



Lifeboats

the lifeboat

For everyone who helps save lives at sea

Autumn
2003

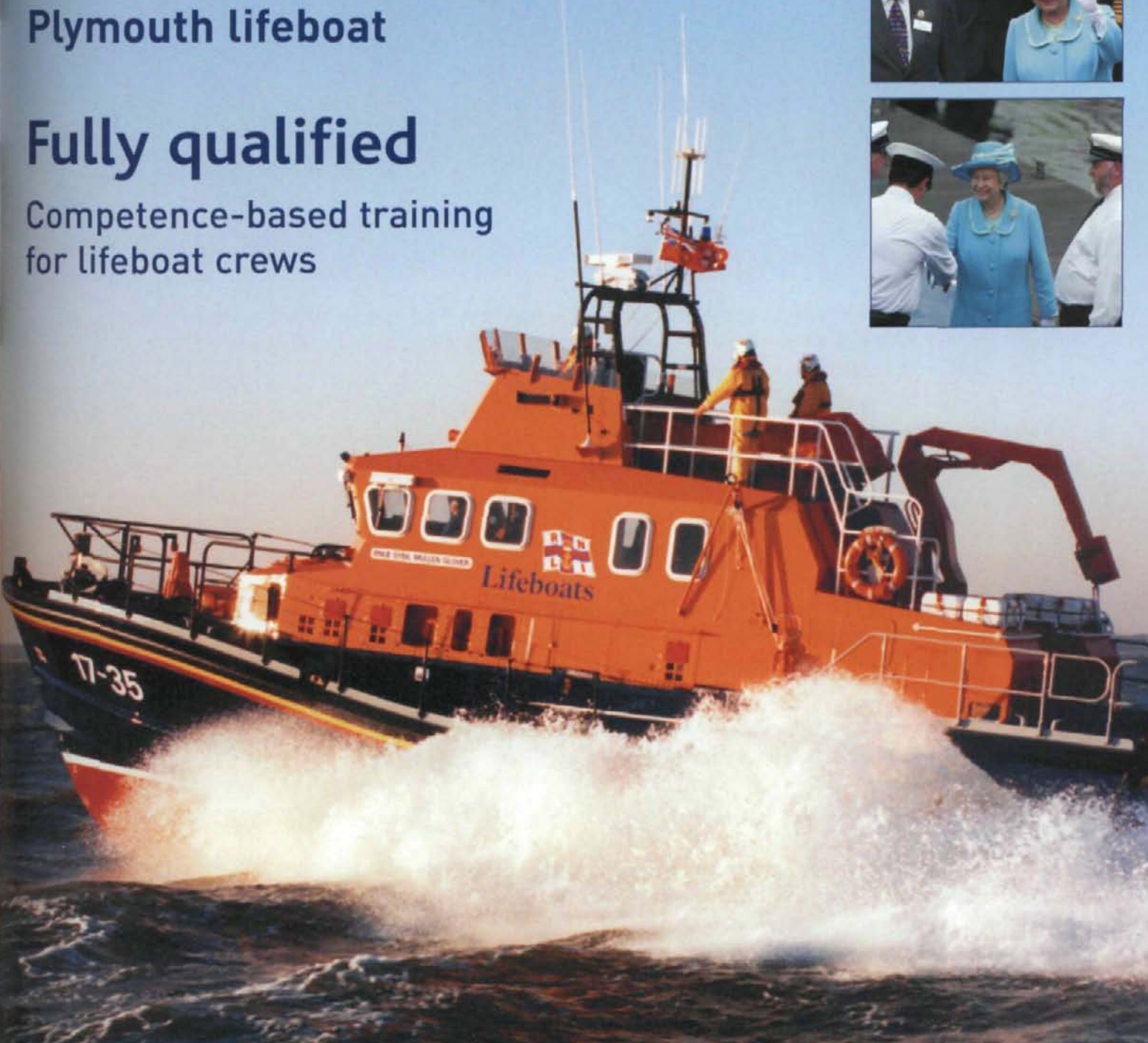
Royal seal of approval

HM The Queen names the new
Plymouth lifeboat

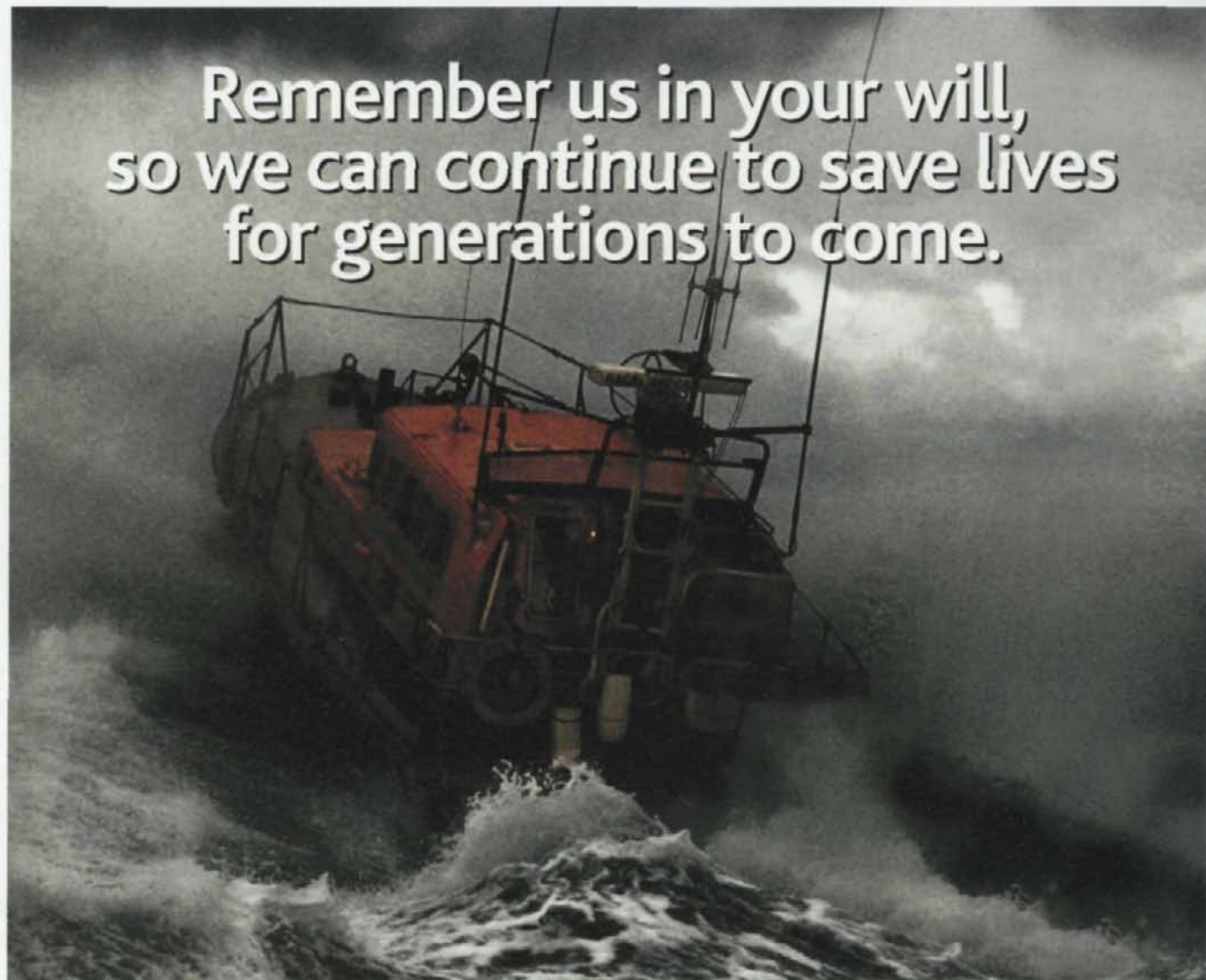


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If you'd like to remember our volunteer crews in your will, please fill in the coupon and send it back to us and we'll send you our legacy information pack, which includes useful and practical advice about making or updating your will.

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

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Lifeboats

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the lifeboat



Lifeboats

The magazine of the
Royal National Lifeboat Institution

Registered Charity Number 209603

Issue 565

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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:
Main: Plymouth's new Severn class lifeboat *Sybil Mullen* Glover is put through her paces. © Gilbert Hampton

Insets: HM The Queen waves to the crowd and meets members of the Plymouth lifeboat crew after formally naming the new lifeboat. © Pinnacle / Philip Mingo

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News

A right royal occasion at Plymouth



Plymouth: Coxswain David Milford (right) presents his fellow crew members to The Queen following the naming ceremony of the station's new Severn Class lifeboat
 Photo: Plymouth Evening Herald

The poor weather didn't dampen spirits when HM The Queen named Plymouth's new £2M Severn class lifeboat on 23 July 2003. The Duke of Edinburgh accompanied The Queen at Queen Anne's Battery Marina, Plymouth, as she named the lifeboat *Sybil Mullen Glover*.

Luckily, the rain eased off for the formal naming ceremony and the Royal Marine band kicked off proceedings with the theme tune to children's TV favourite *Thunderbirds* which brought a smile to the gathered guests, VIPs and soaked

crew members. After the naming, The Queen and Prince Philip met benefactors, fundraisers and other supporters. Plymouth Coxswain David Milford and his partner then cut a celebratory cake before the crew put the new lifeboat to sea for a short demonstration.

The lifeboat was named after distinguished local marine artist Daphne Sybil Glover who died in 1995 and left more than £800,000 to the RNLI. Her executors asked that her name be commemorated in some way and it was

agreed that the bequest should be used towards the funding of Plymouth's new lifeboat. The remainder of the funding was kindly provided from other legacies and gifts.

Plymouth station is celebrating its 200th anniversary this year and Chairman Peter Nicholson presented the station with an RNLI bicentenary vellum at the ceremony. Since the station's foundation in 1803, Plymouth lifeboat crews have launched more than 1,500 times and saved the lives of 599 people.

Royal honours

We are delighted to announce that the following have been honoured by Her Majesty The Queen in her Birthday Honours, and have received an MBE for services to the RNLI. Congratulations to:

- Ruth Clarke, for charitable service in Colchester (Honorary Secretary, Colchester branch).
- Richard Constantine, lately Coxswain/Mechanic, Scarborough lifeboat station.
- Iris Dunstan, for charitable service to the RNLI and the Pony Club (Honorary Treasurer, Redruth guild).
- Ted Powell, Honorary Secretary, Barry lifeboat station.

An adventurous tale

The extraordinary history of Captain Joseph Press, the man after whom the *Joseph B Press* lifeboat was named, is going to be featured in an exhibition at the Great Yarmouth Maritime Museum.

Captain Press travelled around the world in a wooden sailing ship back in the nineteenth century and the tale of his adventures will be on display at the museum from summer 2004. The funding for the lifeboat came from the kind legacy of his daughter, Miss Elizabeth Press.

Seaham lifeboat tribute

A lifeboat tragedy that claimed the lives of nine people more than 40 years ago, is being commemorated

A new cliff top road overlooking Seaham is being named *George Elmy Lifeboat Way*, after the vessel that capsized metres from the harbour off the coast of County Durham on 17 November 1962.

The lifeboat was launched to rescue the fishing boat *Economy*, which was caught in violent seas near Seaham, and within minutes the crew had rescued the fishermen.

The lifeboat was returning home and was less than 100m from safety when she was capsized by two huge waves. Donald Burrell, who had been fishing on board the *Economy*, wrapped one arm around the shaft of the propeller and tried to hold David, his nine-year-old son, with his other arm. A wave tugged father and son apart and out of the five crew members and five fishermen, it was just Donald who survived.

The lifeboat was eventually washed ashore, where she was repaired and went on to save more lives while stationed at Poole, until she was taken out of service in 1972.

New subscription rates

In his speech at the RNLI's Annual General Meeting (summer issue, p.10), Chairman Peter Nicholson spoke about today's tough financial climate and the RNLI's need to increase fundraising.

One consequence of this is that the RNLI has decided to make a small increase in subscription rates.

The new rates, listed below, came into effect 1 September 2003.



Grade	New rates	
Shoreline	£20	€28
Joint Shoreline	£33	€46
Offshore	£54	€75
Joint Offshore	£94	€130
Governor	£66	€92
Joint Governor	£116	€162
Life Governor	£1,500	€2,100

News

Fowey lifeboat rally



Ex-lifeboats from all over the UK got together for the Fowey lifeboat rally in June
Photo: Nicholas Leach

The picturesque Cornish port of Fowey was home to an impressive and unusual display of old lifeboats during the last weekend of June.

This fundraising get-together, which is likely to become an annual event, featured 14 historic former lifeboats. They ranged from the steel-hulled *Treffry* (ex-Dover lifeboat which is now the local pilot boat), to the pulling boat *Ryder*, which is now based at Polperro but was stationed at Looe during her service career.

The majority of the lifeboats were built in the 1950s and 60s, and all of them were well maintained and in superb condition thanks to their very dedicated owners.

In fact, the former 1938 Lowestoft lifeboat *Michael Stephens* remains largely unaltered from her days of saving lives at sea. Her engine controls reflect the time period and are uniquely housed in the engine canopy.

An unexpected visitor was the RNLI's first ever twin-screw lifeboat, *William and Kate Johnston*, which made her appearance while returning from the Liverpool River Festival. She is celebrating her 80th birthday this year and, at 24m, is one of the largest lifeboats ever built. She was stationed at New Brighton, but is now at Chatham under private ownership.

During the Saturday afternoon the

lifeboats were open to the public for viewing, and hundreds of people turned up for this at Albert Quay.

Throughout the day, *Joseph Soar*, a former 14m Watson class lifeboat, owned by ex-Salcombe Coxswain Frank Smith, took visitors on trips around the harbour as a fundraising exercise for the RNLI. At the end of the day, the old lifeboats paraded down the river to the harbour entrance and back again, making an impressive spectacle and showing some great speeds.

By Nicholas Leach



Trials for new boat

A new experimental B class lifeboat, Fast Inshore Boat 1, has started trials and engineers say that early indications are very promising.

The hull is a scaled-up and modified version of the Atlantic 75 and this new lifeboat is planned to be in service by the end of 2004.

RNLI Principal Engineer Rob Cantrill says: 'The requirement was for a lifeboat which was fast, had a fourth crew member, carried radar, and had better casualty provision.

'The Atlantic was getting heavier and slower. The FIB1 is a faster boat, going up to 35 knots, and is just much more capable.'

New type D class on service

A new lifeboat with up-to-date technology is in service, for the first time, at Eastbourne lifeboat station.

Inshore Boat 1 is the first of a generation of inflatable boats. It is a new type of D class, which has been a successful part of RNLI search and rescue for 40 years.

Eastbourne was chosen for the launch as many of the station's 90 call outs each year involve rescues around cliffs in

the area, where speed and manoeuvrability are essential.

Lifeboats Operations Manager Captain John Banfield says: 'The new inshore lifeboat is significantly faster than our current D class, travelling up to 25 as opposed to 20 knots. This extra speed, coupled with the more responsive handling, means we can reach people in danger that much quicker. Often minutes can be crucial, and getting

people to hospital in less time really can mean the difference between life and death.'

Other improvements include a chart plotter and a global positioning system that gives crews accurate readings of their position.

Mr and Mrs Wiseman, from Middlesex, have donated the boat to mark their fiftieth wedding anniversary. The boat will be named *Joan and Ted Wiseman 50*.

Saving more lives

The RNLI will be able to rescue more people with the welcome addition of a new lifeboat station at Burnham-on-Sea, Southend.

The final stamp of approval came from the Trustee Committee at their meeting in July. The station is expected to be operational from the end of October, when the RNLI will take over the service currently provided by the Burnham Area Rescue Boat (BARB).

RNLI's Operations Director Michael Vlasto says: 'BARB approached us with a request that we consider taking over their "sea going" lifeboat search and rescue operations. I am pleased to say that the decision has now been made and we can build on the excellent reputation that BARB has established.'

The Burnham Area Rescue Boat organisation will continue to run their hovercraft alongside the RNLI's two lifeboats: an Atlantic 75 (above) and a D class inflatable (right).



Final battle

Three of the RNLI's very own lifeboat engineers have been crowned world champions after beating 27 teams from across the globe in the final of Channel 4 television's *Full Metal Challenge*.

The team from Poole, who call themselves the Aquaholics, faced a gruelling series of challenges in which contestants battled each other using giant, high-powered vehicles. They dropped only two points throughout the competition, and have put their success down to their eight-wheeled monster vehicle called *Octopush*.

The programme makers gave the team a budget of £2,000 and one month of evenings and weekends to build their ultimate dream machine. Range Motors also donated thousands of pounds worth of equipment and their mechanics gave a lot of help. A set of guidelines formed a basis for their design but, over and above this, their creativity was limitless – and much blood sweat and tears went into the construction. This 300 horsepower mean machine would win no beauty contest, but it certainly earned the respect of the spectators and the other contestants for its great strength, manoeuvrability and speed.

The team consisted of Design Engineer Adam Kyte, Marine Engineer Martyn Pitman and Hovercraft Operations Manager



The Aquaholics (l to r) Martyn Pitman, Adam Kyte and Tony Stankus

Tony Stankus.

Following the event, Tony said: 'After such an action-packed, adrenaline-boasted day, the medal ceremony was just a blur and the whole thing was over all too quickly, but the images that will last forever in my mind will be Adam bursting through the straw bales in Grand International to regain the lead and Martyn getting airborne in his record breaking first round of Rollercoaster.'

The team would like to thank all their helpers and sponsors, primarily Range Motors in Poole. No RNLI funds were used to build the machine.

For more information, visit the show's website at: www.fullmetalchallenge.com

News

New Lifeboat Support Centre

August saw the start of building work on the new Lifeboat Support Centre in Poole

The steel skeleton that will form the basis for this purpose-built warehouse facility is now under way.

The new warehouse will incorporate up-to-date storage systems to support the expanding role of the RNLI.

It will provide new accommodation for the design office and be home to fundraising items.

The centre will also incorporate the new Electronics Repair Centre. The warehouse has been built with extra capacity to allow for future developments.

