



Lifeboats

the lifeboat

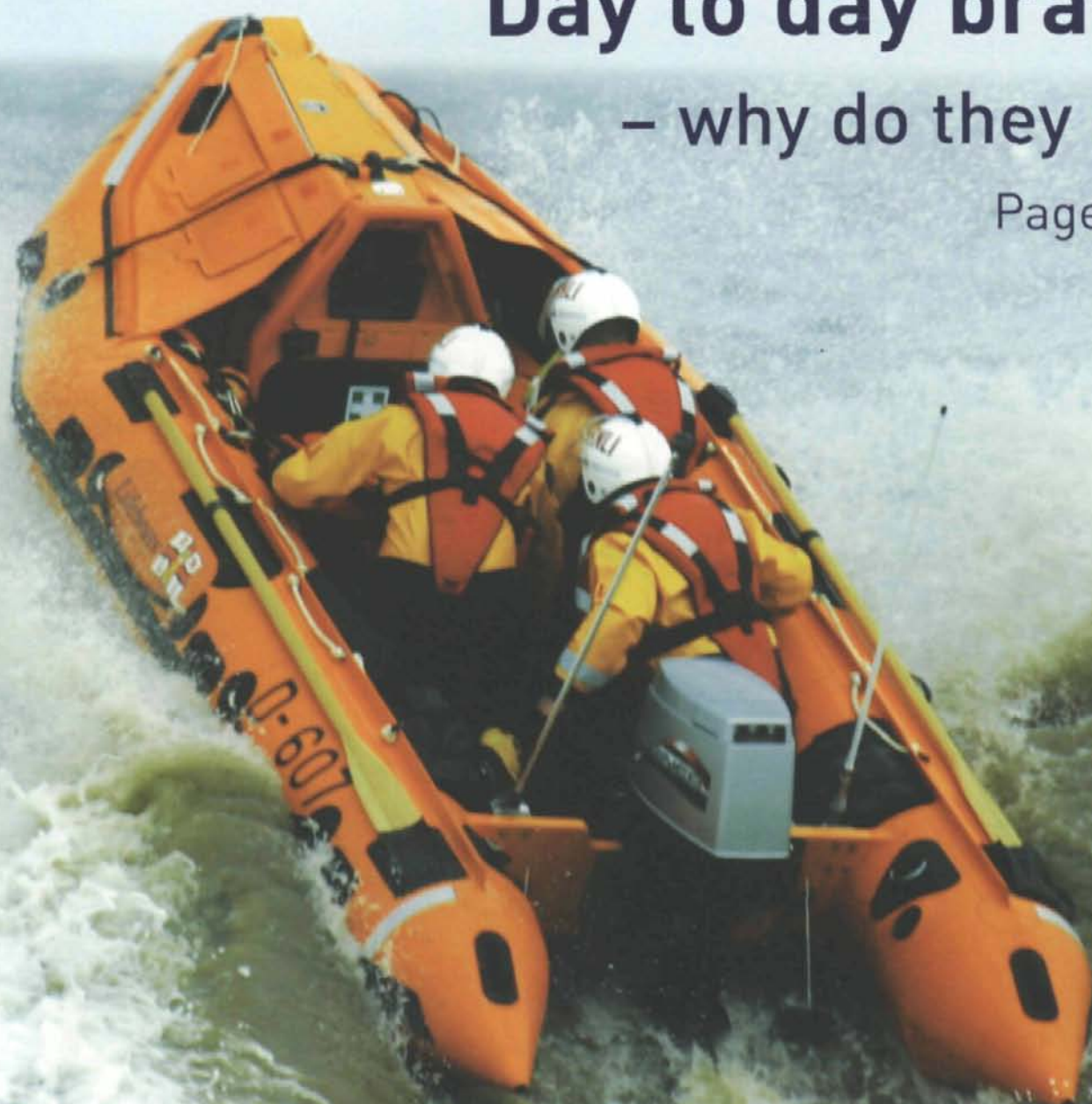
Winter
2004/05

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Day to day bravery – why do they do it?

Pages 13, 24



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 **The Royal Bank
of Scotland**

the lifeboat



Lifeboats

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Issue 570

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the information.

Knowledge is power

Lack of knowledge is thought to be the root cause of most deaths in UK and Irish waters, and the RNLI's Sea Safety mission is to counter this. Gareth Weekes reports

A relatively new strand of the RNLI's work, Sea Safety was a response to a huge rise in the number of calls on lifeboat crews. Rescue records make it clear that many of these incidents would never have happened if callers had been better prepared. 'Fifty years ago people who wanted to go sailing went to night school and learned navigation or at least got someone to show them the ropes,' says Sea Safety Manager Peter Chennell. 'But now you can buy a boat on a Friday, put it in the water on Saturday morning and kill someone by the afternoon. There is nothing to stop you taking a powerful boat out on the water without any knowledge.'

This danger is perfectly illustrated by the young man who ripped the bottom off

his speed boat, driving it over a line of well-marked underwater boulders. When the lifeboat coxswain asked him why he had behaved in this way he replied that he had driven in the same place the day before without a problem. 'He didn't even have the knowledge that sometimes the tide is up and sometimes it is down,' says Peter.

To save lives – and to take pressure off the lifeboat service – something clearly had to be done about this massive level of ignorance. A range of resources is now put to use, from printed publications, websites and CD-ROMs (some produced in cooperation with other organisations such as the Maritime and Coastguard Agency and the Royal Yachting Association) to face-to-face advice and education work.

Working one to one

The RNLI's team of 10 Sea Safety coordinators based around the UK and Ireland has recruited more than 600 volunteers whose job is to save lives, not by clearing up after an incident, but by changing attitudes and behaviours in the first place. You will find them beside slipways, quaysides and beaches, engaging skippers and surfers in conversations about safety.

They find a receptive audience in places like yacht clubs, boat jumbles and boat shows. Here they provide free detailed safety checks, hand out leaflets and talk in detail about how people can prepare for the sea. (Fifty-three per cent of RNLI rescues were to pleasure boats in 2003.)

The people who have never joined a club and are keen to get into the water as quickly as possible are less receptive. 'It is tough for our volunteers to engage their attention, so we are developing ways of getting the message over,' comments Peter. 'For instance, when a family is about to launch and the father is working the trailer winch and getting flustered, we chat to the mother and ask if the children have lifejackets.'

'We try to get over five basic tips and ask them to pay attention to these whatever else they do.'

Tailoring the service

Part of the problem is that there are now so many different ways of using the sea. Fishermen are the traditional 'customers' of the RNLI but sea use now also includes water skiing, windsurfing, kitesurfing, jet skiing, surf kayaking, wake boarding, leisure angling and diving. The most successful Sea Safety advisers are those who share the same interests as the people they are talking to. So yachtsmen chat to yachtsmen, fishermen to fishermen, and so on.





A SEA Check in progress

5 SAFETY TIPS YOU CAN COUNT ON

1. Wear
a lifejacket

2. Check your
engine and fuel

3. Tell others where
you're going

4. Carry some
means of calling
for help

5. Keep an eye on
weather and tides

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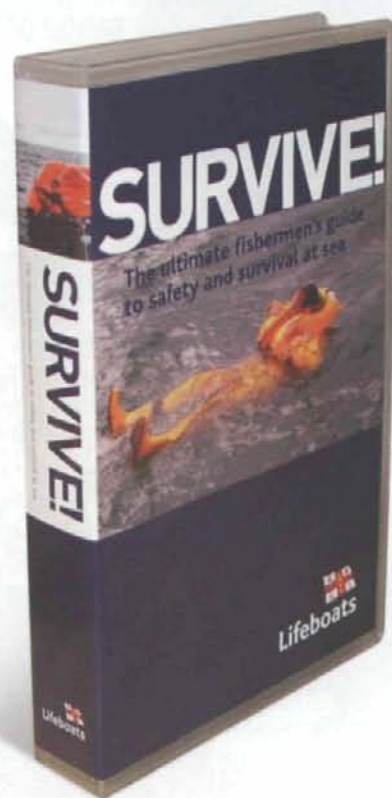
Volunteers like Bill Templeton in Ayrshire (see page 25) have a wealth of experience to pass on to sea users. Bill has been involved in boating since childhood and is respected for his vast knowledge: 'Boating is a thing I know about. Not everything, but a lot.'

The old ...

The commercial fishing industry has a lamentable safety record – it remains the most dangerous industry in the UK, so the RNLI is piloting a fishing safety programme in the two fishing heartlands of south Devon and north east Scotland.

David Smith, Fishing Safety Coordinator in Peterhead, works to persuade fishing skippers to think more about safety in an industry where 20 people died last year. David knows the business: he has been a fisherman all his adult life, working his way up from deckhand to skipper and share owner of a range of vessels. 'My fishing career came to an end after an accident with a high pressure hydraulic pipe system,' he says. Since then he has trained with the RNLI and completed the NEBOSH certificate in occupational health and safety. He is confident this experience 'will help me to help fishermen to look at safety as a priority'.

Lifejackets have always been a tricky issue. Many fishermen do not wear them because they fear they will catch in their gear and drag them overboard. The RNLI is asking fishermen to test 50 different lifejackets to identify the best and the worst and to help develop a new design that they would be happy to wear. The RNLI is also testing and developing a confidential position reporting system to help lifeboat crews find casualties.



The new fishing safety video, *Survive!*, providing up-to-date information including essential sea survival techniques

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... And the new

Kitesurfing is the UK's fastest growing water sport and saw a 1,400 per cent increase in lifeboat callouts to kitesurfers last year. Some of the nastiest accidents – including fatalities – happen when surfers lose control and are slammed into harbour walls or groynes by sudden gusts. Others are stranded at sea by a drop in wind strength. Tony Wafer, Sea Safety Coordinator in Poole, says the RNLI has recruited some of the best extreme water sportspeople as volunteers. 'We are using them to appeal to fellow kitesurfers in their own way – a bit more laid back.'

As reported in the summer 2004 issue of *the Lifeboat*, the RNLI is also tackling dangers on the beach. See pages 38–40 of this winter issue for some correspondence about this and read about the RNLI's work in schools on page 44.

The long road

The RNLI's plan to change attitudes and behaviours is a long-term challenge. It is early days yet for statistical proof but there is already plenty of anecdotal evidence. 'We are unlikely to hear about most of our successes,' Peter explains. 'If as a result of one of our volunteers talking to someone at a boat jumble, a power boater goes out and buys a VHF radio and then uses it when he breaks down in rough weather and is towed to safety, that will not be entered anywhere as a statistic but it will still be a success for the RNLI.'

Your chance to train

In a new venture, the RNLI has teamed up with *Practical Boat Owner* magazine to provide a sea safety weekend at The Lifeboat College in Poole.

Up to 90 participants will learn from lifeboat coxswains, crew and sea safety specialists, both preventative safety techniques and the best procedures to follow in an emergency. It's very much a 'hands-on'

weekend: activities include firing flares, rigging a boat for towing and trying life rafts in the Survival Centre wave tank.

Accommodation and all meals are provided as part of the package from 12–13 March 2005, including a three-course dinner with a guest speaker on the Saturday evening.

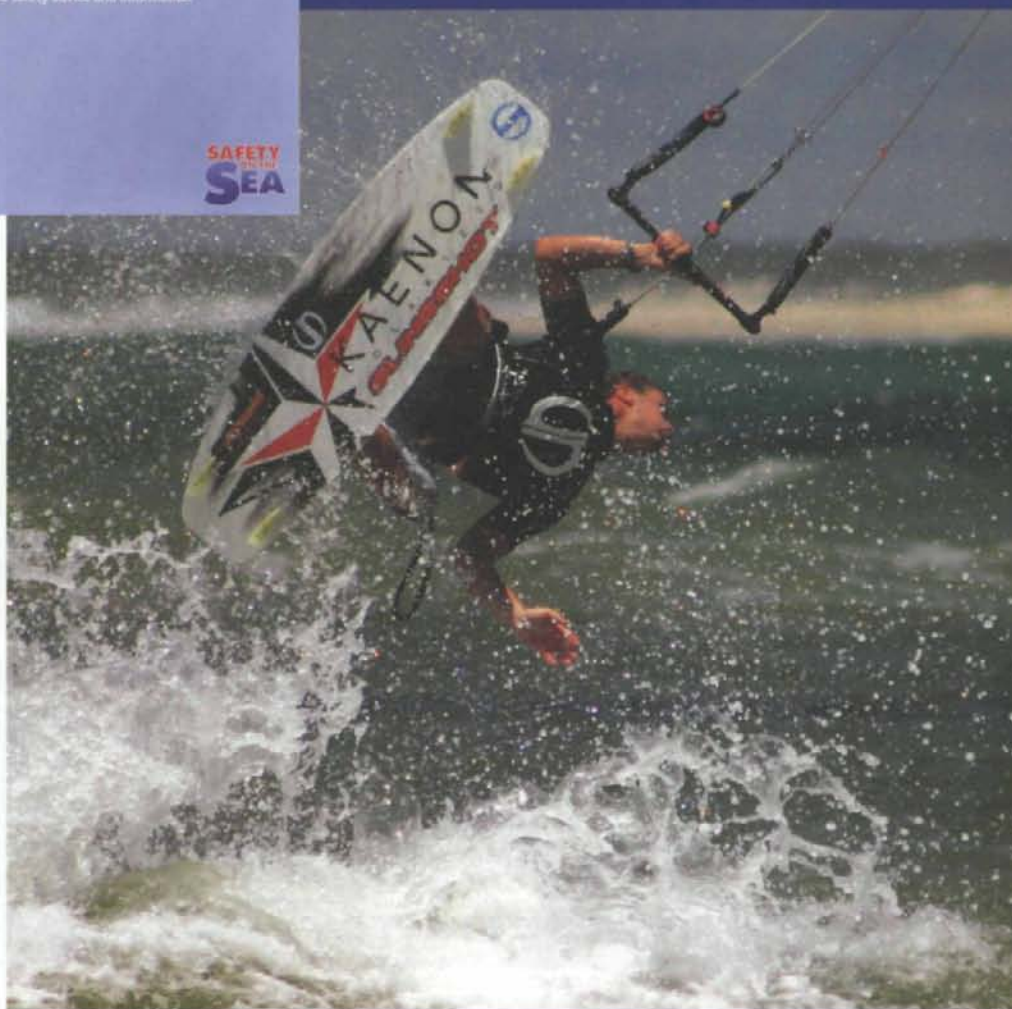
Sea Safety Manager Peter Chennell said: 'We hope this will be the first of many such weekends at the College. Not only does it allow us to deliver in-depth safety messages, it also promotes the RNLI and raises money for saving lives at sea.'

