



Lifeboats

the **Lifeboat**

**Spring
2003**

For everyone who helps save lives at sea

Lifeboat of the future

A behind-the-scenes look at the
new Tamar class lifeboat

Capital crew

Thames lifeboats have
a busy first year





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Lifeboats

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the lifeboat



Lifeboats

The magazine of the
Royal National Lifeboat Institution

Registered Charity Number 209603

Issue 563

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

Front cover:
Tower Pier lifeboat crew members (L to R)
Keverne Bailey, Colin Rotchell, Mike Sinicola,
Stuart Richardson and Kevin Maynard
Picture: John Deeham

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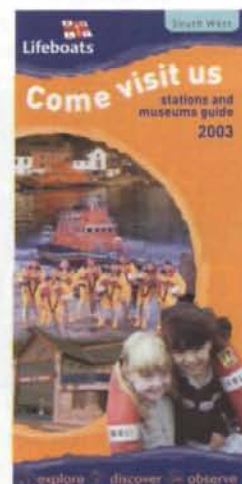
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Tel: 01202 663000, www.lifeboats.org.uk, Email: info@rnli.org.uk

News

Busy first year for Thames lifeboats

Thames lifeboats were called out over 800 times during their first year of service. This is almost three times as many as estimated prior to setting up the service on 1 January 2002. Callouts range from full-scale rescues of people in the water to submerged cars, dogs and their owners in difficulty and people cut off by the tide.

The RNLI runs four lifeboat stations on the Thames: Tower Pier, Chiswick, Gravesend and Teddington. The first three are manned 24 hours a day, 365 days a year in order to provide an immediate

response. The fourth, at Teddington, is operated using volunteer crew in the same way as the 230 lifeboat stations around the coast of the UK and Republic of Ireland.

The Thames service was set up following the collision in August 1989 between the pleasure cruiser *Marchioness* and the dredger *Bowbelle* which claimed the lives of 51 people on the pleasure cruiser. The RNLI was asked by the Maritime and Coastguard Agency (MCA) to provide a rescue service within 15

minutes to any point on the tidal Thames between Canvey Island and Teddington. The MCA coordinates the 999 search and rescue service from a Port of London Authority operations room at the Thames barrier.

'We are staggered by the number of call-outs we have had this year' said Janet Kelly, the RNLI's station manager at Tower Pier lifeboat station. 'Over 100,000 people use the Thames every day but we had only expected around 275 emergencies in our first year of service.'

RNLI reviews its brand

You've probably noticed something different about this issue of *the Lifeboat* – it has been redesigned using the RNLI's new brand rules and guidelines.

The RNLI has been working with branding consultants BamberForsyth:Fitch, looking at how awareness and recognition can be improved through best use of the brand. The project brief was 'to ensure that the public always know when they are dealing with the RNLI.'

The brand is made up of the logo, colours, style and the perception of everything that is related to the RNLI. This means all materials where the brand is shown, from lifeboats to lapel pins, and includes every way the RNLI is presented –

not just visually, but verbally too.

It was important that existing materials were not rendered obsolete by the rebranding, so that costs were kept to a minimum. Over the next year, the biggest changes will be in online applications and printed materials such as headed paper and yearly renewable stocks. In the longer term the all-weather lifeboat fleet will be brought up to date by using the existing refit programme. All existing stocks of branded materials will be used up before the correct branding is applied to re-orders and new orders. All this ensures that the new brand will cost as little as possible, with its benefits expected to far outweigh its costs.

According to plan

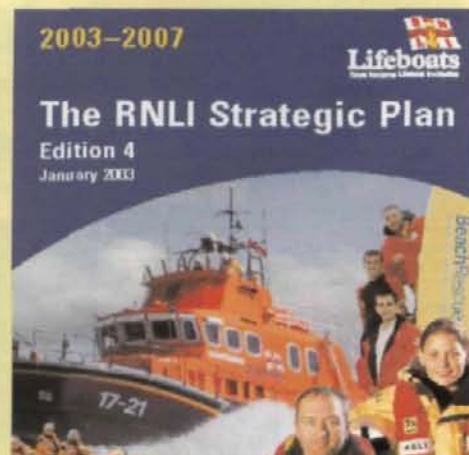
The RNLI Strategic Plan outlines the lifeboat service's main activities and objectives for 2003-07 and includes the Institution's mission statement and a financial summary. The plan splits the main activities into eight categories, reflecting the different aspects of the RNLI's work. Each section begins with an overview that is broken down into a number of specific targets to be achieved over the next five years.

If you would like to receive a copy of the plan, please send an A5 stamped addressed envelope to:

The RNLI Strategic Plan, Corporate Services Department, RNLI, West Quay Road, Poole, Dorset BH15 1HZ.



Lifeboats



Work starts on Lifeboat College



A model of the Lifeboat College

The Chairman and Chief Executive of the RNLI cut the first turf to mark the start of building on the site of the new Lifeboat College at Poole headquarters on 13 January. The building will be used to train lifeboat crews in lifesaving and survival techniques and provide a proper venue for other essential training for RNLI volunteers and staff. The 60 bedroom residential college will be a state-of-the-art, five storey building housing training and seminar rooms, a 120 seat auditorium, a restaurant, kitchen, bar, bedrooms and a health and fitness suite.

The £10.9m contract has been awarded to Hampshire-based contractor Dean and Dyball and the project is due for completion in spring 2004. 'This new college will enable us to improve the specialist facilities needed to provide our crews with all aspects of the training they should have to prepare them for the demands of saving lives at sea. It will also be a real bonus to be residential,' said Sue Hennessy, college principal.

The Institution has also finally been granted a licence by the Home Office for clearance of the burial ground under the site of the new Lifeboat Support Centre (see the Lifeboat, Winter 2002/03, p5). Work started on 22 January, and is to be completed by April in order to allow construction of the Lifeboat Support Centre.

The burial ground was part of a baptist chapel in West Butts Street which closed in 1800. The clearance work will be carried out by Wessex Archaeology Limited (WA) who are approved by the Home Office to carry out such work. Trial excavations and historical records suggest that there are at least 15 graves on the site. These will be excavated and examined by WA before being formally reburied locally, probably in Poole cemetery. WA have located records of many of the burials in the local museum, and may be carrying out some DNA analysis on the remains for correlation with the historical records.

SLSA Awards

An RNLI Beach Rescue lifeguard has been hailed a 'hero of the surf' for his brave actions in saving lives. HRH the Duke of Edinburgh presented the award at the Heroes of the Surf ceremony at St James's Palace in November. The awards recognise individuals from across the UK for their outstanding achievements and efforts relating to surf lifesaving. Prince Philip, the patron of the Surf Life Saving Association of Great Britain, has a long history of involvement with surf life saving, dating back to his years at Gordonstoun School where he was part of a reel line and belt team.

The Senior Award was presented to Robin Howell from Perranporth surf life saving club, and RNLI senior lifeguard at Perranporth in 2002. Robin was praised

for carrying out rescues on more than one occasion beyond the call of duty. He has never expected gratitude for his efforts and has on more than one occasion put his life at risk to save others, even after normal patrols have ended.

The Charles Thompson Award, the highest award presented at the ceremony, went to Owen Phillips, who is working in Japan, for his courageous rescue last year of a surfer attacked by a shark. Welsh international rugby player Jonathan Davies also received an award. He bravely entered the sea while on holiday to rescue two young girls who had got out of their depth and started to panic. He rushed to their aid and managed to return both girls safely back to shore.

Longhope's royal patron

HRH The Princess Royal has become the new patron of the Longhope Lifeboat Museum Trust. She accepted the role from 1 March, taking over from the original patron, HM Queen Elizabeth The Queen Mother, who accepted the honour just months before her death last year. The Princess Royal officially opened the new Longhope lifeboat museum last May.

News

Good will hunting

Heritage is very important to the RNLI. It's not just about having a collection of lifeboats and equipment from yesteryear; it is also about social history – people, emotion and values. The lifeboat service has so many incredible stories to tell and something as simple as an old photograph or press cutting can inspire many feelings and a sense of what things were like for our ancestors.

Over the years the RNLI has amassed an incredible collection of art, artefacts and archives that would excite and interest the most philistine of observers. For instance, the heroic but tragic tale of Grace Darling can be brought to life with a wealth of old letters, clothes, personal effects and the actual coble used in the famous rescue. Although Grace was a national heroine from the Victorian era, she became an early 'media victim', making her story as relevant today as it has ever been. Another example

is a letter from many years ago, signed by members of the Royal Academy, pleading for the RNLI to change the 'dreadful french ultramarine blue' that was part of the lifeboat livery at the time – we've got the pictures to prove it!

Time has taken its toll on many of these items and, because we can only spend our income on running today's lifeboat service, we have not been able to adequately protect and display them for the enjoyment and education of future generations.

So, subject to trustee approval, the RNLI is setting up a heritage trust as a subsidiary charity to preserve its history through these wonderful human-interest stories and the care and collection of artefacts. It plans to appoint a heritage trust manager to develop our heritage strategy and manage, care for and promote its museums and the remarkable collection – all of which will form a fascinating insight into RNLI history.

Making history work for the future



Right:
A great example of how a picture can paint a thousand words - Sheringham lifeboatmen share a cup of tea with the rescued crew of the Canadian steamer *Eaglescliffe Hall*

Photo: News Chronicle, 30 October 1941

Following concern at the recent downturn in legacies, nearly 90 charities, including the RNLI, got together to form the Legacy Promotion Campaign (LPC). The LPC was successfully launched on 8 October 2002 and is encouraging more people to leave something in their will to their favourite causes.

Over 7,000 senior solicitors have already been targeted with mailshots and adverts are appearing in the professional media to encourage solicitors to promote this form of support to their clients. Adverts have also appeared in the daily nationals and will soon feature in a range of consumer titles. In addition, 50,000 people aged between 45 and 75 will receive direct mail – 1,000 of whom will be followed up with a phone research survey.

The campaign, which will run for the next two years, is led by a steering group chaired by David Brann, RNLI fundraising and communications director, who was also instrumental in getting the ball rolling and spent a six-month secondment with the LPC as campaign director. Tracking studies will be carried out during and after the campaign to measure the shift in public and professional attitudes.

For further information visit
www.rememberacharity.org.uk.

New Year Honours

HM The Queen honoured the following people in the New Year Honours list:

For service to the RNLI

Member, Order of the British Empire (MBE)

Francis George Former coxswain, Fishguard
David Lamberton Former honorary secretary, Whitstable
Derek Sargent Former honorary secretary, Weymouth

Other awards of interest

Companion, Order of the Bath (CB)

Maurice Storey Council member and chief executive of the Maritime and Coastal Agency

Officer, Order of the British Empire (OBE)

Raymond Baxter Life vice president and co-founder/honorary admiral of the Dunkirk Little Ships for services to heritage

Member, Order of the British Empire (MBE)

Thomas Brown Ramsgate deputy launching authority

RNLI remembers ferry disaster victims

The sinking of the ferry *Princess Victoria*, on 31 January 1953, is Britain's worst peacetime maritime disaster. More than 130 lives were lost when the ship sank on route from Scotland to Northern Ireland. Lifeboats from Donaghadee and Stranraer took part in the rescue effort and managed to save 43 lives.

Memorial services to mark the 50th anniversary took place in Larne, Stranraer and also in Donaghadee where most of the survivors were landed. At 9am on 31 January 2003, a short service, attended by around 200 people, was held at the memorial in Larne, with the unveiling of a plaque newly inscribed with the names of the 134 who lost their lives. This was followed by a wreath laying ceremony by representatives of bereaved families and organisations involved. Larne lifeboat crew laid a wreath on behalf of the RNLI, although there was no lifeboat service based in Larne at the time of the disaster.

P&O provided a sailing to Cairnryan at 10.30am and many of those at the memorial service then crossed to Scotland. A service was held onboard at 12 noon, at the point where the *Princess Victoria* had veered off course and wreaths were laid at sea. At 1.15pm a further service was held at the Victoria Monument in Agnew Park, Stranraer, with the unveiling of a plaque newly inscribed with the names of the lost, followed by an ecumenical church service in the Parish Church.

About 300 people gathered for a service

of dedication of a memorial plaque in Donaghadee organised by Ards Borough Council. At the 2.30pm harbourside service, conducted by local clergy, the Mayor of Ards, Councillor Jeffrey Magill, unveiled a bronze plaque in the harbour wall. The plaque states 'This memorial has been erected to commemorate the 50th anniversary of the sinking of the *MV Princess Victoria* and to remember all those who lost their lives to the sea and those who strove valiantly to save them on the tragic day that was 31 January 1953.'

It bears both the coat of arms of the Council and the flag of the RNLI. A new flagpole has also been erected on the harbour directly above the plaque.

It was a very moving occasion when relatives of both survivors and the lost combined to remember their relatives and many were eager to share their personal story. Also, some who gathered had helped with survivors and some remembered simply witnessing the rescue. All were grateful for an opportunity to remember. Among those present was Hugh Nelson, a surviving crew member, whose family served on Donaghadee lifeboats over many years. The Donaghadee lifeboat then put to sea around 3pm with crew and community representatives to lay a wreath at the point where the *Princess Victoria* went down. In addition a number of church services were held in Donaghadee on the Sundays before and after the date of the commemoration.



Crew and community remember those lost at sea



News

Tall ships to small ships

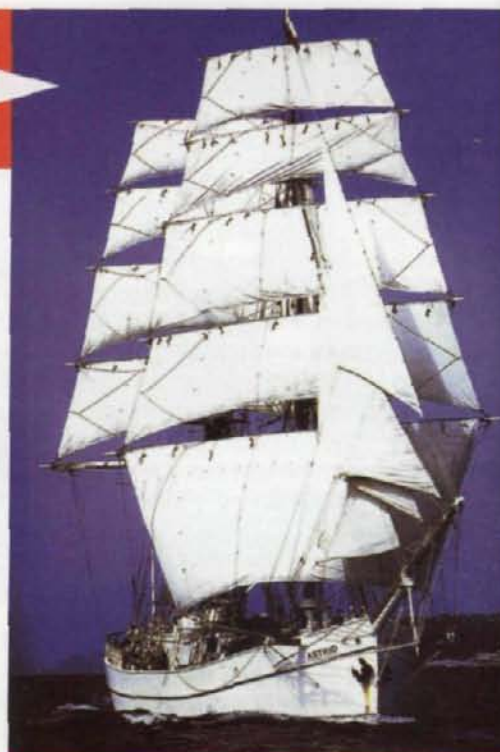
The RNLI water safety team will be paying a visit to the International Festival of the Sea in Edinburgh's Leith Harbour on 23-26 May. Visitors can find them opposite the *Royal Yacht Britannia* at Ocean terminal, where they will be handing out advice on all aspects of water safety.

A fleet of hundreds of vessels large and small will be coming from all over the world. The Royal Navy will be there with warships and daredevil displays on water, land and in the air. Norway will be the international guest nation and will be sending two of their tall ships, *The Sorlandet* and the *Christian Radich*. Other tall ships registered include the Sail Training Association's *Prince William*, *Grand Turk*, *STS Tenacious*, *Astrid*, Leith's own *Jean de la Lune* and *Oosterschelde* from Holland.

There will also be a large fleet of classic and traditional craft with some interesting historic vessels. Listings are up-dated on a regular basis on the web site www.festivalofthesea.co.uk. There will be a spotlight on Scotland's maritime heritage,

from shipbuilding to fishing. Traditional craftsmen will demonstrate their skills and provide an opportunity for the visitors to have a go. The event will also reflect the culture and history of Edinburgh and Scotland, as well as highlighting strong international ties. A daily entertainment programme will feature musicians, street performers, storytellers, colourful parades and marching bands, including the Band of Her Majesty's Royal Marines and a spectacular finale to bring each day to a close. Tickets are on sale online through the SECC in Glasgow via www.festivalofthesea.co.uk or telephone 0870 013 4060 or through The Hub Ticket Office in Edinburgh 0131 473 2000 and Ticket Scotland at Virgin Megastores in Edinburgh, Glasgow and Aberdeen.

The International Festival of the Sea 2003 is sponsored by Forth Ports Plc and organised by Festival Management Ltd with support from Scottish Enterprise Edinburgh and Lothian, VisitScotland and the City of Edinburgh Council.



