dived down to grab the casualty and, after a struggle, managed to bring him to the surface. Luckily, the man was still breathing.

'He was in a very poor state when I reached him' remembered Mark. 'I thought, at one stage, he was going to give up the struggle to stay afloat.'

With the rescue board now gone, Mark had to use a rescue technique known as free swimming to tow the man in. 'I was confident I could get the casualty in' he said. 'My main concern was whether he would remain conscious until I got him to the beach. When I was towing him he was semiconscious.'

By this time, Alan had safely delivered to two children back to shore and was paddling back out through the surf to help Mark and the casualty on the final part of their journey. When they had got the man back to the beach he was still breathing but suffering from shock. 'We were all very relieved when the three casualties were safely back on the beach' said Mark.

The lifeguards assessed the man's condition and gave him first aid before he was evacuated to

hospital by Cornwall Air Ambulance.

'I felt elated, we all did. It was a great team effort' said Mark. 'A few days later the man returned to the beach with a letter of thanks and a crate of beer for the lifeguard team.'

George Rawlinson, divisional inspector of lifeboats for the south division, said 'The whole incident was demanding and testing due to the heavy surf conditions. Both lifeguards had to call on all their professional and physical training. Mark showed particular strength and determination in saving the casualty, especially as he had become separated from his rescue board. Alan offered exemplary assistance to the two children in a challenging and potentially life-threatening situation.'

'I feel honoured to receive the award, but I feel it is not just for me, it's for all the lifeguards over the years who have carried out serious rescues and gone unrecognised.'

Mark Johnston

Continuing a long tradition

It is worth remembering that the first Gold Medal ever presented by the RNLI was for a beach rescue. The incident took place on 8 March 1824, just four days after the founding of the Institution.

The Swedish brig *Carl Jean*, bound from Alicante to Gefle and laden with salt and casks of wine, was seen to be in difficulties broadside on to the shore at Whitepit, near Christchurch, Hampshire. Commander Charles Fremantle RN, employed by HM Coastguard at Lymington, was the first to react to her plight, when he plunged into the surf with a line around him. The ship, her mainmast over the side, was in imminent danger of breaking up as her hull pounded the bottom.

The intrepid commander swam to the wreck and managed to get her boats cut clear, only to see

them immediately filled by the heavy seas. Unable to persuade the brig's crew to act on any of his other suggested means of rescue, he re-entered the water and was hauled back to the shore by the line, arriving exhausted and unconscious on the beach. When the ship began to break up, her crew were fortunate enough to reach shore using the fallen mainmast.

Many other beach-based rescues have taken place throughout the 178-year history of the RNLI and it is only fitting that beach lifeguards now formally take their place in the Institution alongside lifeboatmen and women. Mark Johnston has become the first beach rescue lifeguard to receive an award from the RNLI but he will certainly not be the last.

Lifeboats in action

Joint rescue saves water-skiers

THE LIFEBOATS

Trearddur Bay

Atlantic 75 lifeboat B-731

Dorothy Selina

Funding: A generous gift from Mr Reg Dave of Hereford

D class lifeboat D-441

Irish Diver

Funding: The Irish Underwater Council

Holyhead

Arun class lifeboat ON-1123

52-37 Kenneth Thelwall

Funding: The generous bequest of Mr Kenneth Thelwall

THE CREW

Atlantic 75 lifeboat

Helmsman

Chris Pritchard

Crew Members

Terry Pendlebury

Dave Ricketts

D class lifeboat

Helmsman

Anthony Summers

Crew Members

Lee Duncan

Aubrey Diggle

Arun class lifeboat

Coxswain

Brian Thomson

Crew Members

Iwan Williams

Sean Doody

Robin Owen

Stuart Cramp

Geoffrey Shaw

TREARDDUR BAY LIFEBOAT STATION

Established: 1967

Previous Medals: Bronze

1971(x2)

Right: (L to R) Dave Ricketts,

Chris Pritchard and Terry

Pendlebury

Below: Atlantic 75 Dorothy

Selina and D class Irish Diver

Pictures: Alf Pritchard

On Saturday, 8 September 2001, three lifeboats, two helicopters and two cliff rescue teams were called out to rescue three people from a speedboat that had capsized in a notoriously dangerous area. The wind was blowing at over 40mph and there was a strong tidal race. Below is Trearddur Bay helmsman Chris Pritchard's account of the service.

The lifeboat was launched at 1pm to a report of a capsized craft with three or four people in the water off the promontory of Penrhyn Mawr, near an outcrop of rocks known as the Fangs, almost three miles from the lifeboat station.

While on route to the Fangs it became obvious that conditions were going to be difficult. The tide was in full flood and the whole area appeared as a wall of white water. A north-westerly wind at force 6 or 7, with gusts of 40mph, was blowing against the tide, making sea conditions extremely hazardous. Avoiding a wall of standing 5m waves, we proceeded through a narrow inshore gully to enter the sea area west of the Fangs and into the tidal race. We continued for about 400m but due to the atrocious sea conditions we saw nothing.

I then began a parallel search across the width of the tidal race. Sea conditions were worsening rapidly with waves now over 6m in a confused sea. As the search continued, we were moving westwards and ever closer to the South Stack. The length of each leg of the search was becoming longer as the width of the tidal race widened the further down tide it got from the Fangs.

Meanwhile, the D class lifeboat *Irish Diver* was launched to assist. As it approached the search area, I radioed the crew to take extreme care and not to enter the tidal race but to carry out a close inshore search in the calmer waters from the Fangs



and up to South Stack – a distance of two miles. I thought that the numerous back-eddies in this area might have taken the casualties close inshore to the foot of the cliffs.

This was now turning into a major incident. The Sea King helicopter from 122 Squadron, Valley, had been asked to assist in the search but would not be able to arrive for 25-30 minutes, as she was some 100 miles away at a separate incident at Southport. The Coastguard also requested the services of the North Wales Police helicopter, which was about 20 minutes away. At the same time the Holyhead Arun class lifeboat was launched to make the four mile journey to the search area and the cliff rescue teams from Holyhead and Rhoscolyn began searching the coastline from the Fangs to South Stack.

We had by now been searching in the tidal race for 45-50 minutes, with each leg being about one mile long due to the widening of the race stream. Our search had taken us down stream as far as South Stack Island and it was here we came across some debris, including bits of water-skiing



equipment, that we were fairly certain had come from the capsized boat.

I transmitted this information to the Coastguard who passed it on to the police helicopter, which had just arrived on scene. It flew over us out to sea and almost immediately spotted the casualties about 100m in front of us. At first we couldn't find them because of the height of the waves but we soon caught sight of them and hurried over.

We immediately brought them aboard the lifeboat and checked that there had just been the three of them on the boat. It was apparent that two of the three were in deep hypothermia and were not able to help themselves get aboard, so it took considerable skill and effort from Terry and Dave to bodily lift them on board while the lifeboat was constantly rising and falling.

By now the Holyhead Arun had arrived and we transferred the two badly hypothermic casualties onto the lifeboat. The RAF Sea King had now arrived on scene and it was decided to airlift them direct to Ysbyty Gwynedd, the nearest hospital. One of them was successfully winched aboard the helicopter but the condition of the remaining casualty was rapidly deteriorating and it was too risky to winch him onto the helicopter. Instead, the lifeboat took him back to Holyhead Marina where he was transferred to the waiting helicopter, which had landed on a nearby green, and rushed to hospital.

The third casualty returned to Trearddur Bay on board the Atlantic 75, where there was an ambulance waiting for him and he was taken to Ysbyty Gwynedd as a precautionary measure. All three were treated for exposure and monitored for secondary drowning. Thankfully, they all made a full recovery.



This was a particularly difficult and dangerous rescue, involving complete cooperation between three lifeboats, the RAF, the North Wales Police and local cliff rescue teams. The combination of elements meant that the Atlantic 75 was operating for over an hour in sea conditions that were at the limit of its capabilities. There is, however, an unusual twist to the ending. The Dorothy Selina was funded by a generous donation from Mr Reg Dawe of Hereford, who named the lifeboat after his late wife. It so happened that Mr Dawe and his family were visiting the lifeboat station during this rescue and they were able to witness first hand the fine work being carried out by their lifeboat.

That evening some of the crew joined Mr Dawe and his family for a meal at a nearby hotel. Afterwards, the wife and mother of two of the rescued men came in to emotionally thank Mr Dawe for donating the lifeboat that had saved her husband, son and a family friend. It is worth remembering that, as well as the volunteer crew and others at the lifeboat station, it is people like Mr Dawe who make these rescues possible.

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Lifeboats in **action**



'In my 23 years as a lifeboatman this was the most difficult service I have been on. All the crew performed their duties with great courage and professionalism in very difficult conditions.'

Coxswain John Connell



Seven saved ...along with an historic boat

THE LIFEBOAT

Mersey class lifeboat ON-1176
12-19 *Four Boys*
Funding: Land's End
lifeboat appeal, Sennen
Cove lifeboat appeal,
London Broadcasting
Company appeal, bequests
of Clement Holland and
Pattie Hiddleston, together
with other gifts and
legacies

THE CREW

Chairman's Letter of Thanks
Coxswain *John Connell* for
his 'leadership and
boathandling skills'
Joined crew: 1979
Emergency Mechanic: 1995
Coxswain: 1999
Occupation: *Fisherman*

Operations Director's
Letter of Thanks
Crew Member
Esmond Coulter

Mechanic
Neil Hancock
Crew Members
David Bell
Kevin Henderson
William Gibson
Christopher Nisbet

AMBLE LIFEBOAT STATION

Established: 1842
Previous Medals: *Four
Bronze*

In the early hours of 8 August 2001, the historic fishing vessel *Reaper* was on passage from Anstruther to Hartlepool in gale force conditions and rough seas. The 100-year-old herring drifter was taking water and, although this was normal for the vessel, her bilge pumps could not cope and had failed – leaving her crew of seven in danger.

Amble lifeboat crew were alerted and launched the all-weather lifeboat minutes later under the command of Coxswain John Connell.

'My first thoughts and concerns were the conditions surrounding the callout – it was very windy, raining and there was a heavy swell' remembered Esmond Coulter, lifeboat crew member. 'The people who needed our help were in a very dangerous situation. Time was of the essence.'



The Mersey class lifeboat Four Boys

Photo: Rick Tomlinson

Conditions in the harbour gave little shelter to the lifeboat as she steamed towards the casualties last known position. The sea state deteriorated even further as the lifeboat continued seaward – causing her to be airborne at times – but skillful handling by the coxswain helped maintain good speed.

Service to *Reaper*

8 August 2001

- 0311 Tyne Tees Coastguard requests launch of the Amble lifeboat
- 0321 Amble Mersey class lifeboat *Four Boys* launches
- 0405 *Reaper* sighted by lifeboat crew
- 0430 Lifeboat gets alongside casualty
- 0445 Esmond Coulter and pump are transferred to the casualty
- 0450 *Reaper* rolls on to the lifeboat
- 0510 Lifeboat transfers suction pipes
- 0525 Pump set up and running
- 0540 *Reaper* and the lifeboat head back
- 0655 The lifeboat and *Reaper* reach Amble
- 0715 Lifeboat refuelled and ready for service

A rescue helicopter from RAF Boulmer had been scrambled earlier to take some pumps to the casualty but the violent motion and size of the *Reaper's* masts and rigging prevented it from getting too close. It was very dark and visibility was poor but when the lifeboat arrived on scene the helicopter helped by providing overhead lighting. 'The casualties were very relieved to see us and were keen to do what they could to help save the vessel' said Esmond.

The casualty's violent rolling motion made it impossible for the helicopter to drop a pump aboard safely. 'I knew that the lifeboat was the only chance of transferring a pump and saving the vessel,' said John.

The coxswain took control of the lifeboat from the upper steering position and crew members got on deck to prepare a salvage pump. Esmond volunteered to board the *Reaper* with the pump and readied himself as the lifeboat made a run in to assess the situation.

Initially, the rolling of the drifter pushed the lifeboat away but, using all his skill and boathandling experience, John managed to come alongside on the first attempt. The pump was transferred and Esmond safely timed his jump to the *Reaper*. 'The moments of particular concern were when I was manoeuvring alongside the vessel and holding the lifeboat against the side to transfer Esmond and the pump,' remembers John. Esmond, too, remembers that moment well: 'I had concerns for my own safety and was thinking of my family at home' he said.

As the lifeboat was preparing to move back, a large swell caused the *Reaper* to roll on to the lifeboat's deck, causing some damage to her rails – thanks to the coxswain's quick actions in pulling the lifeboat astern, nobody was injured.

The lifeboat then made a second approach and the pump's suction and delivery pipes were passed over by heaving line. The lifeboat deck was constantly awash during these operations and crew had to be attached by lifelines to prevent them being washed overboard.

Once aboard the casualty, Esmond supervised the rigging of the suction pipes and started the pump. There was a lot of debris in the *Reaper's* bilge which meant that Esmond had to spend much time below deck keeping the pipes clear.

With the water level now dropping in her bilges, the *Reaper* made for Amble harbour with the lifeboat in close attendance. The helicopter was no longer needed and, before it returned to station, landed a spare pump on to the lifeboat's deck in case a back-up was required.

'I knew we were safe the first time I looked up and saw the harbour entrance' said Esmond. 'We were out of immediate danger and closer to safety.' The casualty, escorted by the lifeboat, reached Amble and was safely alongside just before 7am. The salvage pump was left aboard until she was pumped dry.

One of *Reaper's* crew members had a slight head injury where he had slipped up earlier on the wet deck. He was transferred to the lifeboat and examined by Neil Hancock who cleaned the cut and swelling. The man also had a headache and was feeling nauseous so he was handed over to paramedics at the boathouse who examined him, dressed the wound and declared him fit and well.

The skipper of the *Reaper* contacted the station later in the day to say how impressed he was by the coxswain and crew – their actions had undoubtedly saved this historic vessel. 'The loss of the vessel would have been tragic as she is a popular visitor to marine events up and down the coast' he said.

On finding out that he had received an award John said: 'I am pleased and honoured, not just for myself, but for the whole station. I felt proud of the way the crew performed their duties in such difficult conditions.'



'I was relieved that nobody had been seriously injured and that we had been able to save the historic *Reaper*. I felt that everything went like clockwork and all the hours of training had paid off.'

Crew Member Esmond Coulter

Lifeboats in action



Man overboard

A large crowd gathered at Filey on 2 July 2001 for the naming ceremony of the station's new D class lifeboat *Rotary District 1120*. They got rather more than they expected, however, when a full-scale rescue took place in full view of the harbour. Stephen Forster, station honorary press officer and second tractor driver, takes up the tale.



The dedication ceremony for our new D class was coming to a conclusion when the attention of some of the crew wandered to a yacht motoring north across the bay. As the yacht's hull disappeared behind Filey Brigg, the rock ledge promontory that defines the north arm of

Filey Bay, the phone rang. It was Humber Coastguard: we had a shout. Gilbert Grey OC, our president, was most impressed. He thought this was laid on as part of the ceremony!

Mr Geoffrey Rowe on his Bavaria 34 yacht *Araxian* was on solo passage from Grimsby to Whitby when his engine failed north of Filey Brigg. He had started to drift south, which would have taken him onto the Brigg. *HMS Shetland* was in the vicinity and RAF Leconfield's search and rescue Sea King helicopter was overhead at the time. Both remained on scene until the arrival of our all-weather lifeboat *Keep Fit Association*.

We launched on service right at the top of the tide, which in Filey is quite interesting. Our carriage-launched Mersey is normally towed to the water's edge, turned around square to the surf and launched to sea. When there is no beach, this manoeuvre has to be carried out within the confines of the slipway at the bottom of Coble Landing. The 'push in' then has to be made on a curve to round the sea wall that forms a breakwater to Coble Landing.

The run to the casualty was less than 1.5 miles as Malcolm Johnson, our coxswain, was able to take the boat inshore of the E cardinal buoy, which marks the submerged section of the Brig. In the tideway north of the Brig, the north-westerly gale over the tide was lifting up swells to 6m. 'Scruffy', as Malcolm described it, 'rough, but I've been in rougher'. On the way to the casualty, the boat 'took off' twice.

When we reached Mr Rowe, it was quite clear that he was in a poor state to assist with taking a

tow. He had left Grimsby at 2am and was now suffering as a result of the poor conditions. He was therefore very grateful for the offer of having a crew member put aboard. Malcolm decided to make his approach from windward, as *Araxian* was being carried off downwind and he was concerned that, if he came at her from the other side, she would roll heavily against the lifeboat.

Having made a dummy run, Malcolm made his approach, laying the bows of the lifeboat amidships of *Araxian*, enabling Barry Robson and Richard Robinson to assist Neil Cammish to scramble onto *Araxian's* foredeck. This is a complicated manoeuvre in a Mersey, with its aft steering position, as the coxswain has to rely on his 'eyes' in the bows: in this case, Barry Robson.

Neil was now safely aboard the *Araxian*. 'There was a piece of rope tied to the yacht's rails and I fastened myself onto that, as the conditions were treacherous', he recalled. He then secured the tow rope to the anchor winch and the tow commenced.

'After about 10 minutes the tow went tight, pulling the nose of the boat down', he said. 'The next thing I knew, we were hit by a wave and I was in the sea! I had hold of the rope tied to the rails and Mr Rowe had enough presence of mind to secure the rope tight. Thankfully, I managed to pull myself back on board. It happened so fast I didn't have time to be scared and I was fully kitted out, but I was quite cold on the way back.'

With Neil safely back on board, the tow resumed to Scarborough harbour. Here a damp Neil was



THE LIFEBOAT

Mersey class lifeboat ON-1170

12-13 *Keep Fit Association*
Funding: *The Keep Fit Association appeal and Filey lifeboat appeal, together with other gifts and legacies*

THE CREW

Chairman's Letter of Thanks

Coxswain **Malcolm Johnson** for his 'seamanship, boathandling and command skills'

Joined crew: 1967

Second Coxswain: 1988

Coxswain: 1998

Occupation: Joiner

Previous Awards:

Thanks on Vellum 1984

Chief Executive's Letter of Thanks

Crew Member **Neil Cammish**

Crew Members

John Ward
Richard Robinson
Barry Robson
Peter MacAuley
Richardson Johnson

FILEY LIFEBOAT STATION

Established: 1804

Previous Medals

Silver: 1859

Bronze: 1919(x2)

Thanks on Vellum: 1982,

1984



Malcolm carefully approaches Araxian as Neil is helped over the guardrails and onto the casualty

returned to Filey by road. *Keep Fit Association* returned to Filey, was recovered and rehoused, its crew content in the knowledge of a job well done. This was a dangerous job in extreme conditions but the boat, crew and all the gear performed well. With the exception of Neil's 'mishap', everything went as planned.

It was not until a few days later that most of the station came to realise what a magnificent piece of seamanship it had been from Malcolm, when a video taken by the search and rescue helicopter arrived. It clearly showed the lifeboat surging alongside, kissing the bows amidships of *Araxian*, depositing Neil and clearing astern on the top of one huge swell.

Everyone at Filey station was delighted to learn that Malcolm and Neil were to receive letters of thanks from the Chairman and Chief Executive, respectively, for their parts in this service. They were presented with them at a crew dinner on 2 March 2002. This dinner was arranged to mark the retirement of honorary secretary George Cammish and deputy launching authority David Baker, both of whom had given sterling service to the RNLi at Filey.



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Time is of the essence



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

The Royal National Lifeboat Institution depends entirely on voluntary donations and legacies to run the lifeboats that save lives at sea. With more than 227 lifeboat stations around the shores of the United Kingdom and the Republic of Ireland, it costs around £282,000 a day to keep the lifeboat service running.

