



Lifeboats

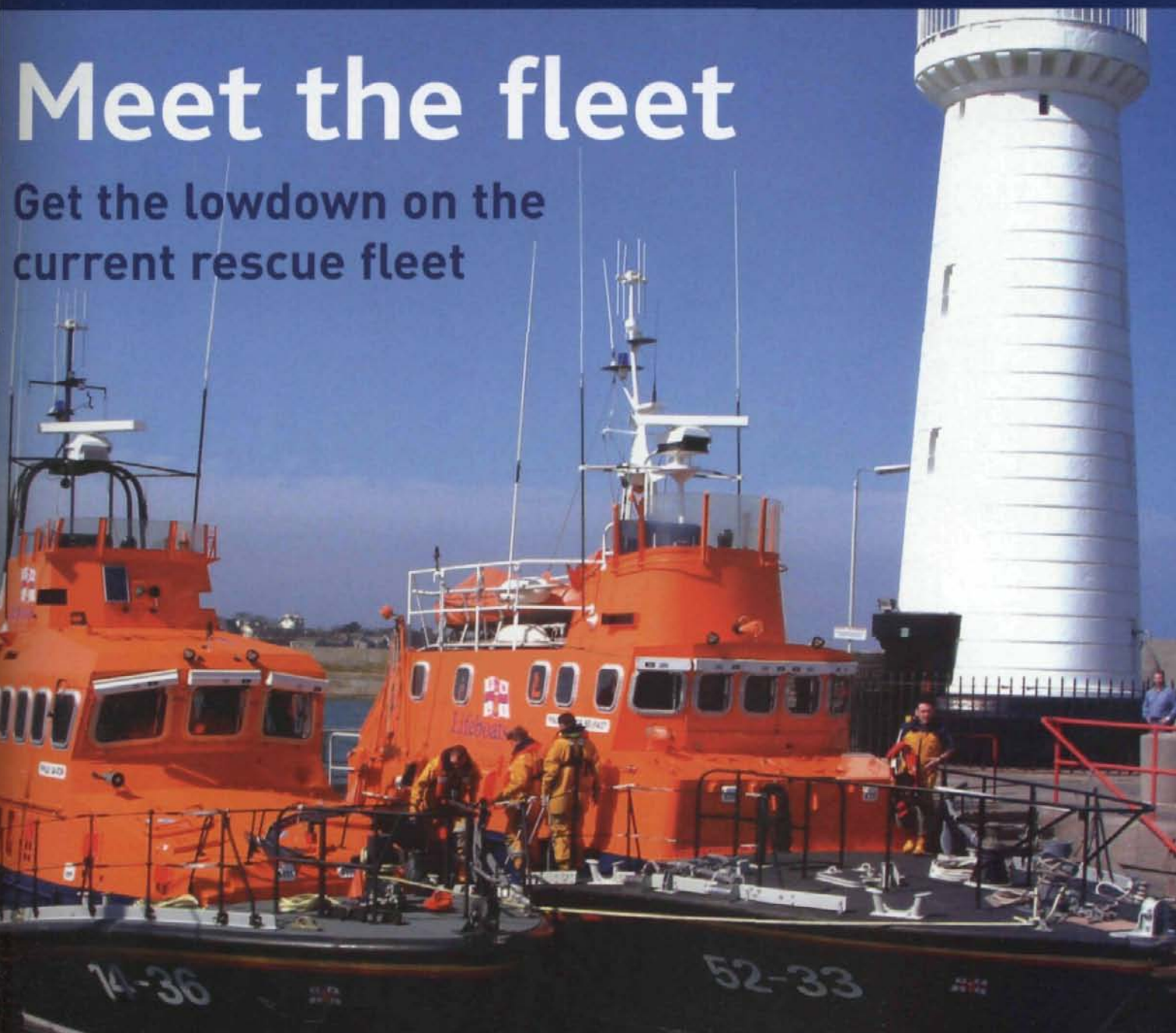
the lifeboat

Summer
2003

For everyone who helps save lives at sea

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Get the lowdown on the
current rescue fleet



Lifeguards uncovered

A closer look at the people who
keep your beaches safe

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the lifeboat



Lifeboats

The magazine of the
Royal National Lifeboat Institution

Registered Charity Number 209603

Issue 564

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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:
Donaghadee's outgoing Arun class lifeboat *City of Belfast* and their new Trent class lifeboat *Saxon* in April 2003.
Picture: Nicholas Leach

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News

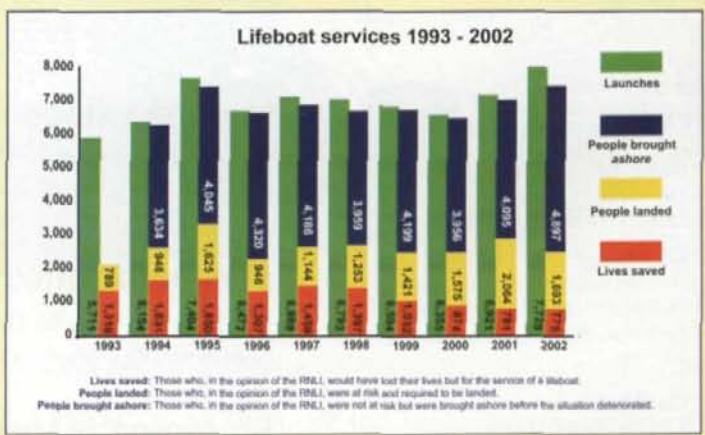
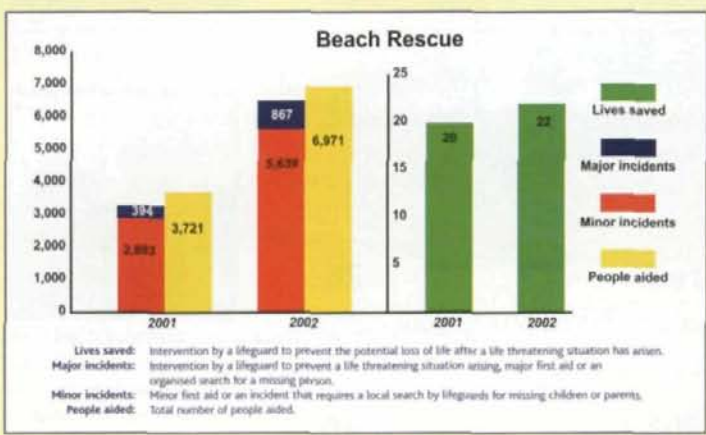
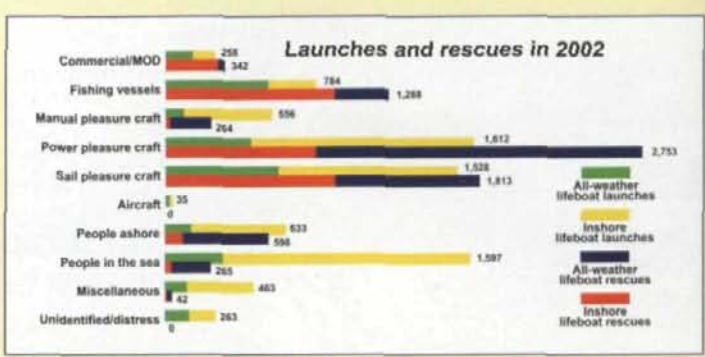
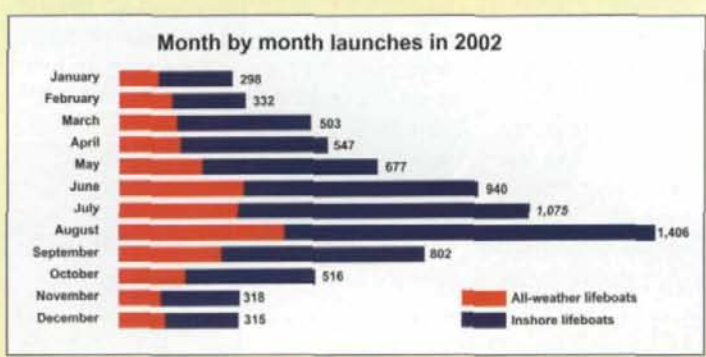
London lifeboats boost rescues

The Lifeboats had another busy year in 2002, with crews rescuing 7,365 people. In their first full year of operations, Beach Rescue lifeguards were involved in 867 major incidents and saved 22 lives.

The four stations on the River Thames responded to over 800 calls and rescued 269 people. Tower Pier station alone was

called to launch on 400 occasions.

This is a remarkable first-year record and proves beyond doubt the immense value of the Lifeboats rescue service on London's river. The busiest coastal station was Poole, with 162 launches.



RNLI Family Association

The RNLI Family Association was formally launched at the 2003 AGM. The Association will provide a network for those former and retired lifeboat station volunteers and staff who want to maintain a connection with the organisation. It will also be a point of contact for those who might be in need of help.

Membership will be by invitation of the RNLI and, in this initial phase, will include:

- operational volunteers (ie appointed

station branch officials, lifeboat crew and registered shore helpers) at lifeboat stations and members of RNLI staff who have retired on full service to retirement age or on medical grounds.

- operational volunteers at lifeboat stations (ie appointed station branch officials, lifeboat crew and registered shore helpers) and members of RNLI staff who left service before retirement age but who have a minimum of 5 years' service.

If you have past service with the RNLI in one or other of these categories, we would like to hear from you. Membership is also open to the surviving wives, husbands or partners of those who, during their lives, fulfilled one of these criteria.

For more details please write to The Family Association Secretary, RNLI, West Quay Road, Poole, Dorset BH15 1HZ; or telephone 01202 662222.

Callous thieves put lives at risk



D class *Spirit of the RCT*, similar to the one stolen
Photo: Rick Tomlinson/RBS

A D class relief lifeboat was stolen in early June while en route to Sunderland. The lifeboat was parked on its trailer in the car park of a Hartlepool hotel, while the driver, from Poole headquarters, took a rest break. The inshore lifeboat, worth around £20,000, was due to replace Sunderland's station lifeboat to allow routine maintenance to take place.

Operations Director Michael Vlasto says: 'It's outrageous that someone would steal a lifeboat: it's like someone stealing an ambulance or a fire engine. This equipment is used to save lives and it is vital that it is returned as soon as possible. Unlike other emergency services, the RNLI is a charity and all our equipment is available because of the public's generosity and

support for our fundraising efforts. The people of Sunderland will be appalled, along with all our other supporters, that someone could do such a heartless thing.'

Sunderland lifeboat station's D class lifeboat, *Landlubber*, started service at the station back in 1974. It was funded by the generosity of the Thirsk and District Landlubbers. It needs regular maintenance to ensure it is operating at its best and this is why the relief lifeboat was on its way. The theft means that the RNLI needs to provide an alternative relief lifeboat and could have caused life-threatening delays.

As *the Lifeboat* went to press, police had had no success in tracing the thieves.

Gifts gone missing?

For those of you who are wondering where your *Watermark* gift catalogue is ... we haven't forgotten to enclose it.

During previous seasons we received numerous telephone calls and letters notifying us that your catalogues were missing. Therefore, to ensure that you receive your copy of the *Lifeboats Gift Catalogue* this year, we have decided to mail it independently from your magazine. You will be pleased to know that your own copy will be with you very shortly.

We are pleased to say that this won't cost us any extra – the postage costs are

offset by savings on insertion costs and postage for *the Lifeboat* magazine.

We do hope you enjoy browsing through the pages and discover a wonderful range of great value and unique gifts for family and friends. The *Lifeboats Gift Catalogue* is solely operated by the Lifeboats to help save lives at sea and really does have something for everyone.

- free gift on all orders over £50
- free postage and packing on orders over £35 received by the end of September. This is an exclusive member-only benefit.

We do hope that you will like what you see and decide to place an order. By purchasing gifts from us you contribute enormously, because every penny of profit from the items you buy goes directly towards the funds needed to run the Lifeboats. Did you know that last year the *Lifeboats Gift Catalogue* raised over £1M? We are proud to say that, with your help, we are able to continue to help our brave lifeboat crews save lives at sea.

Happy shopping!

Real estate update

Work on the Lifeboat College is proceeding well (see *the Lifeboat*, Spring 2003, p.3).

Clearance of the burial ground, on the site of the proposed Lifeboat Support Centre, has now been completed. Tenders for construction of the Lifeboat Support Centre were received in March and Mowlem Building has been selected. The building is due for completion in mid-2004.

The Lifeboat College under construction



News

Collectors take to the city streets

RNLI volunteers, staff and supporters took to the streets of London to collect for the Lifeboats from 3-10 March. London lifeboat week saw a series of door-to-door collections, finishing up with London lifeboat day on 11 March – the Lifeboats' largest annual collection. This year's collection had extra relevance for those who live and work around the Thames, as it marked the first anniversary of lifeboats on the river. Lifeboats at Gravesend, Tower Pier, Chiswick and Teddington have responded to over 800 incidents and have saved many lives since going on station in 2002. 'Lifeboats are now playing a part in everyday life in London' says Sue Clifton, regional manager for Greater London. 'This makes the Lifeboats so much more relevant to all of us here in the capital.'

London lifeboat day itself saw teams of staff, crew members, lifeguards and volunteers gathering at main train stations during the rush hours to collect money and raise awareness. Teams, consisting of two or four members, a captain and a London lifeboat crew member, were assigned to man each of the 11 main train stations, Canary Wharf and the South Mimms motorway services. All team members had an early start, as they needed to be at their

posts from 6.30am until 10.00am. They all returned to their stations for another shift from 3.45pm until 7.00pm. Volunteers from the London area covered the rest of the day.

The week-long appeal is a huge undertaking for the London staff and volunteers, and represents almost a quarter of the region's annual income. The organisation of the appeal continues throughout the entire year, starting with the application for the licence and finishing with the submission of audited accounts to New Scotland Yard in mid June. As *the Lifeboat* goes to press, all the generous donations received are still being counted; but organisers hope to have raised in excess of £225,000.



RNLI volunteers, staff and supporters collecting for London lifeboat week



Branch shake up

Station branch committees stem from the Lifeboats earliest days when communications with headquarters were rare and difficult, many crew were illiterate fishermen and there was a need for local stations to run almost autonomously; a task undertaken by the Branch Committee.

The requirements have changed over the years, as have communications, but the branch structure hasn't. This has been reviewed by a group of Lifeboats staff and branch officials who devised a new structure to meet the needs of stations and the Lifeboats in the 21st century. This new structure has been successfully piloted in 24 lifeboat communities.

A change many will notice is that the

Station Honorary Secretary becomes the Lifeboat Operations Manager, as a majority felt that the old title was misunderstood. A common quote summed it up: 'I don't want to talk to the secretary, I want to talk to the man in charge'. Each locality with a lifeboat station will have a Lifeboat Management Group responsible for coordinating all Lifeboats activity within their area. The group will comprise: Chairman; Lifeboat Operations Manager; Lifeboat Treasurer; Lifeboat Press Officer; Lifeboat Administration Officer (if required); Chairman of the Fundraising Team; Head Lifeguard (if applicable); and Sales Team Representative (if required).

There will then be an operations team

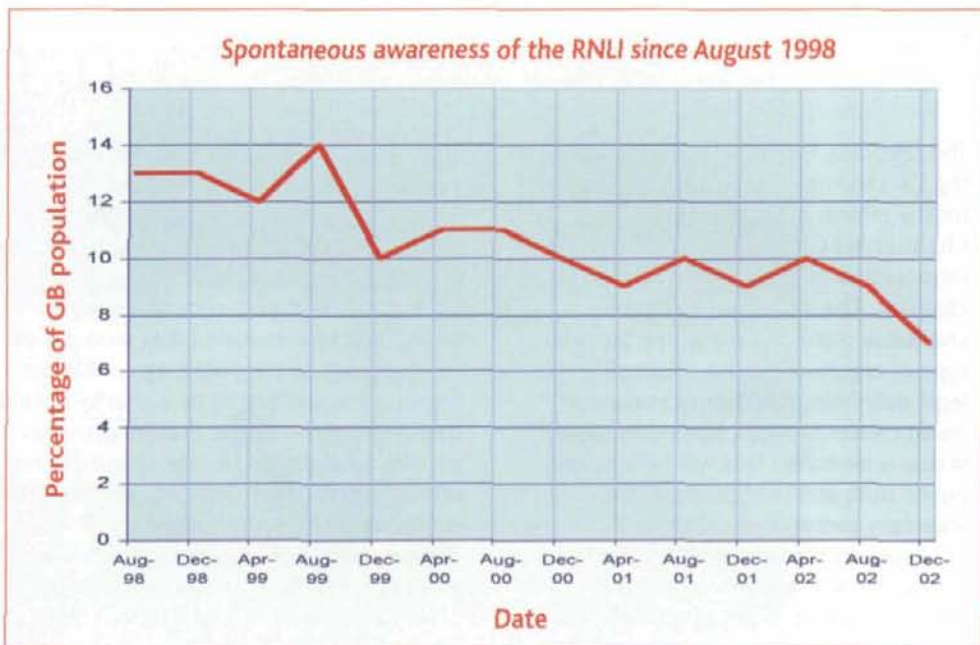
responsible for the day-to-day running of the lifeboat station comprising: Lifeboat Operations Manager; Deputy Launching Authorities (two or more, as now); Coxswain at all-weather lifeboat stations; Mechanic at all-weather lifeboat stations; Nominated Helmsman at inshore lifeboat stations; Lifeboat Treasurer; Lifeboat Medical Adviser; Lifeboat Training Coordinator; Lifeboat Press Officer; Lifeboat Administration Officer (if required); Lifeboat Boathouse Manager (if appointed – inshore lifeboat stations only); and Lifeboat Chaplain (if appointed).

The new structure has roots in what already happens at many stations and reflects the way that modern lifeboat stations are run.

In the public eye

Over the last 12 years, the Lifeboats has measured public awareness of the charity and the willingness of the public to give support if asked. These measurements are a useful barometer of the fundraising climate. Now, just as the Institution needs to increase fundraising, the figures are at an all-time low. For people to support any charity they first must be aware of the need and feel *motivated to respond* – so publicity is the oxygen of fundraising. The challenge is to make the public aware that lifeboat crews, lifeguards and water safety teams do a worthwhile job and to appreciate that the cost of providing these vital services comes from voluntary contributions and legacies.

Over the past few years, legacy income has been high. This reduced the need for voluntary income from other sources. Therefore, the RNLI cut the number of fundraising requests sent out, in the form of press inserts, door drops and direct mail letters. It also virtually stopped all national, regional and local appeals. If you don't ask, you don't get and in the increasingly competitive charity market,



you are quickly forgotten in favour of the causes that are seen to be shouting the loudest.

Now, legacy income is declining, partly because of falling numbers of legacies and partly because the downturn in the value of stocks and shares affects the value of estates. This means increasing fundraising from other sources, which will help create

more awareness. But this is not enough. The Lifeboats competes with other news stories for media share, especially television. The fundraising and communications team are investigating various ways of keeping the lifeboat service in the public eye and hope to have awareness levels climbing back to their late-1990s levels and above.



Full Metal Challenge

A team of three lifeboat engineers have taken part in the new Channel 4 programme *Full Metal Challenge*. They competed against 26 teams, from five continents, in a fearsome battle for automotive supremacy. The teams, from Britain, North America, China, Russia, India, Germany, Chile, Australia, New Zealand, Iceland and South Africa, were given a budget of £2,000 and one month to build their ultimate dream machine.

A set of guidelines formed a basis for their vehicle design; over and above this, their creativity was limitless. These monstrous machines had to be capable of feats of endurance and speed to out-smart and out-maneuvre the competition. The event took place at a disused power station in Kent, which was completely transformed to house a series of hair-raising circuits, designed to push man (or woman) and machine to the limit.

Games included Ten Pin, where the

contestant had to knock down as many skittles as possible in an oversized bowling alley with 4m skittles; Hall of Mirrors, where teams navigated their vehicles through a constantly changing maze of fairground style mirrors; Roller Coaster, in which teams drove their vehicles along raised tracks negotiating terrifying obstacles up to 15m high in a race against time; and many others.