It is hoped that the Lifeboat Support Centre will be completed by May 2004.



The Lifeboat Support Centre steel skeleton is well under way

Winner websites



If you want to become a lifeguard, or are interested in beach safety and rescue information, RNLI incident data and news, then log onto our award-winning websites. The Beach Safety and Beach Rescue websites have been named 'site of the week' by *New Media Age* magazine, and are jam packed with useful tips, factfiles and games.

To view these great websites, log onto www.beachrescue.org.uk



College praised by famous yachtsman



Olympic medal winner and former world sailor of the year, Ben Ainslie, laid the foundation stone for the new Lifeboat College on 3 July 2003.

He was joined by four RNLI crew members from different parts of the United Kingdom and Ireland, representing the crew members who will be among the first to benefit from the college.

Speaking of his involvement in the project, Ben said: 'I once said that my

greatest strength is that I never give up. That is something that I am very proud to have in common with the RNLI. In my line of work, and as an RNLI Offshore member myself, it is great to have this level of confidence in an organisation that is dedicated to saving lives at sea.

'This college, where the crews and others will be trained, is therefore very close to my heart. This is a very proud day for me and I wish the Lifeboat College every success.'



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Fly by **British Airways** London to Stockholm for two nights close to the city centre and Old Town.

Day 2 ♦ Sightseeing in Stockholm

Morning sightseeing of Sweden's capital. Afternoon free, perhaps visit the *Wasa*, a royal flagship which sank in the harbour on her maiden voyage in 1628.

Day 3 ♦ North by sleeper train

Travel by overnight sleeper to Kiruna in 2-berth sleepers. Watch out for wildlife as the train heads north through the remote wilderness of Northern Sweden's lakes and forests.

Day 4 ♦ Sightseeing in Lapland

Arrive in Kiruna, visit the Lapp village of Jukkasjarvi and also take an exciting ride down the largest iron ore mine in the world. Continue on the Ofoten Railway, one of the most northerly and wild rail routes in Europe, to Narvik for two nights.

Day 5 ♦ Free in Narvik

An opportunity to visit the wartime resistance museum or take a cable car ride.

Day 6 ♦ South to Trondheim

Travel south by coach and train, crossing the Arctic Circle again before arriving in Trondheim for two nights.

Day 7 ♦ Sightseeing in Trondheim

Sightseeing to include the Nidaros cathedral and fascinating music museum at Ringve.

Day 8 ♦ Into Fjord country

The journey south from Trondheim is by coach for a tour of some of Norway's most spectacular fjord scenery. Stay two nights in Geiranger at the head of the fjord.

Day 9 ♦ Cruising the narrow Geiranger Fjord

One of the most spectacular fjords in Norway with almost vertical sides and huge waterfalls.

Day 10 ♦ By coach through Fjord country

Leave Geiranger and continue to Flåm, at the head of the Sognefjord and terminus of the Flåm Railway. Stay two nights in Flåm.

Day 11 ♦ Flåm Railway excursion

Leaving from the fjord side, the Flåm Railway is considered to be one of Europe's most spectacular railway lines, winding its way up the mountains, past thundering waterfalls.

Day 12 ♦ Over the mountains to Voss

The journey from Flåm is via Stalheim and over the mountains to the resort of Voss for two nights.

Day 13 ♦ At Voss on the lakeside

A free day in this attractive town.

Day 14 ♦ The Bergen Railway

Leave Voss by train for the spectacular journey over the Bergen Railway to Oslo for an overnight stay.

Day 15 ♦ Fly to London

By high-speed rail link to the airport for the flight to London, arriving early afternoon.



JOURNEYS AS GREAT AS THE DESTINATIONS

Letters

Support our volunteer crews

It was an excellent idea to enclose the two eye catching *Support our volunteer crews* window stickers with the Spring 2003 issue of *the Lifeboat*.

Until a few years ago we used to have *Support the RNLI* stickers on our boat *Lyonesse*. They disappeared when I had to fit new glazing.

Lyonesse is the former Brede class, Merchant Navy ON-1087. We were so fortunate as to buy her from the RNLI in 1990. Shipwrights in Newhaven did a fantastic job in refurbishment, leaving the exterior and wheelhouse as original as possible. She then went to her new home: Port Delfzijl, in the Netherlands.

We use *Lyonesse* for holidays on the long row of islands north of Holland and Germany. Also she tows boats from the Delfzijl Nautical College, where I am a teacher, and acts as watchdog during many regattas on the Eems estuary and Northsea.

The boat and engines are still in great condition and have never given serious troubles. Of course, we support the Dutch and German lifeboat organisations, but I am especially proud to be an RNLI Offshore member. Promoting the Institution in the northeast corner of the Netherlands may have limited effect, but it all helps, I hope!



Ger Gerritsen, The Netherlands

Where does my money go?

Thanks again for an excellent issue! I have an enquiry regarding personal donations...

Can you assure me categorically that any bequests I make to a particular station will actually reach that station's funds? I ask because it came up in discussion recently when discussing the closure of the RNLI Mersey shop.

I'll wait to hear from you in due course. Thank you again.

Jack Chapman, Woodbridge

Under Trust Law the RNLI is legally obliged to ensure that the donation is spent in accordance with the donor's wishes. This may be achieved by one of two ways: firstly, if a donation is received to benefit a station it is used to offset the general running costs of the station i.e. electricity, rates, training etc. Secondly, a donation may be used to purchase a particular item of equipment, which is arranged at headquarters through our personal donation section.

Both types of donations are monitored and recorded by a dedicated staff member in our finance department. It may interest you to know that the balance of all such restricted funds at the end of 2002 was around £55.6M.

The reason why I'm a governor...

Many thanks for the article on Coxswain Mark Sawyer and the Eastbourne crew in the Summer 2003 *Lifeboat*.

This rescue epitomises why I'm so proud to be a governor and why our crews, who risk their lives so selflessly,

deserve the very best equipment to carry out their work in such a potentially hostile and unpredictable environment. Their bravery never ceases to amaze me.

Julian Cooch, Lancashire

Military cutbacks!

Thought you might be interested in this one for the next issue of *the Lifeboat* magazine.

We've heard of military cutbacks but this takes the biscuit. A kite assisted rescue helicopter.

The photograph was taken recently during an exercise between the Port Talbot lifeboat D-550 and an RAF rescue helicopter. A sail surfer passed close inshore and the result was this photograph.

Mel Cooper, Port Talbot



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.

Mayday, mayday... job well done!

I was very interested in the report on Eastbourne lifeboat and the rescue in October 2002 of the yacht *Paperchase*, as I moor my own boat in Sovereign Harbour.

I applaud the efforts of the crew, they certainly deserve the awards they received. And I take comfort in the knowledge that we have such a fine lifeboat and crew on hand if we are unfortunate enough to need their help in the future.

To return the compliment I have enclosed some photos of Poole lifeboat in action on June 6, 2003.

I was on board the charter boat *NatWest* from Poole, fishing in the Poole Specimen Hunt competition. During the last hour our skipper noticed this craft in immediate danger of

sinking. As we were fairly close to the casualty we were able to up lines and go to their assistance. We managed to secure a line to the bow and, by slowly towing the craft away from the cliff face, we were able to keep her afloat until the lifeboat came to the rescue and took over the job.

I hope this report is of some interest to you and look forward to the autumn edition of the *Lifeboat!*

**David Clark, Polegate
East Sussex**



Street recruitment

I write to express my disappointment on reading that the RNLI has resorted to street recruitment for new RNLI members. As the article itself alludes to, this practise is highly unpopular with a large proportion of the public. I would have been far happier to see local radio and newspaper advertisements. These do not cost the vast sums of a TV campaign and would also not have involved the damage to image that the hard sell (people on commission) street campaigns bring with them.

When collecting, I have noticed the deterioration in the public response when other charities have been holding similar campaigns in the vicinity. In response to this we have made efforts to emphasise the volunteer status of our collectors but, sadly with the RNLI also adopting this approach, this will be a harder case to make in future.

**Andrew Hustler
Fundraising organiser
Norwich**

Sharon New, supporter recruitment manager, says:

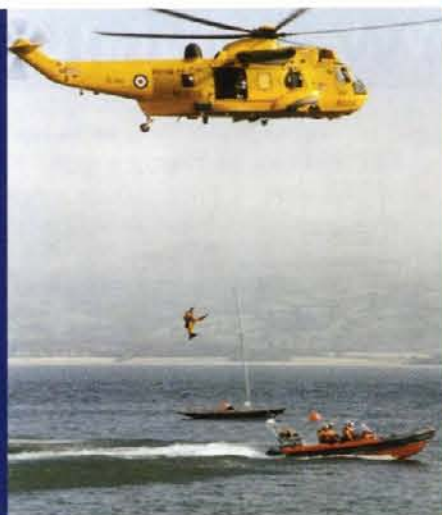
One of the main concerns about the RNLI's recruitment of new members on the street, is that the fundraisers are paid and not volunteers. However for the long duration of this campaign (five months), it is only possible to use full-time fundraisers, who work up to six days a week. The fundraisers are not paid on commission.

As a way of monitoring the success of the campaign, we have been calling our newly recruited members, welcoming them to the RNLI and asking for their views on how they were recruited. The vast majority of calls have been extremely complimentary and some people even said that they approached the fundraiser themselves! We have found that of the 4,000 people recruited so far, most are delighted to have been asked to support us in this manner, and also to be offered the opportunity to support us regularly.

This method of membership recruitment is a part of the RNLI's fundraising strategy, and its success is closely monitored to obtain the best long-term results.



Quality training for



As part of its mission to save lives at sea, the RNLI insists on top level training for lifeboat crews. The hope is that the better trained the lifeboat crews are, the more lives will be saved and the less likely it is that the crews themselves will be lost at sea. Changes in 2002 brought competence-based training to the coast, which gives nationally and internationally recognised qualifications to crews

Training with the RAF Sea King helicopter, Beaumaris
Photo: AE Turner

In the late 1990s the RNLI realised that its crew training needed a rethink. The trigger was that a waiver from the then Department of Trade, which allowed people to operate lifeboats without qualifications, would expire in February 2002. For years crew members that came on a course received an RNLI certificate of attendance, but from February 2002, they would need more than this internal seal of approval. Many lifeboatmen were also calling for change. Dan Nicholson, All Weather Lifeboat Training Manager, remembers a coxswain telling him: 'I've got a £1.8M lifeboat here. I should have a qualification to drive it!'

The RNLI planned a system of qualifications and requirements to help better justify its position on the open market. The RNLI hoped it would also give the crews something for all the time they gave as volunteers, giving them qualifications in recognition of their expertise. The RNLI chose a system of training, called competence-based training (CoBT). Its aim was to satisfy the requirements of the RNLI and of the outside body that accredited the courses.

Dan recalls: 'We took the bull by the horns. We were proactive and put a system in place that is all about individual competencies in every area of the operation of lifeboats.' When CoBT was being set up the RNLI analysed all the possible jobs that a lifeboat crew member could do – for example a crew member on deck, a first aider or a navigator. The RNLI designed each course specifically for each role.

'The outside qualification gives something else to the crew. It's an extra incentive.'

The courses are accredited by organisations that are experts in certain fields, including the British Red Cross, the Maritime and Coastguard Agency, the Royal Yachting Association and the Association of Marine Electronics and Radio Colleges. A benefit of the new system is that volunteer lifeboat crew with full time jobs can go back to their workplace and say, for example, they have a first aid qualification from the RNLI/British Red Cross. It gives qualifications to the people who earn them and also gives something back to the companies that kindly provide the time for the crew to come and do the courses. Coxswain Martyn Phillips, who has done two CoBT courses in 2003, comments: 'The outside qualification gives something else to the crew. It's an extra incentive.'

In these days of litigation, the CoBT provides crews with legal support. Dan explains: 'Before the system was introduced, if anybody were to accuse a crew member of being incompetent, the crew member had little defence. Now he can say: I'm a qualified Yacht Master Offshore – here's my international certificate of competency.'

Practical, hands-on training

Although some amount of cross-training is advisable, there is no need for every crew member to be trained as experts in everything. The RNLI only trains crew

members in the areas in which they need to specialise. For example, if a mobile training unit went to a station and trained 18–20 people in first aid, this would be excessive. Not all of them would ever get the chance to use it. It is also recognised that with a 10–15% turnover of lifeboat volunteers, it would be wasting a lot of time and money training people in everything if they only stay for a relatively short time.

CoBT did not necessarily mean a complete overhaul of what had been taught on all the RNLI courses for years. One major change was that more emphasis was placed on practical, hands-on training. For example, the RNLI presented the British Red Cross with the first aid course outline based on the one they'd been following for over a decade. The Red Cross were delighted with it and only changed a few aspects.

The changes in training have generally been welcomed on the coast. Some crew were concerned it was change for change's sake but, after being on a course, most lifeboat crew see the benefit of CoBT. The crew have training handbooks to track their progress and are invited to fill out feedback forms at the end of their training. Dan comments: 'The vast majority of people who have done CoBT like it and are enthusiastic about it. Some aren't keen on the assessment side, but they're delighted with the qualifications they get.' Martyn Phillips has enjoyed his two courses in 2003: 'We're doing everything we did before, but with CoBT you see where you're going – it has structure.'

quality crew

The first CoBT course happened in February 2002, but the system is still evolving. At the moment CoBT affects all the crews who go to sea on lifeboats – all weather and inshore lifeboat crews, including the Thames crews. In the future it's likely to affect shore helpers and inland rescue people as well. By the end of 2003, Beach Rescue will also have a list of competencies to which they have to perform.

CoBT training in practice – first aid course

First aid is one of the most common training courses run by the RNLI and it is accredited by the British Red Cross. Fewer than one in 10 shouts involves first aid, but lifeboat crews need to be prepared when someone does need medical attention. Dan stresses that when people's lives are at risk: 'It's better to be over-trained than under-trained.'

Four Mobile Training Units (MTUs) travel around the United Kingdom and the Republic of Ireland to train up to 10 crew at each station. All the instructors are trained to paramedic level and the course is repeated, with updates, every three years. The course takes 20 hours – eight 2½ hour sessions in the afternoons and evenings.

The first aid course is specifically targeted for injuries at sea, but it also covers 'Red Cross practical first aid' and 'Red Cross appointed person in the workplace'. So when the volunteer crews are back at work they have a recognised certificate that fulfils the requirements of the Health and Safety Executive. Trevor Stevens, MTU first aid instructor, enthuses: 'In the case of first aid the crews get training second to none because it encompasses an advanced level of first aid that surpasses some of the shop-bought courses that are available on the market place.'

The lifeboat crews are taught how to treat specific medical problems that are common at sea, such as hypothermia and a crack of a boom to the head, but they are also taught to be ready for anything, from a wasp sting to a birth at sea.

The classroom-based course used to end with one big exam session assessed by the lifeboat medical adviser and the instructor. Now, like most other CoBT

courses, continuous assessment is done by the instructor. With CoBT there is now more of an opportunity to practise the skills as part of the course. Trevor comments: 'The teaching of the course has changed over the years, from "chalk and talk" classroom to a more practical way of doing things.'

Towards the end of the course the lifeboat crew do some scenario work. Some crew play the role of injured people at sea or on the coast and the rest of the crew pretend it's a real shout. This takes place either in the classroom itself, or on the local beach. The actors could be playing casualties with broken bones, heart problems or asthma and the crew have to use their expertise to treat them. As well as practising their skills and familiarising themselves with medical equipment, the exercise is also intended to be team building. Dan comments: 'First aid lends itself very well to a lot of scenario work and the instructors 'dress up' the casualty/actors using make-up kits to simulate severe wounds.'

'The teaching of the course has changed over the years, from "chalk and talk" classroom to a more, practical way of doing things'

Douglas Mechanic Tony Radcliffe, who took the first aid course earlier in the year, thinks the scenario work was worthwhile: 'The more you practise first aid, the more second nature it becomes. You're more likely to be able to cope with the real thing when it happens.' These scenarios are especially important for young or new lifeboatmen who might panic if they saw such injuries for the first time on a shout. Dan reflects: 'Exercises like this can simulate very well what the real thing is like – except it is all under controlled conditions and with the instructor there throughout for guidance.'

As this issue of *the Lifeboat* was going to press we learned that the RNLI had been shortlisted for the National Training Awards. The prestigious awards recognise new skills and lasting excellence in training.



Competence-based training in the classroom



Training on launching and recovery equipment
Photo: Rick Tomlinson

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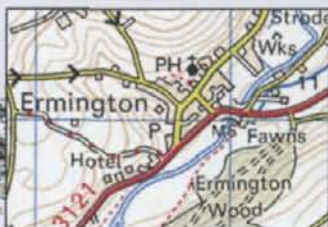


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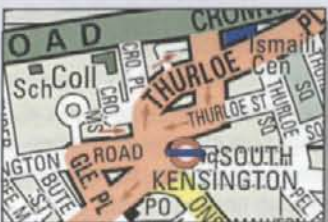
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Quality training for quality crew

continued

Practice makes perfect

Early in 2003, 10 of the Hastings crew took a competence-based training course in first aid with Instructor Trevor Stevens. After the classroom work, they were taken to the local beach in East Sussex to practise their

first aid. Coxswain Martyn Phillips thought the CoBT training was useful and enjoyable, particularly the scenario at the beach: 'It makes all the difference that you're actually seeing the injuries because of the make-up and costumes. You're out in the real world, so it's so much more realistic.'

The crew who were actors had to pretend there had been an accident on the cliffs. Three people acted as injured workmen who had been spraying weed killer near the beach. The tide was rising and it was getting dark, so time was against them.



1

The crew arrive on the scene and find two injured workmen. One is unconscious with a head wound and the other has a bad eye wound. Who should they treat first?



2

They crew fit a neck brace on the man with a head wound. The crew know that about 15% of head injuries have related neck and back problems.



3

The crew treat the man with the eye injury and also find a third injured workman.



4

To prevent the onset of hypothermia the crew cover the casualties.



5

The crew fit an oxygen kit and check that the oxygen is flowing.



6

It's getting dark now and the tide is rising. The crew watch over the casualties and wait for the ambulance.

