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# theLifeboat

Summer 2002

# Lifeboats

Royal National Lifeboat Institution

14

## Jubilee celebrations

Her Majesty opens her Golden Jubilee  
celebrations with a visit to name the  
new lifeboat at Falmouth



**Lifeboats**  
Royal National Lifeboat Institution



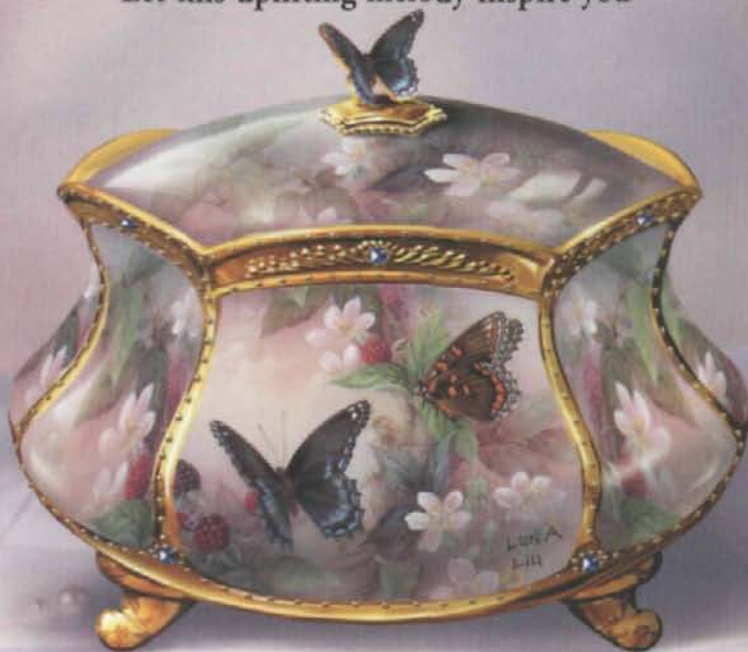
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# theLifeboat



**Lifeboats**

Royal National Lifeboat Institution

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

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Membership, RNLI, West Quay Road, Poole,  
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**Front cover:**  
Her Majesty The Queen boards Falmouth's  
Severn class lifeboat after naming her *Richard  
Cox Scott* on 1 May 2002. See pages 2 and 3  
for the full story.  
Picture: Simon Culliford

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A busy first year at  
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## HM The Queen names Falmouth lifeboat

Coxswain Alan Barnes  
presents the Falmouth  
crew to Her Majesty.  
Picture: Simon Culliford

The first of May 2002 was a very special day for the RNLI, Falmouth lifeboat station and the county of Cornwall. Her Majesty The Queen, accompanied by the Duke of Edinburgh, started her Golden Jubilee tour of Great Britain in Cornwall and one of her first engagements was the naming of Falmouth's new Severn class lifeboat *Richard Cox Scott*.

It is only the fourth time a reigning monarch has named a lifeboat, the previous three occasions being *The Royal British Legion Jubilee*, at Henley in 1972; *The Scout*, at Hartlepool in 1977, during the Queen's Silver Jubilee Celebration; and *Her Majesty the Queen*, at Ramsgate in 1993.

The Queen and the Duke arrived in Falmouth on the royal train and disembarked to a 21-gun salute from *HMS Cornwall*, which was moored in Falmouth harbour. The royal party then toured the new National Maritime Museum Cornwall, which is still under

construction, before being escorted out onto the seaward front of this magnificent new building.

The Queen and the Duke were then presented to Peter Nicholson, Chairman of the RNLI; Andrew Freemantle, Chief Executive; Bernard Fox, chairman of Falmouth station branch; Tricia Barnes, chairman of Falmouth RNLI guild; and Graham Pearce, station honorary secretary of Falmouth station.

The Queen was then escorted onto the pontoon below where Falmouth's new Severn class lifeboat and the Atlantic 21 inshore lifeboat were berthed, with the lifeboat crew lining the pontoon. The walkway overlooking the pontoon was lined with the RNLI's guests, including representatives of the lifeboat's donors, the crew's families and the station's branch and guild.

The Queen was then presented to Falmouth's coxswain, Alan Barnes who, in turn, introduced each





HM The Queen breaks the traditional champagne bottle against the lifeboat as RNLI Chairman Peter Nicholson looks on.

Picture: Simon Culliford

of the boat's officers. Peter Nicholson then invited Her Majesty to name Falmouth's new lifeboat in the traditional manner, by breaking a bottle of champagne over her bow. The Queen then had a brief conversation with the crew of the Atlantic 21 lifeboat before Stacie Nicoll, the 6-year-old daughter of the station's senior helmsman, presented her with a posy of flowers.

The royal party then boarded the *Richard Cox Scott* for a tour of the harbour, accompanied on the bow of the lifeboat by Graham Pearce and Captain Mark Sansom, Falmouth's harbour master. The lifeboat was escorted by a colourful flotilla of local boats as they passed between the frigate *HMS Cornwall* and the sail training vessel *Prince William*, which were moored in the

harbour. The lifeboat then proceeded to the Prince of Wales Pier where the royal party disembarked to continue its tour of Cornwall.

The £1.8m cost of the lifeboat was principally funded by a bequest from Ruth Marygold Dix Scott, who passed away in May 1998, bequeathing her residuary estate to the RNLI. Mrs Scott had a love for the sea since childhood and had lived in Cornwall for many years. The lifeboat is named after her late husband.

Over 400 guests attended a separate handing over ceremony and service of dedication at the lifeboat station in the afternoon. At this ceremony Mrs Kate Thomson, niece of the late Mrs Scott, handed over the new lifeboat into the care of the Falmouth station.

Stacie Nicoll presents Her Majesty with a bouquet of flowers. Picture: Simon Culliford



# Stop Press!

## Commercial fishing alert

Each year over 20 British and Irish fishermen die while out fishing. This is despite fishing vessels making up only 14% of all lifeboat services. To combat this terrible loss of life, the RNLI is offering safety seminars and practical demonstrations to help raise fishermen's understanding of safety matters.

A fishing safety roadshow will travel around the countries' main fishing ports helping to keep fishermen safe. As well as practical activities, they will give out fishing safety booklets and general water safety information.

Ian Benham, the RNLI's water safety manager, says: 'We have spent the last year consulting with the industry and fishermen have given us some suggestions on where we can help. The lifeboat service is committed to doing all it can to help reduce deaths and serious accidents in the fishing industry.'

## Is your child with the Force?

Storm Force, the RNLI's club for children, has a brand new pack for new members. The pack is fun for children but includes a serious water safety message. In 2001 over 1,000 young people had accidents on or near the sea. Storm Force aims to help children understand the risks so they are less likely to put themselves in danger.

The pack contains stickers, puzzles and ideas for things to do, as well as Eric the seagull's water safety tips and information about the RNLI. Members also get a copy of Storm Force News four times a year with loads of stories on real-life rescues, lifeboat news and fascinating facts. What's more, they get a new badge for every year they are a member.

Youth education officer Gill Beaumont says: 'Storm Force membership is a great way for children to learn about the work of the lifeboats. We hope the new pack will help us to engage a whole new generation of lifesavers and supporters.'

Storm Force membership costs £5 per child or £1 each for groups of 10 or more. For more information or to join please call 01202 663000.

## Local Government Act 2000

Would members of the RNLI please bear in mind that, if they are also members of any local authority, they have to abide by that authority's code of conduct. Accordingly, they have to disclose their interest in any matter involving the RNLI and register their membership of the RNLI.



# News

## A tribute to **Her Majesty Queen Elizabeth The Queen Mother**



Above: Her Majesty at the Thurso lifeboat naming ceremony in 1989.

Picture: Scottish Daily Record

Right: The Queen Mother visiting Walmer lifeboat station in 1956.

Picture: Norman Cavell

The Royal National Lifeboat Institution has joined the nation in mourning the loss of Her Majesty Queen Elizabeth The Queen Mother. No other member of the Royal Family has had a longer association with the RNLI than The Queen Mother.

Her Majesty became Patron in 1937, just after her husband King George VI acceded to the throne. But her close association with the RNLI already dated back at least 13 years. In 1924, the year after her marriage to the Duke of York, Her Majesty was pictured at the RNLI's centenary celebrations. She was touring the lifeboat centenary day depots throughout London.

Two years later, in 1926, she became only the fourth member of the royal family to name a lifeboat. She drew a crowd of almost 10,000 people when she visited Montrose with her husband and father to name the

new Montrose lifeboat *John Russell*. It was then that Her Majesty took her first trip on board a lifeboat.

Following the death of her husband, The Queen Mother continued her close association with the RNLI, regularly visiting lifeboat stations, particularly those close to her holiday homes in Scotland and Norfolk.

In 1969, when the Longhope lifeboat disaster claimed the lives of eight lifeboatmen, Her Majesty was among the first to send a message of sympathy to the wives and relatives of the men who died. The following year she visited Longhope to unveil a memorial to those who died and to meet their relatives.

Her Majesty visited a number of lifeboat stations, including St Helier (twice), Dover and Walmer. But Her Majesty had a particularly close relationship with Thurso lifeboat station. In 1989 she named the new Thurso lifeboat *The Queen Mother*. Even at 89 years of age Her Majesty donned a lifeboatman's yellow protective jacket over her outfit and went aboard the lifeboat.

The coxswain of Thurso lifeboat, William Farquhar, was among lifeboat crew members who participated in The Queen Mother's 100th birthday pageant

in Horseguards Parade.

The Queen Mother's last visit to a lifeboat station was on 20 July 1992, when she called in at Walmer lifeboat station for a short visit as Lord Warden of the Cinque Ports. In September 2001 the new Trent class lifeboat at Broughty Ferry in Scotland was named *Elizabeth of Glamis* in Her Majesty's honour.

The Queen Mother always took a keen interest in the activities of the lifeboat crews and fundraisers and was an avid reader of the *Lifeboat*. Her treasurer told the RNLI's Director in 1993 that, after more than 50 years as Patron, it always gave Her Majesty great pleasure to read accounts of the RNLI's work.

Everyone within the RNLI family was deeply saddened to hear of her death. The Chairman, Peter Nicholson, together with former Thurso coxswain William Farquhar, represented the RNLI at her funeral.

She once said of lifeboat crews: 'their devotion to duty, their enthusiasm and selfless voluntary work combine to form a service which is admired throughout the world.' This description is also most appropriate for Her Majesty The Queen Mother. She will be sadly missed by all within the RNLI.





# The Queen's Golden Jubilee Parade



'The atmosphere was incredible. We started a competition with the crowds to see which side could cheer loudest. They almost deafened us.'

The RNLI took part in HM The Queen's Golden Jubilee celebrations on 4 June when crew members (including two Gold medallists), beach rescue lifeguards and staff proudly escorted Mersey class lifeboat *Pride and Spirit* in the Services Parade.

The crowd, estimated to be around 1m people, cheered and waved Union flags as the Talus tractor pulled the lifeboat up the Mall to Buckingham Palace.

'We were carried up the Mall by waves of happy crowds, cheering as we went,' remembers Pascale Laugier, one of the RNLI team working hard behind the scenes. 'At the Queen Victoria Memorial, as we went past the Royal stand, we actually got a wave from the Queen.'

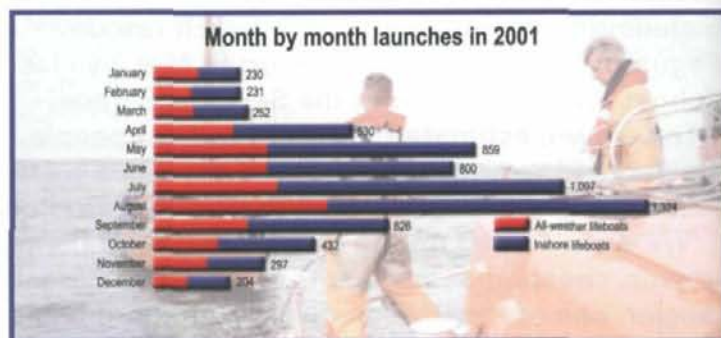
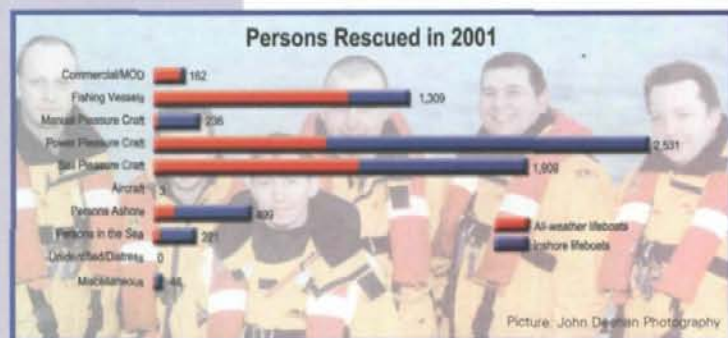




## Another successful year of rescues



**RNLI lifeboat crews rescued 6,918 people during 2001. This was a slight rise in the total number of people rescued, but the decline in the number of lives saved continued – a fine testament to the spread of sea safety awareness and to the increased speed and efficiency of the lifeboat service.**



## The wreck of the steam packet *Thames*

Following on from Tim Thompson's beautiful painting of this rescue on the front cover of our Spring issue, the *Lifeboat* has received many enquiries from readers wanting to know more about it.

On 4 January 1841, the 500 tonne *Thames* had been on passage from Dublin to London with 35 passengers and 26 crew aboard when she was hit by a severe westerly gale and very rough seas off the Isles of Scilly. The seas found their way below deck and extinguished the boiler fires, leaving her at the mercy of the storm. Before long she was run aground on rocks.

The people of the island, seeing the ship's distress, hurried to the rescue. The first boat there, the gig *Thomas*, managed to get a line aboard and three women were lowered down before a sudden squall whipped up the waves. The gig began to plunge and toss with such uncontrolled fury that the crew could no longer stay alongside the *Thames* and had to pull back.

The rescue boats waited and waited near the wreck hoping for a lull in the weather. None came. On board the *Thames*, 20 young army recruits in desperation set about launching the two ship's

boats. They were all drowned in the attempt.

Then the sailors lashed together makeshift rafts and, as the main mast crashed down, tearing up the decks and causing the wreck finally to disintegrate, the remaining survivors floated off. They were not to survive for long. The rafts were soon overturned by the waves with some of the people being dashed ashore on the island of Rosevear.

Only one survived the night on the rocks. In all, 57 lives were lost in the wreck. For the brave attempt to save the crew and passengers, Captain Charles Steel RN was awarded the RNLI's Gold Medal.



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# Letters

## It pays to say thank you

A year ago last September I went on a sequence dance holiday to Paignton, in Devon, with the Rita Carrudus School of Dancing, of Harlington, Middlesex. During the holiday, money was collected by means of raffles, tombolas, bingo and fines for late attendance to meals etc. The collection was presented to a local charity at the end of our holiday, but we got no letter of thanks.

So last year we collected again and used a different charity, this time the RNLI at Brixham. A representative attended our final dance and he and his partner were presented with a cheque from our efforts. We received a letter of thanks and good wishes.

This year in September we will be collecting for the RNLI at Brixham again.

The moral of this letter is – it pays to say thank you to all donors, even if it does cost a stamp. It is our way of saying thank you to the crews and all the behind-the-scenes people (most of whom we never see).