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

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

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Registered Charity No. 209603

LBJ02/4



Lifeboats

Royal National Lifeboat Institution

The all-weather fleet

| Name | Class | ON No. | Op No. | Allocation | Name | Class | ON No. | Op No. | Allocation |
|-------------------------------------------|--------|---------|--------|--------------------------|------------------------------------------|--------|---------|--------|--------------------------|
| AJR & LG Uridge | Arun | ON-1086 | 52-25 | Relief Fleet | Leonard Kent | Mersey | ON-1177 | 12-20 | Margate |
| Albert Brown | Severn | ON-1202 | 17-03 | Harwich | Lifetime Care | Mersey | ON-1148 | 12-11 | Relief Fleet |
| Alec and Christina Dykes | Severn | ON-1255 | 17-28 | Torbay | Lil Cunningham | Mersey | ON-1183 | 12-24 | Rhyl |
| Alexander Coutanche | Tyne | ON-1157 | 47-039 | St Helier | Lily and Vincent Anthony | Mersey | ON-1168 | 12-010 | Pwllheli |
| Andy Pearce | Mersey | ON-1164 | 12-006 | Llandudno | Lincolnshire Poacher | Mersey | ON-1166 | 12-008 | Skegness |
| Ann and James Ritchie | Mersey | ON-1171 | 12-14 | Ramsey | Mabel Alice | Arun | ON-1085 | 52-24 | Panlee |
| Ann Lewis Fraser | Arun | ON-1143 | 52-41 | Tobermory | Mabel Williams | Arun | ON-1159 | 52-45 | Relief Fleet |
| Anna Livia | Trent | ON-1200 | 14-05 | Dun Laoghaire | Macquarie | Trent | ON-1225 | 14-21 | Sunderland |
| Annie Blaker | Tyne | ON-1153 | 47-035 | Wicklow | Margaret Foster | Severn | ON-1231 | 17-13 | Kirkwall |
| Austin Lidbury | Trent | ON-1233 | 14-25 | Ballycotton | Margaret Frances Love | Arun | ON-1082 | 52-23 | Barry Dock |
| Babs and Agnes Robertson | Tyne | ON-1127 | 47-019 | Peterhead | Margaret Jean | Mersey | ON-1178 | 12-21 | Relief Fleet |
| Barclaycard Crusader | Trent | ON-1209 | 14-11 | Eyemouth | Margaret Russell Fraser | Arun | ON-1108 | 52-34 | Relief Fleet |
| Bingo Lifeline | Mersey | ON-1184 | 12-25 | Relief Fleet | Marie Winstone | Arun | ON-1076 | 52-19 | Unallocated |
| Blue Peter VII | Trent | ON-1198 | 14-03 | Fishguard | Marine Engineer | Mersey | ON-1169 | 12-12 | Bridlington |
| Bon Accord | Severn | ON-1248 | 17-24 | Aberdeen | Mariners Friend | Tyne | ON-1142 | 47-029 | Relief Fleet |
| Bryan and Gordon | Severn | ON-1235 | 17-15 | Ballyglass | Mary Irene Millar | Tyne | ON-1151 | 47-033 | Portpatrick |
| Charles Brown | Arun | ON-1093 | 52-27 | Buckie | Mary Margaret | Mersey | ON-1187 | 12-28 | Kilmora Quay |
| Charles Lidbury | Severn | ON-1232 | 17-14 | Aith | Maurice and Joyce Hardy | Trent | ON-1222 | 14-18 | Fowey |
| City of Belfast | Arun | ON-1107 | 52-33 | Donaghadee | Max Aitken III | Tyne | ON-1126 | 47-018 | Bembridge |
| City of Dublin | Arun | ON-1113 | 52-35 | Howth | Michael and Jane Vernon | Severn | ON-1221 | 17-10 | Lerwick |
| City of Edinburgh | Tyne | ON-1109 | 47-007 | Fraserburgh | Mickie Salvosen | Arun | ON-1135 | 52-39 | Relief Fleet |
| City of Glasgow III | Arun | ON-1134 | 52-38 | Tron | Moir Barrie | Mersey | ON-1185 | 12-26 | Barmouth |
| City of London | Tyne | ON-1074 | 47-001 | Selsey | Moonbeam | Tyne | ON-1152 | 47-034 | Montrose |
| City of London II | Severn | ON-1220 | 17-09 | Dover | Mora Edith Macdonald | Trent | ON-1227 | 14-23 | Oban |
| City of Plymouth | Arun | ON-1136 | 52-40 | Plymouth | Murray Lornie | Arun | ON-1144 | 52-42 | Lochinver |
| City of Sheffield | Tyne | ON-1131 | 47-023 | Poole | Myrtle Maud | Severn | ON-1244 | 17-22 | Arranmore |
| Corinne Whiteley | Trent | ON-1253 | 14-32 | Relief Fleet | Newsbuoy | Arun | ON-1103 | 52-31 | Relief Fleet |
| David and Elizabeth Acland | Severn | ON-1243 | 17-21 | Newhaven | Norman Salvosen | Tyne | ON-1121 | 47-016 | Sennen Cove |
| David Kirkaldy | Severn | ON-1217 | 17-06 | Aran Islands | Owen and Anne Aisher | Tyne | ON-1122 | 47-017 | Relief Fleet |
| David Robinson | Tyne | ON-1145 | 47-030 | The Lizard | Peggy and Alex Caird | Mersey | ON-1124 | 12-001 | Relief Fleet |
| Dora Foster McDougall | Trent | ON-1228 | 14-24 | Relief Fleet | Peter and Marion Fulton | Severn | ON-1179 | T1-02 | Training Lifeboat |
| Doris Bleasdale | Mersey | ON-1190 | 12-31 | Clogher Head | Phil Mead | Tyne | ON-1110 | 47-008 | Teesmouth |
| Doris M Mann of Amphill | Mersey | ON-1161 | 12-003 | Wells | Pride and Spirit | Mersey | ON-1186 | 12-27 | Dungeness |
| Douglas Aikman Smith | Trent | ON-1206 | 14-08 | Invergordon | Pride of the Humber | Severn | ON-1216 | 17-05 | Humber |
| Dr John McSparran | Trent | ON-1246 | 14-30 | Larne | Ralph & Bonella Farrant | Arun | ON-1081 | 52-22 | Relief Fleet |
| Duchess of Kent | Arun | ON-1077 | 52-20 | Relief Fleet | RFA Sir Galahad | Tyne | ON-1112 | 47-010 | Tenby |
| Duke of Atholl | Arun | ON-1160 | 52-46 | Relief Fleet | Richard Cox Scott | Severn | ON-1256 | 17-29 | Falmouth |
| Earl and Countess Mountbatten of Burma | Trent | ON-1180 | 14-01 | Relief Fleet | Richard Evans (Civil Service No.39) | Arun | ON-1070 | 52-16 | Relief Fleet |
| Edna Windsor | Severn | ON-1230 | 17-12 | Barra Island | Robert and Violet | Tyne | ON-1116 | 47-013 | Moelfre |
| Edward Duke of Windsor | Trent | ON-1226 | 14-22 | Relief Fleet | Robert Charles Brown | Mersey | ON-1182 | 12-23 | Swanage |
| Eleanor and Bryant Girling | Mersey | ON-1188 | 12-29 | Newcastle (Co.Down) | Robert Edgar | Arun | ON-1073 | 52-18 | Weymouth |
| Elizabeth and Ronald | Trent | ON-1215 | 14-17 | Dunmore East | Robert Hywel Jones Williams | Trent | ON-1239 | 14-27 | Fenit |
| Elizabeth Ann | Arun | ON-1058 | 52-11 | Unallocated | Roy & Barbara Harding | Arun | ON-1118 | 52-36 | Castletownbere |
| Elizabeth of Glamis | Trent | ON-1252 | 14-31 | Broughty Ferry | Roy Barker I | Trent | ON-1199 | 14-04 | Alderney |
| Eric and Susan Hiscock (Wanderer) | Severn | ON-1249 | 17-25 | Yarmouth (IDW) | Roy Barker II | Trent | ON-1224 | 14-20 | Wick |
| Ernest and Mary Shaw | Severn | ON-1241 | 17-19 | Campbeltown | Roy Barker III | Trent | ON-1258 | 14-33 | Howth |
| Esme Anderson | Trent | ON-1197 | 14-02 | Ramsgate | Royal Shipwright | Mersey | ON-1162 | 12-004 | Relief Fleet |
| Ethel Anne Measures | Tyne | ON-1096 | 47-005 | The Mumbles | Ruby & Arthur Reed II | Tyne | ON-1097 | 47-006 | Cromer |
| Fanny Victoria Wilkinson and Frank Stubbs | Mersey | ON-1175 | 12-18 | Scarborough | Ruby Clery | Mersey | ON-1181 | 12-22 | Peel |
| Fisher's Friend | Mersey | ON-1192 | 12-33 | Relief Fleet | Safeway | Brede | ON-1104 | 33-11 | Caishot |
| Foresters Future | Brade | ON-1090 | 33-08 | Relief Fleet | Sam and Ada Moody | Trent | ON-1240 | 14-28 | Achill Island |
| Forward Birmingham | Trent | ON-1210 | 14-12 | Exmouth | Sam and Joan Woods | Tyne | ON-1075 | 47-002 | Relief Fleet |
| Frank and Lena Clifford of Stourbridge | Mersey | ON-1172 | 12-15 | New Quay (Cardiganshire) | Samarbeta | Trent | ON-1208 | 14-10 | Gt. Yarmouth & Gorleston |
| Fraser Flyer | Severn | ON-1237 | 17-17 | Relief Fleet | Sarah Emily Harrop | Tyne | ON-1155 | 47-037 | Relief Fleet |
| Freddie Cooper | Mersey | ON-1193 | 12-34 | Aldeburgh | Sealink Endeavour | Mersey | ON-1125 | 12-002 | Hastings |
| Frederick Storey Cockburn | Trent | ON-1205 | 14-07 | Courtmacherry Harbour | Silvia Burrell | Mersey | ON-1196 | 12-37 | Girvan |
| FSB2 | Tyne | ON-1251 | FSB-EX | Unallocated | Sir John Fisher | Tyne | ON-1141 | 47-028 | Worlington |
| Garside | Tyne | ON-1139 | 47-026 | St Davids | Sir Max Aitken | Arun | ON-1071 | 52-17 | Relief Fleet |
| George and Ivy Swanson | Trent | ON-1211 | 14-13 | Sheerness | Sir Max Aitken II | Arun | ON-1098 | 52-28 | Longhope |
| George and Mary Webb | Trent | ON-1212 | 14-14 | Whitby | Sir Ronald Pechell BT | Trent | ON-1207 | 14-09 | Dunbar |
| George Gibson | Tyne | ON-1140 | 47-027 | Appledore | Sir William Hillary | Tyne | ON-1147 | 47-032 | Douglas |
| Ger Tigchelaar | Trent | ON-1223 | 14-19 | Arklow | Snolda | Arun | ON-1100 | T1-01 | Training Lifeboat |
| Good Shepherd | Tyne | ON-1115 | 47-012 | Relief Fleet | Soldian | Arun | ON-1057 | 52-10 | Unallocated |
| Gough Ritchie II | Trent | ON-1234 | 14-26 | Port St Mary | Spirit of Derbyshire | Mersey | ON-1165 | 12-007 | Ilfracombe |
| Grace Darling | Mersey | ON-1173 | 12-16 | Seahouses | Spirit of Gurnsey | Severn | ON-1203 | 17-04 | St Peter Port |
| Helmut Schroder of Dunlossit II | Severn | ON-1219 | 17-08 | Islay | Spirit of Lowestoft | Tyne | ON-1132 | 47-020 | Lowestoft |
| Henry Alston Hewat | Severn | ON-1250 | 17-26 | Mallaig | Spirit of Northumberland | Severn | ON-1242 | 17-20 | Tynemouth |
| Henry Heys Duckworth | Trent | ON-1213 | 14-15 | Relief Fleet | St Brendan | Arun | ON-1092 | 52-28 | Rosslare Harbour |
| Her Majesty the Queen | Mersey | ON-1189 | 12-30 | Lytham St Annes | St Cybil II (Civil Service No.40) | Tyne | ON-1095 | 47-004 | Relief Fleet |
| Hermione Lady Colwyn | Tyne | ON-1158 | 47-040 | Shoreham Harbour | Stanley Watson Barker | Trent | ON-1214 | 14-16 | Portree |
| Hetty Rampton | Tyne | ON-1120 | 47-015 | Porthdinllaen | The Baltic Exchange II | Tyne | ON-1130 | 47-022 | Salcombe |
| Hibernia | Arun | ON-1150 | 52-44 | Relief Fleet | The Davina & Charles Matthews Hunter | Arun | ON-1078 | 52-21 | Relief Fleet |
| Hilda Jarrett | Tyne | ON-1137 | 47-024 | Baltimore | The Famous Grouse | Tyne | ON-1133 | 47-021 | Relief Fleet |
| Hyman Winstone | Arun | ON-1067 | 52-15 | Relief Fleet | The Four Boys | Mersey | ON-1176 | 12-19 | Amble |
| Inchape | Mersey | ON-1194 | 12-35 | Arbroath | The Joseph Rothwell Sykes and Hilda M | Arun | ON-1099 | 52-29 | Relief Fleet |
| Inner Wheel | Brede | ON-1089 | 33-07 | Relief Fleet | The Lady Rank | Tyne | ON-1114 | 47-011 | Angle |
| Inner Wheel II | Trent | ON-1245 | 14-29 | Relief Fleet | The Princess Royal (Civil Service No.41) | Mersey | ON-1167 | 12-009 | St Ives |
| James Bibby | Tyne | ON-1117 | 47-014 | Barrow | The Queen Mother | Arun | ON-1149 | 52-43 | Thurso |
| James Burrough | Tyne | ON-1094 | 47-003 | Padstow | The Royal Thames | Mersey | ON-1195 | 12-36 | Eastbourne |
| John and Margaret Doig | Severn | ON-1218 | 17-07 | Valentia | The Whiteheads | Severn | ON-1229 | 17-11 | St Mary's |
| Joy & John Wade | Arun | ON-1053 | 52-08 | Unallocated | The Will | Severn | ON-1201 | 17-02 | Relief Fleet |
| Joy and Charles Beeby | Mersey | ON-1191 | 12-32 | Berwick-Upon-Tweed | Tom Sanderson | Severn | ON-1238 | 17-18 | Stornoway |
| Katie Hannan | Severn | ON-1247 | 17-23 | Portrush | Violet Dorothy and Kathleen | Severn | ON-1236 | 17-16 | Stronness |
| Keep Fit Association | Mersey | ON-1170 | 12-13 | Filey | Voluntary Worker | Tyne | ON-1146 | 47-031 | Relief Fleet |
| Keith Anderson | Arun | ON-1106 | 52-32 | Hartlepool | Volunteer Spirit | Severn | ON-1254 | 17-27 | Relief Fleet |
| Kenneth Thelwall | Arun | ON-1123 | 52-37 | Holyhead | William Gordon Burr | Severn | ON-1257 | 17-30 | Relief Fleet |
| Kenneth Thelwall II | Tyne | ON-1154 | 47-036 | Walton & Frinton | William Luckin | Tyne | ON-1111 | 47-009 | Lough Swilly |
| Kingdom of Fife | Mersey | ON-1174 | 12-17 | Anstruther | William Street | Tyne | ON-1156 | 47-038 | Fleetwood |
| Lady of Hilbre | Mersey | ON-1163 | 12-005 | Hoylake | Windsor Runner (Civil Service No.42) | Trent | ON-1204 | 14-06 | Blyth |