Prices are £190 per person or £350 per couple sharing a room. Bookings can be made by telephoning 0870 833 2000.

Practical Boat Owner is Britain's biggest selling yachting magazine. It's available in

most newsagents or by subscription, at a special discounted price for readers of *the Lifeboat* of £33 for one year – a 25% discount. Telephone 0845 676 7778 and quote reference 47U, or simply log on at www.pbo.co.uk/ipbb.

The RNLI's Offshore membership is designed for those most likely to need the services of the RNLI: the sea-going community. Offshore members are kept up to date on essential sea safety advice and receive special offers and discounts from various marine suppliers. In addition to *the Lifeboat*, they receive their own publication, *Offshore News*, three times a year.



A kitesurfer in action

Photo: Emma York



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Day Ten sees the Van Gogh cruising into the crystal blue waters of Corsica, before continuing to Civitavecchia - the main port for the eternal city of Rome. More Italian delights await you in Naples and Sicily, after which we call at the George Cross Island of Malta, combining beautiful scenery and ancient sites.

Next to Sardinia, the second largest island in the Mediterranean and then the stunning natural harbour of Port Mahon in picturesque Menorca. After a stop in Gibraltar, where the famous rock commands the western entrances to the Mediterranean Sea, we will be cruising the same waters as where the Battle of Trafalgar took place, in the 200th anniversary year of this momentous event.

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News

Flying, hovering, rescuing...

In its 140th year of saving lives at sea, New Brighton lifeboat station saw a new arrival in October 2004. The inshore rescue hovercraft, to be named *Hurley Spirit*, will play a vital role in the RNLI's lifesaving operations on the mudflats of the Mersey and Dee estuaries, reaching casualties in areas where traditional lifeboats cannot operate



Hurley Spirit and Rock Light Photo: Nicholas Leach/Ships Monthly

Mrs Kay Hurley MBE, who has donated the funds for this craft and for the RNLI's first station hovercraft, *Hurley Flyer*, watched as *Hurley Spirit* was put through her paces. Mrs Hurley said: 'I was born in the middle of England, as far away from the sea as you can get, and when I first heard about the RNLI I thought it was magical – the boats and the crews just seemed to appear from nowhere when they were needed. Now I'm older and I know more about the RNLI, but the magic remains. The volunteer crews are wonderful and I'm so pleased to be able to help them in this way.'

The RNLI's Hovercraft Operations Manager, Tony Stankus, said: 'All along this coastline there are vast areas of exposed mud at low tide where there is a real danger of people getting caught out. Without a hovercraft, reaching people who are stuck in the mud is much slower and

more risky. The hovercraft, manned by highly trained volunteer crews, is expected to establish itself quickly as a vital resource.'

New Brighton Lifeboat Operations Manager, Peter Shillinglaw, commented: 'This area is becoming increasingly popular with tourists, and even more people will be visiting now that Liverpool is European Capital of Culture 2008. The sea, the rivers and the beaches will be busier than ever and stationing the hovercraft here will improve the RNLI's rescue capability along this stretch of coastline. This is an exciting new chapter in the life of New Brighton lifeboat station, and we are extremely grateful to Mrs Hurley for her wonderfully generous donation.'

The new hovercraft is due to go on service early in 2005 when she will complement *Rock Light*, New Brighton's

inshore lifeboat (funded by a Port and City of Liverpool appeal), as well as the other lifeboats along the Wirral coastline.

The hovercraft fleet:

H-001 *Molly Rayner* – a relief/training hovercraft based at Poole

H-002 *Hurley Flyer* – stationed at Morecambe

H-003 *Hunstanton Flyer* – stationed at Hunstanton

H-004 *Vera Ravine* – stationed at Southend-on-Sea

H-005 *Hurley Spirit* – stationed at New Brighton



Photo: Nigel Millard

Look out for *Danger on the Beach* from 12 January – the second national BBC TV documentary series to feature the work of the RNLI lifeboats and lifeguards in Devon and Cornwall. Viewers may remember last year's moving report of the death of a boy at Chesil Beach. The interview with his guilt-ridden mother has formed the basis of many a beach safety presentation since. Above is the promotional photo taken at Torbay for the programme, showing the team of people and equipment involved in saving lives at sea.

Lifeboat Eurostars

Hastings lifeboat came to our TV screens recently in a commercial for Eurostar. The advert celebrated 10 years of the cross-channel train and sees 'Bognor Birdmen' jumping off Hastings pier dressed in all sorts of weird and wonderful contraptions. The lifeboat was on standby during the filming and highlighted an important safety message about pier-jumping.

As a thank you, the company gave Hastings lifeboat station a £200 donation and some Lifeboat Lottery tickets. Eurostar's Advertising Manager Catherine Sharp said: 'I'd like to thank the team at Hastings for ensuring that the shoot could take place with the safety of our birdmen paramount, allowing the rest of the team to focus on the shoot itself. A big "thank you" to everybody at the RNLI who helped make it possible.'

'Many are cold ...'

The RNLI's fourth annual public lecture took place recently at Southampton University. With a theme of marine safety and associated medical issues the Chairman of the RNLI's Medical and Survival Sub-Committee, Surgeon Rear Admiral Frank Golden (pictured), presented the lecture entitled: 'Many are cold, but few are frozen'. The lecture concentrated on the effects of cold and exposure on the human body when people fall overboard from ships or have to scramble for life rafts and considered how engineers can design equipment to best serve survivors.

During the lecture, Admiral Golden said: 'In common with many naval architects, the RNLI carries out a great deal of research into improving the safety and comfort of those it rescues. We need to understand the science behind common medical problems, such as exposure, so that our crews can continue to save lives and rescue those in distress in the most effective way possible.'

Professor Ajit Shenoi, of the University's School of Engineering Sciences, said: 'We have a very good relationship with the RNLI and its engineering team. We were delighted to have someone of Admiral Golden's stature speaking at this year's lecture.'





Photo: National Maritime Museum, London

Nelson expects... to wear a lifejacket

On what would have been his 246th birthday, on 29 September 2004, Admiral Nelson and his lover Emma Hamilton (well, actors playing their characters) boarded an RNLI lifeboat and, more in tune with modern safety guidelines than Nelsonian traditions, donned lifejackets. They then jetted up the River Thames to help launch SeaBritain 2005.

SeaBritain 2005 is a maritime celebration on a grand scale and is led by the National Maritime Museum in Greenwich, with many leading national and regional bodies including the RNLI. There will be events ranging from small local community walks to international festivals celebrating the ways in which the sea touches all of our lives.

The inspiration for SeaBritain 2005 is the bicentenary of the Battle of Trafalgar and Admiral Lord Nelson's finest and last hour. At the heart is the Trafalgar Festival with special celebrations, re-enactments and commemorations during the summer of 2005 and ending with the Trafalgar Weekend of 21–23 October 2005.

Check out the RNLI events throughout the year via www.rnli.org.uk or at www.seabritain2005.com.

SeaBritain
2005

Chernobyl Lifeline



Lifeboat crew are sometimes called upon to rescue children at sea but occasionally they are also able to provide children on land with 'the best experience of their lives'.

Holyhead lifeboat crew recently played host to a group of children from Chernobyl in the Ukraine, the site of the infamous nuclear reactor explosion. As part of a month-long holiday organised by the Caernarfon Chernobyl Children's Lifeline, the children were treated to a trip to the seaside. Ray Steadman, the volunteer Lifeboat Press Officer at Holyhead said: 'We felt a visit would not be complete without a tour of the lifeboat station. It was a wonderful day, not only for the children but also for the crew,

who got so much out of the visit.'

One little boy described the visit to the station as 'the best experience of my life' – a comment that brought tears to the eyes of many of the crew. They had an impromptu collection to allow some souvenir shopping before the happy group returned to their host families.

This is just one of many visits each year to lifeboat stations by children from Chernobyl. Such a holiday helps them to *recuperate from the effects of radiation sickness* and can add up to three years to their life expectancy. These visits are sure to be one of the best experiences for lifeboat crew members too.

Lifeboat, camera, action!

The RNLI's Annual Presentation of Awards is always a stirring occasion (see page 13) and 2004 saw an addition to the usual running list: a film summary of the past year. A similar film will be made for the 2005 event and readers of *the Lifeboat* are invited to contribute any suitable video material for inclusion.

If you have something you think might be usable please check that it is RNLI related (perhaps involving fundraising or station footage) and nationally newsworthy (such as

fundraising at an unusual venue or involving a celebrity). The RNLI's Film and Image Manager Eleanor Driscoll will be pleased to advise on 01202 663182 or by email at edriscoll@rnli.org.uk. The RNLI will need full reproduction rights for the footage.

Please send any contributions to Eleanor at RNLI headquarters by 7 February 2005. Eleanor says: 'I won't be able to acknowledge receipt but will endeavour to return all your videos once we've made our selections. Thank you for your help!'



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Jungfrau Express

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Travel with the UK's leading specialist in holidays by rail on this sensational 10-day holiday to the beautiful Bernese Oberland in Switzerland. A friendly and professional Tour Manager accompanies all departures so sit back, relax and enjoy some of the most magnificent scenery in Europe.

Day 1 ♦ By train to France

Your holiday begins the moment we leave London Waterloo on **Eurostar** for Paris, continuing to Dijon by **TGV** for an overnight stay.

Day 2 ♦ Into Switzerland

From Dijon we travel into Switzerland for a pleasant journey past Lake Thun to the small town of Meiringen. Our base for seven nights is the centrally situated Park Hotel du Sauvage (4 star), an elegant hotel built in the Belle Époque era of the 19th century.

Day 3 ♦ Introduction to Meiringen

This small, quiet town remains unspoilt and typically Swiss. The author Conan Doyle loved Meiringen and was so taken with the resort that he let his famous detective, Sherlock Holmes, fall to his death at the Reichenbach Falls close to the town.

Day 4 ♦ To Luzern

Today's excursion is by mountain railway to Luzern, where we enjoy a relaxing cruise on the lake. There is plenty of time to explore this historic city with its medieval towers, bridges and picturesque squares.



Day 5 ♦ Steam mountain railway

We head west by train along the Brünig line to Brienz for a breathtaking excursion by steam mountain railway, climbing to the summit of Rothorn for fabulous views of the deep blue lakes and snow-capped mountains.

Day 6 ♦ To the highest station in Europe

Today we travel by mountain railway into the Bernese Oberland and join the Jungfrau Railway for the sensational journey up the north face of the Eiger to the icy summit and Europe's highest railway station at 11,333ft.

Day 7 ♦ Into the mountains

Today we travel into the mountains by cable car for a typically Swiss lunch, with plenty of time to enjoy a walk into the beautiful alpine meadows.

Day 8 ♦ Free day

Take advantage of your Swiss Pass, perhaps by returning to Interlaken for a lake cruise, taking a mountain railway ride through the Alpine meadows to Schynige Platte or a tram ride along the Aare Valley Gorge.

Day 9 ♦ Meiringen to Cologne

We leave Meiringen and travel through the beautiful Swiss countryside to Germany for a journey past the vineyards and fairytale castles of the Rhine Gorge to Cologne, where we spend our final night.

Day 10 ♦ To Brussels and London

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60 and 90 years on

Sixty years ago the crew of The Mumbles lifeboat fought raging seas to save the lives of 42 men on board *HMCS Chebogue*. In 1944, the Canadian frigate was torpedoed by a U-boat while escorting an Atlantic convoy, losing eight men and sustaining considerable damage. After a tow of nearly 900 miles she arrived in Swansea Bay where the weather deteriorated dramatically. On 11 October, lashed by gale force winds and squalls, the tow parted and *HMCS Chebogue* drifted across the bay and grounded on Port Talbot Bar.

The Mumbles motor lifeboat *Edward, Prince of Wales* rushed to her aid. An hour and a half later, after twelve hazardous circuits of the wreck, Coxswain Gammon and his crew, at considerable risk to themselves, had rescued all 42 aboard *HMCS Chebogue* by taking the lifeboat close enough for the men to jump to safety. Lt Cdr Ian McPhee fell between the boats but was pulled from the sea by the Coxswain; it was reportedly 'little short of a miracle.'

In a service of thanksgiving on 11 October 2004, special tributes

were paid to Coxswain William Gammon, who had been awarded the RNLI Gold Medal for his skilful seamanship during the daring rescue. Messages were received from his children in Canada; the RNLI President, HRH The Duke of Kent; and the Canadian High Commissioner Mel Cappe, who sent the nation's deepest gratitude to those who exposed themselves so selflessly to such danger for their fellow seafarers.

Thirty years earlier, on 30 October 1914, the First World War hospital ship *Rohilla* ran aground in horrific weather conditions. Of the 229 people on board, 84 lost their lives. The rescue took place over three days and RNLI lifeboatmen battled colossal seas to bring 145 survivors to safety. Six RNLI lifeboats from Whitby, Uppang, Scarborough, Teesmouth and Tynemouth – most of them rowing boats – were involved in the rescue. To mark the 90th anniversary, a special service of remembrance took place in Whitby, Yorkshire and families of those who died and of the survivors attended.

The Mumbles lifeboat was dwarfed by the *Chebogue*

Painting: Tim Tompson

Seamanship awards

Coxswain Andy Howells of St Mary's lifeboat, Isles of Scilly, and Filey Helmsman Michael 'Pip' Farline have both been presented with seamanship awards by the Shipwrecked Mariners' Society. Andy won the Lady Swaythling Trophy for an outstanding feat of seamanship, following the rescue of a badly injured sailor 40 miles from shore in October 2004. Pip was awarded the Emile Robin Award for an outstanding rescue by a British ship in recognition of his courageous part in the rescue of a woman and teenage girl in treacherous sea conditions on 15 August 2003. (See the spring 2004 issue of *the Lifeboat* for a full account of both rescues).

A kite for the College

The Lifeboat College at Poole has recently been awarded full membership of the International Association of Conference Centres (IACC). This recognises that the College is a high-quality venue and provides some of the most productive meeting facilities in the world.

To obtain this prestigious membership the College had to meet some very stringent standards in 30 different criteria and it is a 'kite mark' for the highest standard of facilities in the conference sector.

Thank you, boss!

When lifeboat volunteers rush to the lifeboat station, they quite often need to leave their place of work. They could be away for several hours, up to five times a week. With more than 8,000 lifeboat launches last year it's a lot of time

away from the work place and the RNLI is extremely grateful to the companies that allow their employees to volunteer for the RNLI.

Recently, Largs Yacht Haven on the Firth of Clyde, has been awarded an Employer's Certificate of Appreciation for giving staff time to save lives at sea. Over the last 20 years, Largs Yacht Haven has consistently employed staff who are also members of the Largs lifeboat crew.