Examples of one of the boats found at the International Festival of the Sea

Lifeboat property

If you were asked to name a major property owner, chances are you wouldn't think of the RNLI. But the charity owns over 1,000 properties around the country. The tally includes 333 lifeboat properties, 344 hilltop transmitter and repeater sites (used by the COACS pager system), 137 shop properties, 71 memorials, 55 Beach Rescue units/stores, 39 staff properties, 21 investment properties, 12 headquarters buildings, 10 regional

offices, seven divisional bases, six museums and, finally, one old divisional base and an old regional office currently in the course of disposal. This does not include what are known as 'residuary properties', the proceeds of which have been left in legacies. There are over 1,000 of these at any one time.

All this property requires a huge effort to ensure it is run and maintained correctly. The RNLI has a complex

database of all RNLI properties that allows it to review property administration procedures to ensure things are done in the most efficient way. The database provides the foundation on which to build sound asset and liability management and to meet statutory obligations for maintenance. So next time you see a lifeboat station or RNLI shop, you will know that this represents just a tiny proportion of RNLI properties.



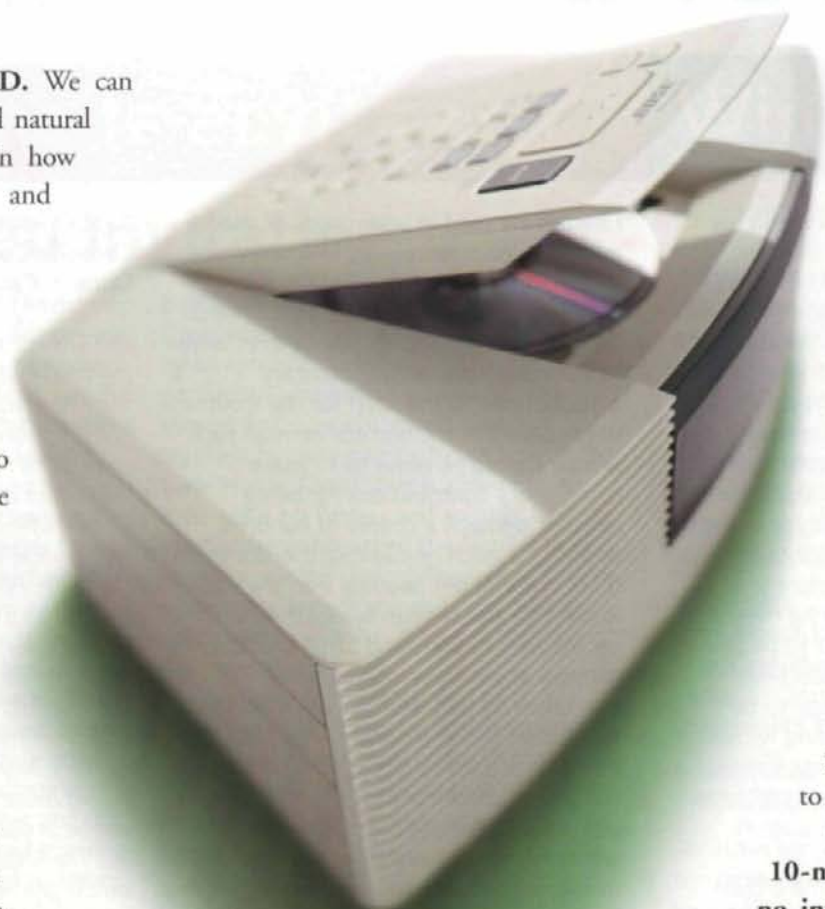
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Letters



Thank you!

This letter is long overdue to express my thanks and admiration to the 'lads and lassies' of the RNLI in Kyle of Lochalsh. On 16 September last year I brought *Morgana* my Nauticat 38 alongside the pontoon in Kyle to take on water and do some quick shopping. I was greeted by a crowd of cheerful and friendly Scots who were cleaning a Sealine F37 (no hostility between sail and power boats in this part of the world!) It turned out they had been on a trip to St Kilda and most of them were members of the RNLI. Before long I had been invited to their training meeting that evening which turned out to be one of the highlights of my time in Scotland.

It was an enormous privilege to be allowed to sit in the meeting and witness their dedication. The 45-year age limit for inshore lifeboats obviously gives problems to a community like Kyle with a small population to replace experienced volunteers. I was shown over the B class Atlantic as she was prepared for launch and was delighted to realise that my guide was the son of a lovely lady in whose B&B I had been a guest some years before.

Having watched the launch I returned to the station to see the videos they had taken of St Kilda. Few yachtsmen visit this awesome place and I could see why if even these guys watch the weather carefully before they venture so far.

I left with the feeling that I had been allowed a glimpse into their world and been welcomed as an amateur into the realm of the professionals. To their farewell of 'See you again' I could only think to reply 'Not on business!' and it occurred to me that was a poor response, hence this letter.

I would be delighted to see them again, not on business I hope, but anyone who does can take it from me that these people know what they are doing and their dedication deserves all our admiration and thanks.

Keith Bousfield – Newport Pagnell, Bucks.

Saving lives at sea

I frequently read in your pages of daring and dangerous rescues by RNLI crews of surfers in trouble, such as the incident reported at Newgale beach on 21 March 2002. I hope the surfers whose lives were saved made substantial voluntary contributions to the RNLI for the trouble they caused. In my humble opinion such people should be required to make compulsory contributions for being rescued, perhaps a couple of hundred pounds for each rescue might make them think twice about heading into the waves in the first place. I can sympathise with yachtsmen, boaters and other seafarers in distress at sea by reason of being overtaken by bad weather or by accident, but surfers put themselves – and everyone else – at risk deliberately, going out in dangerous conditions for the 'fun' of it. As a retired Canadian Coast Guard Captain, with my share of search and rescue (SAR) missions completed, I have always felt that people who put their lives at risk at sea deliberately should accept financial responsibility for their rescue from avoidable situations. In Canada we require adventurers on voyages likely to result in rescue to put up a very substantial bond before departure, from which SAR costs can be deducted, which has served as a deterrent in a number of cases.

Captain Patrick RM Toomey –
Canadian Coast Guard (retired)
Ontario, Canada

The RNLI charter is quite clear. It states that the RNLI exists to 'save life at sea', whatever the cause and irrespective of contribution.

We strongly feel that should any form of charges be introduced those who get into difficulties on the sea might delay in calling out the lifeboat, thus putting themselves into greater danger and also endangering the lives of our crews who would eventually have to go out to rescue them later rather than sooner.

As far as 'official' money is concerned, the RNLI has proudly kept itself independent of government control for well over a century. Any 'compulsion' for insurance would mean a change in the law and would not be in our hands.

The RNLI is taking the problem of safety on the sea very seriously and last year began a special initiative to educate people who use the sea for work and pleasure.

We have produced a number of booklets that strive, in an easy-to-read format, to get the safety message through. These brochures are widely available, free of charge, to the public. We are hopeful that this type of publication will get through to boat users and encourage them to help themselves.

Lifeboat hull numbers

I keep a record on computer disc of all current all-weather boats in service. This comprises the number displayed on the hull together with the station the boat is allocated to. Unfortunately there now seems a tendency to omit the hull numbers from *the Lifeboat* when details of a station change or when a new boat enters service. Consequently, a portion of my records is now a little awry. Would it be possible for these numbers to be

included again so that I may keep them to date?

Philip Kay – Redhill, Surrey

Each all-weather lifeboat has two numbers that identify it. To avoid confusion the operations department at RNLI headquarters in Poole uses only the ON numbers. We do also provide the operation numbers where possible in an effort to make identification simpler for our supporters.

Letter of the quarter

Unexpected invitation...

I innocently went to Saltburn in North Yorkshire one weekend last October to visit a friend and, finding myself near to Redcar, decided to visit the *Zetland* lifeboat, which I have never seen and which is kept there in a small RNLI museum. On arrival I found it shut for the winter but telephoned the caretaker, whose phone number was on the door. A Mrs Robinson, in her nineties I think, came along on her electric wheelchair to open it for me and mentioned, in passing, that the following day, a Sunday, there would be a service nearby with a lot of RNLI people attending to mark the exact 200th anniversary of the *Zetland*. Intrigued, invited, and far from home with no suitable attire for the occasion, I scoured the amazingly productive charity shops in Redcar, and the next day attended the moving and inspiring service. The *Zetland* was designed by Henry Greathead and built in 1802, one of 31 lifeboats which were the first ever purpose-

built lifeboats in Britain, if not the world. Mr Greathead was commissioned for this task by an altruistic committee of four or five gentlemen who were businessmen, ship owners and master mariners that met regularly by the entrance to the Tyne at the Lawe House, South Shields. One of these men was a Mr Fairless and another a Mr Masterman (who signed the certificate of invention for the design). The former's niece married the latter's son and I am directly descended from them. Rather fitting, then, that several years ago I was rescued by the RNLI and, as a consequence of subsequent correspondence, discovered my ancestral link with the origins of the lifeboat and the existence of the last surviving example. Strange how it all comes together...

Fairless Masterman – email

Win a bottle!

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'.



Vellum

I have been a RNLI member for a while now but to this day I have never understood something that is often printed in *the Lifeboat*. I have just finished reading the Winter 02/03 edition and, as ever, enjoyed reading it but it often says 'Thanks of the institution on Vellum.' My question is simple. What is vellum? While I am writing may I just say that RNLI does a fantastic job and its deeds of bravery are not done unnoticed by the general public. I think it also so important to mention all the other people that play an active role in the service as their part is part of a team.

Andy Nevin – email

Ed – Vellum is a fine calf, kid or lamb parchment or a strong good quality paper that resembles parchment.

Khamsin

This photo shows me, my wife and a friend, being towed into Burnham. The Burnham lifeboat was a very welcome sight and saw us safely home.

Our boat had a new engine and we had lifejackets, fixed and handheld VHF, flares, plenty of fuel but, unknown to me, a bit of silicone in the tank. There is nothing worse than a powerboat with no power!

The weather deteriorated fast and waves were rolling up over the bow. Then we saw the lifeboat creaming over the horizon. You might feel guilty having dragged them out, but boy are you glad to see them.

Chris Grieve – Romford, Essex

This just goes to show that even the most prepared water user can still run into trouble.



Khamsin being towed to safety

Training simulator

The future of training

With lives at risk at sea, the RNLI takes its training very seriously, but serious training doesn't have to be dull or old-fashioned



Above: Mission simulator wheelhouse

Imagine you're out on a shout in storm force conditions. You're at the helm of an all-weather lifeboat racing to save a yacht that is sinking in the Irish Sea. It's dark and there's heavy rain in gale force conditions. The lives of the three men on the yacht are at risk. As the wind howls and the waves crash, you can hardly hear yourself think. You spot the casualty to starboard. Two of the crew are already in the water. It's up to you to decide how to save them. What do you do next?

Can it be real? It looks real, sounds real and feels real. But there are no lives at risk and you're not in the Irish Sea. You're safe on dry land in the lifeboat training college at Poole. You're in a state-of-the-art full mission simulator, developed by the RNLI.

Billy Bean, the Simulation Manager, is currently working with Transas, a well established developer and supplier of marine software solutions, to develop this new training tool. It is like the commercial and military aircraft simulators, but for an all-weather lifeboat. The interactive simulator sounds great fun, but Billy stresses: 'This is no computer game.' The simulator will train crews in the areas of search and rescue

and navigation. The simulator will not aim to train people in boat handling. As Billy says, 'We teach people to drive boats in boats.' The aim is to get the experience in the wheelhouse as close to reality as possible, to convince those training that they are actually there.

In the development of the simulator the RNLI is striving hard to ensure the unique environment of maritime search and rescue operations is accurately captured. Instead of building a simulator for just one crew member, the Institution is creating a structure with the capability of training a dozen crew at one time. The simulator comprises four main sections: the wheelhouse, upper steering position, instructor room and PC rooms. See the full simulator diagram opposite.

The wheelhouse

As in real-life situations, there are four crew members: helm, coxswain, navigator and radio operator/mechanic. To the front and sides there's a 240 degree wraparound screen from floor to ceiling. The graphics, developed by the Russian company Transas, are fantastic. You will believe that you are in the Irish Sea with a yacht is sinking to your left. The equipment is just

like the interior of a modern lifeboat, with radar and electronic charting systems. There's a bird's eye view screen for the coxswain – for bearings and visual navigation and a view astern from a large screen behind. Sound corresponds precisely with the action – you even get the sound of the engine and vibration from the sub-woofers under the floor. Billy warns: 'It can make you sea sick.'

Upper steering position

To make the experience as real as possible, there is also an option of the upper steering position. If the crew need to get a clearer view, they can leave the wheelhouse and move to another section of the simulator. The visual horizon will be adjusted and there's a helm, throttle, radar and laser plotting facility. Just like on an all-weather boat, the crew member will be able to communicate with the wheelhouse from the upper steering position.

Instructor control

The instructor aims to broaden the crew's thinking, so that they're ready for anything when they're out on a shout. Sophisticated software enables the instructor to control the exercise from a

nearby room, choosing what happens when and where. He can adjust the weather, the sea state, the light, snow, wind, tidal stream. The lifeboat crew have to adapt to whatever the instructor throws at them. The casualty can vary from one man overboard to a supertanker sinking in high density shipping areas. The instructor can suddenly decide that the crew lose radar, or that their rudder jams.

Billy emphasises that the experience should be a positive one for those being trained. The technology enables the instructor to ease off the conditions if the crew are struggling, or even pause the program if things are not going well. Equally, if things are going well, he can stop the program, pop next door and highlight key learning points.

The instructor room also has a debriefing facility, with a screen and seating area. After the training, he can talk through what the crew did right and what can be improved. The session is always recorded, so the instructor can play back the action on a large screen. As if on a real shout, the crew must follow the Rule of the Road (International Regulations for Preventing Collisions at Sea – IRPCS). The program makes an automatic record of when the crew break the IRPCS. There's a print out of the errors to go through after exercise, so they can get the most effective feedback possible.

PC rooms

In the simulator there are also two rooms with four PCs in each one, also controlled by the instructor. It creates a networked learning centre, with the possibility of having four boats involved in the mission: one in each of the PC rooms, one in the instructor station and the full mission simulator. Each PC room has the following facilities: radio and radar operations, IRPCS and electronic charting. There is radio communication between all the boats and the instructor. The lifeboats involved could be different classes, but the core principles of search and rescue and navigation stay the same.

When a simple version of the simulator appeared at the London Boatshow in January 2003, hundreds of people flocked to the RNLI stand. The Boatshow simulator comprised the bridge and only three screens, but it was a real hit at the show. It was described in the press as 'a real show-stopper' and Princess Anne honoured the stand with a visit.

Alongside the full working model there will be a special version created for the new Visitor Experience at Poole. You will be able to experience the drama of a rescue for yourself in an interactive simulation environment. Judging by the interest shown at the Boatshow, the small simulator will be a very popular attraction at the Visitor Experience, but the serious training will be going on at the college.

The full mission simulator will provide invaluable hands-on experience for thousands of volunteers. One of the best things about it is that it enables the RNLI to test the crew's ability without compromising their safety. As Billy says: 'The full mission simulator can create far more dire circumstances that you'd ever wish they'd encounter on a real service.'

As you might guess, this state-of-the-art specialised technology does not come cheap. The simulator is a large investment, but it is estimated that the money saved will be recouped within 2½ to 3 years. It will reduce the number of training launches for the real lifeboats, which cost £5,000 each time, so there will be a huge saving in the long term.

Work started on the simulator in 2001, and the full simulator should be ready when the Lifeboat College opens in mid 2004. In the meantime, there will be an interim simulator at Poole from summer 2003. The temporary simulator will provide training until the full simulator is ready. It can act as a test run, highlighting any improvements needed, so that the full mission simulator achieves its maximum training value.

Work doesn't stop in summer 2004. Any developments in the lifeboats technology will be reflected in the simulator parts, so that when lifeboatmen are out on a shout for real, they will be ready for anything.

Full mission simulator



Above: Plans for the full instructor room and debriefing facility

Left: Diagram of the full mission simulator

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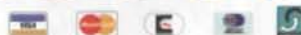


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Lifeboat college



Left: The RNLI's Chief Executive (left) and Chairman cut the turf to start building works for the Lifeboat College at Poole
Photo: RNLI/Derek King

Right: A model of the Lifeboat College

Sue Hennessy -
Lifeboat College
principal



The simulator is a perfect illustration of how the RNLI is improving training across the board. It is part of the Institution's aim to develop highly trained volunteers and to encourage an positive attitude change towards a learning culture at the RNLI. The simulator will be used for competency based training (CoBT) for the crew. CoBT is based on outcomes and the demonstrated ability of the crew to perform required tasks.