The inshore fleet

| Name | No. | Allocation | Name | No. | Allocation | Name | No. | Allocation |
|-----------------------------------|-------|----------------------------|-----------------------------------|-------|----------------------|---------------------------------|-------|----------------------|
| Alex & Mairie Preston | B-743 | Tighnabruaich | Sandwell Lifeline | B-758 | Aberdovey | Ken and Mary | D-572 | Portrush |
| Alexander Cattanach | B-740 | Kyle of Lochalsh | Spirit of Clovelly | B-759 | Clovelly | Kensington Rescuer | D-362 | Cowes ILC |
| Alice and Charles | B-760 | Helvick Head | Spirit of Cumbria | B-714 | Silloth | Kingsand | D-532 | Moelfre |
| Amy Constance | B-734 | Relief Fleet | Spirit of Penarth | B-725 | Penarth | Kip & Kath | D-472 | Burry Port |
| Andrew Mason | B-581 | Helensburgh | Spix's Macaw | B-525 | Relief Fleet | Landlubber | D-470 | Sunderland |
| BBC Radio Cleveland | B-766 | Hartlepool | Susan Peacock | B-700 | Cowes ILC | Lawnlite | D-492 | Relief Fleet |
| Beatrice Dorothy | B-722 | Cowes ILC | Tanni Grey | B-752 | Cowes ILC | Leicester Fox | D-460 | Relief Fleet |
| Benjamin Dowing Fairbridge | B-751 | Clifden | The Boys Brigade | B-770 | Arran (Lamlash) | Leicester Fox II | D-573 | Skegness |
| Bessie | B-708 | Minehead | The Eric Rowse | B-772 | St Catherine | Leonard Stedman | D-496 | Hayling Island |
| Betty Battle | B-712 | Hayling Island | The Moray Dolphin | B-771 | North Kessock | Leslie O | D-420 | Cowes ILC |
| Bickerstaffe | B-748 | Blackpool | The Rotary Club of Glasgow | B-578 | Macduff | Lord Daresbury | D-497 | Newquay (Cornwall) |
| Bienwatch | B-549 | Relief Fleet | Thelma Glossop | B-737 | Brighton | Lord Feoffees III | D-557 | Bridlington |
| Blue Peter I | B-564 | Cowes ILC | Toshiba Wave Warrior | B-736 | Cowes ILC | Lord Kitchener | D-514 | Waimier |
| Blue Peter II | B-779 | Cowes ILC | Valerie Hull | B-593 | Kilkeel | Lord Raglan | D-421 | Relief Fleet |
| Blue Peter III | B-563 | Relief Fleet | Vera Skilton | B-705 | Cowes ILC | Lords Feoffees II | D-426 | Relief Fleet |
| Blue Peter V | B-768 | Beaumaris | Vic and Bille Whiffen | B-776 | Southern-on-Sea | Mabel | D-488 | Relief Fleet |
| Bob Turnbull | B-706 | Portaferry | Walters Lifeboat | B-723 | Cowes ILC | Margaret | D-511 | Tramore |
| Borough of Solihull | B-765 | Ramsgate | Wolverson X-Ray | B-590 | Relief Fleet | Margaret & Fiona Wood | D-459 | North Kessock |
| Braemar | B-582 | Abersoch | Youth of Ulster | B-584 | Bangor (Co. Down) | Margaret II | D-536 | Aberdeen |
| Brandy Hole | B-774 | Relief Fleet | Ab-One | D-542 | Craster | Marguerite Joan Harris | D-530 | Howth |
| British Diver II | B-733 | Burnham-on-Crouch | Aldergerve | D-478 | Newcastle (Co. Down) | Marjorie | D-433 | Relief Fleet |
| Burton Brewer | B-571 | Harwich | Alex Dykes | D-422 | Relief Fleet | Marjorie Helen | D-510 | Flint |
| Cdr & Mrs Rodney Wells | B-568 | Relief Fleet | Alice | D-375 | Relief Fleet | Martin John and Ann | D-529 | Seahouses |
| City of Bradford V | B-727 | Rye Harbour | Anthony | D-450 | Relief Fleet | Maureen Samuels | D-458 | Relief Fleet |
| Clothworker | B-753 | Relief Fleet | Arthur & Georgina Stanley Taylor | D-438 | Relief Fleet | May | D-479 | Borth |
| Colin James Daniel | B-586 | Relief Fleet | Arthur Bate | D-482 | Conwy | Modeller II | D-443 | Relief Fleet |
| Coventry & Warwickshire | B-763 | Atlantic College | Arthur Bygraves | D-482 | Conwy | Nellie Grace Hughes | D-463 | The Mumbles |
| CSMA - Frizzell | B-769 | Weston-super-Mare | Arthur Harris | D-505 | Fishguard | No Name | D-333 | Cowes ILC |
| CSMA 75th Anniversary | B-730 | Portsmouth | AXA Life Inshorer | D-528 | Fethard | No Name | D-365 | Cowes ILC |
| Daisy Aitken | B-745 | Newbiggin | Bacchus | D-445 | Relief Fleet | No Name | D-411 | Relief Fleet |
| Dignity | D-410 | Relief Fleet | Blue Peter III | D-452 | North Berwick | No Name | D-416 | Cowes ILC |
| DJS Haverhill | B-761 | West Mersea | Blue Peter IV | D-453 | St Agnes | No Name | D-418 | Relief Fleet |
| Dochas | B-749 | Hunstanton | Blue Peter VI | D-454 | Cleethorpes | No Name | D-500 | Relief Fleet |
| Donald and Ethel Macrae | B-738 | Galway | Bob Savage | D-454 | Cleethorpes | No Name | D-551 | Alderney |
| Dorothy Mary | B-735 | Queensferry | BP Service | D-520 | Aldeburgh | Norah Cadman | D-566 | Blackpool |
| Dorothy Selina | B-728 | Red Bay | Brenda Reed | D-412 | Training Lifeboat | OEM Stone II | D-521 | Whitby |
| Douglas Paley | B-731 | Trearddur Bay | Brian & Margaret Wiggins | D-440 | Relief Fleet | Oliva Herbert | D-526 | Fowey |
| Duckhams 2001 | B-742 | Appledore | C John Morris DFM | D-541 | Withernsea | Ordnance Survey Bosun | D-432 | Relief Fleet |
| Edmund and Joan White | B-773 | Relief Fleet | Captain Colin | D-483 | Relief Fleet | Palmer Bayer | D-485 | Relief Fleet |
| Elizabeth Ann | B-591 | Cullercoats | Cecile Rampton | D-369 | Cowes ILC | Patrick Rex Moren | D-506 | Mablethorpe |
| Ellis Sinclair | B-732 | Relief Fleet | Cecile Rampton II | D-392 | Cowes ILC | Peter Bond | D-564 | Morecambe |
| Elsmore | B-576 | Staithes & Runswick | Chloe | D-540 | Hastings | Peter Cornish | D-533 | Selsey |
| Enid Mary | B-781 | Sligo Bay | City of Chester | D-491 | Relief Fleet | Peterborough Beer Festival I | D-523 | Redcar |
| Ernest Armstrong | B-704 | Aberystwyth | City of Chester II | D-436 | Relief Fleet | Phyl Clare 2 | D-475 | Swanage |
| Eve Pank | B-592 | Cowes ILC | City of Derby | D-424 | Relief Fleet | Phyllis Mary | D-439 | Relief Fleet |
| Falmouth Round Table | B-756 | Relief Fleet | Coachmakers of London | D-522 | Pwlheli | Phyllis Mary II | D-466 | Relief Fleet |
| Foresters | B-595 | Falmouth | Colin Martin | D-408 | RNI Poole Depot | Pilgrim | D-524 | Barmouth |
| Frank and Dorothy | B-531 | Relief Fleet | Corydd | D-471 | Arbroath | Pride of Nuneaton and Bedworth | D-477 | Relief Fleet |
| Frank and Mary Atkinson | B-588 | Teignmouth | Criddy and Tom | D-468 | Happisburgh | Pride of West Kingsdown | D-415 | Cowes ILC |
| Frederick Robertson | B-566 | Lymington | Cursitor Street | D-476 | New Quay | RJM | D-429 | Relief Fleet |
| Friendly Forester II | B-720 | Kinghorn | David Whitehead | D-503 | Bembridge | Rosemary Palmer | D-569 | Amble |
| Giles | B-710 | Pool | Deborah Brown | D-561 | Fenit | Rotary District 1120 | D-583 | Filey |
| Gordon England | B-726 | Porthcawl | Dolly Holloway | D-553 | Kippford | Rotherham Grammar School | D-430 | Relief Fleet |
| Gordon Mote | B-701 | Relief Fleet | Douglas Hurndall | D-555 | Ilfracombe | Saddleshworth | D-556 | Fleetwood |
| Helene | B-716 | Cowes ILC | Edgar Law | D-489 | Rock | Saint David Dewi Sant | D-543 | St Davids |
| Herbert and Edith | B-711 | Bundoran | Eleanor & Catherine | D-417 | Cowes ILC | Sarah Helena | D-419 | Relief Fleet |
| Himley Hall | B-594 | Cowes ILC | Elsie Frances I | D-442 | Relief Fleet | Sea Ranger | D-448 | Relief Fleet |
| Institute of London Underwriters | B-570 | Relief Fleet | Elsie Frances II | D-486 | Relief Fleet | Seahorse I | D-513 | Sheerness |
| Jack & Joyce Burcombe | B-579 | Relief Fleet | Ernest and Rose Chapman | D-457 | Relief Fleet | Seahorse II | D-559 | Clacton-on-Sea |
| James Burgess | B-762 | Relief Fleet | Ethel Royal | D-495 | Bude | Seahorse III | D-568 | Cromer |
| Jason Logg | B-589 | Walmor | Fairlands Lady | D-519 | Burnham-on-Crouch | Severn Rescuer | D-534 | Penarth |
| Joan Mary | B-703 | Flamborough | Faith | D-527 | Southern-on-Sea | Sharpe's Classic All Seasons | D-444 | Relief Fleet |
| John Batstone | B-778 | Mablethorpe | Forest Row Choir | D-414 | Relief Fleet | Society of Societies | D-547 | Cardigan |
| Joseph B Press | B-575 | Relief Fleet | Foresters London Pride | D-537 | Weston-super-Mare | Spirit of Bedworth and Nuneaton | D-507 | Holyhead |
| Ken Derham | B-574 | Great Yarmouth & Gorleston | Frances | D-501 | Shoreham Harbour | Spirit of Kintyre | D-455 | Relief Fleet |
| Leicester Challenge | B-583 | Muddeford | Frad Croker | D-487 | Southern-on-Sea | Spirit of RAOC | D-461 | Loe |
| Leicester Challenge II | B-580 | Relief Fleet | GCH Fox | D-482 | Port St Mary | Spirit of Tamworth | D-567 | Barrow |
| Leslie Tranmer | B-777 | Redcar | George and Christine | D-498 | Relief Fleet | Spirit of the ACC | D-490 | Senmen Cove |
| London's Anniversary 175 | B-750 | Southwold | Georgina Stanley Taylor | D-474 | Relief Fleet | Spirit of the EXE | D-516 | Exmouth |
| Lucy Beryl | B-709 | Relief Fleet | Global Marine | D-549 | Minehead | Spirit of the PCS RE II | D-546 | Port Isaac |
| Manchester Unity of Oddfellows | B-702 | Sherringham | Gwenllian the Rotary Club of Port | D-562 | Tenby | Spirit of the RCT | D-515 | St Ives |
| Mercurius | B-707 | Criccieth | Hartlepool Dynamo | D-552 | Relief Fleet | Spirit of the RPC | D-504 | Torbay |
| Millennium Forester | B-775 | Relief Fleet | Heyland II | D-550 | Port Talbot | St Vincent Amazon | D-428 | Relief Fleet |
| Miss Miriam & Miss Nellie Garbutt | B-757 | Relief Fleet | Holme Team | D-539 | Brough Ferry | Stafford with Rugeley | G-485 | Rhyl |
| No Name | B-526 | Relief Fleet | Holme Team 3 | D-554 | Portsmouth | Star of the Sea | D-548 | Courtown |
| No Name | B-767 | Relief Fleet | Holme Team 4 | D-446 | Relief Fleet | Storrs | D-427 | Relief Fleet |
| OEM Stone I | B-713 | Relief Fleet | Humphry & Nora Tollemache II | D-481 | Montrose | Strickson | D-425 | Relief Fleet |
| Oxford Town & Gown | B-764 | Whitstable | Imbhear Deas | D-525 | Clifden | Sunrise | D-494 | Berwick-upon-Tweed |
| Patricia Jennings | B-780 | Cowes ILC | Imis-Eoghain | D-449 | Relief Fleet | Sybil | D-484 | Little & Broad Haven |
| Pearl of Dorset | B-741 | Cowes ILC | Irish Diver | D-518 | Wicklow | Table 32 | D-435 | Cowes ILC |
| Peggy Keith Learmond | B-739 | Cowes ILC | Isabella Mary | D-502 | Lough Swilly | The Craft Club | D-480 | Relief Fleet |
| Percy Garon II | B-587 | Relief Fleet | Jane Ann II | D-441 | Relief Fleet | The Cromer Smuggler | D-535 | Tynemouth |
| Percy Henry Patmore MBE MM | B-719 | St Bees | Jean and Paul | D-493 | Angle | The Hastings | D-544 | Dunbar |
| Peter and Grace Ewing | B-585 | Kirkcudbright | Jeannie Frances | D-512 | Wells | The Marlborough Club, Didcot | D-407 | Relief Fleet |
| Phyl Clare 3 | B-746 | Weymouth | Jill Gatti | D-499 | Larne | Thomas Campbell | D-447 | Relief Fleet |
| Phyllis | B-715 | Newquay (Cornwall) | Joan and Ted Wiseman 50 | D-451 | Relief Fleet | Thomas Jefferson | D-473 | West Kirby |
| Pride of Sherwood | B-754 | Relief Fleet | John Edmunds | D-437 | Relief Fleet | Three Brothers | D-571 | Campbeltown |
| Robert George Alexander | B-744 | Clacton-on-Sea | John Kennedy | D-570 | Eastbourne | Tigger Too | D-545 | Margate |
| Rock Light | B-721 | New Brighton | John Wesley Hillard | D-423 | Relief Fleet | Tom Broom | D-538 | Stranraer |
| Rockabill | B-747 | Skerries | John Wesley Hillard II | D-509 | Lytham St Annes | Tony Heard | D-565 | Dun Laoghaire |
| Rose West | B-729 | Kilrush | Jonathan Simpson | D-508 | Llandudno | Veronica | D-431 | Relief Fleet |
| Rotaract I | B-718 | Relief Fleet | Kathleen Scadden | D-434 | Relief Fleet | Walter Grove | D-531 | Horton & Port Eynon |
| Rotarian Dennis Cullen | B-724 | Relief Fleet | | D-560 | Scarborough | William & Rose Nail | D-558 | Blackpool |
| | | | | D-456 | Portrush | Winifred & Cyril Thorpe | D-469 | Relief Fleet |
| | | | | D-467 | Relief Fleet | Wren | D-464 | Blyth |

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The wreck of the Royal Charter
Picture: Tim Thompson

The **Royal Charter** tragedy

The first Gold Medal to be awarded after the establishment of *the Lifeboat* journal was not to a lifeboatman but was for an outstanding act of individual bravery following the wreck of the *Royal Charter* near Moelfre, in Anglesey, on 26 October 1859.

The *Royal Charter* was a record-breaking passenger ship: the first steam-and-sail driven liner able to promise passage between Liverpool and Melbourne, Australia, in under 60 days. She was a 320ft, 2,719 ton iron-built ship with three tall clipper masts, a single funnel and an auxiliary 200hp engine. Her maiden voyage from Liverpool in 1856 coincided with the Australian gold rush and when she left Melbourne on 26 August 1859, under the captaincy of Thomas Taylor and with a crew of more than 100, she was crowded with close to 400 passengers returning home to England, many of whom had amassed a fortune in the gold mines. There was over £300,000 worth of gold in the hold.

By the morning of 25 October, the *Royal Charter* had reached the Irish Sea and was forging northwards with a light south-east wind and just a ripple on the water. There was no indication to warn the captain that a hurricane, the worst in living memory, was wreaking havoc in the south and moving inexorably north. By 6.30pm on the evening of 25 October, the *Royal Charter* was rounding the Skerries, a group of islands at the north-west tip of Anglesey. The wind had now strengthened considerably and was blowing from the east. On she steamed almost directly into the wind along the coast of Anglesey, pitching and tossing more and more violently as the seas and wind increased.

Somewhere between 9 and 10pm, the captain lost control of his ship. The engine could no longer provide headway against the storms (sails were of no use in the head wind) and when he attempted to steer northwards away from the rocky shore on his starboard side, the ship would not respond to the helm. Instead she was being driven rapidly towards the shore by the wind, which had now moved round to the north-east and which had reached a murderous hurricane force.

In a final attempt to regain control the captain ordered certain sails to be set and maximum possible steam from the chief engineer to see if he could swing the ship's head round into the wind. If this were possible he could then set a course

143 years ago

The
Lifeboat Magazine
150th
Anniversary

which would take him out into the Irish Sea and clear of the land.

Three times the ship began to come round and three times the gales forced her back. Unbelievably, the wind was still strengthening. To let go an anchor was the last chance. One hundred fathoms of chain were paid out on her port anchor but, even with the engine turning to reduce the strain, the drift could not be entirely checked. Then the starboard anchor was released and fresh hope was felt on board the ship. The captain believed, or at least told his passengers he believed, that he had his ship 'fast by the nose'. This did not prevent him from sending out distress rockets which, even if they had been seen, would not have summoned help in those conditions. No lifeboat could have made it through the surf and the pilot boats already at sea were fighting for their own survival.

At 1.30am on October 26, the strain on the port anchor cable was too great and it parted. An hour later the starboard chain also succumbed and the *Royal Charter* was doomed. Before long every man, woman and child aboard the ship felt the shock of the sea-bed against the iron hull beneath them.

Still the captain tried to quell the growing panic. They were on sand, not rocks, the tide was receding and by daybreak everyone would be able to walk ashore. He was right about the sand but wrong about the rest. The tide was flooding and remorselessly through the night the ship was lifted by the tide and bumped across the sandy bed by the force of the storm towards the lethal rocky headland just to the north-west of the village of Moelfre.

The three huge masts of the *Royal Charter* had been felled by her crew to lessen wind resistance and the vessel's drift but when dawn broke everyone aboard was staggered to see that they were within 25m of the jagged rocky ledges of the land. So near and yet so far; a tumultuous sea with waves breaking 20m high against the cliffs separated the shipwrecked from the shore. Meanwhile, to seaward mountainous rollers crashed over the vessel as she lay broadside on to them.

While the hull of the ship remained intact there was still a faint hope. Villagers

from Moelfre were on the cliffs now, desperately waiting to see how the people on board could save themselves as there was precious little help they could give from the shore. If only a line could be passed ashore from the ship, a bosun's chair could be rigged and people could be hauled to safety one by one.

On board the *Royal Charter* a Maltese seaman, whose original name Joie Rodriguez had been anglicised to Joseph Rodgers, volunteered to swim ashore with a line tied round his waist. Every crew-member knew that such an act was the only hope but Rodgers was the man prepared to carry it out. His strength and fearlessness had already been tested to the limit throughout the night. During the captain's desperate earlier efforts to manoeuvre out of danger Rodgers had been up and down the mast several times setting sails.

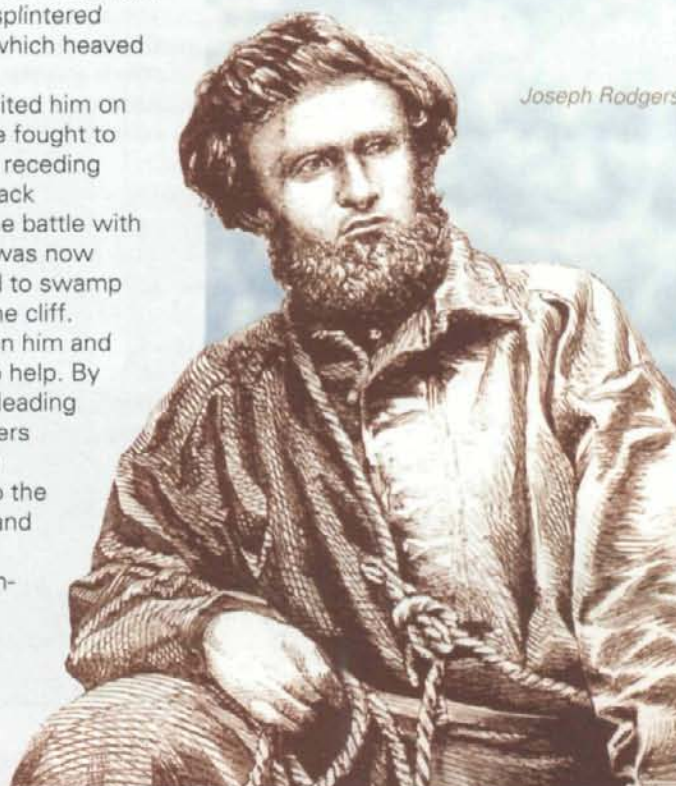
Refusing even a life-jacket, Rodgers lowered himself by a line over the side of the ship and, waiting for the right moment, let the sea take him. His shipmates were sure he was lost, almost from the moment he let himself go. However Rodgers seemed to know what to do. He did not attempt to swim for the shore, merely to stay afloat. He allowed the huge waves to lift him up and carry him forwards and then back again towards the ship. This way he did not need to fight his way through a mass of splintered timber and tangled rigging which heaved in the water all around him.

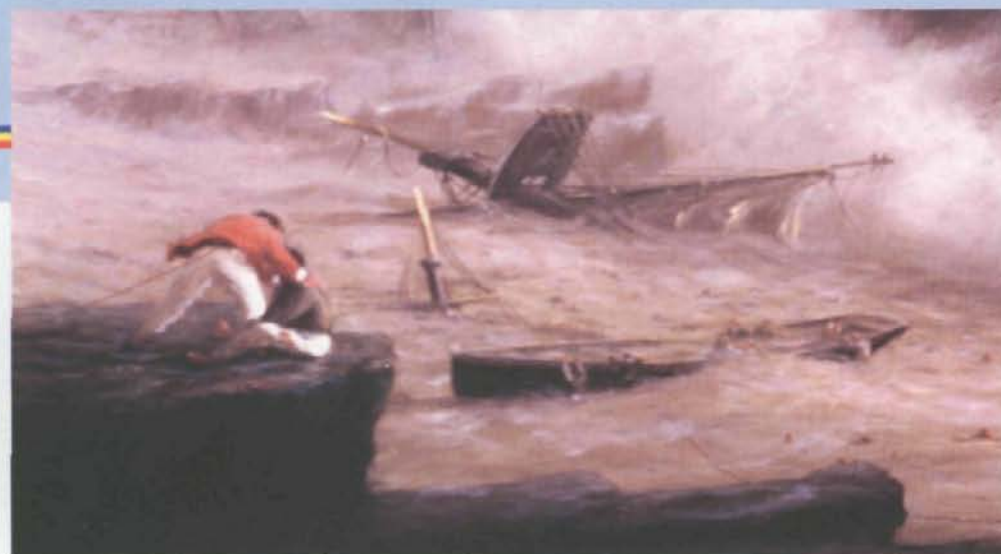
Eventually the sea deposited him on an abrasive shelf of rock. He fought to keep his hold upon it as the receding wave dragged him angrily back towards the sea. He won the battle with the wave but the next one was now approaching and was bound to swamp him and dash him against the cliff. Three Moelfre men had seen him and came scrambling forward to help. By linking hands in a chain the leading man was able to grab Rodgers and although the next wave arrived and covered them to the waist, they retained a hold and Rodgers was safe.

Within a short while a ten-inch hawser had been passed ashore and made fast to a rock. An escape route existed.

At 1.30am on October 26, the strain on the port anchor cable was too great and it parted. An hour later the starboard chain also succumbed and the Royal Charter was doomed. Before long every man, woman and child aboard the ship felt the shock of the sea-bed against the iron hull beneath them.

Joseph Rodgers





The brave people of Moelfre risked their lives as they pulled survivors from the surf.

Picture: Tim Thompson

The bosun's chair had been rigged from the bow of the ship and the majority of the passengers were gathered in the stern. To begin with, before they could be brought forward, an unfortunate squabble delayed the use of the bosun's chair for some 15 vital minutes. A young lady passenger, the girlfriend of the officer in charge of the device, refused through fear to be the first to be sent ashore by it. Some riggers were as keen as she was reluctant to be the first and the result was that nobody went for some time.

While the officer, having given up persuading his girlfriend, turned his attention to organising some 70 women and children who were now on the fore-castle waiting to take to the bosun's

chair, several riggers rushed forward and were hauled ashore on the hawser. Almost immediately afterwards a huge wave engulfed the fore-castle and the officer and all the women and children were washed to their deaths.

This was the beginning of the terrible end. Although a few members of the crew scrambled ashore by the bosun's chair after the first disaster, by now the ship had broken in two. The people in the stern section had no means of escape other than to throw themselves into the sea as the ship began rapidly to disintegrate. Even without the encumbrance of their heavy Victorian garments and, in many cases, pockets full of gold, pathetically grabbed at the last moment, the chances of survival would have been practically non-existent.

A very few did survive instant drowning or being bludgeoned to death on the rocks, but they, along with those who escaped by the hawser, numbered only 41. Well over 400 people died including every officer, every woman and every child on board.

The RNLI recognised Joseph Rodgers' bravery by awarding him the Gold Medal.

Text taken from Gold Medal Rescues, by Edward Wake-Walker

The wreck of the *Hindlea*

The scars left by the wreck of the *Royal Charter* run deep among local people. The storm and the appalling loss of life have become a grim legend and on the centenary of the shipwreck in October

1959 a service of remembrance was held at Llanalgo Church (where the bodies of those recovered from the wreck are buried), as it has been every year since the tragedy.

Little did coxswain Dick Evans know, attending the centenary service with his crew, that two days later he would be battling in weather as fierce as the *Royal Charter* storm and winning in those Moelfre waters another

Gold Medal to match that won by Joseph Rodgers 100 years earlier.