Director Carolyn Elder (pictured) said: 'We are delighted to receive this award from the RNLI. We are always keen to support the work of the RNLI and this demonstrates that our staff are keen seafarers and responsible boat handlers.'

Other recent employers who have received the Employer's Certificate of Appreciation are: Blyth and Sons Ltd, Sheringham; Skretting UK, J P Knight (Caledonian) Ltd, Alness/Invergordon Medical Group, Talisman Energy UK, Cromarty Firth Port Authority and Whyte & Mackay Ltd – all of Invergordon; Parker Pen Company, Sussex Ambulance NHS Trust and Specialised Banking Furniture International Ltd – all of Newhaven; and D C Osbourne Ltd from Walmer. Thank you to all employers for allowing RNLI volunteers to continue to save lives at sea.



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Lifeboats in action

The pride of the RNLI

A dip into the archives of *the Lifeboat* reveals page after page of award-winning RNLI rescues – and the bravery of crew members continues. But how does the RNLI choose those extra-special services that merit an award?

A day does not go by without a lifeboat crew member showing their selflessness, skill and courage. Every now and then, though, an RNLI rescue deserves special recognition. One of the Institution's many traditions during its 180-year history has been to reward outstanding acts of bravery.

That recognition can come in a variety of forms; the four senior RNLI awards for gallantry are the Gold, Silver and Bronze Medals, and the Thanks of the Institution Inscribed on Vellum. The most recent Gold Medal to be awarded was in 1998, presented to Coxswain Hewitt Clark, of Lerwick lifeboat station. A 2,700-tonne cargo vessel was driven ashore by breaking seas over 15m high. In terrible conditions, the crew took their lifeboat into a narrow space between the ship and shore and rescued five people. Hewitt Clark became the first person in 17 years to receive an RNLI Gold Medal.

Number of RNLI services since 1824:

- more than 191,000

RNLI Medals awarded since 1824:

- 150 Gold
- 1,563 Silver
- 791 Bronze (introduced in 1917)

Other RNLI Awards:

- Thanks of the Institution Inscribed on Vellum
- Framed Letter of Thanks signed by the Chairman
- Letters of appreciation signed by the Chief Executive or Operations Director

A tough task

As with all lifeboat services, the details of that rescue were recorded at the lifeboat station and sent to the RNLI headquarters in Poole. Here, one of roles of the Service Information Section (SIS) is to screen all service reports. It is a big task but, SIS Manager Brian Wead explains: 'It is vital that every service is screened and merit, in whatever form, gets recognised.'

If appropriate, a full report of the service is written by the relevant Divisional Inspector (DI). That report, including any award recommendation, is considered by the Operations Director and Chief Executive and, if supported, is taken forward to the next meeting of the RNLI's board of Trustees: it is a lengthy process, but with good reason. RNLI awards are not given lightly, and a consistently high standard must be maintained.

Worth the wait

Awardees are presented with their accolades at the next Annual Presentation of Awards ceremony, held each May. By this time, it can be more than a year after the rescue has taken place. But the special occasion is well worth the wait. The medal winners are taken to London for three days with their families, where they are escorted by a team of RNLI hosts, including Brian Wead.

He says: 'The people who gain these awards are extra special, and so are their families, so we do what we can to make sure they enjoy and remember their three days in London.'

Supporters have left specific legacies to

pay for the stays in London, which include dinners, and a West End show.

Although keen to recognise gallantry, the RNLI is careful not to encourage its crews to be reckless. And, as Brian points out, lifeboatmen and women do not volunteer for medals and glory.

'All the medallists I have met are modest and unassuming people who just regard it as part of the job,' he says.

See the summer 2004 issue of *the Lifeboat* for a report of the most recent Annual Presentation of Awards. The 2005 ceremony will be on 19 May.

Read all about it

After the Trustees decide upon an award, the story of the rescue always appears in *the Lifeboat* magazine. Lifeboats and Lifeguards in action articles draw on a variety of sources – the initial service report, the DI's report, and interviews with the crew members themselves.

In the early days of the RNLI there were fewer than 100 rescues per year, and *The Lifeboat Journal* had enough room for accounts of every launch. Today, the rescues highlighted for merit by the charity are just a small fraction of the brave actions carried out by crews each year.

News of a rather special Bronze Medal and some Vellums came just too late for full coverage in this issue but we trust that readers will find the following rescue accounts just as fascinating.



Plucked from the Sands



Fifty years ago the notoriously shifting Goodwin Sands provided the backdrop for one of the worst lightship disasters ever known. Lynne Gammond reports

In the early hours of Saturday 27 November 1954, one of the worst storms on record was raging around the Kent coast. Winds of up to 100 mph were gusting across Goodwin Sands, the sea churning in their wake. So when the South Goodwin light vessel (used to warn shipping) began to drift, concerns were raised by the Deal Coastguard for the safety of her crew of seven men. At the height of the storm the light vessel was wrenched from her moorings, sweeping her several miles to the east at a speed of about five knots. Shortly after 1am she capsized.

Throughout the night Ramsgate and Dover lifeboats searched the Sands and eventually sighted the South Goodwin light vessel lying on her starboard side. But the high seas breaking over the stricken vessel were still strong enough to prevent any of the boats getting closer than 150m.

Due to the storm, the United States Air Force 66th Squadron based at Manston in Kent, were unable to do anything until 7.30am when an SA16, piloted by Captain Howard L Richard, flew out to the capsized light vessel. Despite making about 12 low passes, the pilot could see no survivors.

When the wind dropped an hour or so later, a second sortie was possible and Captain Curtis E Parkins flew a Sikorsky 55 helicopter to the scene. Peering through the spray on the windscreen, he spotted a lone survivor clinging to the rails of the light vessel, wearing only pyjamas and an overcoat. At great risk to himself and his crew Parkins took the helicopter exceptionally low, down to 9m above the wreckage, which was still being pounded by the sea. Despite the weather he managed to hold station over the wreck, enabling his crew to hoist a 22-year-old man to safety.

Ronald Keir Murton had been monitoring bird migration on behalf of the Government. He had been clinging to the deck rails for eight hours.

Battered and bruised by his experience, Murton said that the vessel had keeled over just as the captain was about to radio for help. 'I was standing on the table in the galley when she hit,' he said afterwards. 'It took me about ten minutes to get to the skylight ... I worked my way up and wedged myself on the rails ... At daybreak I heard someone knocking ... it was Porter [a crew member] and I asked him how he was. He replied that he was hungry.' Murton reported that two other members of the crew were trapped in the cabin, but despite searching for two days, naval frogmen found no trace.

The loss of the crew was a devastating blow to the local community and the Mayor of Deal launched a national appeal to help the bereaved families. Several days later 30 mourners boarded the Walmer and Ramsgate lifeboats for a memorial service.

Captain Curtis E Parkins was later awarded the RNLI's Silver Medal for Gallantry for his service – the first aircraft pilot to receive such recognition. Fifty years later and now 84 years of age, he lives in Sartel, Minnesota.

The Thanks of the Institution Inscribed on Vellum also went to each of the other helicopter crew members.

The South Goodwin wreck now lies roughly two miles north west of the East Goodwin light vessel and still shows at low water. The rail where Ronald Murton had held on is clearly visible – the vessel's secret still intact after 50 years.

With thanks to the Ramsgate Maritime Museum

A survivor's story

Lifeboats in action is usually our opportunity to describe in thrilling detail how brave lifeboat crews save lives at sea – but what's it like to be rescued? **Michael O'Connell** reports on his experience and thanks Salcombe lifeboat for coming to the rescue

One summer morning, a friend and I were steering *Medina Maid* 180 degrees 9 miles south of Salcombe, Devon, in a force 6–7 wind.

I heard a bang and the tiller went very light. The boat came onto about 120 degrees. I realised that we had lost steerage and saw the main section of rudder surface behind the boat. We were not in imminent danger, but we were now beam onto the swell, which was rolling the boat quite considerably.

I called Brixham Coastguard to report that we would attempt to turn the boat back towards our start point but that we would need some assistance as we would not be able to make much way into the weather. We then set about jury-rigging, a form of steering, by lashing a dinghy oar to the spinnaker pole.

Before contacting the Salcombe lifeboat Brixham Coastguard put out a call for anybody in the area to help, but they had no replies. Without the lifeboat we would have been on our own. Brixham advised us that Salcombe lifeboat had been launched and would call us direct, which they did within a few minutes.

The lifeboat radio operator was very calm and reassuring, which made both of us feel better and helped us to focus on the task at hand. He asked me to count slowly from one to 10 whilst transmitting. This I did and they managed to pick up our VHF signal with their DF [direction finding] equipment. I quickly worked out our latitude and longitude and relayed to them our position. They gave me an ETA

of 8.30am, approx 45 minutes. We started preparing the boat for towing.

By this time the weather had worsened and I estimate the wind was at least mid 7s. The swell was rolling the boat severely and we were getting very wet and cold. Although we were still in control of our situation, we were both tired and being thrown about all over the boat.

The crew of the lifeboat called us several times during the time it took them to get to us, which was a great morale booster. It made us feel in contact with the rest of the world. When the orange and blue lifeboat came into sight it felt like the sun had just come out, although by this time it was pouring with rain. They radioed for us to take down the main sail and manoeuvred into position up wind of us to get a line across.

'When the orange and blue lifeboat came into sight it felt like the sun had just come out'

The swell was severe, but they made it all seem so matter of fact. Their instructions were precise and clear. We managed to tie their line onto the bridle and they took us under tow, asking all the time if we were OK.

As we came into flat water in the entrance to Salcombe it was a great relief and we both offer our sincere thanks to a great bunch of guys who showed professionalism and courage going out into unknown situations just to help other people in need.



ALL WEATHER LIFEBOAT

Tyne class ON-1115 (47-012)
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Relief fleet

THE CREW

Coxswain

Marco Brimacombe

Crew Members

Richard Clayton; Andrew Harris;
Christopher Puncher; Kevin Page;
James Cooper; Richard Whitfield

SALCOMBE LIFEBOAT STATION

Established: 1869

RNLI Medals: Four Silver and
nine Bronze

THE CASUALTIES

Crew of two on a sail yacht
Medina Maid

Date: 29 August 2003

THE CONDITIONS

Weather: Overcast

Visibility: Poor, less than 1 mile

Wind: Force 7

Sea state: Rough, 2m swell



The Salcombe lifeboat crew in front of their regular station lifeboat (left to right): Christopher Puncher, Richard Whitfield, Kevin Page, Marco Brimacombe, James Cooper and Richard Clayton (Andrew Harris was unavailable for the photo)





An RWC and sl
Photo: Kirstin Pri

Red flag rescue

The red flag was flying, there were constant loudspeaker announcements, and safety signs alerted people to the dangers. Despite these warnings, people were still in the water

Swimmers near Bournemouth pier were in danger of being caught by the force 4 winds and strong currents of 8 August 2004. The Area Lifeguard Manager Barry Heathfield recalls it was a busy day for the RNLI beach lifeguards: 'When it's rough there, it's really rough. We were pulling people out left, right and centre.'

It was mid morning and Senior Lifeguard Dan Walsh was patrolling on the shoreline. Due to the height of the waves, he could only occasionally see past the surf break. Concerned for those swimmers further away, he asked Barry to launch the rescue watercraft (RWC).

By this time a young woman was indeed in trouble behind the surf break. Caught in a current, she was being thrown against the legs of Bournemouth pier. Luckily, a pier deck-chair attendant spotted that someone was in trouble and he jumped from the pier with a lifebuoy.

Dan saw the man jump so he immediately grabbed his rescue board, alerted the other lifeguards by radio and raced out to where the man had gone in. As Dan paddled, his attention was drawn to other swimmers fighting against the current, but they were nearly standing, so Dan kept going towards the person in more immediate trouble. Dan recalls the moment he reached her: 'The casualty was unresponsive, very pale and I couldn't tell if she was breathing.' Due to the waves by the pier Dan couldn't do a thorough medical assessment.

The deck-chair attendant had placed the lifebuoy around the woman's waist, so Dan dropped the rescue board and used the lifebuoy ropes to tow her away from the pier legs. Dan called for assistance from Barry on the RWC, accompanied by Beach



Senior Lifeguard Dan Walsh (left foreground) in action with colleagues and a casualty

Safety Manager Steve Wills. They helped place the casualty on the RWC's sled and took her swiftly to the beach.

Dan and Barry carried her up onto dry land where they were met by a lifeguard with medical equipment. Another lifeguard kept patrolling at the water's edge to make sure other swimmers were not in trouble.

Someone on the shore told the lifeguards that the woman was epileptic. It wasn't clear whether she had suffered a fit or had been knocked unconscious against the pier legs. Dan cleaned froth from the woman's mouth, clearing the airway. He established she was breathing and had a pulse. The lifeguards managed to remove the lifebuoy, put her in the recovery position and administer oxygen.

The Dorset Ambulance bicycle medic arrived on the scene within minutes. While he was assessing the casualty the lifeguards brought blankets and a stretcher. When the

medic was ready, they carried the casualty up the beach onto a trolley for the ambulance.

For Dan and the others there was no time to reflect, the beach was packed and some people were still swimming. But later Dan began to realise what he had just achieved:

'While it was going on, it felt just like a training exercise. Then I thought about it some more and I realised something big had just happened.'

Dan Walsh is currently working as a lifeguard in Queensland, Australia as part of an RNLI exchange programme and is totally committed to lifeguarding: 'I love the job and I love the beach. It has been such a major part of my life for as long as I can remember.'

**"If I thanked the lifeboatmen every day
for the rest of my life, it would
still not be enough for
bringing him back."**

*Mrs Rose McRoy, whose
husband Jim was
rescued by Sunderland
inshore lifeboat*



There is a way that says it all.

The Royal National Lifeboat Institution depends entirely on voluntary donations and legacies to run the lifeboats that save lives at sea. With more than 220 lifeboat stations around the shores of the United Kingdom and the Republic of Ireland, it costs around £300,000 a day to keep the lifeboat service running.

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Lifeboats

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Scottish crews out in numbers

Ravaged by remnants of the hurricane season, the British Isles were soaked and windswept in late summer 2004. At the end of one of the wettest Augusts on record, the rough sea conditions off the northern tip of Scotland had reached a climax: 12m waves and storm force winds. On 27 August, Lerwick, Kirkwall, Longhope, Thurso and Wick lifeboat crews were all called into action.


Dr Tony Trickett, Lifeboat Operations Manager of Longhope lifeboat station, remembers: 'I can say that this was the highest force of wind to launch in since I became honorary secretary ten years ago.' The Longhope lifeboat had been called into

action in atrocious weather to help a stricken yacht in shallow water, dangerously near to rocks. It was a tough rescue, made all the more challenging by the conditions. Dr Trickett adds: 'Thankfully the crew are trained to cope with these conditions and they were able to rescue the three people aboard the vessel.'