Lifeboats in action



Thanks on Vellum

Helmsman Andrew Coe, Adam Cowell and Phil Brenchley (l to r)

A flare for rescue in darkness

THE LIFEBOAT

Atlantic 21 lifeboat B-589
James Burgess
Funding: Gift of Mr and Mrs A Burgess

THE CREW

Helmsman
Andrew Coe
Crew members
Philip Brenchley
Adam Cowell

WALMER LIFEBOAT STATION

Established: First established 1856; closed 1912.
Re-established 1927
RNLI Medals: Three Gold, four Silver
and four Bronze

THE CASUALTY

Crew of two on the 8.5m sailing yacht *Tahi-Tahi*

THE CONDITIONS

Weather: Dry, cloudy
Visibility: Dark
Wind: Force 7
Sea state: Rough, 2m swell

Walmer lifeboat crew proved they are ready for anything 24/7 when they were paged at 2 o'clock one morning in mid-winter. The lives of two yachtsmen depended on the crew being wide awake and alert throughout the service

It was nearly 2am on 15 December when Walmer's Phil Brenchley and Helmsman Andrew Coe were woken up by their pagers. By chance, Crew Member Adam Cowell was in a taxi near the station when he got the call. All three rushed to the station but were initially unaware that this would be a difficult service. It was only when Phil was putting on his kit that he realised it might be a 'rough one'. He recalls that when the lifeboat station doors were opened: 'All of a sudden the wind blew straight in the door and I thought, oh my goodness, it's blowing hard.'

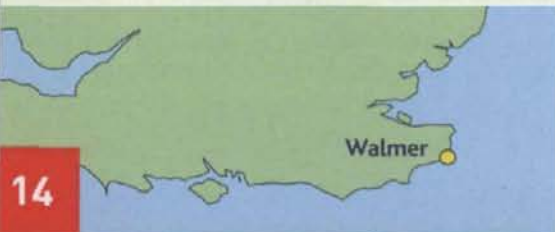
A yacht with a crew of two had reportedly run aground on Goodwin Sands, on the eastern side of Trinity Bay. The yacht had lost power and the men's lives were at risk. With no radio on board, the yachtsmen had relied on a mobile phone to call the Coastguard for help.

False start for lifeboat

Walmer's Atlantic 21 *James Burgess* launched at 2.20am. They ploughed through the darkness in rough seas and winds of force 7. Shortly after launching Andrew noticed a loss of engine revs on the port engine. The engine cut out, was restarted and cut out again. Andrew recognised the symptoms as a fouled propeller. He used the starboard engine to keep the lifeboat head to sea, while Phil reached over, wrestling to cut the rope that was twisted round the prop. Waves hit Phil in the face, but he managed to cut the rope free.

Location, location, location

The yacht had lost power, so with no lights and no radio on board she was extremely difficult to locate. The Coastguard told the yacht's crew to fire a red parachute flare. The flares on the



Walmer

yacht were out-of-date, but the first one they tried thankfully worked.

On the Atlantic 21, Andrew's sharp eyes spotted the flare. The lifeboat's GPS (plotting system) was blocked out because of the weather, so Andrew quickly took a bearing from his compass. 'It was back to basics,' remembers Phil. Local knowledge as well as sound seamanship skills helped them judge where the yacht was. They estimated the yacht was about 3 miles away.

On their way, conditions restricted the Atlantic 21's speed to 10–12 knots (top speed 32 knots). The yachtsman tried two other flares. One misfired, but just as the lifeboat crested a wave Andrew caught sight of the last flare. Nearing the yacht the sea was confused, with the swell building to 4–5m. The lifeboat was pushed to the extreme and Andrew estimates they were tipped vertically two or three times.

The lifeboat crew knew the yacht was nearby, but they still couldn't see her until the yachtsmen shone a torch. Although conditions made it difficult to judge distance, the light was visibly closing. *Andrew monitored the depth of the water with the echo sounder as they closed on the yacht that was reportedly grounded. At 2.45am the yacht was sighted about 20m away in a depth of over 10m. She was clearly not aground, but lying head to sea to her anchor. Andrew concluded that the yacht must have struck the Goodwin Sands quite hard but then luckily been bounced over the top by the weather.*

Baptism of fire

Andrew assessed the situation. He shouted to the two men on the yacht that he would put a crew member on board. Andrew knew it would be a difficult tow and decided Adam should make the jump, so Phil, an experienced seaman, could help on the lifeboat if necessary. Later Andrew praised the actions of Adam who has only been a lifeboatman for a few years: 'As it was his first rough service, he did exceptionally well.'

Andrew approached the yacht. With the help of the two experienced crew Adam jumped onto the yacht at the right time. He landed heavily: 'I rolled across the deck, ripping the aerial off the

portable radio.' Adam was bruised, but otherwise not injured.

Andrew manoeuvred the lifeboat clear of the yacht. It took Adam only a few minutes to report back that the vessel was basically sound and that both men were all right. Adam prepared the yacht for a tow, but as the anchor could not be hauled, he had to cut the anchor line. The two yachtsmen did not have a knife on board, so Andrew had to take the lifeboat alongside once again to safely pass a knife to Adam. Once the anchor line was cut, the yacht swung round dangerously, lying broadside to the sea.

A difficult tow

Andrew acted quickly, approaching the yacht's port bow, head to the sea Phil passed the tow rope to Adam, who secured it to the yacht's mast, the strongest point on the *Tahi-Tahi*. At around 3am Andrew began the tow with a slow turn to port to bring the yacht to a more comfortable south westerly heading, towards Dover. Rough sea conditions made the tow difficult to maintain. Phil paid out the full length of the tow rope, so the yacht was a safe distance astern from the lifeboat. Once the tow was in progress Phil took the helm while Andrew updated the Coastguard and monitored the tow from the crew seat.

Throughout the passage the sea state was rough, with a 4m swell. Nearing Dover the conditions worsened with the backwash from the harbour wall making the seas more confused. There was no way of avoiding the rough stretch; they had to pass through it to get into the harbour. Andrew took the helm again. The yacht broached several times when hit by large waves and the lifeboat tipped up vertically three or four times, but they persevered. Phil remembers: 'It was just a case of ploughing through it.'

Harbour found

With permission to enter the harbour granted by Port Control, Andrew successfully negotiated the extremely rough conditions at the eastern entrance. Once inside the harbour the sea subsided but it was still 'lumpy'. The lifeboat towed the yacht to the western breakwater where they secured the yacht alongside

the Atlantic 21. They reached the reception area in the inner harbour at 4.25am.

The lifeboat crew were thanked by the yachtsmen. Despite being mentally and physically drained, the three men were prepared to return the lifeboat to station. However, they were soon told that the sea state was too rough at Walmer to recover the lifeboat at that time. The crew openly admitted that they were relieved to get a lift back to Walmer in a comfortable car instead of a rough passage home by sea.

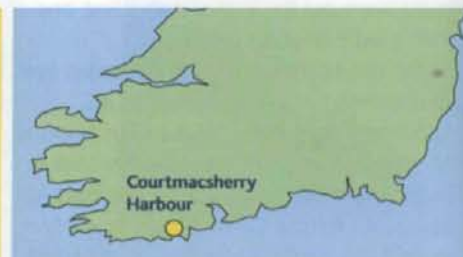
For this service Andrew receives the Thanks of the Institution on Vellum and Phil and Adam receive Vellum Service Certificates. Andrew was delighted with the outcome of the service – two lives being saved – and praised his crew: 'We worked well as a team.' They were pleased with the recognition they had got for the service, but all stressed that they didn't do it for that. Phil commented: 'The first thought when the pager goes off isn't "I may get an award", it's "Someone's in trouble".'

Atlantic 21 *James Burgess* and launching tractor outside Walmer lifeboat station



Lifeboats in action

Skill and determination end 11-day ordeal



THE LIFEBOAT
Trent class lifeboat ON-1205
Frederick Storey Cockburn
Funding: Bequest of Frederick Storey Cockburn

THE CREW
Coxswain
Dan O'Dwyer
Crew members
Michael O'Donovan
Michael Hurley
Vincent O'Donovan
Liam Murphy
Conor Dullea
Chris Guy

COURTMACSHERRY HARBOUR LIFEBOAT STATION
Established: 1825
RNLI Medals: One Gold, four Silver and one Bronze

THE CASUALTY
Lone yachtsman on yacht *Bowden*

THE CONDITIONS
Weather: Mainly dry, sunshine and showers
Visibility: Good, reduced in showers
Wind: Violent storm force 11
Sea state: Very high, 9m swell

Above: A welcome sight for the lone yachtsman: *Frederick Storey Cockburn* coming to the rescue

Top right: The Courtmacsherry crew with Coxswain Dan O'Dwyer (middle front)
Photo: Carl Wilson

Bottom right: *Bowden*, without power in a violent storm

Beeps from several pagers interrupted Sunday mass in Courtmacsherry early on 1 December 2002. With a violent storm blowing outside the church the congregation and crew knew lives could be in danger

Trevor Wilson was on passage from Plymouth to Madeira when he encountered steering problems. He lost all power, including electrics, which left him with only a handheld radio to call for help. Storms in the Bay of Biscay pounded the yacht and the yachtsman was injured, breaking three ribs in a fall. He ended up about 30 miles off the Cork coast after 11 gruelling days. A fit and able seaman,

Trevor had needed all his skills and experience to survive the ordeal for so long.

Trevor remembers being 'mentally and physically shattered'. He was giving up hope of rescue when a French trawler picked up a faint message from his handheld radio and called the Coastguard for help. Courtmacsherry Harbour Trent class lifeboat launched at 10.18am. As

soon as they were out of the harbour she hit the full force of the storm – winds gusting up to 80mph and 9–10m waves. The lifeboat pitched and rolled heavily. Visibility was generally good, but Mechanic Michael Hurley recalls that squalls meant they could not see out of the boat, even with the wipers going: 'It was like somebody had put curtains around the boat.'

The Irish Coast Guard helicopter Rescue 115 was first on the scene. With no VHF communications from the yacht to help locate her, the lifeboat made her final approach to the casualty using VHF/DF bearings of the helicopter's transmissions.

It was soon after midday when the lifeboat reached the yacht. Trevor recalls his elation at the sight:

'To see that lifeboat coming – the joy! – I'll keep it in my mind forever.'

Coxswain Dan O'Dwyer decided to get Trevor onto the lifeboat as quickly as possible by manoeuvring close enough to the yacht for Trevor to step onboard. In a 9m swell and high winds, this operation demanded great seamanship skills from Dan. The crew made the vital preparations. Michael stressed: 'Nothing could be left to chance on a day like that.'

From 50m downwind Dan approached the yacht, manoeuvring the lifeboat close

enough to the yacht for a lifebelt and rope to be passed successfully. This was a vital step in the rescue just in case anything went wrong with the transfer and Trevor fell into the water. The lifeboat approached again. With the starboard shoulder of the lifeboat close enough to the yacht's port beam, Trevor stepped across with the help of three crew members. Afterwards, Trevor praised his rescuers: 'They conducted the transfer most professionally and I had confidence in them.'

The lifeboat pulled away and Trevor was taken down into the wheelhouse. The crew ascertained that Trevor had three broken ribs and a badly bruised arm from his fall in the Bay of Biscay storms, so airlifting Trevor to the helicopter was unwise. But before the lifeboat took him back to dry land, the crew made a valiant attempt to save Trevor's yacht *Bowden*. Dan was unwilling to risk the life of a crew member by transferring someone onto the

yacht to secure a proper tow, so they tried to tow the yacht by its anchor rope.

After 20 minutes of towing the rope broke and *Bowden* was abandoned. The lifeboat returned to the calm of Courtmacsherry Harbour. By 2.30pm, Trevor was safely back on dry land. He was taken by ambulance to Cork University hospital.

Modest about their achievements, the crew were relieved everything had gone according to plan. Michael commented: 'It was a textbook evacuation: 1,2,3, job done.' While Michael might make the rescue sound straightforward, the service has been recognised by the RNLI as being something out of the ordinary. A letter of appreciation from the RNLI Chairman was given to Dan in recognition of his skilful seamanship in difficult conditions. A collective letter from Operations Director Michael Vlasto was presented to the rest of the crew for their seamanship and determination.

Porthcawl revisited



Porthcawl crew Rick Rava, Nick Beale and Steve Knipe (l to r)
Photo: Sue Denny

In the summer 2002 issue of *the Lifeboat* magazine, we included a write-up of the rescue of a sea angler who was swept into stormy seas on 2 February 2002 at Porthcawl in Wales.

To make the rescue, Helmsman Nicholas Beale and crew had braved 4m waves in Sandy Bay in winds of up to storm force 10. The crew on the Atlantic 75 spotted a man's head in the water and plucked an apparently lifeless Karl Meyrick from the sea. Against the odds, Karl survived the drama.

Nicholas has already been presented with the RNLI's Bronze Medal for Gallantry for his part in this brave rescue. Now he has also received the Walter and Elizabeth Groombridge award for 2002. The Porthcawl lifeboat is considered to have performed the most meritorious service by a B class lifeboat in 2002.

The RNLI's training divisional inspector for the West, Andy Hurley, says: 'I am very pleased that Helmsman Beale has been

further recognised for his seamanship, courage and leadership, which along with his boat handling skills, led to a quick and successful rescue in appalling conditions.'

The award consists of a pair of binoculars, fitted with a small inscribed plaque, presented to the helmsman. Nicholas along with Crew Members Rick Rava and Steve Knipe will also receive framed certificates. A certificate for display in the Porthcawl boathouse will be given to the Lifeboat Operations Manager.



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Lifeboats in action

Child resuscitated at Perran Sands



Perran Sands beach, after the incident



It was a fairly busy day on Perran Sands beach on 20 June 2003 and Lifeguard Simon Crayford was monitoring around 20 bathers. He was also aware of what was happening on the beach around him. His sharp eyes spotted a woman waving around 50–75m from the water's edge. Simon acted

A Beach Rescue lifeguard was patrolling between the red and yellow flags on a warm sunny day in Cornwall, when he spotted a woman waving frantically for help on the beach. Her young daughter had fallen into a tidal pool and had stopped breathing

quickly. He radioed Lifeguard Danny Morrison for help and medical equipment, and ran towards the woman.

Simon found a four-year-old girl, Lucy, unconscious by the side of a shallow pool. Her family were on holiday and Lucy had been playing in the tidal pool when she had fallen over into water about 10cm deep. An alert member of the public had pulled the child out of the water.

Simon assessed the child's condition: 'Lucy was not breathing, but had a weak pulse. Her lips were blue and her eyes glazed over.' With no delay, Simon began to clear Lucy's airway.

Meanwhile Danny radioed Senior Lifeguard Mark Evans, then gathered the medical equipment and ran 150m from the Beach Rescue facility to the casualty. He reached Lucy soon after Simon. Mark, who had been checking the beach further down on a quad, arrived at about the same time. Simon recalled: 'The response time was excellent, especially from Danny, who was on foot with the equipment.' When Mark arrived he took charge, as senior lifeguard.

Mark attempted two rescue breaths but Lucy's airway was still blocked. He rolled her onto her side to administer five firm back slaps and then tried two more rescue breaths. Lucy showed signs of life by coughing up fluid and starting to cry. Simon says: 'I will never forget the moment Lucy took her first breath – that was an amazing feeling because I knew at that point we had saved her life.'

Mark and Simon placed Lucy in the recovery position and Danny gave her oxygen. Mark held Lucy's hand and tried to

comfort her. The lifeguards also reassured the parents.

The lifeguards had all received first responder training, a high level medical qualification for those who are first on the scene at an accident. Simon commented: 'The training allowed me to approach the situation with a clear mind and stopped me from making poor decisions due to panicking.'

Greg Spray, Area Lifeguard Manager (Carrick), praised the actions of the lifeguards: 'Everything went right. They had the trauma of the resuscitation of a young child and a blockage to make things worse. They were brilliant.'

While Lucy was being treated, Lifeguard Supervisor Andy Thomas called 999 for the ambulance. Within 10 minutes of the call, the Cornwall Air Ambulance arrived and took Lucy and her mother to Triliske hospital. Andy informed the Coastguard of the incident and then drove the rest of the family to the hospital.

A few days after the incident, the family returned to the beach with a healthy Lucy to thank the lifeguards. Lucy held Mark's hand and Mark recalled the last time that happened when he had just saved her life: 'I held Lucy's hand to reassure her when she came round after stopping breathing. It made me think back to that time.'

Following this life saving work, the lifeguards turned up to work that weekend to find that the Beach Rescue facility had been broken into. The thieves stole four hand-held VHF radios and a pair of binoculars. It's a sobering thought to realise that if the burglars had stolen the equipment a couple of days earlier, their act could have had fatal consequences for Lucy.

Lifeguards Danny Morrison, Mark Evans, Simon Crayford (l to r)



Lifeboats in action



Above: Silloth Atlantic 75 lifeboat *Spirit of Cumbria*
Below: Workington Tyne class lifeboat *Sir John Fisher*



High and dry on the Solway Firth

From the shifting sand and mud banks of the Solway Firth, the grounded yacht *Susilla* radioed for help. It took a joint service by Workington and Silloth lifeboats to locate the yacht and find a way to reach her in shallows only 2m deep

The crew of two on the stricken yacht *Susilla* were unsure of their position, but soon after launching at 9.25pm on 26 November 2002 the Workington lifeboat made radio contact with the casualty and discovered that the yacht was to the north of the station. It was an uncomfortable passage in southerly winds of force 7–8 and with the tide ebbing, the sand banks of the Solway Firth made navigation difficult. Coming from the south the lifeboat crew couldn't see the yacht, which was hidden behind a horseshoe-shaped sand bank. The casualty fired a red flare at 10.17pm to help the lifeboat locate them.

As the Tyne got further north the waters began to shoal, so Coxswain John Stobbart requested the launch of the Silloth inshore lifeboat to assist with the search in shallow water. Silloth's Atlantic 75 lifeboat launched at 10.38pm with Helmsman Steven Henderson in command, with two other crew members. The crew spotted the casualty immediately as they had a clear view from the north. Steven recalls: 'My main concern was that it was low water. Due to the ever-shifting sand banks in the Solway Firth it can be a real headache simply finding water, which is even more difficult at night.' For much of the passage the Atlantic 75 was in less than 2m of water.