A David Jones  
Maidenhead, Berkshire

**Thank you for your letter David. The RNLI certainly appreciates the importance of thanking our donors for their efforts and we are delighted that you were treated so well by Brixham RNLI. Thank you for all your past and future support. A bottle of Old Pulteney whisky is on its way to you.**

## The eyes have it



Whoever chose the model for the fold-out part of the front cover of the Lifeboat Spring 2002 issue did well.

The girl is immediately captivating and gives the image of enthusiasm and ability, but it is the eyes which grab the attention.

If I was in trouble and my gaze was met

by those eyes, I would feel that all was going to be well for they say: 'I know what I'm doing, I'm happy to be here and I won't let you down.' Whether she is actually lifeboat crew or a model she personifies the spirit of the RNLI.

Then I looked at the faces in other photos and found the same look in the eyes of many of the lifeboat crews, which only goes to prove what we've always known – our lifeboatmen and women are a special breed.

I hope I'll never need them, but am confident that I'll be in good hands if I do.

Des Healey  
Seaton, Cumbria

*Editor's note: We almost never use models for photographs, as we believe that the genuine lifeboat crews are far too important to be replaced, even for photographs. The crew member shown on the Spring cover is indeed an RNLI volunteer, based at Appledore lifeboat station in Devon.*

## Thanks for diving talk

I would like to thank Don Lees, Craig Billingham and Nick Foster for organising and presenting a talk on standard diving equipment and rebreather sets. Over 30 people attended the presentation, which was deemed a great success. In attendance were members from Borders search and rescue, Eyemouth and St Abbs lifeboat stations, and also some members of the public. Much appreciated.

Alistair Crowe  
Station Honorary Secretary  
St Abbs lifeboat station

## Memories of Moelfre

I read with interest the account of the sinking of the *Royal Charter* off the coast of Moelfre as featured in the Spring issue of *the Lifeboat*. My mother's family came from Moelfre and were lifeboat crew. I used to hear the tale of this tragedy many times from my grandfather when I was a young lad.

His father, he used to tell me, was a deep sea diver and actually made many trips down to the wreck, no doubt instructed to recover what gold he could find for his masters. According to my grandfather, many a Moelfre family found a sudden improvement in their financial status following this wreck. My daughter to this day has a pewter candle holder that was among some of the minor artefacts that my great grandfather was allowed to retain from his dives, but alas no gold.

My most vivid impression of this tragedy made on my young mind was that some of the passengers were hastened to their watery graves weighed down by the gold strapped to their bodies.

John Woodgates  
Oakham, Rutland



# Win a bottle!

## A tale of two towns



Regarding the photograph on page 11 of the Spring 2002 issue of *the Lifeboat*, showing the crew of the *Charles Biggs* lifeboat, there are two errors in the caption. They are the crew of the Lytham lifeboat: the St Annes boat *Laura Jane* was lost with all 13 of her crew going to the *Mexico*. Lytham and St Annes were separate towns in those days, each with a lifeboat. In 1924 the two towns became a borough and in 1931, after the closure of the St Annes station in 1925, the Lytham station was renamed Lytham St Annes, as it still is today.

The second point is that the photograph shows not only the crew of the *Charles Biggs*. The figure in black with a hat, not a sou'wester, is the captain of the *Mexico*, Gustav Burmester. The original of this picture only came to light three years ago and is now in the safekeeping of the Lytham Lifeboat Museum. No picture of Captain Burmester had been known to exist until this photograph was donated to the museum by a lady from Lancaster.

**Frank Kilroy**

**Honorary curator, Lytham Lifeboat Museum**

## History of treasured souvenir

I read with great interest the Spring 2002 issue of *the Lifeboat*. The Caister lifeboat disaster struck a chord with me.

I have in my possession a china souvenir replica of the Caister memorial statue shown on page 33. My paternal grandfather, James Smyth, spent the early years of the last century visiting English fishing ports as part of his job buying and selling fish.

For each port he visited, he brought home a souvenir – in the case of Caister, the memorial statue. This article has given me valuable background into the history behind my treasured possession. Thank you

**Paul Smyth**

**Londonderry, Northern Ireland**

## Proud to be a member

I will admit to being one who is rather scared of the sea, especially the cold and rough waters that we have in the UK. In fact, I am a Shoreline member who is permanently anchored on firm ground. This makes me admire the dedication and bravery of the RNLI personnel who sometimes face great danger when they are called upon to rescue people in our waters. Even more admirable is the fact that they are volunteers.

Although I don't think I will ever qualify to be a lifeboat crew member, I will always treat my membership of the RNLI with great honour. I am proud to be associated (in a small way) with all the individuals who run this organisation

**Dave Ramasamy**  
**Aberdeen**

## Independent Sheringham

Page 35 of the Spring issue of *the Lifeboat* showed a splendid reprint of Mick Bensley's painting of the *Augusta* rescuing 17 from the Russian barque *Dygden*, on 5 February 1841. But *Augusta* was not an RNLI lifeboat.

The first RNLI lifeboat at Sheringham was the *Duncan* (1867-86). Before that, the first lifeboat there was the *Upcher*, which was really a large fishing boat, funded by Charlotte Upcher in 1826. Then, after a disaster to the fishing fleet in 1838, she funded the building of a 33<sup>1</sup>/<sub>2</sub>ft boat in Sheringham Park, for the cost of £135.

Named the *Augusta*, she served the fishermen of Sheringham until 1894, when the *Upcher*'s replaced her with the *Henry Ramey Upcher*. The *Henry Ramey*, as she was known, gave wonderful service and her last active launch was 11 May 1935 when she stood by and escorted in nine fishing boats, in one of which was the RNLI coxswain Jimmy Dumble.

It is quite clear from the records that, up to the end of the 1920s, there was a marked tendency for the fishermen of Sheringham to launch their own lifeboat first, which was not surprising. The *Henry Ramey*'s shed was in the centre of town, whereas the *JC Madge* was away across the golf course and it could be quite a long pull on the clanking carriage across the beach.

Incidentally, up until 1935 the two Sheringham fishermen's lifeboats had saved over 400 lives.

Why my interest? My father's family and my mother's were both from Sheringham and my mother was an Upcher.

**Lord Sandhurst**  
**St Brelade, Jersey**

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or email us at  
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All letters intended for consideration should be clearly marked 'For Publication'.



**For further discussion visit our website: [www.lifeboats.org.uk](http://www.lifeboats.org.uk)**



inland **Rescue**

# Moving Inland



On 23 May 2001 the first RNLI inland waterway lifeboat station, on Lough Erne in Northern Ireland, opened for business. Honorary secretary Sam McCreery and deputy launching authority Archie Birrell report on the events of the first year





Two German tourists drowned on Lough Erne, Northern Ireland, in May last year. Their deaths coincided with the opening, on the lough, of the RNLI's first inland waters lifeboat station. Sadly, there was nothing that could be done for these men, but their death highlighted why a rescue service is needed on this busy waterway.

The need for a professional rescue service had been identified on Lough Erne some time ago. Archie Birrell, deputy launching authority at Enniskillen station, says: 'My interest in a rescue service of some kind on Lough Erne goes back about 11 years, when I ran the waterbus service. At that time the Royal Ulster Constabulary were responsible for safety and emergencies on the lough.'

A group of interested local people, with the help of the coastguard, the police and the local council, set up Lough Erne Rescue as a charitable trust and ran events to raise money to start the service. It was at this time that the RNLI was considering ways of saving more lives and looking at providing search and rescue cover on main inland waterways.

The RNLI realised that there might be a difference between operating lifeboat stations inland compared with a coast operation. To investigate this, a pilot

***'Lough Erne is split into the Upper and Lower Loughs. At the point where the two parts meet is the town of Enniskillen, where most of the volunteers live. This is why the station has been called Enniskillen lifeboat station'***

project was set up, in the same manner as a coastal station, and Lough Erne was chosen as the first site. The already established Lough Erne Rescue had done the spadework for a rescue service and this allowed the RNLI to move in quickly to help.

Many of the RNLI volunteers had a long history of involvement with the lough. Enniskillen station honorary secretary Sam McCreery remembers: 'I was a member of the police rescue plan for the lough and progressed through Lough Erne Rescue to the RNLI.' Gary Jones, who is now a senior helmsman for the RNLI at the station was the chairman



of Lough Erne Rescue. 'Lough Erne Rescue got together with the RNLI and I got into the crew as that was where my heart lay,' he says.

The RNLI provided an Atlantic 21 lifeboat for a one-year evaluation. A temporary station was based at Lough

***'I have always loved watersports and I knew the RNLI needed me'***

**Dora McMaster, crew member**

Erne Yacht Club, who have given great support to the project. At this point the station was nothing more than three port-a-cabins kitted out as an operations room, crew changing facility and workshop. But this was enough to get started.

Eight volunteer crew members attended helmsman training at Cowes, on the Isle of Wight, and a few weeks later six crew did a VHF radio training course at Poole and one did a mechanics course. In April, two committee members went to the head



*Left: Enniskillen lifeboat to the rescue*

*Above: Some of the volunteers at the station*

*Below: The public get a chance to look round the new station at the open day*





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*Right: The crew out on the lough*

Picture: Colin Watson

*Below: The crew prepare for the opening*

office in Poole for training in running the station. Serious training on the lough began in late March and crews were out seven days and nights each week.

Training continued during March, April and May. The RNLI's divisional inspector for Ireland, Colin Williams, and his deputy, Owen Medland, came up to assess the crew's performance on both day and night exercises. The RNLI has high training standards and no station can operate unless enough crew have passed certain standards. Colin and Owen were pleased to find that the crews were up to scratch and gave the go ahead for Enniskillen lifeboat station to become a reality.

At the same time, a support group of volunteers had been working behind the scenes. An honorary secretary, three deputy launching authorities, tractor

***'I was working at a holiday village when I got interested in the lifeboat'***

**Kathryn Russell, crew member**

drivers and committee were appointed. The Coastguard then took over responsibility for search and rescue on Lough Erne from the police and the station was declared open.

Between May and October 2001, the lifeboat was called out 16 times, for rescues ranging from boats aground, boats adrift, personal water craft (such as jet skis) in difficulty and a hanging dog – demonstrating how its choke chain

worked as it dangled over the side of a grounded cruiser.

Once the station was up and running, there was the chance to iron out one or two small problems. Because of the size

and complexity of the Lough Erne navigation system, the RNLI realised that one base just couldn't cope. The system comprises two main areas: Lower Lough Erne is 20 miles long by 10 miles wide at the widest part and Upper Lough Erne is 10 miles long by 6 miles wide. There are over 150 islands within this area and, including charter companies, there are over 2,000 craft on the water each year. On the darker side, between 1990 and 1999, there was an average of two deaths per year on the loughs.

To deal with the problems raised by this diverse area, the RNLI decided to station a second lifeboat at Carrybridge, between Enniskillen and the Upper Lough. More volunteers were found and started training and the new site was declared operational at dawn on Friday 1 June.

'A great team spirit has developed between management, crew and committee members,' says Sam. 'We hope this continues for years to come and helps us provide a professional service on the Lough Erne complex.'





# Lifeboats in action



## One man's courage

**A young man swept into the sea and crushed against rocks would surely have died were it not for the brave actions of lifeboatman Fergal Walsh. With no regard for the risk to himself he plunged into the sea to save the drowning man, with just a rope held by a friend as protection. This outstanding act of personal bravery saved the life of 17-year-old John Carthy**

*Above: Fergal Walsh  
with the Ballycotton  
lifeboat  
Picture: RNLI/Sue Denny*



DUBLINER John Carthy was walking on the beach in Ballycotton, on the south coast of Ireland, on 18 August 2001 when he was caught by a large wave and swept out to sea. 'At first I did not really think it was that big a deal,' says John. 'I thought, I will just swim out and grab hold of this rock here and pull myself out and all of a sudden I was being pushed quite hard up against these rocks and I couldn't hold onto them because the waves were pulling me back.'

John's friend Tom tried to rescue him but ended up being swept into the water as well. John remembers: 'I was looking up and there was no-one around whatsoever. After a couple of minutes, we had been both washed in and out a couple of times when I came to the surface and saw Tom swimming really hard. He came up to the shore and a wave washed him up onto a large rock. He was able to grab hold of it and pull himself out. He then ran for help.'

### No time to wait for the lifeboat

Fergal Walsh, crew member and emergency mechanic at Ballycotton lifeboat station was walking nearby with his friend Peter Cuthbert when he heard that someone was in difficulties. Search and rescue helicopters from both Shannon and Waterford had been called out, as well as the Ballycotton lifeboat.

Fergal knew that it would take the lifeboat more than 15 minutes to reach John, so he and Peter ran down to see if they could help. They could see him



Above: The site of the rescue

Left: John Carthy

Pictures: RNLi/Sue Denny

in the water about 100-150m from the shore. Passers-by had been trying to throw a life buoy to him but had not managed to reach him.

Fergal remembers: 'Well initially when myself and Peter got there, he was being tossed around in broken seas on top of a reef of rocks. He was about 50m away from us at this stage and his condition didn't look to be good. Peter and I decided that the best thing would be to get to another point of the cliff and try to recover him.'

The two men backtracked along the cliff path before scrambling down the steep 15m cliff face towards the rock ledge. As they arrived, they could see John some 50m out, exhausted and being battered against some rocks. As he was now lying face down in the water, Fergal decided that time and options were running out. Shouting instructions to Peter to hold onto the end of the line, Fergal wrapped the other end around his wrist and jumped into the surf.

### Fergal swims to the rescue

He swam out towards John but the waves were crashing into him, pushing him onto the rocks and tearing at his skin. He pressed on and reached John within a few minutes. 'He was totally disorientated,' says Fergal. 'I remember saying to him, "It's all right, I have you now"'. The weather was crazy at the time and my only plan was to try and get in and out as fast as I could because I had quite a distance to get back to the shore from where he was.'

John says: 'He threw his arms round me and I threw my arms round him. I remember him saying, "Don't worry now, I've got you, you are safe now," and pure joy went through my head. I thought, "Thank God for this, I am getting out of here".'





# Lifeboats in action

Right: Fergal Walsh  
and Peter Cuthbert  
Picture: RNLI/Sue Denny

Fergal now made for the shore. 'As we headed back I heard the heavy surf coming and I knew we were in one of the shallower parts,' he says. 'I knew that I was going to get banged on the rocks again coming in. I was afraid that John would be lost if he got hit on the rocks again and so I tried to protect him by turning around with my back to the sea coming in. One of the rocks pierced my heel and went in maybe an inch and a half.'

## Trouble on the shore

Peter now attempted to pull them in but was having difficulties of his own as the waves broke over the rock ledge and knocked him onto his back. The recovery was further complicated as the line had become wrapped around Fergal's body and neck, which was strangling him as Peter tried to recover him. Fergal says: 'I was trying to clear this and keep hold of John at the same time while the commotion was going on. It was like being inside a washing machine, that's the best way to describe it really. I saw Peter get up but he got blown over again with the next wave that passed me.'