The Institution is working on various other practical and forward-thinking schemes to become more versatile in the delivery of training. The RNLI encourages distance learning and is using technology to take training to the coast. The forthcoming intranet, Porthole, will enable crew to download training at the stations. Online support and interactive CD-ROMs (covering areas such as sea survival and fire protection) will allow crew to train when and where they choose.

'The college is more than somewhere you go for a training course. It will be a place where all members of the RNLI family will be welcomed.'

*Sue Hennessy
Lifeboat College principal*

The Lifeboat College and Survival Building that will house the simulator among other things is proof that the RNLI is committed to making significant improvements to the current delivery of training to crew, volunteers and staff. Many people will benefit hugely from coming to

Poole for training, but as Sue Hennessy, the Lifeboat College principal says: 'The college is more than somewhere you go for a training course'. It's not just for those who make the journey to Poole. The facility will support distance learning activities with a fantastic learning resources centre for crew, volunteers and staff.

As well as meeting internal training and development needs, the college will also drive down costs. One of the main savings will come from the new accommodation – 60 bedrooms, as the need for external residential costs will be significantly reduced. It is predicted that training RNLI volunteers will use around 75% of the college's capacity. Although the college is not being built in order to make money, this spare capacity can be used to generate money for the RNLI. While the emphasis is firmly on the RNLI's own needs, Sue Hennessy is keen to develop: 'A careful use of resources'. The college will be a 24/7 establishment that hopes to attract the following groups:

- Lifesaving or search and rescue organisations
- Other not-for-profit organisations
- Local organisations and local companies
- Companies

As well as financial advantages, there will also be advantages across the whole organisation. The college gives the RNLI the opportunity to coordinate training across different groups. Experienced volunteers and staff will support existing trainers. As Sue says, you'll get crew, fundraisers, water safety volunteers from different regions: 'under one

roof in a cost efficient and effective way'. While the training simulator is attracting a lot of attention, the more low-tech facilities will be just as popular. The bar, along with the restaurant and gym will attract a variety of people. Those attending the college will mix with current and retired staff, and retired volunteers.

Several organisations and companies have already shown interest in using the mission simulator and the other facilities for training purposes (like the Maritime Coastguard Agency, St John Ambulance, International Lifeboat Federation members). Sue Hennessy foresees that: 'It will be a fine centre in which our own people can train, learn and exchange experiences with colleagues and friends, while having the opportunity to meet and work with people from other organisations who share a concern to save lives.'

With people from outside the RNLI coming in, the college gives the Institution a great opportunity to reflect outstanding service and to strengthen the supporter base. The RNLI will resist the temptation to make overt appeals for cash from visitors. Instead, the approach will be more subtle. Things like the quality of the training, the service, the enthusiasm of staff and the surroundings will reflect a forward-thinking quality organisation. Whether they are current crew, volunteers, fundraisers or non-RNLI people who know very little about the lifeboat service, the college aims to: 'Make people belong'. Sue hopes everybody will: 'Walk away thinking the RNLI is a fine organisation and well worthy of support.'

Lifeboats in action



Rescue against the clock

Drifting closer to a rocky shore minute by minute, the yacht *Headstrong* needed help to survive the night. But would the Plymouth lifeboat reach them in time?

Left: Sean Marshall, bronze medal winner
Photo: Daisy Grant-Lukas



The Arun class *City of Plymouth*
Photo: Ian Stroud

Hampered by fishing gear around her propeller, *Headstrong* was in dire straits, 7 miles from Plymouth lifeboat station. The conditions were against the crew of four, with SE force 8–9 winds, very rough sea conditions and poor visibility.

The Arun class lifeboat *City of Plymouth* launched at 6.12pm on 21 May 2002. Initially the crew thought it would be a straightforward shout. Second Coxswain Sean Marshall recalled: 'We plotted our course and, although the weather was bad, at first it didn't appear to be a life-threatening situation.' However, the yacht was not actually at the reported coordinates. A problem with the radar meant that the lifeboat could not pinpoint the yacht's position. Luckily, a crew member spotted the yacht and the *City of Plymouth* reached scene just over half an hour after launching.

They soon realised, to their dismay, that the situation was more serious than first thought. Sean commented: 'When we saw where the yacht actually was, it put a whole new spin on things.'

Stern to sea, with regular breaking waves entering her cockpit area, the yacht was slowly drifting towards a rocky shore. With the radar not working properly, Coxswain Dave Milford judged that they were about 750m away. Luckily, the fishing gear that had caused the problem in the first place was now slowing down the deadly drift to shore. Dave reflected: 'Talk about pulling six

numbers! The yacht got its prop tangled in fishing gear – the chances of that are rare anyway but to be drifting towards the rocks and to be saved by this going around the prop is unbelievable. It slowed their drift rate down and if that hadn't happened – they would have been on the rocks long before we got there.'

The crew could see two members of the yacht crew huddled in the cockpit. As time was against them, Dave decided to place a lifeboatman on board to establish a tow. Second Coxswain Sean Marshall, aged 29, volunteered for the job.

Simply getting close enough to the yacht for Sean to jump was not easy, with a 6–7m swell. On the first attempt, Dave positioned the lifeboat within leaping range for Sean, who used his judgement on when to jump. He landed safely and the lifeboat quickly moved away to prevent a collision.

Now on board the yacht, Sean assessed the two people in the cockpit and judged that they would be unable to help accept the tow or be evacuated. He took charge of the situation and moved them down to the cabin to join the other two.

Meanwhile, Dave was increasingly concerned that *Headstrong* was getting too close to the lee shore. It was imperative to secure the tow line immediately.

The lifeboat quickly approached and the tow line was thrown to Sean, who secured it to the foredeck of the yacht. Now less than 400m from shore, the seas were beginning

to break. Dave was concerned that entangled fishing gear would damage the propeller shaft during the tow, leading to flooding. Attempts by Sean to free the propeller shaft by removing the floating remains of the fishing gear with a boathook were unsuccessful. With conditions worsening, there was no time to put another crew member on board to help Sean. So with both lifeboat and casualty facing into sea, David used a short tow of 9m to pull the yacht gently half a mile off shore, out of immediate danger.

Just when they thought they were making progress, they heard a loud noise below the vessel. They feared it was the fishing gear damaging the propeller shaft. David remembers the moment: 'I was concerned about the fishing gear around the prop. If I'd pulled the prop shaft out when towing the yacht, water would have bucketed in.' As he couldn't find any problems, Sean was happy to conclude that the noise had probably been the entangled fishing gear breaking away.

To avoid dangers at the eastern entrance to Plymouth breakwater, David towed *Headstrong* further to the western entrance to Plymouth Sound. At 3–4 knots in rough conditions it was tough going for all the crew. Sean was steering the yacht, with the sea breaking over the stern. With remarkable endurance in these conditions, Sean was at the helm for 1³/₄ hours.

Sean also monitored the condition of

the crew, who started to feel better once inside Plymouth Sound. They all reached the safety of the Torpoint Ferry area and the *City of Plymouth* returned to the station after a three-hour service. After the rescue Sean said: 'Everyone was on a high. It was a good job – the outcome was great and it had gone like clockwork.'

'It was one that I will always remember because there were a combination of factors that could have made the outcome very grave.' Sean Marshall

David Milford was awarded the Thanks of the Institution on Vellum for his role in the rescue, in recognition of his skills in leadership, boathandling, and his swift thinking and actions. Sean received a bronze medal for his bravery, skill and endurance. He modestly stresses that it was a team effort: 'I was delighted when they announced the award but it really is testament to the whole station.'

The award to Sean Marshall is the first medal at Plymouth station for 25 years. Sean was only a young boy when the previous medals were awarded, but he knows one of the heroes well. By being presented with the bronze medal, he is following in the footsteps of his very own father, Pat Marshall, who was awarded a bronze medal in 1978.

Déjà vu

The duo that rescued the lives of four people on the yacht *Headstrong* are making a habit of saving lives in outstanding services

Dave Milford and Sean Marshall have been awarded the Thanks of the Institution on Vellum for their role in the rescue of a lone skipper on 9 June 2002, just 19 days after the medal-winning rescue of *Headstrong*.

It was late at night when the *City of Plymouth* launched to help the 6.5m yacht the *March Hare*. With winds gusting up to gale force 9 and waves of up to 6m, the journey was physically demanding even with all the crew seated and strapped in. They

reached the casualty just after midnight. The yacht *March Hare* was in a bad way. With its engine jammed it was pitching heavily and rolling through at least 50 degrees. With the searchlight the crew spotted the skipper as he looked out of the main hatch to signal he was there. The lifeboat drew close to the yacht and the crew reassured the skipper that they would put a lifeboatman on board to help.

David and Sean knew what had to be done. As with the rescue of *Headstrong*, the coxswain would pull alongside the yacht and Sean would jump onto the vessel. The manoeuvre went well and Sean jumped safely onto the *March Hare*. Then David made another expertly judged approach the yacht again to throw a drogue to Sean.

'Dave and I have worked together for so long that we almost have a sixth sense.' Sean Marshall

On board the *March Hare* Sean had a lot of work to do to prepare the yacht for a tow. With the yacht pitching and rolling wildly, Sean clipped on his safety line whenever possible. He used his sailing knowledge to furl the sail and secure it. He noticed that the mast was in danger of collapse and was looking for a rope to secure it when a huge wave hit the boat. As Sean grabbed hold of the mast, the wave broke over him. He managed to hold on, but the wave had inflated his lifejacket. So David took the *City of Plymouth* close to the casualty again, to throw Sean a replacement lifejacket and Sean got back to work.

Sean did all he could to stabilise the yacht and was then ready to receive the tow. Two hours after launching, the tow line was secured and the tow commenced. David then had the near impossible task of maintaining a safe speed for the casualty, but providing enough power to make headway in the large seas. Both boats rolled violently during the tow, but a speed of 2–4 knots was maintained. After a gruelling tow of over four hours, *March Hare* reached the safety of Sutton Harbour. Simon Pryce, divisional inspector (South) commented on the good teamwork of the whole crew. He praised Sean's 'courage' and commented that David's boathandling was excellent: 'It is a measure of his skill that nobody was hurt.'

THE LIFEBOAT

Arun class lifeboat
ON-1136

City of Plymouth

Funding: The citizens of Plymouth together with other gifts and legacies

THE CREW

Coxswain

Dave Milford

Crew members

Sean Marshall

Dave Ellis

Sean O'Kane

Christopher Cook

Andrew Thompson

Jonathan West

PLYMOUTH LIFEBOAT STATION

Established: 1824

Previous RNLI medals:

15 silver and 5 bronze

THE CASUALTY

Crew of four on the Dana 34 yacht

Headstrong

THE CONDITIONS

Weather: Rain

Visibility: Poor

Wind: Force 9

Sea state: Rough

Dave Milford, award winner
Photo: Derek King

Thanks
on
Vellum



Lifeboats in action

Community spirit

The residents of the tranquil island of Alderney in the Channel Islands are renowned for being laid back, but with three lives in danger, the community sprang into action



Left to right: Declan Gaudion, Wayne Chandler, François Jean, Phil Murray, David McAllister and Mark Gaudion, Alderney D class lifeboat



The site of the rescue, the causeway leading to Fort Clonque

A 13-year-old girl was knocked off her feet and swept into the sea when playing on the water-covered causeway at Fort Clonque on 9 August. When her 16-year-old friend and a passer-by tried to help her, they also got washed off the causeway.

Gone 10pm, the evening was drawing in and rain made visibility poor, but people staying in the fort could see two of the casualties clinging to a rock close to the causeway. Breaking water surrounded the pair, and the rock was often awash.

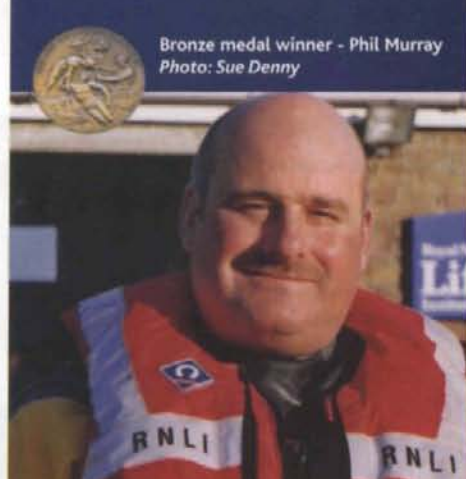
When Station Honorary Secretary David McAllister heard of the disaster from the Harbour Office, he authorised the launch of the station's D class and Trent class lifeboats and rushed to the scene. Mechanic Phil Murray was celebrating his wife's birthday in a restaurant when his pager went off. Phil ran to the station and put on inshore lifeboat kit and was soon on his way with François Jean and Wayne Chandler.

Both lifeboats battled through rough sea conditions with the wind of force 5-6 blowing across the tide. Drizzle and spray along with fading light meant that visibility was poor. The area is also rocky, but Phil at the helm of the D class knew that seconds could make the difference between life and death and took the

shortest route possible through the rocks. As Phil commented after the rescue, they just got on with the job in hand: 'It's visors down and away you go.'

The *Spirit of Alderney* reached the scene within 10 minutes of launching, just before the all-weather lifeboat. The D class lifeboat crew spotted the first girl clinging onto a rock. The area was illuminated by police landrovers on shore with spotlights and white parachute rockets from shore and the all-weather lifeboat positioned to the south of the causeway. There was now no sign of the other two casualties. Phil decided to try to reach the casualty in the D class, despite the surf and the precarious rocks. Phil commented: 'If we'd have got it wrong, we could have capsized the boat in breaking waves.' But time was crucial: if the young girl lost her grip or tried to swim for shore, it is likely that her life would be lost. The all-weather lifeboat repositioned herself at the north side of the causeway to act as a safety boat in case the *Spirit of Alderney* got into difficulty in the surf.

At one point they were within 3m of the girl, but despite many attempts to reach her, the D class could not get close enough. The boat was grounding on the rocks in 1-2m swell and the propeller kept touching the bottom,



damaging all three blades.

From the shore David McAllister and Crew Member Mark Gaudion could see that the lifeboat was struggling to reach the casualty. David acted quickly. He requested ropes and lifejackets be sent to the causeway from the station and advised others not to risk their lives wading out. Recalling the moment, David said he did not want someone who 'wasn't a lifeboat person' to risk their lives as this was 'not the right thing to do'. When the equipment arrived they quickly donned lifejackets and tied themselves together with a rope from the station. Policemen and two shore helpers tended the end of the rope as they waded out. Mark and David risked serious injury if they lost their footing, but they were well aware that they didn't have much time. They didn't know how long the 13 year old could hold on for.

The men were only 9m from shore when strength of tide made progress difficult, with around 80m to go. David had the presence of mind to place the rope on the upside of a wooden post next to the causeway. This eased their progress towards the girl and also ensured that they would not be swept quite so far out if they did lose their footing.

Phil on the D class knew that the boat would be inoperable if it suffered more damage to the propeller. As it was, he described it as being: 'Like a little cauliflower'. With David and Mark getting closer to the girl, Phil made the difficult decision to leave the girl to them. He decided to change his damaged propeller in the lee of Fort Clonque and look for the other casualties.

Spirit of Alderney moved around the fort to Hannaine Bay on the south side of the causeway to change the propeller. The conditions in the bay were not much calmer, and before they had a chance to change the propeller, they spotted the two other casualties.

By the light of the flares they saw that the second girl was on rocks very close to the fort. She would soon be taken to safety by the group at Fort Clonque. But the man was on a large rock

north of the causeway. Despite the problems with the propeller in horrendous conditions, the crew decided to attempt to rescue the man without delay.

Meanwhile David and Mark battled their way to the first girl on the rock. Mark commented that despite the pressure of the situation: 'Everybody was very calm, controlled and focussed on the job in hand.' They reached the exhausted casualty and Mark hoisted her onto his shoulder and started back to the shore. Soon, both girls were back on dry land. As predicted, the second girl was recovered by the group at the fort. The police vehicle crossed the causeway to pick up the girl.

The D class pushed through waves of 1-2m towards the remaining casualty. They drew close to the man, put the nose of the lifeboat jammed up on the rock and helped him on board. The casualty was then transferred quickly onto the all-weather lifeboat where the crew treated him with first aid, for shock and mild hypothermia. Phil spoke of the 'great relief to get the fellow on the boat.'

