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theLifeboat

Autumn 2002

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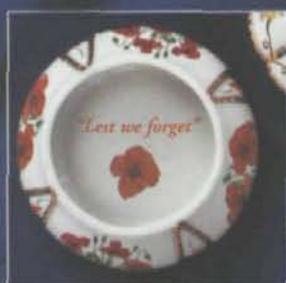
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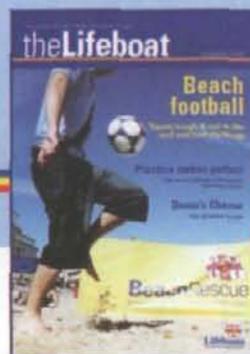
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theLifeboat



Royal National Lifeboat Institution

The magazine of the
Royal National Lifeboat Institution

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

Registered Charity Number 209603

Issue 561

Chairman:
Peter Nicholson
Chief Executive:
Andrew Freemantle MBE

Editor: Jane Smythson
Assistant Editor: Jon Jones
Assistant Editor: Bethany Rawles

Editorial:
Tel: 01202 663488
Fax: 01202 663189
Email: thelifeboat@rnli.org.uk

Membership and subscriptions:
Tel: 01202 663234
Email: sportsmouth@rnli.org.uk

Advertising:
Madison Bell Limited
Beau Nash House, Union Passage,
Bath BA1 1RD
Display:
Steve Hulbert: 01225 465060
Classified:
Kate Eastman: 01225 465060
Email:
kate.eastman@madisonbell.com

the Lifeboat is published four times a year and is sent free to RNLI members and governors. The next issue will be Winter 2002/03 and will appear in January 2003.

News items should be received by 11 November, but earlier if possible. All material submitted for possible publication should be addressed to:

The Editor, *the Lifeboat*, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

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

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

Front cover: Beach football kicks off a fun day at Bournemouth beach on 17 August 2002. See pages 10-13 for full story.

Picture: David Mallet

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the Lifeboat is published by the Royal National Lifeboat Institution.
Printed by The Polestar Group Limited, Colchester.

We have lift off

Hovercraft to join RNLI's fleet

The first RNLI rescue hovercraft will be in operation as early as January 2003, located in Morecambe. The decision to go ahead was made by the RNLI Executive Committee after successful trials in 2001. The hovercraft will complement the existing lifeboat service at Morecambe.

Some preliminary trials took place at Poole with further trials at Hunstanton, Morecambe, Flint and Southend-on-Sea using local lifeboat crews. Tony Stankus, RNLI hovercraft operations manager was delighted with the trials. 'They proved the hovercraft could withstand damage, was easy to launch and worked well over sand and mud ... and the volunteer crews

could easily 'fly' the craft,' he said. The trials demonstrated that the hovercraft are capable of reaching casualties in areas that lifeboats either could not operate or would take a long time to reach, such as close inshore and estuaries.

Morecambe was chosen as the first location for an RNLI rescue hovercraft for a number of reasons. Tony Stankus highlighted: 'its extensive mud and sand flats that are uncovered at low tide, plus areas of quicksand that can prove hazardous for the unwary'. It was also considered appropriate for the first hovercraft to be co-located with a lifeboat station so the lifeboat could provide additional support if necessary.

Since the trials last year, the hovercraft has been modified for search and rescue. This has

included increasing the length, stability, buoyancy and thrust, and decreasing the noise level. Currently trials are taking place to check that modifications have worked and to make final adjustments. Also, training/crewing requirements are being sorted and guidelines highlighting the limitations of the hovercraft are being drafted.

Initially, there will be temporary housing for the hovercraft at Morecambe, using the existing infrastructure. After one season, Tony Stankus predicts that the hovercraft will have proved itself to be 'a useful, safe and effective mode of search and rescue'. At that point the RNLI will make a planning application, and it hopes to be fully operational with a permanent station in 2004.



Pictured: The hovercraft in action, soon to be located at Morecambe

Pictured at bottom: The Enniskillen crew and the Atlantic 21 lifeboat *Blenwatch* on the Enniskillen inland waterways

Photo: Colin Watson



First inland station

Another first for the RNLI is the success of the inland station at Lough Erne, Enniskillen in Northern Ireland. Two Atlantic inshore lifeboats are now stationed at Lough Erne – one on the Upper Lough and one on the Lower Lough.

Michael Vlasto, RNLI operations director commented: 'Extending

the lifeboat service inland is a natural extension of its purpose, although it has presented some new challenges.'

He praised the actions of the Enniskillen volunteer lifeboat crew. Since the station opened in May 2002, the crew, including a policeman, company director and a housewife, have launched the lifeboats 20 times, rescuing 16 people.

Stop Press!



An RNLI beach rescue lifeguard gives safety advice to a family enjoying a day out on Bournemouth beach, in Dorset

Beach Rescue teams up with the Duke of Edinburgh Award Scheme to save lives

Students working towards the Duke of Edinburgh's Gold Award were able, for the first time, to work with the RNLI's team of lifeguards on Sandbanks beach in Poole.

The students, from Wiltshire, were based in the Poole area from 6-10 August 2002. They trained in how to approach the general public and the water safety messages that need to be communicated to holidaymakers using the beach. The students also found out about various aspects of the RNLI's work, which included training with the lifeguards, a visit to Poole lifeboat station and a demonstration of boat safety issues.

The students then worked in small groups on the local beaches, approaching families and children to highlight important beach safety messages and also to explain the role of the Beach Rescue team. The team distributed a new water safety leaflet designed specifically for this event.

'We are delighted to be participating in this initiative,' said Ian Duckett, Duke of Edinburgh coordinator for Wiltshire. 'It is exactly the type of opportunity that meets the criteria for our students to achieve their Gold Award. We are hopeful it might lead to students deciding to make a long term commitment to voluntary work for the RNLI.'

The school holidays are the busiest time of year for the lifeguards, when many families enjoy visits to the seaside but are often unaware of the potential dangers. The lifeguards hope that the RNLI advice will help to reduce the many preventable accidents and deaths that occur every year around our beaches.

The RNLI estimates that there are several thousand potentially life-threatening incidents each summer on UK beaches and many more incidents that require the help of a qualified lifeguard. Last year, Beach Rescue lifeguards were located in just five areas in the south and southwest for a limited season. In that time they helped more than 3,700 people, dealing with many types of incidents, major and minor.

In addition to the advice provided by the lifeguards, the RNLI also produces free safety information aimed at children and adults. *Get Splashed* is a full-colour water safety booklet aimed at 7-10 year olds. *Be Safe at the Seaside* is a clear and easy-to-read booklet for older readers. Children (and adults) can also log on to www.lifeboats.org.uk/splashed.asp.

Legacy Promotion Campaign

Legacies are the biggest source of voluntary income to the voluntary sector – around £1.5bn every year, but they are especially important to the RNLI. Last year three-quarters (£78.4m) of its voluntary income came from this source.

About 28,000 wills a year contain a charitable bequest – around 12% of all wills that go to probate. Despite all the efforts charities have made to persuade more of their supporters to help in this way, this proportion has remained the same for more than 10 years.

What is remarkable is that 67% of the population say that they support charities on a regular basis, yet so few give in this special way. Although the RNLI's income from legacies has been strong in recent years, the numbers are showing signs of decline and the recent fall in the value of shares is likely to have a significant detrimental effect on legacy income.

With this in mind, the RNLI has joined with more than 80 other charities to promote legacy giving. This is the biggest joint venture ever to have taken place in the voluntary sector. The campaign started at the end of September and will last for three years.

Legacies are a satisfying way to make a significant difference to the causes we really feel passionate about. They are also completely free of tax.

For further information about the Legacy Promotion Campaign, visit www.remembercharity.org.uk. For information about how to leave a gift in your will to the RNLI, contact John Marshall on 01202 663032.

RNLI charter and bye-laws

The Queen, in Privy Council, has authorised amendments to the RNLI charter and bye-laws which were put to the AGM earlier this year. The changes enable the charity to legally operate lifesaving and relief services on fresh as well as salt water. The new objects clause states:

'The objects of the Institution shall be, first, to save lives, promote safety and provide relief from disaster at sea and, secondly, to save lives, promote safety and provide relief from disaster on inland waters'

Please note the consequent changes in terminology:

Previously

The Committee of Management
The Executive Committee
Standing Committees
The Senior Management Team
First Reports

Now

The Council
The Trustee Committee
Advisory Committees*
The Executive Team
The Senior Management Group

* Though each committee will retain its working title, e.g. Operations Committee, Fundraising Committee.



Isle of Man sculpture unveiled

A striking memorial, commemorating the founding of the RNLI and honouring lifeboats through the ages, has been unveiled at Douglas, the Isle of Man

The sculpture, by internationally renowned artist Michael Sandle, depicts Sir William Hillary and crew striving to save survivors from the *Saint George*, wrecked in Douglas Bay in 1830.

It comes to the town at a fitting time, as the Douglas lifeboat celebrates the 200th anniversary of its founding. The bronze cenotaph was unveiled on 29 June 2002 and was funded by the Arts Council together with the Henry Moore Foundation.



The unveiling of the memorial by his Excellency the Lieutenant Governor of the Isle of Man, Air Marshal Ian Macfadyen (pictured to the left of sculpture, at the front). Also pictured (from left to right) is David Cretney MHK, Minister for Tourism and Leisure, Sally, the wife of the Governor, Michael Sandle, Mr Eddie Lowey MLC and the lifeboat guard of honour.

Picture: Roger Oram, Douglas lifeboat

Outstanding rescue award

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. The Atlantic 75 helmsman Chris Pritchard has now been chosen to receive the Walter and Elizabeth Groombridge Award, for the most meritorious service performed by the crew of an Atlantic inshore lifeboat. This is on top of the Thanks of the Institution on Vellum he was awarded.

In the official report of the rescue, Andy Clift, divisional inspector of lifeboats for the west commented: 'Chris displayed a great deal of skill and seamanship to conduct a search pattern in the prevailing conditions,' and praised the teamwork of the Trearddur Bay and Holyhead lifeboats.

Ipswich divisional base now open

The new RNLI eastern divisional base was opened in Ipswich, on 20 July 2002. Eric Freeman, deputy chairman of the RNLI Search and Rescue Committee, cut the tape and declared the base officially open. The premises on Ransomes Europark, Ipswich, replaces the Central Avenue base, providing a larger working area for the administrative and engineering staff as well as training/meeting venue and improved stores facility.

Divisional inspector of lifeboats, east, Martyn Smith is delighted with the new base, 'The new facility will enable us to offer a better service to our volunteer crew and supporters. The whole team is privileged to be working in such excellent conditions.'

Cool Matthew radios for help

Eight year old Matthew Edgar received a letter of thanks from Andrew Freemantle, chief executive of the RNLI, in recognition of his brave and calm behaviour during a frightening ordeal at Ramsgate

Matthew was out in a small motorboat, *Rebecca*, with his father, when the boat broke down and was cast upon the rocks of the south breakwater, in rough conditions.

While his father battled to keep the boat off the rocks, Matthew stayed calm and called Port Control. He managed to let the Port Control know their situation and location.

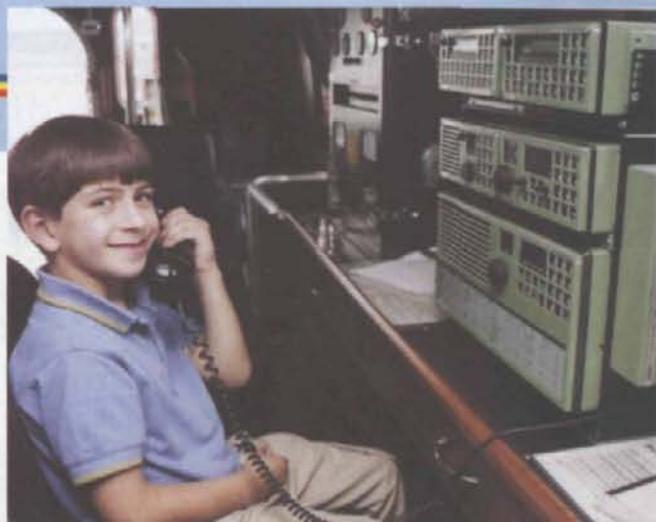
A local workboat, *Bumble*, came to help *Rebecca*, at which point Matthew's dad was in the



water attempting to push the boat off the rocks. While his father climbed back in, *Bumble* passed a line to Matthew, which he took and secured, enabling it to hold *Rebecca* off the breakwater.

The inshore lifeboat arrived and towed *Rebecca* into the harbour. Matthew's father was proud of Matthew's actions and thanked the Port Control for: 'assisting my son to remain calm under what, for him, were terrifying circumstances'. At the age of eight, Matthew knew enough to operate the radio and maintained communication with Port Control, giving them clear information.

In recognition of his bravery, Matthew was invited to visit the RNLI headquarters, where he toured the offices, looked around the lifeboats and then met up with Andrew Freemantle, who praised the boy's 'brave actions' in an official letter of thanks.



Pictured top left: Matthew Edgar receives his letter of thanks and a goody bag from Andrew Freemantle, chief executive, RNLI

Pictured above: Matthew enjoys a tour of the lifeboats at Poole, Dorset

Palace party

RNLI supporters gathered outside Buckingham Palace, before attending a royal garden party in the presence of Her Majesty The Queen on 16 July.

Pictured from left to right: Andrew Parker from Skegness lifeboat station; Charles Townsley from Southwold lifeboat station; Kelly Allan from Portrush lifeboat station; Robert Charlton from Beaumaris lifeboat station; Richard Multon, fundraiser from Dorking in Surrey; Daniel Shannon from Sennen Cove lifeboat station



Storm Force event blows into Chatham Dockyard



A family event staged at the lifeboat display within Chatham Dockyard was a great success on 20 and 21 July.

Over 500 people visited the Dockyard that weekend. Many people of all ages attended, and Storm Force members were allowed into the Dockyard free of charge.

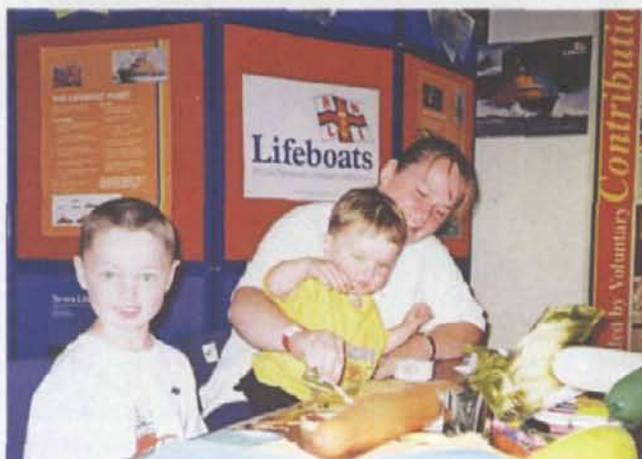
The children were welcomed by Stormy Stan and there were many activities to entertain them.

Lifeboat enthusiasts helped children with boat building.

They queued up to enter competitions to win VIP visits to Whitstable lifeboat station and RNLI branded fleeces. Under 11s sketched a lifeboat in the collection and over 11s wrote a story of a rescue by one of the boats in the collection.

The children particularly enjoyed looking at and climbing on the displayed D class inflatable lifeboat.

Many of the children also had fun dressing up in RNLI crew kit from the past and present and were stunned at the difference.



Pictured top left: Stormy Stan and Shanna Wilson

Middle left: The Martin family enjoying the activities

Above: Child dressed up in the old lifeboat crew kit

Left: Stormy greets Jonathan Booth



Euro changes

Irish RNLI members have been paying their subscription payments in Euros since January 2002.

Over the last few years the Irish currency has devalued in relation to pounds sterling. This has now reached such an extent that it has been necessary to make an adjustment to bring the Irish membership rates into line with those paid by RNLI members in the United Kingdom. These changes took place on the 1 September 2002.

The new rates are as follows:

Minimum subscription rates

	Current UK rate	New Irish rates
Shoreline	£18	€26
Joint Shoreline	£30	€45
Offshore	£48	€72
Joint Offshore	£84	€126
Governor	£60	€90
Joint Governor	£105	€156
Life Governor	£1,200	€1,850
Storm Force	£5	€7.50
Storm Force Group	£1	€1.50
Per Person (min 10)		

All subscription rates are reviewed annually and are adjusted when necessary to take account of increases in the cost of providing membership. Members have said that they prefer small increases on a regular basis rather than large, infrequent increases, but this needs to be balanced against the cost of reprinting materials. The last increase in subscription rates was 2000 and the RNLI expects that a modest increase will be necessary in late 2003.

It is important to note that the above rates detail the minimum amount for each membership group. Many supporters generously give more every year for their membership.

For any queries regarding this matter or any other aspect of RNLI membership, please call our help desk +44 1202 663234 or email mpelleymounter@rnli.org.uk.



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Perhaps a visit to the Aeronautical Museum.

Day 6 ♦ All aboard for Chicago!

Travel on the *Capital Limited* overnight to Chicago. After dinner relax in the top deck observation lounge before retiring to your comfortable sleeper.

Day 7 ♦ Chicago - the Windy City

After a sightseeing break, it's 'All Aboard' the *California Zephyr* for the journey to Colorado, gateway to the Rockies.

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Day 19 ♦ The flight home

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3 June	£2390	30 Sept	£2390
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Letter of the quarter

Memorial arboretum goes ahead

Following on from the appeal in the letters page of the winter issue of *the Lifeboat*, I am pleased to announce that we have reached our target of £5,000. We have secured a plot at the National Memorial Arboretum in honour of lifeboatmen and women.

We have also received additional funds, donated specifically to provide wooden benches and a flagpole for the house flag. Block Stone Ltd of Chesterfield have donated a large block of stone on which a local sculptor is now working, on site, to produce a fitting centrepiece for the plot.

Tree planting will take place this autumn. We hope to hold an official handover and dedication of the plot to the RNLI in September 2003.