On the same day Thurso lifeboat was called into action when the Norwegian vessel *Arnøytrans* requested assistance due to a rudder problem. The casualty had hit trouble in the middle of the Pentland Firth, an area in which the waters of the Atlantic meet those of the North Sea. The resulting tide race is named the Merry Men of May – but there was nothing merry about the high

winds and massive, confused seas faced by the Thurso crew. 'The conditions were quite horrendous – the worst I have been in since being with the RNLI,' says Duncan 'Dougie' Munro, Thurso's second coxswain.

Mechanic Billy Miller, also on the crew that day, remembers: 'The waves were at least 12m in height. The wind was 80–90 miles an hour, and was going against the tide.' At one point, the Thurso lifeboat took a lot of water from one side and the crew got washed off their feet. Billy adds: 'These are some of the most notorious waters in the world. The adrenalin runs through you. You have to respect the sea, and there is an element of fear, but the boat performed very well.' The grateful Norwegian crew were taken ashore.



Thurso lifeboat as photographed by the Master of the *Arnøytrans*, Henrick Steffensen. The conditions were described as 'horrendous' by lifeboat crew members

As the *Lifeboat* went to print, news came of gallantry awards for some of these crew – read more in the next issue.

Lerwick ■

■ Kirkwall
Longhope ■
Thurso ■ Wick

Five of the seven northernmost Scottish lifeboat stations were called out on 27 August 2004

The waters off the north coast of Scotland, Orkney and the Shetland Islands are some of the most notorious in Europe. When vessels were caught by severe storms at the end of August 2004, five lifeboat crews from the area braved the ocean on the same day

The day of rescues had begun in the early hours when the Lerwick Lifeboat Operations Manager, Ian Tulloch, received a call from the Coastguard at 1.45am – a yacht had dragged her anchor and run aground at the northern part of the harbour. The Lerwick crew launched at 2.02am. Within a quarter of an hour they had reached the yacht and a lifeboatman took a pump aboard. Once water had been pumped out of the casualty, she was towed to safety. Ian says: 'The wind was force 9–10 and the water was really choppy, even in the harbour.'

Later, at 7.47am, the Wick lifeboat crew launched to a fishing vessel that was drifting onto the rocks. The lifeboat towed in the casualty along with the two crew members.

Another fishing vessel was brought to safety soon after – this time Kirkwall crew members launched to assist a boat that had



Longhope lifeboat comes to the rescue on 27 August 2004

Photo: Frank Bradford

suffered engine failure. The problems were caused simply by the adverse sea conditions, and the casualty was dragging her anchor.

This day of dramatic rescues underlined just how important it is that RNLI crews are on hand. Sea Safety Adviser in Scotland Michael Avril says: 'RNLI volunteer lifeboat crews in the north of Scotland were very

busy helping vessels caught up in the severe weather. We appeal to all sea goers to check the weather forecast *before* setting out.

'Anyone who does venture out should ensure they have all the appropriate safety equipment and, if they find themselves in trouble, contact the Coastguard straight away. We have all seen what damage the weather can cause, which is why the RNLI feels it is important to make sure people are aware of the dangers.'



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Lifeboat Lottery

Win a fabulous **smart** car

The Lifeboat Lottery takes place four times a year and is an exciting way to support the RNLI. Since 1977, when it began, the Lifeboat Lottery has raised in excess of £14M. The latest Lottery to be drawn, autumn 2004, raised more than £434,000 – a record amount for a single Lottery. Thank you to all of you who have supported us in this way!

We start the new year with a very special spring 2005 Lifeboat Lottery prize: a brand new smart car. The smart fortwo coupé passion, kindly provided by smart of Bournemouth, has an array of modern accessories – air conditioning, electric windows, alloys, glass roof – so whether you're in the town or country, this stylish and compact car is a great drive. And it's so easy to park!

You could also win one of eight cash prizes ranging from £100 to £1,000. It's easy to enter, so why not try your luck? You could be joining our long list of lucky Lottery prize winners.



Congratulations to our autumn 2004 Lifeboat Lottery winners:

First Prize of a Ford Ka, kindly supported by the Hendy Group – **Mr & Mrs Henshaw**, Nottinghamshire; second prize of £1,000 – **Mr P Granger**, Surrey; third prize of £500 – **Mr K Chapman**, Devon; fourth prize of £250 – **Mr and Mrs J Matthew**, Cornwall; five fifth prizes of £100 – **Mr R Thorpe**, Cheshire; **Dr R Howe**, Cornwall; **Mr W Hall**, West Sussex; **Mr J Hughes**, Staffordshire; **Mr N Cosh**, London.

If you do not currently receive tickets and would like to, please contact Pauline Teivas-White on 01202 663210 or pteivas-white@rnli.org.uk.

(Lottery tickets not available in Northern Ireland or the Republic of Ireland.)

The crew of Skegness lifeboat station host the presentation of a Ford Ka to Mr and Mrs Henshaw, winners of the autumn 2004 Lifeboat Lottery.



Book review

Trafalgar – the men, the battle, the storm

By Tim Clayton and Phil Craig

Published by Hodder and Stoughton

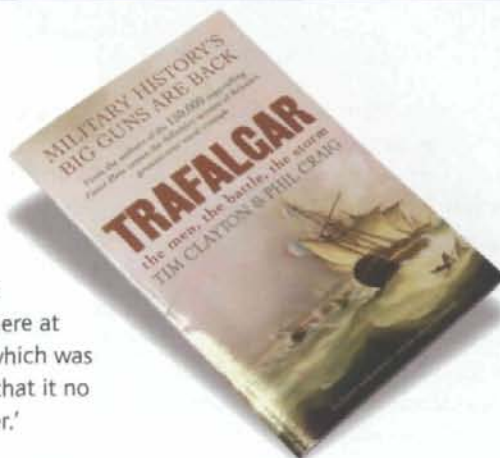
ISBN 0340830263

Price: £20

As SeaBritain 2005 gets underway, *Trafalgar* takes the reader back 200 years to what the authors describe as 'Britain's greatest-ever naval triumph'.

Tim Clayton and Phil Craig depict the areas they consider to be paramount to the battle from a very human point of view and vividly re-create the events and atmosphere at the time: 'self-sacrifice and duty were the watchwords of the modern (British) navy, which was immensely powerful yet overstretched, so huge and crammed with ambitious talent that it no longer promised the high-road from ability to fortune that it had done 50 years earlier.'

An altogether fascinating historical read.



Trafalgar and the Spanish Navy – the Spanish experience of sea power

By John D Harbron

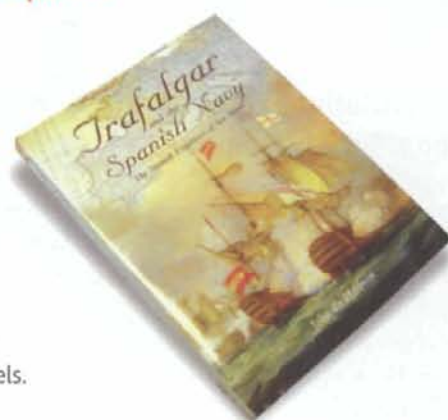
Published by Conway Maritime Press

ISBN 0851774776

Price: £25

Trafalgar and the Spanish Navy provides a detailed assessment of the aims and achievements of the Spanish Navy with particular reference to its part in the Battle of Trafalgar. It attempts to prove that the Spanish Navy was more organised and efficient than has previously been acknowledged and that the defeat of the Armada was not the end of the Spanish Navy as a major maritime power.

The author, John Harbron, looks in detail at Spanish warship design and construction and the book is illustrated throughout with contemporary plans, paintings and ship models. The general feel of this book is superbly factual and technical.



Ship – 5,000 years of maritime adventure

By Brian Lavery

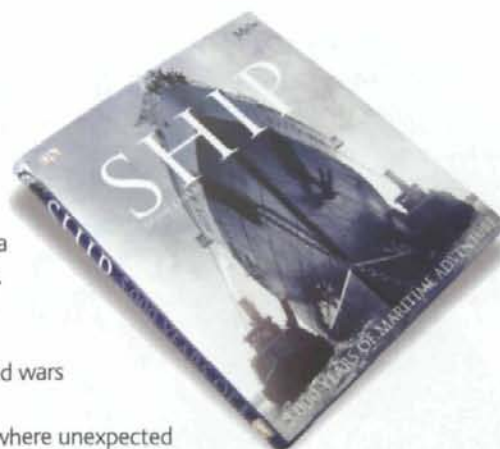
Published by Dorling Kindersley

ISBN 1405305894

Price: £25

This is an interesting, easy-to-read and eye-catching voyage through more than 5,000 years of ship history. Its 400 pages contain many dramatic and colourful images such as a virtual tour of Nelson's Trafalgar ship *HMS Victory* and the sinking oil tanker *Amoco Cadiz*. Written by leading maritime authority, Brian Lavery, *Ship* examines the influence of ships on industry, discovery and war through eyewitness accounts and through extracts of legendary journeys and heroic sailors. It includes the age of sail, steam power, the world wars and the global age.

Like many Dorling Kindersley books, *Ship* is a book you can dip into and be led somewhere unexpected – a perfect coffee table read.



All these books are available online from Amazon via the RNLI website at www.rnli.org.uk. Amazon will donate 5% of the value of all these orders to the RNLI. (For the RNLI to benefit, you must access Amazon via the RNLI website, not go direct to Amazon.)

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Meet the crew

Men and women around the coast give up their time to train for and carry out lifeboat launches

A Silver Medal-winning rescue by Cleethorpes and Humber was featured in the autumn 2004 issue of *the Lifeboat*. As with many, the Cleethorpes crew are from a variety of backgrounds. But they have one thing in common – they save lives at sea and expect little in return.

Lifeboat Operations Manager Jack Barlow, chemical plant operator

Jack is a former helmsman of the Cleethorpes D class and enjoys his continuing role with the station. As the LOM, he has responsibility for authorising the launch of a lifeboat and the day-to-day management of the station.

Like many lifeboat crew members, his career is not related to the sea. However, his wife Doreen has worked for the Coastguard for 18 years, and his son Gary, now a senior helmsman on the lifeboat, works on the tugboats. 'We are part of the community really,' says Jack. 'When we're at the station people often come in and ask things, anything from where the parking ticket machine is to where they can borrow a wheelchair.'

The RNLI certainly runs in the Barlow

family – Jack's grandson, also named Jack, is already taking a keen interest in the lifeboats at the age of 10. Jack Senior adds: 'The crew members here tend to stay part of it for a long time. That is because there is such a good team spirit, it is a really happy station.'

Senior Helmsman Shaun Sonley, tugboat worker

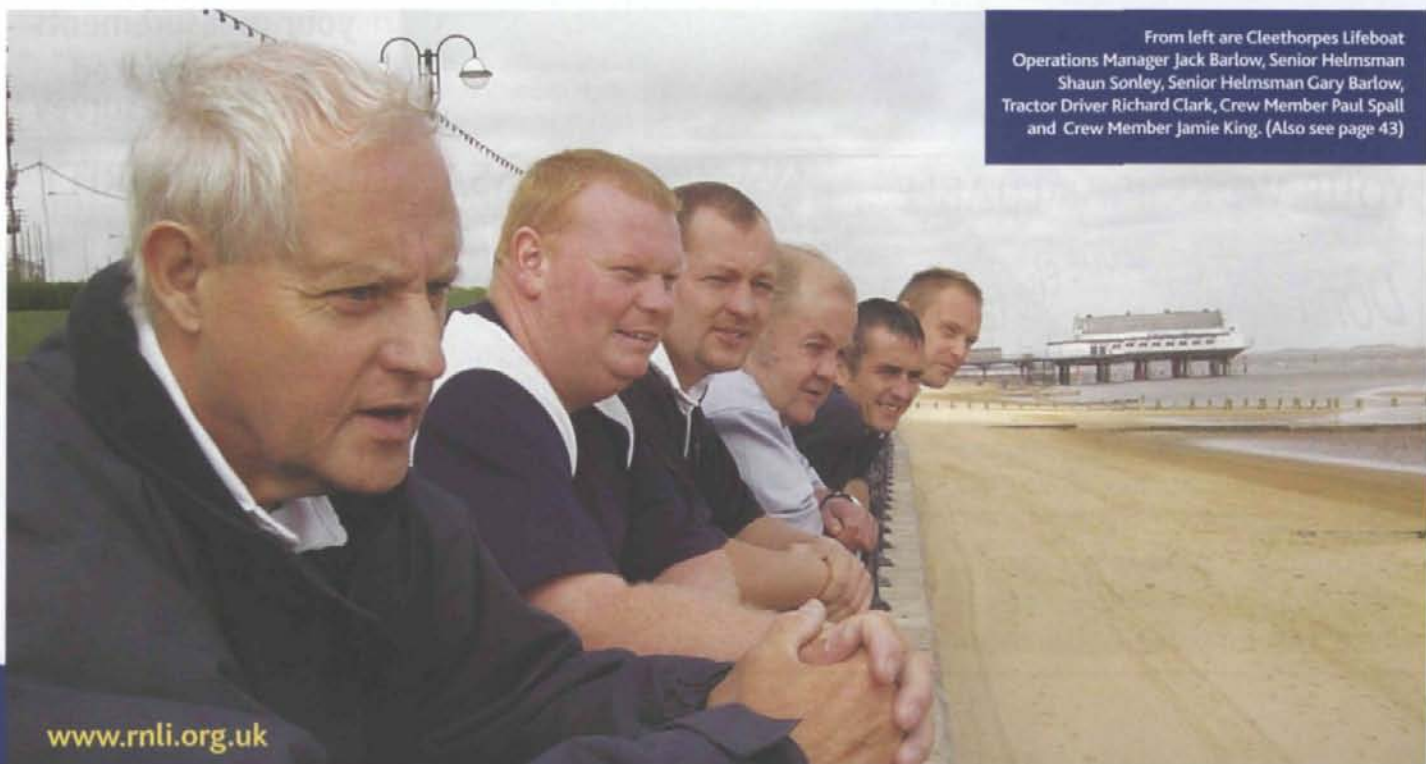
Shaun is Senior Helmsman of the D class along with Gary Barlow. He points out that while lifeboatmen and women do not want people to get into danger, they are keen to put the specialist training they have received to the test. 'People ask why we do it, with the rough seas and everything, but there is a part of you that wants to go out in rough weather,' he explains. 'We get the best training and the best equipment, so you want to put it to good use.'