The all-weather lifeboat watched over the damaged D class on the way back to the station where an ambulance crew took the man to hospital and where the propeller was finally changed on the D class. Everybody was safe and tranquility returned to the island. Phil went back to the restaurant, Bump's eating house, with François, where the owners treated the men to a well-deserved big steak.

Phil received a bronze medal for his actions in the D class and Mark and David were awarded the Thanks of the Institution on Vellum for their bravery. Surprised, but proud of their awards, the three play down their heroism. Phil claimed: 'We weren't really brave. We had the best kit money could buy. We do what anybody would do.' The three holidaymakers had been saved by the bravery of individuals and a community effort. The rescue was well coordinated by the Harbour Office and it involved not only the island's two lifeboats, but also David and Mark from the shore, the police and St John Ambulance.

Thanks
on
Vellum

David McAllister,
the first station
honorary
secretary in 50
years to be
awarded the
Thanks of the
Institution on
Vellum



THE LIFEBOATS

D class lifeboat D-551

Spirit of Alderney

Funding: Miss EM Brook

Trent class lifeboat

ON-1199

Roy Barker I

Funding: Legacy of Frederick Roy Barker

D CLASS CREW

Helmsman

Philip Murray

Crew members

François Jean, Wayne Chandler

TRENT CLASS CREW

Coxswain

Declan Gaudion

Crew members

Martin Harwood, Ivan Randall, William Watt
James Walker, Andy Joyce

SHORE HELPERS

David McAllister, Mark Gaudion

ALDERNEY LIFEBOAT STATION

Established: First established in 1869,
closed in 1884.

Re-established 1985

Previous RNLI medals:

1 silver, 4 bronze

THE CASUALTY

Three holidaymakers

THE CONDITIONS

Weather: Rain

Visibility: Fair visibility, fading light and
darkness

Wind: Force 6

Sea state: Rough, tidal current
and heavy swell



Lifeboats in action

Damage limitation

Caught out by severe weather that had not been forecast, the yacht *Piciess* had a broken mast and sail and had engine failure. The 6.5m yacht and its crew of two, were at the mercy of the seas, 5 miles east of Lymington lifeboat station

When the Atlantic 75 Victor 'Danny' Lovelock launched just after 3pm on 9 September, Nicholas Hayward at the helm knew it was going to be 'a hands-on job'. They had to reach the *Piciess* before the floundering yacht sank.

Conditions were difficult even at the launching site – just within limits for the lifeboat. Away from the lee of the land, the conditions deteriorated. Gale force winds reached force 9 and there were frequent waves of over 3m.

Before going any further, Nicholas checked with the crew that they were willing to proceed in such rough conditions. Short seas and steep waves made the passage very demanding, physically and mentally, but they were all willing to continue to try to save the pair on the yacht. As helmsman, Nicholas said: 'I had full confidence in my crew and the boat'. The Atlantic 75 had only arrived at Lymington in June, but Nicholas remarked that: 'it performed well in extreme conditions, proving itself over the 21.'

The crew spotted the casualty and arrived on the scene only 10 minutes after launching. The yacht was without power due to intake of water and her mast and sail were hanging over the port side, still attached to the rigging. It was rolling and pitching violently with waves breaking continuously over the port side. The two crew were huddled in the cockpit. The 11m yacht *Golden Corn* was nearby, but it could not help because of the conditions.

Nicholas decided to put experienced crew member Barry Down on board to secure a tow. The helmsman intended to put the lifeboat's port bow on the yacht's starboard bow, so Barry could transfer to the yacht. Erratic movements from the yacht made this extremely difficult, but the crew managed it on the fourth attempt.

Once on board the yacht, Barry secured the broken mast and rigging and received the tow. Once the tow was secured, he checked the yacht's crew. They were sensibly dressed

in foul weather clothing, but they were cold and wet as the cabin offered them little protection from the waves.

The lifeboat started towing *Piciess* to Lymington into the prevailing wind and sea, but even at 3 knots the pressure on the tow line was immense. Nicholas made a quick decision to change course to Cowes marina. He waited for a lull in the conditions and then altered round to the east.

Soon after this, Barry became concerned about the condition of one of the yacht's crew. Barry slipped the tow and prepared the man for the transfer. The lifeboat reversed back alongside the yacht, both pitching violently, when movements were mirrored, the man was hauled into the lifeboat. He was suffering from seasickness and cold, so the crew transferred him to the larger yacht, *Golden Corn*. These actions required precision manoeuvring from Nicholas.

The tow line was secured again and the tow recommenced. The lifeboat, casualty and the *Golden Corn* reached the safety of the entrance to the River Medina, in the lee of the land. The crew secured *Piciess* on the portside of the lifeboat.

They knew they had made it once they entered Cowes Marina along with the *Golden Corn*. The two yachtsmen didn't need medical attention, so the crew left them and returned to Lymington lifeboat station.

The crew were delighted to complete the physically demanding three-hour service. Nicholas praised the efforts of the crew and commented that they: 'all had taken quite a beating' and were all tired and bruised. They were thankful that the only casualty during the rescue was the tow line, which had to be replaced after suffering friction damage.

The helmsman's boat handling, seamanship skill and leadership saved two lives and he was awarded the Thanks of the Institution on Vellum for his role in the rescue. Nicholas commented: 'To get any award is a great honour, not just for me, but everyone at the station'.



Above: Atlantic 75 Victor 'Danny' Lovelock

Group photo: (Left to right) Nicholas Hayward, Barry Down, Robin Mursell and Austin Honeysett

THE LIFEBOAT

Atlantic 75 lifeboat B-784

Victor 'Danny' Lovelock

Funding: Mrs Iris Lovelock

THE CREW

Helmsman Nicholas Hayward

Crew members

Barry Down, Robin Mursell, Austin Honeysett

LIFEBOAT STATION

Established: 1965

Previous RNLI medals: Bronze medal in 1981

THE CASUALTY

Crew of two on the 6.5m yacht *Piciess*

THE CONDITIONS

Weather: Rain, Visibility: Poor

Wind: Force 9, Sea state: Very rough



Above: Invergordon lifeboat and tug Kinraig stand by the *Est* to monitor the situation
Photo: Ian Jolly

Hostage drama

Invergordon lifeboat crew came under attack when they went to the aid of the merchant cargo ship *Est*, where the ship's first mate had allegedly taken his shipmates hostage

Lifeboat crew are trained to be ready for anything, but no-one could have predicted the high drama that took place at Invergordon on 15 January 2003.

The Trent class lifeboat launched at approximately 7.45am following a mayday call from *Est*. Despite winds of gale force 8, the lifeboat soon reached the vessel that was anchored near the entrance to the Cromarty Firth. The lifeboat stood by *Est* ready to offer assistance until 11am, when a flare, was fired apparently at the lifeboat, by one of the ship's crew members. Fortunately it missed the lifeboat landing harmlessly in the sea and the lifeboat withdrew to a safe distance.

The lifeboatmen could see that there was a disturbance among the ship's crew and that a fire had broken out on board. One *Est* crew member jumped into the sea and was recovered by the lifeboat. Three more crew members signaled they wanted to leave the boat. Despite the gale and 2m swell, Coxswain Andrew Murray took

the lifeboat alongside the ship and managed to get two crew off safely. The third crew member jumped into the sea and Allan Lipp entered the water to save him. He was recovered unconscious a few minutes later and was resuscitated on board the lifeboat.

The lifeboat returned to Invergordon and landed four casualties. On arrival, one man was taken to hospital by ambulance. The other three were treated at the lifeboat station by local paramedics and a local doctor. The lifeboat immediately changed crew and relaunched to standby in case further help was needed.

The *Est*'s Ukrainian first mate was apparently wielding an axe and had 'lost his mind' but finally gave himself up to police after lengthy discussions through an interpreter. The first mate was arrested and taken to shore five hours after the incident began. Thanks to the actions of the Invergordon lifeboatmen and the police, no lives were lost in this most unpredictable service.

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Mr Cox, of Bramley in Guildford

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Lifeboat and lifeguards

in cave rescue

An 11-year-old girl and her father were surfing on holiday in North Cornwall when the high tide swept them away. It was early evening on 10 August when a horrified mother watched her daughter and husband drifting further and further away from her. She alerted the emergency services immediately

When the St Agnes lifeboat crew heard of the surfers in trouble they were determined to come to the rescue. However, launching the D class lifeboat was no mean feat as high tide meant that the area was restricted to a narrow slipway. It took considerable skill by Helmsman Andrew Northcote, his crew, Rory Bushe and Carey Morgan, and six shore helpers to launch *Blue Peter IV*.

Once launched, it was not an easy passage. Andy Northcote, on his first shout as helmsman, praised his fellow lifeboatmen: 'The crew were excellent, riding the boat extremely well in those conditions. I had full confidence in them.' He also praised the performance of the boat, saying that both crew and boat 'got a bit of a pounding' on the 20-minute passage.

On their approach, the crew saw the Royal Navy search and rescue helicopter hovering around the cliffs at Perranporth and knew that the casualties must be in the caves. The helicopter had spotted the surfers, but could not get to them because of a rock overhang.

Two off duty Perranporth RNLI Beach Rescue lifeguards had also launched their Arancia rescue boat. As the D class was nearly on the scene, the Beach Rescue boat acted as a safety boat, working with the lifeboatmen.

Blue Peter IV reached the cave entrance. Familiar with the area, the lifeboat crew knew there were no underwater obstructions, but there was a 1-2m swell and considerable surf of about 2m around the entrance of the cave. They were aware that the girl was asthmatic and decided that there was no time to lose.

Approaching on the back of a wave, Andrew drove the lifeboat into the cave and with the power of the engine, he forced the front of the lifeboat onto the

rock ledge at the back of the cave. Carey held the vessel against the rock while Rory helped the two casualties into the lifeboat.

When all were safely on board, Andrew waited for a wave to lift the boat, and used brute strength and considerable skill to reverse out of the cave. After the rescue he commented that he didn't worry about how dangerous it all was: 'With all the backwash we almost got sideswiped. I really didn't have time to think like that. I saw a lull in the conditions and went for it.'

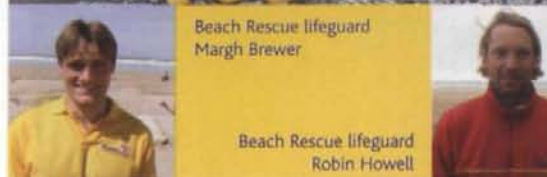
The crew checked the casualties. Both were suffering from mild hypothermia and the girl was suffering from a tight chest. The crew gave her oxygen and took the pair ashore as quickly as possible to an ambulance crew and a relieved mother, only 25 minutes after launching. The lifeboatmen realised that the job was done when they reached the shore safely and got applause and cheers from a crowd that had gathered on the clifftop.

Andy Northcote was awarded the Thanks of the Institution on Vellum, and said: 'We were stoked. You don't think about awards but when we were told I thought at first it was a wind up.' Andy stressed the important role of the launch team and the other rescue services involved: 'The teamwork was second to none.' Rory and Carey received letters of thanks from the Chairman, the shore helpers received a letter of appreciation from the Chief Executive, and the operations director sent the two off-duty lifeguards a letter of appreciation. At the crew's annual dinner in December, a simple but poignant message from the rescued father and daughter was read out to the lifeboat crew: 'We are thrilled to learn of the awards to the brave lifeboatmen Andy, Rory and Carey. We're deeply grateful to them for rescuing us from the cave that night – they risked their lives to save ours.'

Thanks
on
Vellum

Cave pic: View of the cave at Perranporth, where the surfers were stuck

Crew picture: The crew of the *Blue Peter IV*, Andrew Northcote – Vellum award winner, Rory Bushe and Carey Morgan



Beach Rescue lifeguard
Margh Brewer

Beach Rescue lifeguard
Robin Howell

THE LIFEBOAT

D class lifeboat D-453

Blue Peter IV

Funding: Proceeds from a *Blue Peter* TV appeal
1993/94

THE CREW

Helmsman

Andrew Northcote

Crew members

Rory Bushe, Carey Morgan

Shore crew

Gavin Forehead, Michael Williams, John Gunkle,
Clive Sandall, Steve Bunt, James Noonan,
Dewi Richards

ST AGNES LIFEBOAT STATION

Established: 1968

Previous RNLI medals: Silver medal in 1978

THE CASUALTY

2 surfers

THE CONDITIONS

Weather: Cloudy; Visibility: Good
Wind: Force 5; Sea state: Rough

Bringing maritime history to life



Above:
The lifeboat gallery



Left:
Chatham
volunteers



Below:
Blue Peter III

When was the last time you visited a museum or a historic site? The best places are those that bring history to life, for children and adults. If the museum inspires you, not only will you have a great day out, you will leave knowing far more than when you arrived

The RNLI's historic lifeboat collection consists of 17 lifeboats, each with a story to tell from the past 180 years of life saving. Based at the Historic Dockyard Chatham, in Kent, the lifeboats are in good company, with neighbours *HM Submarine Ocelot*, *HMS Gannet* and *HMS Cavalier*.

The lifeboat collection was originally privately owned and on display at the Bristol Maritime Museum. When the museum closed there was the very real risk of the lifeboat collection being broken up. This was a unique opportunity to bring these boats, which have saved so many lives, back into the ownership of the RNLI. What better way to demonstrate the RNLI's proud past if not with examples from it? The RNLI decided to accept the lifeboats and find a way to put them on display.

With a reputation for operating lifeboats of the highest standard, much work had to be done to restore the lifeboats. An energetic group of volunteers, commanded mainly by the Lifeboat Enthusiasts' Society, arrived on the scene. They ensured many of the neglected lifeboats were restored to their former glory and put on display to the public.

The lifeboats on display

So what can you expect to see? The 17 lifeboats all in one location are an impressive sight, but they are brought to life by videos, archive films, artefacts and displays that tell the stories of heroic

rescues. The lifeboats range from an Arun class all-weather lifeboat that was involved in a gold medal rescue in 1976 to the oldest boat in the collection – the *St Paul*, built in 1897 and currently awaiting restoration. The *St Paul* is representative of a Norfolk and Suffolk wide beam lifeboat of this era. One of her memorable rescues was during December 1919, which led to the coxswain and second coxswain being awarded silver medals for gallantry, and all of the 14 crew members receiving bronze medals.

Were you or your children involved in any of the *Blue Peter* lifeboat appeals? The children's television programme funded four D class inflatables in the 1960s. At Chatham you will have a chance to see one of the actual lifeboats for which you raised money with all those milk bottle tops.

The new interactive displays proved very popular at a Storm Force day for younger members of the RNLI, held last year. They can be found in the centre of the gallery and illustrate the history of lifeboat development and speed.

The lifeboat gallery attracts visitors from all over the world, providing a wonderful showcase for what the oldest national lifeboat service in the world has achieved over the years. It is also a testament to how much volunteers have done, from the lifeboat crews who used these boats to the volunteers that restore and maintain the lifeboats on show.



Lifeboats

RNLI members:

Two for the price of one in 2003 – this means one adult or child free entry into The Historic Dockyard Chatham when accompanied by one full paying adult.

This offer is not valid for special events and cannot be used in conjunction with any other offer. Visitor must present voucher and/or membership card at the admissions desk. Please call our info line on 01634 823807 to check special event dates and opening times.

The Historic Dockyard Chatham

Visitors to The Historic Dockyard Chatham will discover how the site has been involved in making maritime history over the past 400 years. It brings the past to life through a range of media including films, displays and the history-making boats themselves.

For over 400 years, HM Naval Base Chatham was one of the most important naval bases in England. The site first saw action with the Spanish Armada, and played an active role in Britain's naval affairs until the Falklands war. Nelson's flagship *HMS Victory* was built in Chatham.

The base was vacated by the Navy in 1984, but is still very much alive today. It is now open as a massive museum managed through a registered charity, the Chatham Historic Dockyard Trust. The Trust has added several new attractions and the Medway has become part of the developing Maritime Kent.

A visit to The Historic Dockyard will take a good part of the day or more so be prepared for a lot of walking. The site is approximately 80 acres in size. There are 47 ancient scheduled monuments and five large visitor attractions including the lifeboat gallery, a tour of the working ropeworks, the Museum of the Royal Dockyard, *HM Submarine Ocelot*, *HMS Gannet* and *HMS Cavalier*, and the Wooden Walls exhibition. For the tired or faint hearted, there is a heritage vintage bus is available to transport visitors around the site to these various displays.