We are leaving the appeal open for the time being because we wish to raise a little more money if possible, to cover the cost of additional items such as a bronze memorial tablet for the site.

The fundraising committee would like to thank all those who have contributed to the appeal and made this memorial possible.

Philip Theaker
Chairman, Burton St Mowden branch
01283 713942

Congratulations to all the fundraising committee, who have worked so hard to make this memorial plot a reality. Perhaps a bottle of Old Pulteney whisky would help you to celebrate your success.



Norwegian cruising

Recently my wife and I had the privilege of taking the Norwegian coastal voyage – a round trip from Bergen to Kirknes, near the Russian border with Norway, and back. This was a truly wonderful experience and one that I could recommend to anyone.

On the trip I came across two lifeboats of the Norwegian fleet. The larger vessel was based in the fishing village of Stamsund, towards the southern end of the Lofoten Islands, north of the arctic circle. The smaller vessel is based on the mainland in the town of Kristiansund, which is situated south of the city of Trondheim.

Keep up the good work.

Eric Brooks
Cannock, Staffs

Sub support

I am the submarine marine and nuclear engineering drafting officer at NMA Gosport, but my voluntary and self-appointed job is the 'heads liaison officer'. Being an old and bold submariner, I have always maintained that the heads (*that's the toilet to any land-lubbers out there – Ed*) must be an attractive and welcoming room. To this end the heads have been festooned with indoor plants and pictures. Prior to entering, you are confronted by the following sign:

'Once you have completed your ablutions please spare a few pence for the RNLI'

And there among the flowers and talking fish is the lifeboat collection box, which is emptied every year by the local box collection man. If we had a bottle of Old Pulteney whisky, then it would be glued to a shelf and raffled off for Christmas. The money raised would then be added to the annual box collection.

Lt Cdr Dave Hubbard
NMA Gosport, Hampshire

Sorry Dave, no whisky this time. But keep up your great work. It just goes to show that collection boxes get into the strangest places.

Chasing the Chavasses

While on holiday in Cornwall, my daughter noticed a small boathouse (now a private dwelling) at Chirch Cove to the east of Lizard Point. It had an inscription to the effect that the boathouse was erected and presented to the Royal National Lifeboat Institution in 1887 in loving memory of Thomas and Miriam Chavasse and the Reverend Horace and Margaret Chavasse.

I wonder if anyone can tell me how it came about that these people were commemorated at this particular spot, and why. The youngest son of Thomas and Miriam was Francis Chavasse, a well-loved former Bishop of Liverpool (my home city), who had a particularly distinguished family, some of whom were known to my father.

Ruth Lambert
Hurstpierpoint, West Sussex

If any reader knows the story behind the boathouse inscription, please write to the Lifeboat magazine. We will pass the information on to Mrs Lambert and may include it in a future issue.

Win a bottle!

Early learning so valuable

I regularly read *the Lifeboat* magazine and am often filled with anger and amazement about people both on shore and in the water, who put their own lives and that of others at risk through ignorance and lack of respect for the sea and then subsequently have to be rescued by the lifeboat.

The dedication and bravery of the men and women of the lifeboat crews is always appreciated by those who are rescued (and their loved ones), but wouldn't it be better if in some cases they didn't have to put their lives on the line in the first place?

I was therefore delighted to read in the summer issue about the Storm Force new members pack for children. I fully intend to enroll my three young grandsons now, in the hope that they will develop a lifelong interest in the RNLI and, at the same time, learn about the joys and the dangers of the seaside environment.

Sue Allsworth
Fowlmere, Nr Royston, Herts

I am sure you will be please to see the enthusiastic reply to the new pack from Bonnie Pascoe (below).

Storm Force success

Dear Stormy Stan
Thank you for my official member's pack. Its really wicked and cool. I drew this picture of you with your lifejacket on.

I am now an official member of the RNLI crew. I am really pleased. I live by the seaside so this pack is very useful to me.

Bonnie Pascoe
Storm Force member

Thank you Bonnie. Stormy Stan and Eric are delighted that you like your new pack.



Jubilee support

I thought you might enjoy seeing this rather different picture of the Dungeness lifeboat.

I took it during the Parade of the Services that was part of the Queen's jubilee celebrations on 4 June. A great day and it was wonderful to see the RNLI taking part.

I used to live about half a mile from the Shoreham-by-Sea station and was only too aware of the terrible conditions that the crew had to endure. I'm now well and truly land-locked, but whenever possible I always visit the nearest lifeboat station, just to keep in touch.

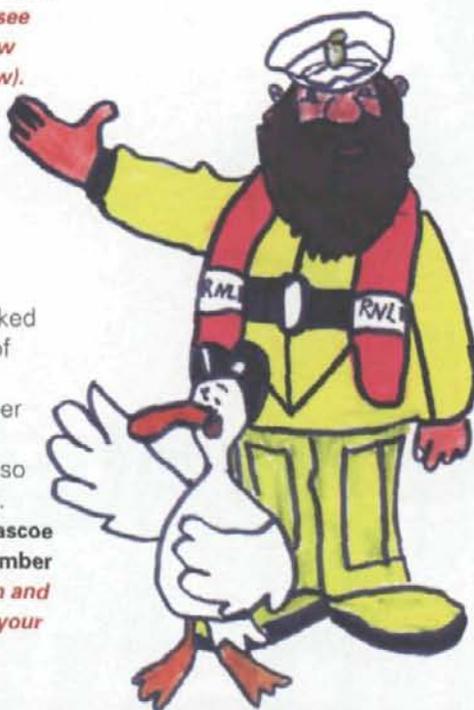
Valerie Blackburn
Harrogate, North Yorkshire

Inland support for sea rescue

I have so much admiration for the lads and lassies of the RNLI. It started from childhood visiting the east coast of Yorkshire, on happy day trips with my parents. Dad always showed an interest in boats and the lifeboat visit was always a must.

Now in my fifties, I am an avid supporter, although I must admit I have a phobia of water, never daring to board rowing boats or barges. This proves in fact that your supporters come from all walks of life – born and bred 70 miles from the nearest coastline – I am proud to be a very small part of the team.

G Workman
Wheatley Hills, Doncaster



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

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

or email us at
thelifeboat@rnli.org.uk

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

For further discussion visit our website: www.lifeboats.org.uk



From  saving  goals to 
saving lives

Surf 'n' turf beach footie

Bournemouth beach 17 August 2002
Team event for groups of five people

The great Liverpool manager Bill Shankly once said 'football's not a matter of life and death, it's much more important than that'. Well, on Bournemouth beach this summer, a football tournament helped the RNLI to save lives.

What a day

Over 80 people from all over the south headed for Bournemouth beach on Saturday, 17 August 2002 to take part in the RNLI's first ever beach event.

Mixed teams of five braved the heat to compete in the footie and win lots of great prizes. The competition was closely fought, with crowds cheering the teams along. Finally after four hours of tough competition the final took place between the AA and Oakdale Cs, with the AA taking the trophy.

As well as the footie, local radio station Fire 107.6FM provided music, broadcasting live from the beach all afternoon.

Pier pressure – party time

As the sun went down over Bournemouth beach 300 people headed for the pier and partied on 'til late with Dubheart and sounds from Fire 107.6FM's top DJ Chris Bailey.



Thanks to all our sponsors

The RNLI would like to thank the following companies for giving their time and donating prizes for the day:

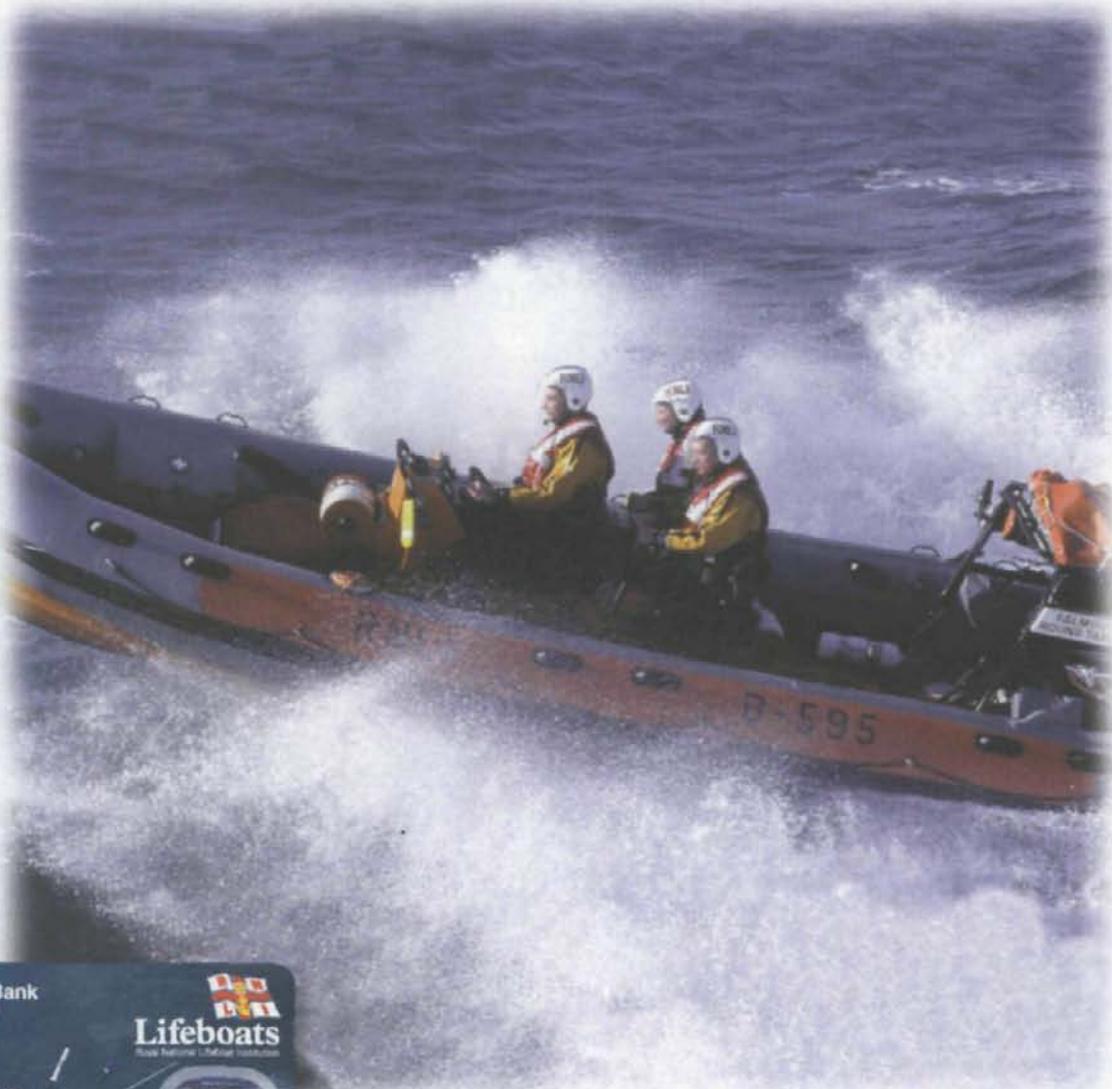
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Forthcoming events

2002

October

27 Roundhay Romp, Roundhay Park, Leeds
10km and 5km runs in Roundhay Park

28 Dublin City Marathon, Dublin, Ireland
26 miles run through the streets of Dublin

November

23 Manchester Velodrome Indoor Abseil, Manchester Velodrome
Swing from the rafters at our indoor abseil this November – but hurry as places are limited

24 The Solent Saunter, Victoria Country Park, Netley, Southampton
A 5km race along the tracks of this lovely country park on the shores of the Solent

December

1 RNLI Reindeer Run, Margam Park, near Port Talbot, South Wales
A 10km run around one of Wales' most beautiful country parks

5 The Lifeboat Ball, Intercontinental Hotel, Hyde Park

31 Parachuting, various
Dare you jump out of a plane for charity? Raise money and have a go at the same time

31 Whitewater Rafting, River Tay
A wet and wild challenge for individuals or groups of friends, colleagues or families

2003

January

19 The Cotswold Canter, Burford School, Burford, Oxon
A 10km road/multi-terrain race through the villages of the Cotswolds near Burford

February

16 Goodwood Gallop, Goodwood Motor Racing Circuit, Chichester, West Sussex
A 10 mile (traffic-free) race around the track and paths of the Goodwood motor racing circuit

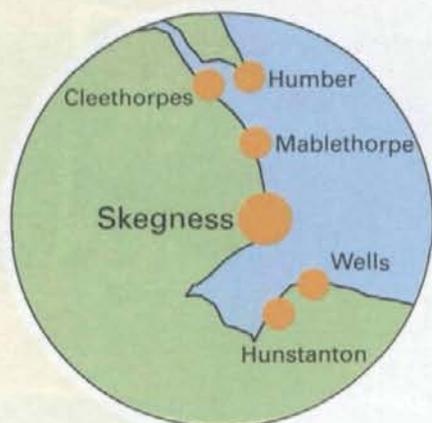
April

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Lifeboats in action



Skegness all-weather lifeboat and crew

THE LIFEBOAT

Mersey class lifeboat
ON-1166
Lincolnshire Poacher
Cost: £460,221
Funding: Provided by a major donation to The Lincolnshire Lifeboat Appeal by the John and Lucille Van Geest Charitable Trust

THE CREW

Coxswain/Mechanic
J Irving
Crew Members
I Johnson
R Watson
E Epton
D Sellers
S Wymer
G Abbott

SKEGNESS LIFEBOAT STATION

Established: 1825
Previous Medals
Thanks on Vellum: 1998

THE CASUALTY

Lone yachtsman and the yacht *Wing*

THE CONDITIONS

Weather: Cloudy
Visibility: Good 5/10 miles
Wind: NNW Force 5
Sea state: Rough

'Run-of-the-mill' job turns into heroic rescue, as Skegness lifeboat *Lincolnshire Poacher* saves life of solo yacht skipper aground in pounding surf

Rescue becomes a dramatic struggle



On tow, the yacht *Wing*

Cold, tired and wet, the lone skipper of the yacht *Wing* had been without sleep for nearly two days when his yacht ran aground on the Long Sands, south of Skegness, on the morning of 5 May 2002. As rough seas and a chilling north northwest Force 5 wind pounded his yacht harder and harder onto the sandbank, the Skegness lifeboat *Lincolnshire Poacher* was launched, with Coxswain John Irving in command.



Escorted to safety

John recounts how he first thought this would be a straightforward launch. 'I wasn't perturbed by the weather – and the job seemed to be run-of-the-mill. We were to locate and help re-float a vessel that had run aground in the Wash, and then escort it to safety.'

Initial reports indicated that the yacht was believed to be aground to the seaward side of the Long Sands, the treacherous sandbanks in the Parlour Channel, to the south of Skegness. But as the lifeboat raced to the stricken yacht, new information placed her inside the channel.

As they approached the sandbanks, the wind had increased to Force 6 but, more significantly, it now became clear for the first time that the job would be much more difficult than expected. The stricken yacht was trapped on the inside of the sandbanks, with the weather driving her further up the bank, making approach and rescue much more difficult and hazardous.

Rapidly assessing the situation, John changed his plans and tried to get alongside the yacht. Thwarted by the rough seas, 2m swells and crashing surf, he tried to manoeuvre the lifeboat in order to fire a rocket line to secure a tow to the *Wing*. However, in the confusion it proved difficult to get the yacht's skipper to take cover. By the time a line was successfully fired aboard, he was too tired to haul it on deck and make it fast.

While the lifeboat moved to and fro in the surf, often touching the sandbank itself, John began to appreciate the advantages of working with a good depth of water under his keel. As he tried to manoeuvre the lifeboat into position, breaking waves kept driving him back.

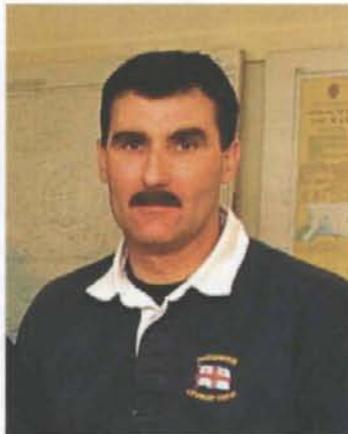
When a particularly large wave swept over the yacht, John feared the worst: 'I was really concerned for the yachtsman, and knew that he was in big trouble. The yacht was now being pounded onto the sandbank by the surf and was likely to lose its mast and keel.'

Fancy footwork saves the day

For an instant, on his final approach, the distance between the boats narrowed to inches. Seizing his chance, Third Mechanic David Sellars stepped nimbly across the gap between the boats, and boarded the *Wing*. As the lifeboat dropped back, David quickly secured the towline – and the *Lincolnshire Poacher* was able to tow the yacht to safety. By this time, the exhausted skipper of the yacht had already gone below and immediately fallen fast asleep.

At one point the rough seas made the towline jump out of the fairlead, but David spotted it immediately and averted disaster. But in the process, a large wave threw him down and his head struck a deck fitting – only his helmet saving him from serious injury.

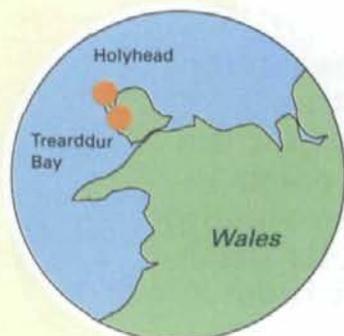
For his inspired leadership and quick thinking, Coxswain John Irving received a letter of appreciation from the Chief Executive of the RNLI; and David Sellars received a letter of thanks from the Chairman of the RNLI for his selfless courage.



'Although it turned into one of my most difficult shouts as coxswain, it was good to see that all the hours of training paid off, and the crew all acted instinctively to give their very best.'