Fortunately, the wreck of the *Hindlea* had a happier outcome than that of the earlier rescue. The 506 ton coaster had been caught by a strong south-westerly gale and taken shelter in Dulas Bay. Later that morning, however, the wind veered to the north and strengthened to 104mph, turning the safe haven into a death trap and the *Hindlea* was dragged remorselessly towards the rocky shore.

The Moelfre lifeboat was launched with just four crew and stood by the *Hindlea* until her captain gave the order to abandon ship. The lifeboat had to negotiate a treacherous gap between the *Hindlea* and the shore to take off the men. It took 10 desperate attempts but at last all the men were safely on board the lifeboat. Dick Evans received the Gold Medal for this rescue. Mechanic Evan Owens was awarded the Silver Medal and the rest of the crew were awarded the Bronze Medal.

Below: After the crew is taken off, the Hindlea is torn apart on the rocks.



A new base for Scotland

The new combined Scotland divisional base and regional office was officially opened on 7 March 2002 by HRH The Duke of Kent, President of the RNLI. The move was planned some two years ago when it was realised that both the existing premises were in need of improvement.

It is a welcome change for all the staff to be in purpose-built accommodation, designed for the specific needs of the RNLI. Facilities include office and storage space, mechanical and electrical workshops, technical offices and a drying room.

Scottish divisional and regional staff



The new base



Appledore boathouse opening

The official opening and dedication of the Appledore lifeboat house took place on 29 September 2001. Storm Force member Harriet Weatherby Crompton (12) cut the ribbon and officially declared the boathouse open. Her great-aunt, Mrs Mary Palmer, whose legacy contributed to the cost of the boathouse, was a vice chairman of the Alsager ladies lifeboat guild, who were well represented at the ceremony.

The new building was handed over by Christopher Weatherby, on behalf of the donors, to Air Vice Marshall John Tetley, RNLI Deputy Chairman.



On station

ALL-WEATHER

Falmouth

ON-1256(17-29) *Richard Cox Scott* on 18 December 2001
ON-1201(17-02) withdrawn to relief fleet

Relief Fleet

ON-1257(17-30) *William Gordon Burr* on 15 February 2002

INSHORE

Southend

B-776 *Vic & Billie Whiffen* on 8 December 2001
B-567 withdrawn to relief fleet

Thames (Gravesend, Tower Pier and Chiswick)

E-001, E-002, E-003 and E-004 on 2 January 2002
E-005 and E-006 on 21 February 2002

Teddington

D-477 *Pride of Nuneaton and Bedworth* on 2 January 2002

Mablethorpe

B-778 *Joan Mary* on 10 January 2002
B-745 returned to relief fleet

Kessock

B-771 *Moray Dolphin* on 2 February 2002
B-709 returned to relief fleet

Skegness

D-573 *Leicester Fox II* on 20 February 2002
D-460 withdrawn to Poole depot

Portrush

D-572 *Ken and Mary* on 21 February 2002
D-456 withdrawn

Sligo Bay

B-781 *Elsinore* on 26 February 2002
B-580 returned to relief fleet

Looe

D-574 *Regina Mary* on 5 March 2002
D-461 withdrawn to Poole depot

Listings

- Aberdeen**
ON-1248 (17-24): Oct4
D-428: Oct8, Oct13
D-536: Aug4, Aug6, Aug20, Aug21, Sep1
- Aberdovey**
B-758: Aug14, Aug19, Aug20, Aug27
- Abersoch**
B-582: Aug6, Aug10, Aug12, Aug16, Aug17, Aug25, Aug26, Aug29, Sep11, Sep21
- Aberystwyth**
B-701: Aug22, Aug27
B-704: Aug5, Aug6, Oct14(x3)
- Achill Island**
ON-1240 (14-28): Aug30, Sep14, Sep23
- Aith**
ON-1103 (52-31): Aug1, Aug19, Aug21, Aug26
- Aldeburgh**
D-488: Aug1, Aug3, Aug21, Oct19, Oct21
- Alderney**
D-551: Aug1
- Amble**
ON-1176 (12-19): Aug6, Aug8, Aug14, Aug20(x2), Aug31, Sep9
D-447: Aug6, Aug14, Aug20(x2), Aug31, Sep10
- Angle**
ON-1114 (47-011): Aug1, Aug20, Sep22, Sep24, Sep29, Oct13, Oct28
- Anstruther**
ON-1174 (12-17): Aug4, Sep7, Sep15, Oct23
- Appledore**
ON-1140 (47-027): Aug21(x2)
B-742: Aug5, Aug14, Aug21, Aug26, Aug27(x2), Aug31, Sep6, Sep8, Sep18
B-762: Oct18, Oct26
- Aran Islands**
ON-1217 (17-06): Aug10, Sep8, Sep13, Oct14, Oct21
- Arbroath**
ON-1178 (12-21): Aug6, Aug19, Aug20, Sep2
D-471: Aug6, Aug19, Aug22, Sep2, Sep14
- Arkiow**
ON-1223 (14-19): Aug5, Aug16, Aug22, Sep2, Sep9
- Arran (Lamlash)**
B-770: Aug12, Aug14, Aug15, Oct6
- Arranmore**
ON-1244 (17-22): Aug8, Aug9, Aug14, Aug15, Aug16, Aug25, Sep3, Sep6, Sep17, Sep30, Oct11
- Atlantic College**
B-763: Aug4, Aug5, Aug19
- Ballycotton**
ON-1233 (14-25): Aug5, Aug8, Aug18(x2), Aug19(x2), Sep18, Oct14
- Ballyglass**
ON-1150 (52-44): Aug8, Aug27
- Baltimore**
ON-1137 (47-024): Aug4, Aug6, Aug8, Aug20, Aug21(x2), Aug26(x2), Aug30, Sep4, Sep6, Sep10, Oct21
- Bangor**
B-579: Aug2, Aug19, Sep1
- Barmouth**
ON-1185 (12-26): Aug10, Aug16, Sep12
D-426: Oct21
D-524: Aug1, Aug5, Aug10, Aug15, Aug22(x4), Aug28, Sep1, Sep8, Sep12, Sep18, Sep19
- Barra Island**
ON-1230 (17-12): Aug22, Aug30(x2), Sep15
- Barrow**
ON-1117 (47-014): Aug4, Aug18, Aug20(x3), Sep17
D-443: Aug4, Aug10
D-567: Aug17, Aug20, Sep17
- Barry Dock**
ON-1082 (52-23): Aug4, Aug11, Sep1, Sep2(x2), Oct6, Oct27
- Beaumaris**
B-768: Aug1, Aug3, Aug5, Aug11(x2), Aug17, Aug18(x2), Aug23, Aug24, Aug25, Aug28(x2), Aug29(x2), Aug30, Sep2(x3), Sep3, Sep14, Sep20, Sep23(x2), Sep30, Oct7(x2), Oct13, Oct25(x3), Oct26
- Bembridge**
ON-1126 (47-018): Aug4(x2), Aug26(x2), Sep8, Sep12, Sep18, Sep29
ON-1146 (47-031): Oct18
D-503: Aug5, Aug6, Aug9, Aug11, Sep1, Sep7
- Berwick-upon-Tweed**
ON-1124 (12-001): Oct1
ON-1191 (12-32): Aug23
D-494: Aug3, Oct27
- Blackpool**
B-748: Sep2, Sep29, Oct6(x2)
D-448: Oct6
D-558: Aug12, Aug13, Sep2, Sep29, Oct6(x2)
D-566: Aug12, Aug16
- Blyth**
ON-1180 (14-01): Aug3, Aug5(x2), Aug7, Sep16, Oct13
D-423: Sep14, Sep16
D-464: Aug5
- Borth**
D-436: Aug2, Aug4, Aug5, Aug23, Aug25, Aug27(x2), Sep22(x2)
- Bridlington**
ON-1169 (12-12): Aug11(x2), Aug13, Aug19, Sep6
D-450: Aug11(x2), Aug12(x2), Aug20, Aug22, Aug27, Aug29
- Brighton**
B-756: Aug12, Aug22, Aug25, Aug27, Sep2, Sep3, Sep18, Oct5(x2), Oct11, Oct20(x2), Oct31
- Broughty Ferry**
ON-1252 (14-31): Aug6, Aug12, Aug22
D-448: Aug3, Aug6, Aug12, Aug22
- Buckie**
ON-1093 (52-27): Aug17, Aug23, Aug25, Sep30, Oct2
- Bundoran**
B-711: Aug19, Aug21, Sep1
- Burnham-on-Crouch**
B-718: Aug4(x3), Aug5(x2), Aug6, Aug11, Aug19
D-519: Aug11
- Burry Port**
D-457: Aug29, Sep2, Sep5, Sep23
D-472: Aug4, Aug10, Aug18(x2), Aug20, Aug23, Aug24, Aug25
- Calshot**
ON-1090 (33-06): Aug1, Aug6(x3), Aug8(x3), Aug9(x2), Aug10, Aug11, Aug12, Aug18, Aug19, Aug27, Sep1(x2), Sep12, Sep15, Sep29, Oct2, Oct20
D-429: Aug1(x2), Aug5, Aug6(x2), Aug8, Sep1, Sep12, Sep15, Sep29, Oct20
- Campbeltown**
ON-1241 (17-19): Aug23, Aug29
D-455: Aug29
- Cardigan**
B-752: Aug3, Aug7, Aug8, Aug14, Aug21, Aug23
D-547: Sep8, Sep27, Sep28
- Castletownbere**
ON-1118 (52-36): Aug8, Aug12, Aug20, Sep15, Oct7
- Clacton-on-Sea**
B-744: Aug7, Aug12, Aug20
D-559: Aug1, Sep13
- Cleethorpes**
D-454: Aug1, Aug3, Aug4, Aug13, Aug15(x2), Aug18, Aug24, Aug28
- Clifden**
B-751: Aug2, Aug16, Aug19, Aug21
- Clogher Head**
ON-1190 (12-31): Aug5, Aug18, Oct1, Oct14
- Clovelly**
B-759: Aug14, Aug27, Aug28, Sep5
- Conwy**
D-482: Oct18
- Courtmacsherry Harbour**
ON-1205 (14-07): Oct13
ON-1228 (14-24): Aug17, Sep6
- Courtown**
D-548: Aug5, Aug16, Aug30
- Criccieth**
B-707: Aug5(x2), Aug7, Aug19, Aug20(x2), Aug22, Aug24, Sep14
- Cromer**
D-568: Aug1, Aug15(x2), Aug25
- Crosshaven**
B-575: Aug27, Sep15, Sep16, Sep17, Oct8
- Cullercoats**
B-588: Aug5, Sep6, Sep10, Sep18, Oct5, Oct30
- Donaghadee**
ON-1107 (52-33): Aug4, Aug13, Sep1, Sep2, Sep24, Oct2
Douglas
ON-1147 (47-032): Aug18, Aug22, Aug24, Aug30, Sep14, Oct31
- Dover**
ON-1220 (17-09): Aug4, Aug11, Aug12(x2), Aug19, Aug20, Aug25(x3), Aug29, Sep11, Sep24, Sep25
- Dun Laoghaire**
ON-1200 (14-05): Aug29, Aug30, Sep8, Sep26
D-432: Aug21, Aug25, Aug26
D-565: Oct17
- Dunbar**
ON-1207 (14-09): Aug24, Sep1, Sep2, Sep7, Sep10, Sep18, Sep24(x2)
D-430: Aug21, Aug24, Sep2, Sep6, Sep10, Sep14, Sep18, Sep24(x2), Oct7
- Dungeness**
ON-1186 (12-27): Aug6, Aug12, Aug18, Aug22, Sep1, Sep4, Sep6
- Dunmore East**
ON-1215 (14-17): Sep22, Sep27, Sep30, Oct3, Oct5, Oct12, Oct19
ON-1226 (14-22): Aug25
- Eastbourne**
ON-1195 (12-36): Aug1(x2), Aug4(x2), Aug10, Aug13, Aug14(x2), Aug17, Aug18, Aug22, Aug27, Aug31, Sep1, Sep4, Sep12, Sep13, Sep14, Sep23, Oct4, Oct9(x2), Oct20, Oct26
D-449: Aug4, Aug10, Aug11, Aug13, Aug22, Aug27, Sep12, Sep16, Oct4
D-570: Oct20(x2)
- Enniskillen**
B-549: Aug21, Sep1, Sep7, Sep26, Oct13
- Exmouth**
ON-1245 (14-29): Sep8, Sep9
D-516: Aug7, Aug14, Oct7, Oct14
- Eyemouth**
ON-1209 (14-11): Aug8, Aug9, Aug15, Sep25(x3)
- Falmouth**
ON-1201 (17-02): Aug4, Aug16, Aug19, Aug27, Sep29, Oct7, Oct21
B-582: Aug2(x2), Aug4, Aug11(x3), Aug12, Aug13, Aug19(x2)
B-585: Aug26(x2), Aug29, Sep21, Sep22, Oct13, Oct27
- Fenit**
ON-1239 (14-27): Aug4(x2), Aug5, Aug12, Aug28(x2), Sep25
- Fethard**
D-528: Aug12
- Filey**
ON-1170 (12-13): Aug26, Oct1, Oct9, Oct26
D-563: Aug1(x2), Aug4(x2), Aug5, Aug9, Aug13, Aug14, Aug21, Aug26, Oct1
- Fishguard**
ON-1198 (14-03): Aug2, Aug16, Aug21(x2), Sep3
ON-1226 (14-22): Sep24, Sep29, Oct10, Oct29
D-440: Oct29
D-505: Aug2, Aug16, Aug17, Aug24, Aug28, Sep3, Oct16(x2)
- Flamborough**
B-703: Aug1, Aug5(x2), Aug26, Aug27, Sep14, Oct18
- Fleetwood**
ON-1156 (47-038): Aug7, Aug8, Aug12, Aug20, Aug31, Sep8, Sep19
D-556: Aug8(x2), Aug20(x3), Aug25, Sep2, Sep4, Sep8, Sep19, Oct2, Oct8, Oct30
- Flint**
D-510: Aug19, Sep16(x2), Oct4
- Fowey**
ON-1222 (14-18): Aug20, Aug23, Aug29, Sep8(x2), Sep12, Sep13, Sep29
D-444: Sep7, Sep13
D-526: Aug6, Aug17, Aug20, Aug23, Aug25, Aug29, Sep1
- Fraserburgh**
ON-1109 (47-007): Aug3, Aug11, Aug18(x2)
- Galway**
B-774: Aug19, Sep15, Sep18, Sep30
- Girvan**
ON-1196 (12-37): Sep23, Oct21
- Great Yarmouth and Gorleston**
ON-1253 (14-32): Aug17, Sep9(x2)
B-574: Aug11(x3), Aug13, Aug17, Aug21(x2), Aug25, Aug28, Aug29, Sep3, Sep4, Sep9(x2), Sep17, Sep19, Sep20
- Happisburgh**
D-468: Aug26
- Hartlepool**
ON-1106 (52-32): Aug29, Oct14, Oct25
B-766: Aug25, Aug28, Aug29, Aug30, Sep11, Oct14
- Harwich**
ON-1254 (17-27): Aug1, Aug12, Aug14, Sep23
B-571: Aug1(x2), Aug5, Aug10, Aug15, Aug16, Aug19(x2), Aug22, Sep6, Sep7, Sep9(x2), Sep11, Oct7, Oct8, Oct14(x3), Oct18, Oct20
- Hastings**
ON-1125 (12-002): Aug16(x2), Sep4, Sep23, Oct9
D-540: Aug3, Aug7, Aug9, Aug29, Sep2, Sep9, Sep30
- Hayling Island**
B-712: Aug4, Aug11(x3), Aug13(x2), Aug15, Aug16, Aug19(x2), Aug22, Aug25(x2), Sep7, Sep8, Sep9, Sep15, Sep16, Oct1, Oct6, Oct7, Oct27
D-496: Oct27
D-500: Aug11, Aug15, Aug25, Sep7, Sep9, Sep15, Oct1, Oct7
- Helensburgh**
B-581: Aug21, Aug26, Aug27, Oct18, Oct22
- Helwick Head**
B-760: Aug15, Sep7, Sep18(x2)
- Holyhead**
ON-1071 (52-17): Aug4, Aug10, Aug11, Aug18, Aug20, Sep8, Sep9, Sep21, Sep26, Oct16
D-507: Aug4, Aug16, Aug21, Aug26, Sep11
- Horton and Port Eynon**
D-531: Aug4, Aug6, Aug16, Aug20, Aug25, Aug27, Aug31, Sep14(x2), Sep15, Sep17, Sep22, Sep28
- Howth**
ON-1113 (52-35): Aug5, Sep1, Oct14, Oct23
D-530: Aug4, Aug19, Aug23, Sep7, Sep27
- Hoylake**
ON-1163 (12-005): Aug3, Aug27, Sep2
- Humber**
ON-1077 (52-20): Aug29
ON-1216 (17-05): Aug1, Aug16, Aug24, Aug27, Sep6, Sep7, Sep22, Oct2, Oct13(x2), Oct16
- Hunstanton**
B-749: Aug1(x2), Aug8, Aug12, Aug13, Aug15, Aug27, Aug29, Sep1, Sep6, Sep26, Sep28, Oct10, Oct19(x2), Oct20
- Iffracombe**
ON-1165 (12-007): Aug4, Aug15, Aug23, Aug27
ON-1184 (12-25): Oct6
D-414: Aug5, Aug8
D-555: Aug15, Aug22, Aug27(x3), Sep1, Sep2, Sep3, Sep24, Sep29, Oct4, Oct20
- Invergordon**
ON-1213 (14-15): Aug27, Aug28
- Islay**
ON-1219 (17-08): Aug4, Sep15, Oct13, Oct28
- Kessock**
B-709: Sep19
D-459: Aug27, Aug28
- Kilkeel**
B-590: Aug3, Aug4, Aug11, Aug18, Aug20, Aug25, Aug26, Sep4, Oct24, Oct28
- Kilmore Quay**
ON-1172 (12-28): Aug12, Aug22(x2), Aug26, Sep2, Sep3, Sep9, Sep10, Sep14, Sep17, Oct20
- Kilrush**
B-729: Sep7, Oct31
- Kinghorn**
B-720: Aug2, Aug4(x2), Aug7, Aug24(x2), Aug25, Aug30, Aug31, Sep7, Sep11, Oct6, Oct11, Oct23
- Kippford**
D-553: Aug16, Aug31(x2), Sep18
- Kirkcudbright**
B-585: Aug29, Aug31(x2), Sep18(x2), Sep25
- Kirkwall**
ON-1160 (52-46): Sep12
ON-1231 (17-13): Sep2
- Kyle of Lochalsh**
B-723: Aug1, Aug14
B-740: Sep24, Sep28, Sep30, Oct24
- Largs**
B-775: Aug8, Aug11, Aug16, Aug22, Aug25, Aug28, Sep9(x2), Sep10, Sep15(x2), Sep21, Sep23, Oct27, Oct28, Oct29(x2)
- Larne**
ON-1246 (14-30): Aug5, Aug12, Aug19, Aug29, Aug30, Sep10, Sep11, Sep12, Sep13, Sep14, Sep15, Sep16, Sep17, Sep18, Sep19, Sep20, Sep21, Sep22, Sep23, Sep24, Sep25, Sep26, Sep27, Sep28, Sep29, Sep30, Oct1, Oct2, Oct3, Oct4, Oct5, Oct6, Oct7, Oct8, Oct9, Oct10, Oct11, Oct12, Oct13, Oct14, Oct15, Oct16, Oct17, Oct18, Oct19, Oct20, Oct21, Oct22, Oct23, Oct24, Oct25, Oct26, Oct27, Oct28, Oct29, Oct30, Oct31, Nov1, Nov2, Nov3, Nov4, Nov5, Nov6, Nov7, Nov8, Nov9, Nov10, Nov11, Nov12, Nov13, Nov14, Nov15, Nov16, Nov17, Nov18, Nov19, Nov20, Nov21, Nov22, Nov23, Nov24, Nov25, Nov26, Nov27, Nov28, Nov29, Nov30, Dec1, Dec2, Dec3, Dec4, Dec5, Dec6, Dec7, Dec8, Dec9, Dec10, Dec11, Dec12, Dec13, Dec14, Dec15, Dec16, Dec17, Dec18, Dec19, Dec20, Dec21, Dec22, Dec23, Dec24, Dec25, Dec26, Dec27, Dec28, Dec29, Dec30, Dec31
- Lerwick**
ON-1221 (17-10): Sep5, Sep24, Oct16, Oct24
- Little and Broad Haven**
D-484: Aug3, Aug13, Aug22, Aug26, Sep2, Sep9
- Littlehampton**
B-586: Aug25, Aug26, Aug27(x2), Sep11(x3), Sep8(x2), Sep16, Sep20, Oct2, Oct19(x2), Oct25
- Littlestone-on-Sea**
B-573: Aug10(x2), Aug15, Aug31, Sep8(x2), Sep19
B-701: Oct14
- Llandudno**
ON-1164 (12-006): Sep12, Oct13, Oct27
D-508: Aug5, Aug14, Aug27, Aug28, Aug29, Sep22(x2), Oct13, Oct18, Oct30
- Lochinver**
ON-1144 (52-42): Sep7, Sep15
- Loe**
D-461: Aug4, Aug7, Aug19, Aug22, Aug26, Aug27(x2), Sep5, Sep11, Sep16
- Lough Swilly**
ON-1111 (47-009): Aug4, Aug11, Aug17, Aug19
B-717: Aug4, Aug6, Aug11, Aug17, Aug19, Aug20, Aug21, Aug23, Aug31, Sep30, Oct31
D-52: Aug11, Sep17, Sep30
- Lowestoft**
ON-1132 (47-020): Aug12, Aug17
ON-1138 (47-025): Aug20, Sep1, Sep7, Sep9, Sep15, Oct6
- Lyme Regis**
B-732: Sep29(x2), Sep30, Oct11
B-741: Aug1, Aug2, Aug8, Aug22, Aug26, Aug31, Sep8, Sep9