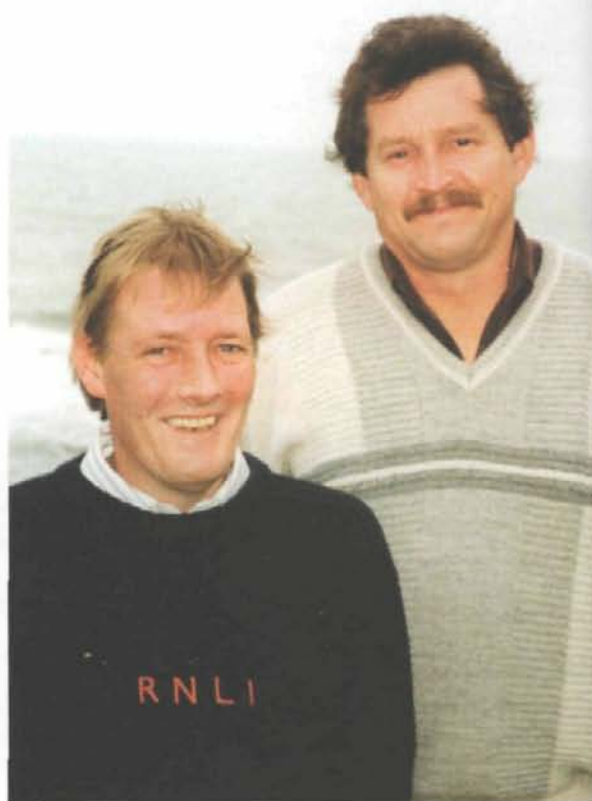
On the rocks, Peter was having quite a battle. He remembers: 'A wave came and knocked me off the rock. I got up and it happened a second time. That time I just managed to hand the end of the rope to a member of the lifeboat crew who had arrived beside me and within 10 seconds they were able to drag Fergal and the lad out.'

## Emergency first aid needed

Once ashore Fergal recovered sufficiently to assist with giving John first aid. Peter says: 'Fergal took over because he knew a lot about first aid from his lifeboat training. He sat him up, brought him round and made him sick a couple of times.' As Fergal says: 'My only concern was John's condition as he seemed to be lapsing into unconsciousness while we were waiting for the emergency services. Basically, John was the priority at that stage. Of course I was glad to be ashore and be out of it.'

John had been in the water for some time and was suffering from the cold, the battering on the rocks and swallowing seawater. Peter says: 'He was nearly gone. He didn't have the strength in the end to even hold his arm up. He must have been in the water nearly half an hour.' Fortunately, the first aid helped and John showed some signs of recovery.

Once the ambulance arrived, John and Fergal were taken to Cork University Hospital. John was kept in for five days for treatment before making a full recovery. Fergal discharged himself after two hours but was later treated by the honorary medical adviser at the station. His injuries included heavy bruising to both legs and hands, gashes running the length of both legs, a large flesh wound to his right foot, water ingestion to the lungs and numerous other cuts, grazes and bruises.



## A lifeboatman through and through

Fergal says: 'When you join the lifeboat service, you join because you want to. Once you are a lifeboatman, you are a lifeboatman 24 hours a day, seven days a week, 365 days a year. That's part of the service and this is what we do. When it's called for, we'll do it.'

Peter is less modest on his friend's behalf: 'It is an honour for Fergal and it is an honour for Ballycotton lifeboat station as well. He didn't think about himself at all, just thought about the young fella. It just goes to show how much the lifeboat means to a person like that from Ballycotton. They go out in all weathers. They don't think about themselves, it's the person who has to be rescued and that's it. That's the way they are brought up and bred in Ballycotton as far as the lifeboat goes.'

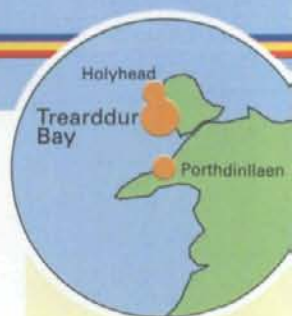
John is now fully recovered and feels a deep sense of gratitude to the man who saved him. 'There are a few words I would like to say to him, person to person,' he says. 'I would love to thank him for what he has done and maybe buy him a pint or two if he was down in Dublin at any stage. I would love to go out with him, I hear he is a great laugh. I would like to thank Fergal for everything he has done because if he was not there, who knows what would have happened.'

Fergal received the RNLI Silver Medal for his outstanding courage, determination and selfless heroism and Peter Cuthbert received a letter of appreciation signed by the Chairman of the RNLI.



Thanks  
on  
Vellum

# Trearddur Bay Vellum



In the Spring issue of *the Lifeboat* magazine, we included a write-up of the rescue of three people from their capsized speedboat by the Trearddur Bay lifeboat (page 16). We are delighted to report that Atlantic 75 helmsman Chris Pritchard has since been awarded the Thanks of the Institution on Vellum for his role in this rescue.

Atlantic 75 crew members Dave Ricketts and Terry Pendlebury each received an operations director's letter of appreciation, as did D class helmsman Aubrey Diggle, D class crew members Anthony Summer and Lee Duncan, and Sergeant Martin Best and the crew of the police helicopter.

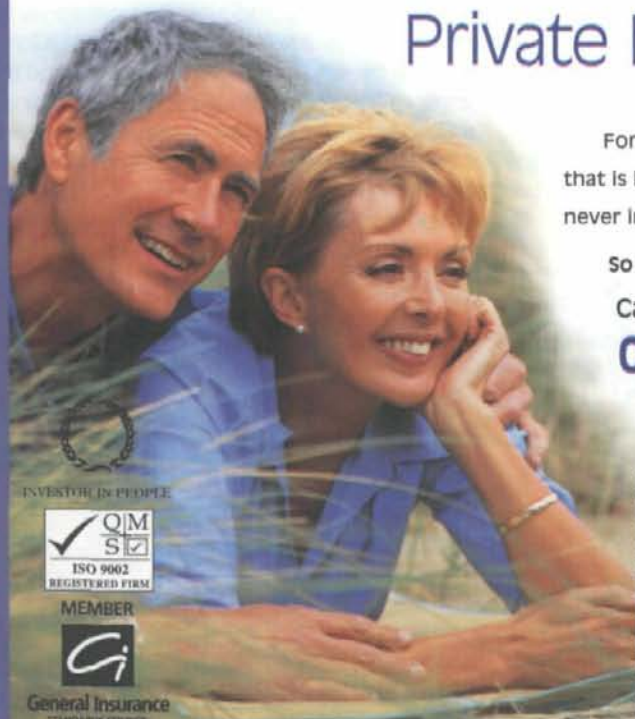
The rescue saved three waterskiers whose speedboat had capsized near Penrhyn Mawr, on Anglesey, and involved a search by three lifeboats, two helicopters and two cliff rescue teams. All three were safely recovered.



Left: (L to R) Dave Ricketts, Chris Pritchard and Terry Pendlebury

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LB07/02



# Lifeboats in action

**BRONZE  
MEDAL**



## Pier drama



Karl Meyrick was fishing from the end of Porthcawl Pier on 2 February 2002 when a giant wave swept him off the pier and into the sea below. There had been a severe gale blowing for the past 24 hours and enormous waves were completely enveloping the pier.

Porthcawl lifeboat helmsman Nick Beale remembers: 'I came down first thing in the morning to check my boat. Conditions were quite horrendous at the time. I went into the office and was chatting to Les, the harbour master, when we heard an almighty crash. I looked out of the window and the fisherman had gone. Then a lady burst into the office to say he'd been washed off the end of the pier.' Nick ran over to the lifeboat house and explained to Phil Missen, the honorary secretary, what had happened. At this time Karl was still visible, waving for help.

The wind was southerly Gale Force 8 to Severe Gale Force 9 with gusts up to Storm Force 10, causing very rough seas. Phil authorised the launch of the lifeboat with very clear instructions to Nick to stay within the relatively sheltered waters behind the pier. At 9.32am the Atlantic 75 lifeboat *Giles* launched with Nick at the helm and crew members Rick Rava and Stephen Knipe.

Nick says: 'At this time we'd lost sight of him so we made our way to where I thought he was, in the

lee of the pier. Then we saw debris in the water, which was his waders and a tackle box, so we started a sweep of the bay when we had radio contact with the boathouse to say that they'd spotted something outside the pier.'

Karl had been drifting into Sandy Bay, to the east of Porthcawl harbour, pushed by the wind, heavy seas and tide. The waves here were up to 4m high. Nevertheless, Nick was determined to save the man and decided to move out beyond the pier.

'We could see what I thought was a bobble hat about 200m south of us,' he says. 'Rick went to pick it up and when he grabbed hold of it, it was actually the person we were looking for. His suit was full of water and we had quite a job of it getting him in. We brought him beside the boat, waited for two big waves then Rick and Steve managed to hold onto him, we pulled him in and made our way back to the boathouse.'

Steve remembers: 'When we actually found him, he was totally lifeless. Rick grabbed his top half, I grabbed his legs and we brought him into the boat. He was very pale, his eyes were gone and basically there was no life in him at all.'

Stephen and Rick kept hold of the casualty in the lifeboat but it was impossible for them to do anything else in the violent conditions. Meanwhile,

*Above: Porthcawl Pier. Even on a much calmer day, waves are still crashing over the pier. The sea was far rougher on the day of the rescue*

*Right: (l-r) Rick Rava, Nick Beale and Steve Knipe*

*Pictures: RNLI/Sue Denry*



Nick turned the boat around and headed for the relative shelter of the pier. 'When we got him on board, he was very pale, no colour in him, no sign of any life,' says Nick. 'We just turned back and headed back to the boathouse. Conditions out there were really bad and the best thing was to get him back to the boathouse and take it from there.'

They quickly brought Karl ashore and took him into the boathouse for shelter. Stephen Williams and Ian Stroud gave him oxygen and CPR until an ambulance arrived. The ambulance crew worked for 30 minutes until they found a weak pulse and then took him to the Prince of Wales hospital in Bridgend. He was seriously ill from his ordeal and spent some considerable time in hospital but is now on the road to recovery.

Kathryn Meyrick, Karl's wife, says: 'If it wasn't for the crew, Karl wouldn't be here now. They didn't have to risk their lives to save Karl. It was a really bad day, that's all I knew, so I just want to say thanks, a really big thank you. That's from everybody, family and friends and everybody, just thanks. Karl's walking now and he's eating. He's not talking very much but he's whispering and he is getting louder. He is getting on quite well, considering, thank God.'

There had been some concern that there may be another man in the sea. The Mumbles Tyne class lifeboat *Ethel Anne Measures* was launched together with a helicopter from RAF Chivenor. The Porthcawl lifeboat was also relaunched with new crew: helmsman Stephen Jones and crew members Carl Evans and Steven Childs. Despite a comprehensive search nothing was found.

Nick Beale received the Bronze Medal for his outstanding boat handling, seamanship and courage in atrocious weather. Rick Rava and Steve Knipe received the Thanks of the Institution on Vellum. Helmsman Stephen Jones received a Chairman's Letter of Thanks, crew members Carl Evans and Steven Childs received Chief Executive's Letters of Thanks, and station honorary secretary Philip Missen and crew members Ian Stroud and Stephen Williams received Operations Director's Letters of Thanks.

'We're really chuffed,' says Steve. 'Couldn't have asked for more really. Nick doesn't expect anything. We just did our job, that we enjoy doing and we're just really pleased.'



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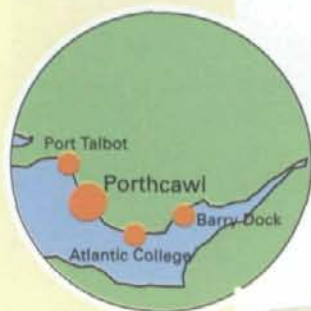
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# Lifeboats in action



## Windsurfer saved in raging gale

### Thanks on Vellum

Windsurfer Peter Waters was enjoying a great day in the surf at Porthcawl on 26 January 2002 when a sudden wind knocked him through his sail and into the water. 'I was about half a mile out to sea,' he says. 'I jumped off a 5m rolling swell line (a type of wave). When I was about 1m from landing, a gust of wind forced the board into a nose-first landing. I was travelling at about 20 knots and slammed into the water, catapulting me head first through my sail.'

Fortunately for Peter, he was not alone. A friend had been windsurfing with him and came over to see whether he could help. Peter remembers: 'He couldn't help at that distance from the shore. He sailed to shore and dialled 999 for the Coastguard.'

At 2.18pm, Porthcawl station honorary secretary Phil Missen was alerted by the sound of his pager. Swansea Coastguard had received the call from Peter's friend, reporting that Peter was in difficulties off Newton beach.

The weather was appalling, so Phil told the Coastguard that he would alert the crew but would not launch until more information was available. By the time the lifeboat crew had assembled, the Coastguard immediate response team had arrived at Newton beach and confirmed that Peter was in trouble between Newton Point and Ogmore-by-Sea.

Phil discussed the viability of a launch with helmsman Tim Morgan and decided that, despite the dreadful weather, a successful rescue was possible and the lifeboat should launch. So at 2.24pm the Atlantic 75 lifeboat *Giles* was launched.

Porthcawl pier afforded the lifeboat some shelter for the launch but Tim soon needed all his local knowledge and boat handling skills to cope with the large breaking seas and surf. On top of this, the sea was choppy and confused, especially around Newton Point.

When the lifeboat reached the search area the crew attempted to let Swansea Coastguard know their position, only to find that there was something wrong with the radio and they couldn't communicate at all. Tim was now in a difficult position, as the lifeboat relies heavily on the full range of information that can be passed on over the radio. However, he knew roughly where Peter was and decided to continue the search.

Peter was hard to spot, as he was wearing a dark wetsuit and balaclava and he was continually disappearing in the large seas. However, crew member Carl Evans eventually located him, drifting to the edge of the Black Rocks, in a dangerous area of shallow, choppy water and hidden rocks.

Peter had now been in the sea for about 20 minutes. He was starting to feel very cold, despite his warm clothing and was delighted to see the lifeboat approaching. He says: 'They positioned their boat facing the oncoming swell, waited for a lull in the swell and pounced at full speed to pluck me plus my board into the lifeboat in what seemed a nanosecond.'

Tim realised that it wouldn't be safe to try to return to the lifeboat station in the rough seas and with no radio, so he decided to land Peter at Newton beach. He brought the lifeboat close to shore and then Carl swam with Peter to the shore. The Coastguard team was waiting for them and helped Peter into warm, dry clothing.

Peter recovered quickly once he was in dry clothing. He says: 'I feel indebted to the RNLI for the assistance they gave me. Thank you very much.'



Right: Tim Morgan

Below: (l-r) Carl Evans, Tim Morgan, Rick Rava





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



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# Lifeboats in action

## Grounded crew pulled to safety



Hayling Island's  
Atlantic 75 lifeboat  
*Betty Battle*  
Picture: Rick Tomlinson

On 11 August last year, a small rigid inflatable boat (RIB) with two people on board ran aground on West Pole Sands, on Hayling Island, Hampshire. Hayling Island lifeboat station launched the Atlantic 75 lifeboat *Betty Battle* at 11.30pm with helmsman Graham Raines and crew members Evan Lamperd, Ian Harris and Darren Dancer. The weather was fair and dry, with a southwesterly Force 5 wind.

When the crew spotted the RIB, it was firmly aground with 1.5m waves breaking over it. Graham tried to take the lifeboat closer to the RIB but when it was still about 25m away the lifeboat hit the

seabed. Graham decided to move down to deeper water to the south, where he thought he would be able to get closer to the grounded vessel.