*Coxswain
John Irving*

Lifeboats in action



Surfers saved in lightning rescue dash

As senior helmsman Aubrey Diggle was leaving the boathouse on the morning of 23 February 2002, a surfer reported that two of his colleagues were being swept away. Looking out to sea, Aubrey instantly summed up the situation, and realised that the surfers were indeed in danger, for they were in a known tidal rip that was rapidly taking them out to sea.

Aubrey fired two maroons to summon the lifeboat crew and telephoned the Coastguard. The launch was authorised, with Aubrey at the helm, and Anthony Summers and David Ricketts as crew.

Rip-tide drags surfers out to sea

From its sheltered launch site on the northern shore, the Atlantic 75 lifeboat *Dorothy Selina* surged into the high seas, with breaking waves of up to 4m, although it was initially protected from the full strength of the northwesterly Force 7-8 winds. The surfers were still in the bay but caught in the dangerously powerful rip-tide running along the southern side of the bay. Using his excellent knowledge of the local seas, Aubrey kept to the sheltered northern shore as long as possible, heading for the surfers who were some 100m south of a large outcrop of rocks known as Cod Rocks.

Once the lifeboat left the lee of the rocks, it was exposed to the full brunt of the seas running into the bay. Aubrey steered the boat down sea at first, then turned head to sea to allow the crew to pick up the surfers. They had just got them aboard, but not properly secured, when a large wave, some 2-3m high, hit the lifeboat. Aubrey instinctively headed into the wave, while the crew used their feet to hold the surfers down.

Lifeboat swamped

Applying full power, Aubrey headed as fast as he could for the shelter of Cod Rocks. But just 50m from safety, a steep wave of 3-4m began to break ahead of them. Throttling back, he squared up to it. The bow was completely buried as a huge wave of water swamped the boat, pushing the

boat to starboard. Keeping his nerve, Aubrey increased power and turned to port, as the Atlantic surfaced safely. Gaining the shelter of Cod Rocks once more, the lifeboat soon returned to station.

Courage recognised

For his courage and exceptional seamanship in safely steering the lifeboat in conditions that were at the limit of its capabilities, senior helmsman Aubrey Diggle received a letter of appreciation from the Chief Executive of the RNLI; while helmsman Anthony Summers and crew member David Ricketts both received letters of commendation from operations director Michael Vlasto for their swift teamwork and commitment.

Although the rescue only lasted 11 minutes, it amply demonstrates the quick thinking that saves lives.



Aubrey Diggle, pictured left, receiving a letter of appreciation from Peter Nicolson, Chairman of the RNLI, for saving two surfers

THE LIFEBOAT

Atlantic 75 lifeboat B-731
Dorothy Selina
Funding: A generous gift from Mr Reg Dawe of Hereford

THE CREW

Senior Helmsman
Aubrey Diggle
Crew Members
Anthony Summers
David Ricketts

TREARDDUR BAY LIFEBOAT STATION

Established: 1967
Previous Medals: Bronze 1971(x2)

THE CASUALTY

Two surfers

THE CONDITIONS

Weather: Fair
Visibility: 1/4 miles
Wind: NW Force 8
Sea state: High

It was a dark and stormy night...

The Invergordon lifeboat *Douglas Aikman Smith* was launched just before midnight on 10 May 2002, following reports that two craft were overdue at Golspie, in winds of Force 5-6. Contact was soon established with the 11m yacht *Regulus*, which had suffered engine failure. The other, smaller craft was a 5m dinghy – with no radio or life saving equipment – which had failed to return having set out to search for the *Regulus*.

Within the hour, the lifeboat was alongside the *Regulus* and established that its skipper – and his dog – were safe.

While the skipper tried to anchor his boat, the lifeboat began a search for the missing dinghy. A helicopter joined the search and after the dinghy's sole occupant used his mobile telephone to give

an indication of his position to the Coastguard, it was spotted by the helicopter and located by the lifeboat shortly after 2am.

In 30 knot winds, the dinghy was towed safely to the harbour at Golspie. The lifeboat returned to the *Regulus* and at 3.30am began to tow her to Golspie, returning to station at 6.25am.

Coxswain Coutts and his crew were commended by the operations director of the RNLI for their teamwork and commitment on this long service conducted in darkness and in poor conditions.

The Invergordon lifeboat,
Douglas Aikman Smith



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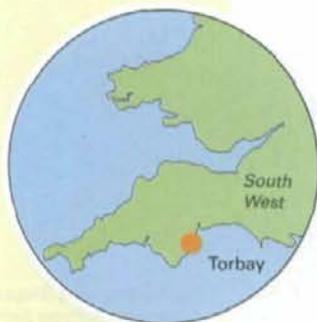


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Lifeboats in action



All-night rescue of trawler and crew

THE LIFEBOAT

Severn class lifeboat
ON-1255
Alec and Christina Dykes
Funding: Legacies of Helen
C Dykes and Robert
Buchanan

THE CREW

Coxswain
David Hurford
Crew Members
Mark Criddle
Richard Fowler
Simon James
Nigel Coultan
John Ashford

TORBAY LIFEBOAT STATION

Established: 1866
Previous Medals
Thanks on Vellum: 1999

THE CASUALTY

Fishing vessel *Our Johanna*

THE CONDITIONS

Weather: **Gale**
Visibility: **Very good**
10/30 miles
Wind: **SE Force 9**
Sea state: **Rough**

While others enjoyed a Saturday night out on the evening of 6 April 2002, the five-man crew of the fishing vessel *Our Johanna* were drifting, powerless, in heavy seas

It was shortly before 10pm that her skipper contacted the Brixham coastguard to report that his boat had suffered a gearbox failure some 18 miles southeast of Berry Head.

A few minutes later, the Torbay lifeboat *Alec and Christina Dykes* was launched, with six crew aboard. As the lifeboat slammed through the heavy seas, the crew of *Our Johanna* would have to drift for a further hour before the lifeboat – and any hope of salvation – reached them.

However experienced the crew, the conditions were a real trial, with a Force 9 southeasterly gale, rough seas and a 7m swell. As the boat rolled in the turbulent seas, with waves swamping her decks, the crew could only pray that the lifeboat would reach her in time.

A long night ahead

When the lifeboat eventually arrived, it was only the beginning of a drama that would last the rest of the night.

In situations like this, it isn't always easy to decide whether just to rescue the crew or to attempt to save the stricken vessel. But if the crew think there's a chance of saving the vessel, they will.

As both boats were tossed about in heavy seas and driving spray, in constant danger of crashing into each other, it took nearly an hour to transfer a line and secure it so that a tow could begin. Although the trawler had lowered its beams to provide extra stability, this made a difficult task even more complicated.

Finally, just after midnight, a line was secured and the lifeboat could begin the slow and difficult task of towing the trawler through the near gale to safety.

Making only two and a half knots, dawn had broken by the time they reached the sanctuary of Brixham harbour. Here it was necessary to secure the trawler alongside the lifeboat, which was far from easy in the conditions. But, with a little help from the harbour pilot boat, this was managed and *Our Johanna* was safely secured just before 6am – some eight hours after the drama began.

In recognition of their courage, perseverance, seamanship and teamwork the crew received a letter of thanks from the Chief Executive of the RNLI.

The Torbay lifeboat *Alec and Christina Dykes*



Saving precious moments saves lives



The rocks at Buchaness lighthouse at Boddam

In the early afternoon of 18 October 2001, 10 year old Arron McLauchlan was understandably engrossed watching seals on the rocks near Buchaness lighthouse, 1.5km south of Peterhead. But when he realised that the incoming tide had cut him off, the situation suddenly became desperate. Luckily for Arron, a passer-by saw his predicament and alerted the rescue services.

As they say, time and tide wait for no man, and Arron was in real danger of being swept away by the freezing sea or dashed to pieces on the rugged rocks. But less than 30 minutes after the alarm had been raised, the Peterhead lifeboat *Babs and Agnes Robertson*, with Andrew Brown in command, had been launched and had reached the boy, despite the foggy conditions and choppy seas.

Crewman Patrick Davidson used the X-boat to reach the frightened boy and quickly fitted a lifejacket on him. The heavy swell made it dangerous to return to the lifeboat so, with the lifeboat standing by, Patrick reassured Arron until the helicopter arrived and winched them both to safety.

The lifeboat was back at its station less than hour after it had launched – which just goes to show the skill of lifeboat crews and the benefit of their professional training.

Lifeboats of Cromer

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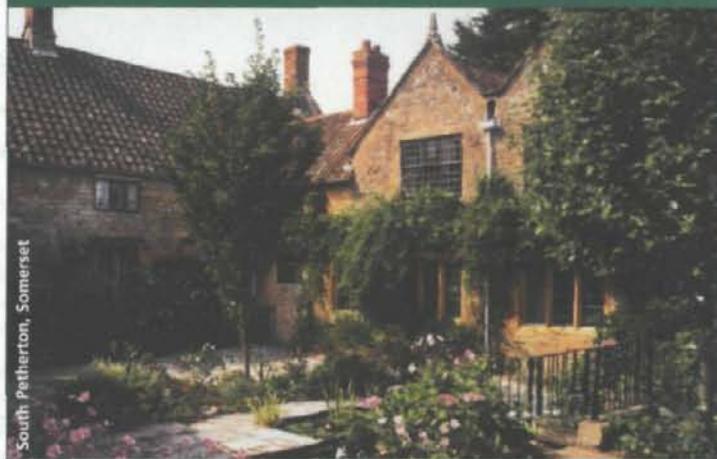
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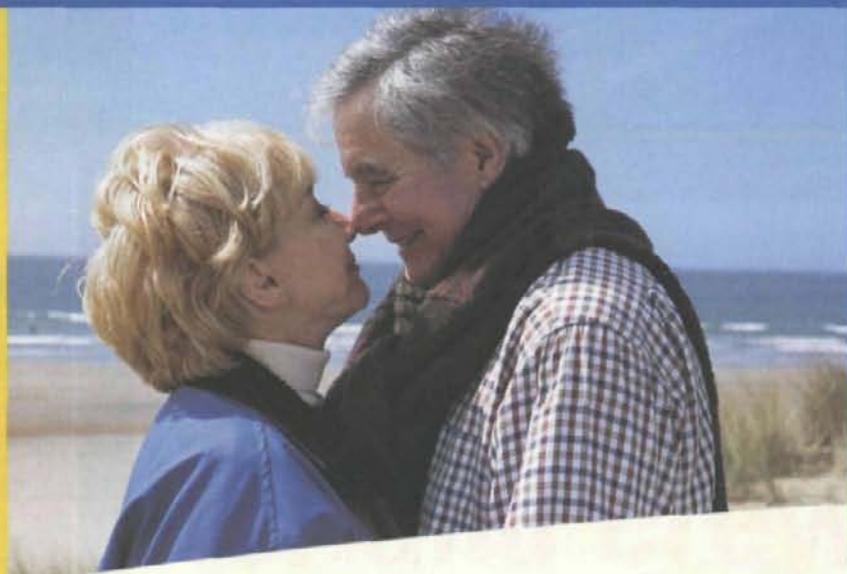
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Lifeboats in action

Comedy dinghy capsizes nearly turns to tragedy in Lyme Bay

As she watched her father and boyfriend capsizing their Laser dinghy, *Sky Rocket*, in Lyme Bay on the evening of 27 April 2002, Lisa King was at first amused. But each time it took a bit longer to right the boat, until she realised that they had been drifting upside-down for 15 minutes in the water, and that she could no longer distinguish the upturned hull from the foaming waves.

Running for help, she found an ex-RNLI crew member who contacted an incoming trawler, which was able to provide some protection but could not effect a rescue. The Coastguard was called, the maroons fired and five minutes later the inshore lifeboat was launched. The Laser's occupants later spoke of their enormous relief at hearing the maroons, then seeing the lifeboat charging towards them.

Within a few minutes it was all over. The helmsman, a long-time governor of the RNLI,

confessed to his embarrassment at being rescued. Lisa's boyfriend, John, received treatment for the early effects of hypothermia. The lifeboat crew – and shore helpers – were thanked profusely for their prompt and professional service and, within a few minutes, the lifeboat was washed down, refuelled and ready for its next shout.

The grateful sailors were soon able to return home, thanks to the professional action of the crew in a situation that could easily and quickly have got much more serious, with the real danger of life being lost.



Yachtsman David King comes face-to-face with his lifesaver

Canoeists rescued in unseasonal Force 9 gale

The two kayaks which got into trouble off Achill Island in the early afternoon of 20 May 2002 were perhaps unlucky to experience such unseasonal weather. With visibility down to one mile, in rough seas and Force 7 winds, they were being blown out to sea when the lifeboat *Sam and Ada Moody* was launched. Coxswain Tommy Kilbane had only three crew on board and was intending to pick up two more, but due to the urgency of the situation, Tommy proceeded without them.

The Coastguard asked a helicopter to assist, and two other experienced canoeists also set off to help. But by the time the lifeboat reached the kayakers the weather had further deteriorated, with winds now up to Force 9, gusting 70 knots, with rough seas and a swell of 2-3m. All four canoeists now needed rescue.

The helicopter recovered two of the casualties from the water. The lifeboat managed to rescue the two other casualties there, together with their three canoes. They were taken to Dugort where conditions

were too severe for the lifeboat to tie up, but Tommy Kilbane held the bow to the pier while other crew members helped the casualties ashore. Four crew members were at Dugort to assist in landing the survivors. The remaining canoe was recovered during the return passage to Achill Island.

In recognition of their arduous service in severe and unseasonable weather, the crew of the *Sam and Ada Moody* received a letter of commendation from the operations director of the RNLI.

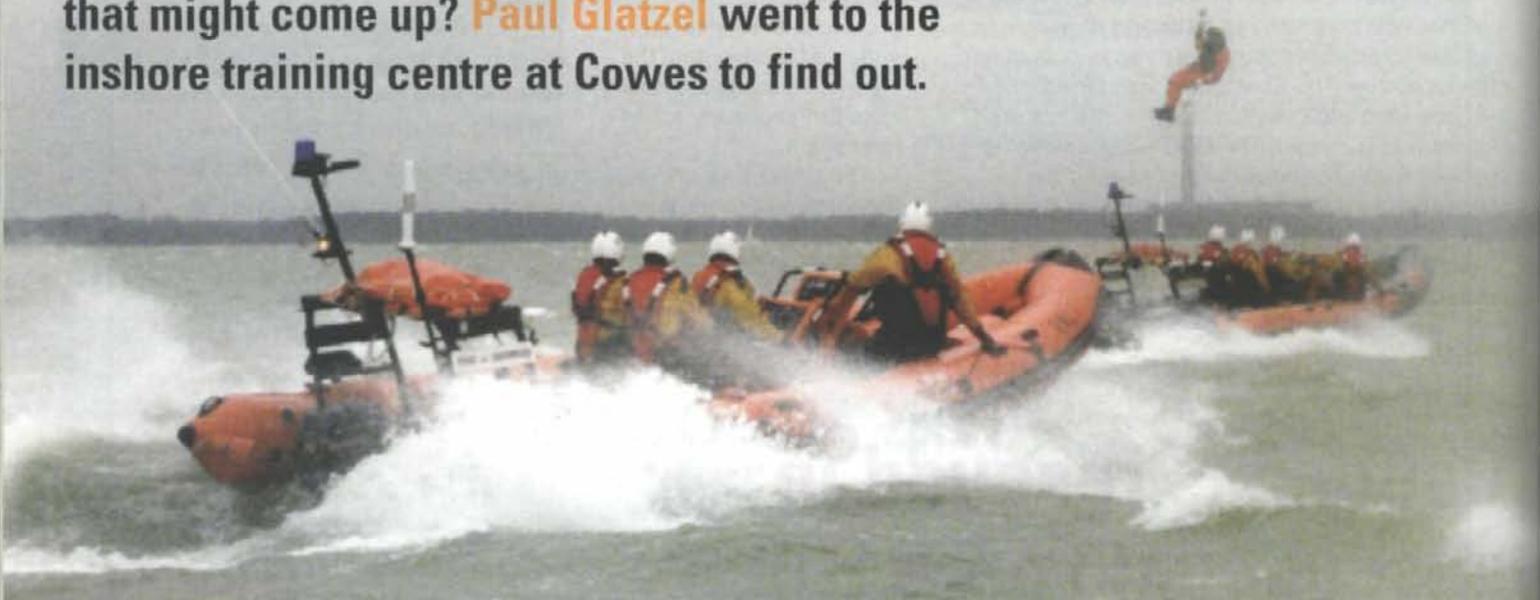


A canoeist comes ashore at Dugort Pier after a rescue by the Achill lifeboat



A matter of training

How does the RNLI ensure that its lifeboat crews are ready to cope with any emergency that might come up? **Paul Glatzel** went to the inshore training centre at Cowes to find out.



Above: The boats line up ready for the helicopter exercise

Picture: Paul Glatzel

If you are ever unfortunate enough to run into trouble at sea then there won't be a better sight than an RNLI lifeboat heading towards you. But who's in that lifeboat and what training do they go through? To find out, I visited the RNLI Inshore Lifeboat Centre in Cowes and took part in one of their Rigid Inflatable Boat (RIB) training courses. The Atlantic helmsman's course had already been running for two days but, from the itinerary I had, it looked as if I had arrived for the best bits.

The centre at Cowes is responsible for the build and fit-out of the RNLI RIBs and provides all inshore lifeboat training for crews from all over the UK and Ireland. The courses range from beginners' for new crew through personal watercraft courses for beach rescue teams to the advanced helmsman's course that I had been invited to attend.

The Atlantic helmsman's course is aimed at lifeboat crew who range from the inexperienced to those with

15-20 years' experience. Our course leader, Glen Mallen, has been in the training team for about four years. Prior to this role he was on the Rye Harbour crew for many years.

Along with his colleagues he has been instrumental in the RNLI's recent revamp of its courses to adopt competence-based training, bringing state-of-the-art training methods to an environment where, historically, training had occurred more on station and by passing experience through the generations.