Lifeboat Crew Member Jamie King, beach safety officer

During the summer, Jamie is employed by the council as a beach safety officer, offering advice and preventing accidents at the seaside before they happen. 'The roles go hand in hand,' he explains. 'If something happens near the shore, I'm often one of the first to know about it anyway, and my employers are very understanding.'

Jamie has known Senior Helmsman Gary Barlow since he was 12, and both joined the crew as soon as they were old enough.

Jamie says: 'Gary got me into it. He used to wear a jumper at school that said "Cleethorpes Lifeboat Crew" on it! We both took our yachtmaster courses at the local college and joined when we were 17.'



From left are Cleethorpes Lifeboat Operations Manager Jack Barlow, Senior Helmsman Shaun Sonley, Senior Helmsman Gary Barlow, Tractor Driver Richard Clark, Crew Member Paul Spall and Crew Member Jamie King. (Also see page 43)

Listings

Disaster survivor names new lifeboat

A ceremony in New Quay, Wales on 7 May 2004 was steeped in history. On the 89th anniversary of the sinking of the *RMS Lusitania* by a German U-boat torpedo, it was a survivor of that tragedy who named a new lifeboat for the station. There were 1,965 people on board the 'queen of the seas' but only 764 were rescued – the Hon. Mrs Audrey Lawson-Johnston was amongst them, at the time a babe-in-arms.

Years later, Mrs Lawson-Johnston set about a mammoth fundraising effort for the RNLI, with much energy and enthusiasm and the support of her family, friends and local community. The final boost to her appeal fund came with a party to celebrate the Queen Mother's 100th birthday and a new lifeboat became a reality. One of the new 'IB1'-type D class lifeboats, the *Amy Lea* was named in memory of Audrey's mother, who was herself saved from the *Lusitania* by a passing tramp steamer.

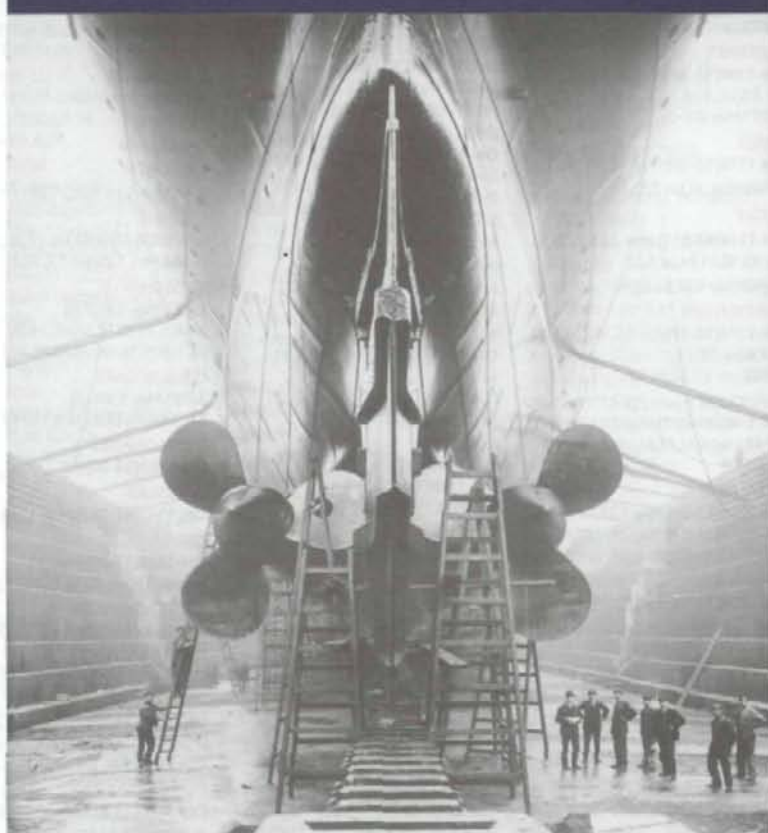
Mrs Lawson-Johnston said: 'The ceremony itself was very emotional. I feel that I have really achieved something and my late husband Hugh would have been very proud of me. My mother was actively involved with the lifeboats and raised a lot of money throughout her life. She was a very generous woman and that's why the lifeboat will be named after her. The bravery of the lifesavers on that fateful day will stay etched on my mind forever, and that is why I want to help save more lives at sea today.'

Amy Lea has already proved her worth: the week after the naming ceremony she brought in four people and a vessel that was floating without power having suffered an engine failure.

Members of Mrs Lawson-Johnston's family who attended the naming ceremony were so impressed with the Welsh welcome and hospitality they received that they have now decided to fundraise for another lifeboat to eventually replace the *Amy Lea*. The new project is being coordinated this time by son-in-law Martin Hudson. Martin said: 'I wanted to continue in my mother-in-law's footsteps as, without the lifeboats, none of this family would be here.' Fundraising has already started in earnest with a sponsored bicycle ride from Cornwall to London by Martin's eldest son Hugh – the fourth generation of the family to be involved.

RMS Lusitania under construction

Photo: © National Maritime Museum, London



The Hon. Mrs Lawson-Johnston and family with *Amy Lea* and crew



Listings

ABERDEEN

ON-1248(17-24):May 5,16,Jun 12,
Jul 11,20(x2)
D-536:May 5,13,16,Jun 12,25,29,
Jul 2,9,11,20(x2)

ABERDOVEY
B-758:May 8,10,Jul 18(x2),21,31

ABERSOCH
B-709:May 13,Jun 1,19,26,27,
Jul 17(x2),24

ABERYSTWYTH
B-704:May 15,16,22,27(x5),29,30(x2),
Jun 7,22,30,Jul 10,18

ACHILL ISLAND
ON-1240(14-28):May 29,Jun 20

AITH
ON-1232(17-14):May 29,Jun 11,18,30

ALDEBURGH
ON-1193(12-34):Jun 27,Jul 17 (x2)
D-467:May 9,12,13 (x2),23,27
D-520:Jun 27,Jul 17,22,23,31

ALDERNEY
ON-1199(12-34):May 20,23,27,
Jun 2,5(x2),8,Jul 7
D-551:May 20(x2)

AMBLE
ON-1176(12-19):May 31,Jul 1(x2)
D-569:May 31,Jun 21,Jul 1

ANGLE
ON-1114(47-011):May 2,3,8,22(x2),
Jun 3,6,10,21,24,Jul 5,22
D-493:May 9,31,Jul 17,27

ANSTRUTHER
ON-1174(12-17):Jun 3,5,14,22,Jul 10
D-500:Jul 18
D-552:Jun 3,5,22,Jul 10

APPLEDORE
ON-1140(47-027):May 2,17,Jun 6,7
B-742:May 6,14,15,31,Jun 3,5,
Jul 4,6,13

ARAN ISLANDS
ON-1217(17-06):May 7,23
ON-1254(17-27):May 24,
Jun 11(x2),18,19,20

ARBROATH
ON-1194(12-35):May 11,18,
Jun 6,19,Jul 4,25
D-471:May 14,Jun 6,Jul 4,7,25

ARKLOW
ON-1223(14-19):May 18,23,
Jun 19,20 (x2),Jul 17,19

ARRAN (LAMLAH)
B-770:May 20,30,Jun 7,11,26,Jul 1

ARRANMORE
ON-1150(52-44):Jul 23
ON-1244(17-22):
Jun 6,8,19,23,27,28,Jul 11,16,19

ATLANTIC COLLEGE
B-700:May 3,Jun 5
B-763:Jun 17,19,Jul 30

BALLYCOTTON
ON-1226(14-22):Jun 16
ON-1245(14-29):Jul 19

BALLYGLASS
D-469:Jul 20
D-492:May 2(x2),8

BALTIMORE
ON-1137(47-024):May 17,27,
Jun 5,15,22,24,Jul 13

BANGOR
B-584:May 1(x3),16,23,28,31,
Jun 19,23,27(x2),Jul 4,21

BARMOUTH
ON-1185(12-26):Jul 11
D-524:May 17,Jun 2,22

BARRA ISLAND
ON-1230(17-12):May 28,Jun 28,
Jul 4,8(x3)

BARROW

ON-1117(47-014):May 8,15,Jul 3,29
D-567:May 4,8,15,Jul 5

BARRY DOCK
ON-1135(52-39):
Jun 18,19,20(x3),21,Jul 21

BEAUMARIS
B-768:May 3,13,19,21,25,26,29,30,
Jun 1,2,6(x2),9,10,12,20(x3),25,29(x2),
Jul 4,5(x3),26,27(x2),28

BEMBRIDGE
ON-1126(47-018):May 1,3,14,23,
Jun 10,12,Jul 1

D-503:May 8,18,Jun 13,26

BERWICK-UPON-TWEED
ON-1191(12-32):Jun 6,12,29
D-494:Jun 2,6,Jul 11,23,31

BLACKPOOL
B-748:May 27,Jun 1(x4),14,26,30
D-558:May 22,27
D-566:May 27,Jun 6(x2),14,23

BORTH
D-479:May 8,10
D-622:May 15,30(x2),
Jun 13(x2),19(x2),Jul 5,10

BRIDLINGTON
ON-1169(12-12):May 10
D-464:Jul 18,23,24(x4),25
D-557:May 10,22,25,
Jun 2(x2),14(x2),19,Jul 3,11

BRIGHTON
B-737:May 10,22,23,31,
Jun 1,5,9,13,14,16(x2),17,27(x2),
Jul 10,14,18,25(x2),29

BROUGHTY FERRY
ON-1266(14-35):May 30,Jun 25,
Jul 21,28
D-483:May 1,2,3(x2),15,30,Jun 25,
Jul 6,18,21,28,31

BUCKIE
ON-1093(52-27):Jul 15,17
ON-1268(17-37):May 12,
Jun 7(x2),27,30,Jul 23

BUNDORAN
B-711:May 6,16,29,30,Jun 27,29

BURNHAM-ON-CROUCH
B-733:May 22,29,Jun 10,15,17(x2),27
D-519:Jun 10,17(x2),Jul 6

BURNHAM-ON-SEA
B-795:Jun 5,18,Jul 9
D-495:May 16(x2),Jun 5,11,18

BURRY PORT
D-611:May 11,16,17,20,23,Jun 1,4,
Jul 2,18,23,28,31

CALSHOT
ON-1108(52-34):May 6,8,16(x2),29,
Jun 5,8,12,16,23,Jul 2,10,12,19,20,24

D-601:May 6,8,16,21
D-609:Jun 5,16,24,Jul 26

D-615:Jul 19

CAMPBELTOWN
ON-1241(17-19):May 1(x2),9(x2),
Jun 20,26,Jul 28

D-571:Jul 20

CARDIGAN
B-752:May 7,15,24,
Jun 2(x2),16(x2),27(x2),
Jul 11,18,22,23,24,26,31

D-465:Jun 2,Jul 9(x2),11
D-547:Jul 31

CASTLETOWNBERE
ON-1144(52-42):May 13,16,27,
Jun 15,24,Jul 11

CHISWICK
B-736:Jul 17,18(x2),19,20
E-001:May 5,7,8,9,11,12(x2)

E-003:Jun 14
E-004:May 15(x5),17,21,24,26,
Jun 3,6(x2),8(x2),9,10,13(x2),24,
Jul 4(x2),6,9(x3),11(x2),13,15,22,
Jul 23,24,25(x4),27,30,31

E-006:May 1,2,Jun 14

CLACTON-ON-SEA

B-744:May 1(x2),23,
Jun 1,13,16,17,18,20,Jul 11,13,18

D-559:May 1,23,Jun 14

CLEETHORPES
D-441:Jun 11,13,26(x3),28,30,Jul 3
D-454:May 4,6,16(x3),17,24,30,31

D-618:Jul 23(x2)

CLIFDEN
B-751:May 18

CLOGHER HEAD
ON-1190(12-31):Jun 3,16,25,Jul 23

CLOVELLY
B-759:Jun 25

CONWY
D-425:May 26(x2)
D-482:Jun 23,Jul 21

COURTMACSHERRY HARBOUR
ON-1205(14-07):Jun 6(x2),20,27

COURTOWN
D-445:May 29

COWES
B-712:May 20
B-719:Jul 7

CRASTER
D-542:Jul 24

CRICCIETH
B-707:Jun 5,Jul 1,20,25,29

CROMER
ON-1097(47-006):Jun 27,28,Jul 7,17
D-568:May 1,29,Jun 5,6,16,28

CROSSHAVEN
B-782:May 3,4,19,28,
Jun 4,9,15,16,18,22(x2),24,26,
Jul 11(x3),13,19(x2),20,25,26,27

CULLERCOATS
B-591:May 9,16(x2),
Jun 3,4,6,10,13,20,Jul 8,14,21,27

DONAGHADEE
ON-1267(14-36):Jun 7,16,19,Jul 15

DOUGLAS
ON-1147(47-032):May 11,Jul 5

DOVER
ON-1220(17-09):May 19,
Jun 6(x2),8(x2),10,12,15,20,21,Jul 9,27

DUN LAOGHAIRE
ON-1200(14-05):May 2,17,19,
Jun 10,Jul 1,3,7(x2)

D-565:May 21,26,Jun 18,26,Jul 11

DUNBAR
ON-1207(14-09):Jun 4,13,Jul 24

D-544:May 15,22,Jun 2,4,13,Jul 24

ON-1409:May 15

DUNGENESS
ON-1186(12-27):Jun 20,27,29,Jul 7

DUNMORE EAST
ON-1215(14-17):May 3,8,
Jun 10,27,28(x2),Jul 9(x2),23

EASTBOURNE
ON-1195(12-36):May 2,9,
Jun 5,9,25,29,Jul 10(x3),14,20

D-605:May 1,29,Jun 9,11,25,
Jun 10,16,18

ENNISKILLEN
B-525:May 2,8,Jun 13,Jul 18
B-592:May 1(x2),2,3,Jun 2,13,20,26,
Jul 11,23,31

EXMOUTH
ON-1210(14-12):May 7,8,17,19,
Jun 1,Jul 12(x2),17,21,29

ON-1274(14-37):Jun 5,6,14
D-516:May 8,18(x3),20,29,Jun 1(x2),
6,8,10,14,18,19(x3),22,23,27(x2),
Jul 3,4,5,12(x3),18(x2), 21,25,26,29

EYEMOUTH
ON-1209(14-11):May 25,
Jun 12,15,Jul 7,24

FALMOUTH

ON-1256(17-29):May 18,26,
Jun 12,16,Jul 14,22

B-595:May 14,18,23,Jun 1,12

FETHARD
D-528:May 9,Jun 22(x2),Jul 7

FILEY
ON-1170(12-13):May 8
D-488:Jul 5

D-563:May 3,18,Jun 20,Jul 3,4

FISHGUARD
ON-1245(14-29):May 9,Jun 19,22
D-505:May 3,9,Jun 19

FLAMBOROUGH
B-703:May 8,15(x2),17,23,
Jun 6,9,12,Jul 19,21(x2)