Both lifeboats approached *Susilla*. The Workington all weather lifeboat was first to arrive, but she ran aground 50m from the casualty. Soon after this the Silloth inshore lifeboat got to within 20m before

she too grounded.

Meanwhile the casualty was regularly being slammed on the seabed. With a 3m swell breaking over the bank and yacht, there was a real danger that the yacht could founder at any time. If it did, there was little chance that either lifeboat could assist quickly. At this stage all three vessels were aground.

John decided to try an alternative method to reach the casualty. He attempted to veer the X boat down onto the yacht. However, the effect of the tidal stream rounding the bank meant that the X boat was thrown off course. The inshore lifeboat picked up John and the X boat.

John remained in the inshore lifeboat and encouraged Steven to reach the casualty. Steven remembers: 'On several occasions the Atlantic hit the seabed, was filled to the top of the sponson and had both motors swamped. Despite this, the Atlantic performed brilliantly.'

At 11.20pm they finally reached the casualty and John transferred onto the yacht. The inshore lifeboat stood off and then Steven made another difficult approach down sea. The lifeboat manoeuvred alongside the yacht and the man was transferred quickly. With both *Susilla* and the Atlantic pitching and rolling heavily, this was no easy task. The crew helped the woman on board the inshore lifeboat. Steven later summarised the service: 'The sea conditions, shallow water, darkness and the urgency of the situation made this the most difficult and demanding service call I've ever been involved in.'

THE SILLOTH LIFEBOAT

Atlantic 75 B-714

Spirit of Cumbria

Funding: The new Silloth lifeboat appeal and the Lake District branch centenary appeal

THE WORKINGTON LIFEBOAT

Tyne class lifeboat ON-1141

Sir John Fisher

Funding: The Sir John Fisher Foundation

SILLOTH LIFEBOAT STATION

Established: First established 1860, closed 1896. Re-established 1967

WORKINGTON LIFEBOAT STATION

Established: First established 1886, closed 1905. Re-established 1948

RNLI Medals: One Bronze Medal 1974

THE CASUALTY

Crew of two on the 8.5m yacht *Susilla*

THE CONDITIONS

Weather: Rain showers

Visibility: Moderate, dark

Wind: Force 7–8

Sea state: Moderate to rough

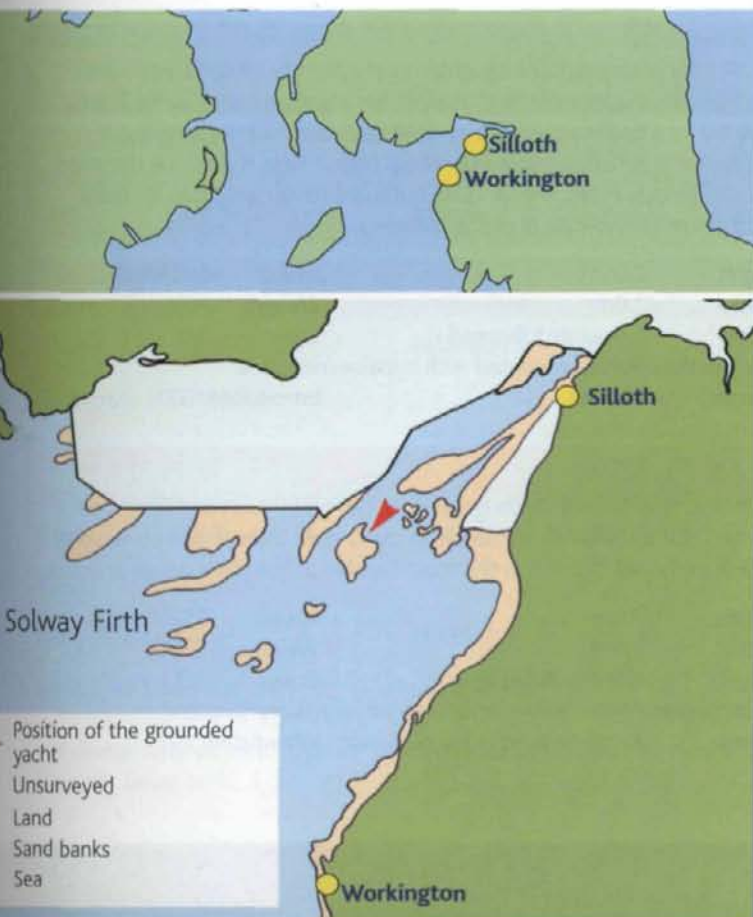
Steven manoeuvred into deeper water and the two were transferred to the all weather lifeboat along with John. Steven remembers the transfer of the yacht's crew from the swamped Atlantic: 'They were waist deep in water ... I can only imagine how pleased they must have been to reach the shelter of the all weather lifeboat's cabin.'

The all weather lifeboat remained aground until around 12.30am, but the couple were made comfortable in the main cabin. On way back the Tyne got stuck on another uncharted bank for 45 mins, but they were back safely at Workington at 3am.

'The sea conditions, shallow water, darkness and the urgency of the situation made this the most difficult and demanding service call I've ever been involved in.'

The inshore lifeboat stood by the yacht, which refloated around midnight. Peter Gilmour and Adam Pearson boarded the yacht and set up the tow and took the *Susilla* back to Silloth, arriving at 1.15am.

Helmsman Steven Henderson received a Chairman's letter of thanks for his skilful boat handling and cool judgement under trying circumstances. Coxswain John Stobart received a Chief Executive's letter in recognition of his selfless actions and determination. John praised the teamwork of the two crews involved and Steven commented: 'The success of this service is testament to the design, build and maintenance of our lifeboat fleet and the training of our crews for which the RNLi can be proud.'



Christmas Gift Ideas Lifeboats



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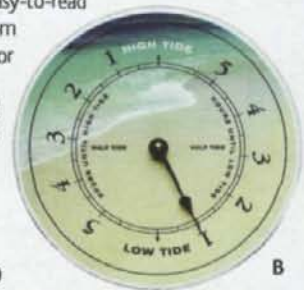


▼ **Tide Clocks**

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Each is powered by one AA battery (not supplied), and measures 190mm (7 1/2") in diameter.

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B 03460 Tide Clock – Beach £24.99
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Life saving equipment –



In the last issue of *the Lifeboat* you were updated on the state of the RNLi rescue fleet. But this is not the full picture as it misses out major pieces of RNLi rescue equipment. Some have been around for years, some are new arrivals, but all are proven life savers. Due to requests from *the Lifeboat* readers, we have also included a list of how much each lifeboat and piece of rescue equipment costs

X boat

The X boat is an inflatable daughter boat used on the Tyne, Mersey and Trent class lifeboats. It can be deployed from these all weather lifeboats to assist in rescuing casualties in locations inaccessible to the all weather lifeboats*. The X boat is fitted out and refitted at the Inshore Lifeboat Centre, Cowes.

Length:	2.74m	Speed:	Powered by oars
Width:	1.48m	Weight:	18kg
Range:	Powered by oars	Crew:	1/2
Construction:	Nylon/polyester coated with hypalon/neoprene		
Launch:	Manual	Introduced:	1971

*See page 20 for an example of a life saving service where the X boat was deployed.

XP boat

The XP boat is an inflatable daughter boat currently being fitted to Trent class lifeboats in place of the X boat. It has a slatted roll away deck, an inflatable keel and is powered by a 5HP outboard motor, giving an improvement in performance over the X boat. There is also one stationed at South Broads, fitted with a 15HP outboard motor and used for quick responses to remoter parts of the Broads.

Length:	2.81m	Speed:	6–8 knots
Width:	1.6m	Weight:	70kg
Range:	1 hour at full speed	Crew:	1/2
Construction:	Polyester coated with hypalon/neoprene		
Launch:	Manual	Introduced:	2001

Y boat

The Y boat is an inflatable daughter boat carried by Arun and Severn class lifeboats. Of a similar construction to the D class lifeboat and powered by a 15HP outboard motor it is the most capable of the three daughter boats.

Length:	3.5m	Speed:	15–20 knots
Width:	1.6m	Weight:	196kg
Range:	4 hours at full speed	Crew:	2/3
Construction:	Nylon/polyester coated with hypalon/neoprene		
Launch:	Ramp on Arun; crane on Severn	Introduced:	1971

the bigger picture

Inshore Rescue Boat

This is the main piece of equipment that links Beach Rescue with other parts of the RNLI. The Inshore Rescue Boat (IRB), hand-built by Arancia, New Zealand, is powered by a 30 horse power Mariner engine with full propeller guard and is operated by two lifeguards. Worldwide, 600 are currently in use and each boat has a life expectancy of over 10 years.

Length:	3.88m	Speed:	26 knots
Width:	1.85m	Weight:	68kg
Range:	2 hours at full speed	Crew:	2
Construction:	Hull polyester fabric coated hypalon/neoprene		
Launch:	Beach	Introduced:	2001

Rescue Watercraft

The Rescue Watercraft (RWC) is the rescue version of a Personal Watercraft, commonly known as a jet ski™. With a rescue sled attached, this piece of equipment is set to transform the work of a lifeguard. It is already used to save lives across the world in other lifeguarding/life saving organisations. With incredible manoeuvrability, an RWC can negotiate almost any conditions. All RWCs are equipped with a foam rescue sled used to transport a casualty safely to the beach.

Length:	3.15m	Speed:	48 knots
Width:	1.25m	Weight:	245kg
Range:	4–5 hours at full speed	Crew:	1–2
Construction:	Glass reinforced plastic		
Launch:	Beach	Introduced:	2002

Costs

All weather lifeboats

Trent	£1,240,000	Severn	£1,890,000
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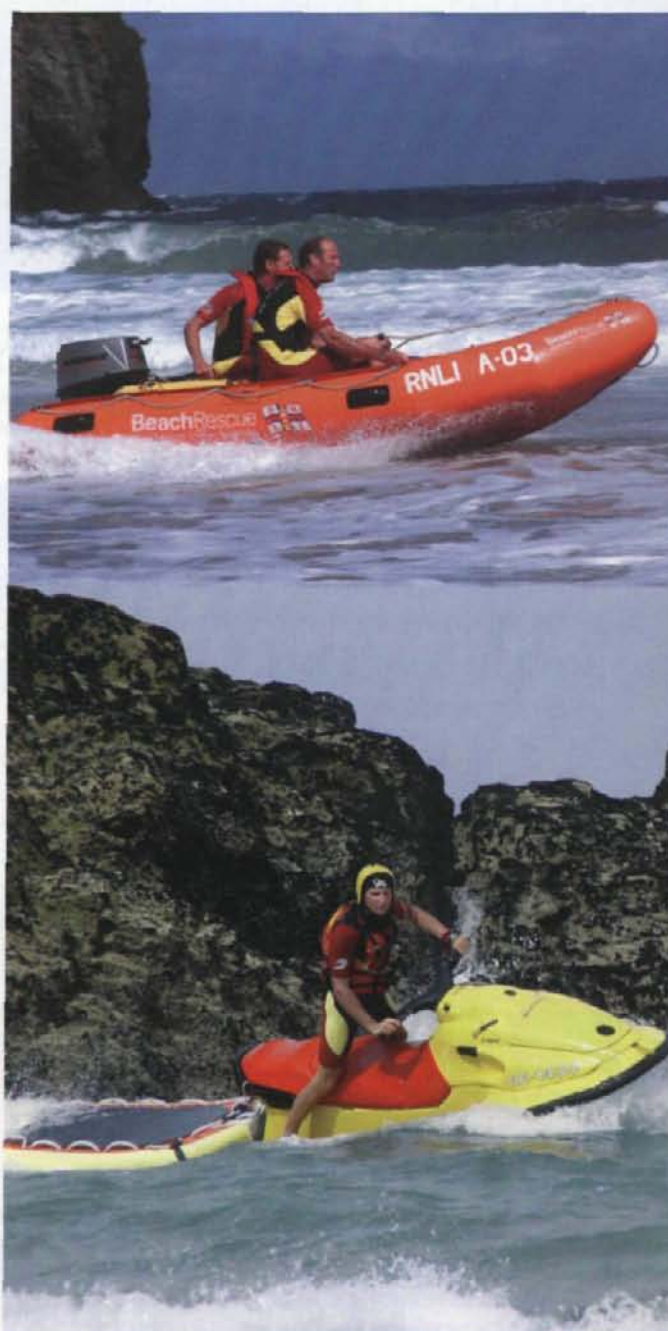
Inshore lifeboats

D class	£20,000	Atlantic 75	£100,000
Hovercraft	£135,000		

Rescue equipment

X boat	£970	XP boat	£2,600
Y boat	£5,500		
IRB (with trailer)	£8,000		
RWC (with trailer and sled)	£8,400		

We do not have current costs for other classes of lifeboats as they are not currently being built.



Top: Arancia rescue boat
Bottom: Rescue Watercraft
Kirsten Prisk

In the last issue of *the Lifeboat* we wrote that the maximum speed of a D class lifeboat is 20 knots. We are pleased to report that the replacement for the D class has a top speed of 25 knots.

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Listings



The new Severn class lifeboat *Daniel L Gibson* officially named at Hull Marina
Photo: Gilbert Hampton

Margaret Bench of Solihull

A crowd of over 200 people gathered in the warm sunshine at Abersoch to witness the naming ceremony of this Atlantic 75 on Saturday, 5 April 2003.

The lifeboat was provided from a bequest by the late Mrs Margaret Bench, and replaces the Atlantic 21 *Borough of Solihull* which had been at Abersoch for over 10 years.

Many others watched from across the harbour as Mrs Margaret Meaking, who represented the executors of the donor, handed the boat over to Abersoch lifeboat station.

Abersoch station was also presented with a Centenary Vellum for 100 years of service, and the celebrations kicked off with supper followed by music from the Blue Magnolia Jazz Orchestra.

The naming ceremony of the Atlantic 75 Margaret Bench of Solihull

Daniel L Gibson

A £2M Severn class lifeboat was officially named at Hull Marina on Thursday, 24 July 2003.

The cost of the lifeboat, which is now part of the relief fleet, was met by a substantial bequest from the estate of Daniel Gibson's father, Mr John Gibson, together with other legacies.

Mrs Gillian Wood, the widow of Mr Gibson, handed the lifeboat over to Humber lifeboat station, and also officially named the lifeboat in memory of her husband.

Joseph and Mary Hiley

The naming ceremony of the Atlantic 75 took place at the Inshore Lifeboat Centre at Cowes on Monday, 28 July 2003.

The lifeboat entered service in the relief fleet in January and was funded by the legacy of Mrs Mary Morrison Hiley, who was a lifelong supporter of the RNLI.

Joseph and Mary Hiley's daughter, Mrs Elizabeth Hjort, handed over the boat, while their other two daughters, Mrs Anne Palmer and Mrs Mollie Browning, jointly named the boat.

Rosemary Palmer

The official naming of this D class lifeboat took place at Amble on Sunday, 13 July 2003. It was a particularly special day as it was also the opening of Amble's new lifeboat station.

The cost of the boat was met by the legacy of Mrs Rosemary Palmer. Elizabeth, the Duchess of Northumberland, named the boat and declared the lifeboat house open.

Mrs Marion Tate unveiled a stone plaque on the new lifeboat house in memory of her husband, Mr Jim Tate. He worked for the RNLI as Shoreworks Supervisor and Amble lifeboat house was the last building he worked on before his death.

that saves lives at sea



Terry Waite attended the naming ceremony of the new Harwich inshore lifeboat *Sure and Steadfast*

Sure and Steadfast

Harwich lifeboat station held the service of dedication and the naming ceremony of its new Atlantic 75 on Sunday, 18 May 2003.

Nearly 400 guests, including former special envoy to the Archbishop of Canterbury, Terry Waite, were present at the ceremony where the lifeboat was named by Mr John Young MBE, Vice President of the Boys Brigade.

The Boys' Brigade chose the RNLI as its special charity to mark the millennium and raised £160,000 to fund the *Sure and Steadfast*.

John Neville Taylor

The £1.3M Trent class lifeboat was named on Monday, 2 June 2003 in Poole.

The cost of the lifeboat was met by a substantial bequest from the estate of Mr John Taylor and other legacies. Mr Taylor grew up in the area and spent many years collecting funds for the charity whilst working in the Billericay and Basildon branches of the RNLI.

Vice Admiral RR Squires, a member of the Council of the RNLI, accepted the boat on behalf of the organisation and Mrs Frances Bundock, a lifelong friend of Mr Taylor, named the boat.