The week starts with a basic test, which everyone is expected to pass easily. Such an assessment may sound strange as you would expect lifeboatmen and women to be avid boaters. However, around 80% of new crew do not come from a professional marine background.

The morning I joined the course, Glen had started to discuss pacing. This is the method whereby a RIB comes alongside another moving craft at speed to run

alongside it. This is a potentially dangerous manoeuvre that the crews are banned from practising it on station. The danger comes from the pressure waves that a fast moving craft creates around itself which, if not handled correctly, can cause the RIB to be pulled under the craft or back round to the stern of the craft into the propellers. Its value as a training tool is that it is the quickest method of learning fine steering and throttle control prior to the helicopter exercise. Having learnt all this, off we went to try it out.

There were six Atlantics in total, each with two or three students and an instructor on board. As we headed out to sea, Glen informed Solent Coastguard we were 'search and rescue capable' and available for any rescue situations that arose. Anyone running into trouble in the Solent that day would have had the mother of all rescues with so many Atlantics available to assist: nothing came our way though.

Pairing up we practised coming alongside our partner RIB, in some moderately lumpy seas. This was exhilarating but never worrying, even when one RIB would land slightly on the other after hitting a wave. A strong tidal race (about 5 knots) provided ideal training conditions as we practised coming alongside a buoy both uptide and downtide in rough conditions.

Next up was veering. Veering is the term given to using the anchor and engines to reverse towards a cliff or beach where it would be impossible to drive in due to breaking seas. We approached the 100m cliffs and anchored about 30m offshore. One crew member went forward to pay out the anchor line under the command of the helmsman, while the other went to the rear using two paddles joined together to depth test. With the port engine going full astern we edged slowly back towards the cliff in a 3m swell, eventually ending up less than 1m away. This technique is used to recover casualties from cliffs and rocks in seas that would be too rough to drive in to.

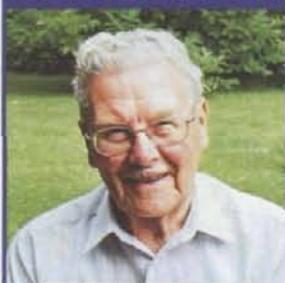
After an hour or two under the cliffs we punched back to Yarmouth through worsening seas to get a coffee and some chocolate at the station. In the spirit of cooperation and training, the Yarmouth crew of the all-weather Severn class lifeboat turned out at dusk to give us a bigger craft to practise pacing with. Now this was fun! Wind against tide and a Force 7 rising Force 8 and we were to drive our craft alongside the £1.8m pride and joy of the Yarmouth crew - they must be mad, or very trusting of our ability!

The technique with a larger craft is to parallel its course between the bow and stern waves. Once alongside the vessel, you power up and steer in towards the vessel to hold position. This might not appear too difficult but it is, especially when you factor in the weather and tidal conditions. Sadly we were forced to abort when the Atlantic before us in the queue went vertical and looked set to land on the deck of the Severn.

So there we were just east of Yarmouth in what was now a Force 8, and it was pitch black. To get back we decided to execute the night navigation plan we had earlier prepared which entailed criss-crossing the Solent back to Cowes. I have never driven in such weather at night. Indeed, the Atlantics won't typically go out at night over Force 6-7. However it was really interesting to see how much better we all drove without the benefit of sight.

Inevitably we hit some waves badly, but on the whole we drove the waves by feel and better than we had during the day. There was only one dodgy moment, when we hit a wave and

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Mr Cox, of Bramley in Guildford

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Top: Rescue exercise
Above: The boats receive a thorough check

Pictures: Paul Glatzel

This article first appeared in *Sportsboat & RIB International*. Paul Glatzel is a powerboat instructor and runs Powerboat Training UK

went vertical before seeming to hang in the air and then being blown backwards. We came down okay – albeit with a big jolt.

Thursday started with a brief on the morning's helicopter exercise, which was to kick off at 10am with the Coastguard helicopter *India Juliet*. While we waited for the chopper, we practised with the RNLI's recently acquired dinghies, kayaks and yachts, which are used to give experience to crews of rigging and de-rigging, getting sails down and so on.

Out into the Solent we met up with *India Juliet* and started our run up towards Cowes from Yarmouth into the wind:

the helicopter needs to fly into the wind to maintain lift. We were to practise positioning ourselves under the helicopter allowing the winch operator to drop the winchman (a slightly mad individual in my opinion) into the bow of the RIB. Not too difficult you may think, until you factor in the need for the helmsman to drive into a Force 5-6 only looking up and not watching the sea. This is to position the RIB at speed within 1m of the target position under the helicopter.

After we had all achieved this we stopped and began a highline transfer. With this technique, a line is dropped into a stationary boat allowing the helicopter to drop the winchman in without hovering directly above – with a yacht this could be difficult

and potentially painful if the winchman were to land on the mast.

After the highline transfer, it was back to Cowes for a quick bite to eat before getting stuck into a search and rescue exercise. We started the afternoon discussing risk and the need to ensure the safety of the crew in any rescue situation. The danger the crews face was brought home by a sobering video which saw a US rescue RIB trying to recover a dead diver from the water. A breaking wave flipped over the boat, throwing its crew into a vicious sea near rocks. The entire lifeboat crew were lost.

To give the crews a feel for the difficulties faced by the Coastguard in a search and rescue situation, teams paired into a lifeboat crew and a Coastguard crew, each taking turns to control the rescue or be on the water executing it. Each exercise worked well and we ran through a process where we were tasked to an area then undertook a search of the area followed by (in our case) recovery of a kayak and dummy from the water.

At the same time our Coastguard crew had been working from their very limited data ('I saw a kayak – I think – 1 mile offshore, or was it two? It seemed in trouble') then using tidal stream and flow data plus wind information to predict where the casualty was now. Overall the exercise worked well to show how difficult each of the aspects of the jobs was but also how the crews could influence the success of their search by forethought and planning.

I finished the day with a tour around the factory to see the Atlantics being made and reconditioned. The Atlantic hulls are made by Souters in Cowes and are of an incredibly high quality. The hulls then arrive at the centre to have the tubes, deck, console, fittings and engines added.

The fit out is exceptional, with almost every item being manufactured on site or, as in the case of the engines, prepared for their potential inversion if everything goes wrong. Every four years the Atlantics are returned to Cowes for a full rebuild to ensure they are always ready and working should they be needed.

So what was my impression of the training and the centre? Overall, I was hugely impressed: the training was absolutely excellent, combining an utterly professional approach with a light-heartedness that made the long days pass extremely enjoyably. The crews seemed to really enjoy and benefit from the course and were exceptionally decent people who take great pride in the job they do and the professionalism of their approach.

It was good to see at first hand what some of my *Offshore* membership fee goes towards and I think it's fair to say that the training centre and factory is money very well spent. And the disappointment of the two days? Finding out I'd missed appearing on *Blue Peter* who were coming down to film on the Friday – is that why Glen had his hair done?

Naming ceremonies



Alec and Christina Dykes at Torbay

More than 350 guests attended the ceremony for Devon's first Severn class lifeboat. The lifeboat was received on behalf of the RNLI by Sir Robin Knox-Johnston CBE RD and named by Torbay mayor Mrs Heather Buckpitt. 18/08/02



Vic & Billie Whiffen at Southend-on-Sea

The Atlantic 75 lifeboat was funded by the legacy of Stella 'Billie' Whiffen of Bridport, who died in 1997 aged 91. The lifeboat is named after her late husband and herself. Her original request was for a lifeboat at Lyme Regis, in Dorset, as she and her husband used to run a caravan park nearby. Lyme Regis, however, had just received a new lifeboat and so the executors agreed to fund the Southend lifeboat. Commemorative plaques will be erected at Lyme Regis and Southend. 29/06/02

The late Vic Whiffen's brother, Edgar Whiffen and his wife at the naming ceremony



Metcat at Poole

Metcat is the prototype of the new class of inshore lifeboat, a new and improved version of the D class. Funding for the new boat came from the catering branch of the Metropolitan Police, in memory of colleague Paul Brown's wife, who died, leaving him with four sons. The D class lifeboat *Deborah Brown* has already been provided for Ilfracombe lifeboat station in Devon by Mr Brown's appeal. 30/08/02

Chelsea Pensioner at Chiswick

The second Thames E class lifeboat was named at the Royal Hospital, Chelsea. It was funded by Dr Patricia Baguley, but has been named *Chelsea Pensioner* in recognition of the valuable support the In-Pensioners have given to the RNLI over more than 25 years. The lifeboat was named by 90 year old Bert Spurdin, who has collected at the London Boat Show since 1979. *Chelsea Pensioner* is designated for use mainly at the Chiswick Lifeboat Station. 19/07/02

Fred Clarke at Littlestone-on-Sea

The Atlantic 75 lifeboat was provided by Mr and Mrs Roy Glossop of Worthing, in memory of Mrs Glossop's late husband Fred Clarke. Mr Glossop has previously funded an Atlantic 75, Thelma Glossop at Brighton, in memory of his first wife. 31/08/02

Ken and Mary at Portrush

The D class lifeboat is named in memory of Ken and Mary Stansfield and was handed over by their grandson Toby Stansfield. Also present were the Stansfield's two sons, who had flown in from Dorset and Maryland, USA, to be at the ceremony. 27/04/02



Leicester Fox II at Skegness

The RNLI's Leicester branch was the main fundraiser for this lifeboat. It was officially named by Rosemary Nash-Smith, souvenir secretary of the Leicester branch. 07/09/02

Regina Mary at Looe

The naming of the D Class lifeboat took place during the town's *Festival of the Sea*. The three-day event is held every two years and has a strong RNLI flavour. As well as the naming ceremony, the Earl and Countess of Wessex visited the station on the Friday, and on the Sunday a service of rededication was held for the fully restored lifeboat *Ryder*, which served at Looe from 1902 until the station closed in 1930. The lifeboat was funded by Laurence Allen and is named after his sister. Please go to centre pages for 'On station'



Listings

Lifeboat launches for March to May 2002

- Aberdeen**
ON-1248 (17-24): Apr12, Apr23, May13, May31
D-536: Apr12, Apr14, Apr23, Apr24, May13
- Aberdovey**
B-758: Mar30, Mar31, May6(x2), May16, May25
- Abersoch**
B-582: May5, May6, May16
- Aberystwyth**
B-704: Mar27, Apr21, May1, May6, May17
- Achill Island**
ON-1240 (14-28): Mar13, May20, May24
- Aith**
D-569: Mar13
- Aldeburgh**
ON-1193 (12-34): Apr13
D-520: Mar25, Mar31
- Alderney**
ON-1199 (14-04): May4, May31
ON-1245 (14-29): Mar13, Mar31
D-551: Mar13(x2), Apr10
- Amble**
D-569: Mar13
- Angle**
ON-1114 (47-011): Apr1, May3, May12
D-424: Apr28
- Anstruther**
ON-1174 (12-17): Apr10, Apr26, May12, May13, May24
- Appledore**
ON-1140 (47-027): Mar9, Apr5, Apr14, May26
B-762: Mar10, Mar17, Mar24, Apr20, May11, May15, May26, May29
- Aran Islands**
ON-1217 (17-06): Mar16, Apr1(x2), Apr17, Apr22, May1, May9, May12
- Arklow**
ON-1223 (14-19): Mar10, Mar23, Apr10, Apr23, May16, May18(x2)
- Arran (Lamlash)**
B-770: May21
- Arranmore**
ON-1244 (17-22): Mar9, Mar13, Apr4
- Atlantic College**
B-763: Apr26(x2)
- Ballycotton**
ON-1233 (14-25): Mar21, May10
- Ballyglass**
ON-1235 (17-15): Mar7, Apr28
- Baltimore**
ON-1137 (47-024): Mar12, Mar16, Apr1
- Bangor**
B-584: Mar31, Apr1, May12, May18
- Barmouth**
ON-1185 (12-26): May25
D-524: Apr5, May16, May18, May25
- Barra Island**
ON-1254 (17-27): Mar16
- Barrow**
ON-1117 (47-014): Mar28
D-567: Apr14
- Barry Dock**
ON-1078 (52-21): May21
ON-1082 (52-23): Mar9(x2), Apr5, Apr30
- Beumaris**
B-768: Mar26, Mar28, Mar30, Apr2, Apr10, Apr15, Apr26, Apr29, Apr30, May8, May9, May10, May11, May18, May24, May30
- Bembridge**
ON-1146 (47-031): May4
D-500: Mar2
D-503: Apr18, Apr28
- Berwick-upon-Tweed**
ON-1191 (12-32): May27
D-422: Apr14
D-494: May6, May16
- Blackpool**
B-748: Mar4, Mar29, Apr3, May6, May10, May13
D-449: Apr22, May6
D-558: Mar4
D-566: Mar4, Mar29, Apr3, Apr22, May10
- Blyth**
ON-1204 (14-06): May18
D-464: Apr25, May10, May12, May13, May21
- Borth**
D-479: May1, May6
- Briddington**
ON-1169 (12-12): Apr2, May8
D-557: Mar17, Mar24, Apr14, Apr22, Apr25, Apr28, May5
- Brighton**
B-737: Mar9, Mar12, Mar23, Mar28, Apr4, Apr15, Apr19, Apr28, May4(x2), May5, May8, May17, May18, May28(x2), May31(x2)
- Broughty Ferry**
ON-1252 (14-31): Mar4, Mar10, Apr12
D-539: Mar4, Mar10, Apr12
- Buckie**
ON-1093 (52-27): Mar27, Apr16, May11, May27
- Bundoran**
B-711: Mar29, Mar30, Mar31, May28
- Burnham-on-Couch**
B-733: Mar2, Apr20, Apr28
D-434: Mar2
D-519: Apr28
- Burry Port**
D-472: Mar3, Apr6, May16
- Caishot**
ON-1070 (52-16): Mar31
ON-1089 (33-07): Mar4
ON-1108 (52-34): Apr7(x4), May1, May7
D-429: Mar4, Apr7(x2)
- Campbeltown**
ON-1241 (17-19): Apr24, Apr30(x2), May7, May17, May30(x2)
D-571: Apr24, Apr29, Apr30, May25, May31
- Cardigan**
B-773: Mar22, Mar27, Apr11, May11(x2)
D-547: May11(x2)
- Castletownbere**
ON-1118 (52-36): Mar11, Apr22, May6, May8, May26
- Chiswick**
B-767: Mar8, Mar9(x4), Mar17, Mar20
E-001: Mar24, Mar27, Apr22, Apr24
E-003: May19, May20, May27, May31
E-004: Mar2
E-006: Mar1, Mar2(x2), Mar3, Mar4, Mar7(x2), Mar8, Mar9(x3), Mar15, Mar16, Mar17, Mar19(x4), Mar20(x2), Mar21(x2), Mar25, Mar27, Mar28, Mar29(x2), Mar30, Apr1, Apr2, Apr3(x2), Apr4(x2), Apr6(x2), Apr7, Apr10, Apr14, Apr19, Apr21, Apr22, Apr24(x3), Apr25, Apr27, Apr28(x3), Apr29, Apr30, May2, May4(x2), May5(x3), May7, May8, May10, May11(x3), May12, May13(x2), May16, May20, May29, May31
- Clacton-on-Sea**
B-744: Mar19, Mar25, Mar29, Apr13, Apr21(x2), May3, May5
- Cleethorpes**
D-444: Mar11(x2), Mar29(x2), Apr3, Apr9, May5
- Clifden**
B-751: Apr17
- Clovelly**
B-759: May3, May11, May18
- Conwy**
D-482: May27
- Courtmacsherry Harbour**
ON-1205 (14-07): May12, May13
- Courtown**
D-548: Apr4, Apr8(x2)
- Cowes Inshore Lifeboat Centre**
B-742: May24
D-600: Mar26
- Criccieth**
B-707: Apr6(x3), Apr13, Apr20, Apr27(x2)
- Crosshaven**
B-575: Mar5, Apr6, Apr13, Apr19, May20
B-718: May23
- Cullercoats**
B-591: Mar13, Apr24, Apr30(x2)
- Dover**
ON-1220 (17-09): Mar13, Mar30, Mar31, Apr1, Apr7, Apr16, Apr23, Apr28, May15
- Dunbar**
ON-1207 (14-09): Apr4, Apr17, Apr24
ON-1213 (14-15): Mar4
D-451: Mar13, Apr24, Apr28(x2)
- Dungeness**
ON-1148 (12-11): May23
ON-1186 (12-27): Apr2
- Dun Laoghaire**
ON-1228 (14-24): Mar6, Mar8, Mar15, Mar16, Mar27, May12
D-565: Mar21, Mar30, Apr20, May5
- Dunmore East**
ON-1215 (14-17): Mar6, Mar24, May5
- Eastbourne**
ON-1195 (12-36): Mar4, Mar8, Apr14, Apr15, May5, May6, May18, May19
D-419: Mar4, Apr2, May6
- Enniskillen**
B-549: Mar26
B-580: Apr9, Apr27, May4, May19
- Exmouth**
D-516: Mar16(x2), Apr6, Apr15, Apr28
- Eyemouth**
ON-1209 (14-11): Mar10, Mar19, Apr12, May23
- Falmouth**
ON-1256 (17-29): Mar9, Mar16, Mar17, Apr10
B-564: May21, May25(x5), May26(x2)
B-595: Mar16, Mar29, Apr3, Apr7, Apr10, Apr15
- Fenit**
ON-1239 (14-27): Mar18, Mar19, Mar23, Mar24
D-561: Mar18, Mar19, Mar23, Mar24
- Fethard**
D-528: Apr24, May12
- Filey**
ON-1170 (12-13): Mar20, Mar30, Apr6
B-563: May15
D-563: Mar4, Mar24, Mar29, Apr6
- Fishguard**
ON-1198 (14-03): May2
D-505: May2
- Flamborough**
B-703: Mar23, May19
- Fleetwood**
ON-1156 (47-038): Mar12, Mar29, Apr2, Apr6, Apr27, May6, May12
D-488: Mar27, Mar29, Apr6, Apr27, May6
D-556: Mar12
- Flint**
D-510: Mar30, Apr7, Apr25, May31
- Fowey**
ON-1222 (14-18): Mar10, Mar27, Apr7, May1, May26
D-526: May1, May4, May29
- Fraserburgh**
ON-1109 (47-007): Mar26, Mar27, Apr2, Apr5
- Galway**
B-738: Mar4, Mar5, Mar13, Mar14(x2), Mar15, Mar26, Mar27, Apr3, Apr9, May4, May10(x2)
- Gravesend**
B-526: Mar2
B-734: Mar3, May23
E-001: May10, May11, May12
E-003: Mar24(x2), Mar28, Mar29(x2), Apr1
E-004: Mar9(x3), Mar11, Mar21, Apr6, Apr12, Apr13, Apr19, Apr25, Apr27, May18, May20
- Great Yarmouth and Gorleston**
ON-1208 (14-10): Mar2
- Happisburgh**
D-439: May4
- Hartlepool**
ON-1106 (52-32): Mar22(x2), Apr1, Apr12, Apr21, May12, May16
B-736: May7(x2), May12, May13, May16
B-766: Mar12, Mar22, Mar24(x2), Mar29, Apr12, Apr14, Apr20, Apr21
- Harwich**
ON-1202 (17-03): May8, May17, May26
B-571: Mar9, Mar14, Mar26, Mar30(x2), Mar31, Apr5, Apr7, Apr13(x2), Apr14(x2), Apr26, May4, May6, May18(x2), May21, May26, May27(x2), May31
- Hayling Island**
B-712: Apr7(x2), Apr28(x2), Apr27, May2, May22, May26, May28
D-496: May22, May26
- Helensburgh**
B581: Mar3, Mar7, Mar19, Mar26, Apr1, Apr9, Apr20, Apr25, Apr26, Apr30, May26, May28, May29(x2)
- Holyhead**
ON-1123 (52-37): Mar27, Apr7, Apr23, May5, May6, May26
D-507: Mar30, May5, May18
- Horton and Port Eynon**
D-531: Mar9, Mar29, Mar30, May5(x2)
- Howth**
ON-1113 (52-35): Mar15, Mar16
ON-1258 (14-33): Apr6(x2), May24(x2)
- Hoylake**
ON-1163 (12-005): Apr18, May31
- Humber**
ON-1216 (17-05): Mar1, Mar23, Apr30, May1, May3, May6, May8(x2), May13, May21, May27
- Hunstanton**
B-749: Mar3, Mar9, Mar29, Apr25, May18, May21
- Iffracombe**
ON-1162 (12-004): Apr26
D-555: Apr20, May4, May5
- Invergordon**
ON-1206 (14-08): Apr1, Apr5, Apr12, May1, May10(x2), May14, May19
- Islay**
ON-1160 (52-46): Mar17
ON-1219 (17-08): May17, May25
- Kessock**
B-771: Mar19, Mar30, Apr1, Apr27(x2), May2(x2), May4, May12, May25
- Kilkeel**
B-593: Apr28, May10, May13(x2), May17, May20
- Kilmore Quay**
ON-1124 (12-001): Mar3
ON-1187 (12-28): May5, May26
- Kilrush**
B-729: Apr6
- Kinghorn**
B-720: Mar1, Mar3, Mar12, Mar19, Mar29, Apr1, Apr12, Apr21, Apr27, Apr29, May8, May14, May19, May25(x2), May30
- Kippford**
D-553: Apr4
- Kirkcudbright**
B-585: Mar16
- Kirkwall**
ON-1231 (17-13): Mar25, May24
- Kyle of Lochalsh**
B-740: Mar17, Mar31, May13
- Largs**
B-739: Mar20, Apr7(x2), Apr21, Apr25, May6, May13, May17(x2)
B-775: Mar3, Mar4, Mar9
- Larne**
ON-1246 (14-30): May6
D-499: May12
- Littlehampton**
B-586: Mar7, Mar13, Apr8, Apr10, Apr12, Apr23, May5, May18, May26
- Littlestone-on-Sea**
B-701: Apr22, Apr23, May21, May22
- Loos**
D-574: Mar29, Apr3, Apr26, May17, May18(x2)
- Lowestoft**
ON-1132 (47-020): Mar9, Apr8(x2), Apr30, May18
- Llandudno**
D-508: Mar21, Apr12, May11, May25(x2)
- Lyme Regis**
B-741: Mar29, Mar30, Apr6, Apr14, Apr25, Apr27, May15, May18
- Lynton**
B-566: Mar10, Mar11, Mar28, Apr14, Apr27, May1, May5
- Lytham St Annes**
ON-1189 (12-30): May7, May31(x2)
D-509: May31, May7, May11(x2), May16, May31
- Mablethorpe**
B-778: Mar9, May16, May18
D-506: May16, May18
- Mallaig**
ON-1250 (17-26): Mar1, Mar10(x2), Mar11, Apr17
- Margate**
ON-1177 (12-20): Mar4, Mar17, May20, May22
D-486: May19
D-545: Apr4, Apr8
- Minehead**
B-708: Apr6, May9, May10
- Moilfre**
ON-1116 (47-013): Mar27, Apr9, May15, May26
D-532: Apr2, Apr4, Apr23
- Montrose**
ON-1152 (47-034): Apr27, May11
D-481: Apr27
- Morecambe**
D-564: Mar17, Mar30, May18, ay23
- Mudford**
B-583: Mar20, Mar29(x2), Apr13, Apr14, Apr15, Apr23, Apr27, May5, May16, May18, May19
- Newbiggin**
B-745: Mar20, Apr15
- New Brighton**
B-721: Mar10, Mar16, Mar29(x2), Apr1, May5, May6, May10, May16
- Newhaven**
ON-1243 (17-21): Mar9, Mar30, Apr16