Lifeboat launches for August, September and October 2001

Lymington
B-566: Aug10(x2), Aug11(x2), Aug16, Aug17, Aug25, Sep28, Oct13, Oct23

Lytham St Annes
ON-1189 (12-30): Aug19, Aug31, Sep1(x2), Sep14, Sep15, Sep29

D-509: Aug22, Sep1, Sep15, Sep29

Mablethorpe
B-754: Aug24, Aug27

D-506: Aug4(x2), Aug13, Aug14, Aug15, Aug17, Aug24, Aug27, Aug28(x2), Oct13

Mallaig
ON-1250 (17-26): Aug1, Aug11, Aug19, Aug21(x2), Aug29, Aug30, Sep3, Sep7, Sep18, Oct5, Oct27

Marazion
D-411: Aug4(x4), Aug20, Sep7

Margate
ON-1177 (12-20): Aug10(x3), Sep23, Oct10

D-545: Aug11, Aug14, Aug16, Aug17, Aug21, Aug24, Aug27, Sep15, Sep16, Sep20

Minehead
B-708: Aug1, Aug14, Sep2

Moelfre
ON-1116 (47-013): Aug10, Aug26(x2)

D-532: Aug26, Aug27, Sep1, Sep10, Sep28, Oct9

Montrose
ON-1115 (47-012): Aug20, Sep4, Oct14

D-481: Oct14

Morecambe
D-564: Oct3

Mudford
B-583: Aug4(x3), Aug8(x2), Aug10, Aug11(x2), Aug16(x2), Aug17, Aug19, Aug27, Sep1, Sep12, Sep14, Sep16, Sep28, Oct6, Oct10

New Brighton
B-721: Aug5, Aug9, Aug11, Aug18, Aug20, Aug23, Sep2, Sep16, Sep30, Oct7, Oct13, Oct19(x2), Oct20, Oct21

New Quay (Cardiganshire)
ON-1184 (12-25): Aug14, Aug31

D-476: Aug1, Aug5, Aug7(x3), Aug19, Aug25, Aug31, Sep11, Oct21(x2)

Newbiggin
B-745: Aug4, Aug28, Aug29, Sep20

Newcastle
ON-1188 (12-29): Aug12(x2), Oct26

D-478: Aug2, Aug12, Aug13, Sep9

Newhaven
ON-1243 (17-21): Aug12, Aug15, Aug17, Aug24, Aug25(x2), Aug27, Sep8, Sep9, Sep15(x2), Sep16, Oct1, Oct8, Oct9, Oct13

Newquay (Cornwall)
B-715: Aug11, Aug20(x2)

D-497: Aug1(x2), Aug11, Aug20(x3), Aug25

North Berwick
D-431: Aug19, Aug21, Sep11, Oct13

D-452: Aug15

Oban
ON-1059 (52-12): Aug1

ON-1061 (52-22): Sep7, Sep8, Sep13(x2), Sep23, Sep29, Oct5, Oct8(x3), Oct18, Oct22, Oct24

ON-1227 (14-23): Aug2, Aug3, Aug6, Aug11, Aug16(x2), Aug18(x3), Aug21, Aug29, Aug30

Padstow
ON-1094 (47-003): Aug4, Aug31, Sep7, Sep23, Oct12

Penarth
B-725: Aug1, Aug10, Aug20, Aug22(x2), Sep15(x3), Sep16, Oct13, Oct17

D-469: Aug22, Sep12, Sep15(x2), Sep29, Oct7

D-534: Aug10, Aug11

Penlee
ON-1085 (52-24): Aug5, Oct9, Oct14

B-753: Aug4(x7), Aug28, Oct14

Peterhead
ON-1095 (47-004): Aug19, Aug27, Sep3

ON-1127 (47-019): Oct6(x2), Oct18

Plymouth
ON-1136 (52-40): Aug2, Aug8, Aug12, Aug16, Aug18, Aug25, Sep12, Sep23, Sep24, Sep26

Poole
ON-1089 (33-07): Aug1(x2), Aug8, Aug9, Aug12, Aug14(x2), Aug15, Aug19(x4), Aug28(x2), Sep7, Sep16

ON-1131 (47-023): Sep22, Sep23, Sep28, Oct9, Oct24

B-710: Aug1(x4), Aug3(x2), Aug8, Aug9, Aug10, Aug11, Aug14(x2), Aug15, Aug16(x2), Aug17, Aug18, Aug19(x5), Aug20, Aug22, Aug25(x2), Aug26, Aug27, Aug28(x3), Aug31, Sep1(x3), Sep7, Sep8(x2), Sep9(x2), Sep28, Oct4, Oct6, Oct7

Port Erin
B-563: Sep25

B-594: Aug28

Port Isaac
D-439: Aug10, Aug19, Aug20, Aug26

Port St Mary
ON-1234 (14-26): Aug11, Sep13, Oct28

D-466: Aug11, Aug17, Aug19, Aug30

Port Talbot
D-550: Aug3, Aug19, Aug25, Sep7

Portaferry
B-706: Aug6, Aug15, Aug23, Sep19, Sep27, Sep28

B-726: Aug1, Aug3, Aug22, Aug23, Aug28, Sep4, Sep13, Oct21(x2)

Porthdinllaen
ON-1120 (47-015): Aug8, Aug10, Aug31(x2), Sep18

Portpatrick
ON-1142 (47-029): Oct19

ON-1151 (47-033): Aug4, Aug11(x2), Aug24, Sep3, Sep14

Portree
ON-1214 (14-16): Aug6, Aug18, Aug21, Aug22, Sep28, Oct14, Oct24

Portrush
ON-1159 (52-45): Aug11, Aug13, Aug22, Aug25, Aug28, Sep4, Sep6

ON-1247 (17-23): Oct8, Oct12, Oct13

D-456: Aug4, Aug7, Aug13, Aug22, Aug28, Sep4, Sep22, Sep29, Oct7, Oct12, Oct18

Portsmouth
B-730: Aug1, Aug3, Aug5(x2), Aug19, Aug24, Aug26, Sep7, Sep18, Oct5, Oct7(x4)

D-554: Aug5(x2), Aug8, Aug24, Oct7, Oct17

Pwllheli
ON-1168 (12-010): Aug10, Aug20(x2), Aug31, Sep25

D-522: Sep9

Queensferry
B-713: Aug13, Aug17, Aug26(x3), Sep8(x2), Sep7, Sep15, Sep16, Oct6, Oct9, Oct11, Oct20

Ramsay
ON-1192 (12-33): Sep15

Ramsgate
ON-1197 (14-02): Aug4(x2), Aug19, Sep11, Sep16, Sep22, Sep25

B-765: Aug3, Aug4(x2), Aug11(x4), Aug19, Aug23, Sep3

Red Bay
B-728: Aug19, Sep9

Redcar
B-570: Aug12, Aug16

B-580: Aug19(x2), Aug31, Sep21, Oct14(x3), Oct28, Oct30

D-523: Aug1, Sep21

Rock
D-489: Aug9, Aug10, Aug22, Aug26, Aug27, Sep8(x2), Sep9(x2), Sep16

Rosslare Harbour
ON-1092 (52-26): Aug25, Sep3

ON-1159 (52-45): Sep22, Sep24

Rye Harbour
B-727: Aug4, Aug5, Aug6, Aug11, Aug16, Aug27, Sep4, Sep9, Sep11, Oct20

Salcombe
ON-1122 (47-017): Aug4, Aug8(x2), Aug9, Aug12, Aug13, Aug17(x2), Aug24, Aug31(x2), Sep7, Sep8, Sep16

ON-1130 (47-022): Sep22, Sep29, Oct13, Oct14

Scarborough
D-560: Aug19, Sep14(x2), Sep17

Seahouses
ON-1173 (12-16): Aug8, Aug27

D-529: Aug8, Aug21(x2), Sep1, Sep18, Oct31

Selsey
ON-1074 (47-001): Aug1, Aug6, Aug9, Aug25, Sep2, Sep8

D-533: Aug4, Aug5, Aug6, Aug9, Aug10, Aug24, Sep28

Sennen Cove
ON-1121 (47-016): Aug21, Aug28, Sep30

D-467: Aug19, Aug20(x2), Aug26, Aug28

Sheerness
ON-1211 (14-13): Aug2, Aug8, Aug15, Aug16, Aug19, Sep7, Sep8, Sep15, Sep16, Sep20, Oct24

D-513: Aug1, Aug4(x3), Aug8, Aug15, Aug20, Aug21, Aug29, Sep7(x2), Sep20, Sep24, Sep27, Sep30, Oct5, Oct7, Oct21, Oct27

Sheringham
B-702: Aug7(x2), Aug24, Aug26(x2), Sep12

Shoreham Harbour
ON-1158 (47-040): Aug3, Aug6, Aug14, Aug18, Aug22, Sep1, Sep19, Sep30, Oct5

D-410: Oct17

D-501: Aug1(x2), Aug11, Aug18, Aug30, Sep1(x3), Sep8, Sep11, Sep19(x2)

Silloth
B-714: Sep22, Oct14

Skagness
ON-1166 (12-008): Sep8, Oct1, Oct16, Oct17

D-460: Aug3, Aug11, Aug15(x5), Aug16(x4), Aug18, Aug19, Aug20(x4), Aug21(x2), Aug24, Aug28, Aug29, Sep8, Sep10, Sep11, Oct1, Oct17

Skerries
B-747: Aug12, Aug31, Sep1, Sep8, Sep11

Sligo Bay
B-525: Aug12, Sep15, Sep19(x2), Oct7(x2), Oct8(x2)

South Broads
D-438: Aug13, Aug19, Aug28(x2), Sep22(x3), Oct6, Oct14, Oct27

XP-5: Aug13, Oct14

Southend-on-Sea
B-567: Aug4, Aug5, Aug8(x2), Aug11, Aug15, Aug16, Aug18, Aug19(x3), Aug27, Aug30, Sep9, Sep15, Sep16(x2), Sep21

D-487: Aug18, Sep4, Sep16, Sep20

D-527: Aug8, Aug10, Aug11(x2), Aug18, Aug30(x2)

Southwold
B-750: Aug8(x2), Aug9(x2), Aug17, Aug27

St Abbs
B-572: Aug4, Sep25

St Agnes
D-552: Aug9, Aug16, Sep11

St Bees
B-719: Aug26, Aug30, Sep6, Oct17

St Catherine
B-772: Aug4, Aug14, Sep12

St Davids
ON-1139 (47-026): Aug17, Aug20, Aug30, Sep21, Sep22, Sep24

D-543: Aug1, Aug2, Aug17, Aug30

St Helier
ON-1157 (47-039): Aug2, Aug4, Aug6, Aug14, Aug21, Sep2, Oct7

St Ives
ON-1167 (12-009): Aug8, Aug17, Sep1

D-486: Aug22, Aug25(x2), Sep21

D-515: Aug8, Aug17

St Mary's
ON-1108 (52-34): Aug24, Aug27

St Peter Port
ON-1067 (52-15): Aug12, Aug14, Aug17(x2), Aug18(x2), Aug19, Aug24(x2)

ON-1203 (17-04): Oct13, Oct29

Staithes and Runwick
B-576: Sep16, Sep26, Sep27

Stornoway
ON-1160 (52-46): Aug21

ON-1238 (17-18): Sep5, Sep10

Stranraer
D-538: Aug9

Stromness
ON-1237 (17-17): Aug4, Aug26, Oct3, Oct15

Sunderland
ON-1225 (14-21): Aug5, Aug7, Aug23, Aug26, Sep22, Sep26, Oct4, Oct15, Oct21

D-445: Sep26, Sep29, Oct4, Oct15, Oct21

D-470: Aug5, Aug6, Aug11, Sep22

Swanage
ON-1148 (12-11): Aug4, Aug10, Aug19, Aug20(x2)

ON-1162 (12-004): Oct17, Oct25, Oct27

ON-1182 (12-23): Aug24, Sep8, Sep16(x2), Sep23, Sep28, Sep30

D-467: Oct25

D-475: Aug4(x2), Aug10, Aug22, Aug26, Aug29, Sep2, Sep8(x2), Sep16, Sep17, Sep30, Oct17

Teemouth
ON-1110 (47-008): Aug27(x2), Oct28

Teignmouth
B-588: Aug1, Aug3, Aug16, Aug18, Aug22, Aug24(x2), Aug29, Aug31, Sep2, Sep8(x2), Sep10, Sep16, Sep17, Oct16, Oct17

Tenby
ON-1133 (47-021): Aug4(x2), Aug11, Oct14(x2), Oct21

D-562: Aug2, Aug6, Aug10, Aug12, Aug20, Aug26(x3), Aug29(x2), Sep26, Oct24

The Lizard
ON-1145 (47-030): Sep24

The Mumbles
ON-1155 (47-037): Aug6, Aug15, Oct2, Oct21

D-463: Aug14, Aug15, Aug19(x2), Aug26, Aug27, Aug29, Aug31, Sep2, Sep19, Oct4, Oct21(x2), Oct22, Oct28

Thurso
ON-1135 (52-39): Aug14, Aug16, Aug18, Aug24, Aug29, Sep4(x2), Sep8, Sep15

ON-1149 (52-43): Oct31

Tighnabruich
B-743: Aug7, Aug25, Sep6, Oct6

Tobermory
ON-1078 (52-21): Oct22

ON-1143 (52-41): Aug1, Aug2, Aug9, Aug29, Sep16, Sep27

Torbay
ON-1076 (52-19): Aug9(x3), Aug10, Aug15(x3), Aug18(x2), Sep2, Sep7, Sep9, Sep23, Sep29, Oct14, Oct17(x3), Oct23, Oct24, Oct26

D-504: Aug1, Aug6, Aug12, Aug15, Aug18(x2), Aug18(x2), Oct14(x2)

Tramore
D-474: Oct4, Oct16

Trearddur Bay
B-731: Aug11, Aug14, Aug20, Aug22(x4), Aug25, Aug26(x2), Aug27, Aug29, Aug31, Sep7, Sep8, Sep9, Sep12

D-441: Aug11, Aug25(x4), Sep8(x2), Sep9

Troon
ON-1134 (52-38): Aug1, Aug8(x2), Aug16, Sep15, Sep22, Oct6, Oct24

Tynemouth
ON-1242 (17-20): Oct27, Oct29

D-535: Aug3(x2), Aug4(x2), Aug9, Aug14(x2), Aug15, Aug27, Sep14, Sep15, Oct29

Valentia
ON-1218 (17-07): Sep4, Sep7, Oct2, Oct3, Oct12

Walmer
B-558: Aug4, Aug11, Aug12, Sep9

D-514: Aug4, Aug23

Walton and Frinton
ON-1138 (47-025): Aug4(x2)

ON-1154 (47-036): Aug19, Aug27

Wells
ON-1161 (12-003): Aug31, Sep8

D-512: Aug8, Aug22, Aug27, Oct14

West Kirby
D-473: Sep8(x2), Oct4(x2), Oct5

West Mersea
B-761: Aug5, Aug6, Aug14, Aug17, Aug22, Aug30, Sep2, Sep5, Sep6, Sep15, Oct5, Oct7(x2), Oct11, Oct21, Oct22, Oct25

Weston-super-Mare
B-769: Aug12, Aug19, Aug26, Aug27, Sep2, Sep7, Sep23(x2), Sep30, Oct5(x2), Oct7

D-537: Aug12, Aug14, Aug19(x2), Aug26, Aug28, Sep2, Sep15, Sep30, Oct5, Oct7

Weymouth
ON-1058 (52-11): Aug9, Aug11, Aug16(x3), Aug18, Aug19(x2), Aug20, Aug22(x2), Aug24, Aug25, Aug29, Aug31(x2), Sep1, Sep6, Sep8, Sep9, Sep12

ON-1073 (52-18): Sep22, Sep30, Oct1, Oct10, Oct16, Oct27, Oct28

B-746: Aug1(x2), Aug3, Aug8, Aug11(x2), Aug16(x3), Aug19(x2), Aug20, Sep3, Sep7(x2), Sep16, Sep22, Sep30(x2), Oct1, Oct6, Oct10, Oct15(x2), Oct28

Whitby
ON-1212 (14-14): Aug3, Aug19, Aug20, Aug26, Sep27

D-465: Aug9, Aug13, Aug18, Aug20(x2), Sep27, Oct5

Whitstable
B-764: Aug1, Aug5(x2), Aug6(x3), Aug11, Aug13(x2), Aug14(x2), Aug16, Aug19, Aug21(x2), Aug24, Aug26, Aug28, Sep1(x2), Sep9, Oct6, Oct13, Oct27, Oct31(x2)

Wick
ON-1224 (14-20): Aug15, Aug29

Wicklow
ON-1153 (47-035): Aug5, Aug10, Aug11, Aug14, Sep18

D-498: Aug11, Aug14, Sep18

Withernsea
D-541: Aug20, Aug28, Sep2

Workington
ON-1141 (47-028): Aug4, Aug17

Yarmouth
ON-1249 (17-25): Aug2, Aug4(x2), Aug6, Aug11(x3), Aug12, Aug16(x2), Aug21, Aug22(x2), Aug26, Aug27, Sep2(x2), Sep7, Sep8, Sep16, Oct4, Oct17

Youghal
B-561: Aug5, Aug6, Aug15, Aug25, Oct31

On passage
ON-1124 (12-001): Sep7

ON-1203 (17-04): Aug16

ON-1247 (17-23): Sep8

ON-1255 (17-28): Aug6(x3), Aug7(x2), Aug8, Aug9, Aug19(x2), Aug23(x2), Aug24, Oct20

ON-1256 (17-29): Sep10

ON-1258 (14-33): Oct12

The services listed here are those for which returns had been received at HQ by January 2002. There may be other services for which returns had not been received.

Listings

Deaths

It is with regret that we report the following deaths

Basil Hutchinson

Former organising secretary midlands, who retired in 1982, on 16 January

Gerry Prest

Former Littlehampton branch chairman, in January

Kenneth Atha

Former Halifax branch chairman and treasurer

David Pengelly

Looe deputy launching authority, on 28 February

Captain Elwin Sharples

Weston-super-Mare treasurer, on 2 March

Retirements

The following crew have retired from duty

William Farquhar: Thurso coxswain

Appointments

The following new appointments have been made

Mark Sawyer: Eastbourne coxswain

Robert White: Humber superintendent coxswain

Colin Millar: Troon mechanic

William Munro: Thurso coxswain

Daniel Atkinson: Humber crew member

Padstow lifeboat station celebrates 175 years of saving lives at sea



Padstow has the second-oldest established lifeboat station in Cornwall. It was set up on 24 January 1827 mainly as a result of the efforts of Commander Williams, chief officer of coastguards. He collected £30 towards the cost of providing a lifeboat and contacted the National Institute for the Preservation of Life from Shipwreck, the fore-runner to the RNLI, which agreed to make a donation of £10 and place the station on its records.