The Lifeboats team, dubbed the Aquaholics, consisted of Design Engineer Adam Kyte, who was captain; Marine Engineer Martyn Pitman and Senior Design Engineer Tony Stankus, who was the main driver. To find out how the team got on:

visit the Lifeboats website at www.lifeboats.org.uk
or the show's website at www.fullmetalchallenge.com

News

Charity law needs reform

The Lifeboats is part of a new coalition of top UK charities and NGOs campaigning for the reform of English charity law. The Charities Bill Coalition wants the introduction of a public benefit test for all charities. The aim is not to remove charitable status from any one particular type of organisation, but to simplify the legal definition of a charity, making it much clearer on what basis charitable status is awarded. This will help to keep public trust and confidence in the voluntary sector.

Research commissioned by the National Council for Voluntary Organisations (NCVO) suggests many people do not understand what is the definition of charity. 80% of respondents to an ICM poll did not know that the Royal Opera House has charitable status and over half of the younger respondents (18-24 years) mistakenly identified the Child Support

Agency as a charity. The ICM poll also suggests that public knowledge of the Charity Commission is very poor, with one third of respondents not knowing that there is a charity sector regulator.

Another ICM poll, commissioned by NCVO last year, revealed that nine out of ten members of the public agree that an organisation wishing to be a charity should be able to demonstrate that its activities provide a benefit to society. Presently, no universal test of a charity's public benefit is demanded by English charity law, which dates back to 1601. Instead, this quality is generally presumed to exist in religious organisations and in organisations that promote education or the relief of poverty.

NVCO is the umbrella body for the voluntary sector in England, with sister councils in Wales, Scotland and Northern Ireland, and has over 3,000 members. Its policy document *Why do we need a*

charities bill? is available on request from the NCVO press office on 020 7520 2468.

The Charities Bill Coalition are: The Royal National Lifeboat Institution; The National Council for Voluntary Organisations; Amnesty International UK; Cancer Research UK; The British Red Cross; National Society for the Prevention of Cruelty to Children; British Heart Foundation; Community Matters; World Wide Fund for Nature; Royal National Institute for the Blind; Guide Dogs for the Blind; British Trust for Conservation Volunteers; Help the Aged; National Children's Homes; Women's Royal Voluntary Service; The Royal British Legion; The Association of Chief Executives of Voluntary Organisations; Citizens Advice; Turning Point; National Autistic Society; Association of Charity Officers; Catalyst Works; and Charities Aid Foundation.

Liverpool remembers convoy heroes

by Nicholas Leach

Over the May Day bank holiday, a series of events were held in Liverpool to mark the 60th anniversary of the Battle of the Atlantic, the longest running campaign of World War II, which saw the Allied convoys overcoming the German threat to strangle vital trade routes between America and Europe. A number of warships were in attendance at Liverpool's historic Canning Dock and across the river at Birkenhead. Representatives of those involved in the conflict from both the Merchant and Armed Forces were also present. Pride of place went to *HMS Invincible* lying at moorings in the Mersey and used as the backdrop for a series of helicopter and aircraft displays.

The commemoration service held on Sunday, 4 May was followed by a march past, which included crews of the visiting vessels and veterans of the conflict and was headed by the band of the Royal Marines. This was followed by a banquet for veterans at St George's Hall and the unveiling of a

commemorative plaque remembering those who gave their lives during the War.

An air-sea rescue demonstration, which involved a Royal Navy rescue helicopter working with the Hoylake Mersey class lifeboat *Lady of Hilbre*, took place in front of the thousands of people who lined the historic Mersey waterfront at Albert Dock. The aircraft carrier provided an impressive backdrop for the operation, with the Lytham St Annes relief Mersey class lifeboat *Lifetime Care* and New Brighton's Atlantic 75 *Rock Light* also on hand to fly the flag for the Lifeboats.

The presence of the Lifeboats was a notable reminder of the role the crews and boats played during World War II, when many of the most famous rescues in the annals of the Institution took place. Lifeboats performed numerous services to ships in the Atlantic convoys; some of these rescues stretching the skills and courage of lifeboatmen to the limit.

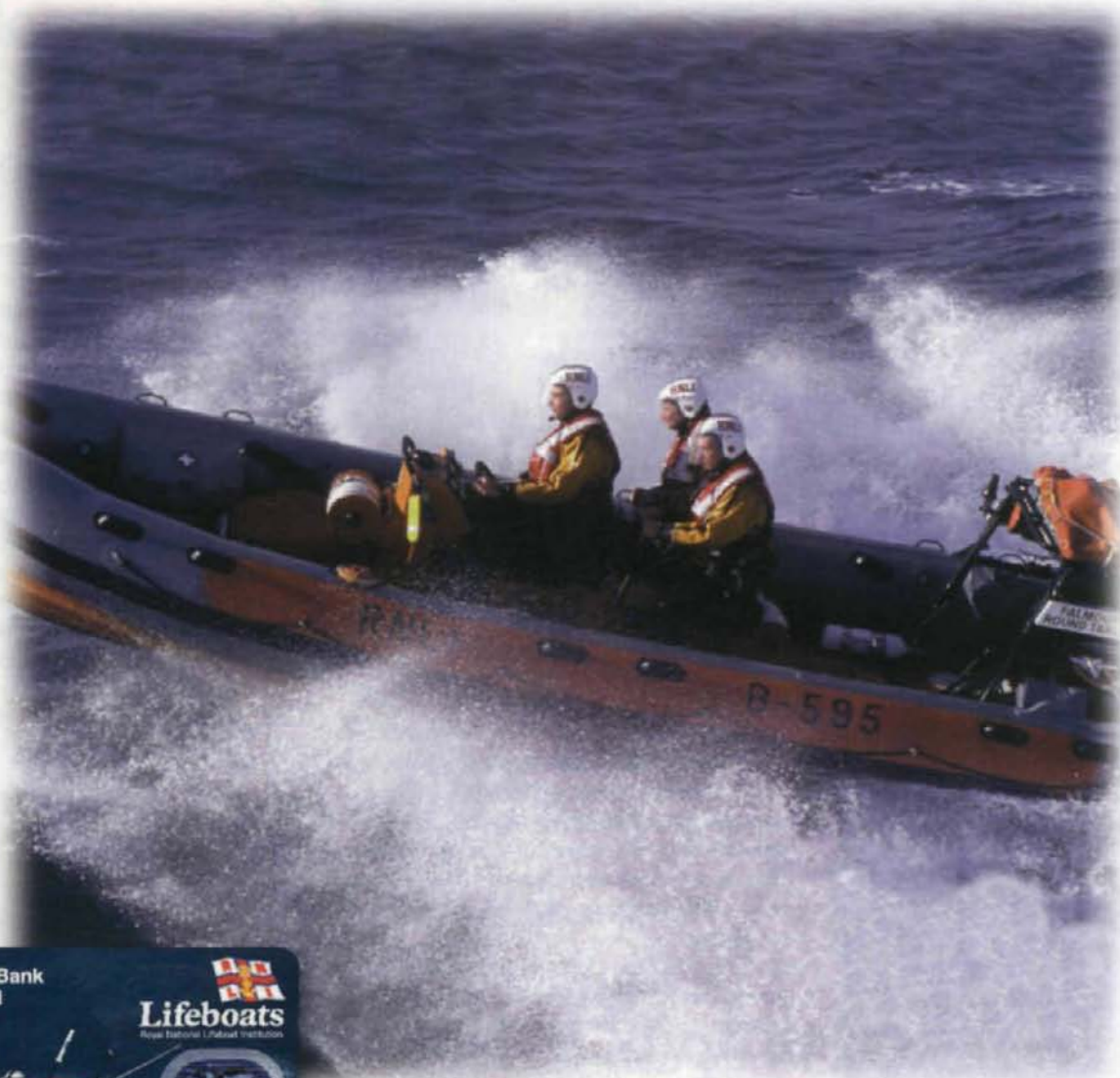


Above: Hoylake lifeboat *Lady of Hilbre*

Below: Hoylake lifeboat *Lady of Hilbre* with the Royal Navy helicopter



The crew can do their job
because people like you
use a **Lifeboats MasterCard.**



Unavailable to persons under 18 years of age. Written quotations are available. Subject to status. A contribution of 25p for every £100 spent will be made to RNLI.



To save lives at sea our brave crews have to be well-trained and well-equipped. This is why we need you, with a Lifeboats MasterCard, onboard. Sign up today

and The Royal Bank of Scotland will donate £10 to the RNLI. And the more you use the card, the better equipped the crews will become - 80% of the £1m raised so far by the MasterCard is from the Bank's further donations of 25p for every £100 spent.



Registered Charity No. 208823

Call the RNLI free on 0800 543 210 and quote LISU03 or return the coupon for more details and an application form.

Yes, I'm interested in the Lifeboats MasterCard and would like an application form. Or call free on 0800 543 210

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Letters

Branding review:

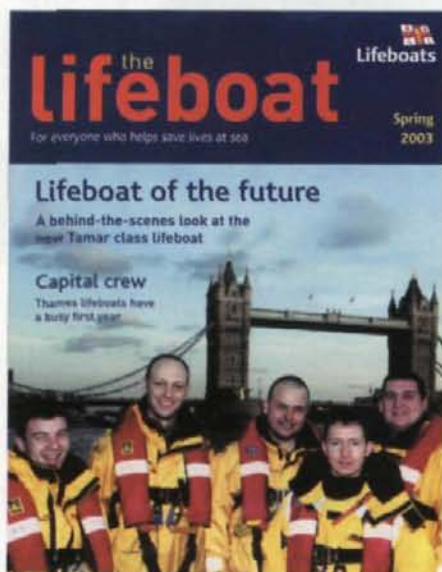
views for ...

Issue No 563 has arrived and read; an excellent issue, presentation and contents. It has a great practical and interesting 'buzz' about it all.

The Lifeboat College must surely be money extremely well spent. Great idea and I am sure it will be well used.

In 40 years of sailing we have been lucky enough not to have called for your ever present help, but we have monitored many a rescue whilst being at sea and have felt more comfortable and aware a consequence.

Frank Ellen, Stirlingshire



We have had a large response to the news of the RNLI branding review and the revamped look of the Lifeboat magazine. As we expected, there was a huge range of views, from the wildly enthusiastic to the deeply disapproving.

Some people expressed concern over the idea of the RNLI paying consultants, but this is simply responsible and prudent behaviour in the current climate. There is stiff competition between charities and the RNLI would not be doing its duty by its supporters if it did not ensure that it was

and against

Having just received the latest edition of *the Lifeboat* magazine, I felt I must write to protest at the much vaunted 'new branding' it features.

With the experience of a lifetime in the advertising and marketing world, I feel that the RNLI have been 'conned' by a trendy design outfit recommending change for the sake of change, plus, of course, their not inconsiderable fee.

Gone is the responsible and mature appearance worthy of an organisation with the history and traditions of the RNLI. In its place we have bold blocks of colour that hinder the reading pleasure of the contents. It appears more as if you are addressing a play-school audience whose attention can only be obtained by shock treatment.

Consequently the pictures throughout are all smaller than they need be and the interesting diagrams that at one time accompanied the fascinating accounts of rescue are no longer there.

It saddens me to have to say that I would have thought that our subscriptions could have been better spent elsewhere within your organisation. I don't imagine that you will publish this letter, but I hope at least you will discuss its contents with Bamber, Forsyth and Fitch!

John Skinner, Bristol

able to complete as strongly as anyone else for the limited charity pound.

As for the Lifeboat design, we were delighted with the generally positive response we got from our readers. We have, however, taken on board any criticisms and will, naturally, be developing our look with every issue.

Thank you to everyone who expressed their support, both for the Lifeboat and the RNLI.

Jane Smythson - Editor

Ceremony of dedication for the National Memorial Arboretum

Further to my previous letters, I am writing to inform you of the forthcoming ceremony of dedication and official handover of the RNLI plot at the National Memorial Arboretum.

The Arboretum is a part of the new national forest in Alrewas (north of Birmingham) and has been put together to remember those men and women who have given their lives in service to their fellow men. The service of dedication and official handover will take place on 17 September 2003 at 12 noon. A service will be held at the Arboretum chapel followed by a ceremony on the site.

Tickets are being issued for the service but, because of the limited number of seats in the chapel, only 80 tickets are available. These are being restricted to branches that have donated funds towards the plot.

However, those without tickets can visit the Arboretum on the day of the dedication (current admission charge is £3.50) and hear the outside relay of the chapel service. There are plenty of seats nearby and undercover. After the service they would be able to join the ceremony at the site.

If you are interested in receiving more details or wish to support us by attending the event please contact Miss C Muspratt, chairman of Tamworth branch on 01827 373 522.

Phillip Theaker
Chairman of Burton St Mowden branch
Tel: 01283 713 942



All letters printed in the Lifeboat represent the personal opinions of the writer and do not reflect the views of the RNLI, nor are they endorsed by the RNLI in any way.

Letter of the quarter

Building better boats

Everyone knows what a wonderful job the lifeboat men do and I am full of praise for them. This letter, though, is in praise of the lifeboats, without which they could not do such a brilliant job. It would be like a rifle without a bullet!

I am 90 years old now and have been interested in the Lifeboats since I was involved in the building of one 60 years ago, when I was working at Morgan Giles shipyard in Teignmouth.

Shipwrights, joiners and engineers (all first-class tradesmen) were involved in the building. I worked with my mate Jim Boyne

on the buoyancy tanks, a crucial part in the building of the boat. They were built of cedar wood covered with calico and placed in the bow and stern. More were fixed under the seating on the deck and they were made of mahogany. The whole process was complicated, like making a jigsaw puzzle.

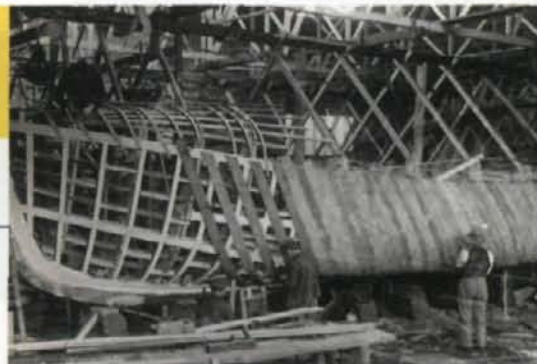
Although made so very differently today, their special design is vital and I am writing to acknowledge this, tempted by the lovely whisky – a perfect way to toast the lifeboats and the brave men who crew them.

Henry Jones, Teignmouth

Thank you for reminding us all of the skill and dedication that went into the design and construction of lifeboats before anyone working in today's RNLI was born! May I assure you that even though today we have computers to help us with the design process and use materials whose strength to weight

ratio was unheard of in your day, we have the same pride, the same dedication and the same determination you showed, to build the very best lifeboats in the world for our brave volunteers.

David Morgan
Engineering and Supply Director



Win a bottle!

Mr Jones wins a bottle of Old Pulteney Whisky, generously donated by Inver House Distillers.

Many thanks to them for their support.

We hope to find some new goodies for the letter of the quarter in the future. 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'.



Added value

As a supporter of the RNLI for many years, some time ago I was asked if I could contribute more. As I am retired and surviving on a far from generous pension, I felt this was not within my means so, instead, I acquired an RNLI credit card on which I spend some £400 monthly on food and household goods. The interest on my expenditure certainly mounts up. My bank informs me periodically how much the RNLI gains from credit cards and I would like to recommend this method of adding to RNLI funds in a painless way.

I would add that, as the daughter of an enthusiastic amateur yachtsman, I have been aware of the role of the RNLI and for its tremendous support to those at sea throughout my life.

SM Atherden, Edinburgh

RNLI at your service

While in Shoreham recently I was lucky enough to snap this picture of the Shoreham lifeboats escorting the tall ship *Endeavour* into the Harbour. The *Endeavour* is a replica of Captain James Cook's ship, and is a working, sailing museum currently making a round-the-world tour. I thought it was a fantastic photo opportunity and couldn't resist sharing it with other readers. I hope you enjoy it!

Rod Armstrong
Chairman of Angmering branch (1981-91)



Sailing on through



Peter Nicholson

Highlights from the Chairman's report to the Annual General Meeting on 22 May 2003

At the Lifeboats AGM in May, Chairman Peter Nicholson looked back over another successful year, but warned that the Institution needs to react to a changing situation

Good morning and a very warm welcome to the 178th Annual General Meeting of the RNLI. Once again I am delighted to see so many of you here – your presence, particularly those who come year after year, really is appreciated and helps make the Lifeboats such a special organisation. Our volunteers and supporters are the backbone of the lifeboat service and, thanks to you, much has been achieved over the past year.

Lifeboat services

The lifeboat service figures for 2002 reflect a dramatic difference in comparison with 2001 due to the inclusion of Thames lifeboats. The total number of people rescued during the year increased by 425 to 7,365. This is an average of about 20 people every day (see page 2 for more rescue statistics).

At 7,729, the total number of launches demonstrates the continuing need for the search and rescue service we provide. It also shows the need for us to continue to develop our preventative and educational initiatives. Many of us can find ourselves at risk. The sea is unpredictable. It will at times catch out even the most experienced among us.

Shore facilities

Efficient and effective support for the volunteer crews and helpers wherever they operate is a vital part of our lifesaving work. With this in mind, we opened three new purpose-built divisional bases during 2002; in Scotland, the north and the east. Designed specifically for us, the new combined divisional base and regional office for

Scotland supports all our operations north of the border with much improved facilities.

Meanwhile, we have completed a range of new developments and improvements to other facilities during the last year. These include a number of major projects in Ireland. A new lifeboat station has been built at Wexford Harbour and a new boathouse at Crosshaven, just inside Cork Harbour. Boathouses have also been rebuilt at nearby Ballycotton and Youghal, and a new pontoon berth at Dunmore East has completed the modernisation of that station.

Contracts that have been completed elsewhere include a new pontoon berth at Weymouth; new boathouses at Bude and Littlehampton; and, the biggest project of the past year, a new boathouse and berth providing combined facilities for the afloat and inshore boats at Harwich. Very few stations now lack the modern facilities considered appropriate to run an effective lifeboat service.

Over the coming year, we will be building and installing new facilities at slipway stations where the Tamar class fast slipway lifeboat will be deployed; and on beaches in the south west of England a range of buildings are required this season to support our Beach Rescue lifeguards.

Thames lifeboats

2002 was the year we established four new lifeboat stations at Teddington, Chiswick, Tower Pier and Gravesend. In the first full year of service, Thames lifeboats were called out over 800 times and rescued more than 250 people. As a result, our lifeboats have

become a familiar sight on the Thames. The Thames lifeboats are the busiest in our fleet and are clearly an important search-and-rescue resource for London. This has undoubtedly raised public awareness in the capital and should help us to raise even more money there, which is a vital need.

Developments to the fleet

The first of our hovercraft went on service in Morecambe last December and I am pleased to be able to report that it saved its first life in April. Two more will be deployed during this year. Extending and improving rescue cover in this way does demonstrate our commitment to examining and trying out all possible ways of saving lives throughout all areas of our operation.

Orders have been placed for the last of the Severn and Trent class all-weather lifeboats. Eight were introduced in 2002 and a further nine will be brought into service this year. In addition, the new Tamar all-weather lifeboat is on schedule and will be introduced into service in 2004. Conversion of the experimental boat is almost complete. This has included the installation of an advanced electronic and information management system, which has been designed and developed by an external contractor with considerable input from our technical department. Further work and trials of this innovative system and the lifeboat itself will take place during this year.

There are 27 new all-weather lifeboats in the five-year build programme. This includes the ongoing development of the new fast carriage lifeboat to replace the Mersey class.

stormy seas

In addition, 20 new inshore lifeboats were introduced last year and a further 27 will be delivered in 2003. This programme includes new Atlantic 75s built at the Inshore Lifeboat Centre in Cowes and the development of the first production Inshore Boat 1 (IB1) this year as a replacement for the current D class lifeboats. The pre-production trials of the IB1 project were successfully completed in 2002.

Beach Rescue

The successful integration of the Beach Rescue lifeguard service into mainstream operations has also proved that the RNLI can increase its life-saving capabilities beyond what has been traditionally expected. During the summer season of last year, the service operated at 43 beaches in the south west and generated a great deal of interest and support from local people and the media. Almost 7,000 people received assistance of one kind or another from the lifeguards during the year, but what is most important is that 22 lives were saved.