The John Neville Taylor ceremony



Listings

- ABERDEEN**
ON-1248(17-24): Dec 24;
Jan 12,17
D-536: Dec 21; Jan 12; Feb 25
- ABERDOVEY**
B-758: Mar 29(x2)
- ABERSOCH**
B-790: Dec 31
- ABERYSTWYTH**
B-774: Dec 28; Jan 21;
Feb 20,22(x2); Mar 3,23,28,30
- ACHILL ISLAND**
ON-1228(14-24): Dec 7
ON-1240(14-28):
Mar 19,20,21,22,23,30
- ALDEBURGH**
ON-1193(12-34): Feb 16;
Mar 20
D-456: Dec 28
D-520: Mar 20
- ALDERNEY**
ON-1113(52-35): Mar 18,22
ON-1199(14-04): Dec 20;
Jan 9,23; Feb 3
- AMBLE**
ON-1176(12-19): Dec 28;
Jan 2; Feb 27; Mar 16
D-422: Mar 16
D-569: Dec 28; Jan 2
- ANGLE**
ON-1114(47-011): Dec 17
D-493: Dec 26,29; Feb 23; Mar 2
- ANSTRUTHER**
ON-1174(12-17): Dec 23;
Jan 6,7; Mar 23
- APPLEDORE**
ON-1140(47-027): Jan 11;
Feb 4,23
B-742: Jan 18; Feb 2,22,23;
Mar 15,16
- ARAN ISLANDS**
ON-1217(17-06):
Mar 15,18,23(x2)
ON-1254(17-27):
Dec 19,20,22,25; Jan 11,27;
Feb 4,22
- ARBROATH**
ON-1194(12-35): Feb 2
- ARKLOW**
ON1223(14-19): Jan 30
- ARRAN (LAMLASH)**
B-770: Feb 9; Mar 8
- ARRANMORE**
ON-1254(17-27):
Mar 14,15,30(x3)
ON-1263(17-34):
Jan 8,10,18,29,31; Mar 7
- BALLYCOTTON**
ON-1233(14-25): Feb 16,27;
Mar 6
ON-1266(14-35): Dec 14
- BALLYGLASS**
D-492: Mar 16,20,21,22,23
- BALTIMORE**
ON-1137(47-024): Dec 11
- BANGOR**
B-584: Dec 25; Jan 5; Feb 1,9,18;
Mar 5,28
- BARMOUTH**
D-524: Mar 2,24(x2)
- BARRA ISLAND**
ON-1230(17-12): Dec 5,6;
Feb 21
- BARROW**
ON-1117(47-014): Dec 22
D-456: Mar 22
D-567: Dec 22; Feb 18,22
- BARRY DOCK**
ON-1082(52-23): Dec 1,6,29;
Feb 11(x2); Mar 24
- BEAUMARIS**
B-768: Dec 17,27; Jan 3,5,31;
Mar 1(x2),3(x3),10
- BEMBRIDGE**
ON-1126(47-018): Dec 21;
Mar 20
D-503: Dec 19
- BERWICK-UPON-TWEED**
ON-1191(12-32): Jan 29;
Feb 2,6
D-494: Dec 19
- BLACKPOOL**
B-732: Dec 11,30; Jan 19;
Feb 16; Mar 23
D-558: Dec 2,11,23,30; Jan 19;
Mar 23
D-566: Dec 11,30; Jan 19
- BLYTH**
ON-1204(14-06): Feb 23
D-464: Mar 9
- BORTH**
D-479: Mar 23
- BRIDLINGTON**
ON-1169(12-12): Dec 1;
Jan 8,11; Feb 25
ON-1184(12-25): Mar 14
D-557: Jan 11; Feb 15
- BRIGHTON**
B-737: Dec 18,22; Jan 16,17,26;
Feb 4; Mar 1,23,28
- BROUGHTY FERRY**
ON-1252(14-31): Dec 23;
Jan 7,10
D-457: Jan 7
D-532: Dec 9; Jan 10
D-539: Dec 23
- BUCKIE**
ON-1093(52-27): Feb 15,20,24
- BUNDORAN**
B-711: Jan 1
B-753: Feb 12
- BURNHAM-ON-CROUCH**
B-733: Dec 1,22; Jan 18;
Feb 19,20
D-519: Feb 20
- CALSHOT**
ON-1108(52-34): Dec 28,
Jan 1,18,19; Feb 4,17,18;
Mar 9,24,28
D-407: Mar 24
D-418: Jan 18; Feb 17
- CAMPBELTOWN**
ON-1241(17-19): Jan 15
D-571: Dec 1, 28; Jan 15
- CARDIGAN**
B-752: Dec 21,22; Mar 17
D-547: Dec 19,21,22
- CASTLETOWNBERE**
ON-1118(52-36): Dec 9;
Mar 10,27(x2)
- CHISWICK**
E-005: Jan 6,8(x2)
B-734: Jan 25; Mar 13
E-003: Dec 7,9,10
E-005: Jan 11; Feb 23,26
E-006: Dec 14,15(x2),16(x2),20,
23,24,27,29,31;
Jan:1,13(x2),20(x2),21,22,25,26,
27,29,31(x2); Feb
- 01(x3),5,7(x3),8,11
(x3),12,13,16;
Mar:9,12,13,15,16(x4),20,22,24
(x2),26,29,30(x3)
- CLACTON-ON-SEA**
B-744: Mar 17
B-755: Dec 7
D-559: Mar 9
- CLEETHORPES**
D-439: Jan 12(x2),25,31; Feb 19
D-454: Mar 14,25,29
- CLIFDEN**
B-751: Dec 1
- CLOGHER HEAD**
ON-1190(12-31): Feb 10,26
- COURTMACSHERRY HARBOUR**
ON-1205(14-07): Dec 1,26;
Jan 12
- COURTOWN**
D-437: Dec 28
- COWES**
D-427: Feb 11
- CRASTER**
D-542: Mar 22
- CRICCIETH**
B-700: Mar 1,22
- CROMER**
D-568: Feb 27
- CROSSHAVEN**
B-782: Dec 16; Jan 7
- CULLERCOATS**
B-591: Dec 4; Jan 23; Feb 24;
Mar 5,8,22
- DONAGHADEE**
ON-1107(52-33): Dec 18;
Jan 21; Feb 3; Mar 6,16
- DOUGLAS**
ON-1147(47-032): Mar 29
- DOVER**
ON-1220(17-09): Jan 11,13;
Feb 10,25
- DUN LAOGHAIRE**
ON-1200(14-05): Feb 9
D-565: Dec 14; Feb 13
- DUNBAR**
ON-1207(14-09): Jan 7; Feb 19
D-411: Feb 19; Mar 28
- DUNGENESS**
ON-1186(12-27): Dec 4; Jan 6
- DUNMORE EAST**
ON-1253(14-32): Dec 11; 29
- EASTBOURNE**
ON-1192: Jan 16,21; Feb 13
D-474: Jan 16; Mar 2
- ENNISKILLEN**
B-549: Jan 7; Mar 29
- EXMOUTH**
ON-1180(14-01): Dec 4;
Jan 29; Mar 8
D-442: Dec 1,4,21,25(x2),26
D-516: Mar 27
- EYEMOUTH**
ON-1209(14-11): Jan 27
- FALMOUTH**
ON-1136(52-40): Mar 22
ON-1229(17-11): Mar 16(x2)
ON-1256(17-29): Jan
4(x2),5,8(x2),24,30
B-595: Dec 6,21,29(x2);
Jan 4,5,24;
Feb 9; Mar 16
- FENIT**
ON-1239(14-27): Dec 12;
Feb 12; Mar 21
- FETHARD**
D-528: Feb 1
- FILEY**
ON-1170(12-13): Jan 13;
Feb 2,10; Mar 4,27
D-500: Feb 1,2,16
D-563: Mar 15,20,30
- FISHGUARD**
ON-1198(14-03): Dec 20,21
ON-1245(14-29): Mar 2
D-505: Dec 20,22; Mar 25
- FLAMBOROUGH**
B-724: Jan 26; Feb 25; Mar 9,15
- FLEETWOOD**
ON-1156(47-038): Jan 22(x2);
Feb 16
D-556: Dec 21,22; Feb 16
- FLINT**
D-450: Dec 5,11; Jan 3
D-510: Feb 1; Mar 2,28
- FOWEY**
ON-1222(14-18): Dec 20;
Jan 16; Mar 17,30,31
D-526: Mar 30,31
- FRASERBURGH**
ON-1213(14-15): Jan 26
ON-1259(14-34): Dec 8;
Mar 13
- GALWAY**
B-738: Dec 26; Jan 21,31;
Feb 04(x2); Mar 18
- GIRVAN**
ON-1196: Feb 1
- GRAVESEND**
B-763: Dec 7
E-004: Dec 4,31; Jan 15,24;
Feb 28; Mar 7,14,15(x2)
E-005: Jan 21,30
- GT YARMOUTH & GORLESTON**
ON-1208: Feb 27; Mar 14
B-786: Dec 5,31; Jan 4; Feb 1;
Mar 1,2,8,14,16(x2)
- HARTLEPOOL**
ON-1106(52-32): Mar 15,27,30
ON-1160(52-46): Mar 27
B-766: Mar 15,27(x2),30
- HARWICH**
ON-1201(17-02): Mar 20,21
ON-1202(17-03): Dec 5; Jan 30
B-789: Dec 1,5,6,8,14,25,27;
Jan 11,18,25,26; Feb 14,23;
Mar 1(x2),2,4,20,28
- HASTINGS**
D-540: Mar 17,29
- HAYLING ISLAND**
B-712: Dec 21,22; Feb 12;
Mar 8,16,23
D-465: Jan 23; Mar 16
D-496: Dec 21,24
- HELENSBURGH**
B-791: Dec 12; Jan 28; Feb 24;
Mar 6,15,18,29(x2)
- HELVICK HEAD**
B-760: Jan 10
- HOLYHEAD**
ON-1078(52-21): Feb 23;
Mar 2
ON-1123(52-37): Dec 14;
Jan 2,30; Mar 17,22,25
D-467: Jan 30; Feb 23;
Mar 2(x2),23
D-507: Dec 14; Jan 12
- HORTON & PORT EYNON**
D-498: Mar 2,16,20,30
D-531: Jan 18; Feb 1
- HOWTH**
ON-1258(14-33): Feb 20
D-443: Mar 13,21,25
D-530: Dec 9(x2); Jan 10
- HUMBER**
ON-1201(17-02): Jan 12
ON-1216(17-05):
Dec 12,15,22; Feb 16,22,25;
Mar 25,26,28,29
- HUNSTANTON**
B-757: Dec 27; Mar 15
- INVERGORDON**
ON-1206(14-08): Dec 9,13,29;
Jan 15; Mar 18,26,29
- ISLAY**
ON-1219(17-08): Jan 10
ON-1257(17-30): Jan 22,31
- KESSOCK**
B-771: Dec 9,10
- KILKEEL**
B-593: Feb 6,22; Mar 14
- KILMORE QUAY**
ON-1187(12-28): Jan 25,30;
Mar 4,22,30
- KILRUSH**
B-729: Mar 17,29
- KINGHORN**
B-720: Feb 1,21; Mar 25
B-754: Dec 27; Jan 6,7
- KIPPFORD**
D-553: Dec 27
- KIRKCUDBRIGHT**
B-585: Dec 15,22; Mar 14
- KIRKWALL**
ON-1231(17-31): Dec 14;
Jan 26
- KYLE OF LOCHALSH**
B-740: Dec 21; Jan 20
- LARGS**
B-739: Dec 1,2; Jan 19;
Feb 11,23; Mar 2
- LARNE**
ON-1246(14-30): Dec 11
D-499: Feb 10
- LERWICK**
ON-1221(17-10):
Dec 1,2(x3),18; Mar 15,23
- LITTLE & BROAD HAVEN**
D-449: Dec 10,29
D-484: Mar 16
- LITTLEHAMPTON**
B-779: Dec 20; Jan 2;
Feb 16,21(x2)
D-433: Jan 2; Feb 21
- LLANDUDNO**
ON-1164(12-006): Dec 14;
Mar 19,29
D-508: Jan 23; Feb 9,17; Mar 5
- LOCHINVER**
ON-1150(52-44): Dec 22
- LONGHOPE**
ON-1098(52-28): Mar 11,23
- LOWESTOFT**
ON-1132(47-020): Dec 28;
Jan 6,24
- LYME REGIS**
B-741: Dec 18,28; Mar 15
- LYMINGTON**
B-784: Jan 4; Mar 24

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

MABLETHORPE
B-778: Jan 18; Feb 2
D-506: Jan 18

MACDUFF
B-592: Feb 2

MALLAIG
ON-1250(17-26): Dec 2;
Jan 4,25; Feb 1;
Mar 21,22,28,30,31

MARGATE
ON-1177(12-20): Dec 23,30;
Mar 12
D-486: Mar 12
D-545: Jan 2

MINEHEAD
B-708: Dec 22,28; Mar 9(x2)

MOELFRE
ON-1116(47-013):
Mar 15(x3)
D-532: Feb 15; Mar 1,30

MONTROSE
D-481: Dec 5; Jan 1; Feb 6

MORECAMBE
D-488: Mar 22,23
D-564: Jan 1

MUDEFORD
B-583: Dec 16,29; Jan 1,12;
Feb 1,6,8,15; Mar 1(x2),19,29

NEW BRIGHTON
B-721: Jan 15; Feb 12(x2);
Mar 21

NEW QUAY (CARDIGANSHIRE)
ON-1172(12-15): Mar 2
D-476: Mar 2

NEWBIGGIN
B-754: Mar 14(x2),16,17

NEWCASTLE
ON-1178(12-21): Mar 9(x2)
ON-1188(12-29): Feb 6
D-478: Mar 9

NEWHAVEN
ON-1243(17-21):
Mar 2(x2),21
ON-1262(17-33): Feb 11,17

NEWQUAY (CORNWALL)
B-715: Jan 5; Mar 5,6,18
B-738: Dec 29
B-767: Feb 14,24
D-497: Dec 29; Jan 5;
Feb 14,24;
Mar 6,18

OBAN
ON-1227(14-23): Dec 10,31;
Jan 1,4,18,21(x2),31;
Feb 2,16,22; Mar 26

ON PASSAGE
ON-1162(12-004): Dec 4
ON-1265(17-36): Dec 4

PADSTOW
ON-1155: Dec 19

PEEL
ON-1181(12-22): Dec 3,4

PENARTH
B-725: Dec 1,22,29; Jan 4,11,18
D-534: Mar 1,18,26

PENLEE
ON-1085(52-24):
Dec 11,15,29; Jan 26
ON-1265(17-36): Mar 18

PETERHEAD
ON-1127(47-019): Feb 12;
Mar 9

PLYMOUTH
ON-1103(52-31): Dec
11(x2),16,25,29; Jan 8,25;
Mar 9,15
ON-1136(52-40): Mar 25
ON-1264(17-35):
Feb 16,20,21

POOLE
ON-1131(47-023): Dec 30;
Jan 1,6; Feb 15,16; Mar 13,30
B-710: Dec 21,25,26,29,30;
Jan 1,2,6,13,24,29; Feb 9,
15(x2),22; Mar 15,16,22,31

PORT ISAAC
D-546: Mar 22

PORT ST MARY
ON-1234(14-26): Mar 7

PORT TALBOT
D-550: Dec 17; Feb 9;
Mar 29,30

PORTAFERRY
B-706: Jan 22
B-762: Mar 24

PORTHCAWL
B-726: Feb 8,12,16; Mar 23(x2)

PORTHDLINLLAEN
ON-1133(47-021): Feb 12;
Mar 2

PORTPATRICK
ON-1151(47-033): Dec 8

PORTREE
ON-1226(14-22):
Jan 23,24,26; Feb 27; Mar 24,26

PORTRUSH
ON-1247(17-23): Dec 4,31;
Mar 4

PORTSMOUTH
B-730: Jan 4; Feb 16,22;
Mar 13,14,16,26
D-554: Jan 4; Feb 2; Mar 13

PWLLHELI
ON-1168(12-010): Dec 1

QUEENSFERRY
B-735: Dec 12,25; Jan 1,6,7,8;
Feb 6,12,19; Mar 2,20,22

RAMSEY
ON-1171(12-14): Feb 16;
Mar 14

RAMSGATE
ON-1197(14-02): Dec 1,4;
Jan 18,24
B-765: Dec 17(x2),27; Jan 18;
Feb 2; Mar 22

RED BAY
B-728: Dec 7; Feb 11; Mar 16

REDCAR
B-777: Feb 16; Mar 14,31

RHYL
D-485: Jan 26

ROCK
D-423: Dec 26
D-489: Mar 22

ROSSLARE HARBOUR
ON-1159(52-45): Jan 30;
Feb 5

SALCOMBE
ON-1130(47-022): Dec 10,16;
Feb 9,20,22

SCARBOROUGH
ON-1175(12-18): Jan 15
D-483: Jan 15
D-560: Jan 29; Mar 16,19,23

SEAHOUSES
ON-1173(12-16): Mar 12
D-529: Mar 6,29

SELSEY
ON-1074(47-001): Dec 14;
Jan 10; Mar 6
D-533: Jan 12,24; Mar 22

SENNEN COVE
ON-1121(47-016):
Dec 9,10,21
ON-1146(47-031):
Mar 22,25,27,28
D-459: Mar 28
D-490: Dec 21; Mar 22

SHEERNESS
ON-1211(14-13): Dec 1,12;
Jan 6; Feb 23,25; Mar 12
D-513: Dec 14,27,31; Feb 27;
Mar 3,6; Aug 3(x2)

SHERINGHAM
B-756: Mar 9

SHOREHAM HARBOUR
ON-1158(47-040):
Dec 8,24,29; Feb 4; Mar 23,28
D-501: Dec 24,29; Jan 22,25;
Mar 5,18,23,28

SILLOTH
B-714: Feb 19; Mar 28

SKEGNESS
ON-1166(12-008): Feb 20
D-425: Mar 8,9
D-552: Jan 12,19,26

SKERRIES
B-718: Feb 1; Mar 15,29

SLIGO BAY
B-781: Dec 21

SOUTH BROADS
D-419: Mar 15,23
D-438: Dec 14; Jan 11
V-001: Mar 2,15,23
XP-05: Jan 12

SOUTHEND-ON-SEA
B-776: Dec 18,22(x2);
Jan 19,20,25,30; Feb 2,16;
Mar 7,15
D-443: Dec 28
D-487: Dec 16; Feb 3; Mar 20
D-527: Feb 2,15,16; Mar 15

SOUTHWOLD
B-773: Mar 11

ST ABBS
B-783: Feb 6; Mar 17

ST AGNES
D-453: Feb 22

ST BEES
B-719: Feb 2,27,28

ST CATHERINE
B-772: Dec 10; Jan 27; Mar 8

ST DAVIDS
ON-1139(47-026): Jan 12
D-543: Mar 24

ST HELIER
ON-1157(47-039):
Dec 11(x2); Jan 15; Mar 9,14

ST IVES
ON-1167(12-009): Dec 1,19;
Mar 30

ST MARY'S
ON-1229(17-11): Dec 9;
Feb 14

ST PETER PORT
ON-1203(17-04): Feb 25,28
ON-1260(17-31): Dec 5,17;
Jan 7,13,17,18

STORNOWAY
ON-1238(17-18):
Dec 1,6,7,23; Jan 6,17; Mar 16

STRANRAER
D-538: Mar 30

STROMNESS
ON-1236: Dec 23; Mar 8

SUNDERLAND
ON-1225(14-21): Dec 22;
Jan 22,23; Mar 15,17
D-470: Dec 22; Jan 23; Mar 26