For everyone who helps save lives at sea

Identifying lifeboat classes

Lifeboat identifying numbers can be used to determine the class of lifeboat

Inshore lifeboats

- B-###** Atlantic 21 or Atlantic 75 lifeboat
D-### D class lifeboat
E-### E class lifeboats
XP-### X class small inflatable lifeboat

All-weather lifeboats

The first part of the second number identifies class: ON-1182 (12-23)

- 12-##** Mersey **33-##** Brede
14-## Trent **47-###** Tyne
17-## Severn **52-##** Arun

Newquay (Cornwall)
B-715: Mar3, Mar18, Mar22, Mar29, Mar30(x2), Apr6, Apr9, Apr14, Apr16, Apr26, May7, May10
D-497: Mar18, Mar29, Mar30(x2), Apr6, Apr9(x2), Apr14, Apr25, Apr26, May7, May12
New Quay (Cardiganshire)
ON-1172 (12-15): Apr20
D-446: May12, May28
D-498: Mar9
North Berwick
D-442: Apr14
Oban
ON-1067 (52-15): May5, May8, May22, May24(x2)
ON-1227 (14-23): Mar3, Mar9, Apr1, Apr2(x2), Apr10, Apr12, Apr19, Apr26, Apr27, May1, May3
On passage
ON-1168 (12-010): Mar30
ON-1259 (14-34): Apr30
Padstow
ON-1094 (47-003): Mar29, Apr9
Penarth
B-725: Mar29, Apr1, May5, May6(x2)
D-534: Mar27, Apr9, Apr30
Penlee
ON-1113 (52-35): May1, May5, May13
B-753: Mar19, Mar30
Peterhead
ON-1127 (47-019): Mar28, Apr6, May3, May9(x2)
Plymouth
ON-1136 (52-40): Mar2, Mar20, Mar22, Apr3, May18, May21
Poole
ON-1131 (47-023): Mar15, Mar20, Mar23, Mar31, Apr18, Apr30, May2(x2)
B-710: Mar9, Mar15, Mar23, Mar28, Mar31(x3), Apr3, Apr7, Apr8, Apr12, Apr14(x2)
B-756: Apr18, Apr28(x2), Apr30, May12, May13, May18
Poole crew training centre
ON-1259 (14-34): Apr24
Portaferry
B-706: Mar30(x3)
Port Erin
B-594: Apr28
Porthcawl
B-726: Mar11(x2), Mar24, Mar30, Apr7
Porthdinllaen
ON-1120 (47-015): Mar12, Mar29, Apr5, Apr11
Port Isaac
D-546: Mar19, Apr9, Apr22
Portpatrick
ON-1142 (47-029): Mar25
Portree
ON-1214 (14-16): Mar9, Mar13, Mar31
Portrush
ON-1071 (52-17): Apr1
ON-1099 (52-29): Apr1
ON-1247 (17-23): Mar5, May7, May11, May14
D-572: May7, May18(x2)
Portsmouth
B-730: Mar2, Mar15, Mar31, Apr6, Apr7, Apr28(x2), May6
D-428: Apr6, Apr7, Apr10, May6
D-554: Mar2(x2)
Port St Mary
ON-1234 (14-26): Mar12, Apr23, May6, May15
Port Talbot
D-466: Mar24, Mar27, Mar30, Apr14, Apr17
D-550: May10

Pwllheli
ON-1168 (12-010): May5
Queensferry
B-735: Mar3, Mar4, Mar28(x2), Mar30, Apr17, Apr23(x2), Apr26, May1, May3, May4, May8, May11, May20, May26, May28
Ramsey
ON-1171 (12-14): Mar24(x2)
Ramsgate
ON-1197 (14-02): Mar2, Apr4, Apr10
B-765: Mar30, Apr1, Apr14
Red Bay
B-728: Mar3, Apr4, Apr15, May5, May6, May23(x2)
Redcar
B-718: Mar4
B-777: Mar22, Mar29, Mar30, Apr23, Apr28, May6
D-523: Mar4, Mar22, Mar31, May6, May19
Rhyl
ON-1183 (12-24): Mar5
D-485: Mar22, Mar31, Apr2, Apr4, May17
Rock
D-489: Mar3, Mar24, Apr1, May11
Rosslare Harbour
ON-1159 (52-45): Apr15
Rye Harbour
B-727: Mar3, Mar29, Apr9(x2), Apr22
Salcombe
ON-1130 (47-022): Mar3, Mar21, Mar24, Mar27, Apr1, Apr6, Apr21, May5, May30
Scarborough
ON-1175 (12-18): Mar9, Mar11, Apr18, Apr19(x2)
D-560: May12, May19, May20, May23
Seahouses
D-529: Apr27, Apr28
Selsey
ON-1074 (47-001): May11, May19, May31(x2)
D-533: Apr4, Apr11, Apr22
Sennen Cove
ON-1121 (47-016): Apr1, Apr29
ON-1122 (47-017): Apr14
D-490: Mar28, Apr14
Sheerness
ON-1211 (14-13): Mar3, Mar10, Apr5, Apr20, Apr21(x2), May12
D-343: Apr22
D-474: Apr24, May5, May13, May16
D-513: Mar9, Mar29, Apr5, Apr19, Apr23
Shoreham Harbour
ON-1158 (47-040): May1, May3, May11, May26
D-501: Mar23, Mar24, Apr7(x2), Apr22, Apr28(x3), May3, May11
Silloth
B-714: Apr3, May4
Skegness
ON-1166 (12-008): Mar17, Mar24, Apr2, Apr21, May5, May18
D-425: Apr21, May11, May18
D-573: Mar17, Mar24
Sligo Bay
B-781: Mar29, Mar30, Mar31, Apr1, Apr6, May18, May26
South Broads
D-438: Mar9(x2), Mar22, Apr23, May5, May11
XP-5: Mar9
Southend-on-Sea
B-776: Mar3, Mar9, Mar10
D-487: Mar22
D-527: Mar1, Mar9

Southwold
B-750: Mar29, May8
St Abbs
B-579: Mar19, Apr14(x2), Apr28
Staithes and Runswick
B-570: Mar22, Mar31
St Bees
B-719: May5, May9(x2)
St Davids
ON-1139 (47-026): Mar21, Apr6
D-543: Mar21
St Ives
ON-1162 (12-004): May18
ON-1167 (12-009): Mar26
D-515: Mar23, May13, May18
St Mary's
ON-1086 (52-25): May18
ON-1150 (52-44): Apr12
ON-1229 (17-11): Mar2, May21
St Peter Port
ON-1160 (52-46): May12
ON-1203 (17-04): Mar3, Mar30
Stromness
ON-1236 (17-16): Apr26, May24, May27
Stornoway
ON-1237 (17-17): Mar2, Mar18, Mar19, Apr11
ON-1238 (17-18): Apr19, Apr20
Stranraer
D-538: Apr7(x2)
Sunderland
ON-1225 (14-21): Mar9, Mar23, Apr14, Apr22, May11, May12, May15, May16, May17
D-470: Mar9, Mar11, Mar31, Apr14, Apr18, Apr22, May11, May12
Swanage
ON-1182 (12-23): Mar15, Mar23, Mar29, Apr14, Apr21, May4, May11
D-475: May4, May11, May31
Teddington
D-477: Mar2, Mar9(x2), Mar11, Mar21, Mar30, Apr11
Teemouth
ON-1110 (47-008): Mar6, Mar22, Apr23
Teignmouth
B-588: Mar2, Mar17, Mar29, Apr21(x3), May28
Tenby
ON-1112 (47-010): Mar3, Mar30, Mar31, Apr3, Apr27
D-562: Mar3, Mar24(x2), Mar30(x2), Apr25, May16
The Lizard
ON-1145 (47-030): May3
The Mumbles
D-463: Mar26, Mar30(x2), Apr8, Apr15
D-491: May4, May6, May7, May12
Thurso
ON-1149 (52-43): Mar7, Apr5, Apr9, Apr26
Tobermory
ON-1143 (52-41): Mar19, Apr19, May21
Torbay
ON-1070 (52-16): Apr10, Apr12, Apr16, Apr22, Apr26, Apr28, May5, May6
ON-1255 (17-28): Mar2, Mar15, Mar23, Mar24, Mar26, Mar30, Apr4, Apr5, Apr6, May13
D-480: Apr25, Apr28, May25(x2), May26
D-504: Mar14, Mar15, Mar26, Mar31, Apr5, Apr8, Apr9, Apr10, Apr12, Apr18

Tower
E-001: Apr14, May19, May20(x3), May21
E-003: Mar2(x2), Mar9(x4), Mar11, Mar15, Mar18, Apr4, Apr9, Apr14, Apr17(x2), Apr18, Apr19, Apr20(x2), Apr21(x2)
E-004: Mar2, Apr9
E-005: Mar12, Mar19, Mar21(x2), Mar26(x2), Mar28, Mar29(x3), Mar30(x2), Apr1(x3), Apr2(x3), Apr4, Apr5, Apr6, Apr21, Apr23(x2), Apr27, Apr28(x3), Apr29(x2), Apr30(x6), May1(x2), May2(x2), May6(x2), May7(x2), May10, May11(x2), May13(x2), May15, May16, May17(x2), May21, May22, May24(x3), May26, May27(x2), May28, May30, May31(x7)
Tramore
D-511: Mar7, Mar9, May5(x2)
Trearddur Bay
B-731: Apr7, Apr15, May7(x2), May12, May18
D-441: Apr15
Troon
ON-1134 (52-38): Apr14, May22, May23
Tynemouth
ON-1242 (17-20): Mar21, May26
D-535: Mar21, Mar24, Apr26, May5, May26(x2), May29
Valentia
ON-1218 (17-07): Mar30, Apr12, Apr13, May2, May4, May8, May10, May12
Walmer
B-589: Apr7, Apr23, May17
D-448: Apr7, Apr23
Wells
ON-1161 (12-003): Apr26, May18
D-512: Apr26
West Kirby
D-437: Mar30
West Mersea
B-761: Mar27, Apr1, Apr5, Apr8, Apr17, May11, May17, May18, May27, May28

Weston-super-Mare
B-769: Mar17, May25
D-537: Mar2, Mar16, Mar17, Apr6(x2), Apr21, May3, May25
Weymouth
ON-1073 (52-18): Mar15, Mar25, Mar30, Mar31(x2), Apr5, Apr13, Apr14, May5, May12, May22, May26
B-700: May31
B-746: Mar9, Mar17, Mar20, Mar24, Mar31, Apr4, Apr20, Apr27(x2), Apr28, Apr29, Apr30, May4, May5(x2), May10, May12, May27
Whitby
ON-1180 (14-01): Mar1, Mar9, Mar23
D-447: May25
D-521: Mar1, Mar26, Mar27
Whitstable
B-764: Mar9, Mar17, Mar30(x2), Apr3, Apr17, Mar9, May10, May18, May19, May26(x2)
Wick
ON-1224 (14-20): Mar8, Apr3, May2, May10, May12
Wicklow
ON-1153 (47-035): Mar4, Apr9, Apr11, May4
D-518: Apr5, Apr9, Apr17
Withernsea
D-418: Mar15, Apr19
D-541: Apr26
Workington
ON-1141 (47-028): May5
Yarmouth
ON-1081 (52-22): May17, May18
ON-1249 (17-25): Mar15, Mar24, Mar25, May7, May31
Youghal
B-590: Mar9, Apr25

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

On station

ALL-WEATHER
Weymouth
ON-1261 (17-32) *Ernest and Mabel* on 16 July 2002
ON-1073 (52-18) was withdrawn from service
Relief Fleet
ON-1262 (17-33) *Beth Sell* on 16 August 2002

INSHORE
Lymington
B-784 *Victor "Danny" Lovelock* on 10 June 2002
B-566 was placed into the relief fleet
Littlehampton
B-779 *Blue Peter I* on 19 June 2002
B-586 was returned to the relief fleet
Littlehampton
D-433 *Marjorie* on 19 June 2002
Littlestone
B-785 *Fred Clarke* on 19 June 2002
B-701 was returned to the relief fleet
Teddington
D-576 *Spirit of the Thames* on 24 June
D-477 was returned to the relief fleet
Crosshaven
B-782 *Miss Betty* on 27 June 2002
B-718 was returned to the relief fleet
Great Yarmouth and Gorleston
B-786 *Seahorse IV* on 3 July 2002
B-567 was returned to the relief fleet
Youghal
B-780 *Patricia Jennings* on 3 September 2002
B-561 withdrawn

For everyone who helps save lives at sea

Listings

Appointments

The following new appointments have been made

Captain John Banfield
Eastbourne station honorary secretary

Paul Butler
Fishguard coxswain (designate)

Brian Hill
Harwich mechanic

Mike Judge
Whitstable station honorary secretary

Tom Mansell
Deputy divisional inspector south

Samuel McCreery
Enniskillen station honorary secretary

Niall McGrotty
Skernies station honorary secretary

Tony McNamara
Ballyglass station honorary secretary

Sean O'Kane
Plymouth mechanic

Kim Roberts
Kilrush station honorary secretary

B Tuplin
Mablethorpe station honorary secretary

David Turnbull
Swanage mechanic

Retirements

The following people have retired from duty

Captain J Hart
Eastbourne station honorary secretary

RH Jones
West Kirby station honorary secretary

Paddy Leach
Ballyglass station honorary secretary

ER Stones
Mablethorpe station honorary secretary

Deaths

It is with regret that we report the following deaths

Marjorie Berry
Falmouth guild president

Hugh Bryan
Chew Valley branch former chairman

Henry 'Shrimp' Davies
Former Cromer coxswain (see right)

Andrew Forbes
Former divisional inspector for Scotland

Ivy Griffiths
St Davids ladies guild president

Margaret Griffiths
Worcester branch chairman

Bob Johnston
Former Newcastle station honorary secretary

Francis O'Kelly
Founder member of Bundoran lifeboat station

Brian Kent
Biggleswade branch president

Steven Moore
Former Walton and Frinton crew member

Molly Rayner
Bourne End branch honorary secretary

Peter Ross
Bangor deputy launching authority

BA Rothmey
Tighnabruaich deputy launching authority

Derek Lionel Scott
Former Mumbles coxswain (see right)

Barbara Smith
Hunstanton and West Norfolk lifeboat guild

Charles Steel
Former Selsey mechanic

Bob Wightman
Wootton Bassett branch president

Retraction

In the spring issue of *the Lifeboat* magazine, an article on the rescue of Mr Rowe by the Filey lifeboat (Man overboard, p20) stated that Mr Rowe was 'in a poor state' as a result of the bad weather conditions. Mr Rowe would like to state that he considers this to be untrue and that he was fit and active in dealing with the yacht's situation and rescue. *The Lifeboat* magazine in no way intended to imply any criticism of Mr Rowe's actions during the rescue.