This year we shall consolidate the existing service and improve the technical support we provide for the lifeguards. In partnership with other lifesaving organisations we will also develop a volunteer strategy and a joint approach to beach safety.

There is no doubt that Beach Rescue has exposed us to a whole new audience of potential supporters, especially families and young people with whom we must sustain and foster good relations for the future. This will improve our profile and help us increase public awareness, which will in turn help us to raise enough money to fund our ever increasing activities.

Promoting water safety

Working across all areas of the UK and Republic of Ireland, our newly formed Beach Safety unit will be following the same principles established by our existing Water Safety teams. Prevention is better than cure and by raising awareness on beaches we can help to stop people getting into difficulties and thereby reduce accidents.

Young people are our future supporters and volunteers. It is therefore essential that we continue our work in this area. We now have education officers in each region supporting the aims of the youth education

section; and in 2002 a number of events and initiatives with schools, councils and groups took place, which gained positive results.

Building on the success of the work of the water safety and education teams, we have introduced a fishing safety service this year. It is a natural progression for us to do all we can to help improve safety in one of the most hazardous industries in the world. We enjoy a great deal of respect among fishermen and the service will consist of a dedicated team of recently appointed coordinators who will provide advice and demonstrations to fishermen in a practical way.

Training developments

Delivering effective crew and staff training is a fundamental part of the support we provide and many individuals have found real value in the courses and facilities on offer. During the past 12 months, a new competency-based training system has been rolled out to all lifeboat stations. This will provide crew members with externally accredited qualifications for the first time and has the advantage of allowing individuals to learn at a place and time of their choosing.

Following a review of the way we manage our lifeboat stations, an updated structure, suitable for the years to come, has been trialled at a number of lifeboat stations and will be recommended to all lifeboat stations, with an aim to having it in place by 2007. Furthermore, we plan to review all working practices within the operations department this year to improve efficiencies and we aim to reduce stockholdings by 10%, without extending delivery times.

Perhaps one of the most exciting developments this year is the start of building works on the new Lifeboat College alongside Lifeboats headquarters at Poole. The completion of the land decontamination process last November enabled us to start the construction of a purpose-built, residential college. This is now well under way and due for completion in 2004. This new facility will provide us with a modern building to train lifeboat crews, volunteers and staff.

Economic situation

I hardly need remind you that we are a service and a registered charity that continues



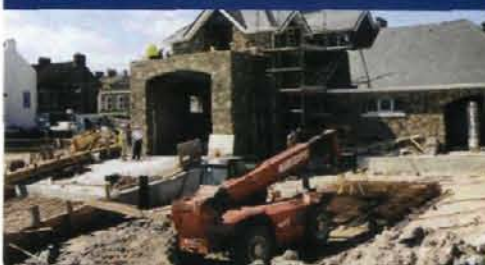
The naming ceremony of the first Thames E class lifeboat – *Public Servant*



The Hurley Flyer hovercraft – Morecambe
Photo: Martin Fish



Tamar class prototype lifeboat
Photo: DML



The new lifeboat station at Youghal under construction



Beach Rescue lifeguard giving advice to a school group at Sandbanks, Poole



Water Safety flare demonstration

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



Are you ready to thank them?

This lifeboat crew have been called out at all hours. They've had to put to sea in terrifying conditions and they're prepared to risk their lives for others. Yet they're ready to do it time and time again – and they would never, ever expect to be paid. Volunteer lifeboat crews willingly give their time and risk their lives to save people in danger – please help us thank them by making sure that they have the boats, training and equipment they need to do it safely.

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

With more than 230 lifeboat stations around the shores of the United Kingdom and the Republic of Ireland, it costs £290,000 a day to keep the service running. As the RNLI depends entirely on voluntary donations and legacies to run the lifeboats, any gift you leave us in your Will

would make a valuable contribution to keeping our crews afloat. If you'd 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.

Please send me your legacy information pack.

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

Title Forename

Surname

Address

Postcode

We never give your information to other organisations. Your details will be used by the RNLI and passed to RNLI trading companies only. If you do not want to receive information about other ways to support the RNLI tick here. DPA LBJ03/7



Lifeboats

Registered Charity No. 209603

Sailing on through stormy seas

continued

to depend wholly on voluntary contributions and legacies for its income. All charities are having to work very hard to maintain their income in the current economic climate, which is tougher than it has been for a decade.

While it is true to say that world events and the depressed economic climate have combined to reduce the level of our free reserves, we can account for part of this reduction by increased capital expenditure on property developments at Poole. We are in the process of transferring part of our reserve from stocks and shares to property. Investment of this kind adds real value and I am sure that it is entirely appropriate to use our funds in this way. From a financial and operational standpoint, the new property is both good business practice and a sound investment in the future of our lifeboat service and its people. In a few years time we will own a hugely valuable property estate in Poole: a very solid reserve of wealth for our successors.

Having said this, we are watching our reserves position closely, but the fact that we are able to continue with so many of our plans does, I believe, vindicate the Trustees' decision on the level of reserves it is appropriate for us to maintain and we shall continue to aim to maintain our free reserves at one to three years of operating income.

Fundraising needs

Nevertheless, we must take some positive steps to safeguard our financial position. This is being done in three ways. Firstly, by saving money where possible and running the service even more efficiently. Secondly, by re-phasing our capital spending and our building programme. I am glad to say that only quite small delays should be necessary. Thirdly, by increasing our fundraising efforts very substantially. This action will increase our fundraising costs in the short term, but will pay off in the years ahead.

Our membership subscriptions have not been changed for over three years and the Trustees therefore reviewed them at their meeting on 9 April. It was agreed that all membership subscriptions should be increased with effect from September 2003. The new rates are: Shoreline, £20 (joint, £33); Offshore, £54 (joint, £94); Governor, £66 (joint, £116); and a one-off payment of £1,500 will buy a Life Governorship.

From sales to subscriptions, and from legacies to lifeboat days, fundraising takes many forms. 2002 was not only a bumper year for our branches and guilds, but we now have almost 262,000 members providing regular contributions and donations. However, our plans this year are very ambitious, with more regional appeals and a clear goal to double the total number of members over the next five years; a tough, but we believe achievable, target. By increasing membership to half a million, we will develop a reliable source of regular, cost effective and tax efficient income, which will enable us to budget our future expenditure with increased confidence. Our corporate fundraising team has also been working hard to establish strong relationships with the business community.

To help achieve all this we have a new fundraising and communications department, following the merger of our fundraising and public relations activities at the beginning of this year. We strongly believe that these two functions go hand in hand and that it makes good sense to combine the skills and integrate the work of this group of people to raise awareness and generate more income. I have every confidence that we can make significant steps forward in this area and achieve the desired response from our existing and potential supporters over the coming years.

We need your help

So what is the message from all of this to you and our many thousands of supporters and volunteer fundraisers? Some argued in the past that we were too rich and over funded. Some may now fear from the recent downturn that we face financial distress. Neither is accurate. Neither is true. However, the simple reality is that few organisations in recent times have escaped a change to their financial fortunes and we are no exception. Financial prudence is about responding to these changing situations to ensure that we remain strong in the future. That is why your Trustees now judge the time to be right, and the decision sensible, to increase our fundraising activities, increase our membership and increase our profile to the outside world.

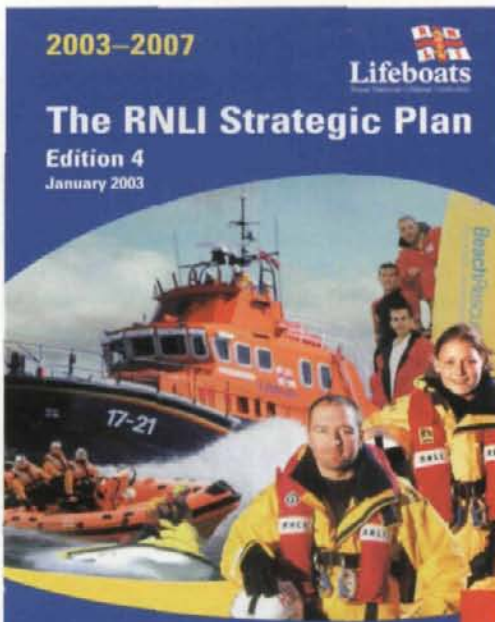
So my message to our much cherished supporters is that we are now asking you to play an even more significant fundraising role

in the times ahead and so help to ensure we are building a strong and secure future for the RNLI. Our sole aim in seeking your further support is to achieve the robust financial future that will enable us to provide and maintain the same unique lifesaving service that we always have in years past. I am confident that our wonderful supporters throughout the United Kingdom and Republic of Ireland will respond to this call as you always have done in the past.

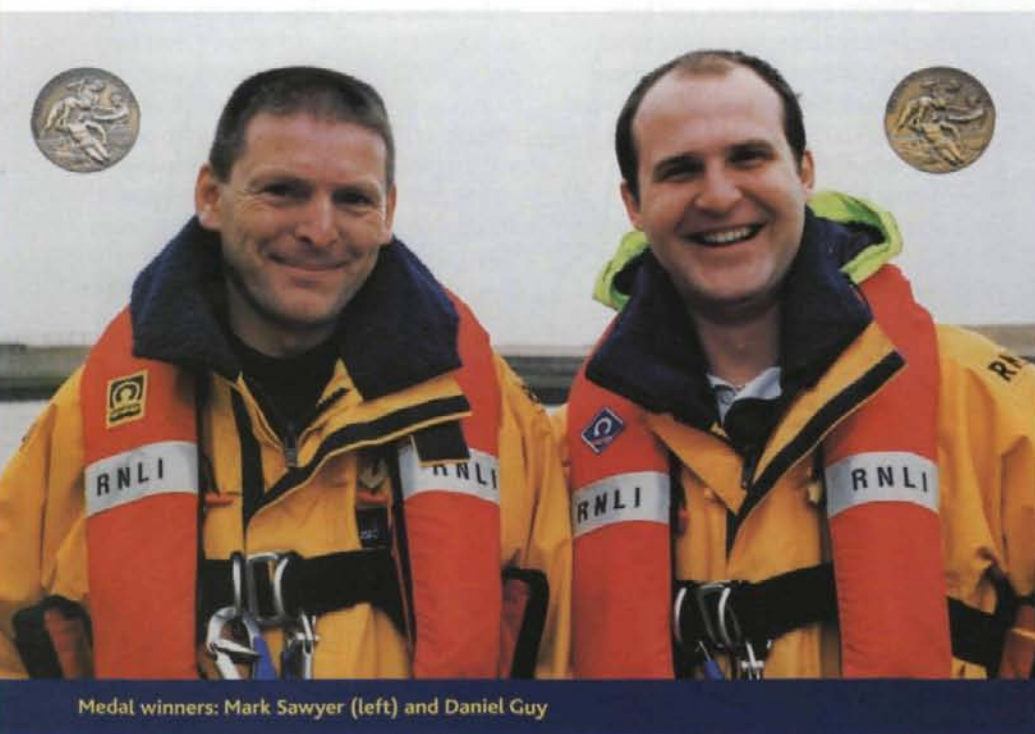
All these changes, developments and improvements form part of a carefully thought out strategic plan, which we review and publish each year. The plan outlines how we intend to meet the challenges of the future and how we deal with the uncertainty of the financial climate. It also sets down the service standards to which we aspire and describes how we measure the overall effectiveness and efficiency in key aspects of our work.

Above all, it provides every one of our supporters, volunteers and members of staff with a clear perspective of our purpose, vision and values; to save lives at sea and be recognised as the most effective, innovative and dependable lifeboat service. With your help, I feel sure we will continue to grow stronger and move the RNLI further forward.

For your copy of *The RNLI Strategic Plan*, please send an A5 SAE to: Val Latham, RNLI, West Quay Road, Poole, Dorset BH15 1HZ



Lifeboats in action



Medal winners: Mark Sawyer (left) and Daniel Guy



Rescued – Pete and Hayley Landon

The wreck *Paperchase* with a gaping hole in the starboard side



Two saved in harbour drama

Faced with the choice of a wait offshore for eight hours in gale force conditions or reaching dry land quickly by a risky harbour entry, which would you choose?

Decision time

When a crew of two undertook a maiden voyage in their newly bought yacht, they could not have imagined that their lives would be at risk. Pete and Hayley Landon were sailing the 11m yacht *Paperchase* from Ramsgate to Eastbourne on the evening of 20 October 2002 when they hit heavy weather. Their instinct was to try to reach the safety of the harbour. Pete later explained: 'The desire for safety ... was overwhelming, versus eight hours of rough weather if we went offshore.'

Before they took any action, they contacted the Lock Keeper at Eastbourne's Sovereign Harbour, Jason Foster, to let him know they were intending to try to enter the harbour through the channel. Jason phoned Coxswain Mark Sawyer for advice.

Mark recommended that the yacht should remain at sea and not risk entry. He knew that the conditions for entry into the harbour were against the couple. Darkness was approaching and there were gale force 8 winds coming in from the south east, the worst possible direction for entry into the harbour. It was nearly spring low water, so the channel leading to the harbour was flanked by shallow, rocky water. The swell was running across the entrance channel, breaking on the rocks and filling the air with spray. To add to their problems, the wreck of *Barn Hill* was a hazard just out to the east of the entrance. So Jason advised the yachtsman to stand off and wait.

The lure of safe harbour

Despite Jason's advice, the couple decided to try to enter the channel to get to dry land. At the Harbour Office, Station Honorary Secretary Captain John Banfield watched the yacht on CCTV. As soon as he saw *Paperchase* making an approach to the channel entrance, he authorised the launch of the lifeboat with Mark Sawyer at the helm.

Pete and Hayley soon realised that they were making a mistake and tried to manoeuvre the yacht around to exit the channel. But *Paperchase* was knocked back round into the channel twice, by the sea and the wind. They were committed to making an approach.

The Mersey class lifeboat *Fisherman's Friend* arrived on the scene, five minutes

after launching. In winds of gale force 8 and breaking waves of up to 3m, Mark was having trouble keeping the lifeboat's head to sea and, in the troughs of the waves, he estimated that at times there was as little as 1m beneath the keel. To add to the difficulties, no radio contact could be made with the yacht at this stage.

Broached and grounded

In the failing light the crew saw that *Paperchase* was well into the channel, entering an area of breaking water. The lifeboat crew saw several large waves hit the yacht, making her broach and knocking her out of the channel. *Paperchase* grounded on a rocky patch less than 100m from the northern breakwater. Pete and Hayley were left clinging onto the yacht's mast, in danger of being washed overboard. The breaking surf was coming right over the yacht. Mark recalled: 'We then knew that we had our work cut out.'

In very little searoom Mark tried several times to get close enough to pass a tow to the casualty with a heaving line. Despite getting to within 10m, the lightweight heaving line could not be thrown with accuracy as it was blown downwind.

Mark was concerned about endangering the lifeboat crew by trying to get any closer, so he manoeuvred the lifeboat near enough to the yacht for Mechanic Daniel Guy to fire a speed line. This worked perfectly and the yachtsman

caught the speed line and secured it. Daniel reflected: 'Actually hitting the target bang on in those conditions, with a gale force 8 south easterly wind, was a bit of an achievement.' The lifeboat took the tension up on the line, the yacht was brought head to sea and she was towed towards deeper water in the channel.

Capsized

Thick cloud meant that there was no moonlight, so the lifeboat fired two white parachute flares to monitor the yacht's progress. At last, radio operator David Riley was able to establish communications with the casualty for the first time and was reassured that everything was okay on *Paperchase*.

Just as things were getting better, two waves hit the lifeboat and then hit the yacht. Hayley remembered: 'I just heard this big crash ... I was fairly sure that something had happened to the keel. Then my wellies started to get wet.' Water rushed in and the couple were thrown into the water as the yacht capsized. Their hopes of reaching safe harbour on *Paperchase* were dashed and their lives were in danger.

With *Paperchase* capsizing, Mark ordered the towline to be cut immediately. Pete and Hayley were holding onto the rails of the yacht, so the crew got heaving lines ready to throw to them.

The lifeboat made a few approaches but couldn't get close enough to the yacht

THE LIFEBOAT

Mersey class lifeboat
ON-1192

Fisherman's Friend

Funding: Lofthouse of Fleetwood Ltd, plus other gifts and legacies including the Royal Bank of Scotland

THE CREW

Coxswain

Mark Sawyer

Crew members

Daniel Guy

Benjamin Delaunay

Keith Murphy

Mark Osborn

David Riley

Richard Welch

EASTBOURNE LIFEBOAT STATION

Established: 1822

Previous RNLI Medals: One Gold, three Silver and four Bronze

THE CASUALTY

Crew of two on the 11m yacht *Paperchase*

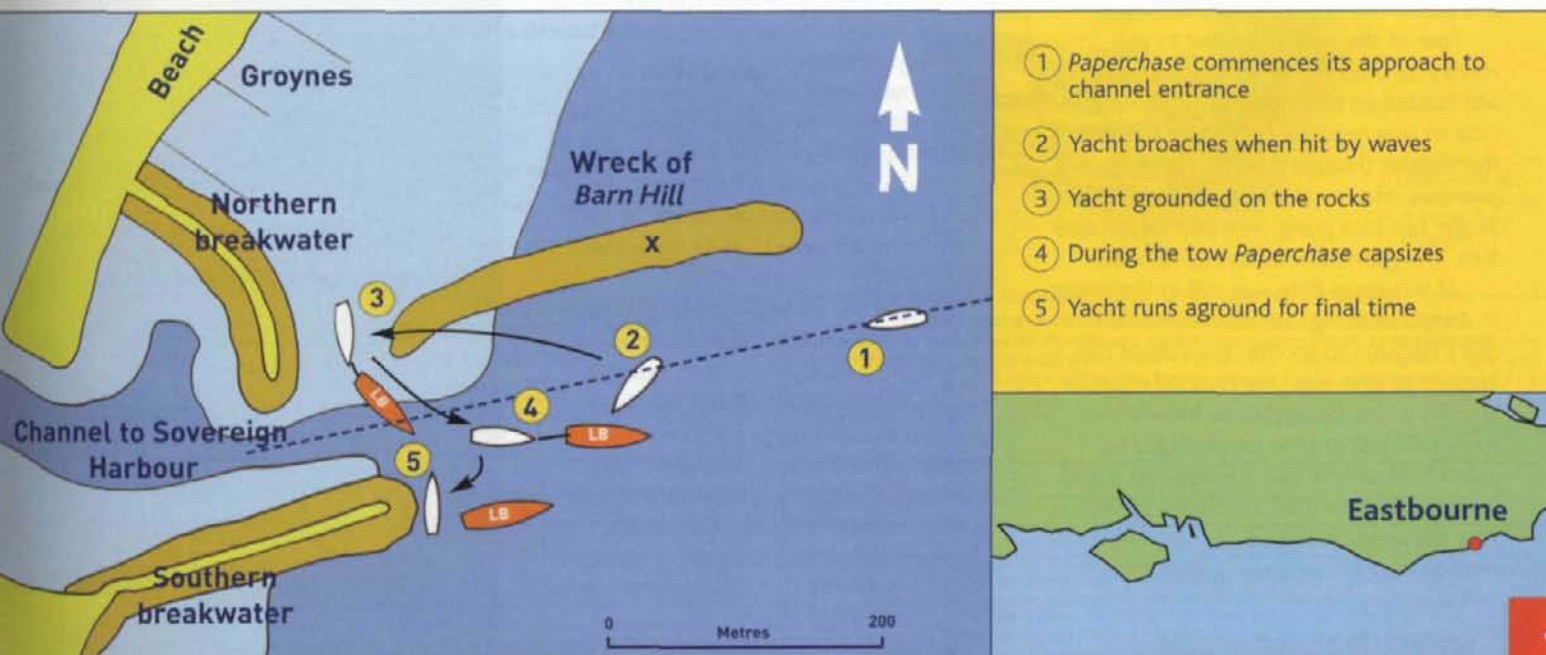
THE CONDITIONS

Weather: Cloudy

Visibility: Poor, darkness

Wind: Gale force 8

Sea state: Very rough



Lifeboats in action

The crew of the Eastbourne lifeboat



as the rigging and mast were in the way. The crew tried to reassure the couple. Pete recalled: 'The thing that kept us going was the fact that the guys were willing us on; shouting and encouraging.'