SWANAGE
ON-1182(12-23): Dec 25,28;
Feb 15
D-475: Dec 25,28; Jan 19

TEDDINGTON
D-477: Jan 2(x2), Jan 28
D-576: Dec 16,31(x2);
Jan 1(x2),2(x3),6,10,21,27,28;
Feb 2(x2),8,26,27,28;
Mar 4,24,28,29

TEESMOUTH
ON-1110(47-008): Mar 23,27
ON-1138(47-025): Feb 23

TEIGNMOUTH
B-588: Dec 26; Jan 4,5(x2);
Feb 27; Mar 5,29

TENBY
ON-1112(47-010):
Dec 15,17,19; Mar 24
D-424: Dec 15,17,19; Jan 1
D-562: Feb 9; Mar 16,23

THE MUMBLES
ON-1096(47-005): Dec 24;
Jan 21,26; Feb 9; Mar 24
ON-1122(47-017): Dec 8
D-463: Jan 4,5; Feb 16;
Mar 1,6,20,27(x2)

THURSO
ON-1081(52-22): Mar 15
ON-1149(52-43): Jan 14,25

TIGHNABRUACH
B-743: Jan 13; Feb 16

TOBERMORY
ON-1135: Jan 30(x3), Feb 18
ON-1143: Mar 3

TORBAY
ON-1255(17-28):
Dec 3,8,10,18,30; Jan 29; Feb
18,21; Mar 4,21,30
D-504: Dec 3,29; Jan 3;
Mar 9,30

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

TREARDUR BAY
B-731: Dec 14(x2); Jan 24(x2);
Feb 7,14
D-440: Dec 14(x2); Jan 24

TROON
ON-1134(52-38): Dec 17,21;
Jan 11,18; Feb 9,22; Mar 23

TYNEMOUTH
ON-1201(17-02):
Dec 14,18,22
ON-1242(17-20): Jan 16;
Feb 5; Dec 23(x2), Mar 2,19
D-451: Dec 27(x2)
D-535: Feb 17,21,23; Mar 9

VALENTIA
ON-1218(17-07): Dec 11;
Jan 14; Feb 17,26

WALMER
B-589: Dec 15

WALTON & FRINTON
ON-1154(47-036): Dec 10;
Mar 27(x2)

WELLS
ON-1161(12-003): Jan 28

WEST KIRBY
D-473: Feb 2; Mar 2,23

WEST MERSEA
B-761: Dec 7,14; Feb 2,22;
Mar 3,16

WESTON-SUPER-MARE
B-769: Feb 6
D-537: Feb 24

WEXFORD
D-426: Dec 14,23; Mar 23

WEYMOUTH
ON-1261(17-32): Dec 20;
Jan 22,26; Mar 16,27
B-746: Jan 18,26(x2),27;
Feb 1,16,23; Mar 6,16

WHITBY
ON-1212(14-14): Dec 7,13;
Jan 8,18; Feb 16,19
ON-1266(14-35): Mar 2,23
D-491: Dec 7,13; Jan 17,18,23
D-521: Mar 2,23

WHITSTABLE
B-764: Dec 1,3,18,22; Jan 2

WICK
ON-1224(14-20): Jan 11;
Feb 21(x2); Mar 7,8

WICKLOW
D-518: Mar 1

WITHERNSEA
D-541: Mar 30

WORKINGTON
ON-1141(47-028): Jan 22;
Feb 11; Mar 14,17,20

YARMOUTH
ON-1249(17-25): Dec 1, 2;
Jan 4; Feb 22; Mar 9,23,24

YOUGHAL
B-780: Jan 12; Feb 9

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

Listings

On station

ALL WEATHER

Buckie

ON-1268 (17-37) *William Blannin*

28 May 2003

ON-1093 (52-27) was withdrawn to the relief fleet

Relief fleet

ON-1269 (17-38) *Daniel L Gibson*

20 June 2003

Tobermory

ON-1270 (17-39) *Elizabeth Fairlie Ramsay*

20 August 2003

ON-1143 (52-41) was withdrawn to the relief fleet

Barry Dock

ON-1135 (52-39) *Mickie Salvesen*

8 August 2003

Hartlepool

ON-1160 (52-46) *Duke of Atholl*

11 August 2003

INSHORE

Anstruther New ILB Facility

D-552 *Global Marine*

21 May 2003

Kinsale

B-705 *Vera Skilton*

11 July 2003

Eastbourne

D-605 *Joan & Ted Wiseman*

15 Aug 2003

Swanage

D-613 *Jack Cleare*

27 Aug 2003

HOVERCRAFT

Hunstanton

H-003 *The Hunstanton Flyer*

25 July 2003

Appointments

The following new appointments have been made:

Duncan Mackay

Dover Coxswain

Alan Parry

Porthdinllaen mechanic

M Galliot

St Peter Port deputy launching authority

M D Kingston

Penarth deputy launching authority

CT Spiers

West Mersea deputy launching authority

William Blannin

Buckie's new £2M Severn class lifeboat was officially named *William Blannin* on Saturday, 2 August 2003.

The cost of the lifeboat was met by a substantial bequest from the estate of Mr Kenneth Maurice Williams, together with other legacies and gifts. The name was arrived at by combining the deceased's surname with the maiden name of his late wife.

Mr Derwent Campbell, executor of Mr Williams' will, handed the lifeboat over to Buckie lifeboat station. Mrs Lizzie Campbell officially named the boat and was given a presentation by Coxswain Murray's children, Eilidh and Callum Murray.



Buckie's new Severn class lifeboat

Photo:
Nicholas Leach

Pride of Leicester

Staithes lifeboat station was the venue for a triple celebration on Saturday, 31 May 2003. The action-packed day included the dedication and naming of a new Atlantic 75 lifeboat as well as the official opening of new crew quarters.

The lifeboat was funded by the Leicester branch of the RNLI and is the third lifeboat they have provided for the north east coast.

The Royal Signals Northern Band greeted the visitors with their music and Monica Winfield from BBC Radio Leicester named the boat.

Staithes received new crew quarters thanks to a donation by Mr Cyril and Mrs Margaret Beavor, who cut the ribbon together in celebration of the new building.

Additional funding to refurbish the crew quarters was met by the legacy of Mr Robert Lucien Jameson.

Deaths

It is with regret that we report the following deaths:

Jim Simmonds

Minehead lifeboat guild committee member

Eric Dutfield

Penarth station chairman

Arthur Yarrow

Welling branch honorary treasurer

Harry Flockton

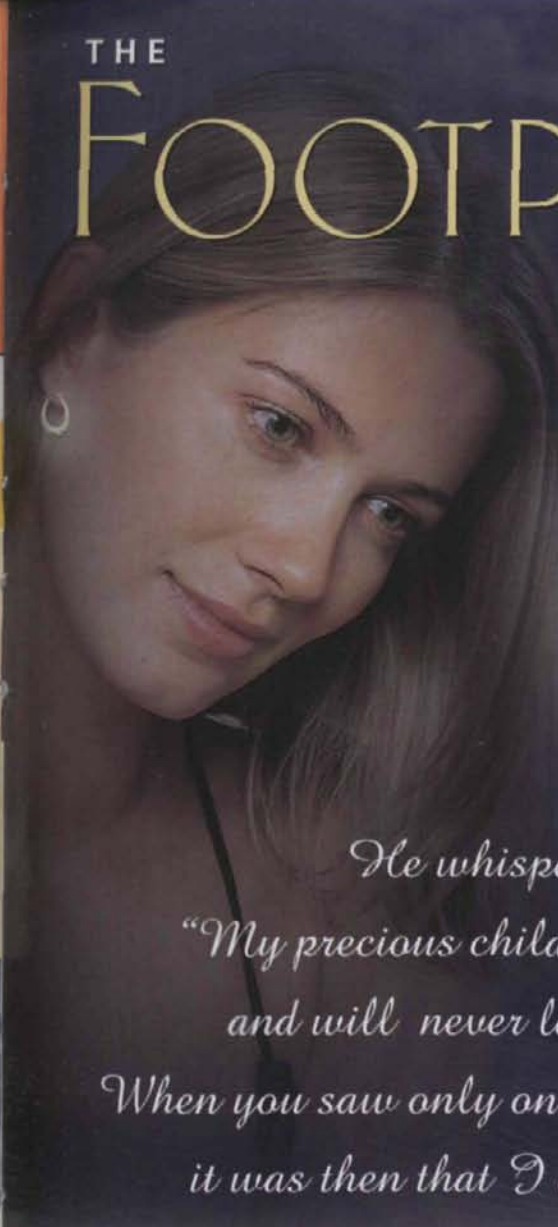
Halifax branch vice president

There were no official retirements at time of going to press

THE

FOOTPRINTS *in the* SAND

GOLD EARRINGS



He whispered,

*"My precious child, I love you
and will never leave you..."*

*When you saw only one set of footprints
it was then that I carried you."*

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ears only.

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Deck level exchange

At first glance the United States Coast Guard (USCG) and the RNLI appear poles apart. But the world's largest coastguard service and the RNLI have united to set up an exchange programme to help both services improve their ability to save lives at sea

There are many differences between the USCG and the RNLI. The USCG operates on a larger scale, not just because of the size of the country, but also because it has a wider brief. It is one of the nation's five armed services and has a mission: 'to protect the public, the environment, and US economic interests – in the nation's ports and waterways, along the coast, on international waters, or in any maritime region as required to support national security'. In contrast, the RNLI is a voluntary organisation with the one aim of saving lives at sea.

Despite these obvious differences, the RNLI and the USCG have much in common. With similar search and rescue missions, the RNLI has the same operational challenges the USCG does. The USCG and the RNLI operate the two largest fleets of shore-based rescue vessels in the world and the two services use similar coastal rescue craft and equipment. The mutually-beneficial links between the life saving organisations of the US and the UK go back to the nineteenth century. A spirit of openness and cooperation, that started 200 years ago, continues to this day.

Landmark dates in lifeboats exchange

1807 The US's first purpose-built coastal lifeboat was constructed, using plans of Henry Greathead's British *Original* lifeboat

1873 The United States Life Saving Service (USLSS, which became the USCG in 1915) bought one of the RNLI's most common 10m mahogany lifeboats. They used the lifeboat as a basis to design US lifeboats in years to come

1967 The Waveney class lifeboat, based on a US design, becomes part of the RNLI fleet

The main aims of the USCG/RNLI exchange are:

- to enhance the relationship between the USCG and the RNLI



Andy Whyte with USCG 'coasties'

- to exchange ideas and experiences. Ian Ventharn, RNLI Corporate Services Director, was involved in setting up the exchange programme. He stresses the importance of individual growth for those involved: 'It should broaden the experience and knowledge of those on the exchange, and they bring the learning back.'

The first two-year exchange started in summer 2002. Both organisations are keen to continue the good relationship and send more staff on the exchange. However, because of the USCG's law enforcement role, RNLI staff are not allowed an operational role with the USCG. This restricts the choice of candidates that can go to the USCG. But the RNLI is keen to explore the possibility of setting up exchanges with other organisations around the world.

Rich Condit of the USCG enthuses about the 'deck level interaction' of the exchange programme and believes the relationship has a future: 'We have begun a dialogue with the RNLI that is allowing our members to share any and all details of their training and experiences with the other service.' Rich highlights how the experience of the RNLI with Atlantic and Severn class lifeboats has helped in the development of the Response Boat – Small and the Response Boat – Medium fleets in the US. Similarly the RNLI has made many changes in training and has been able to tap into the knowledge and experience of the USCG.

The first people involved in the exchange are Kevin Speer (USCG) and Andy Whyte (RNLI). They are half way through their two-year exchange and *the Lifeboat* asked them about their experiences so far.



Kevin Speer

Kevin is from Tillamook Bay in Oregon, the north west coast of the US. As a BM (bosun's mate) at the USCG from 1997–2002 Kevin had responsibility for training and the daily operations of a USCG station. He has been involved in heavy surf work and is an advanced coxswain. Kevin is

now working as an inshore lifeboat instructor at the Inshore Lifeboat Centre at Cowes and is the D class helm course manager.

Q Why did you get involved in the exchange programme?

A I wanted the chance to work with another life saving service and be given the opportunity to learn different search and rescue techniques. I also wanted to give my family the opportunity of living in England and to see as much of Europe as possible.

Q What do you see as the major benefits of the exchange programme?

A The opportunity to learn each other's search and rescue techniques and about the various types of boats and various uses for them. We can also share the USCG advancement in personal protective equipment with the RNLI. It has opened a gateway of information on all fronts and

it is a programme that should benefit both organisations for quite some time.

On a personal level it has allowed me to improve my teaching techniques and my boat handling skills in an inshore lifeboat. The community has been very welcoming and the RNLI has been fantastic.

Q What has been the worst thing about the whole exchange experience so far?

A We had a very hard time in the beginning trying to get things organised so we could get settled in. All the hardship has paved the way for the future exchanges to come in and settle in very quickly.

Q What has been the best thing about the whole exchange experience so far?

A Meeting all the wonderful volunteers throughout the United Kingdom. It has allowed me to train different people and given me the chance to tell the crew members what I do back home.



Andy Whyte

Andy spent 16 years in the Royal Navy before joining the RNLI. Prior to the exchange programme, Andy was responsible for the operational training management of 34 RNLI lifeboat stations in the south west of England. He has joined the mobile USCG Response Boat training team, based at Yorktown, Virginia. The team conducts training on a variety of small boat designs, collectively called the non-standard boat fleet.

Q Why did you get involved in the exchange programme?

A I saw this as an exciting opportunity to experience the work of another life saving

organisation and learn from some of their training techniques, whilst also assisting them with the development of a new standard boat fleet and the training to support it.

Q What do you see as the major benefits of the exchange programme?

A The exchange of information, procedures and equipment has already proved worthwhile. It has further developed the relationship between our two life saving organisations and will significantly enhance both organisations in the future.

On a personal level, this has also provided me with a chance to further develop both my practical and theoretical management and maritime skills in a very large team organisation and hopefully better serve the Lifeboats in the future as a result. It has already been a wonderful experience for me.

Q What has been the worst thing about the whole experience so far?

A Some of the administrative issues in the US. Plus the fact it is very hard to find fish and chips, Branston pickle and all the other good UK food!

Q What has been the best thing about the whole experience so far?

A The travel and the people. 'Coasties' are very impressed with the professionalism of our staff and volunteer crews. Comments have included:

'What a brilliant organisation, how do I join?' USCG Coxswain

'If I come back in another life, I want to be part of the RNLI!' USCG Captain

The Response Boat – Small (RB-S), similar to the RNLI's B class concept. Andy Whyte has been involved in the development of the new standard fleet of small boats to replace the current mix of boats used



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Deck level exchange **continued**

Lifeguard exchange

The RNLI is benefiting from good relationships with many life saving organisations around the world. In 2002 RNLI Beach Rescue set up a lifeguard exchange scheme with partner organisations in Australia, New Zealand and South Africa

The aims of the lifeguard exchange scheme are to allow lifeguards to continue to work in the winter and to encourage the exchange of information, ideas, skills and experience between lifeguarding organisations. The RNLI recognises that lifeguarding is a seasonal job and that it is difficult to retain skilled, experienced and highly motivated lifeguards year after year. It hopes that by allowing lifeguards to continue working over the winter that they are more likely to stay committed to lifeguarding as a full time career.

The organisations currently involved in the exchange with the RNLI are:

- Surf Life Saving Western Australia
- Surf Life Saving New South Wales
- Surf Life Saving Queensland
- Surf Life Saving NZ Northern branch
- South Africa Life Saving

With only 10 overseas positions available, competition is high. Beach Rescue demonstrates that it is committed to volunteer lifeguarding by selecting those who have a background in the Royal Life Saving Society or the Surf Life Saving Association clubs.

Beach benefits

As with the USCG/RNLI exchange programme, the RNLI hopes the lifeguard exchange will benefit the individuals participating as well as the organisations involved. The Beach Rescue lifeguards are seen as ambassadors for both the RNLI and their country, and it is hoped that they will contribute to the promotion of lifeguarding worldwide.

Simon Crayfound, who played a major role in saving a young girl's life on Perran Sands beach (see page 19 for details), is an overseas exchange lifeguard. Simon has been a lifeguard for Pittwater Council at Palm Beach, Sydney for four years. He is on loan from Surf Life Saving Services and has come to Carrick as one of the 10 overseas exchange lifeguards working for the RNLI in 2003.

Simon applied to take part in the

exchange as he wanted to learn how the RNLI operated and wanted to gain more experience as a lifeguard. The lifeguards are currently responsible for making their own travel arrangements and financing the trip, but Simon appreciates the opportunity to work as a lifeguard full time: 'The best thing about the exchange is having the opportunity to work 12 months on the beach by coming over here in my off season.'

He is proud of lifeguarding in Australia: 'I definitely see myself as an ambassador. If I don't perform it impacts on everyone's perception of myself and Surf Life Saving Services.' He has particular expertise in driving inshore rescue boats and RWCs and is a welcome addition to the Carrick team. As well as gaining more experience as a lifeguard, Simon feels he has learned from the exchange: 'I think I will take back better communication skills between myself and the public.'

Naomi Kelly benefited from a three-month season working for Surf Life Saving Western Australia. She has lifeguarded since 1999 at Poole and is now lifeguard supervisor: 'The experience of working in Western Australia has helped me in the job I'm doing now as I learnt different ways of doing things.'

Naomi was delighted to represent the RNLI: 'I saw myself as an ambassador – mainly because every time I opened my mouth to talk to someone it was fairly obvious I wasn't Australian. I had to explain about the exchange and about the RNLI.'

'The experience of working in Western Australia has helped me in the job I'm doing now as I learnt different ways of doing things.'

Naomi appreciated the opportunity of living and working in a different environment and praised the lifeguard exchange scheme: 'I think the RNLI will benefit from having a number of lifeguards who have experienced working in different environments and can bring that experience back to their own organisations.'