FLEETWOOD
ON-1156(47-038):Jun 1,5,11,Jul 18
D-556:May 1,14,Jun 1,4(x2),
5,11,12,14,26

FUNT
D-510:Jun 19(x2)

FOWEY
ON-1222(14-18):May 16,Jun 20,
Jul 15,30

ON-1274(14-37):May 18(x2)
D-526:May 2,16(x2),18,24,Jun 19,Jul 5

FRASERBURGH
ON-1259(14-34):May 9,25,Jun 13,
Jul 28(x2)

GALWAY
B-738:May 1,3,8,16,18,Jun 6,26

GIRVAN
ON-1196(12-37):May 11,16

GRAVESEND
B-734:Jul 12
B-736:May 19,May 20
E-001:Jul 4

E-002:May 10,16(x4),29,
Jun 4(x2),6(x2),10(x2),12,14,15,16,25(x2)
Jul 3,10,15

E-003:May 28,Jun 27

HAPPISBURGH
D-607:Jun 13,Jul 3

HARTLEPOOL
ON-1093(52-27):May 2(x2),13,16
ON-1160(52-46):Jun 6(x3),14,23,
Jul 1,3,24,27,28,31

B-700:Jul 4,21
B-766:May 2(x2),13,17,18,27,Jun 12

HARWICH
ON-1202(17-03):May 29,
Jun 4(x2),7,18

B-789:May 8,9,16,17,21,23,29,
Jun 1,3,4,6(x2),12,14,23,24,25,27,28,30,
Jul 3,6(x2),16,22,28

HASTINGS
ON-1125(12-002):Jun 27
D-540:May 17,22,Jun 26,28

HAYLING ISLAND
B-712:May 4,Jun 2,3,5,6,9,13,20(x2),
Jul 4(x2),10,16,17(x2),21

B-792:May 2,21,28,29
D-496:May 4,28,Jun 20(x2),Jul 21

HELENSBURGH
B-791:May 1,2,7,12,20,23,
Jun 3,12,15,19,20,Jul 9,11,13,14,25

HELVICK HEAD
B-760:May 10,Jun 27,28, 29,18

HOLYHEAD
ON-1272(17-41):May 29(x2),
Jun 4,6,12,30,Jul 1,6,22

D-480:May 26,Jun 12,13,26,Jul 21
D-507:May 1,4,7

HORTON & PORT EYNON
D-531:May 2,3(x4),23,Jun 1,4,5,
Jul 16,17(x2),28,30

HOWTH
ON-1258(14-33):May 22,28,29(x3),
Jun 5(x2),7(x3),Jul 24

D-530:May 8,9,29(x3),30,31,
Jun 5,7(x4),8(x2),9,Jul 8

HOYLAKE

ON-1163(12-005):Jun 20,Jul 4
ON-1178(12-21):Jun 4

HUMBER

ON-1216(17-05):
May 14,16,19,20, 22,29,
Jun 6,8,11,20,26(x3),29,30,
Jul 2,3,22,23,25

HUNSTANTON
B-749:May 2,Jun 4(x2),18,24,27(x2),
Jul 29,31

H-003:Jun 27,26,29,31

ILFRACOMBE
ON-1165(12-007):May 12,19,29,
Jun 2,27

D-555:May 1,7,14,15,23,25(x2),
Jun 19,20,27,Jul 8,11,18,19(x2)

ISLAY
ON-1219(17-08):Jul 6,20

KESSOCK
B-771:May 16(x2),17,
Jun 6,16(x2),21,24,
Jul 1,7,17(x2),19,21,23(x2),29

KILKEEL
B-593:May 18,Jun 2,4,5,10

KILMORE QUAY
ON-1133(47-021):May 23,
Jun 15,18,Jul 6,13,17

KILRUSH
B-729:Jun 26

KINGHORN
B-720:May 6,9(x2),15,24,31,
Jun 6,7,26,27(x2),Jul 6,11,13,14,27,29

KINSALE
B-796:May 3,Jul 7,9,11,28

KIPPFORD
D-434:Jun 4
D-553:Jul 25

KIRK WALL
ON-1231(17-13):Jun 14,18,
Jul 2,3,15,16,25

KYLE OF LOCHALSH
B-740:May 11,Jun 14,Jul 9,21(x2)

LARGS
B-739:May 16,30,
Jun 1,4(x2),6,14,15,19,26,27,
Jul 7(x4),19,20,31

LARNE
ON-1246(14-30):Jun 27,Jul 15
D-499:Jun 24,Jul 18,30

LERRICK
ON-1221(17-10):May 1
ON-1257(17-30):Jun 1,2

LITTLE & BROAD HAVEN
D-484:May 3,24,Jun 3,Jul 7

LITTLEHAMPTON
B-779:May 5,29,30,
Jun 6,8,13(x4),14,15(x2),17,19,20,27
D-431:May 5

D-458:May 29

LITTLESTONE-ON-SEA
B-785:May 2,16,Jun 6,27,
Jul 5,7,18,24(x2)

LLANDUDNO
ON-1164(12-006):May 4
ON-1187(12-28):Jul 22,24

D-428:May 16,22,30,Jun 6,25,Jul 2

LOCHINVER
ON-1271(17-40):Jun 15,Jul 13

LONGHOPE
ON-1149(52-43):Jul 27,28

LOOE
B-793:Jun 8,14
D-574:May 20

LOUGH DERG
B-586:May 1,Jun 18,20(x2),26,27(x2),
Jul 1

LOUGH SWILLY
ON-1115(47-012):May 3,Jun 4
B-755:May 1,3(x2),9,13,Jun 4
D-502:May 30

Identifying lifeboat classes

Amongst other things, lifeboat numbers can be used to determine the class:

All weather lifeboats

ON-### (12-###) Mersey
ON-### (14-###) Trent
ON-### (17-###) Severn

ON-### (47-###) Tyne
ON-### (52-###) Arun

Inshore lifeboats

B-### B class lifeboat (Atlantic 21 or Atlantic 75)
D-### D class lifeboat
E-### E class lifeboat
H-### Inshore rescue hovercraft
XP-### X class small inflatable lifeboat

LOWESTOFT

ON-1132(47-020):Jun 25,Jul 24,31

LYME REGIS

B-741:May 5,30(x2),Jun 8,11,20,
Jul 10,12(x2),15,31

LYMINGTON

B-784:May 13,15,30,31,
Jun 2(x2),3(x2),4,8,9(x2),12,19(x4),
26,29(x2),30,Jul 12,14,17,18(x3),
20,24(x2),25,30(x2),31

LYTHAM ST ANNES

ON-1189(12-30):May 27,Jun 6,30
D-479:Jul 14,15

MABLETHORPE

B-778:May 14,Jul 4
D-443:May 31,Jul 4

MACDUFF

B-578:May 31,Jun 29,Jul 4

MALLAIG

ON-1237(17-17):May 8(x2),28

MARGATE

ON-1177(12-20):May 25,28,
Jun 19,26,Jul 10
D-438:May 28
D-545:Jun 2,5,6,16,24,Jul 12

MINEHEAD

B-708:May 3,15,16,Jun 12,
Jul 15,18,20
D-476:Jul 14

MOELFRE

ON-1146(47-031):May 30,Jun 8,
Jul 1
D-460:May 29,30,Jun 4,11,13,
Jul 19,20,21
D-532:May 11,24,Jun 29,Jul 4

MORECAMBE

D-473:Jul 3
H-002:May 4

MUDEFORD

B-583:May 7,9,14,16,21(x2),23,24,
Jun 1,5,12,13,17,19(x3),28,29,
Jul 2,15,18,24,30

NEW BRIGHTON

B-721:May 21,
Jun 1,3,4,7,16,19(x2),26,Jul 4,23,27
B-753:May 1,12

NEW QUAY (CARDIGANSHIRE)

ON-1172(12-15):Jun 26,Jul 31
D-616:May 27,Jun 2,26,Jul 10,27,29

NEWBIGGIN

B-745:May 16,Jun 5,Jul 24

NEWCASTLE

D-478:May 20
D-487:Jun 12

NEWHAVEN

ON-1243(17-21):May 2,30,
Jun 3,9,15(x2),16,20,25,Jul 5,23,25,26

NEWQUAY (CORNWALL)

B-715:May 2,20,25,29
B-753:Jun 24
D-461:May 2,3
D-497:May 15,20,22,29,Jun 24,Jul 15

NORTH BERWICK

D-570:May 8,14,Jun 4,Jul 2,8
D-619:Jul 16,31

OBAN

ON-1227(14-23):Jul 15
ON-1228(14-24):May 11

PADSTOW

ON-1094(47-003):May 29,Jul 5

PEEL

ON-1181(12-22):May 30,Jun 5,
Jul 15

PENARTH

B-725:May 2,6,23
D-500:May 2,15(x2),16
D-534:Jun 2

PENLEE

ON-1265(17-36):Jun 3,26,Jul 11
B-787:Jul 2,3,6,17,22,23,28

PETERHEAD

ON-1127(47-019):Jun 9,12

PLYMOUTH

ON-1264(17-35):May 1,2(x2),22,
23,27,Jun 5,6,14,21,Jul 1
B-775:May 22,Jun 21,27

POOLE

ON-1131(47-023):May 1,14,
Jun 4,13,19,29,Jul 18,20(x2)
B-710:May 1,7,13,15,23,
Jun 1,3,4(x3),6,7,17,18,19,29(x2),
Jul 3,6,13,17,18,24(x2),25

POOLE - THE LIFEBOAT COLLEGE

ON-1100(TL-01):Jul 15
B-705:May 11
D-432:May 11

PORT ERIN

B-594:May 23,Jun 7,Jul 3

PORT ISAAC

D-546:May 16,19,22,Jun 1

PORT ST MARY

ON-1228(14-24):Jul 14
ON-1234(14-26):Jun 7,Jul 3
D-575:Jul 3

PORT TALBOT

D-550:May 20,Jul 3

PORTHCAWL

B-726:May 8(x2),23,30,Jun 11,13,28

PORTHILLIAEN

ON-1120(47-015):Jun 14(x2),
Jul 10,14,15,25,26,27

PORTPATRICK

ON-1151(47-033):Jun 25,Jul 11

PORTREE

ON-1214(14-16):May 3,11,
Jun 13,14,19(x2)

PORTRUSS

ON-1247(17-23):May 23,28,
Jun 4,Jul 10,15

D-572:May 8,11,15,28,Jun 4, Jul 7,12,21(x2),27(x2),28(x2)

PORTSMOUTH

B-730:May 3,16(x2),19,22(x2),23
(x2),30,Jun 3,6,13,16(x3),20(x2),21,
22(x2),23(x2),25,27(x3),Jul 4
(x2),6,9,11,17(x2),21
D-554:May 3,21,23,30,
Jun 4,16(x2),Jul 21

PWLLHELI

ON-1124(12-001):May 15,Jun 5,
Jul 26

D-522:May 25,31,Jul 26

QUEENSFERRY

B-735:May 3,6,8,22,23,24,27,31,
Jun 2(x2),5,6,7,27,28,Jul 6(x3),15(x2)

RAMSEY

ON-1171(12-14):May 10,Jun 8(x2)

RAMSGATE

ON-1180(14-01):May 4,19,22,24(x2)
B-765:May 6,16,22,Jun 1

RED BAY

B-728:May 2,9,23,Jul 24,25,28

REDCAR

B-777:May 2(x4),19,Jun 19,
Jul 5,11,17,23
D-419:May 2
D-523:Jul 23

RHYL

ON-1183(12-24):Jun 9,20,Jul 19

ON-1187(12-28):May 3

D-485:May 1,13,20,31(x2),
Jun 9(x2),12,Jul 6,19,20,21,26,27,31(x2)

ROCK

D-489:May 1,Jun 5,Jul 3,21

RYE HARBOUR

B-754:May 27,Jun 2,8,18,
Jul 24(x3),29

SALCOMBE

ON-1130(47-022):May 31,
Jun 1(x2),6,23,26,Jul 6,15,24,25(x2)
B-794:May 19,21,31,
Jun 1(x2),2(x2),3,7,23,Jul 3,6,18,24,25

SCARBOROUGH

ON-1148(12-11):Jun 13,29
ON-1175(12-18):May 8
D-442:May 1,8,17,23,31,Jun 9,13,
Jul 1,9(x2)

SEAHOUSES

ON-1173(12-16):May 11,30,
Jun 2,3,4,16,26,Jul 2
ON-1184(12-25):Jul 21,22,24(x2)
D-437:Jul 20
D-529:May 12,30,
Jun 2(x2),13,15,26,Jul 2

SELSEY

ON-1074(47-001):
Jun 1,13(x2),18,23(x3),
Jul 10,14,22,25,28,30(x2)

D-533:May 2(x2),7,Jun 15, Jul 5,17,20,23,24

SENNEN COVE

ON-1121(47-016):May 2,
Jun 25,27(x2),Jul 18

D-490:Jun 8,27

SHEERNESS

ON-1211:May 15,30,
Jun 17,23,25,30(x2),Jul 2,3,4,7,31(x2)
D-513:May 3,7(x2),20,23,
Jun 2 (x5),16,23,25,Jul 4,11

SHOREHAM HARBOUR

ON-1158(47-040):May 30,Jun 15
D-501:May 28,Jun 5(x2),7,8,9,15(x3)

SILLOTH

B-714:May 8,19

SKEGNESS

ON-1166(12-007):May 16(x2),
Jun 4(x2),Jul 3,22,29

D-450:May 31,Jun 7,16 D-460:Jun 8

SKERRIES

B-747:May 29,Jun 14(x2),16,Jul 4,12

SLIGO BAY

B-781:May 9(x2),Jun 7,Jul 31

SOUTH BROADS

D-449:Jun 21

SOUTHEND-ON-SEA

B-776:May 3,8,16,30(x4),31(x2),
Jun 5,9,15,16,20,27(x2),
Jul 2,3,11,24(x2),25(x2)
D-411:May 16(x2)
D-457:May 24,Jun 17,22,Jul 1,2,14,24
D-487:May 31,Jun 8,16,22,27,Jul 28
D-527:Jul 28

H-004:May 3,8,22(x2),Jun 5(x2),Jul 27

SOUTHWOLD

B-750:May 17,Jun 26,27

ST ABBS

B-783:May 3,22,Jun 20,Jul 19,24

ST AGNES

D-453:May 3,16,18,19,29,Jun 27,
Jul 25,29

ST BEES

B-719:Jul 21
B-756:May 11,21,22,24(x2),
Jun 7,8,Jul 12

ST CATHERINE

B-772:May 3,9,31(x2),Jun 23,26,
Jul 20

ST DAVIDS

ON-1139(47-026):Jun 13

ST HELIER

ON-1157(47-039):
May 3,9,20,29,Jun 13,25,Jul 18

ST IVES

ON-1162(12-004):Jul 13
ON-1167(12-009):May 9,20
D-452:May 20,Jun 4,10,23,
Jul 13,15,27