Bravery prevails

Mark manoeuvred the lifeboat to within 3m of the upturned yacht and the heaving line and towline were passed successfully. From the water Hayley grabbed the heaving line and wrapped the towline around Pete, who appeared semi-conscious. Mark later praised the 'very brave' actions of Hayley as she held onto Pete's lifejacket and pulled him alongside the lifeboat.

Four of the crew managed to pull Hayley up onto the deck. Just after she was hauled up on deck, Crewman Mark Osborn was nearly washed over the side of the lifeboat through a break in the guardrail. Hayley instinctively grabbed him as she saw him going over and helped save him. The guardrail was swiftly remade.

At this stage Pete was still in the water, in danger of being lost. Daniel made a quick decision to go over the side of the lifeboat to save him. He climbed over the guardrails and stepped onto the lifeboat spray rail. Just in time he managed to catch hold of Pete one-handed and pulled his head above water. He then trapped Pete between his legs. Both men kept disappearing below water and Daniel

shouted for a lifeline to be clipped on. From the upper steering position Mark couldn't see Daniel or Pete, but he knew that the port propeller could be a danger to them. Mark realised he could no longer use the port engine to help with manoeuvring.

Suddenly, two large waves knocked Daniel off the spray rail and he ended up in the water alongside Pete. Daniel kept his wits about him. He recalls: 'Luckily my lifeline held and I kept hold of Pete, trying to keep his head above water.'

Mark knew it would be difficult to recover the two men as they were exposed to the full force of the gale, so he decided to seek shelter within the harbour. With Hayley safely on board, the lifeboatmen could now concentrate on recovering Pete and Daniel. Crewman Keith Murphy clipped himself onto the spray rail and gripped onto the exhausted Daniel, while Pete was recovered. It took four men to lift Pete clear of the water onto the deck.

By now, the lifeboat was in the relative shelter of the breakwater and Daniel was helped on board by two crew, after 20 minutes in the water. Mark made best speed to the awaiting Eastbourne Coastguard and ambulance personnel. Thanks to the spectacular efforts of Eastbourne lifeboat, Pete and Hayley Landon reached their longed-for harbour.

Exceptional service recognised

The whole service only took an hour and a quarter, but it's a rescue that all involved are unlikely to forget. Captain John Banfield, Station Honorary Secretary, praised the lifeboatmen: 'I don't think we could get a better crew. Mark and David, especially, worked excellently together. The rest of the lads were brilliant; didn't need to be told what to do. They just got on and did it.' Mark's actions in particular were complimented by Divisional Inspector Martyn Smith: 'A relatively new coxswain, he more than justified the confidence divisional staff had placed in him. Mark demonstrated exceptional clarity of thought and led his crew with determination and tenacity.'

Mark is awarded the Silver Medal for his outstanding actions on the service and Daniel Guy is awarded the Bronze Medal for his instinctive actions and selfless disregard for his own safety. The actions of the rest of the crew are also recognised with medal service badges and certificates. Jason Foster, Lock Keeper, received a letter of appreciation from the Chief Executive.



'They did a fantastic job in saving us. The seamanship was amazing. The teamwork from the whole crew was absolutely brilliant ... We can't find the words to say how grateful we are.'

Pete Landon

THE

BEAUFORT

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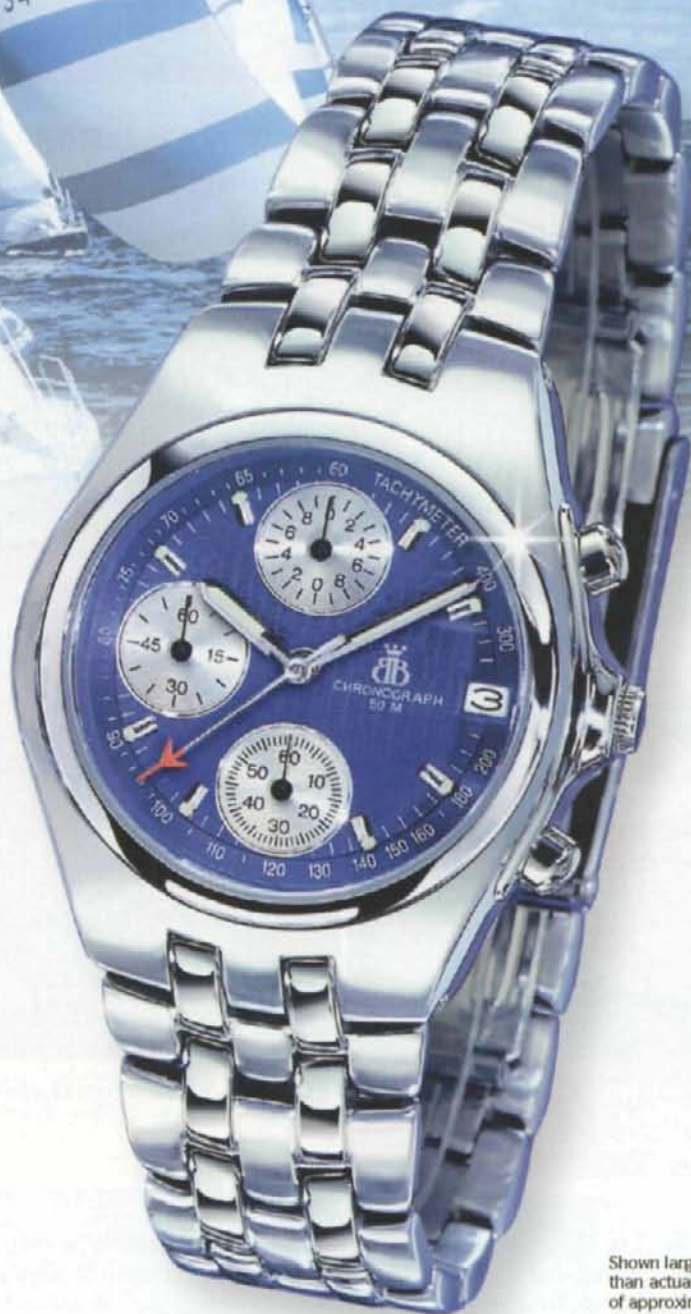
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Lifeboats in action

Off-duty lifeguard saves body-boarder

When a man was caught by a rip current and swept towards some rocks at Newquay, Rod MacDonald, an off-duty Beach Rescue lifeguard, acted instinctively and bravely to save the man's life



Beach Rescue lifeguard
Rod MacDonald
Photo: Austin Wheeler



Rod MacDonald with body-boarder Paul Tilley

Off-duty Beach Rescue lifeguard, Rod MacDonald, was walking near Fistral Beach when he was approached by a woman who told him there was someone in trouble in the water. Paul Tilley had gone out from the narrow beach to body board. He had been caught by a rip current soon after entering the water and swept towards rocks between Little Fistral and the main beach.

It was a sunny afternoon on 3 October 2002. Unfortunately for Paul, the lifeguarding season finished just three days before. If the lifeguards had been around, Rod thinks that they 'would have had the

guy before he even got close to the rocks'. Rod had just been surfing himself, but had stopped as the surf was 'big, messy and rippy'. The sea conditions were rough and there was a ground swell of up to 2m.

Instinctively, Rod ran out to the edge of the cliff to see if he could help. He couldn't see anything, so he ran further towards Little Fistral Bay. He spotted something that 'looked like a seal's head sticking out of the water'. Then he heard the shouts for help and realised it was a man.

Rod raced down to the scene and spotted Paul 50m from the shore.

He asked a passer-by to call 999 for the Coastguard. Rod clambered down the cliff, waded along a gully then swam over rocks and breaking surf to reach the casualty, 20m away. Rod found it relatively easy to get out to Paul: 'I got sucked out there really quickly. To get to him was really easy, but getting back to the beach was a struggle.' Paul was completely exhausted from fighting against the current for 20 minutes. He had let go of his body board when trying to swim to shore and now waves were breaking over his head.

Rod grabbed hold of Paul and tried to get up on the rocks. The pair were washed



Far left: Rocks and gully between Little Fistral Bay and Fistral Beach, Newquay, where the rescue took place
Middle: Paul Tilley

into shoulder-depth water, only to be sucked back out of their depth, again and again. An unidentified passer-by and Lee Pulling, a retained fire-fighter, both entered the water to help Rod bring Paul out over the rocky bank, with waves sucking them back into the sea. They managed to lift Paul to the top of the gully, clear of the waves. The Newquay inshore lifeboat arrived but could not help at this stage.

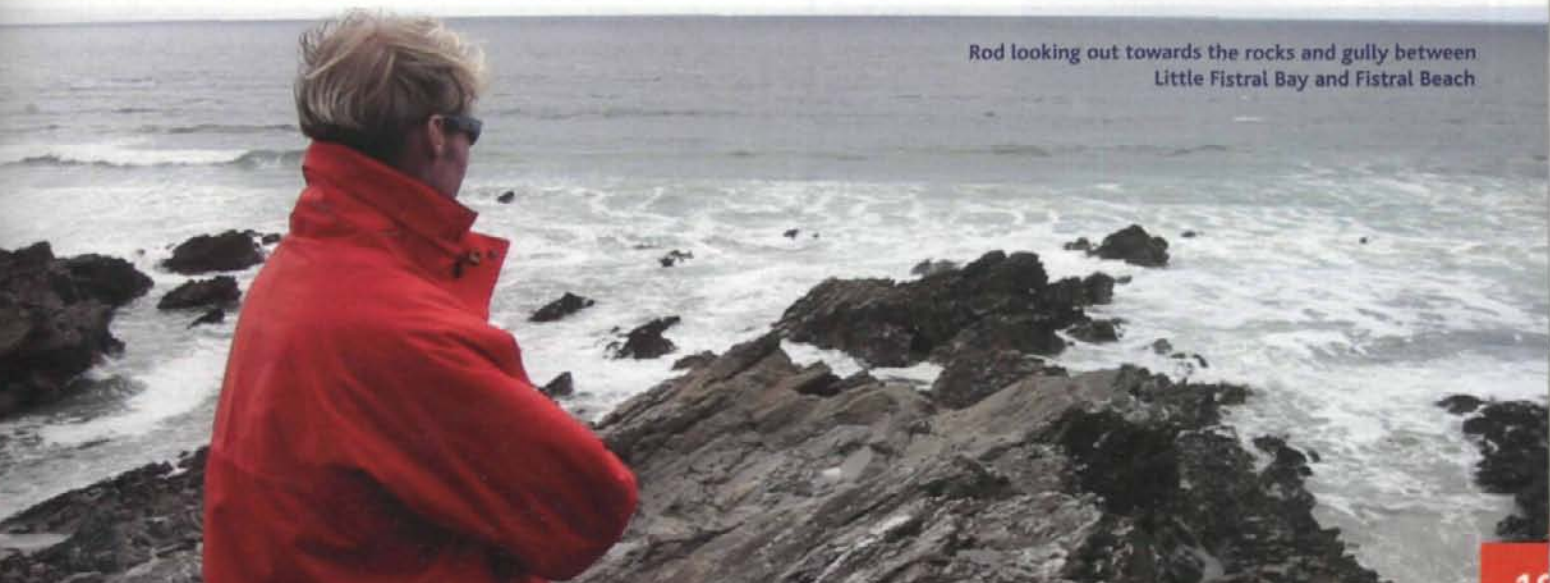
Laid out on the sand, Paul vomited and Rod was glad to see this sign that he was alive. Rod was trying to stop the bleeding from the large wound in Paul's head and was concerned that he may have a spinal injury. Paul had cuts all over his arms and back, from where he had been thrown against the sharp rocks by the breaking

waves. He was in deep shock. Paul then turned white and cold, and a pulse was hard to find, but Rod could see Paul's chest rising and falling. An ambulance crew arrived and stabilised Paul's condition. He was then winched to a Sea King helicopter from RNAS Culdrose and taken to hospital, where he made a full recovery.

As a highly trained and experienced lifeguard, Rod knows that he broke the golden rule of lifesaving by entering the water without any rescue equipment or protective clothing, but Rod's instincts to save the man were strong: 'During the incident itself adrenaline just takes over.' He suffered cuts and bruises from not wearing the right gear, but he later commented in true Aussie spirit: 'You're not going to get

any less in a rugby game.' It was only after the paramedics had left that Rod started to think back to what had just happened.

Rod receives a Bronze Medal for his quick thinking, initiative and courage. Simon Pryce, divisional inspector (South), praised Rod's actions in conditions 'that are probably the most difficult in which any lifeguard can experience: heavy surf, strong currents, waves breaking over rocks and nowhere safe to bring a casualty to shore.' Rod modestly says: 'Any of the guys that I work with, if they were in my position, they would have done exactly the same.' But the rescued Paul Tilley sees things differently. He knows full well that without Rod, his life may have been lost. Paul states simply and directly: 'I just have to say thank you.'



Rod looking out towards the rocks and gully between Little Fistral Bay and Fistral Beach

Lifeboats in action



Damian Rohdich (left) and Anthony Chambers
Photo: Courtesy of Coleraine Chronicle

Cliff-climbing lifeboatman saves boy

Lifeboat crews are highly trained in many fields so they will be prepared when out on a shout. But there are a few services where RNLi training cannot help, where it is up to the individual to do something out of the ordinary. In this rescue at Portrush it was rock-climbing skills, initiative and endurance that were needed to save the life of a small boy

THE LIFEBOAT

D class lifeboat

D-572

Ken and Mary

Funding: Donated by the sons and grandchildren of Ken and Mary Stansfield

THE CREW

Helmsman

Damian Rohdich

Crew member

Anthony Chambers

PORTRUSH LIFEBOAT STATION

Established: 1860

Previous RNLi Medals: Eight Silver and

one Bronze

THE CASUALTY

A young boy stranded on a cliff

THE CONDITIONS

Weather: Part cloudy

Visibility: Excellent

Wind: Force 2

Sea state: Calm

Mechanic Anthony Chambers was working at Portrush lifeboat station, Northern Ireland, when a distressed member of the public rushed in near midday on 9 September 2002. A young boy was stuck on the cliffs at Ramore Head, balanced precariously on a narrow ledge 10m above sea level. Anthony shouted for Helmsman Damian Rohdich who was nearby. They knew that a delay by contacting other lifeboatmen or waiting for the authority to launch could be fatal. As conditions were fine, they launched the D class with just the two crew members.

The crew found the boy easily, four minutes after launching, 200m from the harbour mouth. They reassured the distressed child, 10m above them, and acted quickly. They landed the D class on shore at the cliff face and secured the lifeboat. There was a risk that the boy might fall before a cliff team reached him. Damian had no experience of rock climbing and is not keen on heights but, with no thought for his own safety, he started the climb.

Wearing the full inshore lifeboat gear made climbing particularly difficult. The toe-capped boots meant that Damian could not feel the rocks and there was little grip.

He managed to reach the child and soon realised that it was impossible to move him without the Coastguard cliff team. Anthony called for their assistance. Damian edged his way along the ridge, finally straddling the boy, holding him firmly against the rock face, awaiting the cliff team.

After around 20 minutes a lone Coastguard arrived at the cliff top and began

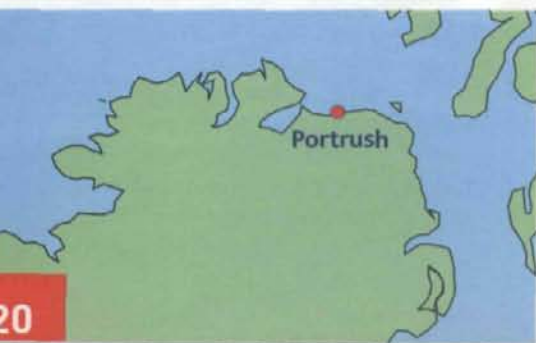
setting up. At this stage Damian started to suffer from cramps in his arms and legs. After 30 minutes the Coastguard lowered a line down to Damian. Single-handedly, with great skill, Damian secured the line to the boy and then to himself. But their ordeal was not over. Damian recalled: 'Once the line was secured it felt a bit better but we still had to hang onto the cliff.'

It took another gruelling 40 minutes before the Coastguard dropped from the cliff top and made a controlled descent with the young boy to the base of the cliff.

Damian held the child securely for 75 minutes in total and remembers that he felt: 'completely exhausted. All strength seemed to drain out of me. Both legs and arms were cramped and my body ached all over.' Despite this, Damian lowered himself down on the securing line and reboarded the lifeboat quickly so that the boy could be transferred ashore as speedily as possible. On the way back to the station, Damian still found the energy to comfort the young boy.

An awaiting ambulance took the child to hospital, where he made a full recovery from shock and mild exposure. Damian too was fine after a rest, although he suffered a little from sore muscles the next day.

Damian is accorded the Thanks of the Institution on Vellum for his courage and endurance. Anthony receives a vellum service certificate for his presence of mind, initiative and his assessment of how urgent the situation was. Operations Director Michael Vlasto also sent a letter of thanks to the Coastguard cliff team.





Shoreham inshore lifeboat heads out to the blazing pier
Photo: Nick Davies

Pier blaze

Brighton and Shoreham lifeboat crews joined forces to assist fire officers during a fire that gutted the south end of Brighton's West Pier on 28 March 2003

The fire was raging out of control on the pier, with no way for fire teams to access the area. A senior fire officer was transferred aboard Shoreham's all-weather lifeboat from the Brighton inshore lifeboat and he decided that the fire should take its course. The lifeboat performed a visual search to check that no-one was on the pier. The Coastguard rescue helicopter also did aerial searches using infra-red detection equipment to confirm there was nobody trapped in the fire. The lifeboats were requested to stand by until seaborne firefighting crews arrived.

Many vessels had come close to get a better view, and the lifeboats warned them of the danger posed by the tons of debris floating away from the pier. Crew members of the Shoreham inshore lifeboat, Dave Laker, Dave Cassan and Tim Fox (pictured), helped clear vessels and also transferred firefighters and equipment to tackle the blaze.

At one point Brighton lifeboat had to rescue a man who had waded out trying to take close-up photos with a waterproof camera.

Shoreham's all-weather and Brighton's inshore lifeboats were stood down once all the firefighters arrived. Shoreham inshore lifeboat stayed on for another hour to transfer equipment and help with safety duties. However, with the tide dropping, the underwater debris was becoming too much of a danger to the lifeboat and the crew returned to the station.

A second fire, in May, sadly leaves the West Pier with a very uncertain future.

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Meet the fleet



Severn class
Ernest and Mabel

'The Severn is a major asset to the town. It's got lots of room and it's very fast.'
Andy Sargeant, Coxswain, Weymouth



Trent class
Willie and May Gall

'It's a first-class boat. The crew's delighted with her.'
Charles T Duthie, SHS, Fraserburgh



Arun class
Keith Anderson

'The best points are its manoeuvrability, sea-keeping and the added field of view on top.'
Robert Maiden, Coxswain, Hartlepool



Tyne class
William Street

'She instills you with confidence even in a storm. She has good manoeuvrability and power.'
Chris Hurst, Coxswain, Fleetwood



Mersey class
The Princess Royal

'Brilliant! The RNLI has set itself a very high standard to beat with a Mersey replacement.'
Thomas Cocking, Coxswain/Mechanic, St Ives

Have you lost track of what boats are in the RNLI fleet? Do you get your B class confused with your D class? You are not alone

With the RNLI at the forefront of technical innovation in boat design, lifeboats are constantly evolving. In 2002 we said goodbye to the last of the Brede class lifeboats. Newcomers to the fleet are the lifeboats on the Thames, the E class, and the inshore rescue hovercraft. For the lowdown on the current RNLI fleet, look no further.