The first lifeboat, built at Padstow by John Tredwen, was *Mariners' Friend*, a four-oared, single-bank rowing lifeboat. There are no records of her service. The station was at Hawker's Cove, within the shelter of Stepper Point.

Padstow lifeboats, 15 in all, have saved over 620 lives, although not without great sacrifice. Three lifeboats have been lost in two separate disasters, with the loss of 13 lives. Padstow lifeboatmen have won 23 Silver Medals, two Bronze Medals and two BEM Medals. Over the 175 years, 25 coxswains and hundreds of volunteers have made up the crews.

Kippford brings new meaning to boathouse

For as long as the crew can remember, Kippford lifeboat station had operated out of a garage with no facilities. Numerous efforts to find a more suitable site had failed. Then divisional inspector John Caldwell spotted a house for sale on the main street. He realised its potential and then had the uphill task of convincing everyone else that he wasn't off his head.

Architects Robert Potter & Partners came up with the design and the work began. The finished boathouse blends in perfectly with the surrounding houses and the crew can enjoy modern facilities at last.



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Thankfully, lifeboat disasters are rare. Lifeboats are designed to withstand the very worst conditions and on occasions in recent years many crews have had cause to be grateful to the self-righting capability of modern lifeboats. The sea is an awesome enemy, however, and has claimed the lives of 435 lifeboatmen since the foundation of the RNLI in 1824. The loss of just one man is, of course, a tragedy, but in 1901 a lifeboat disaster at Caister claimed nine of the twelve crew. Here follows the account of the disaster from *the Lifeboat* magazine of the day.

THE LIFE-BOAT 1st February, 1902

The Caister Life-boat disaster

The King and the veteran Life-boatman

The terrible disaster which overtook one of the Life-boats belonging to the Institution, stationed at Caister on the coast of Norfolk, in November will be fresh in the minds of our readers. The expressions of sympathy received from all classes, not only in the British Isles and on the Continent, but even from the United States and India, have been most gratifying, demonstrating again the widespread interest which is taken in the Institution's Life-boat Service throughout the civilised world.

Briefly the circumstances of the accident were as follows:-

While the wind was blowing a whole gale from N.N.E. with thick rain, and the sea was very heavy, on the night of the 13th November, flares were seen from a vessel on the Barber Sands, and the Cockle Light-ship fired the recognised signals of distress to indicate a vessel on those sands. This was soon after 11 o'clock. The crew of the Life-boat were promptly assembled and with all dispatch the No.2

Life-boat *Beauchamp* was launched, but the heavy seas washed her off the skids and she was cast ashore, necessitating her being hauled up on the beach ready for another launch.

It was intensely dark and very cold, and it was not until nearly 2 o'clock in the morning that the efforts to float the boat, with the aid of the warp and tackle, were successful. Sail was then set, and when the boat was last seen from the shore she appeared to be all right and most of the launchers went home to change their wet clothing. But James Haylett, senr., who was for many years assistant coxswain of the Life-boat, although seventy-eight years old and wet through, after assisting for several hours to launch the boat, remained without food on watch, having two sons, a son-in-law and two grandsons in the boat.

A fight with the cruel sea

After the boat was floated and sail made she proceeded out on the port tack

towards the sands in the direction of the distress signals, which were dead to windward. On nearing the sands the coxswain wore his boat, as the mizen was not yet properly set, stood ashore and tacked just outside the surf. After making another board, he again tacked and proceeded towards the shore, but on tacking again as they got near to the surf the boat missed stays; he filled again and renewed the attempt to "stay," but she failed a second time to come round and was by that time in the breakers close to the beach.

The coxswain, seeing that it was impossible to avoid going onshore, ordered the mizen to be lowered, and put his helm up, but he had only just time to get the boat straight before the sea when her bow struck the sand about fifty yards north of the place of launching, and almost simultaneously a very heavy sea caught her on the starboard quarter and she was keel up in an instant. The masts were broken short off and the crew



The launching of a Norfolk and Suffolk sailing Life-boat, by C. J. Staniland, R.N.

pinned down beneath the boat, which it should be remembered is one of the Norfolk and Suffolk type, non-self-righting, 36 ft. long, 10½ ft. wide, weighing five tons without gear and requiring thirty-six men on the gunwale to bring it awash with the crew and gear in place and water-ballast tanks full.

Help comes from the shore

This happened shortly before 3 o'clock, at which time Frederick Henry Haylett came back to the Life-boat house after changing his wet clothes, when he drew the attention of James Haylett, senior, his grandfather, to cries coming from the water's edge. Both ran down, and to their surprise and horror discovered the *Beauchamp* bottom up in the surf. There was a tremendous sea and "sweep" on the beach, but notwithstanding old James Haylett dashed at once into the surf and got hold of his son-in-law, Charles Knights, who was struggling to get clear of the boat. Frederick Haylett also ran in and was in time to get hold of John Hubbard. The old man, after assisting Knights on shore, went in a second time, and got hold of his grandson Walter Haylett, and helped him also onto the beach. Both rescuers incurred great danger, but had it not been for their efforts it is almost certain that no one would have been saved. Subsequently eight dead bodies were recovered at intervals as they were washed from under the boat, the last being recovered when the boat was righted at 11.30 a.m. by a large number of

men. One body, however, was carried away and not seen again.

The names of the nine poor fellows who were lost were Aaron Walter Haylett, coxswain, and James Haylett, junior, brothers; William Brown, assistant coxswain, and Charles Brown, brothers; William Wilson, John Smith, George King, Charles George and Harry Knights, who was only nineteen years old, and was making his first and, as it unhappily turned out, his last trip on service in the Life-boat. These men left behind to deplore their loss, six widows, thirty-three dependent children, three other dependent relatives and one partly dependent.

A fitting farewell

The funeral, which was a public one, took place on Sunday, 17th November, when the Institution was represented by the Chairman of the Committee of Management, Sir Edward Birkbeck, Bart., V.P., and the District Inspector of Life-boats, Commander Thomas Holmes, R.N. There was an immense crowd of spectators, and deputations from the neighbouring Life-boat stations attended.

The verdict of the jury at the inquest upon the bodies was practically one of "Accidental Death" no blame being attributed to any one. In giving his evidence, James Haylett, senior, made the following characteristic reply to a suggestion that possibly the Life-boatmen had given up their errand as a bad job, "Caister Life-boatmen," he said, "never

The coxswain had only just time to get the boat straight before the sea when her bow struck the sand and almost simultaneously a very heavy sea caught her on the starboard quarter and she was keel up in an instant.

turn back, and would have kept there till now if necessary to save men in distress. It was against the rules to go back when distress signals were shown."

The Board of Trade, at the request of the Institution, held an exhaustive inquiry at the Yarmouth Town Hall into the circumstances attending the disaster; it was attended on behalf of the Institution by the Deputy Chief Inspector of Life-boats, Mr. Charles E. F. Cunninghame Graham.

The Committee of Management of the Institution, as soon as they learned the number of the bereaved dependent relatives, contributed the sum of 2,000*l.* towards the fund for their relief which was very promptly started by the Mayor of Yarmouth, which fund ultimately reached the munificent amount of 12,000*l.*, notwithstanding that it was proposed to close it when 10,000*l.* had been received. It is probable that, after meeting the needs of the widows and dependents of the nine men, a substantial sum will be left to form the nucleus of a permanent fund to meet Life-boat disasters involving loss of life in the future. The Institution defrayed the cost of the funerals, etc., and liberally compensated the survivors of the disaster.

Gold Medal for James Haylett

The Committee also awarded the Gold Medal of the Institution, a copy of the vote inscribed on vellum and framed and the sum of 25 guineas, to JAMES HAYLETT, *senr.*,

in recognition of his great gallantry and of the remarkable endurance he displayed at his advanced age, seventy-eight years, in remaining on the beach for twelve hours, wet through and without food, this being the veteran's crowning act of half a century's life-saving in connection with the Institution's Life-boats, resulting in the saving of hundreds of lives. The thanks of the Institution inscribed on vellum and 5*l.* were also accorded to FREDERICK H. HAYLETT. The valuable co-operation afforded by Captain A. F. CLOWES and Dr. CASE, honorary secretaries of the Great Yarmouth and Caister Branches, was also specially recognised.

Moving bravely forward

A new Life-boat crew was definitely formed at Caister on the 21st December to continue the noble work left as an inheritance by the *Beauchamp* victims, and, strange to say, a few hours afterwards, towards midnight the Life-boat bell spoke for the first time since the disaster, the Coastguards having observed distress flares burning on the Barber Sands. With Jack Haylett as coxswain, No.1 Life-boat *Covent Garden* put to sea. Although hardly recovered, the *Beauchamp* survivors, Haylett, Hubbard, and Knights, with the veteran James Haylett, assisted to launch the boat. The following morning the Life-boat returned after a fruitless errand, the vessel in distress (a stranded steamer) having got

away without assistance.

The damaged Life-boat was removed to Yarmouth for repair, but the men expressed a wish not to have her again on the station, and this desire was at once concurred by the Institution. The Institution arranged for a deputation of three of the men to visit other stations before finally selecting the type for a new boat, but there is little doubt they still have a strong predilection for the non-righting Norfolk and Suffolk type of boat.

The *Beauchamp*, the cost of which was presented to the Institution by Sir Reginald Proctor Beauchamp, Bart., was placed on her station in 1892, and up to the time of the accident she had been launched to the aid of vessels in distress on 81 occasions, and saved 146 lives; while the total number of lives which the Life-boats at Caister have saved during the past forty-three years is 1381, a "record" as regards the Life-boat stations of the United Kingdom.

A Royal appointment

On the 6th January, His Majesty the King, the Patron of the Institution, did James Haylett and the Institution the high honour of presenting to him at Sandringham the rewards granted him by the Institution.

His Royal Highness the Prince of Wales, as President of the Royal National Life-boat Institution, was present, as well as Dr. W. Case, hon. Secretary to the Caister Station. Major-General Sir Stanley Clarke and Commander Sir Charles Cust, R.N., were in attendance.

A Yarmouth Correspondent stated that after the King had presented Haylett with the Life-boat Institution's gold medal, the old man earnestly expressed the hope that his Majesty would live to be a hundred years old and then die and go to heaven, at which the King laughed heartily. "There is one thing always gives me courage," Haylett said to the King, "and that is when I see poor fellows in the rigging of a wreck. I always put myself among them and say, 'What would I give if a Life-boat came to save me?'" Haylett subsequently had a long chat with the Prince and Princess of Wales. He discussed with the Prince the respective merits of the self-righting and Norfolk and Suffolk types of Life-boats, in which subject his Royal Highness was greatly interested.



Caister Norfolk and Suffolk class lifeboat *Beauchamp* with her crew.

Caister lifeboat station

A lifeboat was placed at Caister by the Norfolk Shipwreck Association in 1846. It was taken over by the RNLI in 1857 and in 1867, a second station was established.

Up to 1929, Caister had two stations, each with a pulling and sailing lifeboat. In 1929, as powerful motor lifeboats had then been placed at the neighbouring stations of Cromer and Gorleston, the No.1 station was closed. The No.2 station continued with a pulling and sailing lifeboat until 1941 when it was replaced by a motor lifeboat, which was launched by a tractor. The No.2 station was closed on 17 October 1969.

Apart from the Gold Medal awarded to James Haylett for his part in the 1901 rescue, many other medals have been awarded. In 1875, coxswain Philip George and chief boatman S Bishop (coastguard) were awarded Silver Medals for a service to the *Wild Wave*. James Haylett jnr, who perished in the disaster, was awarded the Silver Medal in 1893 for long service. Coxswain John Haylett and Walter Haylett received Silver Medals in 1906 for the



Caister's No.1 lifeboat Covent Garden

rescue of six from the barque *Anna Precht*, wrecked on the Cackle Sands on 18 September. Silver Medals were also awarded to second coxswain John Plummer and to Solomon Brown, who leaped from the lifeboat onto the wreckage to break the hold of the benumbed men and help them into the lifeboat. In 1963 coxswain JR Plummer was awarded the Bronze Medal for the rescue of seven men from the trawler *Loch Lorgan* on 13 December.

Despite the closure of the RNLI station, the Thanks of the Institution on Vellum was awarded to coxswain Roland Read of the Caister Volunteer Lifeboat in 1987 for the rescue of 10 of the crew of the rig support vessel *Seaforth Conqueror* which was aground on North Scroby Sands

“Caister Life-boatmen never turn back, and would have kept there till now if necessary to save men in distress. It was against the rules to go back when distress signals were shown.”

James Haylett, senior

Never turn back... and never forgotten



On Wednesday, 14 November 2001, over 100 people turned out to commemorate the 100th anniversary of this terrible disaster. Those present included many present-day lifeboatmen from local stations; Tony Wright MP, Member of Parliament for Yarmouth; David Thompson, the Mayor of Yarmouth, and many local people who wished to pay their respects.

A lone piper led the procession through the village, following the route of the 1901 procession, to the church where the original funeral service had taken place. Three jets flew overhead in 'missing man' formation. Mourners then placed a wreath on the memorial statue, built in 1903 close to where the nine men are buried. The church service that followed, conducted by the Bishop of Thetford, the Rt Rev David Atkinson, closely followed the form of the original service, 100 years earlier.

After the service had concluded, the procession returned to the lifeboat station, where James Haylett's granddaughter, Gladys Brown, unveiled a bust dedicated to the memory of all those who had perished in the service of the lifeboat.

Left: The Caister Memorial



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Expansion and consolidation



The Life-boat journal was first published at a time of immense change for the Institution. In an extract from his book *Riders of the Storm*, Ian Cameron recounts some of the major events from that period of the RNLI's history.

The Life-boat, the official journal of the Institution, was first published in 1852, with the aim of 'laying before the public all the information respecting the construction and establishment of Life-Boats, the number of Shipwrecks, the exertions made to save Life and Property, and the prizes and medals

awarded to those who have been most active in that noble service'. It was priced at only 1½d, 'so as to place it within reach of every boatman around our shores', and for some 150 years it has provided the public with a record of acts of courage and fine seamanship that have seldom been equalled and never surpassed.

In 1853 the journal records that 'the Duke of Northumberland has committed the charge of his Life-Boats to the Institution'. In its early years, the Shipwreck Institution had often found that local communities were reluctant to hand over control of their lifeboats. This was

because local people felt, with some justification, that they were better judges of the sort of rescue services their area needed than landlubbers in London. The Northumberland coast had always had a particularly proud record of local, privately run rescue services, predating Lukin's coble; and the fact that the Duke of Northumberland now had sufficient confidence in the Institution to give them control of his lifeboats encouraged other organisations to do the same. Slowly the Institution began to draw under its mantle the dozens of lifeboats and lifeboat stations that for years had been operating independently.

In its early years, the Shipwreck Institution had often found that local communities were reluctant to hand over control of their lifeboats.

In 1854, this assimilation was given momentum by a takeover. For some years, the Institution had operated in tandem with a sister charity, the Shipwrecked Fishermen and Mariners' Benevolent Society. There had been a duplication of duties and confusion as to exactly what each organisation did. It was now agreed that the Institution should concentrate on bringing people safely ashore and that



②

the Benevolent Society should concentrate on caring for them after they had been landed. As part of the deal, the Benevolent Society agreed to hand over its nine lifeboats and boathouses, and the Institution agreed to drop the word 'Shipwreck' from its title, becoming known then on simply as the Royal National Lifeboat Institution. Later that year, the Institution felt obliged to take what many people thought was a step in the wrong direction. It accepted an annual subsidy from the government - £2,000 from the Mercantile Marine Fund, to be administered by the Board of Trade. This money was needed to give stability to the Institution's programme of increasing and efficiently maintaining its fleet. The government, needless to say, expected a *quid pro quo* and was soon trying to exert an ever increasing degree of control. In particular, it insisted that all local RNLI committees should include at least one representative from the



Board of Trade. This frequently led to friction. So as soon as the Institution felt it could do without the subsidy, which was in 1869, it thankfully terminated it and reverted to its original charitable status, which it has maintained ever since.

The year 1856 saw the building of 10 new lifeboats, including a veritable giant of a boat for the east coast. Big, heavy rescue boats had always been favoured by the people of East Anglia and the building of a huge 40-footer to replace the old, privately owned boat at Southwold is evidence that the Institution was, at last, tailoring its lifeboats to satisfy local needs. The same year saw the first major bequest to the RNLI. In his will, Captain Hamilton Fitzgerald RN left the Institution £10,000 (the equivalent in today's money of nearly £8m). It would be difficult to overstate the importance of this bequest, which more than doubled the Institution's annual income at a time when cash was badly needed. From then on a steadily increasing number of people remembered the RNLI in their wills and funds derived from legacies now amount to over 50% of the Institution's annual income.

In 1858, the Institution made another successful takeover, gaining control of the privately run lifeboats



of the Norfolk Association. To quote the journal:

This was a 'red-letter year', because the Norfolk Association had the management of all the boats on the Norfolk coast and it is well known that more lifeboat work is done there than in any other part of the coast of Great Britain and the experience of the men who worked these boats [would be] invaluable. The boats handed over were at Cromer, Mundesley, Bacton, Palling, Winterton, Caister and Yarmouth.

In 1860, barometers were introduced in selected lifeboat stations. This came about largely through the efforts of Admiral Fitzroy (formerly Darwin's commanding officer on the *Beagle*), who was one of the first people to appreciate that instruments such as the barometer could help accurate weather forecasting and that accurate weather forecasting could reduce the risk of shipwreck. Fitzroy wrote a number of technical papers on this subject; and in 1859 his point was tragically proven when the *Royal Charter* was wrecked off Anglesey with the loss of some 450 lives, largely because her captain had no warning of the hurricane that for the previous 24 hours had been devastating southern England (see page 26 for an account of the *Royal Charter* disaster). It was hoped that the more general use of barometers and the warning of storms by the Meteorological Office would make people realise that getting the weather right could be a matter of life or death.

This article is an extract from *Riders of the Storm, the story of the Royal National Lifeboat Institution*, by Ian Cameron, published by Weidenfeld & Nicolson priced £20. Readers of the *Lifeboat* can purchase *Riders of the Storm* at the special price of £15 inc p+p.

Please telephone 01903 828503 quoting reference HWROS.



1. Appledore's Self Righting lifeboat Hope, which was involved in three Silver Medal-winning rescues. Coxswain Joseph Cox is shown holding the tiller, who was himself a holder of three Silver Medals.

2. Shields North Country class lifeboat was typical of the lifeboats used around the time the *Lifeboat* journal was first published.

3. Exmouth's 32ft Self Righting class lifeboat Victoria, built in 1858.

4. Sheringham lifeboat station's first lifeboat, Augusta, taking the crew off a Russian barque.

5. Aberdeen's Bon Accord No.1 North Country class lifeboat shares its name with the station's current Severn class lifeboat.



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the crew



RNLI coxswains sail through new RYA course

Four coxswains have achieved RYA motor cruising qualifications. The course forms part of competence-based training for volunteer and full-time lifeboat crews. The successful crew are coxswain Rod McGillivray of Aberdeen and second coxswains John Cox (Campbeltown), John Atkinson (Lytham St Annes) and John Hunter (Scarborough).

The RNLI's aim is for its crews to have commercially endorsed RYA certificates. The relationship with the RYA began in 1995, when the Atlantic and D class inshore lifeboat courses qualified for the RYA's Advanced and Level 2 Power Boat certificates respectively.

RNLI training staff have had to qualify as Yachtmaster Offshore instructors and examiners to conduct the RYA courses, using the two training lifeboats based at Poole.

Plans are now well advanced for the RNLI Lifeboat College, which will be situated alongside the present training centre. The residential college will provide courses for RNLI crews and staff, and will bring all training under one roof for the first time.

More RYA training

Six members of Aldeburgh lifeboat crew obtained RYA helmsman certificates in 2001 following practical training at East Anglian Sea School, based at Levington on the River Orwell. The school provided training and the use of a training boat free of charge, thanks to the negotiating skills of crew member Derek Simonds who is also a motor cruising and power boat instructor.

Aldeburgh crew members with their RYA certificates (L-R): Dave Gillingwater, Jason Burns, Alison Foxon, Karl Barber and Adrian Burns. James Cable (not pictured) also achieved a certificate following the course.



New Year Honours

The following crew members and RNLI supporters have been honoured by Her Majesty the Queen in the New Year Honours.