ST MARY'S

ON-1229(17-31):Jul 10

ST PETER PORT

ON-1203(17-04):May 10,11
ON-1269(17-38):May 27(x2),
Jun 19(x2),29,Jul 7,8,13

STAITHES AND RUNSWICK

B-788:Jun 28,Jul 13

STORNOWAY

ON-1238(17-18):Jun 14,25,Jul 16,20

STROMNESS

ON-1236(17-16):May 5,Jun 23,
Jul 3,10

SUNDERLAND

ON-1225(14-21):May 12,22,30(x2),
Jun 5,15,29
D-608:May 2(x2),11,12,
Jun 8,12,25,30

SWANAGE

ON-1182(12-23):Jun 3,19,26,29,
Jul 13,31
D-613:Jul 26
D-620:May 13,Jun 3,22,Jul 2

TEDDINGTON

D-576:May 9

TEESMOUTH

ON-1110(47-008):May 2,Jun 10,13

TEIGNMOUTH

B-588:May 1,15,16,19,Jun 1,13,14,
16,19,21,24,27,Jul 2,8,15,24(x2),
25,27(x2),31

TENBY

ON-1112(47-010):May 1,4,9(x2),
19,29,30
D-472:May 4,9,19(x2),30(x2),31,
Jun 3,13,15,22,Jul 4,6(x2)

THE LIZARD

ON-1145(47-030):Jun 6,20,22,Jul 7

THE MUMBLES

ON-1096(47-005):May 8,31(x2),
Jun 6,Jul 4,18,24,25,31
D-459:May 2,7,21(x2),23(x2),31(x2),
Jun 5,6(x2),15,24,27,Jul 13
D-623:Jul 18,24,25,28,31

THURSO

ON-1273(17-42):Jun 4,23,
Jul 3(x2),10,18,27

TIGHNABRUACH

B-743:May 1,17,23,Jun 4(x2),18,
Jul 1,9

TOBERMORY

ON-1257(17-30):May 9
ON-1270(17-39):May 18,Jun 12,
Jul 1,10,12,24,25,26

TORBAY

ON-1255(17-28):May 10,
Jun 1,3,15(x2),20(x2),22
ON-1262(17-33):Jun 26,
Jul 3,7,8,10(x2),12
D-504:May 2,15,16(x3),21,23(x2),30,
Jun 1,10,14(x3),19,20,22,25,26,
Jul 6,11,25(x2)

TOWER

E-001:May 14,15,16,18,19,20,22(x2),
23,25,27,28(x2),29(x2),30(x2),31,
Jun 4(x3),5(x2),12(x3),14(x2),16(x2),
17,18(x3),19,20,21,22,23(x2),24,
27,29,Jul 1(x5),2,8,9(x4),12(x2),13,
15,17,18(x3),19,21(x2),22,23(x2),
24,25,27,29(x2),30,31
E-003:May 2(x4),3,7(x2),8,
Jun 2,3,8,11
E-005:Jul 2(x2),3,6,17

TRAMORE

D-511:May 3,Jun 8,18,Jul 3,18,21,26

TREARDUR BAY

B-731:May 2(x2),3,22,30,Jun 6

Listings



Rob Bradbrook



Neil Gudgeon



John Williams

Appointments

Mr Richard Dougherty – Humber lifeboat station Second Coxswain
Mr David Ham – Torbay lifeboat station Lifeboat Operations Manager
Mr G Lawrie – Mallaig lifeboat station Lifeboat Operations Manager

Retirements

Mr Ian Jack – Buckie lifeboat station Deputy Launching Authority
Mr Rob Bradbrook – Clacton lifeboat station Helmsman
Mr Richard Fowles – Fishguard and Goodwick lifeboat station Crew Member and Honorary Secretary (LOM)
Mr Neil Gudgeon – Lochinver lifeboat station Coxswain
Mr Stuart Pimm – Yarmouth lifeboat station Second Coxswain
Mr John Williams – Teesmouth lifeboat station Crew Member
Mr Matear Wilson – Workington lifeboat station Mechanic

Deaths

The following RNLI supporters, volunteers and staff have sadly passed away:

Mrs Iris M Brookes MBE – fundraiser
Mr Brian Caunter – Torbay lifeboat station Assistant Mechanic 1975–2001
Mr Charles R Chatterton – Horton and Port Eynon branch Chairman 1968–1985
Major Peter Critchley MBE – Former Camberley branch Box Secretary and street collection organiser
Mr Robert C Crump – Bromsgrove branch Vice Chairman
Mrs Joyce Dixon MBE JP – Former Keyworth branch Chairman and twice Rushcliffe Mayor
Major James A Forsythe MBE TD
Mr Frank Futch – Former Poole Surveyor of Lifeboats
Mrs Amy Hughes – Castleford and Pontefract branch Vice President
Dr Nicholas J Lupini – Burry Port lifeboat station Honorary Medical Adviser
Mrs Ann Neville – Llandudno ladies guild Vice President
Mrs J Pountain – Newmarket branch Box Secretary
John (Jock) Stewart – Former (and first) Radar Mobile Training Unit Instructor
Mrs Glenda Williams MBE – Former Llanidloes branch Secretary
Mr DH Wood – Harpenden branch President

ON STATION

ALL WEATHER

Longhope

ON-1149 (52-43) *The Queen Mother*, 18 June 2004

Castletownbere

ON-1277 (17-44) *Annette Hutton*, 12 August 2004

Hartlepool

ON-1274 (14-37) *Betty Huntbatch* 27 September 2004

INSHORE

Southend-on-Sea

H-004 *Vera Ravine*, 10 July 2004

North Berwick

D-619 *Blue Peter III*, 14 July 2004.

Little & Broad Haven

D-628 *Austin Burnett*, 5 August 2004

Arbroath

D-629 *The Shannon*, 12 August 2004

Montrose

D-626 *David Leslie Wilson*, 12 August 2004

Conwy

D-627 *Arthur Bate II*, 18 August 2004

Rhyl

D-632 *Godfrey & Desmond Nall* 21 October 2004.

Meet the supporters

Lifeboat crews could not save lives at sea without the assistance of other dedicated volunteers

Troon, on the southern Clyde Estuary, is just one of the 233 lifeboat stations at which volunteers work together to support their local lifeboat. Dedicated volunteers and supporters, like those featured below, are proud to help the lifeboat crews. Many are motivated by a desire to give something back to their local community and often find fun, friendship and a sense of achievement along the way.



Volunteer Fundraiser, Troon ladies lifeboat guild – Christine Plews, doctor's receptionist

With experience as a bank branch manager and a passion for the lifeboats, Christine is perfect for the role of Treasurer on the guild committee. Christine attends a monthly committee meeting and helps organise five or six major fundraising events each year. 'The volunteering does take a fair bit of time,' she acknowledges, 'but we try to make it fun, not a chore.'

Christine is dedicated to supporting Troon lifeboatmen and women and her two sons both volunteered for the local lifeboat.

'The crew risk their lives and give their time to save others at sea,' she says. 'People should help others, give something back to the community.'

Local fundraising and business support – Margie Moffat

Local branches, guilds, businesses and trusts generously support the Lifeboats of the Clyde appeal. There have been significant donations from Mr Boyd Tunnock CBE (of Tunnock's biscuits) and the Moffat Charitable Trust.

Mrs Margie Moffat, who named the lifeboat *Jim Moffat* on 19 June 2004, said:

'My son and I are delighted to be able to name this new lifeboat after my husband. It was very important to him to support local causes ... It is rather special to have this lifeboat operating off the Ayrshire coast where our family has lived and where our family business is based.'



Volunteer Sea Safety Adviser – Bill Templeton, retired

Walking around Troon marina, Bill Templeton is a well-known figure. He spends a lot of time in the area, promoting SEA Checks and attending events, offering free safety advice. He has a vast amount of sea safety knowledge and experience from a long and varied career.

With great enthusiasm and a wicked sense of humour, Bill knows how to put people at ease. He enjoys using his expertise to help the RNLI save lives through prevention and likes meeting so many different people. Bill believes that volunteering as a Sea Safety adviser is a big commitment:

'You've got to put your heart into it to make it worthwhile.'

Local employer support – Walter Barr

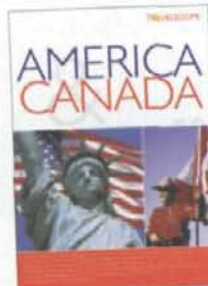
Walter has his own joinery company, based in Troon. Running a small business is demanding, but Walter still finds the time to be Deputy Second Coxswain. He also employs another joiner, Roger Herron, who crews at Troon. Walter knows that having a volunteer crew member on your staff can have an impact on your business and colleagues, and comments:

'We shouldn't take local company support of lifeboat crews for granted.'

When working, he checks that customers know they're lifeboatmen, just in case they have to rush off in the middle of a job for a call out. He finds most local people are sympathetic as they know about Troon lifeboat and regularly see or hear the maroons go off.



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Simply supply?

If you are the kind of person who has difficulty finding a pair of matching socks in the morning, spare a thought for staff at the new Lifeboat Support Centre in Poole

In this one giant building the RNLI stores spares for lifeboats, hovercraft and beach lifeguard units, stock that fundraisers need, from collecting boxes to flags, and domestic goods, such as loo rolls and packets of soup – 750,000 items in all.

Sitting at their computers above the warehouse, on the second floor of the Lifeboat Support Centre in Poole, are Ruth Gentry and her team. At first glance they look like any other office workers, a million miles from the all-action world of lifeboat launches and daring rescues. Ruth is Supply Chain Manager and she and her 52 colleagues are responsible for storing and distributing virtually everything needed to support every lifeboat station, beach lifeguard unit and fundraising branch in the UK and Ireland. Ruth also manages procurement. It is her team's job to buy from the RNLI's 900 or so suppliers, to get the best value and quality possible.

Emergency service

The warehouse staff are part of that team. They operate a 24-hour duty system so that urgently needed parts can be picked from the warehouse and loaded for delivery within half an hour of a call, 365 days a year. There are nine drivers who between them can visit every lifeboat station in the country every two weeks. In 2003 the RNLI lorries clocked up around 306,000 miles and the smaller vans 102,000 miles.

When equipment breaks down it is the team's job to bring it back from the coast and decide whether to repair or replace it. 'This is not a throwaway culture,' says Ruth. 'If we can repair something and it is economical to do so we will repair it, rather than throw it away and buy a new one.'

In an age when most commercial companies keep their stock levels to a minimum and rely on 'just-in-time' delivery by suppliers, Ruth says business people are often shocked that £7M-worth of stock is kept in the RNLI's warehouse. 'It is because we are talking about lives,' she says. 'I can't say to anyone "I'm sorry you can't launch that lifeboat because I haven't got a spare pump for the engine." That would be unacceptable. We are an emergency service and stock must be available every day, come what may.'

Moving house

Last year was a challenge for the warehouse team. In seven days they moved the entire contents of four different stores into the new building.

Detailed planning started in 2000. The warehouse needed to be big enough to hold the contents of all four old sites. The new



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Above: The wide aisle, with engines to the right and prop shafts to the left

Right: A narrow aisle 9m up. Some warehouse staff received abseiling training – Billy Bugden, Ray Honeybun, Dave Arthurs, Gary Sadler, Dave Laws and Bob Doak



design had to take into account the various weights, sizes and categories of the 16,000 different part numbers normally kept in stock. Some of the items, such as flares, are so potentially dangerous to store that they must be handled differently and stored especially securely.

The building is an impressive sight inside and out. Storage stacks run up to 9m high in some places and storemen reach the high-level stocks on narrow aisle trucks. They have been trained to abseil to the ground on ropes, in case a truck were to break down. There are three mezzanine floor areas for storage of small items in open plastic boxes, plus a cantilever racking area for storing long, thin items such as 4m propeller shafts and long fenders, and a wide aisle section for bulky objects such as complete engines.

The move started with hundreds of thousands of items from the old buildings at the Poole depot, ranging from tiny radio transistors to three-tonne lifeboat engines. At the move's peak, a 12m lorry was filled, driven and emptied every 35 minutes.

'Moving a warehouse is a nightmare,'

says Warehouse Project Manager Paul Bolt, who led the team that designed the warehouse and planned the move. While the move was under way it was an effort to know precisely where every key part was located. 'But,' says Paul, 'you have got to be operational at all times. You cannot afford to mislay anything in case it is needed.'

With the new building came a newly devised computer system, new equipment, a new team structure – and new responsibilities for virtually everyone in the 24-strong warehouse team, some of whom had been in their job for nearly 30 years. 'It was very difficult and quite stressful for people,' says Paul. 'It hasn't all been sweetness and light. But they have done exceptionally well. There is still some tweaking to do to get it spot-on, but I reckon we are 85 to 90 per cent there.'

The upheaval of the move did affect the distribution of fundraising stock, as Margaret Harrison, Regional Office Supervisor for the North points out. She says: 'We often need things like flags, jackets, buckets and other publicity materials for events but when the

move happened, there were teething problems. We did not get everything we asked for.'

Ruth Gentry adds:

'Everyone involved in the warehouse relocation are to be commended for their achievement particularly in their forbearance during the testing early days of "usual" stores operation.'

Challenging times

The target is to make sure that 93 per cent of the stock that is required in the warehouse is there all of the time.

What about the people who need those items to directly save lives at sea – are they happy with the service provided by the Lifeboat Support Centre? 'It is a really good system and is working well,' says Vince Jones, Lifeboat Mechanic at Moelfre, Wales. 'Often you find you need items urgently, whether it is a pack of pager batteries or an inshore lifeboat engine. The fact that it is now quicker and easier to get those items from Poole is very positive.'

The supply chain team and colleagues at the end of 'day one'



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Fundraising

Partners at the Show

More than 10,000 people queued at the RNLI stand at the Southampton Boat Show in September 2004. They were able to see the technology used to save lives at sea on a Severn class lifeboat.

Two of the RNLI's specialist suppliers, McMurdo and Raymarine, joined in at the Show to help recruit new members. McMurdo provide the pyrotechnics on lifeboats and Raymarine the navigational equipment. They both allowed a membership recruiter to work on their respective stands and by the end of the week they had signed up 93 of the 746 new members recruited.

A big thank you to Corinna Canning, Marketing Communications Manager from McMurdo, and Fiona Pankhurst, International Marketing Communications Manager from Raymarine, for facilitating this.