The Ropery

Ropes are still produced at Chatham and you can go on a themed tour of this awe-inspiring, working ropery complex. Costumed characters based on the ropery foreman through to the general labourers from the ropery's past bring alive the stories of those working there during the Victorian era. You can make your own piece of rope using traditional methods dating back to 1618.

Museum of the Royal Dockyard

Find out how the Dockyard shaped Britain's global influence through the museum displays. Visitors can journey through 400 years of the history of Chatham and the Royal Navy, from its origins in the reign of Henry VIII through to the 1980s.

HMS Cavalier

Visitors can climb aboard and experience the open bridge of the destroyer that saw active service in World War II, and go below decks to see how the crew lived.

Submarine experience

You also have the opportunity to go down into the depths of the spy submarine *Ocelot*, the last warship built at Chatham for the Royal Navy, which prowled the depths of the ocean.

Sloop scoop

During 2003, the restoration of *HMS Gannet*, the last remaining Naval sloop of the Victorian Navy, will be complete. The covers will be taken off to reveal a fully refurbished hull. She will be re-floated, the masts and spars will be put in place and finally she will be rigged.

Wooden Walls

Discover how a wooden warship was built in 1758 in the interactive Wooden Walls exhibition. Soak up the atmosphere through the sights, sounds and smells of the working 18th century dockyard.

There are plenty of special events organised at the dockyard each year. One highlight will take place over the late May Bank holiday (24–26 May). For three days The Historic Dockyard Chatham will be transformed into a living celebration of what entertained the nation during the last 300 years. The dramatic backdrops of the buildings will showcase music, entertainment, food/drink and family life of Britain during four pivotal decades – the Georgians, the Victorians, the sixties and the first decade of the new millennium. The popular Navy Days have been revived and the next will be held in 2004.

For more details on special events and information on opening times and cost, visit: www.chdt.org.uk

Telephone: 01634 823 800

Fax: 01634 823 801

The Historic Dockyard Chatham
Kent
ME4 4TZ



Above: The Ropery



Above: Wooden Walls exhibition



Below: Submarine experience – *Ocelot*

Time is of the essence



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

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

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

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

**Send now for your free legacy
information pack and discover
how a gift in your Will can help
volunteer lifeboat crews save
lives for years to come.**

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

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

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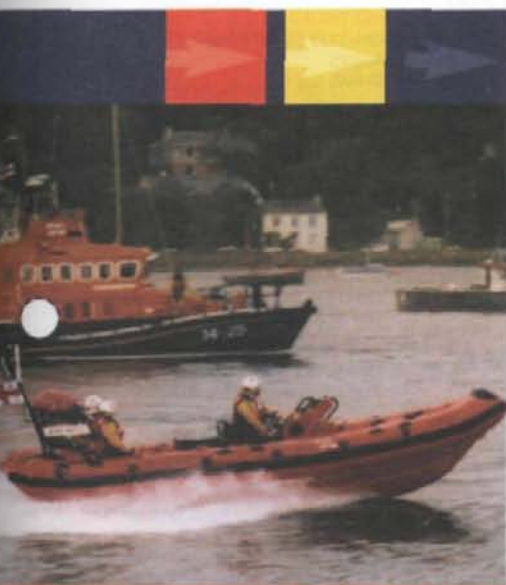
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LBJ03/4



Lifeboats
Royal National Lifeboat Institution

Listings



Miss Betty and the Trent class Austin Lidbury from Ballycotton

Miss Betty arrives at Crosshaven

Ireland's 42nd lifeboat station opened on 19 October 2002 and her new boat was welcomed to the RNLI fleet. Crosshaven has until now been served by Ballycotton to the east or Courtmacsherry to the west.

The service that will now be provided will be 24 hour 365 days a year, and can assist any craft within Cork harbour and those further a field. The new boathouse and station have been built to make this possible and have a central training room, meeting room and a room for the provision of equipment and protective clothing that is essential in all rescues.

Mr Terence Johnson, a member of the RNLI trustee committee, officially opened the boathouse. Mr Clayton Love, son of the

former RNLI deputy chairman Mr Clayton Love Jnr, delivered the new Atlantic 75 into the care of the Institution.

Mr Clayton Love Jnr has been on the RNLI committee of management for a number of years and when he heard there was a new station to be established, he immediately undertook the task of funding the lifeboat, choosing to name it Miss Betty after his dear wife. Despite her frailty, Mrs Love has a keen interest in the running and operation of the boat and she has assured the crew that she will visit.

As a mark of solidarity and camaraderie, the Crosshaven fire brigade presented the lifeboat station with a plaque marking the official opening.

Emma Love and Rachael Cronin, grandchildren of Clayton and Betty Love, officially named the Atlantic 75 Miss Betty, spraying champagne on her bow as she was launched into the harbour.

Patricia Jennings at Youghal

The legacy of the late Mrs Patricia Jennings has funded a new Atlantic 75 for Youghal, who have also been lucky enough to receive €23,000 towards the building of their new boathouse from the Boys Brigade and Stedfast Association. The money raised came from a variety of fundraising activities supporting the BB Millennium appeal for lifeboats. The naming ceremony took place on 21 September 2002 and proved to be an ideal opportunity to thank them both.

Mr Robert Brown, executor of Mrs

Patricia Jennings's estate travelled down to Youghal from Dorking in Surrey to formally deliver the boat into the care of the RNLI. Mr Brown named the boat and expressed his honour at being able to undertake this final task on behalf of Mrs Jennings.

The RNLI were the main beneficiary under her will but she also left a substantial sum to the Peoples Dispensary for Sick Animals. That organisation has built a surgery named after her late husband Fred Jennings.

Lough Swilly

A re-dedication ceremony was held on 7 September for the Tyne class William Luckin, which has recently been transferred to Lough Swilly from Arranmore. Visitors came from all over the UK to see the boat despite the poor weather forecast and Irish teams being in two international sports events.

Mr Reg Ryan, president of the Lough Swilly fundraising branch, opened the ceremonies and the Buncrana Accordion band entertained the guests. The station is unusual in that it has three boats, two inshore and the new Tyne class lifeboat.

Rev Canon Barton, Rev C Keaney and Rev Dr S Williams performed the blessing ceremony, accompanied by the Calgach Singers and St Orans choir. Mrs Joan Brown, honorary treasurer of Lough Swilly fundraising branch, proposed the vote of thanks.

New IB1 at Dunbar

The first IB1 to enter service was named on Saturday 2 November 2002 at the Craig en Gelt Hotel in Dunbar.

The new model entered service in July 2002, financed by Alan Turner from Callande and his friends and family around the world, who donated £15,000. Mr Turner made the donation to honour his late wife, and he and his son named the vessel Marie Turner in her memory.

Inshore lifeboat crews from across Scotland had the opportunity to trial the boat earlier in the year, and by all accounts she performed beyond expectation. Crews were impressed with the handling capabilities, speed and manoeuvrability.

The Marie Turner has now been taken to Poole to join the relief fleet before being allocated a permanent home on the coast.



William Luckin and crew slip her moorings with the Atlantic 75 Daisy Aitken and crew standing by

Listings

ABERDEEN

ON-1248 (17-24): Aug 13, Aug 19
D-536: Aug 9

ABERDOVEY

B-758: Aug 4, Aug 24, Aug 26

ABERSOCH

B-582: Aug 3, Aug 26, Aug 29

ABERYSTWYTH

B-704: Aug 4, Aug 17(x2), Aug 20(x2), Aug 22, Aug 24, Aug 30

ACHILL ISLAND

ON-1228 (14-24): Aug 14, Aug 30

ALDEBURGH

ON-1193 (12-34): Aug 3, Aug 10(x2), Aug 17, Aug 22(x2)
D-456: Aug 16(x3), Aug 31
D-604: Aug 10

ALDERNEY

ON-1199 (14-04): Aug 2, Aug 9(x2), Aug 15 (x2), Aug 21, Aug 27
D-551: Aug 9

AMBLE

D-498: Aug 5

ANGLE

ON-1114 (47-011): Aug 6

ANSTRUTHER

ON-1174(12-17): Aug 2, Aug 16, Aug 18, Aug 20

APPLEDORE

ON-1140 (47-027): Aug 13
B-742: Aug 10, Aug 22, Aug 30 (x2)

ARAN ISLANDS

ON-1217 (17-06): Aug 6, Aug 30

ARBROATH

ON-1194 (12-35): Aug 6
D-455: Aug 15

ARKLOW

ON-1223 (14-19): Aug 8(x2), Aug 20

ARRAN (LAMLAH)

B-770: Aug 4(x2)

ARRANMORE

ON-1244 (17-22): Aug 9

ATLANTIC COLLEGE

B-763: Aug 14

BALLYCOTTON

ON-1233 (14-25): Aug 9, Aug 21

BALLYGLASS

D-492: Aug 8

BANGOR

B-584: Aug 3, Aug 6, Aug 11, Aug 16

BARMOUTH

ON-1184 (12-25): Aug 11
D-524: Aug 7, Aug 17 (x3), Aug 27, Aug 31

BARRA ISLAND

ON-1230: Aug 4

BARROW

D-567: Aug 21

BARRY DOCK

ON-1082: Aug 30, Aug 7, Aug 18, Aug 23

BEAUMARIS

B-768: Aug 4, Aug 7, Aug 10(x3), Aug 13, Aug 18, Aug 26, Aug 30(x2)

BEMBRIDGE

ON-1126 (47-018): Aug 23, Aug 29

D-503: Aug 6, Aug 12(x2), Aug 13(x2), Aug 15, Aug 16, Aug 26, Aug 29

BERWICK UPON TWEED

ON-1191 (12-32): Aug 1, Aug 30
D-494: Aug 8, Aug 30

BLACKPOOL

B-748: Aug 11, Aug 16 twice, Aug 21, Aug 28 and Aug 30
D-449: Aug 11(x2), Aug 16(x2), Aug 21, Aug 27, Aug 28, Aug 30
D-566: Aug 11, Aug 27, Aug 28, Aug 30

BLYTH

ON-1204 (14-06): Aug 5
D-464: Aug 16

BORTH

D-479: Aug 5, Aug 10, Aug 11, Aug 14, Aug 15(x2), Aug 20, Aug 24
D-603: Aug 16(x2), Aug 26

BRIDLINGTON

D-557: Aug 21
D-601: Aug 15

BRIGHTON

B-737: Aug 3, Aug 10, Aug 11, Aug 13, Aug 14, Aug 18, Aug 19, Aug 23, Aug 26

BROUGHTY FERRY

ON-1252 (14-31): Aug 3(x2), Aug 16, Aug 17, Aug 19, Aug 27
D-539: Aug 5(x2), Aug 17, Aug 19, Aug 25, Aug 27(x2)

BUCKIE

ON-1093 (52-27): Aug 24

BUDE

D-495: Aug 26

BUNDORAN

B-711: Aug 31
B-718: Aug 2, Aug 16, Aug 20, Aug 23

BURNHAM ON CROUCH

B-733: Aug 20
D-519: Aug 6

BURRY PORT

D-472: Aug 6, Aug 10, Aug 11(x2), Aug 21, Aug 25, Aug 27, Aug 31

CALSHOT

ON-1108 (52-34): Aug 5, Aug 12, Aug 18
D-418: Aug 5

CAMPBELTOWN

ON-1237: Aug 26(x2)
D-571: Aug 22

CARDIGAN

B-752: Aug 12
D-422: Aug 12

CASTLETOWNBERE

ON-1118 (52-36): Aug 1, Aug 29

CHISWICK

B-734: Aug 13
B-767: Aug 24
E-004: Aug 29
E-006: Aug 1, Aug 3(x2), Aug 6,

Aug 11, Aug 14, Aug 16, Aug 17(x2), Aug 21, Aug 23, Aug 24, Aug 26, Aug 28, Aug 29

CLEETHORPES

D-454: Aug 4, Aug 17(x2), Aug 19, Aug 22, Aug 25(x2), Aug 29

CLIFDEN

B-751: Aug 14

CONWY

D-482: Aug 3

COURTMACSHERRY HARBOUR

ON-1205 (14-07): Aug 4

COURTOWN

D-548: Aug 2, Aug 10

COWES

B-787: Aug 16

CRICCIETH

B-707: Aug 8, Aug 14(x2), Aug 19(x2), Aug 20(x4), Aug 21, Aug 27(x3)

CROMER

D-568: Aug 14(x2)

CROSSHAVEN

B-782: Aug 3, Aug 31

CULLERCOATS

B-591: Aug 6, Aug 13

DONAGHADEE

ON-1107 (52-33): Aug 8, Aug 11(x2), Aug 23, Aug 26

DOUGLAS

ON-1133 (47-021): Aug 4

DOVER

ON-1160 (52-46): Aug 2, Aug 19
ON-1220 (17-09): Aug 25

DUN LAOGHAIRE

ON-1200 (14-05): Aug 7, Aug 24, Aug 26

DUN-1228 (14-24): Aug 4

D-565: Aug 4

DUNBAR

ON-1207 (14-09): Aug 16

DUNGENESS

ON-1186 (12-27): Aug 4, Aug 24

DUNMORE EAST

ON-1215 (14-17): Aug 8, Aug 25(x4)

EASTBOURNE

ON-1195 (12-36): Aug 4, Aug 15(x3), Aug 17(x3)
D-570: Aug 4, Aug 17(x3), Aug 18(x2), Aug 25(x3), Aug 26

ENNISKILLEN

B-525: Aug 4
B-549: Aug 2, Aug 21

EXMOUTH

ON-1210 (14-12): Aug 27
D-516: Aug 21

EYEMOUTH

ON-1095 (47-004): Aug 14
ON-1209 (14-11): Aug 10
ON-1213 (14-15): Aug 26

FALMOUTH

ON-1256 (17-29): Aug 1, Aug 14
B-564: Aug 3, Aug 10(x3), Aug 11, Aug 14(x2)

FENIT

ON-1253 (14-32): Aug 5, Aug 15, Aug 18, Aug 24
D-459: Aug 5, Aug 18, Aug 24

FETHARD

D-434: Aug 18

FILEY

ON-1170 (12-13): Aug 13
D-563: Aug 3, Aug 13, Aug 14, Aug 21, Aug 24(x2)

FISHGUARD

ON-1198 (14-03): Aug 2, Aug 14, Aug 15
D-505: Aug 10, Aug 15

FLAMBOROUGH

B-724: Aug 14, Aug 18, Aug 24

FLEETWOOD

ON-1156 (47-038): Aug 11
D-488: Aug 1, Aug 22

FLINT

D-510: Aug 4

FOWEY

ON-1222 (14-18): Aug 3, Aug 9, Aug 10
D-526: Aug 3, Aug 18(x2), Aug 19, Aug 21, Aug 27

FRASERBURGH

ON-1259 (14-34): Aug 12

GALWAY

B-738: Aug 24

GIRVAN

ON-1196 (12-37): Aug 1

GRAVESEND

B-734: Aug 14
E-003: Aug 13
E-004: Aug 10, Aug 16, Aug 17(x2), Aug 18
E-005: Aug 19 (x2), Aug 24, Aug 25 (x2), Aug 26, Aug 31

GT YARMOUTH & GORLESTON

ON-1208 (14-10): Aug 5 (x2)
B-786: Aug 4, Aug 16, Aug 27, Aug 30

HAPPISBURGH

D-468: Aug 14

HARTLEPOOL

ON-1106 (52-32): Aug 1, Aug 4 (x3), Aug 6, Aug 30
B-736: Aug 3(x2), Aug 6, Aug 17, Aug 18

HARWICH

ON-1202 (17-03): Aug 10, Aug 26
B-571: Aug 1, Aug 5, Aug 9, Aug 11, Aug 17, Aug 21, Aug 24, Aug 26, Aug 29, Aug 30, Aug 31

HASTINGS

ON-1125 (12-002): Aug 15
D-540: Aug 1(x2), Aug 14, Aug 17, Aug 20, Aug 23

HAYLING ISLAND

B-712: Aug 10, Aug 26 (x2)
D-496: Aug 7

HELENSBURGH

B-581: Aug 25

HELWICK HEAD-

B-590: Aug 25
B-760: Aug 6

HOLYHEAD-

ON-1123 (52-37): Aug 3, Aug 12, Aug 25
D-603: Aug 4

HORTON & PORT EYNON

D-531: Aug 10(x2), Aug 22, Aug 25, Aug 26

HOWTH

ON-1258 (14-33): Aug 13, Aug 29, Aug 30
D-530: Aug 8

HOYLAKE

ON-1148 (12-11): Aug 3
ON-1163 (12-005): Aug 22(x2)