Sure enough, this brought him within 15m of the RIB. He decided that it was safe enough to send someone into the water and Evan climbed into the sea with a towline to attach to the RIB. The water was only knee-high in the troughs, but breaking waves reached Evan's shoulders.

On the first attempt, wind and waves pushed the lifeboat away from the RIB and Evan ran out of rope before he could reach them. He was pulled back into the lifeboat for second try. Graham used full power to manoeuvre the lifeboat within a boat's length of the RIB and Evan dropped back into the water.

The force of the waves knocked him over several times on his way but he reached the RIB in one piece. He held onto the woman crew member and Darren hauled them both back to the lifeboat. Evan then returned to the grounded RIB and helped the man to the lifeboat.

The RIB was by now completely awash and Graham decided it was not safe to try to save it. They returned to Hayling Island lifeboat station where the two people were checked over and found to be unhurt.

For this rescue, Graham Raines and Evan Lamperd received the RNLI Chairman's letter of thanks. Ian Harris and Darren Dancer received Operations Director's letters of appreciation.

## Two hours searching – but nothing found

One person is rescued, on average, every time an RNLI lifeboat is launched. Life-saving rescues are great news stories and it is these that capture the headlines across the country. But often the less high-profile rescues are just as difficult and dangerous and require just as much courage and commitment from the lifeboat crew.

A fruitless search at Weston-super-Mare last October was never going to make the next day's front pages, but bad weather, darkness and dangerous seas made it a tough challenge for the crew. Their efforts have now been recognised by the RNLI. Helmsman Peter Watts has received a Chairman's letter of thanks and crew members Ivan Parker and Paul Giles each received letters of thanks from the Chief Executive.

It was a wild night with Force 8 winds raising 2m waves to break over the lifeboat slipway in Weston-super-Mare, on the Bristol Channel. The lifeboat station received reports that a man had been seen walking into the sea. They launched the Atlantic 75 lifeboat *Coventry and Warwickshire* just before midnight and headed towards the Grand Pier, where the man had reportedly been seen.

Waves here were up to 5m high and a 6 knot tide made steering the lifeboat very tricky indeed. Ivan and Paul set off flares to light up the area and Peter attempted to search for the man, although the terrible weather meant that he couldn't use a methodical search pattern but had to steer according to the wind and waves.

They had covered the area five times when a police helicopter arrived to help with the search. In addition, a coastguard auxiliary team was searching the shore.

After two hours, no sign had been found of anyone in the water. Swansea Coastguard decided that the original report had probably been a false alarm and called off the search. The lifeboat and crew then returned safely to the boathouse.

This type of rescue is a vital part of the RNLI's work. The danger of the search was no less because it took place close to shore and nobody was found. The crew had to battle dangerous conditions for two hours, in shallow water, often passing close to the pier or the shore. Thanks to them, the reports could be properly investigated and, if someone had been in the water, they could have been saved.





## Lifeboats on the streets

Dublin suffered from some severe flooding on Friday, 1 March and the RNLI stepped in to help to evacuate people from their homes as the water steadily rose. A combination of heavy rain, high winds, the highest tide of the year and the Grand Canal bursting its banks led to widespread danger.



With a D class and Y boat hitched up to trailers the volunteers headed across the city through the rush hour traffic under police escort. They arrived in Irishtown, a suburb of Dublin's inner city, to the relief of the relatives of the people trapped in their homes. The water depth was about 1.5m high but deeper on lower street levels.

The crew broke up into two teams and systematically searched the flooded streets for people stranded in their homes. In some cases they could position the inflatables right up to front doors. Elderly and young alike were lifted into the boats and ferried to safety. Two of the elderly casualties were hypothermic and were taken by waiting ambulance to hospital. The team had just finished there at about 7pm when the Coastguard asked them to go to another area on the north side of the city where more people were reported trapped in their homes.

Again under police escort, the two lifeboats, an ex D class used by the Coastguard and a civil defence boat made up a convoy. Once again they put the boats in the water and waded through the streets (by this time it was dark) knocking on doors. Some people were shouting from upstairs windows to

attract attention. They lifted 11 people to safety, mostly elderly people who had been without electricity and warm food since the morning. Once the team was sure they had done all they could they withdrew and headed back to the more familiar coast.



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# Animals ~~Lifeboats~~ in action



## Swimming cow saved

Crew members at Douglas lifeboat station, Isle of Man, have received a certificate of commendation from the RSPCA following their rescue of a cow, which had got stuck in a rocky cove at the bottom of a cliff.

The farmer had been unable to move the cow, called Heide, and the rising tide had left her up to her knees in water and close to panic. The lifeboat crew realised that the Tyne class lifeboat *Sir William Hillary* could cause Heide to bolt if they came too close, so the second coxswain Neil Corran and crew member P Cowin launched the inflatable X boat and rowed to the shore to offer assistance.

As the tide was still rising, they decided to try to move her to the nearest beach, 1½ miles away at Port Soderick. They brought the farmer into the X boat and he managed to slip a lasso around Heide.

The crew was worried that the noise of the Tyne engines would frighten her so they first tried to tow her by rowing the X boat, but didn't make much progress. Then they came up with the idea of towing the X boat with the *Sir William Hillary*, with Heide attached to the X boat.

This was far more successful and they soon reached Port Soderick beach with Heide swimming along behind. Once she got her feet on dry land she was able to walk away, tired but unharmed.

**Weymouth lifeboat crew were conducting a man overboard exercise on Sunday 19 May 2002 when an unexpected guest came along to lend a helping flipper.**

Randy the dolphin is a popular local celebrity in the area and appeared quite concerned about the man in the water. He kept swimming up and nudging the crew member towards the lifeboat. Perhaps the RNLI should think of signing him up as an honorary crew member.



## Stag rescued after cliff plunge

The British are proud of being a nation of animal lovers. Only here would a major rescue operation be mounted to save a wild animal. But as a deer was finally pulled to safety after a 5 hour ordeal, everyone involved agreed it had been worth it.

The stag fell 60m down a cliff at Port Isaac, in Cornwall. Fortunately for him, he missed rocks at the bottom and fell into the sea. Terrified and disorientated, the animal swam half a mile out to sea before the Port Isaac inshore lifeboat reached him and shepherded him back to land.

Unfortunately he panicked and managed to swim to a cove that was only accessible from the sea or down the cliff. Cliff rescue teams lowered a vet with tranquillisers down the cliff and, with the help of the lifeboat crew, the deer was placed in a cradle and carefully lifted up the cliff to safety.





# Listings

## Naming ceremonies



Above: Mrs Stanley Taylor with the Tenby crew.

### Georgina Stanley Taylor at Tenby

This D class lifeboat is the second to be funded by the generosity of Mrs Georgina Stanley Taylor. It replaces the *Stanley Taylor*, which she funded in memory of her late husband.

Tenby lifeboat station was established in 1852 and since that time its volunteer crews have launched over 2,000 times and rescued more than 1,700 people. Over the years, the volunteer crew members at the station have been awarded 15 RNLI medals for bravery and long service, the last being awarded in 1990.

22/09/01

### Moray Dolphin at Kessock

The official opening of the new lifeboat house took place at the same time. The octagonal boathouse is designed by Campbell Ross, who is also chairman of the Kessock station branch. It is larger than the previous boathouse, to cope with the station's upgrade from an Atlantic 21 to an Atlantic 75 lifeboat.

The *Moray Dolphin* was funded by an anonymous Inverness donor and was named by Penny Stirling, president of Dingwall branch.

07/06/02

### William Gordon Burr at Poole

The £1.8m Severn class lifeboat was made possible by the legacy of Mrs Norah Burr. The lifeboat is named after her son, who was killed in a motorbike accident aged just 21. Mrs Burr's executor, Mr Steele, handed over the lifeboat to the RNLI. Mrs Margaret Kerrod, a close family friend, named the lifeboat after a service of dedication.

10/04/02

Below: Mr Steele and Mrs Kerrod on board the William Gordon Burr.



### Spirit of Tamworth at Barrow

Members and friends of Tamworth branch travelled to Barrow to witness the D class naming ceremony. Their efforts in raising more than £20,000 from a community appeal funded the lifeboat, with the remainder going towards the Barrow lifeboat station appeal. Tamworth, in Staffordshire, in the centre of the country, is as far away from the coast as it is possible to get. The support of the community in taking this appeal to their hearts has been remarkable and strong friendships have been formed between the two communities.

20/04/02

### Public Servant (Civil Service No 44) at Tower

This was the first of the Thames E class lifeboats to be named. The money for the boat was raised by The Lifeboat Fund, which has been raising money for the RNLI for 140 years (see article on page 34). The lifeboat is one of several E class boats operating on the River Thames.

11/06/02



### Anthony Heard at Dun Laoghaire

The D class lifeboat was named in honour of the generous donor who provided the funds in his legacy. This is the third D class to serve at Dun Laoghaire since the RNLI first allocated an inshore boat to the station in 1986. It is ideally suited to the shallow, rocky waters in the area and the inshore boat accounts for almost two thirds of rescues at the station.

27/04/02

## On station

### ALL-WEATHER

#### Howth

ON-1258 (14-33) *Roy Barker III* on 16 March  
ON-1113 (52-35) withdrawn to relief fleet

#### Calshot

ON-1108 (52-34) *Margaret Russell Fraser* on 4 April  
ON-1104 (33-11) withdrawn from service

#### Fraserburgh

ON-1259 (14-34) *Willie and May Gall* on 8 May  
ON-1109 (47-007) withdrawn to relief fleet

### INSHORE

#### Port St Mary

D-575 *Hounslow* on 10 April  
D-462 withdrawn to relief fleet



# Listings

## Aberdeen

ON-1248 (17-24): Feb8, Feb16, Feb17

D-428: Nov16, Dec15

D-536: Feb8

## Abersoch

B-582: Feb5

## Aberystwyth

B-704: Dec14, Jan8, Jan29(x2)

B-757: Nov16, Nov23, Dec2

## Achill Island

ON-1240 (14-28): Dec28

## Aith

ON-1232 (17-14): Feb3

## Aldeburgh

D-488: Dec1, Dec26, Dec28, Jan26

## Alderney

ON-1245 (14-29): Nov7, Dec20, Feb8

## Amble

ON-1176 (12-19): Nov16(x2), Dec12

D-569: Nov16(x2)

## Angle

ON-1114 (47-001): Dec16, Jan8, Feb17

D-424: Nov3

## Anstruther

ON-1174 (12-17): Nov8, Nov13, Nov27, Jan27

## Appledore

ON-1140 (47-027): Nov12, Nov26, Dec8, Dec16, Jan6, Jan26, Jan30, Feb21

B-762: Nov4, Nov11, Dec1, Dec8, Jan16, Jan29, Feb16

## Aran Islands

ON-1071 (52-17): Nov26

ON-1217 (17-06): Nov3, Dec9, Jan5(x2), Jan6, Jan9, Jan10

## Arbroath

ON-1194 (12-35): Nov4, Nov7, Dec8, Dec9, Jan12, Feb7

D-471: Nov4, Nov7, Dec8, Jan12, Feb7

## Arranmore

ON-1071 (52-17): Jan3(x2), Jan13, Jan16, Jan22, Feb7

ON-1244 (17-22): Nov11, Nov26, Feb18, Feb27

## Atlantic College

B-757: Jan6

## Ballycotton

ON-1233 (14-25): Dec2, Jan27

## Ballyglass

ON-1235 (17-15): Feb14

## Baltimore

ON-1137 (47-024): Dec31, Feb8

## Bangor

B-584: Dec13, Dec15, Dec20, Dec25, Feb2, Feb18

## Barra Island

ON-1230 (17-12): Nov9

ON-1254 (17-27): Feb16, Feb21

## Barrow

ON-1117 (47-014): Jan5

D-425: Jan5

## Beaumaris

B-768: Nov12, Nov29, Nov30, Jan9, Jan13, Jan27, Jan29, Feb17

## Bembridge

ON-1146 (47-031): Dec18, Feb10

D-500: Feb24

D-503: Dec9, Dec28

## Berwick-upon-Tweed

ON-1191 (12-32): Nov26, Dec18, Dec23, Feb17

D-422: Dec18, Feb17, Feb20

## Blackpool

B-748: Dec29, Jan1

## Blyth

ON-1180 (14-01): Nov12, Nov26, Dec14

D-423: Dec2

## Borth

D-436: Nov16, Jan8

## Bridlington

ON-1169 (12-12): Jan15, Feb2

ON-1178 (12-21): Nov3

## Brighton

B-737: Feb24, Feb28

B-756: Nov4, Nov11, Nov29, Dec8, Jan13, Feb5

## Broughty Ferry

ON-1252 (14-31): Dec7, Jan1

D-539: Nov7, Dec7, Jan1

## Buckle

ON-1103 (52-31): Jan17(x2)

ON-1135 (52-39): Feb13, Feb27

## Burnham-on-Crouch

B-733: Dec10, Dec22, Jan5, Jan11, Jan20

D-434: Jan20

## Burry Port

D-472: Feb17

## Calshot

ON-1089 (33-07): Jan2, Jan3

ON-1090 (33-08): Nov17, Nov25, Nov30

D-429: Nov25, Jan2

## Campbeltown

ON-1241 (17-19): Dec14

D-571: Nov25

## Cardigan

B-773: Feb17, Feb26

D-547: Feb26(x2)

## Castletownbere

ON-1118 (52-36): Feb6, Feb22

## Chiswick

B-734: Feb15

B-767: Jan14, Jan23, Feb8(x2), Feb9

E-001: Jan1, Jan3(x2), Jan5(x2), Jan7, Jan11, Jan12, Jan13, Jan21, Jan22, Jan26, Jan27(x2), Jan29, Jan30

E-002: Jan14, Jan22, Jan23(x2), Jan24, Jan31, Feb1, Feb2, Feb3, Feb5, Feb16

E-006: Feb23(x2), Feb25, Feb28

## Clacton-on-Sea

B-744: Dec15, Jan6

## Cleethorpes

D-444: Feb8

D-454: Nov2, Nov4, Dec2, Dec8, Jan13, Jan20, Feb6

## Clifden

B-751: Nov20, Jan14

D-525: Jan14

## Clogher Head

ON-1190 (12-31): Nov4, Jan23, Feb15, Feb16, Feb19

## Clovelly

B-759: Nov14

## Courtmacsherry Harbour

ON-1205 (14-07): Jan26, Feb9

## Courtown

D-548: Jan19

## Cowes Inshore Lifeboat Centre

B-733: Nov1

B-777: Nov1

## Craster

D-411: Feb17(x2)

## Cromer

ON-1097 (47-006): Jan9

## Crosshaven

B-575: Nov4, Dec2, Jan6, Jan18

## Cullercoats

B-568: Nov11(x2), Nov20, Dec2

B-591: Feb2

## Donaghadee

ON-1107 (52-33): Nov16, Dec8, Dec11, Dec25, Jan2, Feb17, Feb18

## Douglas

ON-1147 (47-032): Nov10, Nov24

## Dover

ON-1220 (17-09): Nov9, Nov19, Dec24(x2), Jan6, Feb3, Feb16

## Dun Laoghaire

ON-1200 (14-05): Dec2, Feb1

D-565: Nov4, Dec25, Jan4, Feb17(x2)