Henry 'Shrimp' Davies

Henry Davies was given the nickname 'Shrimp' after his famous uncle, coxswain Henry Blogg, saw him as a tiny baby. He joined the lifeboat crew as soon as he was old enough. In all he served 44 years on the lifeboat crew, including 29 years as coxswain.

Shrimp spanned the years from rowing lifeboats to the modern fleet. In 1941 he received the Bronze Medal for the service to the *SS English Trader*. In a full north-northwesterly gale *English Trader* went aground and five of her crew drowned. The Watson class lifeboat *HF Bailey* launched to find the wreck lying on the sands with its hull nearly underwater.

As coxswain Henry Blogg made a second attempt to approach, a massive sea threw him, Shrimp and three others,

out of the boat. They were recovered, but signalman Allen collapsed and died.

With ropes around the propellers, the lifeboat limped to Yarmouth. The Great Yarmouth and Gorleston lifeboat *Louise Stephens* took her place, but after five attempts to approach, she also returned to the station.

Later *Henry Blogg* took his boat out again and reached the wreck in better weather. He took off 44 survivors. Of the 12-man crew of the Cromer lifeboat at the *English Trader*, nine were from the Davies family.

In 1948 Shrimp was coxswain of the lifeboat *Henry Blogg* for the service to the *Francois Tixer*, for which he was awarded the French Maritime Medal. He was coxswain of *Henry Blogg* for its final dramatic service to the rig *Constellation*.



Shrimp was also awarded the Thanks on Vellum five times; the *British Empire Medal* for services to the RNLI; and the RNLI's public relations awards.

During his lifetime he gave numerous interviews to newspapers and television and was the subject of *This is Your Life*. He also appeared on *Yesterday's Witness* and, until last year, was always available at his beach tent to hire out chairs and windbreaks, and to appear as an ambassador for the RNLI and for his home town of Cromer.

Derek Scott BEM

Derek joined The Mumbles lifeboat crew in 1947 following a disaster when the lifeboat overturned with the loss of all her crew. In 1950 he was made bowman, in 1952 second coxswain and in 1955 he was appointed coxswain aged just 25: at that time, the RNLI's youngest coxswain.

His first Silver Medal was awarded in 1964 for the rescue of 10 from the motor vessel *Kilo*. The deck cargo of sodium drums had exploded so that the ship was in danger of catching fire and becoming a total loss.

Rain and high seas added to the difficulty.

He was awarded the Bronze Medal in 1968 for the rescue of the crew of seven from the sand dredger *Steeppholm*.

He was awarded a bar to his Silver Medal in 1971, when, single-handed, he rescued a boy from a capsized canoe.

He also received a Royal Humane Society Award, a Thanks on Vellum and, in 1979, the RNLI's public relations award. He was awarded the British Empire Medal in 1970 for his services to the RNLI.



Derek was the BBC's technical adviser for the TV series *Ennals Point*, and appeared on many other shows including *This is Your Life* in 1987 and the RNLI's publicity film *Lifeboats 2000*.

Derek was a talented artist and four of his paintings were used as RNLI Christmas cards.

Remember us in your will, so we can continue to save lives for generations to come.

All day and all night, 365 days a year, our volunteer crews are ready to drop everything and rescue anyone who's in trouble on the water, around the coasts of the United Kingdom and the Republic of Ireland. Last year, for example, we launched 6,904 times and rescued more than 6,900 people.

To provide this lifesaving service—at a cost of £282,000 a day—the Royal National Lifeboat Institution depends entirely on voluntary contributions and legacies. We receive no money whatsoever from the British government.

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

All in all, seven out of ten lifeboat launches can only happen thanks to legacies from people like you. That's because even though our volunteer crews don't ask for anything in return for the service they provide, they do deserve the very best training and the very best boats and equipment. Your legacy can—and will—go towards helping ensure that we can continue to provide this service for years to come.

If you'd like to remember our volunteer crews in your will, please fill in the coupon and send it back to us and we'll send you our legacy information pack, which includes useful and practical advice about making or updating your will.

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

To receive a free information pack either fill out the coupon below and send it to John Marshall, Legacy Enquiries Officer, RNLI, FREEPOST (BH173), West Quay Road, Poole, Dorset BH15 1XF. Alternatively email john_marshall@rnli.org.uk or telephone on 01202 663032.

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Lifeboats
Royal National Lifeboat Institution

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LB02/10

the crew



30 years, 250 rescues later

Tom Robertson, the honorary secretary of the Queensferry lifeboat station, received a presentation of binoculars and a certificate at the annual general meeting of the RNLI in Scotland, for 30 years' continuous service at the station.

Tom, a sales manager for an Edinburgh print company, started his lifeboat career as a crewman on a wooden hulled Atlantic lifeboat, and soon graduated to helmsman, a post he held for 13 years. He was appointed to his present position as honorary secretary in 1993.

Tom has been involved in over 250 rescues in the Firth of Forth, including one of the Queensferry lifeboat's most hazardous missions. In 1980 Tom and his crew ran into trouble during an attempt to rescue the fishery protection vessel, the *Switha*, in a Force 9 gale. They reached safety only by using their experience and ingenuity. The crew of the *Switha*

were rescued by helicopter and the lifeboat crew received letters of commendation for their bravery.

At the annual general meeting this year, the honorary secretary of the Kinghorn lifeboat station, Charlie Tulloch also received the presentation of the certificate and binoculars for 30 years' service.

A naming ceremony with a difference

Barrow lifeboat Crew Member Dave Kell, a roofer, and his wife Samantha were delighted to christen their baby son, Jake, born 20 March 2002 at a private ceremony on the deck of the *James Bibby* at Barrow lifeboat station.



Father and son unite

Clacton lifeboat crew were sorry to say goodbye to crewman and mechanic Dave Carvey as he reached the inshore lifeboat retirement age of 45. However, there was some comfort for them in the arrival of another of the Carvey clan on the very same day of Dave's retirement.

Ryan Carvey, aged 18, completed his initial training course at the RNLI's inshore lifeboat headquarters at Cowes and joined the Clacton crew. He will start on the D class lifeboat and hopefully progress to the Atlantic 75 lifeboat. Dave is not going far, as he is taking on the job of deputy launching authority.

It is the first time in 20 years at Clacton that a father and son have been on the station together.



Birthday Honours

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

FOR SERVICE TO THE RNLI Member, Order of the British Empire (MBE) Norman Macleod

Former station honorary secretary, Oban lifeboat

Stephen Shaw

Former coxswain, Alderney lifeboat

Thomas 'Walker' Simpson

Deputy second coxswain/mechanic, Donaghadee lifeboat

Filey winners

Two crew members from Filey lifeboat are joint winners of the Emergency Services award at the Servicemark Yorkshire and Humber Customer Service Awards. Neil Cammish and Malcom Johnson received the prestigious award that honours those in the emergency services, including the police, fire, lifeboats, ambulance and security services.

The two volunteers were chosen after their rescue of a man on a yacht, *Araxian*, that had suffered engine failure in gale force winds.

The Mersey class lifeboat *Keep Fit Association* was launched under Malcolm Johnson's command and Neil Cammish leapt aboard *Araxian* to help the lone yachtsman. Despite being swept overboard by a large wave, Neil managed to pull himself back on the yacht. The crew successfully completed the rescue.

Tom Robertson, celebrating 30 years continuous service at Queensferry lifeboat station



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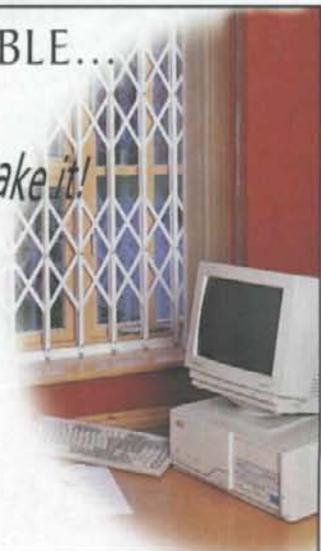
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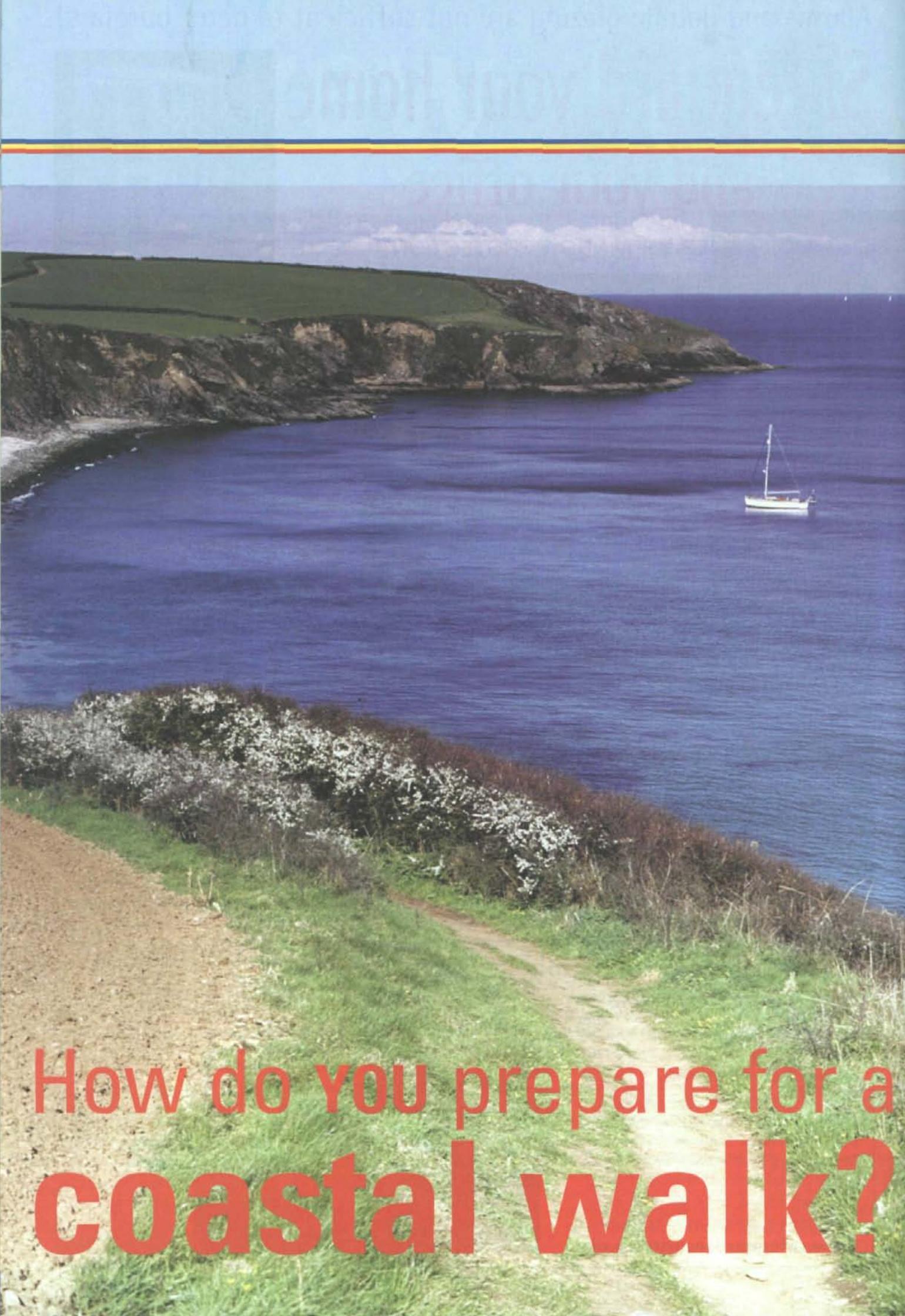
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How do you prepare for a
coastal walk?

Most of us, at some time or other, have enjoyed the experience of walking along a coastal path or beach. To find out the hazards, the RNLI's website discussion forum, Waves, asked experts from all aspects of walking for their advice.

Be sensible, advises Bill Smith of the Coastguard Agency

Preparations for coastal walking should be the same as for any outdoor activity in that the participant should be prepared for all of the environmental factors they may be likely to meet.

Take clothing to suit the conditions. A lot of light layers are preferable to heavyweight clothing, so that if conditions are cold they will trap air to the body to provide warmth but can easily be removed and packed in rucksacks when not required. A good set of light, breathable, waterproof, foul weather gear is also essential as are good quality walking shoes or boots.

The environment is also extremely important. If walking on cliffs, stick to the footpath. Avoid the edge of cliffs, especially in wet conditions when they can be slippery. When the weather has been wet, the edge of cliffs may be unstable. This applies not only if walking on cliff tops but also on the beach below where there may be earth or rock falls. Do not climb the cliffs unless you are an expert, or under the supervision of an expert, and have the correct equipment.

If walking on beaches and shoreline areas, check the times and state of the tide. If the tide is rising

there could be the possibility of being cut off. If walking at low water, be aware of the state of the beach and shoreline, there may be areas of deep mud and slippery surfaces.

Let people know where you are going, when you intend to set off, and when and where you expect to arrive. Have a local contact who will be able to raise the alarm should they become concerned for your safety. Make sure they have the number of the local Coastguard Coordination Centre and police. Remind them that if they are very concerned for your safety that they can dial 999 and ask for the Coastguard.

Take a mobile telephone – but do not be complacent, as they do not always work in coastal areas – particularly at the bottom of cliffs. Remember if you are in trouble or you see someone in trouble, dial 999 and ask for the Coastguard.

Get your essentials together, advises Richard Baker of *Country Walking* magazine

My first stop is the internet, to check the very latest weather forecast – and that means just before I set out. The Met Office and BBC offer a good service. But no matter what they predict, I'll always stow away essentials like Gore-tex waterproofs, a hot drink, hat and a mobile phone. If I plan to walk on the beach, I'll look up tidal times and information, too.

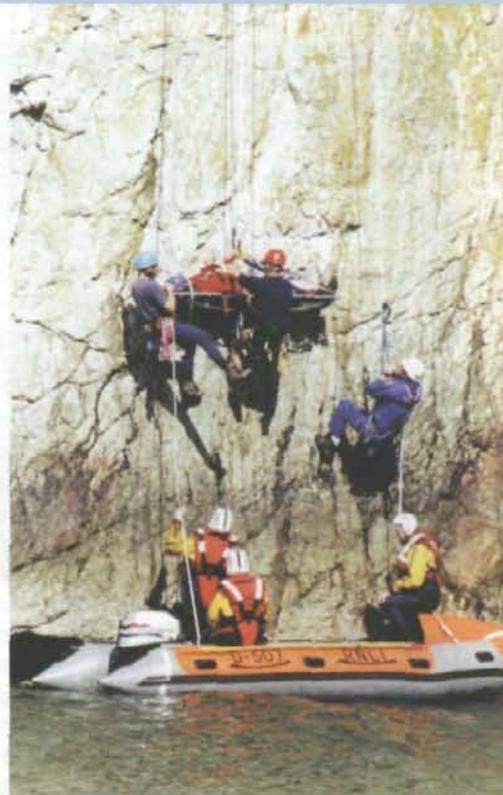
The next essential is a map and compass. Following your route on an Ordnance Survey sheet is part of the fun of walking, and always knowing where you are is a requirement for safety. Do all these things and you should be shielded against the worst the weather can throw at you. If you plan well, you'll also gain much more pleasure from your walking. Oh, there's one last thing, a dose of common sense goes a long way too.