Simon Crayfound, from Sydney, working as an exchange lifeguard at Perran Sands beach, Cornwall

*See page 19 for an account of Simon's involvement in the rescue of a young girl



Above: Overseas lifeguards gathered at RNLI headquarters

Below: Naomi Kelly, from Poole, who worked as an exchange lifeguard at Perth, Western Australia



Below: Naomi with the Beach Rescue team back at Poole



Water safety roadshow

Coming to a place near you soon

The Scottish Water Safety roadshow takes its sound advice and practical demonstrations to St Abbs in July 2003



Sometimes good advice can be difficult to swallow, especially if it's on a subject close to your heart. This, coupled with the fact that people generally don't actively go out and seek advice, can be a problem if you need to get your message to the masses. So what do you do? The RNLI's Education and Water Safety team seem to have the answer...

'Prevention is better than cure,' so the old adage goes, and this is especially true when it comes to saving lives at sea. So, as well as providing a first class rescue service, the RNLI strongly believes that serious incidents can be prevented by changing attitudes to water safety.

As part of a campaign to reach boat owners and water users with its safety messages, the RNLI takes to the road and brings Water Safety to boat owners at marinas, yacht clubs, slipways and events using a fleet of display trailers. A Beach Safety trailer also promotes safety at beaches, schools, clubs and show venues; and a Fishing Safety trailer provides advice and practical demonstrations around the country's main fishing ports.

Initially the team started with two trailers but, because of demand, the fleet now stands at ten. Each rig is equipped to show videos and includes a large plasma

screen and a PC to show training CD-ROMs. They also carry a variety of safety equipment, a full range of safety booklets, fundraising and membership materials, as well as a trusty collection box. While the main emphasis is on Water Safety, the trailers are also used to support youth education and fundraising events.

The trailers can also be used as a base for a range of safety equipment demonstrations, including distress flares and man-overboard procedures. So it's important that a suitably experienced staff member is present at every event. Therefore, the trailers are manned by qualified events supervisors, many of whom are retired, or serving lifeboat crew members that can draw on years of first-hand experience. At most events, volunteer Water Safety advisers provide additional help and play an important part in putting forward safety messages to the public.



Above: The South East roadshow at Bristol Harbour Regatta in August 2001

Of the ten roadshow trailers, five are manned by lifeboat crew or ex-crew, including: Pat Maclean, Scotland; Willie Richardson, South East; Tony Jamieson, North of England; Ben Shepherd, Wales and West Midlands; and Billy McCauley, Ireland. In addition, former lifeguard supervisor Dave Gorman mans the Beach Safety roadshow.

Between them, the roadshows cover the length and breadth of the United Kingdom and Republic of Ireland, bringing sound and friendly advice to the public. They could be coming to a place near you very soon.

The roadshow's colourful displays, videos and interactive CD-ROMs pique the interest of children during Portpatrick lifeboat week



Life on the open road

Pat Maclean speaks to *the Lifeboat* about his work as a Water Safety roadshow supervisor in Scotland:

Pat joined the newly-opened Oban lifeboat station in 1972 and was on his first shout four days later. 'In what seemed like no time at all (almost 26 years and 704 services later) I was retiring aged 55, in my 20th year as coxswain,' Pat says.

At this time the RNLI was considering what was known as the Sea Safety Initiative. As a result, SEA Check was born and is now part of a very successful Water Safety campaign. SEA Check is an informal review of the safety equipment carried by small pleasure craft and usually includes discussion on any points arising from the check. The free check normally takes around an hour and is carried out at a time convenient to

the owner. They are carried out by appointed RNLI volunteers with suitable experience and there are now approximately 500 SEA Check volunteers in the UK and Republic of Ireland.

'During my time on the lifeboat I suppose that I must have come across many of the problems that can occur at sea and sharing this experience is very rewarding'

Pat was invited to become a SEA Check volunteer early on in the scheme and was able to draw on his lifeboating and sailing experience when talking with boat owners. Pat says: 'During my time on the lifeboat I suppose that I must have come across many of the problems that can occur at sea and sharing this experience is very rewarding.

'For example, I was once involved in the recovery of a man who drowned for want of a £4 crotch strap to keep his lifejacket in place. There are no prizes for guessing that my particular hobby horse is the wearing of a correctly fitted lifejacket. People seem to be more accepting of advice when suggestions are backed up by practical experience and anecdotes from actual rescues.'

Pat remembers another tragic tale that was a result of not wearing a lifejacket:

'Two families were returning from holiday on a yacht. Despite wearing lifejackets on deck for an entire fortnight, one of the men removed his about one mile from their final destination. It was perfect weather but, shortly after removing it, he was lost overboard. Some 40 assorted vessels answered the call for assistance and Oban

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Water safety roadshow continued

lifeboat was appointed as "on scene commander".

'When darkness fell, only the lifeboat, and the casualty yacht, with relatives and friends still aboard, were still searching. At this point we realised that, given the failing light and the massive scale of the search already carried out, continuing was futile.

We escorted the yacht in and took the devastated people ashore in a deafening silence – something that I would hope never to experience again. If just one person's attitude is changed as a result of hearing this story, it will be worthwhile.'

As Water Safety and SEA Check

expanded it became obvious that the ability to mount a presence at shows and events was needed and, as a result, the RNLI developed the Water Safety roadshow. Pat says: 'I am lucky enough to be responsible for the Scottish roadshow trailer which takes me all over the country.'

'My role is evenly divided between Water Safety and general PR and I find one message is coming through loud and clear: saving lives, not only through the direct action of lifeboats, but also indirectly by awareness and education, is proving a winner with the public. It doesn't always immediately occur to non-boat owners

that they may need the help of the RNLI one day. So they thoroughly appreciate our work in promoting beach and water safety to children.'

'People seem to be more accepting of advice when suggestions are backed up by practical experience and anecdotes from actual rescues'

Of course travelling such distances and meeting so many different people, Pat has many interesting stories to tell:

Arriving in Dunoon one evening, towing the trailer, I became aware that I was being followed. I stopped and was approached by a boat owner asking if he could have an urgent SEA Check. Gratiated but intrigued, I asked him why he was so keen. He said that his boat insurance was due and his insurance company was offering a 10 per cent discount for boats that were SEA Checked. I am sure that from the insurer's point of view, if the boat owner is sufficiently interested in safety to have his boat checked, he is probably not high risk and thus worthy of the discount. In any event, it is a good advert for us.

'RNLI Water Safety is winning friends and influencing people.'

A week in the life...

Given the large distances involved, a roadshow supervisor can cover anything from 200-600 miles in a weekend. A recent, typical week for Pat went something like this:

Friday clean and re-stock the vehicle and trailer, drive from Oban to Anstruther

Saturday Anstruther lifeboat day then drive to Glasgow

Sunday drive to Girvan for the Girvan lifeboat day and then to Glasgow

Monday have the vehicle serviced in Glasgow and drive home to Oban

Tuesday a rare day off!

Wednesday and Thursday
Pat's other part time job; sailing as relief master for Foster Yeoman, a super-quarry company

Friday clean, re-stock and start again



Left top and bottom: Pat shares his Water Safety knowledge with members of the public at Portpatrick in August 2003



Side view of the Water Safety Roadshow at St Abbs in July 2003

Jolly good sports



RNLI staff, crew and volunteers spent an exhausting weekend in Newcastle from 20-22 June, representing the RNLI at the 10th UK and Ireland Corporate Games

Against tough competition, the RNLI has been appointed the official charity of the UK and Ireland Corporate Games until 2005. This should prove to be an amazing fundraising and awareness opportunity over the next few years as the event is the largest of its kind in Europe. The colourful three-day competition boasts almost 6,000 participants and 21 different sports including: badminton, basketball, cricket eights, dragon boat racing, golf, hockey, fishing, karting, netball, soccer, rugby, tennis, running, triathlon, table tennis, squash, cycling and ten pin bowling.

RNLI events organisers, regional staff and volunteers worked closely with the event's organisers to arrange fundraising throughout the weekend and to raise the RNLI's profile. Team sizes ranged from five to 200 people from businesses such as Bupa, JPMorgan, Fujitsu, Asda and Waitrose as well as smaller local firms.

The RNLI entered its own team of staff, supporters and volunteers into the dragon boat event. This saw a team of 15 paddling up and down in a long, narrow boat that was decorated with a dragon's

head and tail. Despite the lifeboat crews' reputation for speed and proficiency in the water, the team came last, but members thoroughly enjoyed themselves and got a lot of support.

Leslie Lister, from Tyne Tees Models, was a member of the dragon boating team and offered the help of her modelling agency when she heard about the event through her local RNLI office. 'There were hundreds of teams from companies all over the UK and many were in it to win it,' said Leslie. 'We only did it for fun and to support the RNLI. We had so much fun taking part, we didn't really mind coming last.'

One of the highlights of the Games was the Great Games parade, which gave all the competitors and companies a chance to march through the city with their corporate flags flying. RNLI lifeboats opened the proceedings and sailed under the Gateshead Millennium Bridge that had 'blinked' open for the occasion. This was followed by a great parade, led by large numbers of RNLI staff and volunteers. As the bridge closed again, the parade was led

across the top by a marching band. The band were closely followed by Stormy Stan, RNLI staff and supporters in the life-sized dummy D class boat, and staff and volunteers in lifeboat orange T-shirts waving flags. The lifeboat was called out on a shout straight after the parade, which really brought home the importance of the RNLI to all those present.

After the parade the participants danced the night away at the Great Games party at St James's Park football ground, where fundraising activities included 'get your kit on' competitions, with participants dressing in lifeboat crew gear against the clock.

Work has already started on next year's Games, which will take place in Newcastle for a second year running and the team are hoping to build on this year's successes to increase fundraising and involve more companies in supporting the RNLI.

'This year's Games have really surpassed our expectations and we are hoping that even more competitors will support the RNLI at the Games in 2004,' said Catherine Kaye, Events Organiser for



the north east. 'We want companies from all over the country to sign up for the Games and fundraise for the RNLI beforehand, either as a team building activity or just for fun. This way, we hope that the Games can help raise a great deal of money for the RNLI, as well as raising our profile with some of the biggest companies in the country.'

For more information about taking part in the UK and Ireland Corporate Games to support the RNLI, please contact Neil Hunter on 01738 642999.



Left: RNLI staff and volunteers represent the RNLI at the Great Games parade
Above: Dragon boat teams work to the beat of a drum
Photos: Liz King

Squash victors

Every year, global financial services firm JPMorgan sends around 150 staff to take part in the UK and Ireland Corporate Games. Employee Simon Parkes tells *the Lifeboat* about his team's experiences this year:



JPMorgan squash champions pose for the camera

We travelled to Newcastle on the day before the competition. The drive up seemed the longest six hours of our lives! We met RNLI staff at the registration area and found out more about the Games' official charity.

Our team members have played squash together, competitively and socially, for several years now. So we entered two teams of three in the squash competition and each player also took part in a separate singles event. The competition started at the highly unsociable hour of 8.00am. All but two competitors took part, but we dragged the remaining team members along to support us. By the afternoon each of us had played at least four singles matches and all of us qualified for the next round. Feeling tired, but proud of our achievements, we hit the town and indulged in a few beers down on the quayside.

The next morning saw us feeling slightly

worse for wear but eager to start where we left off. We had two competitors taking part in the Men's Under 30s final, which proved to be gripping for those watching my colleague Daniel Chamberlain beat me to win the title. Then it was a quick change and a dash down to the Millenium Bridge for the Great Games parade – it was an amazing spectacle.

After the ceremony, the only way to celebrate an all JPMorgan final was to head to the party at St James Park. It proved to be the best Corporate Games party yet – so much effort by the Games' company and the RNLI had obviously gone into the night. It was hugely entertaining, made all the better by the competitors' efforts to wear fancy dress and get into the spirit of things. The night finished with the squash team dancing in all manner of different ways to a variety of music – providing entertainment to many bemused onlookers!

Sunday saw my team members Karla Cooper and Paul Taylor take part in the Ladies Open and Men's Over 30s finals respectively. Both won through epic finals to take the titles – with the smiles on their faces hiding their hangovers! JPMorgan emerged as overall squash champions with a massive 51 points, with Diamond Trading Company in 2nd place with 33 and PriceWaterhouseCoopers in 3rd place with 20.

Following more evening celebrations, we began the long journey home the next morning. Overall, the weekend was one of the best UK and Ireland Corporate Games the squash team had ever been to – both for results and, more importantly, atmosphere. All six team members are already eagerly anticipating next year's Games and very much look forward to seeing the RNLI there again.'

By Simon Parkes



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Following rave reviews and a sell-out season at the national theatre, *Anything Goes* is now playing at London's Theatre Royal Drury Lane. The award-winning production by Trevor Nunn is set in the decadent and glamorous surroundings of a luxury

transatlantic cruise liner. The show comes straight from the golden age of American musical comedy of the 1930s and includes 16 classic Cole Porter numbers including 'You're the top' and 'I get a kick out of you'.

Call 0207 494 5010 and quote 'RNLI' to reserve your tickets now. The offer is valid for performances Monday to Friday, from 20 October to 19 December (excluding 20–24 October) and is subject to availability.



Start Point lighthouse
Photo: © Christopher Wright

Working together

The RNLI and Trinity House Lighthouse Service (THLS) have closely-linked histories and both charities strive to save lives and promote safety at sea.

The THLS is the general lighthouse authority for England, Wales and the Channel Islands – part of the Corporation Trinity House, set up by Royal Charter in 1514. Its main focus is the safety of all mariners through the operation of 72 lighthouses. These not only warn of potential danger, but help sailors to find their position too. In addition, the service operates two lightships and a range of launches, motorboats and a helicopter.

The service also runs a trust fund that contributes to selected sea safety projects. In 1996 it donated £30,000 for the RNLI video *Safety Guidelines for Recreational Boat Users*, which provides useful safety information. In 1998 it also gave £15,000 to the RNLI towards the production of *Digital Alert*, which gives valuable guidelines on global maritime distress and safety systems. Since 1997, the THLS has also annually sponsored around six young lifeboat crew members to attend Sail Training Association (STA) training voyages. The lucky few get a challenging and

unique experience. They live and work with other young people from different backgrounds and become a vital part of the crew. All costs are paid directly from THLS to STA.

One good turn deserves another
Some readers will remember that the automation of all working lighthouses was finally completed in 1999. It was a sad time for some as the former lighthouse keeper cottages became redundant. Many of these are listed buildings and, in order to preserve them, the THLS is working with Rural Retreats to generate income by letting the properties. Guests of the refurbished cottages can find out more about the work of THLS and Britain's maritime heritage during a guided tour on their holiday. If you would like to experience living like a lighthouse keeper, details are available at www.ruralretreats.co.uk.

As this issue was about to go to press we learned that the RNLI's Operations Director, Michael Vlasto, had been elected a Younger Brother of Trinity House.



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Keep on trucking

Some may think that a 10 tonne Mercedes Atego truck is an unusual present, but this is exactly what the Civil Service Motoring Association (csma) have just bought for the RNLI

The **csma**, founded in 1923, is a members' run organisation dedicated to helping its 370,000 members enjoy life. Members benefit from a range of motoring and other discounts and take part in fun activities through locally run groups. They have a long history of supporting the lifeboat service – since 1984 they have raised £435,000.

The **csma** is a very valuable friend and has donated a long list of gifts, ranging from inshore lifeboats to essential transport vehicles for delivering urgent lifeboat spares around the country. Most of the money is raised through

competitions in the **csma** members' magazine *Motoring & Leisure*. Prizes and administration are provided by Frizzell, which offers car insurance to **csma** members.

csma also owns Britannia Rescue, one of the country's top motoring rescue organisations. In 2001, the RNLI teamed up with Britannia Rescue, to offer car breakdown services to RNLI members and supporters. Both sides benefit from this relationship – supporters receive a discount on their road recovery policy and the RNLI receives a donation of 2.5% of the value of each new and existing



The new Mercedes truck will play a vital part in the RNLI's transport fleet

policy taken out by a supporter.

For more details on the Britannia Rescue special 15% discount scheme for RNLI supporters, please call 0800 591563 or visit the website below.

www.britanniarescue.com/RNLI

Winter Lottery

Would you like to win a luxury break for two in Guernsey?

Now is your chance. Kindly sponsored by Guernsey Tourist Board and One Step Holidays, this prize includes flights or ferry to Guernsey, seven nights full board in the luxurious Les Rocquettes hotel and car hire for the duration of your stay. (If you are a non-driver, a sightseeing tour of the island is offered as an alternative.)

Summer lottery winner

Exotic Hawaii for three weeks, is the fantastic destination for our Summer Lottery winner, Mrs Judge from Rugby.

The draw was hosted by Swanage lifeboat station (middle right). Stephanie Bishop of Page & Moy, donors of this amazing holiday break, drew the winning ticket. Patrick Cherry of Page & Moy said: 'We are delighted to support the RNLI once again. It is wonderful to know that the holiday prize we donated, worth over £2,000, has helped raise over £245,000.'

The cash prize winners were:

- £1,000 John McNamara, Birmingham
- £500 D C and M Logan, Hertfordshire
- £250 Mr W Jackson, Middlesex
- £100 Mrs J Eldred, Kent; E Letzer, Norfolk;

Miss D Davison, Tyne and Wear;
Mr L B Miller, Hampshire;
Mr and Mrs T Heryet, Sussex

Spring lottery winner

John Read, winner of the Spring Lottery, is ecstatic with his brand new Suzuki Hatchback. John Eccles, from Britannia Rescue (the RNLI's official motoring rescue scheme), who kindly donated the prize, had the pleasure of handing over the keys (bottom right).

John said: 'I was really surprised and pleased to win – I thought someone was playing a joke on me when I got the call!'

Winter lottery tickets are now available so, if you haven't received yours, please contact Pauline on 01202 663219 or email: pteivas-white@rnli.org.uk



Fundraising

Easy riders



Biker Neil Stevens prepares for his lap of honour

Motorbikers Dave Hawkins and Neil Stevens visited over 170 lifeboat stations around the coast of England, Scotland and Wales, to raise funds for the RNLI. They travelled over 4,333 miles in 14 days – starting on Saturday 14 June from Calshot lifeboat station in Hampshire and finishing at Portsmouth lifeboat station.

Dave, a bus driver from Norwich, said: 'It was fantastic. I wish I'd done it years ago', while Neil asked: 'Can we do a lap of honour?' Photographic

evidence of every station visited appears on their website www.epicduo.org.uk. And please remember, it's not too late to send in sponsorship money, so don't delay, send that cheque today!