## Dunbar

ON-1207 (14-09): Nov1, Nov15

ON-1213 (14-15): Nov26, Dec6, Feb18, Feb27

D-430: Nov1

D-451: Nov15, Feb18

## Dungeness

ON-1162 (12-004): Jan29, Feb18

## Dunmore East

ON-1215 (14-17): Nov3, Nov30, Jan1

ON-1228 (14-24): Feb9

## Eastbourne

ON-1195 (12-36): Nov9, Nov11(x2), Nov13, Nov23, Jan5, Feb13, Feb21

D-419: Feb21

D-570: Nov11, Nov13, Nov23

## Exmouth

ON-1075 (47-002): Feb7

ON-1210 (14-12): Nov3

D-447: Nov8, Nov18, Nov22, Dec1, Dec25

D-516: Nov18

## Eyemouth

ON-1209 (14-11): Nov25, Nov26(x2)

## Falmouth

ON-1058 (52-11): Dec15

ON-1256 (17-29): Dec19, Jan27

B-595: Nov2, Nov13, Dec18

## Fenit

ON-1239 (14-27): Nov1, Dec8, Dec27, Feb9

D-561: Dec8, Dec27, Jan30

## Fethard

D-528: Jan9

## Filey

ON-1170 (12-13): Nov6, Feb25(x2)

D-563: Nov6

## Fishguard

D-440: Nov10

## Flamborough

B-703: Jan15, Jan24

## Fleetwood

ON-1156 (47-038): Dec1, Jan5, Jan25, Feb15

D-556: Nov4, Dec1, Dec12, Jan5

## Flint

D-510: Jan24(x2), Jan25, Jan27

## Fowey

ON-1222 (14-18): Feb2, Feb14

D-526: Jan20, Feb14

## Fraserburgh

ON-1109 (47-007): Dec5, Dec13, Jan27, Jan28, Feb11

## Galway

B-738: Feb11

B-774: Nov5, Nov6, Dec10(x2), Dec21, Jan31

## Girvan

ON-1196 (12-37): Feb4, Feb12

## Gravesend

B-734: Feb2

E-002: Feb12, Feb13

E-003: Jan18, Jan26(x2), Feb1, Feb5, Feb20

E-005: Feb24

## Great Yarmouth and Gorleston

B-574: Nov8, Nov21, Dec8

## Hartlepool

ON-1106 (52-32): Dec5(x2), Jan27, Feb10, Feb18

B-766: Nov17, Nov26, Dec5, Jan12, Jan24, Jan27

## Harwich

ON-1202 (17-03): Nov4, Dec22, Jan10

B-571: Nov3, Nov4, Nov6, Nov25(x2), Dec31, Jan13

## Hastings

ON-1125 (12-002): Dec27, Feb26

D-540: Dec1

## Hayling Island

B-712: Jan5, Jan23, Feb9, Feb10, Feb16

D-496: Feb16

## Helensburgh

B-581: Nov12, Dec15, Feb6

## Helwick Head

B-760: Nov5, Nov8, Dec15, Dec31, Feb28

## Holyhead

ON-1123 (52-37): Nov26(x2), Dec22

D-507: Feb17

## Horton and Port Eynon

D-531: Dec16

## Howth

ON-1113 (52-35): Feb9, Feb13, Feb24

D-530: Nov30

## Hoylake

ON-1163 (12-005): Feb28

## Humber

ON-1216 (17-05): Nov3, Nov16, Jan10, Jan15

## Hunstanton

B-749: Nov15, Jan13(x2), Feb16, Feb25

## Ilfracombe

D-555: Jan1, Feb16

## Invergordon

ON-1206 (14-08): Dec3, Feb12

## Islay

ON-1081 (52-22): Jan31

ON-1219 (17-08): Nov11

## Kilkeel

B-590: Dec31, Jan1

B-593: Jan30, Feb5, Feb15, Feb16, Feb17

## Kilmore Quay

ON-1124 (12-001): Nov13, Dec6, Dec12, Feb23

## Kilrush

B-729: Dec9

## Kinghorn



# Lifeboat launches for November 2001 to February 2002

## Mallaig

**ON-1250 (17-26):** Nov9, Nov22, Nov29(x2), Nov30, Dec27, Jan23, Feb7, Feb25, Feb27

## Margate

**ON-1177 (12-20):** Nov18, Nov22, Dec3

**D-545:** Dec29, Feb13(x2), Feb17

## Minehead

**B-708:** Jan1

## Moelfre

**ON-1116 (47-013):** Nov12, Dec11, Jan28, Feb17

## Montrose

**ON-1152 (47-034):** Jan10

**D-491:** Dec8, Dec13, Jan10

## Morecambe

**D-564:** Nov29, Jan6, Jan8, Feb19

## Mudford

**B-583:** Nov16, Jan1, Jan4, Jan27, Feb3(x2), Feb10(x2), Feb16, Feb27

## New Brighton

**B-721:** Nov10, Dec20, Jan13, Jan20, Feb23, Feb28

## New Quay (Cardiganshire)

**ON-1172 (12-15):** Jan29

## Newbiggin

**B-745:** Nov12, Feb27

## Newcastle

**ON-1188 (12-29):** Dec20, Dec31, Feb8, Feb15, Feb16

**D-480:** Dec20, Dec31, Feb15, Feb16

## Newhaven

**ON-1243 (17-21):** Nov4, Nov9(x2), Dec6, Dec20, Dec23, Jan6(x2), Jan13, Jan14, Feb1, Feb7, Feb24(x2)

## Newquay (Cornwall)

**B-715:** Dec8, Dec31

**D-483:** Nov3

**D-497:** Dec31

## North Berwick

**D-442:** Feb17

**D-452:** Dec6,

## Oban

**ON-1103 (52-31):** Nov10, Nov18

**ON-1227 (14-23):** Nov27(x2), Dec5, Dec16, Dec23, Jan14, Jan27, Feb3, Feb4, Feb14

## Padstow

**ON-1094 (47-003):** Nov11, Nov25, Dec12, Jan24

## Penarth

**B-725:** Nov4, Jan6(x2)

**D-407:** Nov5(x2)

**D-534:** Jan6, Jan24, Feb1

## Penlee

**ON-1085 (52-24):** Nov22, Dec25, Jan10, Jan21

**B-753:** Jan10

## Peterhead

**ON-1127 (47-019):** Nov20, Dec9, Feb18

## Plymouth

**ON-1136 (52-40):** Nov7, Nov10, Nov22, Nov25, Dec28(x2), Jan1, Jan21, Jan31, Feb2, Feb10

## Poole

**ON-1122 (47-017):** Jan27(x2), Feb4

**ON-1131 (47-023):** Nov3, Jan1, Jan4

**B-710:** Nov5, Nov7, Nov20, Nov24, Dec3, Dec10, Dec26, Jan1, Jan13, Jan14, Jan19, Jan20, Jan27(x2), Feb5(x2), Feb16, Feb23, Feb24, Feb27

## Poole Crew Training Centre

**ON-1179 (71-02):** Jan22

## Port Erin

**B-563:** Dec16

## Port Isaac

**D-546:** Nov11, Jan4

## Port St Mary

**ON-1234 (14-26):** Nov20, Nov25, Dec19, Feb15

**D-462:** Feb17

## Port Talbot

**D-446:** Nov4

**D-466:** Nov15, Feb20

## Portaferry

**B-706:** Nov24, Dec1, Jan20

## Porthcawl

**B-726:** Dec1, Dec27, Jan8, Jan26, Feb2(x2), Feb8, Feb9

## Portpatrick

**ON-1142 (47-029):** Nov9, Nov16, Nov17, Jan12, Feb17(x2)

## Portree

**ON-1214 (14-16):** Jan10, Jan22, Feb10, Feb27

## Portrush

**ON-1247 (17-23):** Jan31, Feb9, Feb10

**D-456:** Dec12, Feb9, Feb10

## Portsmouth

**B-730:** Dec1, Dec2, Dec28, Feb9, Feb13

**D-554:** Feb13

## Pwllheli

**ON-1168 (12-010):** Feb5

## Queensferry

**B-713:** Nov4, Nov5, Nov10, Nov26, Dec1, Dec2, Dec28

**B-735:** Jan16, Feb9, Feb20, Feb23(x2)

## Ramsgate

**ON-1197 (14-02):** Dec7

**ON-1226 (14-22):** Jan5

**B-765:** Nov6, Dec8, Jan4, Feb16, Feb17, Feb21

## Red Bay

**B-728:** Nov2, Nov4

## Redcar

**B-580:** Nov11

**B-718:** Feb3, Feb9, Feb13

**B-777:** Nov25, Dec1, Dec7, Dec9, Jan24

**D-523:** Dec1, Jan12, Jan19, Jan24, Feb9

## Rosslare Harbour

**ON-1159 (52-45):** Nov12

## Rye Harbour

**B-727:** Dec18, Jan29

## Salcombe

**ON-1130 (47-022):** Jan21

## Scarborough

**ON-1175 (12-18):** Nov13, Dec5, Feb14

**D-560:** Nov11, Nov16(x2)

## Seahouses

**ON-1173 (12-16):** Dec14, Dec17, Feb17

**D-458:** Jan12, Feb12, Feb16, Feb24

**D-529:** Nov14

## Selsey

**ON-1121 (47-001):** Nov16, Nov27, Dec2

**D-455:** Dec16

## Sennen Cove

**ON-1121 (47-016):** Dec7, Jan11

## Sheerness

**ON-1211 (14-13):** Nov8, Dec3, Dec7, Jan6, Jan7

**D-513:** Nov3, Nov8, Nov9, Nov16, Dec18, Jan3, Jan25

## Sheringham

**B-702:** Jan9

## Shoreham Harbour

**ON-1158 (47-040):** Nov10, Nov11, Feb1, Feb28

**D-410:** Nov10, Nov16

**D-414:** Nov24, Dec1, Dec6

## Skegness

**ON-1166 (12-008):** Nov3, Jan4, Jan7, Feb25

**D-460:** Nov4

## Skerries

**B-747:** Dec17, Jan15, Feb19

## Sligo Bay

**B-580:** Dec28

## South Brooms

**D-438:** Nov4

## Southend-on-Sea

**B-567:** Nov5(x2), Nov11, Nov21, Dec2

**D-527:** Nov7, Nov10

## Southwold

**B-750:** Feb24

## St Abbs

**B-572:** Nov25, Nov28

## St Agnes

**D-552:** Nov5

## St Bees

**B-719:** Dec9

## St Catherine

**B-772:** Nov26, Jan29, Jan30, Feb17

## St Davids

**ON-1139 (47-026):** Jan7

## St Helier

**ON-1157 (47-039):** Jan1

## St Ives

**ON-1167 (12-009):** Jan31

**ON-1184 (12-25):** Dec7, Dec13

**D-486:** Nov9, Nov30, Dec13

## St Mary's

**ON-1229 (17-11):** Nov10, Jan29

## St Peter Port

**ON-1203 (17-04):** Nov2, Nov9, Feb10

## Staithe and Runswick

**B-570:** Jan13(x2)

**B-576:** Nov18

## Stornoway

**ON-1081 (52-22):** Dec18

**ON-1237 (17-17):** Feb3(x2), Feb17, Feb23

**ON-1238 (17-18):** Nov3, Nov30

## Stranraer

**D-538:** Nov16, Nov17, Jan12

## Stromness

**ON-1236 (17-16):** Feb8

**ON-1237 (17-17):** Nov24

## Sunderland

**ON-1067 (52-15):** Jan19(x2), Jan20

**ON-1225 (14-21):** Nov15, Nov20, Nov22, Dec6, Feb17, Feb19, Feb28

**D-445:** Nov22, Dec6, Jan19(x3), Jan20, Feb3, Feb17, Feb19(x2), Feb27

**D-470:** Feb28

## Swanage

**ON-1162 (12-004):** Nov11

**ON-1182 (12-23):** Dec4, Dec9

**D-467:** Nov3, Nov11, Dec1

## Teddington

**D-477:** Dec31(x2), Jan3, Jan5(x2), Jan12, Jan22, Jan29, Feb5, Feb7, Feb16, Feb28

## Teesmouth

**ON-1110 (47-008):** Nov17, Dec1, Jan24, Feb9

## Teignmouth

**B-588:** Nov11, Nov17, Nov18, Dec13, Jan27, Jan30, Feb24

## Tenby

**D-562:** Feb20

## The Lizard

**ON-1145 (47-030):** Nov13, Feb23

## The Mumbles

**ON-1096 (47-005):** Feb28

**ON-1155 (47-037):** Nov6, Nov25, Dec8

**D-463:** Nov6, Jan16, Feb16, Feb18

## Thurso

**ON-1149 (52-43):** Nov7, Nov15, Feb13

**ON-1160 (52-46):** Nov25

## Tobermory

**ON-1078 (52-21):** Nov21

**ON-1143 (52-41):** Dec16, Jan2, Feb7, Feb11

## Torbay

**ON-1076 (52-19):** Nov18, Nov27, Dec9

**ON-1255 (17-28):** Nov3, Nov4, Nov12, Dec13, Dec31, Jan15, Jan21, Jan28, Jan31, Feb5, Feb7, Feb14, Feb16

**D-504:** Nov16, Jan22, Jan26, Jan27

## Tower

**E-001:** Feb13, Feb16(x2)

**E-003:** Feb23, Feb24

**E-004:** Dec30, Jan1(x2), Jan3, Jan4, Jan5(x2), Jan7, Jan11, Jan13, Jan14(x3), Jan18, Jan21, Jan23(x2), Jan24, Jan25, Jan27, Jan30(x2), Jan31(x2), Feb1, Feb2(x4), Feb3, Feb5(x2), Feb9(x2), Feb10, Feb14

**E-005:** Feb22

## Tramore

**D-511:** Jan1

## Trearddur Bay

**B-731:** Dec8, Dec22, Feb23

**D-441:** Nov18

## Troon

**ON-1134 (52-38):** Nov5, Nov6, Nov11(x2), Nov23, Nov25, Dec15, Dec27, Jan12, Jan28, Feb4, Feb9, Feb10

## Tynemouth

**ON-1242 (17-20):** Nov1, Nov2, Nov11, Nov13, Nov15, Nov17, Nov22, Dec14, Dec26, Jan8, Feb4, Feb9, Feb11, Feb16, Feb25

**D-535:** Nov1, Nov11, Nov15, Nov22, Dec29, Jan12, Jan18, Jan22, Feb9, Feb11

## Valentia

**ON-1218 (17-07):** Jan26, Jan28, Feb2, Feb22

## Walmer

**B-589:** Nov16, Dec9, Feb7

## Walton and Frinton

**ON-1154 (47-036):** Nov18

## Wells

**ON-1161 (1**



# Listings

## New northern base

Lesley-Jane Nicholson officially opened the RNLI's new divisional base for the north on 5 April. Mrs Nicholson was accompanied by her husband, RNLI Chairman Peter Nicholson. The Stockton-on-Tees base provides support and 24-hour emergency cover for the 34 stations in the north division.

## Deaths

It is with regret that we report the following deaths

### Eddy John

Porthcawl crew member and shore helper, in December 2001

### Captain F Sheridan

Galway deputy launching authority, on 4 April

### Tommy Alcock

Former Holyhead coxswain, on 7 April

### John Gilbert JP

Chairman of Luton branch, on 21 April. John was due to collect his Bar to Gold Badge at the Annual Presentation of Awards on 16 May

### Dick Rimmington

Port Erin station honorary treasurer, in May

## Hovercraft to Morecambe

The first RNLI rescue hovercraft will be at Morecambe lifeboat station. Following successful trials at five stations, including Morecambe, the RNLI has made the decision to include hovercraft in its rescue fleet. Morecambe will be getting the first craft early in 2003.