ALL-WEATHER

Severn class

One of the two latest classes of fast afloat boat and the largest RNLI lifeboat. Severns are allocated to stations where they can lie afloat on a sheltered mooring and where their size and large survivor carrying capacity are useful. Above the wheelhouse the boats carry a small Y class inflatable, which can be launched at sea.

| | | | |
|----------------|---------------|----------------------|----------------------------------|
| Length: | 17m | Speed: | 25 knots |
| Range: | 250 miles | Weight: | 41 tonnes |
| Launch: | Moored afloat | Construction: | Fibre reinforced composite (FRC) |
| Crew: | 6 | Introduced: | 1995 |

Trent class

Developed at the same time as the Severn, the Trent has a very similar hull shape but is smaller. Trents are allocated to lifeboat stations where they can lie afloat but where there is no need for the larger Severns. Like the Severn, her propellers are protected by substantial side keels so that they can work in shallow water.

| | | | |
|----------------|---------------|----------------------|-------------|
| Length: | 14.26m | Speed: | 25 knots |
| Range: | 250 miles | Weight: | 27.5 tonnes |
| Launch: | Moored afloat | Construction: | FRC |
| Crew: | 6 | Introduced: | 1994 |

Arun class

The Arun has been the backbone of the afloat fleet since 1971. A small, readily launched Y class inflatable is carried on top of the wheelhouse. The bulk of the Aruns are built of glass fibre, although three ex-fleet boats were wood and there is one in the training fleet made of steel.

| | | | |
|----------------|---------------|----------------------|--------------------------------|
| Length: | 16m | Speed: | 18 knots |
| Range: | 230 miles | Weight: | 29 tonnes |
| Launch: | Moored afloat | Construction: | Glass reinforced plastic (GRP) |
| Crew: | 6 | Introduced: | 1971 |

Tyne class

The Tyne's compact superstructure is designed to fit existing boathouses and her steel hull and fully protected propellers take into account the stresses and strains of slipway work.

| | | | |
|----------------|-------------------|----------------------|--------------|
| Length: | 14.3m | Speed: | 17.6 knots |
| Range: | 240 miles | Weight: | 24-25 tonnes |
| Launch: | Slipway or afloat | Construction: | Steel |
| Crew: | 6 | Introduced: | 1990 |

Mersey class

The Mersey was designed as a faster replacement for older carriage-launched lifeboats. The Mersey's protected propellers and relatively light weight make her suitable not only for carriage launching but also slipways and even lying afloat where size or depth of water is critical.

| | | | |
|----------------|-----------------------------|----------------------|------------------|
| Length: | 11.77m | Speed: | 17 knots |
| Range: | 140 miles | Weight: | 13 tonnes |
| Launch: | Carriage, afloat or slipway | Construction: | FRC or aluminium |
| Crew: | 6 | Introduced: | 1988 |

INSHORE

Atlantic 75

Slightly bigger and faster than the Atlantic 21, the Atlantic 75 provides a rapid response to inshore emergencies by day or by night. An inflatable bag on a rollbar enables them to be righted after capsized.

| | |
|---|--|
| Length: 7.3m | Speed: 32 knots |
| Endurance: 3 hours at max. speed | Weight: 1,450kg |
| Launch: Trolley, floating boathouse, davit | Construction: GRP hull with hypalon-coated nylon tube |
| Crew: 3 | Introduced: 1993 |

Atlantic 21

A fast and rugged rigid inflatable, first developed at Atlantic College in Wales and then by the RNLI. The forerunner of the Atlantic 75, the Atlantic 21s share the same features and are being steadily replaced by the newer boat.

| | |
|---|--|
| Length: 6.9m | Speed: 29 knots |
| Endurance: 3 hours at max. speed | Weight: 1,400kg |
| Launch: Trolley, floating boathouse, davit | Construction: GRP hull with hypalon-coated nylon tube |
| Crew: 3 | Introduced: 1972 |

D class

The original RNLI inshore lifeboat. Fast, light and with very shallow draught, they can respond rapidly and work in very shallow and confined waters. They have a single outboard engine and can be launched from special trolleys or even manually.

| | |
|---|--|
| Length: 4.9m | Speed: 20 knots |
| Endurance: 3 hours at max. speed | Weight: 338kg |
| Launch: Trolley | Construction: Nylon coated with hypalon |
| Crew: 2/3 | Introduced: 1963 |

E class fast rescue boat

Six T9-FRC-type boats, developed for use with waterjets, have been provided for use on the Thames.

They can operate in both daylight and darkness, and are the fastest lifeboats in the fleet. The boat has an assisted righting capability similar to the Atlantic.

| | |
|---|---|
| Length: 9m | Speed: 40 knots |
| Endurance: 4 hours at max. speed | Weight: 3,500kg |
| Launch: Moored afloat | Construction: Aluminium alloy hull + closed cell foam collar |
| Crew: 3 | Introduced: 2002 |

Inshore rescue hovercraft

The latest addition to the RNLI fleet, the first craft was introduced at Morecambe in 2002. Fast and manoeuvrable, this amphibious craft has specialist capabilities on mud and very shallow water where no other craft in the fleet can reach. They are road transportable, powered by two VW diesel engines and can carry up to 10 people.

| | |
|--|---|
| Length: 8.1m | Speed: 30 knots |
| Endurance: 3 hours + 10% reserve | Weight: 2,400kg |
| Launch: From most smooth surfaces | Construction: Marine grade aluminium hull with FRC |
| Crew: 2/3 | Introduced: 2002 |

This issue covers the current RNLI rescue fleet. In the next issue of the *Lifeboat* we look forward to finding out about other life saving equipment.

| | |
|---------------------------|---|
| Trent class | © Gilbert Hampton |
| Arun class | © Peter Bentley/Royal Bank of Scotland |
| Mersey class | © Rick Tomlinson/Royal Bank of Scotland |
| Atlantic 75 | © Nicholas Leach |
| Atlantic 21 | © Colin Watson |
| D class | © Ian Readman |
| Inshore rescue hovercraft | © Martin Fish |

Atlantic 75

Bob Turnbull



'The speed's good for a fast response. It's great in the shallows. It's got fantastic towing power.'

Phil Mace, Mechanic, Ramsgate

Atlantic 21

Blenwatch



'Superb! It's a great lifeboat.'

Gary Jones, Senior Helmsman, Enniskillen

D class

Peterborough Beer Festival 1



'It's a well-chosen boat for the area, with people getting cut off by the tide on the offshore rocks.'

Ian Readman, SHS, Redcar

E class



'A major benefit is that this water-driven craft has no propeller that would be damaged by Thames debris. The speed is great for traffic dodging.'

Mick Nield, Mechanic, Tower Pier

Inshore rescue hovercraft

The Hurley Flyer



'Recently, when a nine-year-old girl in a dinghy and a man were in trouble, the lifeboat picked them up and the hovercraft flew the casualties right across the beach up the slipway to the awaiting ambulance.'

Harry Roberts, Commander, Morecambe

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Listings

Olive Laura Deare



Mrs Olive Deare

A naming ceremony for the E class lifeboat at Gravesend station, on the Thames, took place on Saturday, 26 April at the Fort Gardens. The *Olive Laura Deare* is the first E class lifeboat to be improved and modified especially for use on the Thames.

The new lifeboat has been funded by the generous bequest of the late Mrs Olive Laura Deare, with the balance being used towards the cost of the shoreworks at Gravesend. Mrs Deare lived in the area all her life and her grandparents had fishing boats that operated from Gravesend.

Reverend Andrew Hockett performed the blessing ceremony and Mr Martyn Smith proposed the vote of thanks.

Beth Sell



The crew on board the *Beth Sell*

New lifeboat house opened at Dunmore East

Mr Terence Johnson, RNLI Vice President and member of the Trustee Committee, officially opened the new lifeboat house on Saturday, 26 April 2003.

The modern lifeboat house includes essential training facilities, meeting rooms, washing and changing rooms and provides

drying and storage facilities for the crew's protective clothing and equipment. There is also an opportunity for visitors to support the Lifeboats by visiting the souvenir gift shop. The shop will also display archive material, which will highlight the history of the Dunmore East lifeboats.

The latest addition to the RNLI's relief fleet of lifeboats was officially named on Monday, 24 March 2003 in Poole. The Severn class lifeboat has been principally funded from the legacy of Mrs Beth Sell, nee Mima Elizabeth Scott. Originally from Scotland, Mrs Sell last resided in Bath.

The generous bequest from Mrs Sell stems from her wish to continue the Scott family tradition of respect and admiration for the crews who man the lifeboats. Mrs Sell's mother, Mrs Elizabeth Scott, had funded the inshore lifeboat *George Urie Scott Junior*, in memory of her son, who died in 1959. She also funded an all-weather lifeboat *George Urie Scott*, in memory of her husband, who died in 1961.

David Brann, the RNLI's fundraising and communications director, opened the ceremony. Mrs Dorothy Lowy, long-time friend of both Mr and Mrs Sell, officially named the boat *Beth Sell*.



Mr Terence Johnson unveils the plaque to mark the opening of the boathouse

Baptism on the water at Berwick upon Tweed

The christening of Saskia Laing took place on board the all-weather lifeboat *Joy and Charles Beeby* in April 2003. Saskia is the daughter of Alisdair and Shona Laing; Alisdair, deputy coxswain, has been with the

lifeboat crew for 15 years and Shona, inshore crew member joined four years ago. The lifeboat padre, Rev Jim Shewan, carried out the ceremony with formalities taking place at Berwick lifeboat station.



Below: Alisdair and Shona Laing watch Rev Jim Shewan baptise Saskia

Listings

ABERDEEN

ON-1248(17-24): Oct 27
D-536: Oct 24,27; Nov 11

ABERDOVEY

B-758: Sep 13,29; Oct 2,3(x2),22;
Nov 23

ABERSOCH

B-582: Sep 5,13,15,20

ABERYSTWYTH

B-704: Sep 1,3,8,29(x2);
Oct 3(x2),6,9(x3)

ACHILL ISLAND

ON-1228(14-24): Sep 19;
Oct 9,10,11,12,13,21

AITH

ON-1232(17-14): Sep 21;
Nov 10,11

ALDEBURGH

ON-1193(12-34): Oct 20; Nov 30
D-456: Sep 1(x2),13; Oct 20,31

ALDERNEY

ON-1199(14-04): Sep 19;
Oct 6,9,25

AMBLE

ON-1176(12-19): Nov 2
D-569: Oct 8; Nov 2

ANGLE

ON-1114(47-11): Sep 8(x2),
Sep 9,23; Oct 5,8; Nov 16
D-493: Sep 8,17; Oct 5

ANSTRUTHER

ON-1174(12-17): Sep 3,14,30;
Oct 6

APPLEDORE

ON-1140(47-27): Sep 23; Oct 6;
Nov 17
B-742: Sep 10(x2),23,25,29;
Oct 6,8(x2),21,25(x2); Nov 15

ARAN ISLANDS

ON-1217(17-06): Sep 4; Oct 5,6;
Nov 4(x2),7
ON-1254(17-27): Nov 17,24

ARBROATH

ON-1194(12-35): Sep 17; Oct 7,17;
Nov 7
D-455: Sep 17,24
D-471: Oct 7; Nov 7

ARRAN (LAMLASH)

B-770: Sep 5,11,15; Nov 10

ARRANMORE

ON-1244(17-22): Sep 15,22;
Oct 8,25,27; Nov 11,25

ATLANTIC COLLEGE

B-754: Sep 25

BALLYCOTTON

ON-1233(14-25): Sep 4,12

BALLYGLASS

ON-1235(17-15): Sep 3,5
ON-1263(17-34): Nov 19

BALTIMORE

ON-1137(47-24): Nov 15
ON-1142(47-29): Sep 5,15,25;
Oct 6(x2)

BANGOR

B-584: Sep 11,13; Oct 3(x2),5,7,12

BARMOUTH

ON-1185(12-26): Sep 9; Oct 3(x2)
D-524: Sep 1,22; Oct 15; Nov 18

BARRA ISLAND

ON-1230(17-12): Nov 6

BARROW

ON-1117(47-14): Sep 8,9; Oct 20
D-567: Sep 8(x3),22; Oct 5

BARRY DOCK

ON-1082(52-23): Sep 17;
Oct 8,25,28; Nov 4,16

BEAUMARIS

B-768: Sep 7(x2),13,18,25,26,29;
Oct 6,7,14,15,27(x3); Nov 14

BEMBRIDGE

ON-1126(47-18): Sep 9; Oct 26,27
D-503: Sep 7

BERWICK UPON-TWEED

ON-1191(12-32): Sep 4,18;
Nov 4,19
D-494: Sep 4,18

BLACKPOOL

B-732: Sep 29(x2); Oct 6,7,16,24
B-748: Sep 4
D-449: Sep 4

BLYTH

ON-124(14-06): Sep 14,15,27,28;
Nov 4,10
D-464: Sep 7,8,15; Oct 6,20

BORTH

D-479: Sep 29; Oct 2,3(x2),6,22

BRIDLINGTON

ON-1169(12-12): Sep 6(x2),23;
Oct 30
D-557: Sep 2,3,15,29

BRIGHTON

B-737: Sep 11,14,15(x2),24;
Oct 9,10(x2),13,19; Nov 8,18

BROUGH TY FERRY

ON-1081(52-22): Sep 10,15
ON-1252(14-31): Sep 5,8,25;
Oct 10,16,17(x2),19; Nov 2

BURRY PORT

D-539: Sep 1,5,8,10,15,25,28;
Oct 7,16,19; Nov 2

BURHAM ON CROUCH

B-733: Sep 1,12,15,26; Oct 21;
Nov 1
D-519: Oct 6

BURRY PORT

D-472: Sep 2,28

CALSHOT

ON-1108(52-34): Sep 26(x2),30;
Oct 13(x3),20; Nov 1,3,14
D-418: Sep 15,26,27

CAMPBELTOWN

ON-1237(17-17): Sep 16; Oct 5;
Nov 4

CARDIGAN

B-752: Sep 24; Oct 6(x2); Nov 25

CASTLETOWNBERE

ON-1118(52-36): Sep 18,21;
Oct 29; Nov 16

CHISWICK

B-767: Sep 3; Nov 17,27
E-004: Sep 1, Sep 7
E-005: Oct 27; Nov 2,5,6

CLEETHORPES

D-439: Nov 1,6,23,24
D-454: Sep 6,7(x2),15,17,21,
22(x3),25;
Oct 8

CLOUGHER HEAD

B-751: Sep 14,21; Oct 9,10,11,25;
Nov 5
D-525: Oct 9

CLOUGHER HEAD

ON-1190(12-31): Nov 26

CLOVELLY

B-759: Sep 29

CONWY

D-431: Sep 5,7,13; Oct 8; Nov 17

COURTMACSHERRY HARBOUR

ON-1205(14-07): Sep 21; Oct 6,15;
Nov 25

CRICCIETH

B-707: Sep 1(x2),15,25; Oct 3;
Nov 4

CROMER

D-568: Sep 6

CROSSHAVEN

B-782: Sep 21; Oct 6,24;
Nov 5,16(x2)

CULLERCOATS

B-591: Sep 8,22; Oct 25; Nov 3(x2)

DONAGHADEE

ON-1107(52-33): Oct 5

DOUGLAS

ON-1147(17-23): Sep 19,21,29;
Nov 2

DOVER

ON-1113(52-35): Oct 11,19
ON-1220(17-09): Sep 1,6,15,24,
25(x2); Nov 11,13,16

DUN LAOGHAIRE

ON-1200(14-05): Sep 15,23,24,29;
Oct 5,6,10,15; Nov 20
D-565: Sep 1; Nov 3(x2),10(x2),12

DUNBAR

ON-1207(14-09): Sep 14,27;
Oct 19; Nov 29
D-544: Sep 8; Oct 19,22

DUNGENESS

ON-1186(12-27): Oct 11

DUNMORE EAST

ON-1215(14-17): Sep 2,28;
Oct 5,27; Nov 19,22

EASTBOURNE

ON-1192(12-33): Sep 23;
Oct 1,19,20; Nov 8,11,27,30
ON-1195(12-36): Sep 7,12,13,15(x2)
D-474: Sep 23,24,26(x2);
Oct 3,6(x2); Nov 19,27
D-570: Sep 7,11,15,18

ENNISKILLEN

B-525: Sep 5,8(x2),12,14,28,29;
Oct 2; Nov 3
B-549: Sep 2; Oct 19

EXMOUTH

ON-1210(14-12): Sep 7,19,23;
Oct 8,13
D-516: Sep 23,26,29; Oct 6,20

EYEMOUTH

ON-1213(14-15): Nov 4

FALMOUTH

ON-1256(17-29): Sep 1,14,17,29;
Oct 13,20
B-564: Sep 1,7
B-595: Oct 13,20

FENIT

ON-1239(14-27): Nov 4
ON-1253(14-32): Sep 4,11,15;
Oct 4,7,16(x2)
D-459: Sep 11,20; Oct 16; Nov 4

FILEY

D-500: Oct 4; Nov 6,30
D-563: Sep 5,29

FISHGUARD

ON-1198(14-03): Sep 2,24
D-505: Sep 2,24

FLAMBOROUGH

B-724: Sep 7(x2),21(x2); Oct 2,5;
Nov 3

FLEETWOOD

D-488: Sep 10
D-556: Oct 12

FLINT

D-450: Oct 7,19; Nov 1,24

FOWEY

ON-1222(14-18): Sep 8,26; Nov 7
D-526: Sep 5,15,16,25,26

FRASERBURGH

ON-1095(47-004): Oct 9
ON-1259(14-34): Sep 19,21

GALWAY

B-738: Sep 16; Nov 15

GIRVAN

ON-1196(12-37): Sep 9; Nov 10

GRAVESEND

B-736: Oct 20
E-004: Sep 20,30;
Oct 5,7(x2),12,13,14(x2),29(x2);
Nov 7(x2),13,21
E-005: Sep 2,3,4,5,7,18; Oct 20(x3)

GT YARMOUTH & GORLESTON

ON-1208(14-10): Sep 2; Oct 28;
Nov 26
B-786: Sep 7,11,15;
Oct 27(x2),28(x2); Nov 17

HARTLEPOOL

ON-1106(52-32): Sep 1;
Oct 7,27(x3),28
B-736: Sep 2
B-766: Sep 14,16,19; Oct 6,27(x2)

HARWICH

ON-1202(17-03): Sep 10(x2);
Oct 20(x2),31
B-571: Sep 1(x2),5,10(x3),13,15(x3),
21,22,28; Oct 4,6,12,14
B-789: Oct 20(x2),26

HASTINGS

ON-1125(17-002): Sep 15(x2)
D-540: Oct 16

HAYLING ISLAND

B-712: Sep 9; Nov 15
D-496: Sep 9

HELENSBURGH

B-581: Sep 8(x2),10; Oct 7,27;
Nov 3,11

HELVICK HEAD

B-590: Sep 3,6,15
B-760: Oct 23(x2)

HOLYHEAD

ON-1123(52-37): Sep 12(x2),13,19,
26,29; Oct 13,17,27; Nov 14(x2)
D-507: Sep 12,13

HORTON & PORT EYNON

D-531: Oct 21; Nov 3,16(x2),23

HOWTH

ON-1258(14-33): Sep 15,22
D-530: Sep 2(x2),10,12,21; Oct 6

HOYLAKE

ON-1163(12-005): Sep 29

HUMBER

ON-1160(52-46): Sep 10,22,25;
Oct 1(x2),30(x2)
ON-1216(17-05): Sep 16

HUNSTANTON

B-749: Sep 1,10; Oct 10
B-757: Nov 17(x2)

ILFRACOMBE

D-425: Sep 15; Oct 5(x2),17,21,22

INVERGORDON

ON-1206(14-08): Sep 7,8,19,20;
Oct 16
ON-1226(14-22): Oct 19

ISLAY

ON-1219(17-08): Sep 7,8

KESSOCK

B-771: Sep 2,20; Oct 5,8

KILKEEL

B-593: Sep 22; Oct 7,19

KILMORE QUAY

ON-1187(12-28): Sep 22,29

KILRUSH

B-729: Sep 15; Oct 2; Nov 13

KINGHORN

B-720: Sep 14(x4),21,24;
Oct 19(x2),31; Nov 12
B-754: Nov 26

KIRKCUDBRIGHT

B-585: Nov 9

KIRKWALL

ON-1150(52-44): Oct 21
ON-1231(17-13): Sep 8; Nov 3,9

KYLE OF LOCHALSH

B-740: Sep 14

LARGS

B-739: Sep 3,5,14,21,22; Oct 8;
Nov 10(x2)