HUMBER

ON-1216 (17-05): Aug 7, Aug 17(x2), Aug 24, Aug 25(x2)

HUNSTANTON

B-749: Aug 11, Aug 13, Aug 16, Aug 17, Aug 22, Aug 24, Aug 30(x2)

ILFRACOMBE

ON-1162 (12-004): Aug 14, Aug 21, Aug 28
D-423: Aug 4(x2), Aug 12, Aug 14, Aug 16, Aug 17(x2), Aug 18
D-425: Aug 24

INVERGORDON

ON-1206 (14-08): Aug 2, Aug 22(x2), Aug 30

ISLAY

ON-1219: Aug 2, Aug 2, Aug 27, Aug 29, Aug 31(x2)

KESSECK

B-771: Aug 5, Aug 28

KILKEEL

B-593: Aug 12, Aug 21, Aug 24, Aug 31

KILMORE QUAY

ON-1187(12-28): Aug 4, Aug 10, Aug 13, Aug 14, Aug 27(x2)

KINGHORN

B-720: Aug 6, Aug 9, Aug 12, Aug 13, Aug 24, Aug 25(x2), Aug 26, Aug 28(x2)

KIRKCUDBRIGHT

B-585: Aug 16, Aug 23

KIRKWALL

ON-1231 (17-13): Aug 19

KYLE OF LOCHALSH

B-740: Aug 3

LARGS

B-739: Aug 4, Aug 17, Aug 19

LARNE

ON-1246 (14-30): Aug 12, Aug 21
D-499: Aug 14

LERWICK

ON-1257 (17-30): Aug 3, Aug 9, Aug 17, Aug 24 Aug 29

LITTLE & BROAD-HAVEN

D-484: Aug 4(x2), Aug 25, Aug 28

LITTLEHAMPTON,

B-779: Aug 14, Aug 25, Aug 29
D-433: Aug 25

LITTLESTONE ON SEA

B-785: Aug 12, Aug 29(x2), Aug 31(x3)

Listings

LOOE

D-574: Aug 23

LOUGH SWILLY

ON-1111 (47-009): Aug 4, Aug 25
B-717: Aug 4, Aug 7, Aug 22, Aug 25(x2)
D-502: Aug 7

LOWESTOFT

ON-1132 (47-020): Aug 1, Aug 4, Aug 23, Aug 31

LYME REGIS

B-741: Aug 11, Aug 18, Aug 19(x2), Aug 20, Aug 23, Aug 24(x2), Aug 25(x2), Aug 27(x2)

LYMINGTON

B-784: Aug 25(x2)

LYTHAM ST ANNES

ON-1189 (12-30): Aug 11
D-509: Aug 18, Aug 28, Aug 30

MABLETHORPE

B-778: Aug 1, Aug 14, Aug 17(x2), Aug 19, Aug 24
D-506: Aug 1, Aug 10, Aug 13(x6), Aug 14, Aug 17(x2), Aug 19, Aug 22, Aug 24, Aug 30

MACDUFF

B-592: Aug 2

MALLAIG

ON-1250 (17-26): Aug 2

MARGATE

ON-1177 (12-20): Aug 7
D-486: Aug 7(x2), Aug 24

MINEHEAD

B-708: Aug 11, Aug 29
D-549: Aug 18

MOELFRE

ON-1116 (47-013): Aug 13(x2), Aug 19, Aug 24
D-457: Aug 12, Aug 24(x2), Aug 29

MONTROSE

ON-1109 (47-013): Aug 9

MORECAMBE

D-564: Aug 1, Aug 24(x2)

MUDEFORD

B-583: Aug 6, Aug 13, Aug 21, Aug 23, Aug 26

NEW BRIGHTON

B-721: Aug 11

NEW QUAY

(CARDIGANSHIRE),
D-476: Aug 1, Aug 14(x2), Aug 29

NEWBIGGIN

B-775: Aug 3

NEWCASTLE

ON-1188 (12-29): Aug 5
D-478: Aug 4, Aug 21

NEWHAVEN

ON-1243 (17-21): Aug 2
ON-1262 (17-33): Aug 23

NEWQUAY (CORNWALL)

B-715: Aug 1, Aug 5, Aug 19, Aug 22
D-497: Aug 2, Aug 4, Aug 5, Aug 17, Aug 19, Aug 21, Aug 22, Aug 25

NORTH BERWICK

D-452: Aug 17

OBAN

ON-1227 (14-23): Aug 12, Aug 17(x2), Aug 18, Aug 19, Aug 22

ON PASSAGE

ON-1160 (52-46): Aug 23
ON-1228 (14-24): Aug 8
ON-1240 (14-28): Aug 15
ON-1255 (17-28): Aug 10

PADSTOW

ON-1094 (47-003): Aug 8

PENARTH

B-725: Aug 17
D-414: Aug 19

PETERHEAD

ON-1127 (47-019): Aug 5

PLYMOUTH

ON-1103 (52-31): Aug 1, Aug 11, Aug 23, Aug 26, Aug 30

POOLE

ON-1131 (47-023): Aug 2, Aug 18(x2)
B-710: Aug 2, Aug 14, Aug 18(x2), Aug 23, Aug 24(x3), Aug 25

POOLE CREW TRAINING CENTRE

ON-1100 (TL-01): Aug 7

PORT ISAAC

D-546: Aug 25

PORT ST MARY

D-575: Aug 6

PORT TALBOT

D-550: Aug 27

PORTAFERRY

B-706: Aug 3, Aug 13, Aug 14, Aug 24, Aug 30

PORTHCAWL

B-726: Aug 12(x2), Aug 23, Aug 26, Aug 27

PORTHDLINLLAEN

ON-1120 (47-015): Aug 5, Aug 26, Aug 30

PORTPATRICK

ON-1151 (47-033): Aug 4, Aug 14

PORTREE

ON-1214 (14-16): Aug 3, Aug 15(x2), Aug 17

PORTRUSH

ON-1247 (17-23): Aug 6, Aug 22, Aug 26, Aug 26, Aug 31(x2)
D-572: Aug 5, Aug 11, Aug 21, Aug 24, Aug 25, Aug 26, Aug 27

PORTSMOUTH

B-730: Aug 17, Aug 26
D-554: Aug 14, Aug 26

PWLLHELI

ON-1168 (12-010): Aug 13
D-460: Aug 19
D-522: Aug 10

QUEENSFERRY

B-735: Aug 12, Aug 29

RAMSGATE

ON-1197 (14-02): Aug 7, Aug 16, Aug 18, Aug 29, Aug 30
B-765: Aug 1, Aug 9, Aug 12(x2),

Aug 13, Aug 14, Aug 20, Aug 29(x2)

RED-BAY

B-728: Aug 15, Aug 24(x2), Aug 28

REDCAR

B-777: Aug 1, Aug 17

ROCK

D-489: Aug 17

ROSSLARE HARBOUR

ON-1159 (52-45): Aug 4, Aug 14

RYE HARBOUR

B-727: Aug 6, Aug 15, Aug 16, Aug 17(x2), Aug 21, Aug 26, Aug 31(x2)

SALCOMBE

ON-1130 (47-022): Aug 2, Aug 9, Aug 18, Aug 26, Aug 27

SCARBOROUGH

D-483: Aug 24
D-560: Aug 2, Aug 4, Aug 11

SEAHOUSES

D-529: Aug 5(x2), Aug 20

SELSEY

ON-1115 (47-012): Aug 22, Aug 25, Aug 28
D-533: Aug 1, Aug 9, Aug 15, Aug 25, Aug 28(x2)

SENNEN COVE

D-490: Aug 16

SHEERNESS

ON-1180 (14-01): Aug 26(x2)
D-474: Aug 2
D-513: Aug 12, Aug 25(x2)

SHERINGHAM

B-702: Aug 3

SHOREHAM HARBOUR

ON-1158 (47-040): Aug 4(x2), Aug 24, Aug 25
D-501: Aug 4 twice, Aug 17, Aug 18, Aug 24(x2), Aug 26(x2), Aug 31

SKEGNESS

ON-1166 (12-008): Aug 1, Aug 11, Aug 17(x2), Aug 24, Aug 25, Aug 30, Aug 31
D-573: Aug 1, Aug 7(x5), Aug 11, Aug 12, Aug 13(x10), Aug 14(x2), Aug 16, Aug 17(x4), Aug 19, Aug 21, Aug 24, Aug 25, Aug 28, Aug 29(x3), Aug 31

SKERRIES

B-747: Aug 17

SOUTH BROADS

D-438: Aug 20
XP 5: Aug 22

SOUTHWOLD

B-750: Aug 10(x2), Aug 21

ST ABBS

B-568: Aug 26
B-579: Aug 10

ST AGNES

D-453: Aug 5, Aug 12, Aug 25

ST BEES

B-719: Aug 2

ST CATHERINE

B-772: Aug 8, Aug 23

ST DAVIDS

ON-1139 (47-026): Aug 16
D-543: Aug 23

ST HELIER

ON-1155 (47-037): Aug 2
ON-1157 (47-039): Aug 11, Aug 13, Aug 31

ST MARY'S

ON-1229 (17-11): Aug 4

STRANRAER

D-467: Aug 3, Aug 30, Aug 31

SUNDERLAND

ON-1225 (14-21): Aug 17, Aug 21, Aug 23
D-470: Aug 1, Aug 7, Aug 20(x2), Aug 21, Aug 23, Aug 26

SWANAGE

ON-1182 (12-23): Aug 2, Aug 4, Aug 8, Aug 13, Aug 16, Aug 18, Aug 24, Aug 28
D-446: Aug 2, Aug 18, Aug 28

TEDDINGTON

D-576: Aug 4(x2)
D-577: Aug 14, Aug 25

TEESMOUTH

ON-1110 (47-008): Aug 8

TEIGNMOUTH

B-588: Aug 1, Aug 6, Aug 12, Aug 13, Aug 14, Aug 21(x2), Aug 25, Aug 31

TENBY

ON-1112 (47-010): Aug 14, Aug 29, Aug 31
D-424: Aug 6, Aug 12, Aug 19, Aug 20, Aug 22, Aug 24, Aug 26, Aug 27, Aug 28, Aug 29, Aug 30

THE LIZARD

ON-1122 (47-017): Aug 6
ON-1145 (47-030): Aug 22

THE MUMBLES

ON-1096 (47-005): Aug 9, Aug 11
D-552: Aug 11, Aug 24(x2), Aug 27, Aug 28

TIGHNABRUAICH

B-757: Aug 3, Aug 20

TOBERMORY

ON-1143 (52-41): Aug 1, Aug 4, Aug 13

TORBAY

ON-1081 (52-22): Aug 14
ON-1255 (17-28): Aug 2, Aug 11, Aug 26, Aug 27, Aug 29(x2)
D-437: Aug 9
D-504: Aug 15, Aug 19, Aug 26(x2), Aug 27, Aug 30
D-602: Aug 2(x2), Aug 6, Aug 7

TOWER

E0-003: Aug 5, Aug 8(x2), Aug 9, Aug 10(x4), Aug 11(x2), Aug 15(x2), Aug 16, Aug 17(x2), Aug 18(x3), Aug 19, Aug 21, Aug 22, Aug 24(x5), Aug 26(x3), Aug 27(x2), Aug 28, Aug 29, Aug 31
E-005: Aug 1(x3), Aug 3, Aug 13, Aug 14(x3), Aug 20

TRAMORE

D-511: Aug 4

TREARDDUR BAY

B-731: Aug 10, Aug 20, Aug 26(x2)
B-773: Aug 1
D-441: Aug 26

TROON

ON-1078 (52-21): Aug 2, Aug 5, Aug 16, Aug 30

TYNEMOUTH

ON-1201 (17-02): Aug 21
ON-1242 (17-20): Aug 5
D-535: Aug 3, Aug 5(x2), Aug 19

VALENTIA

ON-1218 (17-07): Aug 2
ON-1254 (17-27): Aug 8, Aug 17

WALMER

B-589: Aug 6, Aug 18, Aug 24
D-514: Aug 18

WALTON & FRINTON

ON-1154 (47-036): Aug 16

WELLS

ON-1161 (12-003): Aug 16, Aug 31
D-512: Aug 4, Aug 10, Aug 11, Aug 16

WEST KIRBY

D-473: Aug 22

WEST MERSEA

B-761: Aug 19(x2), Aug 24, Aug 30, Aug 31

WESTON SUPER MARE

B-769: Aug 10
D-537: Aug 10, Aug 20, Aug 25

WEXFORD

D-469: Aug 25(x2)

WEYMOUTH

ON-1113 (52-35): Aug 19, Aug 29
ON-1261 (17-32): Aug 1, Aug 10, Aug 11(x2), Aug 13
B-700: Aug 1, Aug 12, Aug 19, Aug 28, Aug 29

WHITBY

D-447: Aug 2, Aug 13, Aug 14, Aug 19

WHITSTABLE

B-764: Aug 3, Aug 8(x2), Aug 11, Aug 13(x2), Aug 14, Aug 16(x2), Aug 18(x2), Aug 22, Aug 23, Aug 30

WICK

ON-1224 (14-20): Aug 14, Aug 28

WICKLOW

ON-1153 (47-035): Aug 8

WITHERNSEA

D-541: Aug 11(x3), Aug 28, Aug 31

WORKINGTON

ON-1141 (47-028): Aug 4, Aug 31

YARMOUTH

ON-1249 (17-25): Aug 3, Aug 25(x2), Aug 26, Aug 29

YOUGHAL

B-760: Aug 29
B-590: Aug 5

Listings

On station



Severn class *Beth Sell*
Photo: Gilbert Hampton

All-weather

- **Relief Fleet**
ON-1260 *Roger and Joy Freeman* on 10 September 2002
ON-1262 *Beth Sell* on 16 August 2002

Inshore

- **Staithes and Brunswick**
B-788 *Pride of Leicester* on 16 October 2002
B-576 was withdrawn from service
- **Penlee**
B-787 *Paul Alexander* on 12 September 2002
B-753 was withdrawn from service to the ILC
- **St Abbs**
B-783 *Dorothy & Katherine Barr II* on 2 October 2002
B-568(R) has been withdrawn from service

Hovercraft

- **Morecambe**
H-002 *The Hurley Flyer* on 23 December 2002
- **Relief Fleet**
H-001 on 23 December 2002

Appointments

The following new appointments have been made
Richard Polden – Wales and West Mercia regional manager
Colin Millar – Troon Coxswain
J McLean – Mallaig deputy launching authority
J Wickham – Rosslare deputy launching authority
PG Pinkerton – Newcastle honorary secretary
Martin Double – Mumbles coxswain
Richard J Lees – Cromer honorary secretary

Retirements

The following people have retired from duty
Andrew Young – South West regional manager
Ian Elton – Plymouth technical surveyor
Buddy Miller – Rosslare honorary secretary
Michael Currie – Mallaig coxswain
Alan Attrill – Bembridge crew member
Robert Noel Wight – Dunbar Coxswain
D Cahsman – Ballycotton honorary secretary

Deaths

It is with regret that we report the following deaths
Alan Williams – Stratford upon Avon branch president
John Burgess – Sheringham souvenir secretary
Pamela Carne – Seaview/St Helens joint souvenir secretary
Delphine Major – Flamborough guild chairman
Chris Taylor – Tonbridge box secretary and chairman
Margaret Jones – Beaumaris souvenir secretary
Malcolm Maciver (aka Callum/Skate) – Stornoway honorary treasurer
Mary Millar – Clacton-on-Sea honorary treasurer
Billy Morris – Wexford honorary treasurer
Charlie Buckenham – Lowestoft emergency mechanic and crew member

Naming ceremonies

Dorothy Katherine Barr II at St Abbs

The Barr Charitable Trust, a fundraising group set up by the Barr drinks company, has provided the donation of a new Atlantic 75 to St Abbs. A naming ceremony

was held on 5 October 2002. Representing the Barr family, Robert Barr handed over the boat to the RNLI and Julie Barr named the vessel.