FOR SERVICE TO THE RNLI

Member, Order of the British Empire (MBE)

Charles Crockford

Mechanic at Tenby lifeboat station

Frank Smith

Coxswain/Second Mechanic at Salcombe lifeboat station

John Williams

Coxswain at Port St Mary lifeboat station

OTHER AWARDS OF INTEREST

Knight Commander, Royal Victorian Order (KCVO)

Rear Admiral Patrick Rowe

Deputy master and chairman of the corporate board of the Corporation of Trinity House and Ex Officio member of the Committee of Management

Lieutenant, Royal Victorian Order (LVO)

Nicolas Adamson

Private secretary to HRH The Duke of Kent

Commander, Order of the British Empire (CBE)

Mary Williams

For charitable service to Cockermonth and RNLI box secretary, Cockermonth branch

A lifeboat baby

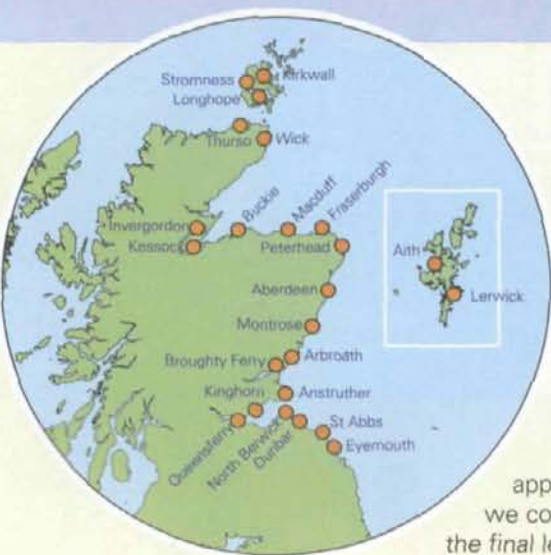
Calshot crew members Di Hellens and Anthony Carrier have become proud parents of a baby boy. Cieran John was born on 9 October, weighing 6lb 5oz. Little Cieran has already taken part in his first exercise: the day before the pregnancy was confirmed, Di and Tony were airlifted into search and rescue helicopter *India Juliet*. The couple became Calshot lifeboat station's first married couple when they tied the knot in 1999.



shoreworks

Building *into the* millennium

Shoreworks manager Howard Richings reaches the final leg of his epic voyage – travelling from Aith, in the Shetland Islands, to Eyemouth on the Scottish mainland.



It is appropriate that we commence the final leg of this epic circumnavigation at the northernmost limit of the RNLi's domain – the Shetland Islands. When it comes to displays of raw wave power there can be few areas to rival coasts of these islands.

Muckle Flugga, just off the northern tip of Unst, with its lighthouse built by David Stevenson in the 1850s, obstinately defies the elements that can throw solid water over the 200ft rock with its white brick tower. An observer on the adjacent 600ft cliffs of Herma Ness, if not blown over, must also dodge the aggressive attentions of the bonxies (Arctic Skuas). Swooping out of the mist to protect their exposed moorland nests, these birds can make the sea seem a safer bet. But enough of dawdling – we must set forth southwards by road and ferry.

Aith, nestling at the head of a small bay of the same name, is still exposed enough to require its own substantial breakwater – constructed in 1986 – to provide a

sheltered mooring for the station's all-weather lifeboat. Plans are complete for a new, modern shore facility and work should be well in hand by the coming summer.

Some 20 miles southeast, in the shelter of Bressay, lies the town of **Lerwick** with its thriving harbour. Oil revenues have funded new developments and examples of modern architecture have appeared amidst the solid stone of the older buildings. One of these – the Old Tolbooth – will hopefully soon be the lifeboat crew's new home. Plans have been prepared for the restoration of this notable Georgian building and it is hoped to have work in hand by the spring.

While January in Lerwick was particularly cold this year, Shetlanders have a festival designed to banish the chill. Up HellyAa has its origins in Viking traditions. This year there were particularly strong connections with the lifeboat crew as one of their number was Guizer Jar (Chief Viking).

After a full day of visiting around the town, the Viking squads marched with flaming torches to the park below the Town Hall where the centre piece of the parade, the replica Viking galley, met its flaming end as soon as Guizer Jar had disembarked – no time to hang



Top right: The original 'Old Tolbooth' at Lerwick, which is to be restored to provide new lifeboat crew facilities

Below right: The recently refurbished harbour board office building at Stromness provides new lifeboat crew facilities.

Below: The breakwater at Aith giving shelter to the station's Arun class.



around with 48 squads of Vikings with torches at the ready.

There were rumours that a little drinking accompanied the celebrations but we were unable to find anybody sober enough to verify this before departing several days later.

The Orkney Islands present a much more gentle landscape than their northern cousins, but sea conditions around the rugged coasts provide plenty of hazards for the unwary sailor and justify three lifeboat stations. **Kirkwall** was early in the current

modernisation programme, with its shore facility building opened in 1990 and extended in 1996. The station's Severn class ALB lies alongside the pier and plans are in hand to improve the berth with a new pontoon system.

Stromness can be reached via a pleasant 18-mile road journey or a considerably longer sea passage. Visitors arriving on the ferry from Scrabster now have only a short walk to the lifeboat station's recently completed new facilities in the renovated harbour board office building.

A relatively short journey across Hoy Sound and past the light on Cava and through Weddel Sound brings us to **Longhope**. Brilliant blue skies have always accompanied my previous visits and these are preserved in a photograph showing the slipway station in its old red livery with yellow irises in flower alongside.

Times have moved on and although it is hoped that the old boathouse will be preserved and provide a home for the renovated *Thomas McCunn*, the station's Arun class ALB now lies afloat and a new crew building stands solidly on the main pier of the harbour. A new berth and protective breakwater should soon follow.

It is about two hours by ferry from Stromness to the harbour at Scrabster – home of an active fishing fleet and the only lifeboat on the north coast of mainland Scotland – **Thurso**. A recent deal with the harbour trust saw the demise of the old slipway boathouse and the construction of a new shore facility during the summer of 2001. The final act of the station's makeover will be a new sheltered berth that should finally be forthcoming this summer.

Departing to the east, Dunnet Head marks both the northernmost point of mainland Britain and the western limit of the Pentland Firth with its infamous tidal races – it is only in recent times that modern high powered lifeboats could guarantee

being able to traverse the Firth in contrary weather conditions.

Duncansby Head lies at the eastern end of the Firth and marks another key turning-point in our journey. **Wick**, just south of the broad sweep of Sinclair's Bay, gives cover to the eastern approaches of the Pentland Firth and to a long stretch of coastline to the southwest. In 1995 the lifeboat left its slipway boathouse to lie afloat at a new berth and a new shore facility building was constructed and opened in 1997. As with many things in life the simple ones take the longest and the parking problem still remained in January 2002.

Beneath us lies the Great Glen fault; still occasionally active but formed back in the Devonian period some 370m years ago when two ancient continents collided marking the final demise of the lapetus Ocean and forcing the northern part of Scotland into its current position in relation to the rest of Britain. Embryonic Britain, however, still had far to travel being somewhere just south of the equator and enjoying desert conditions, the present day results of which are seen in the red sandstones that grace many of Scotland's older buildings.

Following the fault line we pass the light at Tarbat Ness and enter Cromarty Firth and dock at **Invergordon**. Later in the year we might have had to share our visit with parties of tourists from the cruise liners which regularly call – a possible connection with the proximity of a number of distilleries? The station's Trent class lifeboat lies alongside one of the harbour's piers. Soon after our departure the ten-year-old crew building, which is supported on piles over the water, survived the unwelcome attentions of a large, wayward barge.



Above: The unique octagonal boathouse at Kessock.

Much newer is the innovative boathouse at **Kessock** where we arrive after navigating the narrows between Chanory Point and Fort George. Originally established as a D class station in 1993, the station was subsequently allocated an Atlantic 75. The transformation was completed in 2001 with the completion of the new octagonal boathouse within the shadow of the Kessock bridge. Rumour has it that construction was kept under observation by the dolphins that take a special interest in this area.

Buckie, with its busy fishing harbour and boatyard, lies just to the east of the Spey estuary. Its new boathouse and integral ALB berth were completed in 1995. We are now getting well into the fishing communities of the Scottish east coast, where lifeboat stations become more closely spaced, supported by the numerous communities whose histories and economies are bound to the sea.

The coastline becomes more rugged as we cross Cullen Bay and pass by Portsoy and Whitehills before homing in on

Below: Construction of the new facilities at Thurso.





Above: Harbour conditions at Macduff require the lifeboat to be launched from a special launching truck with hydraulic rig.

Centre: The new crew building at Longhope.

Below right: Constructing the new piled jetty at Broughty Ferry.

the lighthouse at **Macduff**. Conditions in the harbour require the lifeboat to have the ability to launch from a number of locations. To achieve this, the vessel is permanently stowed on a special launching truck with its own integral hydraulic lifting system. The new boathouse, completed in 1999, had to accommodate this special rig.

Small bays and rugged headlands continue until we pass Rosehearty, where sand returns before we round Kinnaird Head to the welcome of **Fraserburgh's** twin lighthouses. The lifeboat went afloat in 1997 when a new berth was completed. Crew and support facilities remain in the old slipway boathouse, which has seen some modernisation with more to come.

Our course now takes its final major change of direction as we swing around Rattray Head and make due south for mainland Scotland's most easterly point and Europe's busiest whitefish landing port – **Peterhead**. Peterhead harbour has developed significantly in recent years to provide facilities to match those of its continental European competitors.

In 1999 the harbour commissioners and the RNLI cooperated to mutual advantage. An afloat berth was created for the ALB and the port's pilot boat and new shore facilities provided for the lifeboat crew. The site of the old slipway station was then made available to facilitate further development of the port.

Below: Aberdeen's new boathouse was completed in 1997.



Under freezing conditions and heavy snow it is difficult to appreciate fully the many miles of sandy beaches that lead into **Aberdeen** from the north and give the city a splendid recreational area which can easily be missed by a visitor to the Granite City who does not explore beyond the town centre and docks area. Two lifeboats serve Aberdeen – a Severn lies afloat and a D class resides in the new boathouse, completed in 1997.

A visit to the excellent Maritime Museum adjacent to the inner harbour was a humbling experience. A fully detailed model of an offshore oil production platform soars through several floors of the museum; confirmation that modern engineers have lost none of the ingenuity from which their professional name derives.



Our course is now south-southeast following a relatively straight, if more rugged coastline to Stonehaven and onward past the remains of Dunottar Castle. The mass of the Grampian Mountains with their forests and peaks soaring to over 4,000ft lie inland and are the source of many rivers draining eastwards. These include the North and South Esk rivers with their estuaries bracketing **Montrose's** links and beaches.

Montrose was one of the first stations in Scotland to be modernised, back in 1989. Since then there have been further works related to the housing and launching of the ILB and a new pontoon berth for the ALB was completed last year. Siltation is a

continuing problem in the harbour and further dredging is planned for later in the year.

Long Craig, Lang Craig, Meg's Craig and the Deil's Head all lie on the short haul to **Arbroath**, home to one of only three slipway-launched Mersey lifeboats and a D class ILB. The old slipway boathouse was adapted in 1993 for the Mersey but siltation was an ongoing problem only recently alleviated by dredging and an extension of the slipway.

It is not siltation but erosion that is the problem further south where the dunes of Budden Ness are in retreat, much to the consternation of the army, who lost several ranges in the 1980s. 2001 was a year of major change for **Broughty Ferry**, which lies on the north shore of the Firth of Tay just east of the city of Dundee. A substantial new piled jetty was constructed to provide a sheltered berth, boarding and refuelling facilities for the station's new Trent class lifeboat and the old slipway boathouse modernised to provide an excellent new training room and housing for the co-located ILB.

When in spate the river often carries substantial debris including tree trunks and, in winter, ice floes can cause severe loading on any structure that protrudes into the river, as well as acting as efficient paint strippers on the lifeboat.

Just around Fife Ness, at the entrance to the Firth of Forth, lies **Anstruther** with its conventionally housed Mersey. The original boathouse was very much in the traditional solid masonry style and, over the last 10 years, this has progressively been developed first



to house the Mersey in 1991 and then to improve the crew facilities in 1995.

Legend has it that King Alexander III, riding home one dark and stormy night in 1286, inadvertently rode over the cliffs to his death near **Kinghorn**. Storm surges from the North Sea occasionally wash over the promenade and require storm boards to be put in place to protect the doors of the boathouse that was opened in 1995. Let's hope that global warming does not proceed too fast, otherwise the services of King Canute may be required.

Just west of Edinburgh lies **Queensferry** with its Atlantic ILB. The boathouse, completed in 1989, is overshadowed by a daunting neighbour – the much-painted Forth Bridge. Behind the lifeboat station is the Hawes Inn with its rooms named after famous people. On an earlier visit I found myself in the Robert Louis Stevenson suite. It is ironic that this room should have a view of such a famous engineering feat when, as a member of the previously mentioned dynasty of Scottish engineers, RLS should have rejected his early engineering training and made his fame in the literary world – *Treasure Island* being published in 1883 a year after work started on the bridge.

Returning along the southern shores of the firth we head for the lighthouse on Fidra and then into the ancient harbour at **North Berwick**. The story of the station's current boathouse is complicated, its having originally been built by the RNLI in the 19th century, sold out of service in the 1920s then re-purchased and restored in 1992 after life as the Victoria Café.

With Bass Rock to port we pass St Baldred's Boat and, a short while later, his Cradle before making a cautious entry into Dunbar harbour. **Dunbar** is currently posing an operational

dilemma for the RNLI. The old red sandstone lifeboat house stands beside the harbour and is home to the D class ILB while the all-weather lifeboat lies afloat a few miles down the A1 in the Torness Nuclear Power Station harbour. Depth restrictions in Dunbar harbour have put unacceptable launching restriction on the Trent class lifeboat. Various solutions have been considered and, at the time of our visit, discussions were still in hand on alternative permanent solutions at Dunbar and Torness.

After initially having the road and railway for company, we bear east along a more remote coastline to Wheat Stack and sight the **St Abbs** light. The St Abbs inshore lifeboat shares the harbour with many prospective customers. On a busy day something akin to an air-traffic control system seems warranted to track the dive boats. The slipway boathouse has been modified several times over the years to cater for the different classes of lifeboat. In 1998 the crew facilities were improved and work was in hand during this winter on the slipway itself.

And so we depart for our last destination. It is just a short haul across Coldingham Bay whose shifting sands are a continual cause of problems at **Eyemouth**. A fishing port with a long history, the town lies on a section of the coast without a natural harbour refuge. On an October day in 1881 this was tragically highlighted.

The morning dawned fine and clear and the local fishing fleets set sail – before the end of that day 40 vessels had foundered in a sudden, disastrous storm: 194 men were lost leaving behind 93 widows and 267 orphans. One of the results of that tragedy was an increase in the number of *barometers located in harbours* to give some warning of approaching storms.

The lifeboat used to launch from a slipway near the harbour

entrance but has been afloat for a number of years. In 1992 a new building was provided after much negotiation with the planning authority but, as is often the case, this resulted in a compromise and pressure is now on for an extension to give greater space for the storage of the crews' personal protective gear and a bigger training room – a little job to take back to the office.

To complete the trip we return to England and Berwick-Upon-Tweed – a good opportunity to reflect upon what has happened since we set out so hopefully in 1997. During those 4½ years 40 boathouses have either been completely or substantially rebuilt, 18 other major berth and quay works completed and many other improvements made to stations. Also, five new divisional bases have been designed and built – they were hardly a glimmer in the RNLI's eye when we set out.

Oh yes, then there is the small matter of the four new Thames lifeboat stations and the new inland waterway stations. FSB2, the 25knot replacement for the Tyne class slipway lifeboat, has slipped from the drawing board into the water and work is well in hand preparing for the building and civil engineering works to support it. Cromer and Barrow were just a start – think how much more we could have done if we hadn't gone swanning off around the coast.



Above: The old Victoria Café – once again serving as North Berwick lifeboat station.

Below: Launching restrictions mean that Dunbar's Trent class has to launch from the power station up the road but the old red sandstone boathouse is still home to the station's D class and crew facilities.





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Station profile



Weymouth

Weymouth lifeboat station, in Dorset, was established in 1869 to replace Portland station, which had closed down in 1850. Funded by the Earl of Strafford, the lifeboat gave assistance to vessels in distress on the north and east sides of Weymouth Bay.

The station is positioned in one of Britain's major leisure boating areas and as such is often the lifeboat service's busiest station. This requires particular dedication from the volunteer crew, who know that they can expect to hear the insistent bleep of their pagers on average every three days.

The activity of the station is reflected in its remarkable haul of

nine Silver Medals and five Bronze Medals. The youngest ever recipient was 11-year-old Frederick Carter in 1890. He and 16-year-old Frank Perry saved one of two men whose boat had capsized in Weymouth Bay in a strong east wind and heavy surf. The two boys rowed out to the rescue despite the strong risk of their own boat being either swamped or capsized in the broken water.

The last medal, in 1988, was awarded to the current honorary secretary, Derek Sargent. The lifeboat *Tony Vandervell*, under Derek's superb leadership, rescued five of the crew of the catamaran *Sunbeam Chaser*,

which had engine and steering problems 12 miles south of Portland Bill, and escorted her safely in a westerly storm and heavy breaking seas in total darkness.

The station currently operates an Arun and an Atlantic 75 but the Arun class *Robert Edgar* is approaching the end of its life. After launching 189 times and helping 213 people, it is due to be withdrawn and replaced by a new Severn class lifeboat. This isn't the only change for Weymouth. In summer 2001, Weymouth beach was one of the pilot sites for beach rescue lifeguards and the scheme will continue in 2002.

A major joint operation

It isn't only leisure traffic that calls on the service of the Weymouth lifeboat. Its position in the centre of the English Channel means that it is often asked to help commercial vessels. These can involve a wide range of rescue facilities.

In the early morning of 22 November, the roll-on-roll-off ferry *Britta Oden* was experiencing engine trouble 16 miles south of Portland Bill. With her engines stopped and a Force 9 Strong Gale blowing, she was rolling heavily. Helicopters scrambled from Lee

and Chivenor, together with lifeboats from Weymouth, Exmouth and Alderney. Other ships, the warship *HMS Kent* and the tug *Anglian Duke* also stood by.

They first attempted to get the tug to tow the *Britta Oden* to Portland but sea conditions were too bad so it was decided to tow her to Southampton. At this point the Yarmouth lifeboat was also launched. Once it arrived on scene the Weymouth lifeboat was able to return to station, after 12 hours at sea.

KEY FACTS

1869 Station established
1969 Centenary Vellum

MEDAL HISTORY

Silver: 1825, 1842, 1857,
1861(x2), 1890(x2), 1949,
1977
Bronze: 1948, 1949, 1965,
1972, 1988
Thanks on Vellum: 1961, 1965,
1967, 1969, 1972(x2), 1977,
1978, 1985, 1986

THE BOATS

Arun class lifeboat ON-1073

Robert Edgar

Built: 1980

Funding: Mrs Esme
Edgar and Mr Anthony
Edgar

Atlantic 75 lifeboat B-746

Phyl Clare III

Funding: A gift from Jack
and Phyl Clare to
celebrate their Golden
Wedding

CREW

Coxswain:

Andy Sargent

Mechanic:

Colin Pavey

Plus 22 volunteer crew

Honorary Secretary:

Derek Sargent

(Derek received the Bronze
Medal in 1988 when
Coxswain/Mechanic at
Weymouth)

Chairman: EW 'Bill' Ludlow

Hon Treasurer: Mary Carter

Hon Medical Adviser: Dr Will

Bowditch

SERVICES IN 2000

Weymouth was the busiest
RNLI station in the whole of
the UK and Republic of Ireland
during 2000.

| | |
|-------------------|-----|
| Launches | 133 |
| Lives saved | 24 |
| People landed | 42 |
| People brought in | 84 |

Above: Weymouth
crew members

Inset: Bronze Medal
winner and honorary
secretary Derek Sargent

Picture: Margaret Murray

Left: The *Britta Oden*
viewed from the lifeboat



Fundraising



Leaving a Lifesaver

Main: Supporter Miss Olive Whitehead bequeathed the whole of her residuary estate to the lifeboat service with the request that it be used to fund a lifeboat named in memory of her parents. The legacy amounted to around £1.4m and was used to purchase the Severn class lifeboat, The Whiteheads, for St Mary's on the Isles of Scilly.

It was around this time last year that the Oban lifeboat crew saved the life of an unconscious man who was trapped in icy waters between two fishing vessels in Oban harbour (see winter 2001/02 issue, p.18). The crew's pagers went off when most of the town was safely tucked up in bed and the station's Trent class lifeboat, *Mora Edith MacDonald*, arrived on scene just five minutes later.