LARNE

ON-1246(14-30): Sep 8,29(x2);
Oct 8; Nov 3
D-499: Sep 13,18,29(x2)

LERWICK

ON-1257(17-30): Sep 1,4,15

LITTLEHAMPTON

B-779: Sep 22; Oct 12; Nov 10

LITTLESTONE ON SEA

Identifying lifeboat classes

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

Inshore lifeboats

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

All-weather lifeboats

- The first part of the second number identifies the class:
- | | |
|--------------|-------------|
| 12-## Mersey | 47-### Tyne |
| 14-## Trent | 52-## Arun |
| 17-## Severn | |

MINEHEAD
 B-708: Sep 14(x2),28
 B-773: Oct 31
 D-429: Oct 31
 D-549: Sep 14

MOELFRE
 ON-1116(47-013): Sep 5,12,13(x2)
 ON-1133(47-021): Sep 28; Oct 12
 D-457: Sep 12,28; Oct 4,23

MONTROSE
 ON-1109(47-007): Oct 19;
 Nov 22,23,27
 D-481: Nov 22(x2),23

MORECAMBE
 D-564: Sep 8,12,21; Oct 6,9;
 Nov 30

MUDEFORD
 B-583: Sep 4,7,13,14(x2),19,28(x2);
 Oct 12,15,23,25,29; Nov 10

NEW BRIGHTON
 B-721: Sep 8,9,17,21(x2),22,29;
 Oct 1

NEWBIGGIN
 B-775: Sep 5,20; Oct 8; Nov 2,3

NEWCASTLE
 ON-1188(12-29): Nov 1

NEWHAVEN
 ON-1070(52-16): Oct 20,22
 ON-1262(17-33): Sep 9(x3),
 11,13,15,26,29; Oct 13

NEWQUAY (CORNWALL)
 B-715: Sep 5,8,9,15(x2),28;
 Oct 1,3,13; Nov 16
 D-497: Sep 8(x2),9,10,15(x2),21;
 Oct 3,24,26; Nov 26
 D-602: Sep 9

NORTH BERWICK
 D-452: Sep 11,29; Oct 14

OBAN
 ON-1227(14-23): Sep 1,2,7(x2),
 9,22,29; Oct 6,19(x2),25,31;
 Nov 6,10,24

ON PASSAGE
 ON-1080(33-02): Sep 5
 ON-1143(52-41): Sep 21
 ON-1218(17-07): Nov 11
 ON-1228(14-24): Nov 12
 ON-1261(17-32): Sep 12

PADSTOW
 ON-1094(47-003): Oct 1,2
 ON-1155(47-037): Nov 27

PENARTH
 B-725: Sep 15; Oct 28(x2); Nov 21
 D-414: Oct 6

PENLEE
 ON-1085(52-24): Sep 19,21,29;
 Oct 9,10; Nov 17
 B-787: Sep 20,23,29; Oct 10

PETERHEAD
 ON-1127(47-019): Sep 8,10,14,16;
 Oct 6,16; Nov 27

PLYMOUTH
 ON-1103(52-31): Sep 10,25;
 Oct 25,28; Nov 9,16

POOLE
 ON-1131(47-023): Sep 2,7,
 12(x2),15(x2); Oct 6,27
 B-710: Sep 2(x3),5(x2),15(x2);
 Oct 6(x3),9,29(x2),31; Nov 1
 B-723: Nov 14,25
 B-754: Oct 12,20(x3)

POOLE CREW TRAINING CENTRE
 ON-1100(TL-01): Oct 29
 ON-1179(TL-02): Oct 29

PORT ERIN
 B-594: Sep 5,8; Oct 13,14

PORT ISAAC
 D-546: Sep 24; Oct 2

PORT ST MARY
 ON-1078(52-21): Nov 23
 ON-1133(47-021): Nov 9
 ON-1234(14-26): Oct 14,28
 ON-1245(14-29): Sep 5,8
 D-575: Sep 5,8; Nov 9

PORT TALBOT
 D-550: Sep 13; Oct 5; Nov 19

PORTAFERRY
 B-706: Sep 2,8,21,29; Oct 5,19,28;
 Nov 1,16

PORTHCAWL
 B-726: Sep 8(x3),16(x2);
 Oct 3,6(x3),11,15

PORTPATRICK
 ON-1151(47-033): Sep 11

PORTREE
 ON-1214(14-16): Sep 17,19; Oct 3

PORTRUSH
 ON-1247(17-23): Sep 22,23;
 Oct 4,5,14,26(x2), Nov 17,21
 D-572: Sep 9,12,25; Oct 4,26;
 Nov 17,21

PORTSMOUTH
 B-730: Sep 5,8; Oct 3,9,13(x2),20
 B-774: Sep 12
 D-554: Sep 22(x2)

PWLLHELI
 ON-1168(12-010): Oct 8,27
 D-460: Nov 24

QUEENSFERRY
 B-735: Sep 11(x2),21(x2),29;
 Oct 1,26

RAMSEY
 ON-1171(12-14): Oct 27(x2)

RAMSGATE
 ON-1197(14-02): Sep 4,14,15,27;
 Oct 13,25
 B-765: Sep 2,12; Oct 25(x2);
 Nov 16

RED BAY
 B-728: Sep 1,8; Oct 12;
 Nov 3,24(x2)

REDCAR
 B-777: Sep 8(x2),12,22;
 Oct 8,13,25; Nov 14,17
 D-407: Sep 8; Oct 25; Nov 14

ROCK
 D-445: Oct 21,26; Nov 2
 D-489: Sep 5,10,13; Oct 13

ROSSLARE HARBOUR
 ON-1159(52-45): Oct 3,6

RYE HARBOUR
 B-727: Oct 2; Nov 9,15

SALCOMBE
 ON-1130(47-022): Oct 26;
 Nov 13,30
 ON-1155(47-037):
 Sep 9,13,15(x2)

SCARBOROUGH
 ON-1175(12-18): Sep 10
 D-483: Sep 6,8
 D-484: Oct 11

SEAHOUSES
 ON-1173(12-16): Sep 8; Oct 25
 D-529: Sep 8

SELSEY
 ON-1115(47-012): Sep 7,8,13
 D-533: Sep 7,13; Oct 20,24

SENNEN COVE
 ON-1121(47-016): Sep 29;
 Oct 23(x2)
 D-490: Oct 23

SHEERNESS
 ON-1180(14-01):
 Sep 4,7(x2),8,9,12,22
 ON-1211(14-13): Nov 16
 D-513: Sep 4,15,16(x2),17,20,22;
 Oct 3,12,20,26,28; Nov 9(x2)

SHERINGHAM
 B-756: Oct 24; Nov 24,30

SHOREHAM HARBOUR
 ON-1158(47-040): Sep 1,9;
 Oct 13; Nov 6, Nov 9, Nov 14,
 D-501: Sep 8(x2); Oct 20,24,29;
 Nov 3(x2),9,14,30

SILLOTH
 B-714: Nov 26
 B-732: Sep 12

SKEGNESS
 ON-1124(12-001): Nov 14
 ON-1166(12-008):
 Sep 3,15(x2),17; Oct 8,11,25
 D-573: Sep 3,7,8,15(x2),17(x2),29;
 Oct 11; Nov 13

SKERRIES
 B-718: Sep 1,23; Oct 11;
 Nov 1,16,17

SLIGO BAY
 B-781: Sep 26; Oct 2,13; Nov 3,27

SOUTH BROADS
 D-438: Sep 23,29; Oct 26
 D-443: Nov 9
 XP-5: Sep 29; Oct 5

SOUTHEAST-ON-SEA
 B-776: Sep 2,5,8(x2),10,11,12(x2),
 21(x2),28; Oct 6,11(x2),15,19,20;
 Nov 9(x2),10,16
 D-443: Nov 9
 D-461: Sep 1(x2),11,13,29

SOUTHWOLD
 B-750: Sep 4,6,7; Nov 4,11

ST AGNES
 D-453: Sep 8
 D-498: Sep 21

ST BEES
 B-719: Nov 24

ST CATHERINE
 B-772: Sep 9,20(x2); Oct 5,8,30;
 Nov 21

ST DAVIDS
 ON-1122(47-017): Sep 25
 ON-1127(47-019): Sep 23
 ON-1139(47-026): Oct 11,24

ST HELLIER
 ON-1157(47-039): Sep 8,20

ST IVES
 ON-1167(12-009): Sep 14,28;
 Oct 29; Nov 4
 D-480: Nov 13
 D-515: Sep 14,28; Oct 3

ST MARY'S
 ON-1229(17-11): Sep 18,21,24;
 Nov 25

ST PETER PORT
 ON-1203(17-04): Sep 1
 ON-1260(17-31): Oct 25

STAITHES AND RUNSWICK
 B-570: Sep 9
 B-788: Oct 25,26

STORNOWAY
 ON-1238(17-18): Sep 3;
 Oct 1,4,20

STRANRAER
 D-538: Sep 13; Nov 7

STROMNESS
 ON-1236(17-18): Oct 10; Nov 17

SUNDERLAND
 ON-1225(14-21): Sep 1,9,24;
 Nov 3(x3),8(x2),24
 D-470: Oct 19; Nov 3,24

SWANAGE
 ON-1182(12-23): Sep 2,12,28,29;
 Oct 13
 D-446: Sep 29
 D-475: Nov 17,24

TEDDINGTON
 D-477: Nov 5,17,21
 D-576: Sep 1,13,28; Oct 10(x2),13;
 Nov 2,5,7,16,17,21
 D-577: Sep 3

TEESMOUTH
 ON-1138(47-025): Sep 18;
 Oct 13,27(x2),29

TEIGNMOUTH
 B-588: Sep 9(x2),15,18,22,26,29;
 Oct 6(x2); Nov 9,16

TENBY
 ON-1112(47-010):
 Sep 5,14(x2),24; Oct 10
 D-424: Sep 5,7,14(x2);
 Oct 10,19,23(x2)

THE MUMBLES
 ON-1096(47-005): Sep 2,16;
 Oct 20,21(x2),25
 ON-1122(47-017): Nov 25
 D-463: Nov 12,25
 D-552: Sep 2(x2),3,11,19(x2),25,30;
 Oct 5,11,20,21
 D-602: Sep 22

THURSO
 ON-1081(52-22): Oct 20; Nov 10
 ON-1135(52-39): Sep 7
 ON-1149(52-43): Sep 23; Oct 2

TIGNHABRUAICH
 B-743: Nov 24
 B-757: Sep 7(x2),15

TOBERMORY
 ON-1135(52-39): Sep 17,23,25;
 Oct 7; Nov 6
 ON-1143(52-41): Sep 4,8,9,12

TORBAY
 ON-1255(17-28): Sep 1(x3),22,
 29,30; Oct 1,4,8,10,13,26(x2),29;
 Nov 4,6,24
 D-504: Sep 3,6(x2),22,28,29,30;
 Oct 4,14,19,26,30; Nov 3,25

TOWER
 E-002: Sep 14
 E-003: Sep 1(x4),2(x2),3,5(x2),6,7,
 10,11,12 (x6),13(x2),14(x4),15(x2),
 20(x2),21(x2),22(x3),24,25(x2),26,2
 7,28,29,30(x2); Oct 1(x2),3,4(x2),
 5(x3),6(x5),16,18(x2),19,20,21(x2),
 23,24,27(x2),28,29; Nov 1,2(x3),
 8(x3),9(x3),29
 E-004: Sep 17(x2),18(x2),19(x2)
 E-005: Oct 8,11,12,13(x2),14;
 Nov 9,10(x2),12,14,16(x2),18,19,
 21,22,23(x3),24
 E-006: Oct 31; Nov 5(x3)

TRAMORE
 D-511: Sep 1; Oct 12(x2); Nov 30

TREARDUR BAY
 B-731: Sep 13,15(x2); Oct 5(x2);
 Nov 28

TROON
 ON-1078(52-21): Sep 13,21;
 Oct 18,27; Nov 1
 ON-1134(52-38): Nov 10

TYNEMOUTH
 ON-1201(17-02): Sep 22; Oct 31;
 Nov 19
 D-451: Sep 19,22,27,29; Nov 16
 D-535: Sep 14,22

WALMER
 B-589: Sep 15(x2)
 D-514: Sep 15

WALTON & FRINTON
 ON-1154(47-036): Sep 26; Oct 19

WELLS
 ON-1161(12-003): Nov 24
 D-458: Nov 24
 D-512: Sep 1

WEST KIRBY
 D-473: Sep 13(x2),29; Oct 10;
 Nov 1
 D-601: Nov 1

WEST MERSEA
 B-588: Sep 9(x2),29;
 Oct 8,9,20,21,25,27

WESTON-SUPER-MARE
 B-769: Sep 1,5,19
 D-537: Sep 1,5,19; Oct 18

WEXFORD
 D-469: Sep 22; Oct 3; Nov 14,15,
 17(x2),18,19,20,23,25,26,30

WEYMOUTH
 ON-1113(52-35):
 Sep 2(x2),7,11,15,22,23
 ON-1261(17-32): Oct 13,19,24;
 Nov 3,9
 B-700: Sep
 2(x2),5(x2),6(x2),11,15(x2),22,23,24;
 Oct 4,6,24; Nov 6

WHITBY
 ON-1212(14-14): Oct 2; Nov 2,22
 D-521: Sep 8,17; Oct 23; Nov 18

WHITSTABLE
 B-764: Sep 4,7(x2),15,29(x2);
 Oct 23; Nov 3,16

WICK
 ON-1224(14-20): Sep 11,19;
 Nov 28
 ON-1226(14-22): Nov 22(x2)

WICKLOW
 ON-1153(47-035): Sep 15

WITHRSENSEA
 D-541: Sep 4

WORKINGTON
 ON-1141(47-028): Sep 16,25;
 Oct 20; Nov 26

YARMOUTH
 ON-1249(17-25): Sep 7,16,20,21

The services listed here are those for which returns had been received at HQ by May 2003. There may be other services for which returns had not been received.

Listings

On station

ALL-WEATHER

Relief fleet

ON-1263 (17-34) *Osier* on 11 October 2002

ON-1266 (14-35) *John Neville Taylor* on 19 November 2002

Plymouth

ON-1264 (17-35) *Sybil Mullen Glover* on 15 February 2003

ON-1103 (52-31) was returned to the relief fleet

Penlee

ON-1265 (17-36) *Ivan Ellen* on 15 March 2003

ON-1085 (52-24) has been withdrawn from service

Donaghadee

ON-1267 (14-36) *Saxon* on 17 April 2003

ON-1107 (52-33) has been withdrawn to the relief fleet

INSHORE

Relief fleet

B-792 *Joseph and Mary Hiley* on 18 December 2002

Harwich

B-789 *Sure and Steadfast* on 15 October 2002

B-571 has been withdrawn from service

Abersoch

B-790 *Margaret Bench* on 20 November 2002

B-582 has been withdrawn from service

Helensburgh

B-791 *Gladys Winifred Tiffney* on 12 December 2002

B-581 has been withdrawn from service



Peter MacDonald Fulton



Peter Fulton passed away after a long illness on 6 March 2003, aged 76. Peter, a trainer for ICI and the RNR, created structured training for lifeboat crew: vital at a time when recruits increasingly came from non-seafaring backgrounds.

His first training package for the lifeboat service was a communications instruction and procedures handbook. In order to appreciate the lifeboatman's working conditions, he went out in Watson and D class lifeboats. Once was enough and this gave him a lifelong respect for lifeboatmen.

Having proved his radio course, it was decided to introduce a mobile training unit (MTU) to deliver the training to stations. Peter persuaded the works engineer at ICI to allow the senior apprentices to fit a caravan out as a voice trainer. Not long after the MTU was completed, Peter was given a sabbatical by ICI and spent 6 months on the road instructing and getting to know the volunteer crews.

Peter then moved on to produce a radar observers course and wrote handbooks for each class of lifeboat. This brought him into contact with many technical staff who, like all lifeboatmen that met him, had great respect for Peter's ability to collect huge amounts of information, sift it and sort it and produce very readable handbooks.

Peter was proud to be a lifeboat volunteer, but insisted that he was not as important as the crew. However, his dedication and patience, and the sheer volume of work that he produced, has influenced virtually every lifeboat crew member. He has been a hugely important factor in the lives of thousands of volunteers. He was also the President of the Blackwood fundraising branch from its inception.

The lifeboat service has a number of awards to thank volunteers. The highest of these is Honorary Life Governor, which was conferred on Peter in 1995. In 1998, the RNLI's first dedicated training lifeboat was named *Peter and Marion Fulton*.

The RNLI would be the poorer but for the work and friendship of Peter over the last 30 years, a truly remarkable man who never allowed success to make him forget his roots. He could not have done what he did without huge support and encouragement from Marion his wife, Bett his sister, and sons Michael, Anthony and all their families. Peter's name will live on in the work he has left behind.

Appointments

The following new appointments have been made:

Kalanne O'Leary – Skerries deputy launching authority

Captain P Devitt – Kinsale station honorary secretary

Lizzie Brown – Burnham-on-Crouch crew

Commander B Wheeler – Lyme Regis deputy launching authority

Alastair Clague – Ramsey second mechanic

MacIver Callum – Stromness mechanic

R Coltman – Rhyl station honorary secretary

Retirements

The following people have retired from duty:

Peter L Jones – Porthdinllaen coxswain

William (Bill) Hibbs – St Helier coxswain

William Cargill – Montrose coxswain

Geoff Needham – Hunstanton deputy launching authority

Robert White – Humber superintendent coxswain

D H Archer-Jones – Rhyl honorary secretary

Deaths

It is with regret that we report the following deaths:

Noel Smart DL – Council member

Harry Mounsey – Life vice president

Owen (Bunge) Taylor – Salcombe ex-coxswain

LB Charles – Northampton branch president

F Barnett – Wisbeach branch treasurer

Joan Edwards – West Bridgford branch honorary secretary

Gwen Illingworth – Torquay branch president

Mary Schofield – Hastings and St Leonard's branch vice president

Ken Reed – Bromsgrove branch box and press secretary

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Lifeguards **uncovered**

In 2002 the RNLI operated 43 Beach Rescue units and Beach Rescue lifeguards saved 22 lives. Across the South West they dealt with 867 major incidents. These figures are impressive, but statistics don't tell the whole story. To find out what really happens at Beach Rescue stations, Bethany Rawles visited Weymouth and Perranporth to get first-hand information and to see the lifeguards in action



Perranporth beach, one of the seven beaches in the Carrick Beach Rescue area



Above: Greg Spray, area lifeguard manager – Carrick

Below: Martin Ward and Greg Spray outside the operations room being built at Perranporth



Carrick Beach Rescue

Visitors to Cornwall beaches are often struck by the sheer scale of Perranporth and Perran Sands. They form a dramatic 3-mile stretch of sandy beach, bordered by craggy cliffs. Surfers travel from all over Britain to catch the waves and on a very sunny day there can be up to 20,000 people on the beach and in the water. The two beaches are part of the Carrick Beach Rescue area, the busiest of the seven RNLI Beach Rescue areas. Greg Spray and Martin Ward from Carrick Beach Rescue tell us about their jobs.

Greg Spray, area lifeguard manager

Greg first came to Cornwall from Australia on a working holiday in 1979. With a background in surfing, swimming and surf life saving. Greg has worked on the Carrick beaches for about 20 seasons. He worked his way up to managerial beach positions for the district council, but he has never forgotten his surfing and lifeguarding roots. Greg has worked on all the Carrick beaches and built up relationships with local businesses and the people that use those beaches.

With all this experience Greg was an ideal person for the job of area lifeguard manager when Beach Rescue was first set up in 2001.