The trials showed that hovercraft can withstand damage, are easy to

launch and work well over sand and mud. Crew training is similar to that already given to inshore lifeboat crews and volunteers found it easy to fly the craft.

Morecambe is an ideal location for a hovercraft. It has extensive mud and sand flats that are uncovered at low tide, plus areas of quicksands, which can quickly trap the unwary.

## Barry Dock lifeboat trio hang up their boots

Barry Dock lifeboat station, together with 101 guests, took the opportunity to recognise the retirement of three very special crew members at the station's annual fundraising dinner in late April. All three had reached 55 years of age,

the retirement age for all-weather crew.

The retiring crew are Ray Brown, coxswain with 28 years service; Phill Cummins, crew member and past second coxswain with 27 years service; and Barry Chick, mechanic with 21 years of service, giving a grand total of 76 years' service.

Chris Price, staff officer operations (services), presented each with their certificate of service and Stuart McMillan, station branch chairman presented the trio with individually etched cut crystal tankards. A truly memorable evening was had by all and £1,800 was raised for the RNLI.

Below (l-r): Phill Cummins, Ray Brown and Barry Chick



## Appointments

The following new appointments have been made

### William O'Driscoll

Castletownbere coxswain

### Thomas 'Brian' Thomson

Holyhead coxswain

### Richard Tutton

Barry Dock mechanic

## Retirements

The following crew have retired from duty

### Raymond Brown

Barry Dock coxswain

### Barry Chick

Barry Dock mechanic

### Phillip Cummins

Barry Dock crew member

### Pat Kemp

Whitstable deputy launching authority

### Larry Lamberton

Whitstable station honorary secretary

### Tom McLeod (right)

Ballycotton coxswain

### Steve Shaw

Alderney coxswain



## Alderney coxswain retires after 18 years at the helm



Steve Shaw (right) is interviewed by Channel Television with the assistance of station chairman Craig Osborne (centre).

A major chapter in the history of the RNLI in Alderney ended at midnight on 29 March when coxswain Steve Shaw retired after 18 years at the helm.

Steve was instrumental in getting Alderney lifeboat station reopened in 1984 after it closed 100 years earlier.

Since then, Alderney's three all-weather lifeboats

— all skippered by Steve — have launched 469 times, rescuing 325 people.

During Steve's 18 years of dedicated service he has received three Thanks of the Institution on Vellum and two Bronze Medals.

Steve handed the helm over to his friend, and colleague at the Alderney Harbour Office, Declan Gaudin.



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# the crew



## Lerwick lifeboatmen lead Viking fire festival

Longships are so old fashioned. The 21st century Viking's transport-of-choice is a Severn class lifeboat. Or so Lerwick crew members Bruce Leask (left) and John Sinclair would have you believe.

Each year the people of Lerwick hold the *Up Helly Aa* Viking fire festival to mark the end of winter. The climax of celebrations is a torch-lit procession of over 900 men dressed as Vikings, known as guizers. They parade through the streets and finish by burning a replica Viking longship. Dancing and revelling then carries on throughout the night.

This year Bruce was the chief viking, Guizer Jarl, and John was one of his main group. 'You serve a 15-year apprenticeship on the organising committee to become Jarl,' says Bruce. 'It was a great honour and I had an absolutely brilliant time. It's like being king for a day.'



## Disaster at sea, many injured – but it's only a practice run



Lifeboat crews from Dunbar and Anstruther, on the southeast coast of Scotland, joined a Scottish Fisheries protection vessel and an RAF helicopter rescue team from RAF Bulmer for a major exercise in the Firth of Forth. Boat traffic is on the increase in the Firth and, with a new passenger ferry to the continent planned, the two stations were keen to be ready for a potential disaster.

Eight 'casualties' went on board the Scottish Fisheries ship. They all had faked injuries which, if real, would have needed hospital treatment. The call then went out for the exercise to start.

The two lifeboats hurried to the scene and trained first aiders in the crew climbed aboard the ship. They treated the casualties until the RAF helicopter arrived. The RAF winchman was lowered to the deck of the ship and he supervised the transfer of the injured men to the lifeboats.

Everything went very well and the opportunity to work with such a large ship was very useful. The crews are now planning more exercises.



Far left: Crew members from Burnham-on-Crouch, in Essex, receive free training from Cannington College for their new quad bike, donated by Western Power Distribution.

Left: Portsmouth crew members John Brooks (left) and Geoff Fullerton enjoy the crowds' cheers at Portsmouth's Lord Mayor's Show on 4 May.



# 2002 Annual General Meeting and Presentation of Awards

Another busy year for the RNLI saw crews answer 6,882 calls and rescue 6,918 people. Education and safety work is starting to show results and successful trial schemes ran to develop new ways of saving lives.



*Guest speaker at the Awards ceremony Richard Branson with RNLI medal winners Fergal Walsh (right) and Nick Beale. Accounts of their medal-winning rescues can be found on pages 14 and 18 of this magazine respectively.*

At the 177th Annual General Meeting of the RNLI, Chairman Peter Nicholson looked back at the achievements of the past year and set out the plans for the future. He highlighted the shifting demands of people who use the water, whether for business or for recreation, and the developing social patterns which affect the volunteer and full-time workforce. The RNLI enters 2002 in a very sound operational and financial position:

- The average age of the on station all-weather lifeboat fleet has been reduced to 9.6 years. Nearly 40% of lifeboats are capable of 25 knots.
- The average age of the on station inshore lifeboat fleet has been reduced to 6.8 years.
- A new generation of lifeboats, Fast Slipway Boat 2, Fast Carriage Boat 2, Fast Inshore Boat 1 and Inshore Boat 1 are currently under design or at prototype stage.

- The lifeboat service is more than halfway through a major shoreworks refurbishment programme, the bulk of which will be complete by 2007.
- A new operational communications system, COACS, is being installed at every lifeboat station and will become fully functional during 2002.
- Competence based training is being introduced and will be rolled out to all lifeboat crews from 2002 to 2005.
- The RNLI accounts for 2001, summarised opposite, show free reserves covering 22 months of expenditure.

To increase the RNLI's capability to save lives, it has run trials of a series of initiatives. These involved providing beach rescue teams in five beach areas in southern England, the establishment of two lifeboat stations on inland waters and the trial of a light hovercraft at selected lifeboat stations, mainly in estuary locations. The RNLI has also established four lifeboat stations on the upper tidal reaches of the Thames, including central London, which became operational on 2 January 2002.

To cope with humanitarian disasters, it has set up rapid response teams, ready to respond at short notice at home or abroad. In addition, preventative and educational work through sea safety, SEA Check and with children is widely acclaimed and is beginning to have an effect on the number and type of incidents and their severity.

To provide a better service from Poole to the coast and to underpin the work of the crews and supporters, a major building project at Poole will commence soon to provide a residential Lifeboat College, a new lifeboat support centre, a lifeboat maintenance depot and a visitor centre.

'All these developments involve some change,' he said. 'Nevertheless, no-one need be in any doubt that our main focus always has been and will remain the provision of a lifeboat service second to none, crewed largely by volunteers, ready to save life in any weather, 24 hours a day, 365 days a year.'



## RNLI summarised accounts for 2001

	2001 £m	2000 £m
<b>Net funds generated</b>	<b>105.7</b>	<b>78.9</b>
Lifeboat maintenance	40.8	40.9
Crew and station costs	31.3	23.7
Crew training	3.9	2.2
Sea safety	2.0	1.3
Dependants' pensions	0.5	1.5
Management and administration	3.1	3.1
<b>Charitable expenditure</b>	<b>81.6</b>	<b>72.7</b>
<b>Net income</b>	<b>24.1</b>	<b>6.2</b>
(Losses) on investments	(36.2)	(4.3)
<b>Net movement in reserves</b>	<b>(12.1)</b>	<b>1.9</b>

The increase in funds generated was almost exclusively due to a high level of legacy income, up over 50% on 2000's level. The higher station and crew costs reflected the expansion into beach rescue, inland waters and the River Thames, the continuing implementation of the new call-out and communications system and increases in the number of full-time operational staff.

Investment valuations fell by £36 million during 2001.

Capital expenditure in the year has been increased as follows:

	2001 £m	2000 £m
Lifeboats	16.4	9.5
Stations and shoreworks	11.4	7.6
Launching equipment	0.9	0.8
Depots and office property	9.5	3.1
Computer equipment, plant and vehicles	4.9	9.9
	<b>43.1</b>	<b>30.9</b>

The balance sheet is summarised below:

	2001 £m	2000 £m
<b>Fixed assets</b>		
Lifeboats and stations	140.4	127.2
Other properties, equipment and vehicles	38.8	27.8
	<b>179.2</b>	<b>155.0</b>
<b>Investments</b>	<b>312.6</b>	<b>350.2</b>
<b>Other net assets</b>	<b>11.7</b>	<b>10.4</b>
<b>Net assets</b>	<b>503.5</b>	<b>515.6</b>

The RNLI's free reserves ended the year at £148m, equivalent to 22 months' cover for the cost of operating the lifeboat service.

The summarised accounts may not contain sufficient information to allow for a full understanding of the financial affairs of the RNLI. If you would like to see the full annual statutory accounts, they may be obtained, free, from:  
The Finance Director, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

## Why does the RNLI need reserves?

The RNLI undertakes to provide a lifeboat service around the coasts of the United Kingdom and Republic of Ireland 24 hours a day, seven days a week. This is a fixed and increasingly costly commitment. To fund it, the RNLI is entirely dependent on voluntary contributions, which can be a variable and uncertain source of income.

In addition, the Institution has to make long-term investments in new lifeboats and shoreworks to ensure that lifeboat crews have the most effective, safe and reliable equipment. The main purpose of reserves is to provide cover to ensure the service is maintained if, at any time, current income is insufficient to meet the RNLI's expenditure.

### What level of reserves is appropriate?

The Trustees of the RNLI are responsible for setting a reserves policy. They take account of planned expenditure and the amount of cover that would be sensible in view of the Institution's high dependence on unpredictable legacies and the risks to the financial base from external shocks, such as stock market declines. The Trustees also review best practice elsewhere in the charity sector in close consultation with the Charity Commissioners. The result of this detailed process this year has been that the Trustees have set a reserves policy that 'free reserves' be kept within a range of one to three years' cover of the cost of providing the RNLI's lifesaving services.

### What are free reserves?

The RNLI, like most charities, has a number of different types of reserves. Some are specifically restricted by the donors' wishes, while others are available for any part of the Institution's operations. Restricted reserves consist of **endowment reserves**, where the donor has given a capital sum to the RNLI, but instructed that only the income from the capital may be used for a given purpose, and **restricted reserves**, which are donations for a specific part of the RNLI, such as an individual station or lifeboat.

The rest of the reserves may be applied at the Trustees' discretion but, before identifying what are actually free reserves, the Trustees are required to designate a reserve to match the fixed assets used by the RNLI, called the **fixed assets in use reserve**, which is similar to the fixed capital of a commercial undertaking. Taking into account the scale of the RNLI's capital expenditure programme, notably for new lifeboats, lifeboat stations and the Lifeboat College, the Trustees have also set aside a **reserve for planned capital expenditure**, to ensure that there will be funds available for the next three years of these programmes.

The rest of reserves are **free reserves** which represent the RNLI's safeguard against fluctuations in its financial position damaging its ability to provide a lifeboat service. The Trustees will adjust the business plan if free reserves are forecast to move outside the one to three years' cover range.



# The oldest lifeboat in the world



**The Zetland is the oldest surviving lifeboat in the world. She first saw action in 1802 and continued to save lives at Redcar until 1880. Local historian Dave Phillipson, a crew member from 1961-1986, looks at the history of a remarkable boat.**

Why should a wooden boat, 9m long and 3m wide, survive for 200 years and hold the affection of generations? For almost 80 years the people of Redcar, North Yorkshire, were willing to risk their lives in it. Despite being of simple design, the boat inspired such confidence that time and again they put out to save lives in mountainous seas.

The Zetland is now the oldest surviving lifeboat in the world. She was built in 1802 by a South Shields boatbuilder named Henry Greathead, who built the first lifeboat, the *Original*. The wooden hull was propelled by ten oars and steered by two long oars called sweeps. She had neither rudder nor sails, nor would she right herself if capsized.

The lifeboat arrived at Redcar on 7 October 1802. A contemporary account records that: 'In the evening the fishermen were regaled with ale to drink success to the boat and the health of the builder.' They also declared: 'in the most voluntary and heartfelt manner' that the lifeboat would never want for hands to man her.

## Her first rescue

It was only a few weeks to wait before she was needed. No one knows who first raised the alarm. The

name or names have long been forgotten. Who would have been out on the lonely sands of the Tees estuary in such dreadful weather? Perhaps a Customs and Excise man on patrol. Whoever it was, they brought the news to Redcar about noon that a ship was ashore on a sandbank on the north side of the Tees.

In the little village of about 100 houses built on the sand dunes, every inhabitant was soon astir. All were eager to launch the new lifeboat, which had arrived just two months earlier.

A gale was blowing from the northeast and a high sea was running. To launch at Redcar and row more than 4 miles to the wreck was out of the question. The men who would form the crew would have soon been exhausted in such conditions. Better by far to take the lifeboat on its primitive carriage along the sands and launch as close to the wreck as possible.

Drag ropes were laid out and every able-bodied inhabitant seized them. So determined were they for a successful rescue that they had hauled the lifeboat almost 3 miles before a team of horses had been got together and caught up with them to take over the heavy work.

When a place opposite the wreck was reached, the lifeboat was turned to face the sea. The crew jumped

Above: 'The Launch'. Artist John Freeman has created this watercolour to commemorate the 200th anniversary. 500 signed, limited edition prints have been produced, one for each life saved by the Zetland. The prints are available for £25 + £2 p&p, with 50% of the profits going to the RNLI. Contact Studio of John Freeman, 9 Market Place, Whitby N Yorkshire YO22 4DD. Tel: 01947 602799. Email: info@johnfreemanstudio.fsnet.co.uk



on board and the remainder of the eager party pushed her into the water. Knee deep, then waist deep, they struggled in icy cold, foaming waves until she was afloat. Ten oar blades dipped in unison and powerful arms soon had the bows knifing forwards.

Breaker after breaker was surmounted until they reached the wreck, which was found to be the brig *Friendship* of North Shields. Her crew of nine were close to exhaustion from the cold and their ordeal. They were taken on board the lifeboat and brought to the shore. It was not a moment too soon for shortly afterwards the *Friendship* was broken up by the force of the sea.

There was barely time for rejoicing at the rescue before another brig was driven ashore – the *Sarah* of Sunderland. Again the crew jumped into the lifeboat and again the battle with the breakers began. In a short time six more merchant sailors were brought to safety.

Tired and jubilant, the people of Redcar took their new lifeboat home along the gale swept sands. She had accomplished all that had been asked of her and more. Little wonder that the townsfolk were soon proclaiming that she was worth her weight in gold.