Waves on the web

The RNLI has created a discussion forum on the internet, giving you the opportunity to learn from the experts and to share your own advice with other users. Ongoing topics include the risks of relying on

Your forum for today's sea safety issues

modern technology to keep you out of trouble and ways of making our beaches safer for everyone to use. You will find advice for sailors, windsurfers, divers, sea anglers and more. Why not join in?



Above: An injured walker is stretchered down a cliff by the Coastguard cliff rescue to the waiting lifeboat. This is just an exercise, but in 2001 RNLI lifeboats launched 446 times to people who had fallen from cliffs or rocks, or those cut off or stranded on the coast. Many of these rescues would have been unnecessary if people took just a few basic precautions before setting out.

For more coastal walking advice and a chance to join in the debate, visit the Waves website at www.lifeboats.org.uk/waves

Where do search and rescue helicopters go when they're not saving lives? James Ferguson hitches a ride with RAF Lossiemouth to find out.

British military helicopters and RNLI lifeboats have been working together for over 50 years, with the crews of both having considerable respect and admiration for the others' skill, courage and determination.

Out of the six UK-based RAF units, the most interesting beat is that of D Flight No.202 squadron based at Lossiemouth on the Moray coast, covering an immense swathe of the North Sea, NE Atlantic Ocean and the Scottish Highlands. The airfield has had a rotary-wing presence since the early 1950s, operating the Sea King HAR Mk3 since 1978.

Squadron Leader Steve Hayward, the flight commander, welcomed me as a guest at Lossiemouth for the day. I was taken on a standard training flight which involved deck winching and highline transfers with an eastbound Russian cargo vessel off Burghead, followed on by a spell on and over the cliffs near Buckie some 10 miles to the east. During the day I asked what search and rescue (SAR) helicopters do when they're not saving lives.

Squadron Leader Hayward explained that, like the five other RAF units, their primary task was to provide assets to resolve any military incidents, but that the vast majority of calls involved civilians in all kinds of distress. Each year they handle over 200

missions, with typically well over 90% of these being to non-service accidents and incidents. He estimated that 66% of these were on land, 5% cliffs, 16% maritime, 13% up to five nautical miles from the coast. In the case of maritime calls, he said that the crews can expect fishing vessels in all sorts of trouble, various oil industry difficulties, recreational sailors who have got caught up in some problem, and commented that 'the potential and the list are equally endless'.

Cover is provided on a 24-hour, 365-day basis. From 8am to 10pm the crews are 15 minutes' readiness, 45 minutes' at all other times. Each flight has a second aircraft and crew on standby with a 60-minute reaction basis. The flight commander explained that although they are usually away well within these times, with seven minutes being easily attainable, there are occasions where crews will want to look at the problem before taking off. A long haul well out to the west or NW of the Hebrides could very easily see everyone looking at a large number of options with the wind direction and speed playing a major part in the outcome of their deliberations. The Sea King helicopters cruise at about 115 knots and have a radius of some 250nm on an endurance of between five and six hours, depending on the



View from the
cockpit

weather. 'So there's no point in flogging all that way out there to find that we do not have enough fuel to pick anyone up.'

Squadron Leader Hayward gave an example of this kind of meticulous pre-flight planning. There was an early-February call to a French trawler adrift in very poor weather some 250nm NW of the Butt of Lewis. The crew took a really long hard preparatory look at this one, the more so as darkness was coming on and, due to the wind direction (WSW) and speed (approx 70 knots), elected to position to Benbecula to await first light. Shortly before dawn and with a Nimrod to provide an accurate position of the casualty – at this kind of range time cannot be spent on a search – *Rescue 137* lifted off with a projected time on task of 30 minutes, this to be followed by a diversion to Vagar in the Faeroes.

In the event, and despite 10m seas, the 18 survivors (the skipper had previously been washed overboard and lost) were winched to safety in nine lifts (the last being a triple) in just under 30 minutes. As a result, the flight commander explained, 'There was just enough extra time for the aircraft to return to fly to Stornoway where it landed with some 180kg of fuel remaining ... so that mission ended with perhaps 15 minutes left. A thoroughly professional effort in every way by Flight Lieutenant Gear and his team.' The crew have since been awarded The Edward and Masie Lewis Award for an outstanding air/sea rescue, in recognition of their skill and courage.

Squadron Leader Hayward said that the Royal Air Force currently operates a fleet of 25 Sea Kings in the SAR role. Nineteen are Mark 3s dating from the late 1970s/early 1980s, with the remainder being the more recent new-build Mark 3A. Outwardly there is little difference between them, but the latter has a state of the art set of avionics and a new radar as well as various other refinements. The type is due to serve for the next eight or so years, then the remainder of the inventory will also be upgraded in due course in a process costing several million pounds.

He described the relatively small flight manning levels at Lossiemouth: there are five crews, each comprising two pilots, a radar/winch operator and a winchman. A duty shift is of 24 hours' duration, these changing at 9.30am. The duty crew has to remain on the flight for the duration, but the standby are a little more flexible. He added, 'We also have a dedicated, and I do really mean this in every way, team of maintainers plus other support people. All in about 11 officers, 20 NCOs and 25 other ranks, all of whom work extremely hard.'

The flight commander highlighted that aircrew standards are high, 'Although our pilots are posted to the SAR force, every one of them in my experience likes what they do. All our winch/radar operators and winchmen are volunteers and they achieve the same level of job satisfaction. Traditionally, the RAF's initial training process is pretty demanding as is our own



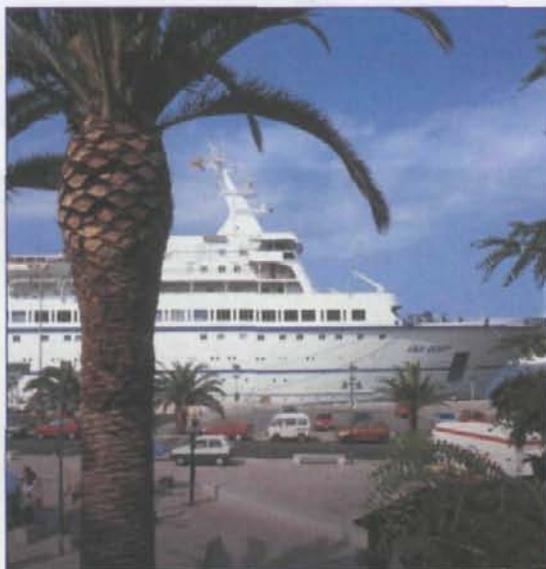
type and role conversion process, with aircraft captaincies not being lightly granted.' However, he stressed, this status can be attained by a young man or woman at the age of 26 or 27 and after some two years' operational experience. In effect, they also have the more or less continuous in-flight SAR training programme, this in addition to the extremely thorough proficiency monitoring organisation run by the parent command. The RAF can and do carry out genuinely no-notice inspections and in any case will come round on a regular basis for a thorough assessment of 'what we do and how we do it'. Add to this a never-ending series of mandatory checks to maintain currency and the like, and the SAR people 'spend relatively little time sitting around and waiting for a scramble'. According to Squadron Leader Hayward, of equal importance, given the kind of flying done, is a fully hands-on knowledge of all the aircraft's systems as well as a total familiarity with its handling characteristics in all weather conditions, and a familiarity with even the most remote parts of the operational area.

He explained that the nature of the SAR task predicated a high level of medical training for the winchman, 'Well into extremely advanced procedures and almost to doctor level, this is very logically a major part of his task and is additional to comprehensive role training. He is the product of a series of increasingly sophisticated accident and emergency medical courses, these once provided by the NHS, but now service-controlled. Not everyone would enjoy hanging on a cable above a ship whose motion defies regularity or prediction or working his way down a crumbling cliff on the end of almost 250ft of 2,000lb breaking strain cable. Then, and once he has actually recovered the casualty from perhaps a pretty horrendous scenario, he has to go on to stabilise the patient during the course of a flight to the nearest suitable hospital. He is assisted by the provision of an extensive range of medical equipment developed as the result of our considerable experience.'

Opposite: The crew carry out regular training for winching off cliffs, near Findochy on the Moray Firth

Above: Aircrew on board RAF Lossiemouth's helicopter *Rescue 137*
Pictures: James Ferguson

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The fourth member of the Sea King team is the radar/winch operator. He could be said to have three main skills: operating his dorsal-mounted radar, operating the winch and, if necessary, using his controls to move the aircraft two-dimensionally at up to 11 knots, assisting the winchman with first aid up to EMT (emergency medical technician) standard. A cable/winch operator is an important element of the team, as on many occasions he will be instructing the handling pilot how to position the helicopter over the lifting point and then ensuring it remains in position for as long as may be required.

Squadron Leader Hayward confirmed that a comprehensive multi-agency communications package was vital for the SAR task, 'We are very well equipped indeed as in addition to standard UHF and VHF(AM) aviation equipment we have VHF(FM) and HF to enable us to talk to ships, the Coastguard and other maritime clients.' They can home on almost any frequency they can dial up, plus emergency beacons, and for work in the hills they can communicate with civil and military mountain rescue units. All RAF Sea Kings are equipped with night vision goggles, so darkness is no longer a problem. As part of a pending update, they will be getting FLIR (forward looking infra-red).

The flight commander explained that responsibility for calling out the aircraft rested in most cases with the Aeronautical Rescue Co-ordination Centre (ARCC) at nearby RAF Kinloss. In simple terms, in the event of an incident on land, the police will call them; the Coastguard if at sea. The ARCC will then launch the most relevant SAR helicopter, provide a Nimrod if required and make any other arrangements. If this involves flying into another nation's airspace, then this can be set up in minutes as, by tradition, search and rescue activity does not have any boundaries. Equally, the Norwegians at Stavanger can request assistance under the same terms, and Squadron Leader Hayward confirmed that they do liaise closely with foreign counterparts.

On occasion SAR may become aware of a developing incident and can then self-launch, but they would always advise ARCC, the Coastguard or whoever of this. SAR have access to service doctors within a reasonable timescale and hold a stock of air-portable pumps which, the flight commander tells me,



have saved more than a few sinking fishing vessels.

He concluded by praising the skill and dedication of lifeboat crews, 'I and my colleagues have nothing but

good to say about them. We work with the RNLI almost on a daily basis during searches, medevacs and so on and admire the way in which they go about their voluntary task. It has long been recognised that joint training is of immense benefit to everyone concerned, so when we go off on detachment to the west coast we make a point of passing the word and setting up exercises with the local stations.'

A night vision goggles sortie into the Cairngorms had been planned for the late evening but, just before departure, the Sea King was tasked to an incident just south of Aberdeen where a 69 year old man had fallen while rock climbing. They had to put into action all they had practised. The ensuing transit took just under 30 minutes and brought the aircraft into the hover above the locus as both of the city's

two lifeboats stood by. Recovery of the casualty, albeit with the rotor blades seemingly only a few feet from the cliff face, took but a few minutes and he was then taken to the city's Royal Infirmary helipad for transfer to hospital. Some 40 minutes later *Rescue 137* touched down at base for refuelling and the washing of the winch cable to remove any salt deposits, ready for the next task.

Squadron Leader Hayward's advice to those in trouble

It is far, far better to ask for help too soon than to wait for it all to go horrendously and irretrievably wrong.

Remember that mobile phones do not necessarily work all around the coastline so always carry a radio, flares and so on.

Even the most responsible and best-equipped seafarer can run out of luck, so be prepared and, if the worst does come to the worst, sing out loud and clear.

When the helicopter arrives, then do exactly as its crew tell you as they are best placed to resolve your problem.

Very importantly, secure any loose gear.

Let the winch cable earth before grabbing it and be aware of the highline procedure which will be used for smaller vessels such as dinghies and also in a heavy sea state. In simple terms, this is a 45m light line bent via a weak link to the end of the winch cable and lowered to the casualty.

The helicopter then moves off to port and descends to a suitable height and as the hook is lowered it is taken in by those on deck.

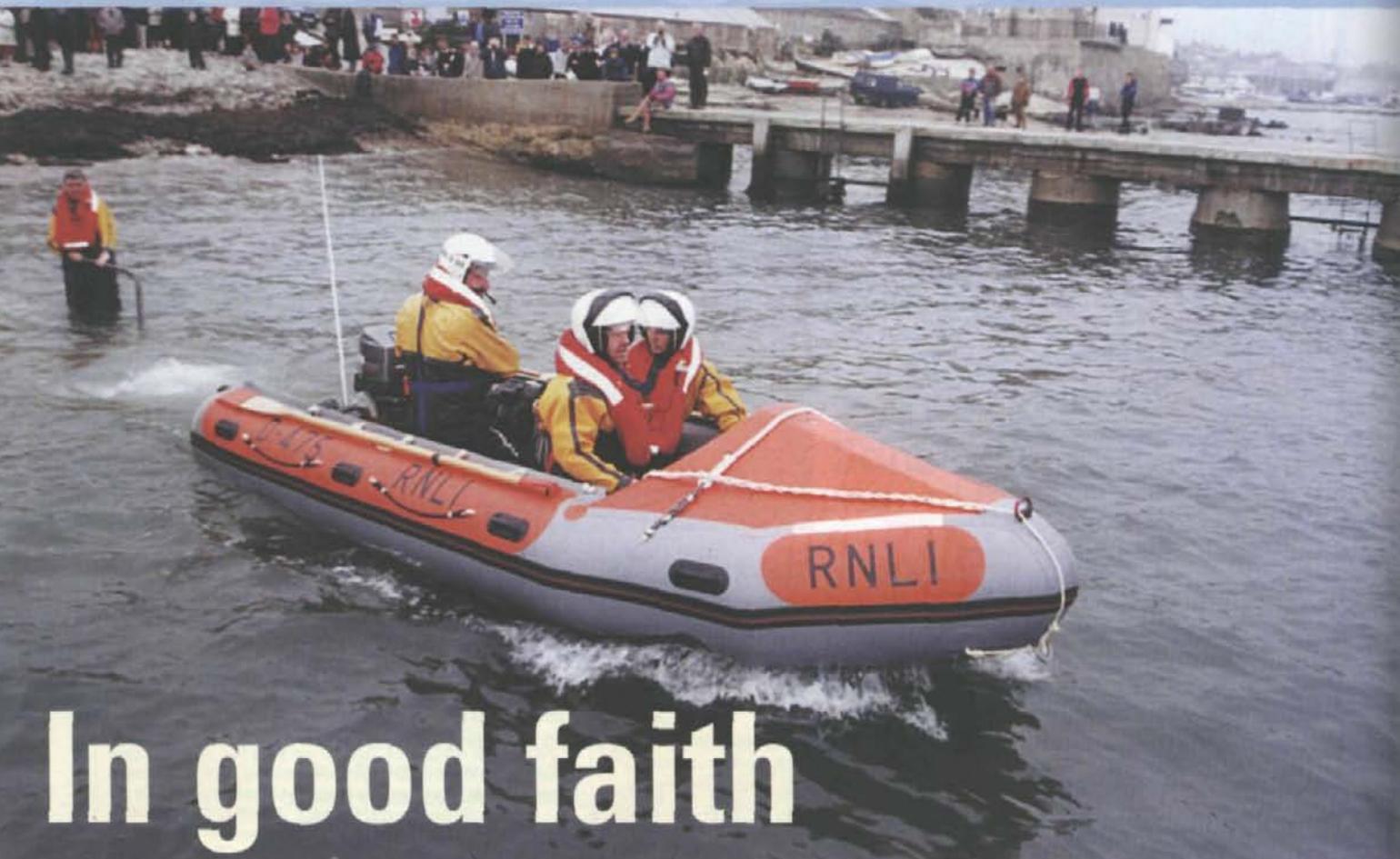
Never, never EVER secure the highline or the cable to any part of the vessel as this could spoil everyone's day.

Above: The pilot's view as he approaches his target

Picture: James Ferguson

The author, a one-time Aberdeen inshore and all-weather lifeboat crewman and presently the local station press officer, is an aviation and maritime journalist. He wishes to acknowledge the invaluable assistance of Squadron Leader Steve Hayward and his team and is also most grateful to Mike Mulford, RAF press officer Scotland and Flight Lieutenant Jim Anderson, CRO RAF Lossiemouth, for making the necessary arrangements.

Fundraising



In good faith

'Sometimes, with other charities, you don't know where your money is going. With the RNLI, I know exactly what is happening and where.'
Phyl Cleare, lifeboat donor

Trust and confidence are essential when companies are persuading the public to become customers. Whether buying a suit, a meal in a restaurant or some financial advice, people are more likely to choose a brand or a supplier that they trust. Customers are protected by many laws and there are various routes by which they can raise their concerns if they are not satisfied with a product or service.

Charities are also regulated by laws – particularly the Charities Act 1993 which gives donors a certain level of confidence about the honesty and openness of the charity asking for their support. But donors are not often around to see exactly how their money is spent and have to trust that it is used as promised. Also, there is no exchange of goods or services, so the laws that govern a commercial transaction may not apply.

Supporters are a charity's lifeblood, so the trust and confidence of the public is vital if a charity is to be successful in attracting the funds it needs. Even if one charity falls into disrepute it can damage the

reputation of others. This can bring potentially disastrous consequences for those who rely on charities for their health, welfare or even their lives.

The government's Performance and Innovation Unit is about to publish a review of the legal and regulatory framework for charities. But, recognising that self-regulation is better than imposing legislation on volunteers, the Institute of Fundraising has developed a code of practice for dealing with supporters.

Known as the Donor's Charter, this code of practice will be adopted by the Institute's affiliated charities, including the lifeboat service. Many organisations have been consulted in its development, including the Charity Commission, the Association of Chief Executives of Voluntary Organisations, National Council for Voluntary Organisations, Charities Aid Foundation and the Charity Finance Directors group.