'You're really looking now at potentially one of the best lifeguarding services that you would find anywhere in the world'

Greg praises the work of the council over the years: 'They've done a good job on limited resources.' He believes the RNLI has made a real difference to beach safety: 'You're really looking now at

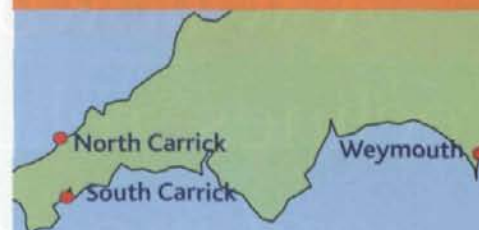
potentially one of the best lifeguarding services that you would find anywhere in the world.' Greg explained that the new RNLI equipment will save lives and that their jobs benefit from 'professional and extensive training'.

Greg supports the RNLI volunteer ethos and welcomes volunteers at busy times, but he stresses the need for a dedicated lifeguarding service: 'You can't expect people to come down and be voluntary seven days a week, eight hours a day, every day for a season.' For years life saving clubs have done weekend voluntary patrols on beaches, but this has been dwindling in recent years.

Unlike the lifeguards themselves, Greg works through the whole year. From February to mid-May he's busy recruiting and implementing the training programme for the 50 lifeguards needed on the seven Carrick beaches. During the lifeguarding season (1 May to 30 September) he keeps things running smoothly and then he packs away for winter, collates statistics and writes reports. By the time all this is completed, it's time to start preparing for the next season. He comments: 'You never quite leave this job. It's such a community-based activity – surfing is the hub of the Carrick beach community.'

Carrick Beach Rescue has 'an excellent working relationship' with St Agnes lifeboat station, united by a love of surfing. Several members of St Agnes lifeboat work as beach lifeguards. Greg thinks that being in the same RNLI operations department also helps: 'When it's too much for us we can call the lifeboat in. We can back them up, but we can basically get back to what we need to do – guarding between the flags.'

Beach Rescue also works closely with the Coastguard. Greg has been involved in



training exercises with both the Coastguard and lifeboats, so that they are ready for any major services.

An exciting development at Perranporth is the building of a new operations room that will be used as the CPC (central point of contact) for Carrick. Greg is delighted: 'It will supply a much-needed structure to this beach.' A new area office/store and workshop are also being built at Perranporth. As well as improving operations, these facilities will provide a professional environment for Greg and the Carrick lifeguards that matches the quality of their work.

Martin Ward, lifeguard supervisor

Martin was born and raised in St Agnes. He got involved with the surf life saving clubs at an early age and, like most of the Carrick lifeguards, he has a background in surfing. Surfers have got the water skills essential for life saving at Carrick, although Martin stresses that surf skills alone do not make a good lifeguard. He lists the wide variety of qualities that lifeguards need: fitness, people skills, surf and sea awareness, the ability to adapt and react to situations quickly, and to work well as a team.

Many lifeguards are very experienced and they come back year after year – there are 37 returning lifeguards out of 50 in Carrick this year. Martin has been a lifeguard for 20 years now. Out of season he has done a variety of jobs including building work and surfboard manufacturing. As well as actual lifeguarding, Martin has responsibilities as one of three lifeguard supervisors in Carrick. He works out what training the lifeguards need on different beaches and also arranges joint training sessions with the Coastguard and lifeboats.

Martin has noticed a real difference in lifeguarding since 2001: 'In the last couple of years beach lifeguarding has really changed ... it's more professional.' He also praises the RNLI technical department: 'The back up service is incredible – the equipment is only as good as whoever's running it.'

'In the last couple of years beach lifeguarding has really changed ... it's more professional'

A typical day for the lifeguards at Chapel Porth, Holywell Bay and Porthtowan beaches would be for one lifeguard to be in a patrol vehicle, one on water patrol on a rescue

board or an inshore rescue boat, with another at the base. They take turns doing different patrols. Most incidents are weever fish stings and minor first aid, but there were 45 major incidents within Carrick in 2002. Much of a lifeguard's time and effort go into preventing accidents. It would be impossible to keep track of how many times lifeguards like Martin give advice to the public. Steve Instance, Beach Rescue communications manager, estimates that: 'Prevention is 90% of a lifeguard's work. Incident figures don't show the tens of thousands of times lifeguards give public advice, potentially saving lives.'

Martin loves his job, particularly the healthy lifestyle that goes with it, but he hates it when there's a red flag up due to bad conditions 'because you can't do your job'.

Weymouth Beach Rescue

The Beach Rescue unit in Weymouth is very different to Carrick. There's rarely much surf and it is a much smaller area to cover. Weymouth beach itself can get just as busy as the Carrick beaches, but it is a relatively safe beach. Weymouth tends to not have so many serious injuries in the water, although offshore winds are a hazard, especially to those with inflatables. There are two lifeguard stations, one at Weymouth beach and one at Greenhill. The lifeguarding season runs from 1 May to 30 September, but as Greenhill isn't as popular as Weymouth, the lifeguards there only cover the school summer holidays. Matt Horton and Ed Stevens describe what goes on at Weymouth Beach Rescue.

Matt Horton, area lifeguard manager

Matt has worked on Weymouth beach for over a decade, and has been a qualified lifeguard for six years. He used to work for Beach Control, run by Weymouth and Portland Borough Council, dealing with beach safety, deckchairs and special events. His local knowledge and experience are vital in his current job: 'Having worked on the beach for so long, I know it intimately and have a good understanding of the type of problems we are likely to experience.'

Matt works throughout the year and is based at Poole in the winter months. His job follows a similar pattern to Greg's.



Martin Ward, lifeguard supervisor – Carrick



Weymouth beach



Matt Horton, area lifeguard manager – Weymouth

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Lifeguards uncovered **continued**

Matt describes his role: 'My job is to ensure that the Weymouth lifeguard service runs smoothly and efficiently, and to the levels we declare to the Coastguard, the ambulance service etc.'

In the first two years of Beach Rescue, Matt had trouble recruiting, as people hadn't heard of Beach Rescue. Also, the qualification needed to become a lifeguard (NARS) not available locally until recently, so qualified lifeguards at Weymouth were rare. Now there are 12 lifeguards at Weymouth and Matt is pleased to see a very high return rate of last year's lifeguards.

A large part of Matt's job is to maintain relationships with other agencies including the lifeboat station, the Coastguard, and Weymouth and Portland Borough Council. The British Canoe Union (BCU) beach lifeguards have been on Weymouth beach for 30 years and Matt is keen to give the volunteers the respect they deserve: 'We step back at weekends, operationally, and BCU patrol and handle communications with the Coastguard and everything like that. We just have a core service here at weekends and we can act as a back up with high standard kit.'

'Because I'm down here in the huts I see how the guys are working and anything we need to change or improve'

As well as his management responsibilities, Matt also lifeguards as part of the Beach Rescue team and he thinks that it helps him do his job better: 'Because I'm down here in the huts I see how the guys are working and anything we need to change or improve.'

As Weymouth is one of the smaller areas Beach Rescue covers, Matt gets extra projects to work on, such as trialling new equipment. He organised the rescue watercraft (jet ski) trials in Newquay last year and comments: 'I really enjoy that side of things. I like being operational and still running this, but it gives me more diversity.'

Ed Stevens, beach lifeguard

Ed Stevens has been involved in lifesaving since he was 14, when he got a part-time job at a swimming pool. He described his old work as: 'Enjoyable, but it gets to the stage when you get into a routine in a small pool. Every day's different on the beach.'

Ed prefers working outdoors and interacting with the public. He says the lifeguards have a good relationship with the Weymouth residents: 'The locals are very helpful. Usually they help you clear the crowd in an emergency. They know the lifeguards are here to help.'

It is Ed's second year of Beach Rescue lifeguarding, after getting the NARS qualification in 2002 through the RNLI. Out of season Ed is a competitive swimmer and has worked for Halfords. This year he hopes to go to Australia and work as a lifeguard as part of the lifeguard exchange programme. Two lifeguards from Weymouth went last year and one Australian came to Weymouth. There's a healthy exchange of ideas and as Steve Instance says: 'Beach Rescue are world leaders in some things, but there are other areas where we can learn.'

'They know the lifeguards are here to help'

Medical training is particularly important at Weymouth this year, as the lifeguards have become the first responders for Dorset ambulance. This means that if there is a 999 call in the Beach Rescue area, the lifeguards are called on to be the first to attend. So all Weymouth lifeguards are trained to a very high standard and have the FPOS (first person on the scene) qualification.

Apart from these medical skills, Ed says the most important qualities for a lifeguard are fitness, sense of humour and the ability to communicate with the public. Ed has dealt with a wide variety of incidents from a pregnant woman fainting from a weaverfish sting, to an intoxicated drug user waving a needle around.

At Weymouth on a busy summer's day, there is usually one lifeguard on a high chair and regular shoreline, board and boat patrols. They often warn people with inflatables about the dangerous offshore winds, in the hope of preventing accidents.

Part of Ed's job involves paperwork. Luckily, they don't have to fill in a form every time they advise the public, but they do have a daily log. They record their general activities, weather conditions, any equipment defects and incidents. This information justifies the risk assessment done before the start of operations and ensures they'll be back making the beach safer the following season.



Ed Stevens, beach lifeguard – Weymouth

For more details of what Beach Rescue and Beach Safety sections do, visit their new website:

• www.lifeboats.org.uk/beach

Matt Horton and Ed Stevens on Weymouth's Arancla rescue boat



Blooming marvellous



Pictures of some of the exhibits seen at the Chelsea Flower Show



It covers a massive 11 acres of land; features over 60 gardens and 150 floral exhibitions; and is held in the heart of Chelsea, miles from the coast. So what exactly does the greatest flower show on earth have to do with saving lives at sea?

The Chelsea Flower Show has to be the world's most popular and renowned flower show and sees the best in garden design and horticulture brought together. This year's show, which ran from 20-23 May, was very special for the Lifeboats, as it was the official charity to benefit from the event. Not only that, but two well-known personalities gave their support to the Lifeboats and encouraged some 157,000 show visitors to do the same.

'Purple is very in this year – outside and in,' said Laurence Llewelyn-Bowen during the BBC's live coverage of this year's show. Visitors and viewers got the first opportunity to glimpse what was hot in garden fashion; and flamboyant designer Laurence is certainly no stranger to fashion.

Laurence was by no means the only famous creative to grace the event. Green-fingered TV gardener Alan Titchmarsh was, to many, the face of the show and hosted much of the coverage. Some may be forgiven for wondering why an interior designer and a gardener would be so eager to help the Lifeboats – Laurence and Alan explain:

Laurence:

Like most people, when I think of Britain, I have a rather idealised vision of one giant garden bordered by a tidal water feature. Ask anyone not raised in this country and one of the first things they'll point out is just how green our landscape is and just how cultivated it feels. Defining our

island's shape is the sea. We'd be zero without the sea. No history of global trading, no history of global imperialism (the jury's still out on that one – good or bad? I suggest you phone a friend) and, arguably, no comforting glow of self-contained nationalism.

In fact, if there are two things the British love more than dogs, it's gardening and the sea. Saying that the Llewelyn-Bowens have a garden will surprise few, but saying we've got sea might seem an unusual statement. We have a ravishing house in North Cornwall with a series of teeny, tiny windows that frame views of the sea – perfectly creating jaw-dropping marine compositions: and yes, we do know how extremely lucky we are.



Laurence Llewelyn-Bowen

passion in me and, indeed, the most embarrassment, is the uncomfortable fact that, these days, the vast majority of shouts are caused by you and me – holiday makers, casual visitors, hikers, surfers, yachtsmen and, most cringingly embarrassing of all, dogs. Our little windows – our little pictures of the sea, so seductively beautiful – can, like any picture gallery, show scenes of both great heroism and tragedy.

When I see visiting families poised precariously on floating lidos at high tide, sulky teenage 'Kevin's' jumping from higher and higher points on the cliffs, or overhear surfer's boasts about just how hubristically brave they intend to be on tomorrow's tide, I seethe. I want to rush up to them, grab them by the lapels (actually rather difficult if they're wearing a wetsuit) and rail relentlessly at them that their quest for an adrenalin high would be fine if it endangered only themselves – but the risk to those gallantly waiting to rescue them is inexcusable. But I'm no ancient mariner stalking the village crying 'woe, woe, beware the sea!' and nor should I be.

As I say, the lifeboat crew expects nothing for their life-endangering commitment to the community. No fuss, no breathless praise, no gushing hero worship (although none of them would ever dream of saying 'no' to a pint).

I sought expert advice on the complicated issue of why the Lifeboats should benefit from Chelsea this year. It was the statement from a female member of our local lifeboat crew who, having looked around at her male colleagues, loudly and jovially dismissed them as a bunch of 'pansies'! It's a link of sorts I suppose.

Alan:

People look at me rather strangely when I say that my hobby is boating, as if it were an odd choice for a gardener. It doesn't strike me as odd at all. There are so many things the two pursuits have in common. For a start, they can both involve solitude and they both take your mind off the more mundane pressures of daily life. But more importantly, they are both elemental pastimes that rely heavily on the weather. Gardeners and sailors both have a wary

respect for climate. It does us good to appreciate that we cannot control everything; that we need to work with nature, to listen to her voice and observe her moods if we are to survive. No-one knows this more than the lifeboat crews.

As an island race, I think we Brits grow up with a profound respect for these men and women. Anyone who has been at sea in anything more than a force 7 will appreciate their courage, determination and selflessness. Anyone who has been lifted off a capsized boat, or plucked from an angry sea, or simply towed home covered in embarrassment after engine failure, will spend the rest of their lives in debt to those who, often at great personal risk, put themselves out to save others.

The very reason that lifeboat crews are courageous is that they do feel fear. They know, more than most of us, just how powerful the sea is and how easily its moods can change from glassy calm to raging torrent. They have seen it crush boats against rocks and swallow up frail bodies with unquenchable power.



Alan Titchmarsh

One of the complete joys of our parallel Cornish existence (aside from our surroundings) is the boisterous joviality of the community that has magnanimously accepted us, despite me being 'that ponce from the telly with the furnishing fabric suits' and my daughter's ability to smear most of a pub lunch over the walls of the snug on a regular basis. It's through this eight-year association that we've seen, first hand, exactly what a lifeboat station in a busy Cornish fishing village has to go through.

One thing that constantly surprises me is just how modest and matter-of-fact the lifeboat crews are. Bear in mind that they're faced by some of the most grisly, upsetting scenes anyone could possibly be faced with. Most importantly, never forget that they, and their families, live with the daily reality that the next 'shout' could be their last. They're ordinary people who do a very unordinary job.

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Blooming marvellous continued

I've spent a fair bit of time learning about the precise workings of lifeboats, the Coastguard and harbourmasters, even being winched up and down from a helicopter above a boat in the Solent as the two of them sped over the water at seemingly breathtaking speeds. I've visited the boatyard where the RNLI's up-to-the-minute craft are built and talked with the men and women who handle everything from those chunky lifeboats to the speedy RIBs that skid across our inshore waters. I've never been less than impressed by their good nature and their commitment.

The bottom line is that the RNLI provides its service every day of the year, in all weathers and at no cost to those who use the water for all purposes. They do their job graciously, with good humour and, let's be honest, amazing bravery. They won't thank you for telling them that. It's just what they do.

Boating and gardening offer us two of

the greatest freedoms left on earth – to cultivate the soil and to plough the water. The RNLI is always there to help those on the water, making them safe in the knowledge that help will be at hand should they get into difficulties. If you get into difficulty as a gardener, you have the Royal Horticultural Society and the local casualty department. It's a feeble analogy, but on this occasion you might forgive me that.

Calling all gardeners

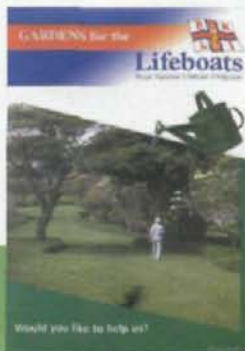
Why not spread a little happiness and open your garden for the Lifeboats? It is an excellent way of sharing the fruits of your labour with like-minded visitors and you will be supporting the valuable work of our volunteer lifeboat crews. Your garden could be opened as a one-off, or as part of a group of local gardens. You choose the dates and opening times but you will not be on your own as you will have the support of local fundraisers and

the resources of a national charity to back you up.

The RNLI has produced a *Gardens for the Lifeboats* pack that includes everything you will need for your event, including: a planning checklist, hints and tips, posters, ID badges, health and safety advice and a floral quiz for visitors.

For more information, or to get your copy of the *Gardens for the Lifeboats* pack, contact your local regional office or call the RNLI helpdesk on

01202 663234



Gardens for the Lifeboats pack



One of the many exhibits seen at the Chelsea Flower Show

STOP PRESS

Just as we were about to go to press with this issue of *the Lifeboat* we learned that the RNLI is to receive £106,000 from the show's proceeds. This will be used to buy a relief Atlantic lifeboat that is to be named next year. Thanks go to everybody involved, including the 50 RNLI volunteers who packed and sold gift bags. Thanks also go to Crabtree & Evelyn, who donated £40,000 worth of beauty products to be sold in the gift bags.



Face to face

Supporter recruitment manager, Sharon New, brings us the inside story on a new breed of RNLI street fundraisers and recruiters...

This summer you may come across some Lifeboats fundraisers that you have not seen before. They are committed to increasing membership of the RNLI and securing regular support for the future. They are motivated by the wonderful stories they hear from members of the public who tell of how the Lifeboats has helped them or their families and friends.

The locations they visit may vary greatly – from busy cities near water to the small seaside communities that usually hold strong lifeboat support. Team sizes also vary, depending on the type of location they visit and how busy they are. You may see only two fundraisers in one high street or there may be as many as five in a large town. Whatever the size of team, they all get together at the end of the day and exchange their experiences. The face-to-face fundraising teams work on a specific campaign, which can last as long as six weeks, meaning that they are living and breathing the Lifeboats for that time.

Their aim is to inform as many people as possible about our vital life-saving work and to ask for their support as a member for a small monthly amount by direct debit. They also ensure that they leave people better informed about the Lifeboats and with a positive feeling about its work, whether they sign up or not.

How is it done?

The RNLI is working in partnership with fundraising agency DialogueDirect to ensure that the most appropriate sites are chosen and that RNLI-trained, enthusiastic fundraisers are available throughout the campaign. DialogueDirect have operated in the UK for the past three years and pioneered face-to-face fundraising in Austria in 1995. They have vast experience in talking to people on the high street, which they use for the RNLI's benefit.

The RNLI works particularly hard at ensuring the fundraisers are trained to a high standard and that their training is either at a lifeboat station, regional office or headquarters. They also receive ongoing training throughout the campaign. The supporter recruitment team liaise with our regional offices about when and where the fundraisers will be recruiting, so that the branches and guilds can be informed. They also ensure a member of staff is always available to assist with any unusual questions.

You will spot teams wearing Lifeboats clothing with the words 'working with DialogueDirect' underneath. It is important to be transparent, for the public to be aware of whom they are talking to, and that DialogueDirect fundraisers are paid and not volunteers.

Why do we do it?

Alison Saunders, fundraising and communications committee chairman, considers this form of fundraising to be vitally important in reaching new audiences: 'The RNLI has always needed to recruit new as well as younger members and no more so than at the present time. The highly successful face-to-face street recruitment in recent years has brought the Lifeboats new members who may never have been approached by us before. These members generally continue to support the Institution for an average of ten years, which makes this a very cost-effective method of recruiting new supporters. At the same time, it provides the RNLI with regular income.'

When will it happen?

The street face-to-face fundraising campaign runs between May and September at locations all across the UK. The aim is to recruit 4,500 new Offshore members, generating over £200,000 of income a year. Many of these members may later upgrade and give more as they become better informed and more involved with the Lifeboats. David Brann, fundraising and communications director, explains why face-to-face fundraising is important to the Lifeboats: 'The benefits of this type of fundraising are tremendous

Street fundraisers during familiarisation at a lifeboat station



The team hits the high street

in terms of the amounts of regular, budgetable income it raises and the unique exposure it gives us to new, younger audiences. We constantly have to find new ways to recruit members and face-to-face recruitment plays a vital role in funding the lifeboat service, both now and for the future.'