In a break with tradition Julie Barr empties a quail of Im-Bru to officially name the new lifeboat

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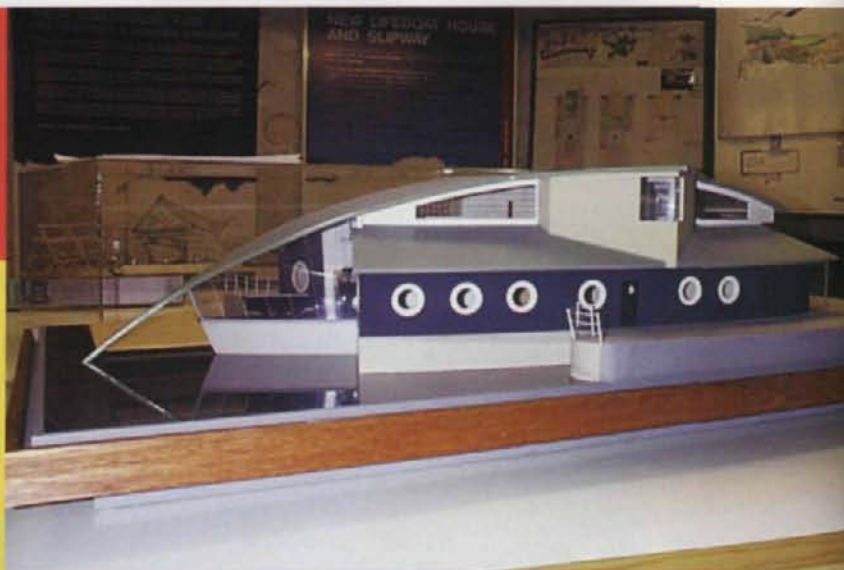
Building reflections

An update by shoreworks manager Howard Richings on recent achievements, with reflections on those who help bring them to fruition



Left:
Amble station
Photo: Howard Richings

Right:
Lytham model
Photo: Howard Richings



It is hard to believe that a year has passed since I concluded my editorial circumnavigation of the RNLI's operational realm. In one respect time has passed quickly, with plenty still going on around the coasts and new, exciting challenges arising from initiatives such as Beach Rescue, the move into the tidal waters of the Thames and the inland waters of Loch Erne and the Broads.

In another respect though, the year has given cause for reflection upon how the buildings that house the lifeboat fleet and support the crews are created. It takes the efforts of countless individuals, some of whose involvement is transitory, just delivering materials to a site or working for short period as a labourer or craftsman on an individual contract. Others make a career with the RNLI supervising boathouse and slipway maintenance and construction. Like their colleagues who support the lifeboat fleet itself, they can be called out in all weathers and at any time to deal with problems. At the time of writing, blizzards have just swept down many parts of the east coast of Scotland and England, causing at least one case of serious damage to a lifeboat berth requiring urgent action in marrow chilling conditions.

As is so often the case, this reflective mood was brought on by a sad loss. After 25 years of dedicated service, the RNLI's shoreworks supervisor for the north division, Jim Tate, died a few years short of what would have been a well-earned retirement. Jim had tended to the needs of over 60 lifeboat stations during his time with the Institution. He often turned out at unsocial hours to sort out problems which threatened to obstruct lifeboat operations: the loss of the main doors from the Cromer slipway station one stormy night; the periodic emergency works to repair damage to the tenuous road link to the Humber station on Spurn Head, constantly under unrelenting attack from the North Sea.

Jim's role and those of his colleagues in the other five divisions grew out of an earlier era. The RNLI had direct labour gangs who travelled the country undertaking construction works under the direction of a foreman. The foreman transformed into a supervisor, but still needed a hands-on approach and a highly practical competence at getting things done. Diplomacy is also called for when juggling the urgent needs of several stations, each of which considers theirs to

be the most important. Jim combined the necessary attributes and extended his talents to assisting his colleagues by representing them on the RNLI's staff association. It is not just within the RNLI that many individuals work quietly to maintain the essential infrastructure upon which we all rely to support our everyday lives. I would not have been able to report the major achievements around the coast in modernising boathouses, slipways and berths without Jim and his colleagues.

One of the first stations visited in my earlier articles was Amble. By coincidence it was also one of the last projects that Jim Tate saw safely under way. The previous, rather exposed berth was replaced with a purpose built sheltered pen in 2002. Recently, the station's new shore facility building was finished, completing the station's makeover.

On the other side of the north division, Jim also played an important role in the setting up and supervision of the early stages of the construction of the new Lytham St Annes boathouse and slipway, which should be operational by the time this edition of *the Lifeboat* hits the streets. As with Blackpool, its neighbour to the north, it will feature a green copper roof.



Above:
Youghal station under construction
Photo: Howard Richings



Right:
Youghal station completed
Photo: Howard Richings

Below:
Ballycotton station
Photo: Howard Richings



Here the similarity ends, however. Whereas Blackpool's location beneath the Victorian ambience of the tower dictated a traditional design, a more contemporary approach involving glass blocks and curvy lines has been adopted at St Annes.

Visitors will also note another reflection here in the form of a much smaller building of similar style at the far end of the boating lake. This houses a new café and boat store, all part of a joint effort with the local authority and the franchisee of the boating lake to renovate and improve the amenities of the area. Improvements include the boating lake itself, some 16% of which was sacrificed to provide a site for the new lifeboat house.

Innovation of a different kind has been taken place further north at Morecambe. Christmas 2002 saw the first RNLI hovercraft go on service. Initially operating from temporary facilities at the local yacht club, this should be the first of several similar craft. They will improve the RNLI's capability to respond effectively to callouts in areas with extensive inter-tidal sand bars and mudflats such as Morecambe Bay, the Wash and some major river estuaries. As with conventional lifeboats, these new craft will need to be housed and supported

and will no doubt pose their own special challenges to the shoreworks team.

Of all the divisions it is probably Ireland that saw the greatest changes in 2002. A large crowd assembled in September to witness the formal opening of the new boathouse at Crosshaven, on the shores of Cork Harbour. At the same time the finishing touches were being put to the completely rebuilt boat houses at nearby Ballycotton and Youghal, the latter also finished in natural stone to reflect the appearance of the building that it replaced. Ballycotton, on the other hand, is finished in a bright yellow colour wash to match the tradition of other buildings in the area.

Earlier in the year a new pontoon berth had been commissioned at Dunmore East completing the modernisation of the station that had been started in 2000. Just up the coast the conversion of a bungalow at Fethard is now complete and the station installed in their new permanent home. As 2003 dawned so the activity switched to the opposite corner of the country, with a contract being awarded for the construction of permanent facilities for the new station at Achill Island. The immediate future will see no let up in the activity in Ireland – a major project to replace the

berthing facilities destroyed by the wayward ferry at Rosslare should be under construction by mid-2003 with other projects pending at Castletownbere, Kinsale and Portrush.

Across the Irish Sea another memorable gathering saw the official opening of the new boathouse at Rhyl, with heavy showers sportingly leaving the ceremony in bright sunshine whilst teasing the organising committee. The proceedings were nicely rounded off with the D class lifeboat being called out just as the main ceremony was completed. Around the corner and down to the south, Barmouth will be hoping to see a similar ceremony in the not too distant future. Work on their new boathouse started just before Christmas. Despite some early delays, work is proceeding against a deadline to get completed ahead of the main summer season.

The southern half of England has been seeing action too: major dredging works were completed at Sennen Cove, Looe's new boathouse is under construction; a new pontoon berth was installed at Weymouth; Littlehampton's new inshore boathouse was completed; work finally started on Mudeford's new boathouse; and a contract is under way for a new

Building reflections



Left: Dunmore
Photo: Howard Richings



Right:
Bude boathouse
Photo: Howard Richings

Below:
Bude boathouse under construction
Photo: Howard Richings



Left:
Bude boathouse
Photo: Howard Richings



boathouse and berth at Newhaven.

The most notable achievement was, undoubtedly, the completion of the long awaited new boathouse at Bude, on the north Cornish coast. This project started life in 1986 and went through many variations of design and location before a solution acceptable to all concerned was found.

The biggest project in 2001/02 involved the construction of a new boathouse and berth providing combined facilities for the inshore and all-weather lifeboats at Harwich. Early construction problems delayed the project but the new facility was opened in 2002. Severe northerly storms in January 2003 caused damage to the new pontoon system, bringing a sharp reminder of the power of the elements that

lifeboat crews regularly face.

Aith, in Shetland, is no stranger to strong winds. A few have swept the site of the new shore facility building over the past nine months but work has continued right through the winter. The planned works at Lerwick have not fared so well, falling foul of the liquidation of the chosen contractor before work could even start. Although there was no financial loss to the RNLI, the weather window was lost and we hope to start afresh this spring.

What of the future? Very few stations now lack the acceptable modern support facilities that the RNLI considers necessary for the men and women who make up the lifeboat crews. There are still, however, a number of major projects to come. St

Agnes, Cromer (inshore), Whitby, Borth, Fleetwood, Hoylake, Walton and Frinton, and Exmouth are all places to watch, as are the key slipway stations where the new Tamar class fast slipway lifeboat will be arriving from 2005.

Similar standards of supporting facilities are being given to the beach lifeguards operating under the RNLI Beach Rescue banner. Visitors to beaches in the south west of England will see increasing evidence of this in the form of small RNLI lifeguard stations. Many of the current 45 are situated in areas only accessible on foot by mountain goats and surfers, so give a thought to those who have to erect and dismantle the buildings each season. Please don't forget the Jim Tates of this world.

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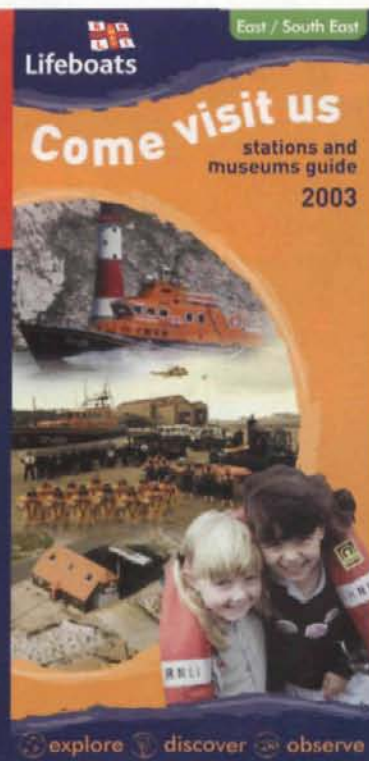
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Visitor's guide

An invitation to

come visit us and discover the world of lifeboats...



Few visitors to the seaside would think of a lifeboat station as a place to visit. But, as the operation and housing of a lifeboat is an essential seafront activity, many boathouses are part of picturesque beach or harbour settings and are often a prominent feature and a focus of interest. For the nature lover and birdwatcher, stations can often be found close to designated nature reserves, where a variety of visiting birds can often be seen.

While the operational function of a station is first and foremost, the modern day boathouse, with its unique atmosphere, is built with the visitor in mind and has a lot to offer. The fact that the volunteer lifeboat crews are out there doing a good job is not enough. We need the public to be aware of what they are doing and why, and to capture the interest of young people, for they will be the generation that will keep the lifeboat service functioning in the 21st century.

A visit to a lifeboat station is a fascinating experience. The rows of protective clothing with boots, lifejackets

and helmets strategically placed, combined with the presence of the ultra-modern lifeboat ready and waiting to go, will give any visitor a taste of the buzz which surrounds any 'shout'.

With the help of our new regional lifeboat stations and museums guides, come and experience a working lifeboat station and, when your visit is complete, take time to explore the exciting and interesting areas around them. Each guide has a comprehensive list of all the local lifeboat stations – which are graded to help you get the most from your visit – a contact number, details of the lifeboats, directions, opening times, and the facilities they offer.

The RNLI has a fascinating history and many of the lifeboat stations have displays of artefacts and photographs. There are also six special RNLI national museums, often situated in old boathouses, and details of these and location maps are given within each guide. These museums hold tales of bravery, of fundraising, and devotion to saving lives at sea, and offer

the visitor an insight into the volunteer spirit that helped establish the lifeboat service in 1824.

The guides also list local independent museums that contain RNLI related exhibits, give information on the RNLI's Beach Rescue service – including ways to stay safe when visiting the seaside – and a tear-off membership application form. There are six guides to choose from:

Scotland; North East/West; East/South East; South West; Wales and Isle of Man; Ireland.

To get your free copy, just send an SAE (DL size – 220mm x 110mm), stating which guide you would like, to: RNLI, West Quay Road, Poole, Dorset BH15 1HZ. If more than one guide is required, please send a C4 envelope (324mm x 229mm). The following postal rates will apply:

- One guide – 27p
- Two to three guides – 72p
- Four to six guides – £1.09p

Tamar tales



Above and below: The prototype Tamar moored alongside Sennen Cove's Tyne, Norman Salvesen, at DML



Above: RNLI Principal Electronics Designer, John Nurser tries out SIMS on board the prototype Tamar off Plymouth Sound

As work on the Tamar class lifeboat design gathers pace, Neil Chaplin, RNLI principal naval architect, gives *the Lifeboat* a look behind the scenes. We also follow the introduction of a radical new electronics system that could herald a step change in the use of electronic systems on all-weather lifeboats

The Tamar class, formally known as Fast Slipway Boat 2 (FSB2), is the replacement for slipway launched Tyne lifeboats. The 18-knot Tynes have given years of sterling service but are approaching the end of their 20-year lives. The extra speed and capability of the Tamar will provide Tyne crews with similar, and in some aspects better, capabilities to those with Severns or Trents.

Prototype trials

Following successful trials, the experimental boat was converted during 2002. She then became known as the prototype Tamar (pictured). The prototype's main purpose is to act as a floating trials platform for the newly designed and fitted integrated electronics system. The systems and information management system (SIMS) will allow crews to access more information on board than ever before and to operate the boat more easily and safely. Many of the 50 crew members who took part in the experimental boat trials will be involved in trialling the prototype when she begins SIMS trials from Poole in April/May this year.

Experimental becomes prototype

Although the prototype is mainly aimed at trialling SIMS, a number of other changes were incorporated into the conversion carried out by builders, Devonport Management Ltd (DML). These included:

- New Caterpillar C18 engines installed
- New radar fitted
- Bow thruster installed
- Keel extensions fitted
- Companionway moved to starboard side
- New crew seating layout
- Wheelhouse console re-designed
- Stretcher securing arrangement installed in wheelhouse

- Upper steering position (USP) height raised
- Survivor recovery gantries modified
- Side deck cut-down arrangement changed
- Hydraulic capstans fitted fore and aft
- Fore deck fibre optic lighting re-arranged
- Deck microphones and 'low light' cameras fitted.

...and not forgetting the hot water boiler which was replaced with a more efficient unit. Tea can now be ready in 15 minutes instead of the current 45 minute wait on the Tyne!

Tamar design team

While the prototype is out on trials, a joint RNLI/DML design team at Poole will continue to develop the design and take it from prototype stage to the final station boat. The team has a core of 12 engineers (six each from the RNLI technical office and DML's design department) and has made good progress, resulting in some substantial changes. The main drivers behind the design are to make the boat easier to build, operate and maintain while ensuring crew safety.

Build – The design team are in close liaison with hull builder Green Marine to ensure that the build is as efficient as possible, while keeping costs and weight to a minimum. DML engineers are supported back in Plymouth by the production team to make sure that the design is suitable for fitting out.

Operate – Two staff members from the RNLI operations department, who are both coxswains with a lot of coastal experience, are attached to the team to ensure that the design is effective from a crew point of view.

Maintain – Lifeboat refits can be costly, so the design team also has an RNLI technical surveyor on board. He will feed back on any refit problems from other lifeboat classes and

help to ensure that potentially expensive refit issues are 'designed out' of the Tamar.

Safety – The team are looking closely at each aspect of the design and support decisions with formal safety assessments. This includes everything from tripping hazards to the boat's self-righting characteristics.

What happens next?

As the Tamar designers develop the detail for the future boats, they are producing drawings for Green Marine to modify the hull mould to a new shape. Building work on the pre-production boat should begin just after this issue of *the Lifeboat* goes to press – with the boat in the water in the summer of 2004. If all goes well, the first boat should be delivered to station around the end of 2005.

For further information on the Tamar's project history see the Fast Slipway Boat 2 feature in the winter 2000/01 issue of *the Lifeboat*. This article is also available on request from thelifeboat@rnli.org.uk.

Systems and information management system (SIMS)

Why SIMS?

The past 50 years have seen a seemingly endless advance in technology. As with most of the marine industry, lifeboat designers have embraced new technology – progressively updating and adding equipment, generally in lifeboat wheelhouses. This has resulted in many stand-alone systems that can, generally, only be operated by a single person in a single position. Now though, it is possible to integrate a variety of complex systems so that multiple users can benefit from sharing information and workload.