The charter lists basic standards of care and gives a clear route for supporters to raise their

Above: The naming ceremony of *Phyl Clare 2*

Opposite top: Phyl Cleare with her late husband Jack at the naming ceremony of *Phyl Clare* in 1990

Opposite bottom: *Atlantic 75, Phyl Clare 3, Weymouth lifeboat*

concerns, initially to the charity itself but, if necessary, to higher authorities. When a supporter considers making a gift, the charter promises that:

- All communications surrounding it will be honest, truthful and will comply with the law
- Your right to privacy will be respected and you will not be subjected to any form of pressure
- Your gift will be applied to the purpose for which it was originally requested
- Your gift will be used in a way that preserves the dignity of the beneficiary
- Your gift will be handled responsibly and to the greatest advantage of the beneficiary
- Fundraisers and the organisations that they represent will consider how they meet your wishes as a donor and will be transparent in their dealings with you
- Fundraisers will respect your needs for confidentiality and will comply with the law relating to fundraising and the use of personal data
- Fundraisers will strive to achieve the highest professional standards at all times.

The RNLI has agreed to sign up to the charter but already exceeds the basic requirements – all supporters receive the highest possible level of appreciation and respect. Personal donations manager, Ann Wilkins, speaks to high-level donors who wish to fund a lifeboat or specific piece of equipment and gets an idea of a coastal area that has a special meaning to them. The RNLI then tries to use their donation in this area. Those who are funding a boat get involved with the build programme and are given regular updates on how the boat is progressing. They are also welcome to go and see their boat being built and tested.

Naming ceremonies are proud occasions where donors can officially hand over their lifeboat and give her a name of their choice. Many choose to remember a loved one in this special way. Both lifeboat and equipment donors are asked to supply wording for a commemorative brass plaque for the boathouse.

As a result, a close link normally develops between the station and the donors and, for many, this leads to further support over many years. Donors also receive details of rescues carried out by their boat and are invited to the Annual Presentation of Awards in London and to visit Poole HQ. Some also get involved in local events.

The majority of donors continue to keep in touch and are kept up to speed with all the latest developments. They are told when their station boat is due to be replaced and are given the option of funding the next if they wish. In short, the RNLI builds strong, friendly, relationships with these special donors that will last throughout their lifetime.

The story of Phyl Cleare

'I am often asked why I support the RNLI. It isn't because I have to, it isn't because I was asked to, but because I want to, and happily, I am able to.'

Phyl Cleare from Bournemouth is a good and well-known friend to both lifeboat crews and RNLI staff. She has been a supporter for many years and has bought four lifeboats with a promise of a further one. Phyl and her late husband, Jack, donated money from their pensions to buy their first D class boat, *Phyl Clare*, in 1990. This lifeboat was first put on relief duty at Happisburgh and Phyl still keeps the card that was sent to her and signed by all the crew.

When the boat moved to Selsey, the Cleares found another friendly crew and were always pleased to receive the station's excellent newsletter which continues to be sent to Phyl. 'Nobody seemed to mind when we poked our noses in,' grins Phyl, 'and Swanage was another place that made us exceptionally welcome.' So, in 1994 she and Jack decided to fund a permanent D class to be stationed there – *Phyl Clare 2* – which gave them an even greater feeling of involvement.



The Cleares pulled out all the stops to celebrate their golden wedding anniversary in 1998 and funded the Atlantic 75 lifeboat, *Phyl Clare 3*. When they discovered that Weymouth was to be home for the lifeboat they were absolutely delighted. The couple were also invited to the Inshore Lifeboat Centre at Cowes to see the lifeboat during her construction and were treated to a surprise slap-up reception in honour of their anniversary. 'We were bowled over by their kindness,' remembers Phyl.

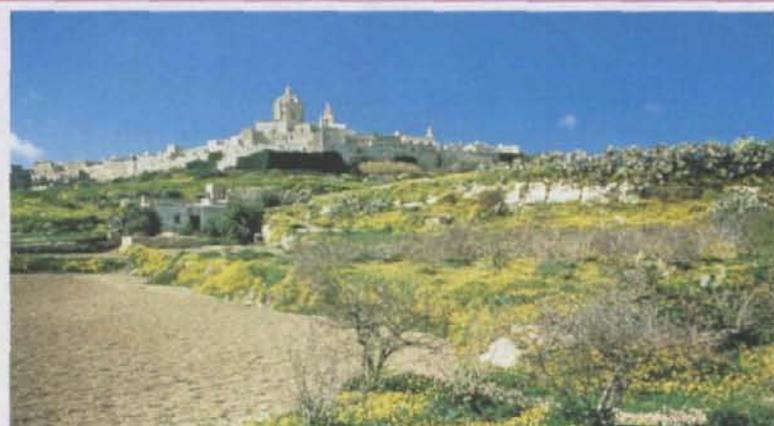
Sadly, Jack passed away in early 2000 following a sudden illness and Phyl will be funding another lifeboat that will include donations made in lieu of flowers at his funeral. This new boat will replace the present one at Swanage and will be named *Jack Cleare*. Phyl has also made provision for the eventual replacement of the present Atlantic 75 at Weymouth which will be named *Jack and Phyl Cleare*.

'I have always had the greatest admiration for the RNLI and am always amazed at the selflessness and courage of the crews in often horrendous conditions,' says Phyl, showing her treasured photos of naming ceremonies and crew members. 'I never forget their families either, who are also surely deserving of our admiration. I call them 'my family', she smiles, 'and I'm so very proud of them all.'

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Winning fundraising friends

Harmony in Exeter

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

Just one example of how this is working is the fundraising friendship between Exeter and district branch, and the local police choir.

On 2 December 2001 the Exeter and Torbay Police Choir, together with Sidmouth Town Band, held their annual Christmas concert at the University of Exeter and wanted all proceeds to go to the RNLI.

From the initial meeting with the choir, the Exeter and district branch worked with them to make sure that the event raised as much as possible. The choir handled ticket sales, while the branch arranged promotional printing and radio publicity.

On the day, branch members decked out the hall with RNLI flags and banners. They also arranged a



Chief Constable Sir John Evans presents a cheque to branch chairman Mike Webber
© Devon & Cornwall Police

draw for the evening and sold tickets to the arriving audience, some 1,000 people.

A total of £5,000 was raised that evening and, on 4 April, a formal cheque presentation was held at the Exeter Police headquarters.

£5,000 was raised at the Christmas concert for the RNLI – enough to send nine lifeboat crew members on a radar and navigation course.

RNLI Chief Executive rows for charity

Andrew Freemantle MBE, chief executive of the RNLI, and Michael Vlasto, operations director, teamed up to row up the River Thames to raise money for the RNLI.

The pair were part of a two-day event organised by Goodenough College London Rowing Club with rowers covering 110 miles from Oxford to Putney.

The two men rowed the five-mile leg from Maidenhead to Eton on 26 May to help foster good relations between Thames rowers and the RNLI and to raise awareness of the RNLI's Thames lifeboat service.



Furry monster spotted on Torbay lifeboat

Friendly Mascot Morris from the Landscope and St Mary's Bay holiday complexes was a special visitor to the Torbay lifeboat.

From April to October, the Brixham lifeboat guild sells grand draw tickets at the holiday centres during the evening entertainment, so a return visit to the lifeboat by Mascot Morris was overdue.

Last year Brixham raised £7,500 from grand draw sales, and they hope to raise even more this year, having already sold £5,000 of tickets this season.



£5,000 for the RNLI – enough to buy two propellers and two boat anchors for Severn class lifeboats.

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IMPORTANT NEWS ABOUT HARBOUR ACCOUNTS

From 1 October 2002, The Royal Bank of Scotland will no longer be offering the Harbour Account in association with the RNLI. All Harbour Accounts will become Royal Bank of Scotland Postal Plus Accounts, and will offer the same interest rate and operate under the same terms and conditions, except that the bank will no longer donate 0.25% of total balances to the RNLI.

The Royal Bank of Scotland has ended the relationship with the RNLI following four successful years, which has seen the bank donate £66,060.11 to the RNLI.

If you are a Harbour Account holder and would like to receive details about alternative ways to support the RNLI, please contact the RNLI with your name and address (under the Data Protection Act, the bank is not able to pass names and addresses of Harbour Account holders to the RNLI). Either:

- Call the RNLI Supporter Helpline on 0800 543210, or
- Write to RNLI Supporter Services, RNLI, West Quay Rd, Poole BH15 1HZ.

If you have a Harbour Account and have a banking enquiry about the change to your account, please call the Royal Bank Direct Savings Helpline on 0141 353 7634.

The RNLI would like to take this opportunity to thank all Harbour Account holders and The Royal Bank of Scotland for their valuable support over the last four years.

PLEASE NOTE THAT THIS DOES NOT AFFECT THE LIFEBOATS MASTERCARD.

The 'Return of May Madness'

A boisterous evening at the Royal Victoria Yacht Club was attended by 110 people, raising £7,250 for the RNLI. The money was raised through a combination of a licensed prize draw, a game of 'Tops and Tails', a raffle and an auction. The band, *Cosmic Sausages*, repeated their fantastic performance of 2001 at the event.

When presented with the cheque, Bembridge coxswain Martin Woodward said: 'A superb evening giving a fantastic result. The Institution is hugely dependent on the fundraising efforts of the branches, guilds and events such as this. Congratulations for a fantastic result.'



Above: Martin Woodward (right), coxswain of Bembridge lifeboat, receiving the donation raised at 'The Return of May Madness'. In the background is the oil painting 'Cobweb' by James Bartholomew, which was painted specifically for the event and very generously donated by the artist. The painting was auctioned and reached the price of £5,250



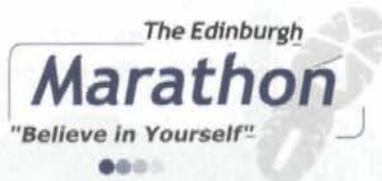
Left: The band Cosmic Sausages entertain the crowds

On your marks ...

The RNLI is delighted to announce that they will be an official charity of the Edinburgh Marathon 2003. The marathon won't take place until Sunday 15 June next year, but participants will need to start thinking about training soon. The route will pass by some of the city's most historic landmarks, including Edinburgh Castle, the Royal Yacht Britannia and Holyrood Palace, and bagpipers will encourage runners along the route.

Places are limited for this unique and challenging event, but the RNLI is seeking between 50 and 200 runners to Run for the Lifeboats. RNLI runners will be asked to raise at least £500 through sponsorship or fundraising activities. In return they will receive a great support package, including a training T-shirt and running vest, training and fundraising tips and an invitation to an exclusive RNLI post-run reception with refreshments and a sports massage.

For more information on the Edinburgh Marathon, visit www.edinburgh-marathon.co.uk. If you would like to Run for the Lifeboats, please contact: Isla Dewar, RNLI Events Organiser (Scotland), Tel 01738 642 999 or email events.scot@RNLI.org.uk.



Boston ahoy!

There cannot be many branches that have their committee meetings afloat, but the Boston branch is one. Thanks to the support of new committee member Sarah Simms, the committee now meet on her boat, the *Boston Belle*. The 're-launched' branch members are looking forward to all kinds of fundraising activities, hoping that the unique meeting place will inspire them.



Fundraising

Spot the difference

Visitors to the Weymouth lifeboat open day were impressed by a radio controlled model of the Severn class lifeboat *Ernest and Mabel* floating alongside the lifeboat itself.

Model maker and lifeboat supporter Ron Trowbridge brought it to the station for display and demonstration on the open day, which took place on 3 August.



The *Ernest and Mabel* with the model version floating alongside.

Lottery winners

The 98th lifeboat lottery winner is PA Dear of Hounslow, who wins a snazzy Peugeot 206. The draw took place on 31 July, and the cash prize winners are as follows:

£1,000 – Mr and Mrs Simmonds, Warwickshire
 £500 – RG Sparrow, Caterham
 £250 – RG Wilson, Sheringham
 £100 – D Adams, Horsham; D Todd, Sudbury; DW Short, Dyfed; S White, Isle of Wight; HG Mathers, Bristol.

The 100th lifeboat lottery is due to be drawn on 31 January 2003. If you would like a chance to win the first prize – £3,000 Sainsbury's vouchers – please contact our Membership Services on 01202 663234 to obtain your lucky tickets.

The lottery raised £223,531 for the lifeboat service – enough to buy a pair of main engines for a Trent lifeboat, two Atlantic 75 launching trailers and three radars for Severn or Trent lifeboats.

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Marathon woman

Teesmouth lifeboat station was delighted to receive a cheque for £1,618.80 from Helen Pickett, following her successful completion of the Flora London Marathon.

Helen, who lives in Dorking, chose to support the Teesmouth lifeboat station because of her family connections.



Coxswain Peter Race and Helen Pickett at Teesmouth lifeboat station's open day, 11 August

£1,619 – enough to train three lifeboat mechanics at an engineering Level 2 course.

Cruise liner supports lifeboats

For two months the cruise liner *Van Gogh* had been sailing in and out of Harwich harbour on cruises to the Fjords and other European destinations.

The cruise director, his officers and crew wished to support a local charity and selected Harwich lifeboat station.

During the cruises nearly £2,000 was raised on board and, on its last call at Harwich for this year, the money was handed over.

The donation will be used to provide crew training equipment at the new Harwich boathouse.



Presenting a Harwich lifeboat plaque as a token of thanks is Captain Coolen, vice chairman of the Harwich lifeboat station to Staff Captain Sergiy Chupryna. Looking on are (l to r) Marcos Neal, tour manager; Emma Ward, cruise director; Anne Brand, RNLI ladies guild; Malcolm Comes, Harwich lifeboat

© Mark Reeve

Loads of dough raised



An introduction to breadmaking and organic food production at the Village Bakery, Melmerby in aid of the RNLI was organised by the Penrith Ladies' Guild on 30 January.

Over 20 people enjoyed a hugely entertaining and informative one day course, covering an introduction to breadmaking and organic food production and raised nearly £600. The course was run by one of the pioneers of the organic food movement, Andrew Whitley, with input from local organic food producer Kate Rogerson who grows much of the organic produce used in The Village Bakery restaurant.

A 'jail and bail' fundraiser

The crime: The 12 'prisoners', staff from Clerical Medical International, did not supply cream-buns to their colleagues at work, on their birthday.

The punishment: Confinement at the Tower of Refuge on Conister Rock, Isle of Man.

The bail: Each 'prisoner' had a mobile phone and, within two hours, had to phone family and friends to raise enough bail to get them off the island. They were also kept busy with different challenges to test their logic, teamwork and to make it a day to remember. Eventually the 'prisoners' were granted their freedom and returned to dry land.

Participant Cathy Dawson said: 'This is one of the most interesting and fun fundraising activities I can think of'. The event, on 14 April 2002, took seven weeks to plan and raised £7,515 for the RNLI.



Pictures by Roger Oram

£7,515 – enough money to buy an electronic chart system and a GPS satellite navigator for an all-weather lifeboat.

Pedalo power

An eight-hour pedalo trip organised by the Aylsham and District branch, North Norfolk, raised £900 for lifeboats. Members and friends of the branch covered the 25-mile stretch along the River Bure. The sponsored event was supported by generous holiday makers on the river bank, impressed by the effort.



This event has raised enough money to buy two drysuits for inshore crews and a steering wheel.



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Rain didn't stop play

Despite the very wet weather there was fun for all the family during the Queensferry lifeboat station open day. A funfair, entertainment, bric-a-brac, books, souvenirs, hamburgers, tombola, cake and candy all helped to raise over £850.



Lifeboatman Matthew Foster is pictured on board the Atlantic 75 lifeboat with some 'young recruits'

The £850 raised is enough money to kit out an all-weather lifeboat crew member, buy a first aid kit packback and an anchor for a D class inshore lifeboat.

Tour de Tendring

The 10th Tour de Tendring cycle ride was enjoyed by around 1,000 participants on 19 May 2002. Cyclists of many different ages and levels of fitness gathered in northeast Essex to attempt to complete one of three routes: 20 miles for the leisure cyclist; 50 miles for the fit cyclist and 100 miles for the dedicated cyclist.

Proceeds from this year's event are still being collected, but last year £11,176 was raised for the RNLI. Special prizes for teams who raise the most money will be given at a presentation ceremony in October.



Last call for 'Old Tymers'

The Midsomer Norton and Radstock branch banked cheques amounting to £6,800 in June, courtesy of other organisations raising money for the RNLI.

The first cheque came from the St Nick's Old Tymers who, for the last 25 years, have been delighting local audiences with their old time music hall performances. They are now breaking up after 25 years and chose the RNLI as their charity for this, their last year. Delighted Senior Area Organiser Sheila Lloyd and branch Chairman George Noden received a bumper cheque for £6,500, a record sum for the company to have raised.

To complement the performances, local supporters and branch members sold raffle tickets each evening and helped to serve supper.

In the same week branch President Tony Price was handed a cheque for £300 by George Noden, the result of his Masonic ladies weekend in Torquay.



Presentation of cheque by St Nick's Old Tymers
Picture by Dave Sherbourne

£6,800 – enough to send eight helmsmen or prospective helmsmen on a B class helmsmen's course.

Flag it up

The St Helen's branch in Merseyside held their annual flag day in the town centre on 8 June 2002. The event raised £1,372.50, the largest amount collected in any one day since the branch was inaugurated in 1999.



Pictured (l to r) are lifeboat supporter Fran Topping and her nephews, Stefan Gibson (Chesterfield branch), Tony Sawyer (St Helens branch chairman) and Tony Mathias (area organiser, north west region)

Lifeboat-related reading

Fowey lifeboats – an illustrated history

by Nicholas Leach
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Wells-next-the-Sea lifeboat – a history

Price: £3.55 (inc. p&p)
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Blackpool lifeboats

by Jeff Morris
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Available from: Keith Horrocks, c/o Blackpool lifeboat station, Central Promenade, Blackpool FY1 5YA. Make cheques out to RNLI

The service record of the Dungeness lifeboats

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Henry Blogg of Cromer – the greatest of the lifeboatmen

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