This was a tricky rescue as the man was suffering from cold and exposure, and it was blowing a Near Gale Force 7, creating confused seas for the lifeboat to navigate. Fortunately, the story has a happy ending thanks to the bravery and skill of the crew and their state-of-the-art lifeboat, which was instrumental in carrying out the rescue and saving the man's life.

This all-weather lifeboat cost £1.175m when it was built in 1997 and the RNLI was able to fund her thanks to the £649,000 bequest of Miss Mora Edith

MacDonald, together with several other legacies. It is, therefore, no surprise that this type of income is vital to maintain a modern and efficient lifeboat service. Naturally, the RNLI welcomes all legacies, large or small, as they all count towards the important total – whether they provide a whole lifeboat or a pair of yellow wellies. Without them the lifeboat crews could not do their job and that is why the RNLI is so grateful to anyone who remembers the lifeboats in their will.



'If the campaign succeeds in only encouraging an additional 2% of the population to remember a charity in their will, it would provide the voluntary sector with an extra £170m every year. That's more than the income generated by Live Aid'

– David Brann

Legacies provide almost a third of the total income of the top 500 charities and the RNLI relies on them more than most – in 2000 they represented more than half of its total income. However, they remain the most unpredictable source of funding for all charities.

For the past 12 years around 13% of wills that go to probate include a charitable bequest, yet 67% of the population claim to support charities on a regular basis during their lifetime. Research shows that the main reason that more supporters do not leave a legacy is simply that they never get round to it.

With this in mind, a number of charities got together last year to form the Legacy Promotion Campaign (LPC). David Brann, the RNLI's fundraising and marketing director, was instrumental in getting the ball rolling and spent a six-month secondment as campaign director.

'The purpose of the campaign is to increase the number of people leaving something to charity in their will – any charity' says David. 'If the legacy campaign succeeds in only encouraging an additional 2% of the population to remember a charity in their will, it would provide the voluntary sector with an extra £170m every year. That's more than the income generated by Live Aid.'

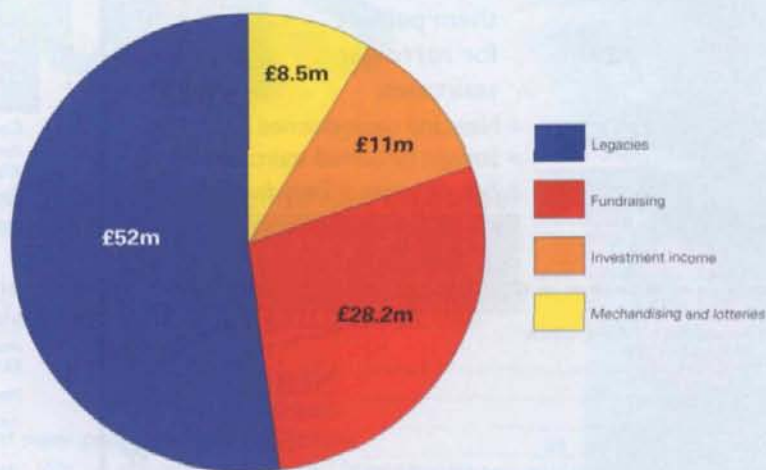
The LPC, which will run initially for three years, has a consortium of over 70 members including many high-profile charities such as Oxfam, NSPCC and the RSPCA. This provides the campaign with a rich background of expert knowledge, skills and resources to draw on. Although recruitment has exceeded expectations – more than double the initial target – the number signed up only represents a tiny fraction of the total number of charities in the country so new members are actively being encouraged to join the fold.

Of course, the cost of such a venture is not insignificant and member organisations help finance the campaign, including all administration and running costs. The lifeboat service got together with the National Trust in October to host a meeting for the chief executives of participating charities to agree funding for the campaign.

'This will be money well spent as legacies are the most cost effective form of fundraising' David explains. 'Although £1 spent on other forms of fundraising will typically raise less than £4 in donations, the same amount spent on generating legacy income is likely to raise more than £30.' So for many of its members, if the campaign raises just one additional residuary legacy, it will have partly or wholly covered its subscription.

David has completed his stint as director and will now act as chairman of the LPC's steering group. Theresa Dauncey, head of national fundraising for the RNLI, is the new director.

RNLI sources of income 2000



'There is still a great deal of work to be done' David says. 'In addition to raising the funds needed to run the campaign, we are working to forge strong alliances with other organisations that can help us achieve our goal. In particular, we are working closely with the Giving Campaign, which was launched by the Treasury, Inland Revenue, Charities Aid Foundation and the National Council of Voluntary Organisations to promote the government's new tax incentives for charitable giving. We are also working hand in hand with the Institute of Charity Fundraising Managers who provide us with corporate structure and banking facilities.'

With the recent appointment of a marketing agency, the Legacy Promotion Campaign is now poised to move into its crucial next phase which sees its work being researched and tested in the run up to the full launch to the general public towards the end of 2002.

Making a will

The RNLI strongly recommends you make a will, whether or not you wish to include charities. A helpful legacy information pack, including the video *The value of time*, is available free from John Marshall, legacies enquiry officer on 01202 663032.

Once you have read it, the RNLI recommends the use of a solicitor to help you write the will in a way that properly reflects all your wishes. Home-made wills or those drawn up by people with no legal training can cause problems.

Finally, do review your will every few years or when there is a significant change in your life or circumstances. Codicils, using a solicitor, should be a cheap and easy way of keeping your will up to date.

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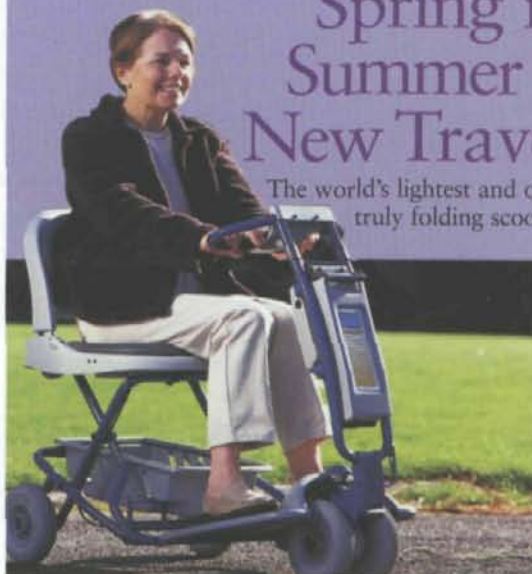
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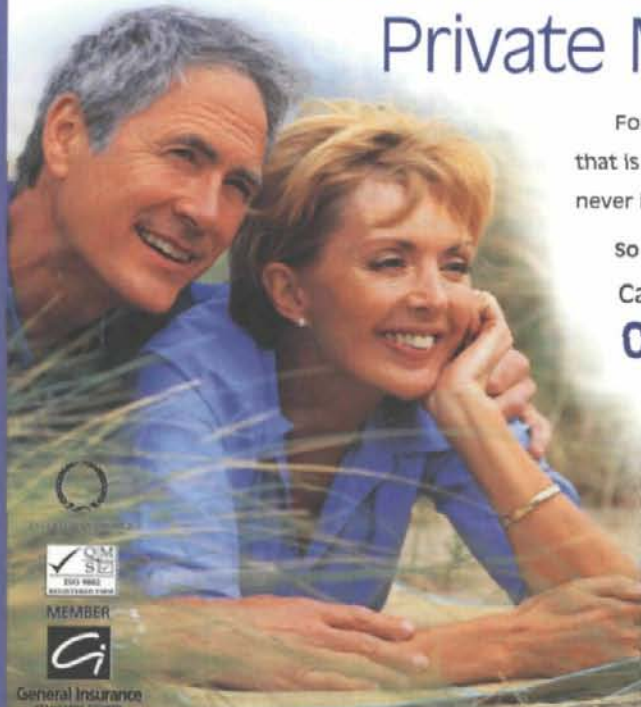
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We ask the questions

Today and yesteryear – the new home collecting box (above, left) produced in 2002 and (above) a collecting box sign produced in the early part of the 20th century.

The lifeboat service relies heavily on its network of branches, guilds and volunteer fundraisers to bring in the money, so it is important that the best tools for the job are readily available to those who need them.

The Lifeboat speaks to Steve Baker, fundraising development manager, and Lucy Fry, fundraising materials coordinator, who have been taking a fresh look at the RNLi's fundraising materials.

What are fundraising materials?

Steve: Basically, everything we make available for our volunteers to fundraise with – whether it be a collecting box or bucket, banners to advertise an event, or a large mobile display unit.

Why have you recently been reviewing the range of materials available?

Lucy: It's good practice to take stock every few years – we want to make sure that we are providing the best possible support with the budget that we have. We recently spoke to a broad cross-section of branch and guild members from all across the UK and Ireland.

What were the main findings of these discussion groups?

Steve: People universally recognised a difficulty in recruiting new, younger members to branches and guilds – this came across loud and clear. They also disliked the cardboard trays used on flag days and said that all our materials should have a common look and style. To our great concern, we also learned that shops and pubs are increasingly unwilling to take our traditional double-ended boat collecting box as it takes up too much room on the counter and needs securing. Branch members also thought that information on what was available was generally not well communicated.

What have you been doing to redress some of these issues?

Lucy: We designed a new order form clearly illustrating everything available. We are also looking at a smaller static box styled on a modern lifeboat, which will give box secretaries an alternative. Most people we spoke to agreed that many fundraising items reflected a very traditional image of the lifeboat service that did not readily attract younger supporters.

What new products are available?

Steve: We've always been asked for collecting boxes to keep at home to save loose change. This has been difficult to accommodate with the permanent lifeboat boxes such as you see in pubs. So we have developed a pyramid-shaped cardboard collecting box, which we are calling the home box. It can be posted flat and then assembled. They are available through regional fundraising offices or local fundraising area organisers and it is hoped they will make a significant contribution to income this year.

Can you justify the costs involved in producing these items?

Lucy: Definitely, in fact we are actually saving money. There are now cheaper materials that we can use to make items like flags, banners and collecting boxes. The cost of the home box is less than 10p and can potentially raise £10-15 a time, which is really efficient fundraising. We are also looking at a very smart cardboard flag day box, which would save money on cleaning, postage and storage but we are moving slowly with this and testing it in London this spring.

How will you decide what new products are needed in the future?

Steve: I would like to think that attitudes in the lifeboat service have changed considerably in recent years. There was a time, many years ago, when we would design a new lifeboat, build it, deliver it to a new station and say there you go! Now we work closely with crew and coxswains through every step of the development process to give them the best boat for the job.

My aim is that this process of involvement should be the same with our fundraising volunteers. We will be listening closely to everybody's views.



'People universally recognised a difficulty in recruiting new, younger members to branches and guilds – this came across loud and clear'
– Steve Baker



'It's good practice to take stock every few years – we want to make sure that we are providing the best possible support with the budget that we have'
– Lucy Fry

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Above – the Rebel Dance Troupe in action.

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 Margate fundraising branch and the Rebel Dance troupe. Following a little polite persuasion from branch committee member Heather Samuel, the troupe agreed to put on a special charity show and line dancing party, which raised more than £2,500 for the lifeboats.

The event, held on 19 October, was a great success with around 250 revellers putting on their stetsons and joining in the dancing at the Margate Winter Gardens.

The Starlight Dance School also performed during the evening and an auction was held which saw some fierce bidding. Among the lots was an Albert Square road sign, autographed by the cast of *EastEnders*, which raised £130, and a painting donated by a local Thanet artist, which raised a further £500.

Margate branch chairman Derek Amas said 'Thank you to everyone who made this happen. The Winter Gardens was very welcoming and the evening was a huge success!'

Musical support



In November, the Forth Dimension Musical Society put on five performances of *Fiddler on the Roof* at South Queensferry High School in Lothian – helping to raise £180 for Queensferry lifeboat. The society put on a production each year and invite a different charity to collect after the shows.

The above picture shows members of the cast (L - R): Steven Burnett, Theresa McPhee, Jim Porter, Mhairi Sheail and Walter Taylor.



He can bear-ly wait – Berwicks Bear, AKA crew member Alistair Laing, waits excitedly for the opening of the Berwick-upon-Tweed fete on 11 August. Over 2,000 people attended the event, which included a stunning search and rescue display, and raised more than £5,500 for the lifeboat service.

Grand prize winners



The delighted family receive the new Freelander joined by (L - R) Sue Clifton, Greater London regional manager, Dick Seaman of Stanmore branch (which sold the winning ticket) and Joy Baker, senior area organiser.

In December, Mr and Mrs Brian Mackey from Edgware, Middlesex were thrilled to learn that they had snapped up first prize in the RNLI Grand Draw 2001 – a brand new Land Rover Freelander 1.8i with special sports body kit.

The draw, which raised over £150,000 in 2001, is a well established annual event and tickets are sold by fundraisers at events all through the year.

Second prize, a Virgin holiday for two in Antigua, was won by Mrs Anne McPhail of Nairn, Scotland. Mr William Turner from Devon won the third prize, a Mediterranean cruise for two, courtesy of Festival Cruises, and the fourth prize of a multi-media family PC was won by Mr W Gunter from Somerset.

Ten people also won joint fifth prizes of RNLI sailing fleeces.

Diamond supporters

Two of Burry Port's hardest working supporters recently celebrated their diamond wedding anniversary. Denis Phipps, aged 84, has been a committee member since the station opened in 1973 and his wife Gwyneth is a member of the ladies guild.

Fundraising

Lifeboat-related reading

Vintage Worthing – images of a lifeboat town 1914-1945

by Rob Blann

Price £14.95 + £3.50 p&p

ISBN: 0 9516277 3 2

A view of Worthing life in the first half of the 20th century and the final years of the town's lifeboat service. The book is illustrated with hundreds of photographs, many of which are previously unpublished.

Part of the proceeds from this book are donated to the lifeboat service. Please make cheques payable to Rob Blann and send orders to 39 Wallace Avenue, Worthing, West Sussex BN11 5QF.

The Liverpool lifeboat disaster of 1892

by Jim Sullivan

Price: £8.60 including p&p

ISBN: 1 902964 10 1

One man's search for a missing piece of history and to trace a member of his family, who had been lost in the 1892 Liverpool lifeboat tragedy.

Copies are available from Avid Publications, Garth Boulevard, Bebington, Wirral, Merseyside CH63 5LS. Please make cheques payable to W Roberts.

The great lifeboat disaster of 1886

by J Allen Miller (new edition by Andrew Farthing)

Price: £5.85 + 80p p&p

ISBN: 1 874516 09 X

Originally written to commemorate the centenary of the tragedy, this special edition includes a wealth of new photographs.

Copies are available from Sefton leisure services department (Finance CD), Pavilion Buildings, 99-105 Lord Street, Southport PR8 1RJ. Please make cheques payable to Sefton MBC.

Sorry

On page 37 of the Winter 2001/02 issue of *the Lifeboat* we carried an article about the Great North Run which took place on 16 September. The accompanying picture was incorrectly captioned and should have read 'New Brighton lifeboat crew' not 'Brighton' as stated.



On the road

The Civil Service Motoring Association (CSMA) and Frizzell Financial Services, a subsidiary of Liverpool Victoria, donated three transit vans worth over £66,000 to the lifeboat service during a presentation on 24 January.

The CSMA/Frizzell charity fund has donated more than £400,000 to the RNLI over the last 18 years, the majority of which was raised through competitions in the CSMA magazine, *Motoring and Leisure*. Frizzell contributes towards prizes and provides administration for opening the thousands of envelopes received.

The new vans will be used for delivering emergency supplies to lifeboat stations around the country. Peter Chennell, general manager supply, said 'These new vans will greatly enhance our ability to respond more effectively to the needs of our volunteer crews and their boats.'



CSMA Chairman John Herrington (right) presents cheque for over £66,000 to David Tidman, RNLI transport manager.



Left: Don endures the hair-raising event and, above, as he used to look.

Hair today... gone tomorrow

Regulars gathered at The Swan public house in Alderton, near Woodbridge, to see Don Everest let his hair down literally in support of the lifeboat service.

Don is an old seadog who joined the Royal Navy in 1948 and has been sporting his luxuriant head of hair and treasured beard for over 28 years. Challenged while he was enjoying his Sunday lunchtime tippie Don rose to the occasion. He set a target of £100 but the locals rallied round and started sponsorship lists. They raised £850 and gathered in the pub on New Year's Eve to see Maureen Mee of Bawdsey fearlessly wield the clippers while Martin Conroy, the chef at The Swan, proved his carving skills by removing the last vestiges of Don's moustache. Luckily Don was anaesthetised by copious measures of whisky, his favourite tippie.

The Swan has raised over £1,200 for the lifeboats during the last year – enough to send three crew members on an introductory inshore lifeboat training course. In 1852, the year *the Lifeboat* was first issued, it would have paid for around 12 pulling and sailing lifeboats.

Racing around Ramsey

Nuns on mini-scooters, stilt-walkers and a horde of rampaging Vikings were just some of the colourful characters taking part in the 2001 Great Ramsey race which, raised over £2,000 for the lifeboat service.

The annual race, held in July, is a fun event in which teams, dressed in a variety of costumes and using unusual modes of transport, travel to Ramsey lifeboat station from all over the Isle of Man. Entrants raise sponsorship money and compete to win a number of awards including most original form of transport, best dressed team, most cash raised and furthest distance travelled – which is possibly a bit of a challenge on a small island.

The race is a popular feature of Ramsey lifeboat day and was devised to encourage younger people to support the lifeboats. The day complements the Celtic folk festival, which draws musicians and dancers from many countries, providing colour and music throughout the town. There are also a number of other activities on the day including a street parade, the launch of Ramsey lifeboat, competitions and hi-jinx around the harbour.

The proceeds from the event help to boost the Ramsey ladies lifeboat guild fundraising total, which topped £23,000 for the financial year 2000/01. Ramsey's thriving lifeboat shop, which moved to new premises in 2000, also achieved £33,000 turnover in its first year.



Above: Ramsey Beavers AKA 'Godred's Men' rampage through the town.

Left: 'Ramsey bus station' travel by stilts.

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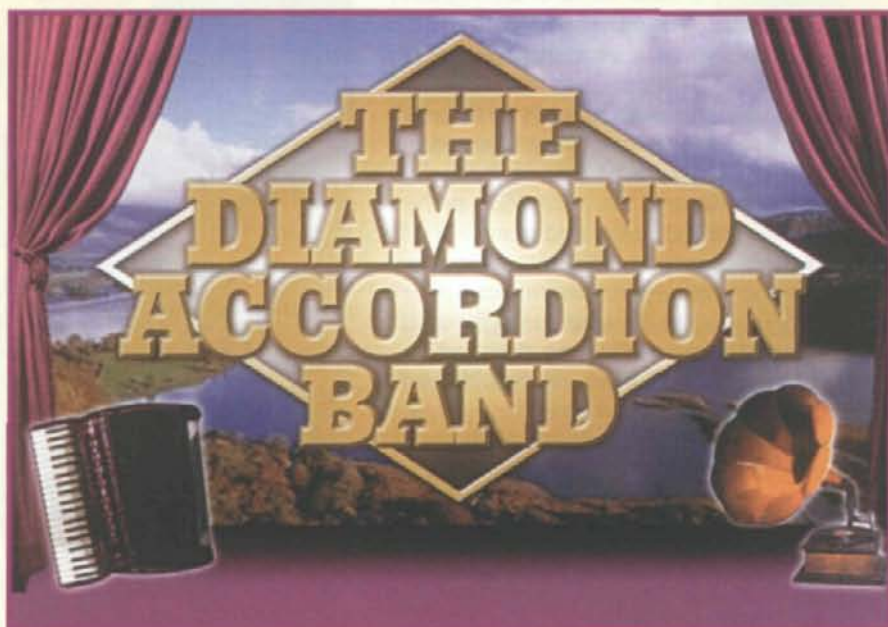
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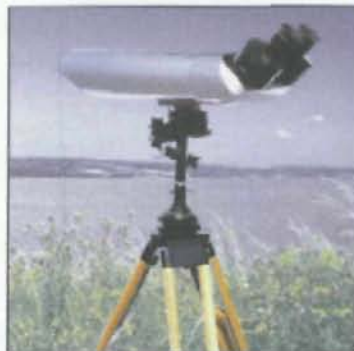
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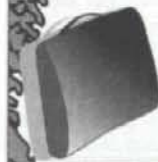
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