Tizzy Perkins, Corporate Fundraising Officer, said: 'We are delighted that Dave and Neil completed their epic journey and would like to thank them for all their hard work and the money they have raised for the life saving work of the RNLI'.

As an RNLI member or supporter, you and your sons and daughters, even if they live away from home, can get up to 15% discount on rates that are already competitive. Also, when you join Britannia Rescue, 2.5% of your road rescue premium will be paid back to the RNLI to help them with their vital work.

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.

These are just some of the reasons why RNLI is pleased to promote Britannia Rescue as its official motoring rescue scheme*. Whatever you need you get the response you're looking for. So join today, just quote special rate code: RNLI LB 10/03.

call 0800 591563 or visit
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* UK residents only.

Return the favour

A painting of the *Regina Mary* lifeboat at Looe, donated by kind-hearted artist Merv Beaver, has raised over £500 for the RNLI. The oil painting was raffled at the end of June during Looe lifeboat station's

Seafront day.

The winners, Glynis and James Thompson from Menheniot, returned the goodwill by donating the painting to the lifeboat station.



Very heavy metal

Roger Nunn of Harwich raised over £850 for his local lifeboat station after he took to the streets in a heavy 1950s style Russian diving suit.

Normally, when you walk, you don't even think about it but, for Roger, every step of the one mile walk required painstaking concentration and effort. Apart from wearing a 150lb diving suit brought back from stricken nuclear submarine the *Kursk*, he also had a number of cuts and bruises and has still got the scabs to prove it.

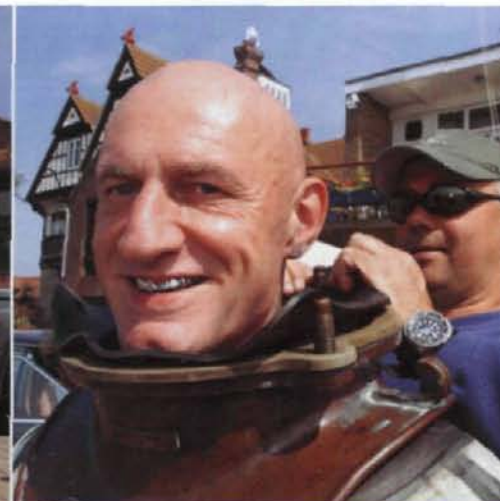
Roger said: 'It was hellishly heavy, hot, sweaty, and I couldn't breathe, but I did it. I had to stop every now and then for about thirty seconds so that I could catch my breath.'

'At any time we could need the help of

the RNLI. I thought it would be a great way to give something back for a change. After all, they are completely reliant on public generosity.'

He was supported by the Girdlestone family from Brightlingsea, who donated the diving suit. They were there on the day to keep his spirits up.

Mark Girdlestone, who found the suit while diving on a salvage mission in Russia in 2001, also acted as Roger's unofficial trainer and manager. The punishing regime involved training sessions with weights fastened to his legs. Roger also completed three sets of 20 squats a day with 56lbs of sand attached to the waist of his trousers. He also tried to swim in the sea every day to build his strength up.



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Limited Edition Prints



Passing Longstone

The Liverpool class lifeboat Grace Darling stationed at Seahouses passing Longstone lighthouse in the 1960s.



Passing Beachy Head

The Beach class Watson Beryl Tollemache of Eastbourne off Beachy Head in the 1970s.

Limited editions of 400 fine art prints of detailed original paintings by marine artist Philip Weeks. Printed to the highest standard in light-fast inks on quality paper. Signed and numbered by the artist. Overall size 229mm x 178mm. Price inclusive of p&p. 1 print £20, 2 or more prints £18 each.

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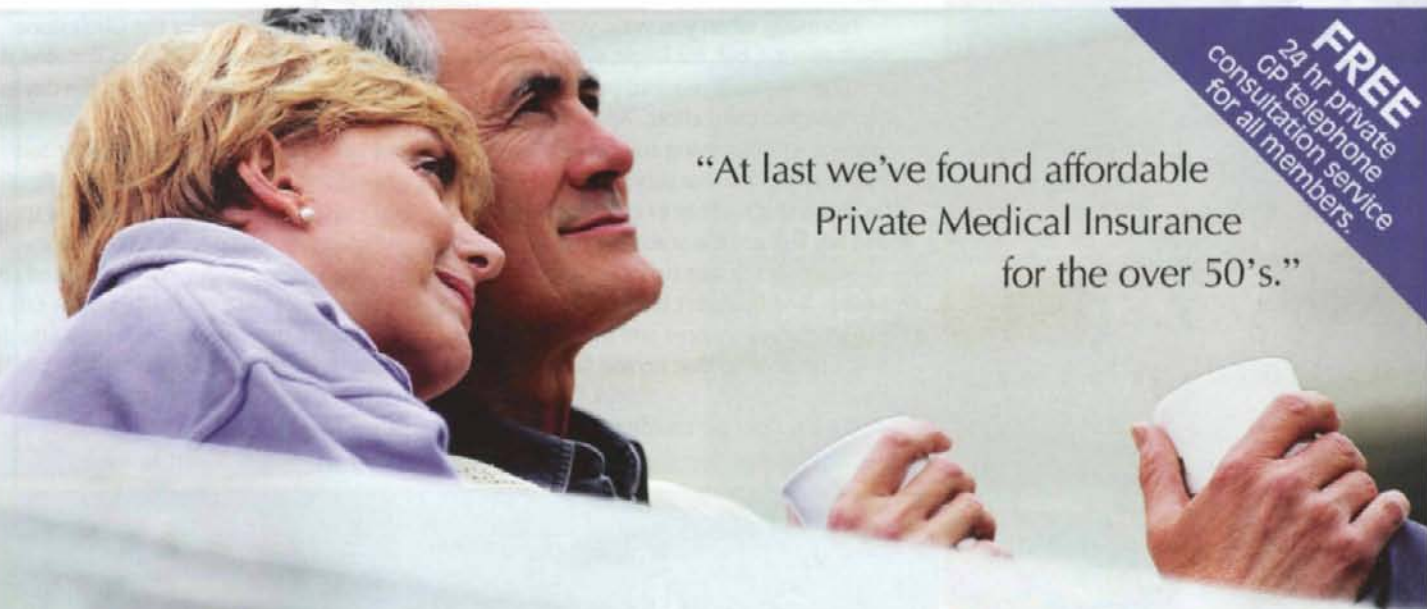
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LB07/03

Fundraising

Collections on a grand scale

A one-third scale model of *The Lincolnshire Poacher* has helped raise over £300,000 in collections for the RNLI.

The model Mersey class lifeboat is accurate in every detail and all the navigation lights and radar work from a

12v car battery. It even features photographs of the crew in the windows.

Steve Andrews and the team at the Skegness Hildreds shopping centre all helped to build the boat that has been raising awareness all over the country.

Why not giftaid it

Whether you're planning to run a marathon, cycle round the UK or jump out of an aeroplane, Gift Aid can help you increase the amount of your hard-earned sponsorship by 28%.

Gift Aid allows the RNLI claim the basic rate of income tax on every donation you are given by UK taxpayers. For example, if someone sponsors you for £10 and they Gift Aid the donation, the RNLI will actually get £12.80. If you've set a target of raising £1,000 through sponsorship, using Gift

Aid could mean the lifeboats get £1,280, without you having to raise a penny extra.

Look out for the Gift Aid logo and a box for donors to tick on your sponsorship form. To be able to claim Gift Aid, the RNLI needs the name, address and postcode of your donors, so it is important you get them to complete those details on the form.

To find out more visit www.givingcampaign.org.uk or contact The Giving Campaign on 020 7930 3154.

Gala concert

The RNLI West Country Group put on a highly successful Gala Band Concert in July to celebrate Plymouth lifeboat bicentenary. The concert, featuring the Band of HM Royal Marines Plymouth and other guest artists, not only created some excellent publicity for the station's bicentenary but made a handsome profit too. The house was nearly full to capacity, thanks to superb organisation, support and publicity in the local media, and a great evening of music was enjoyed by all.

The West Country Group became the RNLI's Music Division in 1997 following its success in arranging, producing and marketing musical recordings. The group has sold over 250,000 copies of its recordings, creating over £125,000 profit for the RNLI.

The Princess Royal meets the Buckie lifeboat crew



You can't miss us

The RNLI enjoyed a high profile at the International Festival of the Sea at Leith in May. With a large stand, surfing simulator and new Fishing Safety roadshow it would have been very difficult for most of the 60,000 visitors to have missed us.

Buckie's new Severn class *William Blannin* was popular, with a constant queue of visitors waiting to have a look and listen to the crew stories. Even HRH The Princess Royal stopped to chat with Jake Murray and his crew on her Friday afternoon 'walkabout'. Shanty singers also made daily visits to the lifeboat to busk in aid of the RNLI.

The RNLI raised £4,518 from sales, prize draw and donations during the four-day event – 71 new Offshore members were also recruited.

Lifeboat reading

A History of Plymouth Lifeboats – Two Centuries of Courage

By Alan Salisbury
Price: £19.95

From the launch of the station's first lifeboat in 1862, to the history of the boats, crews and rescues, this book has everything you ever wanted to know about Plymouth lifeboats.

Copies are available from local stockists or from Halsgrove Direct on 01884 243242.

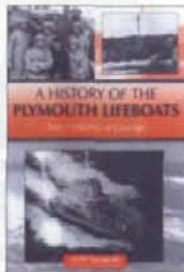


Photo: Chronicle Newspapers, Flintshire
Trevor Roden



Full swing

Enthusiastic golfers in Wales raised £2,500 towards an inshore lifeboat at Flint. Heavy showers were not enough to dampen the spirits of the 20 teams competing at Northop country park. The whole event, organised by Mold branch, was such a success that they're hoping to do another next year.

High riser

A determined Kathleen Miller (below) raised £1,300 for Middleton branch when she climbed the Sydney Harbour Bridge in February. After a briefing and a practice ladder climb, Kathleen embarked on the two hour climb and found it exhilarating. Thanks to all who sponsored her.



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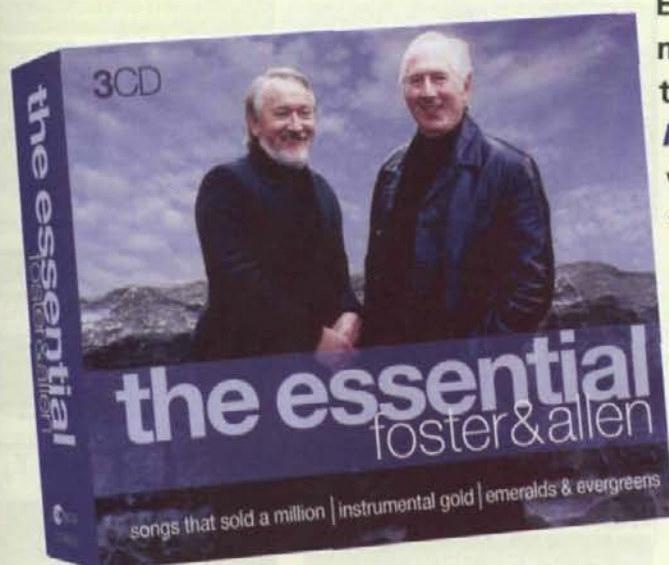
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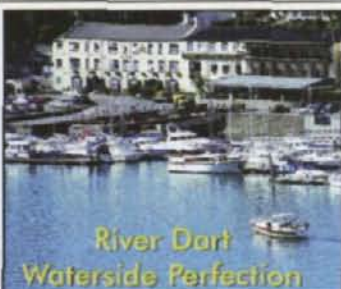
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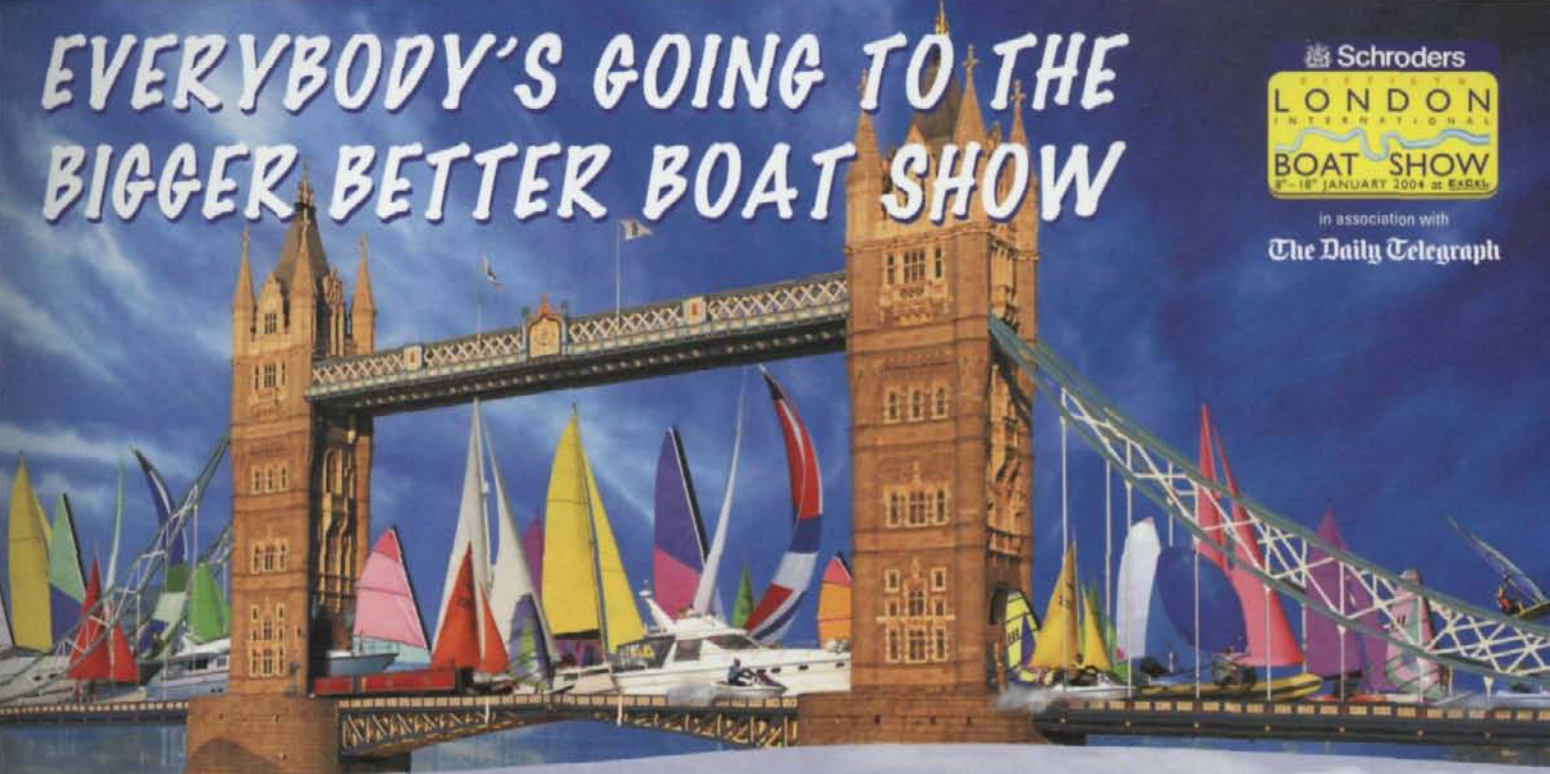
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Set sail for the London International Boat Show and dock with Hilton, 8th-18th January 2004

In January 2004, the 50th anniversary year, The London International Boat Show is moving to ExCeL in the Docklands. ExCeL is Europe's state-of-the-art exhibition centre, overlooking the historic 100-acre Royal Victoria Dock. To celebrate the move the Show will be bigger, better and more breathtaking than ever.

New features for 2004 include: a fabulous watersports arena with seating for over 1,500 people and a 25-knot indoor wind machine, dazzling attractions on the vast Royal Victoria Dock, an amazing inland waterways feature and more of your favourite boating celebrities and topical exhibits. So, come along and savour the world's best line up of sailboats and powerboats, the best choice of on-water holidays and shop at the world's largest mall for boating and watersports, all in the comfort of a spacious and climate controlled environment.

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- **Hilton London Kensington**
West End hotel on Holland Park Avenue.
- **Hilton London Mews**
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- **Hilton London Olympia**
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- **Hilton London Green Park**
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- **Hilton London Hyde Park**
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- **Hilton London Metropole**
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- **Hilton London Paddington**
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- **The Trafalgar Hilton**
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- **The London Hilton on Park Lane**
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Hilton London Mews with dinner	£54.50 £69.50	£89.50 £104.50
Hilton London Olympia with dinner	£54.50 £71.00	£84.50 £101.00
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The Trafalgar Hilton with dinner	£84.50 £109.50	£154.50 £179.50
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Conrad London with dinner	£102.00 £132.00	£189.50 £219.50

* All prices are per person and include one night's accommodation with full breakfast, show ticket and a voucher for a show guide.

* If you book up to the 19th December your tickets and show guide voucher will be posted out to you, after this date you can collect these at your chosen hotel.

* To visit the show on Preview Day, 8th January (staying over on the 7th or 8th January) there is £8.00 supplement per person to cover ticket price. Please quote LBP.

* Full pre-payment is required on booking and your confirmation and copy of our Booking Conditions will be sent within 14 days. If you are not happy to proceed with your booking once you have seen our Booking Conditions please return all documentation to us within 7 days of receipt. After this time no monies can be refunded.

* Please advise your Reservations Agent where you saw this offer advertised when you book.

* This accommodation package is organised by Hilton International (UK) Limited (Hilton).

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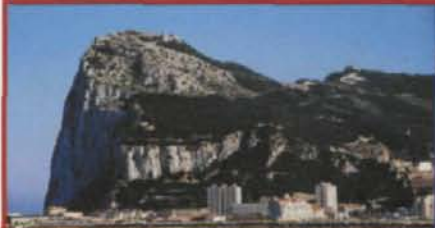
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