### Over 500 lives saved

It was a magnificent start to what was to be a distinguished career. Over the next 78 years the lifeboat is known to have saved over 500 lives. The exact number may never be known, as not all the triumphs of her early years may have been recorded.

On 13 August 1829, the coal-laden brig *Aurora*, was wrecked on the North Gare by a fierce north easterly storm. The Seaton Carew lifeboat was launched, but the rough seas proved to be too much for the crew and, after three hours toiling at the oars, they were obliged to return to shore in an exhausted condition.

In the meantime the *Zetland* had been brought from Redcar and was launched with a crew of 26, under the command of Lieutenant RF Pym of the Coastguard. Even with the extra men at the oars it was a while before the *Zetland* managed to reach the *Aurora* and bring the crew of eight and the captain and his wife to safety. For his part in the rescue Lieutenant Pym was awarded the Gold Medal of the RNLI.

Not all rescue attempts were so successful. On Christmas Day, 1836, a crewman was washed from the *Zetland* and drowned during a vain attempt to save the crew of the Danish brig *Caroline*. The man, William Guy, was a Tees pilot and it is said that he left a service in chapel to take his place in the lifeboat.

The lifeboat was first managed by a local committee and later by the Tees Bay Lifeboat and Shipwreck Society. In 1858 the Society was taken over by the RNLI.

At some time, it is not certain when, the lifeboat was named *Zetland*, probably in honour of the



influential family that had constantly given her their support. In July 1838 the title Earl of Zetland was bestowed on Lawrence Dundas. His father, the Right Honorable Thomas Dundas, had placed the original order for the lifeboat with Henry Greathead in 1802.

### Her future threatened

On 17 February 1864 the lifeboat was damaged during the rescue of the crew of seven from the brig *Brothers*. An examination of the damage also revealed extensive dry rot and the lifeboat was condemned by the RNLI to be broken up. The townsfolk were united in their anger at the proposal and prevented the work from being carried out. A public subscription was generously supported by the Earl of Zetland and the old boat was sent to South Shields for repair.

A self-righting lifeboat was sent by the RNLI to replace the *Zetland* and was rejected by the Redcar fishermen. A larger self-righter followed and was little better thought of. Almost 20 years were to elapse before the prejudice against the RNLI design was overcome and support diminished for the *Zetland*. Her support never completely died out, however, for even during that period the *Zetland* was occasionally brought out of retirement and succeeded in a number of rescues.

### Her final rescue

A terrific storm blew up on 28 October 1880, causing havoc on land and sea. Following a series of shipwrecks throughout the day, the two Redcar

Above: The Zetland on show at the Zetland Lifeboat Museum.

Below: The Zetland her launching carriage.





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## The oldest lifeboat in the world...continued

lifeboats had rescued several crews but had been damaged beyond use.

The storm continued unabated, and at 11pm the brig *Luna*, which had lost her masts and anchors, was driven onto the rocks. She drifted clear and was washed through Redcar pier. Heavy seas made a clean sweep over her and there seemed little hope for her crew. As a last resort the *Zetland* was brought to the scene and, despite her venerable age, brought the seven crew to safety.

It was the last occasion on which the *Zetland* was launched on a rescue mission. Over 500 lives had been brought to safety in her stout hull during a period of 78 years. In 1907 the *Zetland* was moved into the Free Gardeners lifeboat house, the Free Gardeners lifeboat having been sold a few years previously.

Since then the role of the *Zetland* has been that of a cherished relic. Her protection and preservation for the future has been achieved by the continued loyalty of the townsfolk. Over the years fishermen and nobles, traders and all manner of local people have worked together to maintain the *Zetland*. Now she is cared for by a band of dedicated volunteers in an RNLI museum that bears her name. Thanks to them and those that have gone before, the *Zetland* has survived to become a legend.

### Celebrating 200 years

The 200th anniversary celebrations kicked off on 1 May 2002, when the Zetland Lifeboat Museum was officially re-opened after a major ground-floor refurbishment. More than 100 guests attended, including Lord Zetland and the Mayor of Redcar and Cleveland. Ian Forman, director of steel company Corus Teesside Cast Products, cut the ceremonial ribbon to mark the re-opening. Corus generously donated £22,000 of their land fill tax credit to the RNLI to allow the refurbishment to go ahead.

Students of the Cleveland College of Art and Design have created a mural to celebrate 200 years of saving lives at sea in Redcar. At 4m wide and over 2m high, the mural has pride of place on show at Redcar lifeboat station since its unveiling at the 1 May celebrations. Why not visit the museum, call in at the station to see the mural for yourself, or take part in one of the anniversary events listed below.



Above: The drummer boy would walk through the village to alert the crew when they were needed for a rescue

## Vera Robinson MBE



Picture: Ian Readman

No article on the *Zetland* and the RNLI at Redcar would be complete without mention of Vera Robinson MBE. Vera joined the Redcar ladies lifeboat guild as a committee member in 1930 and has held every position in the guild during the last 72 years. At the moment she is a dynamic president.

Vera was awarded the RNLI Silver badge in 1972, the Gold badge in 1982 and was made an honorary life governor in 1993. Furthermore she was awarded the MBE by the Queen in 1971 and granted honorary freedom of the Borough of Redcar and Cleveland in 2001.

Vera has been a champion of the *Zetland* for almost as long as the ladies guild. Today, in addition to undertaking conducted visits to the *Zetland* museum, Vera speaks widely and is rota secretary for the museum helpers.

A very remarkable lady indeed.

## Zetland200 events

### Zetland Lifeboat Museum, The Esplanade, Redcar

Open May to October 11am to 4pm Monday to Friday; 12 noon to 4pm Saturday and Sunday. Telephone 01642 494311 for details.

### Kirkleatham Hall Museum, Kirkleatham, Redcar

Telephone 01642 479500 for further details

#### Ongoing

Exhibition **200 years of Redcar lifeboat** at Kirkleatham Hall Museum

#### 5-7 July 2002

Folk music festival **For those in peril** at Kirkleatham Hall Museum

#### 6-7 July 2002

National lifeboat station open days

#### 20 July 2002

Redcar lifeboat flag day

#### 27 July 2002

Naming ceremony and service of dedication for **Leicester Challenge 2**, Redcar's latest lifeboat

#### 21 September 2002

**Zetland200** celebrations social night at Coatham Bowl, Redcar

#### 6 October 2002

Service of thanksgiving



# Fundraising



## Old friends in the lifeboat fund

*Above: The Lifeboat Fund's 41st lifeboat, The Princess Royal (Civil Service No 41), is put through her paces at St Ives in Cornwall.*

*Photo: Royal Bank of Scotland / Rick Tomlinson*

**The first of the Thames lifeboats was officially named in June, marking the latest in a long legacy of lifeboats provided by The Lifeboat Fund. The early civil servants, who got together in 1866 to buy a single lifeboat, would have been amazed to see their work still going strong today and that their lifeboats have saved over 4,400 lives.**

*Right: The dedication service of The Lord Southborough (Civil Service No 1) at Margate. She was the 18th lifeboat purchased by the fund but retained the title Civil Service No 1.*

*Photo: Grahame Farr Archives*

The Communications and Public Service Lifeboat Fund (The Lifeboat Fund) is the longest standing supporter of the RNLI. As an independent charity, whose sole aim is to provide lifeboats for the RNLI, it has given nearly 140 years of loyal support and donated 44 lifeboats in that time.

Originally known as the Civil Service Lifeboat Fund, the organisation started from humble beginnings when a group of civil servants formed a committee and issued an appeal to government offices. The committee asked for £300 to buy a lifeboat and, before the year was out, they had raised the money and bought the lifeboat *Civil Service*. The boat had 10 oars and incorporated the latest self-righting developments of that age. Stationed at Wexford, on the southeast coast of the Republic of Ireland, she saved 122 lives and three vessels before she retired 12 years later.

Charles Dibden, founder of the fund and civil servant in the General Post Office, had such energy and enthusiasm that, by 1875, the fund had bought a

second lifeboat which was stationed at Tynemouth. This lifeboat was named after Charles Dibden as a tribute to all his hard work. Charles gave up his career in the post office to become RNLI Secretary in 1885. We can only begin to imagine what it must have meant at the time to sacrifice a state pension after 30 years' service.







## Current RNLI lifeboats funded by The Lifeboat Fund

Name	RNLI Ops No	Class	Current allocation	Launches	Lives saved
<i>Richard Evans (Civil Service No 39)</i>	52-16	Arun	Relief fleet	323	70
<i>St Cybi II (Civil Service No 40)</i>	47-004	Tyne	Relief fleet	309	119
<i>The Princess Royal (Civil Service No 41)</i>	12-009	Mersey	St Ives	123	13
<i>Windsor Runner (Civil Service No 42)</i>	14-06	Trent	Blyth	73	14
<i>Fraser Flyer (Civil Service No 43)</i>	17-17	Severn	Relief fleet	45	2
<i>Public Servant (Civil Service No 44)</i>	E-001	E class	Thames	24	1

*Figures correct as at 23 May 2002*

Despite the rising cost of boat construction, by 1892 the organisation had provided nine lifeboats and had £7,000 in its coffers. In 1919 the fund had bought Dunleary (Civil Service No 7), its first motor lifeboat. A second motorboat was named after Lord Southborough, the fund's long standing chairman and secretary, and took over at Margate and served there for 25 years.

The troubled years following the First World War saw economic problems for the organisation. It was forced to reduce its help with crew payments and lifeboat maintenance costs but still managed to provide six further motor lifeboats.

By the end of WW2 things were looking up again and, thanks to the efforts of fund secretary Charles Barrett, the organisation had built up a reserve of £400,000. After the war years, a new council of 50 members, led by an executive committee of eight, went ahead with the task of replacing six pre-war lifeboats. The fund still operates this council system.

The Civil Service saw changes in the late 1960s and early '80s, when the Post Office and British Telecommunications (BT) split from the service. So the fund changed its name to the Civil Service, Post Office and British Telecommunications Lifeboat Fund to reflect these new bodies in the charity. This title was rather long-winded so the organisation became known by the acronym CISPOTEL for many years. In March 2001, the Post Office became a government owned PLC and changed its name to Consignia. This meant that the fund had to find another name that would clearly express its role and avoid the need for any future change. After careful consideration and consultation, the charity decided on The Lifeboat Fund as its new name.

Today the fund is stronger than ever and its main activity continues to be a regular appeal for contributions from both serving and retired civil servants, and employees of Consignia and BT. Considerable sums of money are still collected from serving staff by simply circulating subscription forms.

Retired civil servants, Consignia pensioners, and BT staff mainly subscribe through pension payroll and payroll giving. The government gives a boost to payroll giving by adding 10% to all donations – a

benefit it will honour until 2003. The Lifeboat Fund gained almost £8,500 during 2001 as a result.

Supporters are also encouraged to raise funds in other ways, depending on the inventiveness of their local representatives and supporters. Sports enthusiasts are encouraged to participate in a favourite sport to raise money and take part in other events, including the Flora London Marathon, to raise sponsorship.

There are currently three of the fund's boats in the operational fleet and three in the relief fleet. There are also another three historical boats on display at the Lifeboat! gallery, at Chatham Dockyard in Kent.

The latest chapter in the fund's history was written when members celebrated the naming of their 44th lifeboat, *Public Servant (Civil Service No 44)*, on 11 June. The fund contributed £270,000 towards the cost of the new Thames lifeboat, the boathouse at Tower Pier and the crew's training. The lifeboat has only been on the river since January and has already launched 26 times and saved one life – testament not only to our brave crews and all the people behind the scenes, but the work of our long standing friends in The Lifeboat Fund.

*Below: Sir Kevin Tebbit KCB CMG, Permanent Under Secretary of State for the Ministry of Defence, and his wife, Lady Tebbit, are joined by Tower Pier station manager Janet Kelly and Thames lifeboat crew members aboard Public Servant (Civil Service No 44) during the naming ceremony at St Katherine Docks in London on 11 June.*

*Photo: RNLI/John Deehan*





# Fundraising

## We ask the questions

**Selling gifts and souvenirs is an excellent way of raising both funds and the profile of the lifeboat service. RNLI (Sales) provides a range of products for the wide variety of shops and events run by volunteers. In 2001 its turnover was £4m – up over £1.4m on 2000.**

**The Lifeboat speaks to Angela Rook and David Rendell, of the retail operations team, to get an update on developments.**

**How much money does the RNLI actually receive from a turnover of £4m?**

**Angela:** Last year we made net profit of 22% – this is extremely good compared with other retailers. Our branches, guilds and shops can be extremely proud. We give all our profits to the RNLI as Gift Aid which means we do not pay tax. As a result, the whole business, including mail order, gave £1.4m to the RNLI last year.

**How else does RNLI (Sales) plan to support the RNLI's future developments?**

**Angela:** We are encouraging more young people to get involved with the RNLI. We have recently developed eye-catching units for shops and events that will hold the new range of Storm Force products. We hope this will sell more goods and raise awareness.

**Can you extend the RNLI's volunteer spirit in other ways through the shops?**

**Angela:** Yes. As responsible retailers, health and safety for volunteers and shop visitors is very important. We have developed a volunteer team

who have professional grounding in this work. Each looks after an area of shops and works with volunteers from each sales outlet, and the retail operations team, to improve safety. This has been so successful that we are looking to expand the idea.

**How can you help volunteers to increase shop sales?**

**David:** We have recently overhauled our shop design to make it more exciting and interesting. It was first installed at Southend last August and we've seen sales rocket there ever since. We have just opened the Eastbourne museum using the new design and are hoping to get the same results.

It is not just about finding better ways to display stock though. Shop volunteers are often asked about their local lifeboats so we made sure that the new design includes lifeboat information. It is nice for people to make links with the lifeboats they can see and the products they can buy. This works alongside new lifeboat station designs that often include viewing windows and galleries.

**Isn't this expensive?**

**David:** Shop fitting is a long-term investment. Whenever a shop is fitted out we aim to cover the costs within three years from extra profit. Very often the new fittings are paid for in a matter of months, thanks to the support of our volunteers, and the added bonus of being able to display a wider range of goods in an attractive way. This is fantastic when you consider that the fittings last more than 10 years.

**Volunteers are great at selling goods but how else can your team support them in the future?**

**Angela:** Last year we introduced three shop supervisors in three of our highest turnover shops. They have spent the first 12 months building up their shop's sales and are now looking to support other nearby shops and local branch events. The supervisors, based at Whitby, Filey and Sheringham, are delighted to help local volunteers who need help or advice with sales matters.

*Below: The retail operations team (L to R) Melanie Walker, Jason Small, Gloria Price, David Rendell and Angela Rook.*





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# Winning fundraising friends

## The Connah's Quay connection

**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.**

One example of how this is working is the fundraising friendships forged by Connah's Quay and Shotton branch in Flintshire, Wales.

Committee members noticed that their fundraising was affected when many local businesses closed down due to new shopping parks and a large supermarket opening just outside the area. Based on the banks of the River Dee, once a thriving ship building and heavy industrial area, the branch wasn't going to give in easily.

'We had received an invitation from our regional office to attend a winning fundraising friends seminar,' said secretary, Eddie Sargeant. 'We went along and listened to what was said. We discussed it at our next meeting and decided to give it a go.'