Why I do it

Richard Thunder, a team guide from DialogueDirect, has been a street fundraiser for eight months. Before working with the agency he was a care worker for the elderly and Care in the Community adults with learning disabilities. When considering a career change, he was attracted to street fundraising as he wished to continue working in 'a worthwhile role'. As team guide he primarily supports and motivates the fundraisers while they are working on the high street but he also spends time recruiting new members. Richard's first campaign as a fundraiser was for the Lifeboats last year and, as his grandfather was a lifeboat crew member, he was particularly motivated to work with us. He gives us the insider's story:

Team guide
Richard Thunder



Why do you do it?

This is a valid question when you consider that many face-to-face fundraisers have university degrees along with work experience that means they don't need to stand outside for hours on end, in all sorts of weather, trying to persuade strangers to part with their bank details. We are paid for what we do, some on a fixed rate, others on a performance-related scale. But we could earn more money, working fewer hours, in other jobs.

Is it for the fun – you all look like you're having a great time?

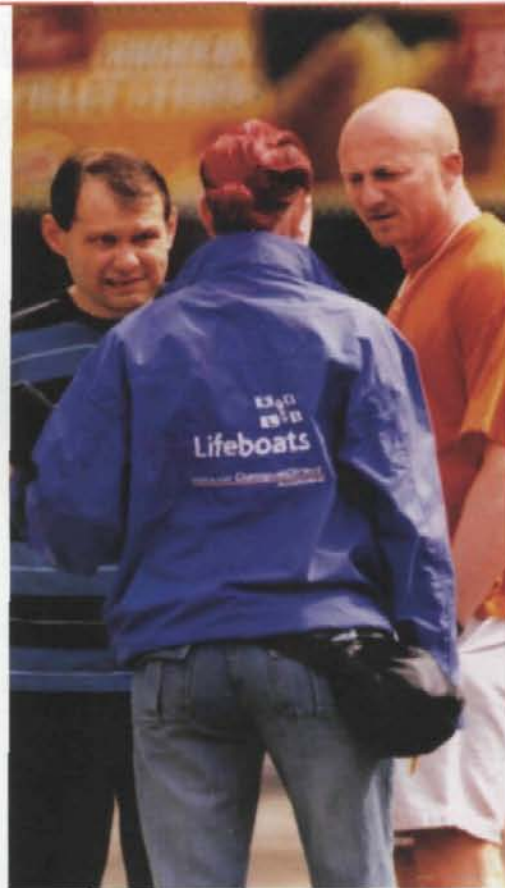
Well, yes, face-to-face fundraising is, at its best, fantastic fun. It's about making people smile and feel good, and that makes us feel warm inside. But it can also be tremendously hard work, keeping going when no-one you've asked for the past hour has stopped to talk to you and your fingers are so cold you couldn't fill in the form even if they did.

Is it for the people?

Again, yes, because there's a great sense of team spirit that is implicit in this job. We look out for each other and lasting friendships are rapidly formed. We talk to an amazing number of people on the streets every day. But we're also an easy target and often have to endure verbal abuse from disgruntled members of the public. So although money, the people and the fun are aspects of this job that we appreciate, there must be something more that compels us to get out of bed and onto the streets every morning.

What is it?

Well next time you see a fundraiser in the street, stop and listen. One of the first things that will strike you is the passion with which they talk about the Lifeboats. The simple fact is that we genuinely believe in what we are doing. Many of us are active supporters of the charities we fundraise for, making regular contributions or volunteering in our spare time. We are prepared to stand out in the high street all day – six days a week in good and bad weather, even when people are being rude to us – for one reason above all others: we know that what we're doing is making a difference.



Street fundraisers in action

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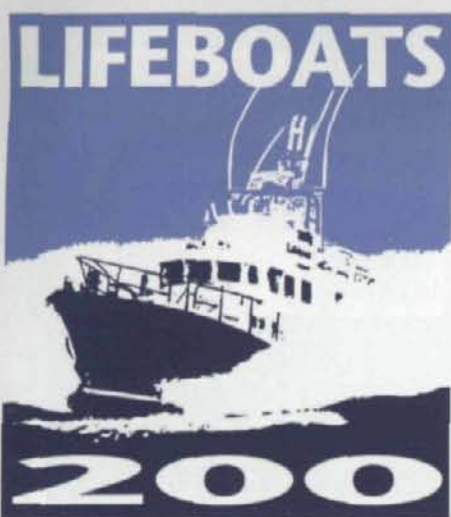
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Fundraising

Lifeboats 200



Although the RNLI was established in 1824, many lifeboat stations have been saving lives around our coastlines since the end of the 1700s. It was 200 years ago, this year, that four stations in the West Country received their first purpose-built lifeboat, a Greathead-type lifeboat. The four stations – Exmouth, Penlee (Penzance), Plymouth and St Peter Port – are celebrating this important milestone and each will receive an RNLI bicentenary vellum to mark the occasion.

Each of the four stations will be holding their own celebrations during the coming year and the Lifeboats 200 project will allow the region, as a whole,

to mark the outstanding work of the crews over the last 200 years. What better way to celebrate these achievements than to launch an appeal to cover the cost of training? So, on 29 April the Lifeboats 200 Crew Training Appeal was launched with the help of the regional newspaper, the *Western Morning News*, with the aim of raising over £75,000.

The average annual cost of training equates to around 11,000 per lifeboat station – between £600 and £800 per crew member. Considering the level of training that is now required of crews, and the qualifications that they have to achieve, this is good value for money. It is easy to forget that crews give many hours of their own free time to carry out this vital training, over and above the time they give when their pagers alert them to yet another call out.

The *Western Morning News* will be running a series of articles on the work of the RNLI. Every day, for the first two weeks of the appeal, the paper ran a feature on the different aspects of the RNLI's work and it plans to continue with regular features until the end of 2004. The paper also carries a coupon every day to allow the public to send in donations to the appeal.

Within days of launching the appeal, donations poured in and, by the end of the second week, over £3,000 had already raised. Many branches and guilds in the area are also organising special events to raise money for the appeal and a number of external groups are being encouraged to help towards the £75,000 target.

If you would like to know more about the appeal or would like to make a donation or help raise money for the appeal please contact the South West regional office on 01179 444999 or email Dave Nicoll, area fundraising manager, at cornwall@rnli.org.uk.



Henry Greathead



The first lifeboat – Original



Atlantic crew members training

Greathead's lifeboats

The Greathead-type takes its name from boat builder Henry Greathead, who is considered to be the designer and builder of the first purpose-built lifeboat. Stationed at South Shields, at the entrance to the River Tyne on the east coast of England, this first lifeboat was aptly named the *Original* and cost £150. She served South Shields for 40 years until she was wrecked on 19 January 1830. Greathead built a total of 44 similar craft between 1789 and 1810 that served at stations around the British Isles and abroad.



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Fundraising



The 'boat crew' cross the finish line



Lifeboat supporters cheer on the runners



RNLI runner Nigel Wakefield of Southampton

A marathon challenge

Running the Flora London Marathon isn't enough for some – this year saw a team of RNLI runners upping the ante with something extra special...

For those seeking a challenge, the Marathon is an exciting and rewarding way of raising money for good causes. This high-profile event sees new and experienced runners raising thousands of pounds for the Lifeboats every year.

Taking part is great fun but not to be taken lightly – competitors usually spend a whole year training and planning before the big day arrives. To enter, runners usually have to get a place through a ballot system but many charities, including the RNLI, are given a number of guaranteed 'golden bond' places.

This year saw over 32,000 runners pounding the streets of London on Sunday, 13 April. Bright sunshine and the 500,000 cheering spectators lining the route created a carnival atmosphere. But the serious side of fundraising and

breaking personal records was never far from people's minds.

The RNLI was well supported this year by 100 runners, including a select team of 11 who took it in turns to run with a 5m replica lifeboat. The lifesize replica D class helped raise the RNLI's profile and added colour to the day. No doubt her 'crew' felt every step of the 26-mile event.

The idea of running with a lifeboat came from ex-Royal Marine Rob Lewis, who is no stranger to endurance events. Rob and Clare Kavanagh, RNLI events and marketing organiser, originally considered using a real lifeboat with the runners pulling it. But they later decided it was safer to use a poly-sculptured replica.

As stunt leader, Rob had no trouble enlisting a team of RNLI runners who

were more than willing to take on the extra challenge. The team comprised nine men and two women from all around the country: Tanis Hand, South Wales; Jennie McIntosh, Pembrokeshire; Guy Savin, Surrey; Gary Friedman, a Kessock lifeboat crew member; John Read, Southampton; Paul Roberts, Cornwall; Will Carnegie, Lymington; Nigel Colverson, Huntingdon; Nick Cox, Bucks; and Andy Burns, Harrogate.

The boat and her crew were 'launched' from the starting point in Greenwich Park and excellent crowd support helped them on their way to the finish line at The Mall. At the Docklands halfway mark they were cheered on by lifeboat supporters who had gathered and decorated the street with RNLI banners, flags and balloons.

Fundraising

Rob said: 'We were met with disbelieving stares as we marched across the park to the starting position. The atmosphere was incredible, no-one could quite believe that a team were about to carry a lifeboat around the course.'

'We were ordinary volunteers, steeled by a common purpose and had achieved something that we would remember for a long time.'

Rob Lewis

Flora London Marathon lifeboat team

'We worked in four pairs, front and back, changing every mile. Each mile seemed progressively longer than the last and the crowds grew in size as we raced on. We looked after one another – checking aches, pains and fluid levels as we ran. The road and boat teams, as they became known, worked together brilliantly. For the last mile, all four carrying pairs jumped into position, with the three remaining runners close behind.'

'When we crossed the finish line the team was elated. Family members crowded round our lifeboat and shared in the achievement. It was a special day for all of us. I felt immense pride in the achievement.'

The team completed the marathon in a little over seven hours. They celebrated their success with family and friends at the post race party, together with the

other RNLI competitors. All the fundraising runners were also able to relax with a well-earned sports therapy massage and shower.

Andrew Kellaway, from Southampton, was the first RNLI runner across the finish line – with a speedy time of 2h48m52s. This was an excellent result, considering that world record holder Paula Ratcliffe finished in 2h15m25s. Andrew, who has been running for 12 years, has also successfully completed the London marathon in 1996, 2000, 2001 and 2002, and the Chicago marathon in 2000.

The countdown to the Flora London Marathon 2004 is already on. For further information on this and other RNLI events, including running, white water rafting, parachuting and fitness challenges, visit

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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

Born to be... mild

The Ace Cafe in London was well-known in the 1950s and early 1960s as the haunt of motorcyclists, who not only challenged each other to race on the North Circular but also rode in large numbers to seaside towns on bank holidays. The cafe fell into disuse and has had many other owners since, but was recently acquired by a trust who restored it to its former 1960s glory.

The bikers have returned to this nostalgic venue in their hundreds but, instead of terrorising other motorists, now do a great deal of fundraising for charity.

Regulars have supported the Lifeboats for the past two years with a 'duck race' on the River Brent that runs behind the premises, but they now plan a bigger event. This year's duck race will still be held on Sunday, 10 August but a 'summer run' is planned for Sunday, 3 August to Saturday, 9 August. The run will begin at Tower Pier lifeboat station on the Thames and will take in many lifeboat stations, from Whitstable along the south coast and around Cornwall – ending up at Weston-super-Mare. Those taking part pay



a small entrance fee to cover the cost of accommodation and will gather sponsorship for the RNLI.

Keep your motor running!

Landmark lottery

The RNLI celebrated its 100th lifeboat lottery at the end of January which, thanks to its supporters, raised over £210,000. Carol Way, who is retiring from the RNLI after 16 years service, drew the winning ticket. Congratulations go to Mrs D Brown (Nottinghamshire) who won the first prize of £3,000 worth of Sainsbury's vouchers – we hope you enjoyed your shopping spree.

The cash prize winners were:

- £1,000 + Sainsbury's hamper
Mr T Verity, London
- £500 Mrs J Weigh, Clwyd
- £250 Mrs J Harrison, Northamptonshire
- £100 Mr JT Buswell, Gloucestershire;
Mr BG Amery, Gloucestershire;
Dr JN Scott, Midlothian; Mr PM Millar,
East Renfrewshire;
Mr & Mrs Harris, West Sussex

The spring lottery draw took place on the 30 April with High Wycombe branch volunteers drawing the winning tickets.

**BRITANNIA
RESCUE 4**

First prize was a Suzuki Ignis worth £8,000, which was kindly donated by Britannia Rescue. Congratulations go to Mr J Read, of Buckinghamshire, who won the car. Thanks to all who took part, the spring lottery raised over £205,000.

The cash prize winners were:

- £1,000 R Palermo, Wiltshire
- £500 LA Taylor, West Midlands
- £250 Mr M Barlow, Ramsgate
- £100 Mr ML Dormer, Middlesex;
Mrs CL Hickin, Hampshire;
T Pirrie, Glasgow;
Mr DG Collier, Cheshire;

Win a Peugeot 307

Peugeot have very kindly donated a Peugeot 307 S 1.4, 5-door car, worth over



£12,000, as the autumn lottery's first prize. There are also eight cash prizes, ranging from £500-£1,000, up for grabs. Tickets for the autumn lottery will be on sale from 14 July. If you don't regularly receive lottery tickets and would like to, or have any queries, please contact Pauline Teivas-White on 01202 663219.

Peugeot 307



As an RNLI member or supporter, when you join Britannia Rescue 2.5% of your road rescue premium goes to help vital RNLI work. Britannia Rescue has now also extended its discount to your sons and daughters, so they too can get up to 15% discount - even more ways for RNLI to benefit.

Britannia Rescue cover starts from just £5.95 per month and for an extra £3.60 a month, they'll also provide personal cover so you and your partner can drive or travel in any private car. What's more, Britannia Rescue's friendly courteous staff always give priority to anyone who finds themselves in a vulnerable situation.

These are just some of the reasons why RNLI is pleased to promote Britannia Rescue as its official motoring rescue scheme* when travelling within the UK and republic of Ireland. Whatever you need you get the response you're looking for. So join today, just quote special rate code: RNLI LB 07/03.

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Lifeboats

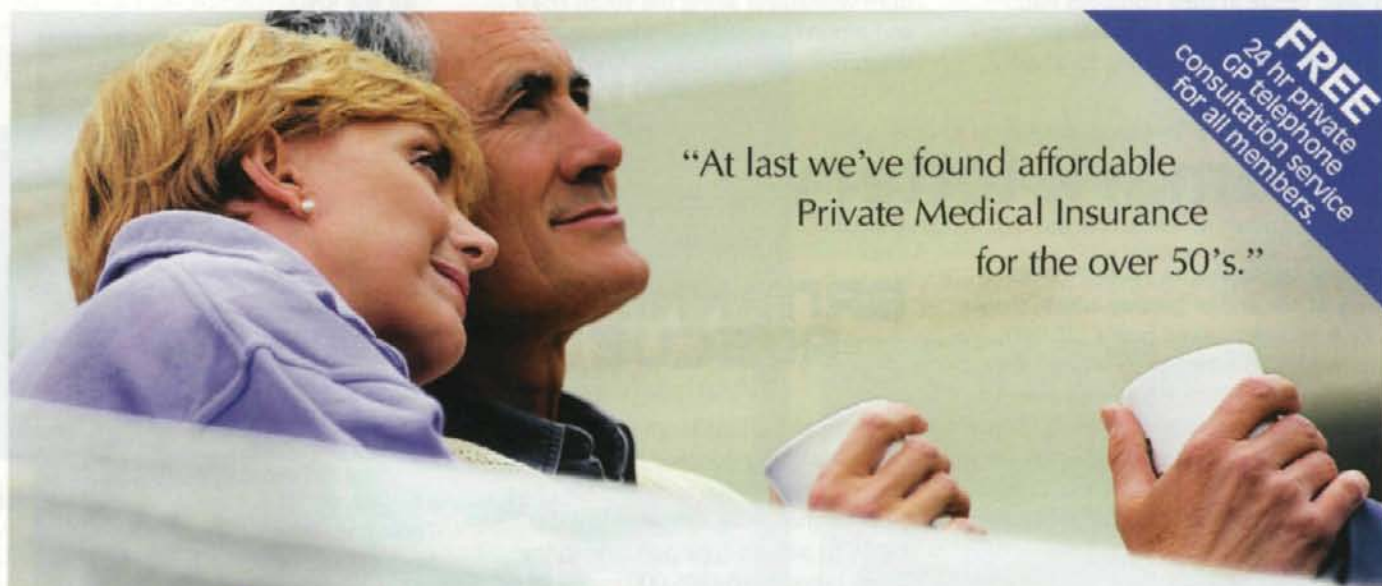
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Fundraising

Hamilton help

Christine Hamilton, media personality and wife of former MP Neil Hamilton, recently gave her support to the Lifeboats – helping to raise £5,000.

Members of Aughton branch, in Lancashire, organised the event, 'An evening with Christine Hamilton', which saw 350 guests enjoying dinner and a talk by Christine, who was accompanied by husband Neil.

Christine told the audience that the RNLI was a cause close to her heart: 'My father was in the Navy, so I was born and brought up on boats. I used to go collecting for them (lifeboats) in Hertfordshire, where I grew up.'

£5,000 – enough to buy a state-of-the-art electronic chart system for an all-weather lifeboat.



Christine Hamilton



Cast members of *Fair City* and *Ros na Rún*
Picture: Irish Star

Soap stars strut their stuff

Cast members of popular Irish TV soaps *Fair City* and *Ros na Rún* stepped out from behind the cameras in March to raise money for the Lifeboats. The soap stars set pulses racing as they modelled the latest fashions on the catwalk as part of the fashion extravaganza, Faith, Soap and Charity.

The annual event was enjoyed by 1,000 soap fans who shelled out €40 apiece to see their favourite stars as

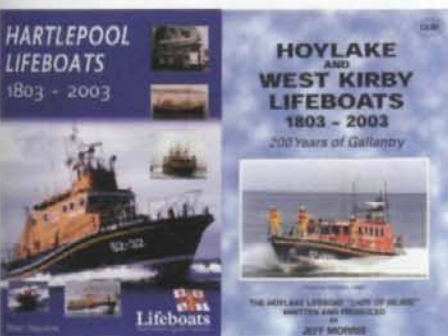
they'd never seen them before. 'It's a big chance to be walking down the catwalk in front of an audience that size when you've never modelled before,' said Killian O'Sullivan, better known to Irish soap fans as Lorcan from RTE's *Fair City*. 'I'm a bit nervous about it.'

He had no need to feel anxious – the show went down a storm and is expected to raise thousands of euros for the Galway branch.

Lifeboat reading

- 1 Exmouth Lifeboats – 1803-2003
- 2 Hoylake and West Kirby Lifeboats – 1803-2003
- 3 The Story of the Moelfre Lifeboats
By Jeff Morris

Price: £3.50 each including p&p
Jeff continues his research into local lifeboat history with these three new books.



Available from:

- (1) Mrs M Chandler, 20 Portland Avenue, Exmouth EX8 2BS
- (2) Mr N Robinson, 14 Sea View, Hoylake, Wirral, Merseyside CH47 2DD
- (3) Mr A Barclay, Moelfre Lifeboat Station, Moelfre, Anglesey LL72 8LG

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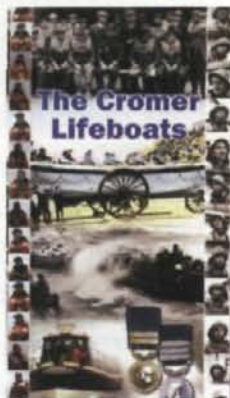
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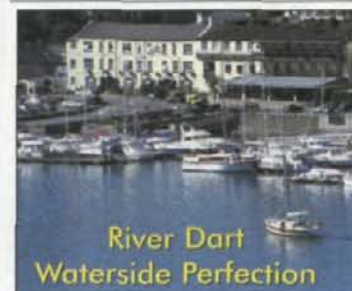
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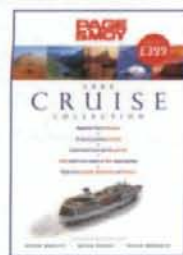
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