SIMS has allowed the RNLI to provide increasingly complex systems onboard the Tamar, while dramatically simplifying the use of that equipment. Through SIMS, it has been possible to remove non-essential functions from the screens to make both operation and training easier. Crew members can access more information and can remotely control many functions around the

boat. This means that they can remain safely seated instead of moving around the boat at sea, when there is always a risk of accidents.

SIMS has been designed with bad weather in mind. It has five potential power sources, a solid state computer memory which replaces hard drives, a shock mounted rack, waterproof computer boxes, screens and trackballs. The RNLI believes that SIMS will be able to live up to the demanding lifeboat environment and will help to make the Tamar safer and easier boat to operate.

What is SIMS?

SIMS has been developed as part of the Tamar project by the RNLI, DML and Servowatch Ltd. It is a computer system that gathers information from many onboard systems and presents it to the crew in both the wheelhouse and the upper steering position. Crew members interact with it using a computer display, headset and a track ball. This has reduced clutter in the wheelhouse (see the comparison between the Severn and the Tamar – seen to the right) by relocating the majority of the equipment safely below decks.

The rack contains six computers (each capable of running the system itself) as well as all the other processors required to control and monitor the boats systems. Dual redundant networks ensure that data remains available in the event of a partial system failure.

Some of the systems controlled and monitored through SIMS are: radar, chart plotter, VHF and MF radios, intercom, VHF direction finder, autopilot, CCTV, bilge system, sea water systems, hydraulics, fuel, fire detection and hatches.

Is it difficult to use?

RNLI trials officer, Rob Aggas, recently experienced SIMS for the first time. Although second coxswain at Swanage for a few years, Rob hadn't been involved in the SIMS project until he went to drive the prototype Tamar for the first time.

'SIMS is great,' said Rob. 'In 45 minutes, I'd been shown how it worked and felt confident in operating any of the systems. It's going to feel like hard work going back to the other boats now,' he added.



Design in action... A sneak preview of the Tamar team's design work. A swept shear line and a faceted wheelhouse mark some major changes for the station boats

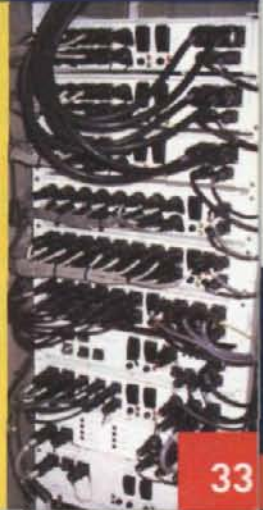


Above: The navigator's position on a Severn class lifeboat (screens left to right are: radar, chart plotter and depth log above the GPS)



Left: The coxswain's position on the Tamar. This one screen (one of six on board) provides access to the same information and much more

Right: At 1.5m high, the SIMS rack on board the prototype is an impressive sight. Waterproof boxes and connectors along with shock mounts mean the electronics should cope with the worst of weather



Fundraising

We ask the questions

Open house

RNLI lifeboat stations throughout the UK and Republic of Ireland throw open their doors to the public this summer. Visitors will be able to speak to the crews, see the lifeboats and get a taste of the unique atmosphere that surrounds any lifeboat station. *The Lifeboat* speaks to James Vaughan, RNLI public presentation manager, to find out more about this special weekend...



'You can be certain of a very warm welcome and a fascinating insight into what we do and how we do it'

James Vaughan

Left: James Vaughan, RNLI public presentation manager

Right: Children get into the spirit of the occasion with fancy dress at Lough Swilly's station open day in 2001

Many stations allow visitors throughout the year – why have open days?

Some do open all year round and this is something we are encouraging more and more. However, open days are a great opportunity to go the extra mile and give the public a chance to see inside a station, get close to the boats and understand the search and rescue process. But perhaps the greatest opportunity is allowing the public to meet the 'ordinary people' that do 'extraordinary things' – all at no cost to the taxpayer!

How does all this benefit the lifeboat service?

We are totally reliant on volunteers as crew members and fundraisers. The more people who can see for themselves what we do and why, the more chance we will have to encourage their support.

What can we expect to see – will there be any lifeboat displays?

Each station open day will be very different simply because each lifeboat station is unique. But you can be certain of a very warm welcome and a fascinating insight into what we do and how we do it – often involving displays and getting close to boats, crews and equipment.

Will there be exciting things for children to see and do?

Plenty! All we ask is that children are accompanied by an adult. In fact in 2003 all the stations are pooling their ideas for events and activities to ensure that we put on things that are simple and effective for young people, especially those aged 8-14.

Will all stations be open?

Throughout the summer, most stations will have an open day. The actual date will vary to

ensure that it is appropriate to the location and the holiday season. A small number won't have an open day, but this is simply because a few stations are quite inaccessible to the public.

What are the opening times?

Again, times will vary and will be advertised locally.

How do I find out where my nearest station is?

Take a look at www.lifeboats.org.uk and the map will show you the exact location of every station. Alternatively, see page 31 to obtain a copy of the RNLI's new lifeboat stations and museums guide.

What happens if there is a shout?

Every station will have a contingency plan in case of emergencies and, if the boat does go out, you can be sure of quite a spectacle!

Winning fundraising friends

An excellent way for branches and guilds to raise money within their community is to encourage groups, clubs, businesses and individuals to do a fundraising event for their branch or guild. Here is just one example of how this is working

Cocktail connection

Baltimore Sailing Club, in West Cork, broke all its previous records in August 2002 when its annual cocktail party raised €17,182 (£10,825) for the lifeboats. Club members are very proud to have their 'own' lifeboat in Baltimore and have a long-standing fundraising friendship with the local station branch.

The party, organised by Margo O'Flynn, Declan Tiernan and a host of helpers, saw over 180 guests enjoying drinks and a plentiful supply of canapés that were supplied by the ladies of the club. The €10 (£6) entrance fee was, of course, waived

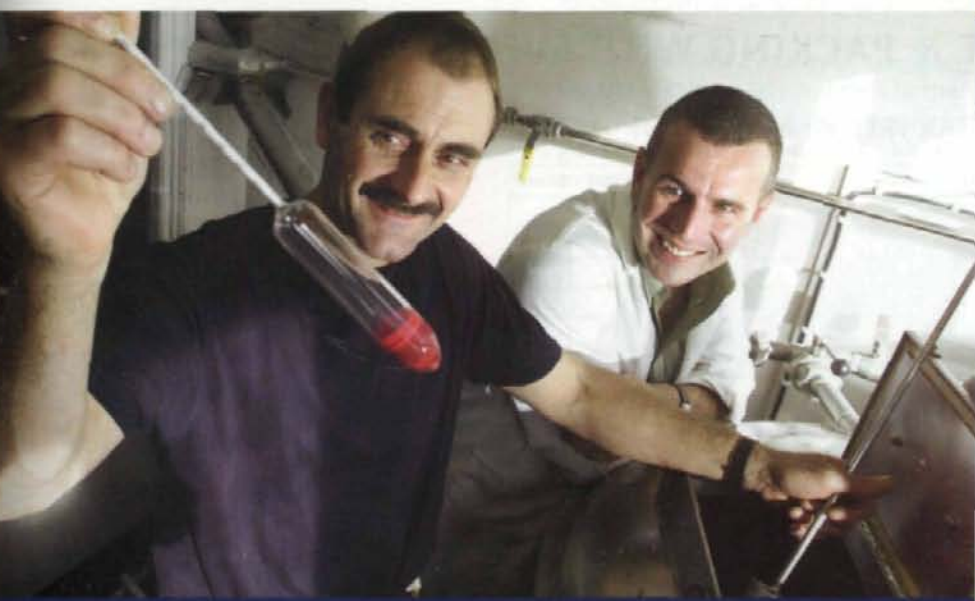
for members of Baltimore lifeboat crew.

Club member Ger O'Flynn compered an auction which included generous donations from local artists, Baltimore residents, club members and good friends including Lord Puttnam and actor Jeremy Irons. In total, 28 items were auctioned raising €15,315 (£9,648) – other donations and entry fees made up the rest of the total.

A cheque for the final amount was handed over to Baltimore branch by club commodore Dan Cross during a later ceremony at the sailing club.



Club VIPs hand over the cheque for the proceeds of the cocktail party to local RNLI branch chairman Richard Bushe



Robin Snelson checks the sugar content of his fundraising ale with the help of Roger Ryman
Picture: Apex/Simon Burt

Brewer for a day

St Austell Brewery's Roger Ryman, welcomed a special guest at the end of last year. Robin Snelson won first prize in a raffle at the Pandora Inn in Restronguet to raise funds for the RNLI and was delighted to discover that his prize was to have a personal tour of the family-run brewery and to be a brewer for a day, making his very own ale.

Robin spent a whole day at the brewery, working with Head Brewer Roger, to create a few barrels of his dream beer to be sold at the Pandora Inn to raise more funds for the lifeboats.

'As profits from the sale of the beer will be going to the RNLI, I'll be encouraging all my friends to try it out,' said Robin. 'There should be at least three barrels, so there's plenty of opportunity to help raise some funds.'

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Fundraising

Bargain space

MWB BusinessExchange (MWBEX) recently gave its support to the lifeboats by providing substantially discounted office space in London's West End while the RNLI's London office was being renovated. The RNLI approached the company following a recommendation from Chartered Surveyor Paul Danvers, who is also an RNLI branch member and volunteer speaker. Always keen to give

something back to the community, and seeing the RNLI as an ideal partner, MWBEX immediately agreed.

MWBEX provides serviced offices and workplace solutions in over 45 locations throughout the UK and mainland Europe – offering immediately available, fully furnished office space, with flexible lease terms.

Members of Tower lifeboat crew, including RNLI Corporate Fundraiser Suzanne Jeffrey, with MWBEX Managing Director David Alberto (right) during a visit to the station in September 2002



RNLI/Kodapost service closes

The RNLI/Kodapost mail order film processing service came to a close at the end of February 2003.

Unfortunately, the service is no longer cost-effective to run. All RNLI/Kodapost mail order envelopes in circulation remain valid and can be used to process films as normal. Kodak will continue to pay a donation to the RNLI on all envelopes in circulation but no new RNLI/Kodak envelopes will be distributed.

Thank you to all our supporters who have used this service.

Leo's lobster pot cash

Lifeboat supporters can, sometimes, dream up weird and wonderful fundraising ideas. Artist Leo Norris from Fife decided to make a magnificent copper lobster and sold it through Frames art gallery in Perth to raise cash. The incredibly lifelike lobster, fondly known as Larry, managed to fetch £300.

Leo also raised money by giving an illustrated talk on arts and craft to the local Townhill church guild. The grateful guild donated over £140 to the lifeboats as a result.

Leo is looking to work on future commissions to benefit the RNLI, if anyone out there would like to help please contact Leo on 01337 831434.

£300 – Enough money to buy a lifejacket and drysuit for an inshore lifeboat crew member.



Picture: He may look mean but Larry the lobster raised £300 for the lifeboats

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Fundraising

Brrrrrrrrr!

The sun may have been shining but it didn't stop the shivering when 50 madcap swimmers braved the freezing water at Charmouth beach, Dorset, in December 2002.

The big splash attracted around 800 onlookers and marked the 30th anniversary of the Charmouth Christmas morning swim, raising £1,320 for RNLI Lyme Regis branch. Fortunately, help was at hand for the cold

and bedraggled. Palmers brewery of Bridport always donate a bottle of rum for the annual event and Carol Prosser, landlady of the Royal Oak Inn who organises the event with husband Jeff, served up hot toddies to the grateful swimmers when they came out.

£1,320 – Enough to send two all-weather lifeboat crew members on a sea survival training course.



Top right: Kelly Dixon and Sarah Tait return from their freezing dip at Charmouth, Dorset

Right: New Year's Day also saw revellers taking the plunge at the annual Loony Dook in the Firth of Forth. Alice Kennedy gets a helping hand from South Queensferry lifeboat crew



Picture: John Newcombe at the summit of Mount Kilimanjaro

Cash peak

John Newcombe of Tillingham, Essex, raised over £2,700 for RNLI Burnham branch at the end of 2002 when he turned adventurer and climbed Mount Kilimanjaro in Tanzania.

John came up with the idea while recovering from an operation. He decided it would be a good way to lose weight, get fit and embark on an adventure of a lifetime before he turned 40. He took part in the trip with his cousin and four friends. It took them five days to reach the summit where the temperature was minus 20°C.

John said: 'It was freezing at night and there was blazing sunshine during the day,

it was a wonderful experience. I'm very glad I did it but I would not do it again.'

John, a keen yachtsman, has friends on the Burnham on Crouch lifeboat and said the RNLI was the obvious charity to raise sponsorship for.

Tony Glaze, Burnham branch secretary, said: 'What a fantastic achievement for John and his friends. We are thrilled to receive such a large individual donation from a man who has set himself a great challenge and succeeded – fabulous!'

£2,700 – Enough to buy a GPS satellite navigator and portable VHF radio.

Fundraising

Something fishy

Anglers recently did their bit to help replace equipment stolen from Hartlepool lifeboat station when they took part in an annual fishing competition.

The *Get Carter* open fishing competition is held in an area that formed the backdrop to the 1971 Michael

Caine gangland movie where Caine's character, Jack Carter, finally meets his demise. It is run by the Blackhall Navy sea angling club who donated all £900 of the proceeds to the Hartlepool station to help replace gear taken by thieves during a break in.



Above: Barry Porter from Blackhall (left) picks up first prize in the fishing competition of £500 and the BHK (UK) Ltd fishing trophy

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Sons and daughters save too

Britannia Rescue, the RNLI's official motoring rescue scheme, has now extended its 15% discount to sons and daughters of RNLI members and supporters. The company will also donate 2.5% of all new and renewing members premiums back to the lifeboat service. This exclusive RNLI service guarantees to recover any size of trailer.

RNLI members and supporters who have children living away from home can be reassured to know their children can benefit from Britannia Rescue's discounted RNLI 'sons and daughters' scheme. Many children who have left home often rely on parents when they break down, which can be extremely inconvenient and expensive. A recovery bill can cost up to triple the price of a year's membership.

Britannia Rescue offers four levels of cover to suit every need and pocket. All of which include free legal advice, assistance with windscreen and tyre replacement and a guarantee to recover caravans and trailers of any length.

For further information please contact Britannia Rescue on 0800 591563 or visit www.britanniarescue.com/RNLI.

January 2003 legacy mailing

Some supporters were concerned that a recent RNLI legacy mailing was sent out using first class postage. Please note that, unless urgent, all our mail is sent second class to save on costs. On this occasion we actually ordered second class delivery but the post office used first class by mistake. Please be assured that we only paid the second class rate and will do all we can to stop this happening again.

Three feathery tales

Our feathered friends can be a bit of a nuisance sometimes. For many years lifeboats and RNLI buildings have suffered from seagulls. Gull guano damages property and can cause serious health and safety problems.

There are many ways to deal with this but the RNLI found the perfect solution when it called in Scarecrow Bio-acoustic systems to install bird dispersal equipment. It's simple but kind and effective – loudhailers randomly broadcast distress calls (which are unnoticed by humans) and scare the birds away. The system is working well at Eastbourne lifeboat station and at headquarters in Poole. The result is that the RNLI saves money because less damage is done to property and less time is spent cleaning up!

Birds aren't all bad though, sometimes they create fundraising opportunities. In February, Selsey lifeboat coxswain Martin Rudwick received £500 from Keith Wilkins, president of the Royal Racing Pigeon Association (southern region), as a thank you for bringing three racing pigeons safely back to shore. The lifeboat

was returning to station after going to the aid of a fishing vessel last May, when 17 pigeons landed on deck. Almost 5,500 pigeons had been released that morning but the wind had blown many off course. Most of the stray 17 managed to get airborne again but three were too tired and hitched a lift back with the lifeboat. Back at the station the birds hopped onto the boathouse where they relaxed for a while before flying home.

Even plastic cockerels have something to crow about. Saltash sailing club celebrates every Boxing Day with an auction of 'your least wanted Christmas present' to raise money for the lifeboats. Some amusing presents have been and gone but an a rather hideous cockerel alarm clock seems to return every year. It has become an object of revenge and its terrible alarm is used to scare unsuspecting victims. The bidding for the clock gets higher every year, even to the point where consortiums get together to bid for it. Over the years the noisy bird has raised hundreds of pounds for the RNLI and is certainly the highlight of the auction.



Selsey crew members prepare to scrub the poop deck

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