Eddie had lots of contacts from working at Corus in Shotton (formerly British Steel). So first stop was Kath Tellet at the Corus sports and social club. She was more than pleased to help and organised a 60s night at the club that raised £675. Kath followed this up with race and cabaret nights, helping to raise over £2,000 in total. One of Kath's many friends is Mark Evans, area manager of Carlsberg Tetley, who sponsors the events and provides raffle prizes. Corus makes gifts to the branch from its charity fund and its sailing club organises sponsored events.



Branch chairman Ainsley Popplewell made contact with the Deeside Naval Club. Three of the club's committee members, including chairman Gilbert Butler, agreed to help the branch. The club put on a buffet following the RNLI's 175th anniversary and, more recently, it organised a dance which raised £325.

The branch has been busy making many other friends including Beverley Fraser, who ran in the Great North Run to raise sponsorship, and Jeanette O'Shea, who sells secondhand books from her roadside diner to raise cash for the branch.

Fundraising friends plans are well in hand for 2002 – regional draw tickets are on order ready for friends to sell and Kath is organising another function at the Corus club.

'Our friends are fantastic,' said Eddie.

*It's too big to fit in a collecting box – Corus Shotton sports and social club manager Kath Tellet hands over a cheque to RNLI area organiser Richard Polden, joined by Connah's Quay committee members Nev Williams, Ray Cottrell, Eddie Sargeant and John Williams.*

Photo: Graham Cathall Photography.

## Family connection

David Welton and his sister Paris worked together to help the RNLI get some free state-of-the-art communications equipment in May.

David (right) works on the RNLI IT helpdesk, where wearing a telephone headset is part of the job. Paris works for international company Plantronics, whose headsets are used all around the world and have been featured in many high-profile events, including Neil Armstrong's historic 'One small step for man...' transmission from the moon in 1969.

When David mentioned to Paris that the IT team needed some more headset equipment she was sure her company could help. Sure enough, Plantronics were happy to help and generously donated 10 headsets and two amplifiers.





# Fundraising

## Lifeboat-related reading

**Douglas lifeboats – 200 years of gallantry**  
**The story of the Penmon and Beaumaris lifeboats**  
by Jeff Morris

Both priced at £3.50 each including p&p  
Jeff continues his unstinting research into local lifeboat history with two more books covering the lifeboats at Douglas, on the Isle of Man, and Penmon and Beaumaris on Anglesey.

The first book is available from Mr R Oram, 8 Royal Avenue, Onchan, Isle of Man IM3 1HA. The second is available from Mr JM Broughton, The Orchard, Rosemary Lane, Beaumaris LL58 8ED. Cheques should be made payable to RNLI.

**Lifeboat Enthusiasts' Society handbook 2002**  
by Tony Denton

Price £5 including p&p (or free to society members)  
This first edition of the handbook contains a comprehensive listing of RNLI lifeboats, including the current fleet, ex-fleet and those on display or sold out of service.

Copies are available from Tony Denton, Dawn, Upper Battlefield, Shrewsbury SY4 4AA – cheques payable to RNLI/Lifeboat Enthusiasts' Society.

## Lifeboat listening

**Fisherman's Friends are home from the sea**  
by Fisherman's Friends  
**They that go down to the sea...**

by the Ely Cathedral Choir  
Both priced at £12 each plus £1 p&p

Available early July from RNLI Sales – tel 0870 6001824.  
Two new CDs have been produced in support of the lifeboat service by the RNLI's music division.

*Fisherman's Friends are home from the sea* is a collection of sea shanties performed by a crew of fisherman and, funnily enough, their friends and some of the Port Isaac lifeboat crew (above). *They that go down to the sea...* is a collection of choral songs performed by Ely Cathedral Choir – a follow up to the choir's widely acclaimed *Will your anchor hold?*



## 97th lottery

A brand new Suzuki Ignis was the first prize in the spring Lifeboat Lottery, thanks to Britannia Rescue who kindly donated the car. The winning tickets were picked by lifeboat crew members and representatives of Suzuki and Britannia Rescue on 30 April at the RNLI's Poole depot. The car was snapped up by JA Taylor of Warwickshire and second prize of £1,000 went to L Mann of Birmingham. The other prize winners were;

£500 Mr J Hocken, Brixham

£250 Chris Snook, Brighton

£100 Alan Meredith, Loughborough; Godfrey and Maxine Kent, Nottingham; Mr W Gilbertson, East Lothian; FJ Minter, Cranbrook and Mrs K Page, Ipswich

The draw raised £230,000 for the lifeboat service – enough to buy two Atlantic 75 lifeboats, their launching trailers and introductory inshore lifeboat training for 10 crew members.



## Gambling for the greater good



A nice shock – David Farr (left) of Aire-Serv and Paul Topham of Mr Electric hand over £2,400 to Bromsgrove RNLI branch chairman Mary Hampton.

During its recent UK convention Mr Electric, a Bromsgrove-based electrical contractors company, decided to liven things up a bit and held a charity casino evening that raised £2,400 for the lifeboats.

The company has a special connection with the RNLI as Robert Rabiotti, who runs a leading franchise, is a crew member of Penarth lifeboat. Robert's brother, Andrew, also happens to be the station's secretary. During the evening staff, guests and employees from the company's associate business, Aire-Serv, placed bets and watched the roulette wheel spin as they lost their money to charity.

Mary Hampton of Bromsgrove branch, who accepted the evening's takings on behalf of the RNLI, said: 'Raising £2,400 in one evening was a superb effort...'

£2,400 – enough to buy a propeller for a Severn class lifeboat





Photos: Thierry Martinez, RNLI

## Keep on running

Lymington lifeboat had a very successful Sunday morning on 7 April, thanks to the efforts of crew member James Brookes and everyone else at the station who organised a sponsored fun run.

Town Mayor, Mrs Vernon Jackson, and station secretary Michael Webb officially started the race which saw 120 competitors of all ages and experience tackle the 10km course.

James is a keen runner and has taken part in the London marathon three times to raise cash for the lifeboat service.



Event organiser and lifeboat crew member James Brook (left) with two happy looking competitors.

This event raised £3,000 for the RNLI – enough to send four all-weather lifeboat coxswains on a command search and rescue training course.

## Win a signed handbook

The new RNLI handbook is now available to all members through RNLI Sales – and the first three people to place orders will be the lucky winners of a copy personally signed by intrepid yachtswoman Ellen MacArthur (above).

Priced at £19.50, the A5 binder is full of expert advice and practical information in an easy-to-use format. Essential in an emergency, and full of training tips and reference material for every day use, the handbook will be a benefit to all sea users. To secure your copy call RNLI Sales on 0870 600 1824 and quote code M104.

### Terms and conditions:

The RNLI has three copies of the handbook signed by Ellen MacArthur. The first three orders received by RNLI Sales will receive a signed copy. All subsequent orders will be processed in the usual manner and these purchasers will receive an unsigned copy. The handbook can only be purchased by RNLI members (Shoreline, Offshore, Governor). Purchase is necessary to be eligible to receive a handbook, signed or unsigned. The RNLI's decision is final and no correspondence will be entered into.

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This great-value cruise includes a return flight from Malaga to London Gatwick. However, if you prefer not to fly you can choose to take our return coaching option available at a reduction of £100 per person on the holiday price of £499.

We think this is just the tonic to get some Mediterranean sun before the onset of the long British winter. So don't delay - order your FREE colour brochure today!

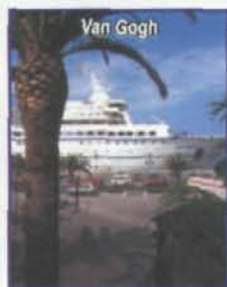
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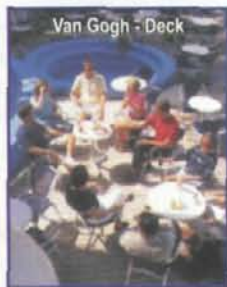
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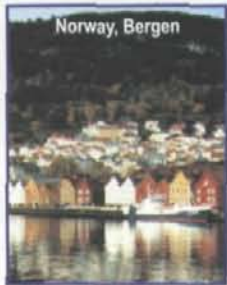
Van Gogh - Deck



Majorca



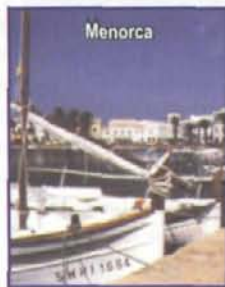
Barcelona



Norway, Bergen



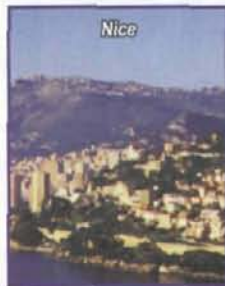
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## New motor cover for 2002

Britannia Rescue offers up to 15% discount on its road rescue rates to RNLI members and donates 2.5% of all premiums and renewals to the lifeboat service.

The company offers four levels of cover to suit every need and pocket – from the basic roadside assistance, to a hire car or help with overnight accommodation. This year Britannia Rescue's personal cover, that allows the policy holder and their partner to drive any privately owned car, has been extended to cover travelling as a passenger in any car. This extra cover costs £28 a year or just £3.50 a month.

For more information see the advertisement on the inside back cover of this issue.

## Thrills, spills and women drivers

Nearly 50 women drivers proved they were just as good as the boys when they competed in a off-road driving day in May that raised £4,000 for the lifeboats. The challenging event, organised by RNLI North West office and Evans Halshaw Land Rovers of Hadley, took place at Trentham



Gardens in Staffordshire and saw ladies tackle the off-road trek through the demanding terrain of an old gravel quarry.

Steep slopes, difficult descents and mires of mud tested the nerves of all entrants who put state-of-the-art Land Rovers through their paces. A thrill-packed trials section complemented the course where drivers pushed themselves and the Land Rovers to their limits.

All competitors thoroughly enjoyed the day and were complimented on their driving skills by the instructors.



Oh no he's not... oh yes he is!

Flamborough branch presented its first traditional Christmas pantomime, *Cinderella*, in the Village Hall on three consecutive nights in December 2001. Written by local vicar, the Reverend Michael Cartwright, the show filled the hall to capacity on all three nights. The panto appealed to all age groups and everyone thoroughly enjoyed and participated in the lively show.

The Reverend took part in the panto as Slender Glenda (wearing a green wig in photo) and was joined by several members of the guild and lifeboat crew. Guild chairman, Jean Cross (pink wig in photo) will long be remembered for her performance as Cinderella's stepmother. The show raised £1,632 and plans are already underway for a second pantomime this year.

## Guys and molls

Gangsters and molls packed the St Kew Inn near Wadebridge, Devon on 8 February but, fortunately, there was no trouble – it was all in aid of the RNLI.

The prohibition fun night was organised by landlord and landlady Des and Ginny Weston together with Port Isaac branch. The fancy dress night raised £1,200 and included a prize for the best dressed, lots of games and challenges, a raffle and one or two surprises.

Gangsters for a good cause – L to R: Mike Edkin, Nikki Edkin, John Cleave, Barbara Hawkins, Mike Daley and Sylvie Daley.





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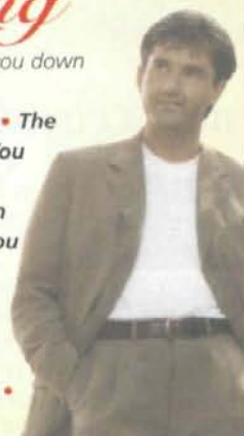
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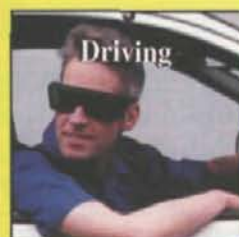
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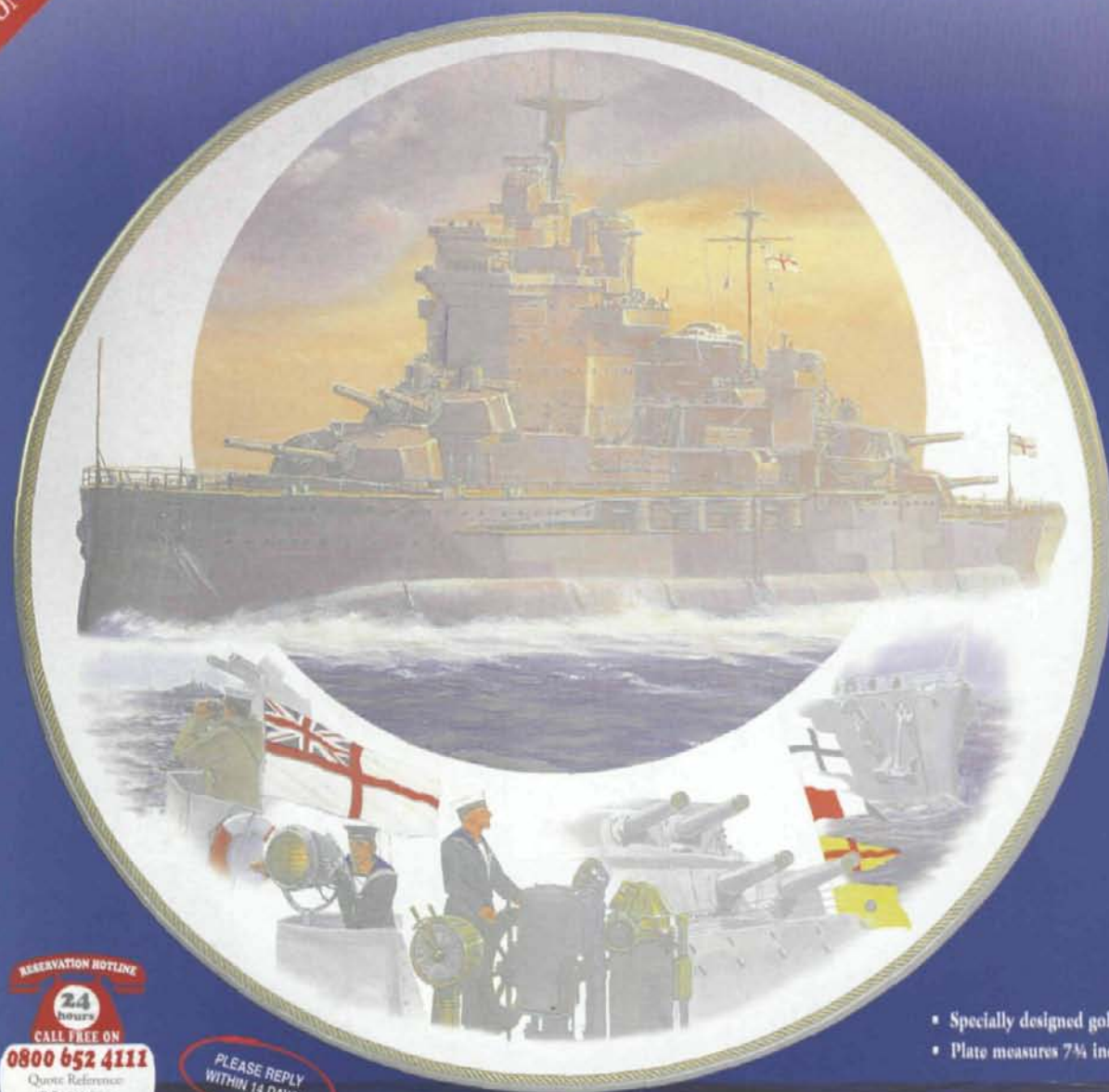
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