Raymarine® mcmurdo

Milking it

Robert Wiseman Dairies, a national company selling billions of litres of milk to UK supermarkets and smaller retail outlets, featured the RNLI on their milk cartons during their charity month, October 2004. The company runs special edition milk cartons throughout the year and selects various events to focus on such as Mothers Day, or sports events such as the Olympics.



From its origins on a small farm in East Kilbride over fifty years ago, Robert Wiseman Dairies has grown to be a leading liquid milk processing and distribution company. The RNLI would like to take this opportunity to thank Robert Wiseman Dairies for their kind support.

Stop Press

The RNLI is pleased to have established a partnership with Co-operative Funeralcare, the UK's largest Funeral Director. Their Funeral Pre-Payment Plan will benefit RNLI supporters whilst raising valuable funds for the lifeboat service. Please see the advert on page 41 and the spring 2005 issue of *the Lifeboat* for full details.

High-speed link

The TV, telephone and internet company ntl ran an advertising campaign in October 2004 showing its work with the RNLI and prompting donations.

Over the next three years, ntl will be implementing a new 'wide area network', or WAN, providing high-speed connections between the RNLI headquarters in Poole, all 233 lifeboat stations and six beach lifeguard centres, and Coastguard rescue coordination centres. This will mean that Coastguard requests to RNLI lifeboat stations will be sent almost immediately, without waiting for a dial-up connection to be made, enabling the RNLI to react more rapidly and deploy lifeboats even faster.

The RNLI-themed advertising campaign appeared in the *Sunday Times*, *Daily Telegraph*, *Computer Weekly*, *Comms News* and *Director Magazine*.

ntelligent thinking:



We keep the RNLI in touch.

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The RNLI is a charity supported by voluntary contributions. Visit www.rnli.org.uk. Charity no: 204681

Around the coast – in more than 80 days

Summer months are far away now but memories of some wonderful days spent at lifeboat stations are still with the thousands who visited. There were open days, gala days and even some lifeboat weeks. There were children's competitions and treasure hunts, sea safety demonstrations, souvenir stalls. Here is a selection of highlights from around the coast. All are important for the local community to see lifeboats in action and share in the fun



Racing at Lyme Regis



Claudia enjoys the day

South

Lyme Regis lifeboat week raised an extraordinary £30,000 from their many and varied events. These included the Red Arrows, an RAF Falcons parachute display, conger coddling, a tug-of-war against the local Coastguard unit, a greasy pole, swimming and bathtub races, children's fancy dress, and demonstrations with the Coastguard helicopter and local Fire Service.

Raft races and face painters were part of the lifeboat week at **Swanage** and it ended with a great lifeboat day. Visitors were able to see their Mersey and D class lifeboats, and a hovercraft and the prototype of the new Tamar class lifeboat were also on show. The two Poole lifeboats, the Police boat and the Coastguard helicopter were also on hand to demonstrate a coordinated rescue.

Scotland

Six thousand-plus people attended **Anstruther's** lifeboat gala and helped to raise £8,500. Classic cars, a motorcycle club, drumming belles and pipers kicked off the event with a procession. Three famous guests, and children's favourites, Dennis the Menace, Gnasher and Stormy Stan turned up to entertain the children (and some adults!) See page 43.

North

Stormy Stan was busy during the summer as he also turned up to the lifeboat day at **Staithes and Runswick** lifeboat station. The Whitby and Ryedale Primary Care Trust reported that Stormy was in good health after they took his blood pressure. It's good to know that he'll be in fine form for the new fitness tests being planned for lifeboat crews.

Berwick-upon-Tweed's lifeboat fete got off to a dramatic start when the inshore lifeboat was launched for real, to a windsurfer reported to be in trouble near the mouth of the River Tweed. Crowds watched as the lifeboat launched and a Sea King helicopter, also en route to the fete, was diverted to the incident. Despite an extensive search of the area, nothing was found and the call was logged as a 'false alarm with good intent'.

The fete was then opened by the Mayor, and a large crowd saw rescue demonstrations combining the skills of the RAF, Fire Service and local Coastguard. Stormy Stan also fitted in an appearance in his busy schedule. The enjoyable and successful event raised nearly £4,500.



Stormy Stan is pronounced well despite a hectic schedule



A fluke moment at Cromer. A spectator points from the harbourside



An impressive line up at Skegness

Skegness lifeboat station flag week broke all records this year with over £5,800 being raised for the RNLI. The week ended with visitors being able to see both scale models of boats and the full size lifeboats in action.

East

Members of the **Kettering** branch spent a great day at **Cromer** lifeboat open day and, in a fluke moment decided that 'It could be you!' to be plucked from **Sheringham's** lifeboat (see above).

Ireland

The damp weather didn't put off a steady stream of over 400 visitors to **Castletownbere's** brand new Severn class lifeboat *Annette Hutton*. As well as the local people of Beara, holidaymakers from many parts of Ireland came aboard along with overseas visitors from the UK, France, Denmark, Norway, Holland, the US and Australia.

West

The five stations on the **Isle of Man** all had fun and hugely successful events. Many were planned to coincide with the start of the Manx Grand Prix motorcycle racing fortnight, to maximise the numbers of people attending.

Three of the stations each held a round of the Isle of Man Lifeboat Challenge beach moto-cross motorcycle races. At **Port Erin** this was combined with a raft race, lifeboat

and Coastguard demonstrations, go-kart rides, a merry-go-round, a bouncy castle and face painting for the younger children. In total, the events raised over £2,000.

At **Ramsey**, the lifeboat crew were in full swing, collecting with the X boat in the main street, when their pagers went off. Rushing back to the station, they launched and took the casualty in tow and were back in time for the lifeboat day to be officially opened. What better way is there to show the public what the RNLI is all about? The climax of the day was the motorcycle sand racing by the Ramsey Motor Cycle Club, with the world moto-cross champion competing. A wonderful day was had by all and a fantastic £3,059 was raised – a record for Ramsey.

In a similar vein, **Peel** organised a 'Honda day' during the TT races and, combined with their flag day in the same week, raised over £2,000.

Included in the events at **Douglas** was their second annual lifeboat pull; a competition in which teams of six people pulled the *Sir William Hillary*, the Tyne class lifeboat, over 50m, the fastest pull being 36 seconds. Stormy Stan, the Fire Service, St John's Ambulance and the Coastguard were also present.

And finally, at **Port St Mary**, the lifeboat and other local services all gave demonstrations and there were

performances by local musicians, singers and dancers. One of the many attractions included The Lifeboat Princess competition. A fantastic £9,300 was raised from various stalls, draws, raffles and sponsorship and cash donations from local businesses.



Pulling at Douglas

A marvellous amount of effort and commitment from hundreds of volunteers around the coast goes into events such as these, whether large or small. Not only do they raise awareness of the lifeboat service but they also raise large amounts of money for the charity.

A huge thank you to all the volunteers involved in raising such impressive amounts, directly helping the lifeboat crews to save more lives at sea.



Remembering our loved ones

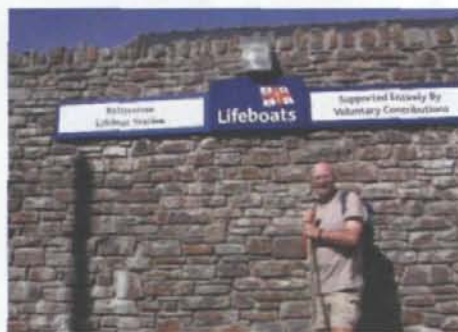
In 2003, 68% of the RNLI's fundraised income came from people generously leaving gifts to the RNLI in their Wills. These important legacies are all remembered in Books of Remembrance, ensuring that they will not be forgotten.

The Books were started in 1996 and there is a separate Book of Remembrance for each subsequent year. With a page for each day, the names of people who died on that day and left a bequest to the RNLI

are recorded. One Book is kept on display in a glass cabinet in the museum at the RNLI headquarters in Poole and visitors are welcome to check for their relative's entry.

Legacies are a vital source of funding for the RNLI. If you would like to know more about how to remember lifeboat crews by including a legacy to the RNLI in a Will then please contact John Marshall, Legacy Enquiry Officer on 01202 663032 or email: jmarshall@rnli.org.uk.

Martyn's epic journey



After a journey of 1,400 miles on foot, RNLI fundraiser Martyn King says the hard work is only just starting. Having completed an epic

mission visiting every lifeboat station around the coast of Ireland, he is now collecting the funds raised from people who have generously supported him.

Martyn, from Cheshire, is no stranger to RNLI fundraising efforts. He completed a walk around the coast of the UK mainland with his partner Alison, again visiting lifeboat stations on route. Alison has since sadly passed away after being diagnosed with a brain tumour during the UK walk. The pair managed to complete their task in 2001 and married before Alison died in 2002.

'Watching her soldier on gave me more

strength,' said Martyn, who finished his Irish walk in August 2004. 'It is a strange feeling at the end of a walk of this magnitude as my life over the past three months has been centred around walking to Irish lifeboat stations and how to stop my feet from hurting so much!'

Martyn has a fundraising target of £2,500 for this walk and is already planning his next fundraising journey. In two years time he hopes to walk the length and breadth of England. He added: 'I have seen many lifeboat stations around the coasts and many of the associated crews, and I have great respect for them and their families.'

In celebration

Birthdays, weddings, anniversaries. Are you looking for an imaginative and inspirational gift for these celebrations? Instead of giving presents to people for their special occasions have you ever thought of donating some money to your favourite charity? This is exactly what an increasing number of people have done to the benefit of the RNLI.

In Dromineer, Ireland, twins Paul and Evelyn celebrated their 40th birthday and asked their friends to donate money to the RNLI and another charity, Starfish, instead of buying gifts. As a result, the RNLI at Lough Derg was given €800, which was hugely appreciated by all the volunteers at the station.

Another 'special' birthday was celebrated by Margaret Williams of Cowbridge. She asked friends and relations to make donations to the RNLI and the £100 collected helped with the purchase of some training equipment for Porthcawl lifeboat station.

And in September 2004, Abbey Tunbridge and Graham Vale had their wedding day in London. It had a distinctive nautical flavour as Abbey and Graham had first met whilst sailing around the world in the Clipper yacht race in 1998. A boat cruise down the River Thames, a reception on the *Cutty Sark*, and a wedding cake with a yacht, desert island and sea creatures on it, all added to the nautical theme. The RNLI has been able to celebrate too with a superb



Photo: Contre-jour

donation from guests of nearly £2,000.

If you would like to consider this idea for your special day or celebration then please contact the Supporters Helpdesk on 0845 121 4999.

Crew abroad

The RNLI's lifeboat crews are extremely dedicated to saving lives and will respond to an emergency – wherever it happens in the world!

Greek tragedy?

Never could five members of the Redcar lifeboat station have imagined that their sailing holiday, 1,300 nautical miles from home, would turn into a life-saving rescue mission involving great skill and seamanship.

Michael Picknett and his crew were taking part in a regatta off the Greek island of Levkas on 23 September 2004, when their radio picked up a distress call from another craft a few miles away. Concerned, they left the competition, stowed their sails and, using the engine, set off at six knots for the distressed vessel.

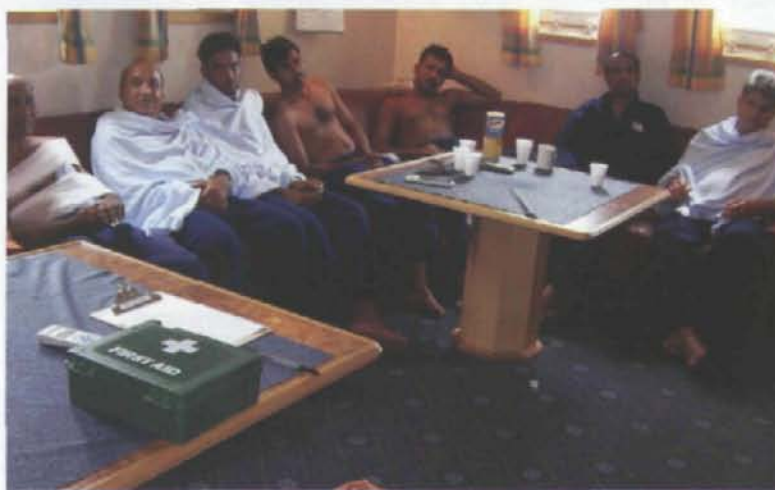
On arrival they found the yacht's bow was completely underwater. They quickly helped the two women off the disabled yacht, *Solace*, while the two men remained. With time against them, retired Redcar lifeboatman Michael Hoyle decided to join them on the sinking boat and made an emergency repair to the cause of the problem – a broken sea pipe. A tow was attached to the yacht, whilst the skipper and the remaining crew attempted to bail out as much water as possible.

She was an extremely heavy tow but the bow gradually lifted and, eventually, after a long two hours, the crew made it back to the safety of the nearby Sivota harbour. They were surprised by the rapturous reception provided by a 300-strong crowd.

'We don't often get that sort of reception when we return to Redcar lifeboat station after a job!' said Michael Picknett. 'We couldn't turn our backs when we knew another boat was in distress – that's what we train for. The worry was, no-one else had responded to the distress call.'



L to R: Barry Knaggs, Mark Reeves, Skipper Michael Picknett and Andy Beevis tow the stricken yacht to safety. (Redcar Crew Member Gordon Young, ex-Redcar and Seahouses Crew Member Michael Hoyle, and Dave Bond of Cleveland Fire Brigade also took part in the rescue.)



The survivors of *MV Dorset* on board the *Waveney Castle* after being rescued

Indian summer

Baltimore lifeboat crew member Eoin Ryan was also able to put his RNLI training to good use when he was abroad, working as Captain of the Merchant Navy vessel *Waveney Castle* in monsoon conditions on 16 June 2004.

Captain Ryan and his crew were moored off the coast of Mumbai in India, awaiting a pilot, when they received a Mayday distress call from the crew of the *MV Dorset*. This 100m livestock carrier had been on her way to the scrap yards of Alang when she had been fatally damaged following a collision with another vessel – she had now sunk and her crew were stranded on a liferaft awaiting rescue. Captain Ryan immediately diverted his focus to the search and rescue mission.

When the *Waveney Castle* arrived at the reported position they could not see the survivors anywhere. Captain Ryan decided to follow the potential drift of a liferaft in those conditions and eventually found seven men floating on an upturned raft – but the Bosun was nowhere to be seen.

The survivors were lifted to the safety of the *Waveney Castle*, and the search continued for the last man. It was decided that the Bosun would have drifted more slowly than the raft so they searched slowly back up the trail of wreckage, all the time conscious of not colliding with the submerged wreck of the *Dorset*.

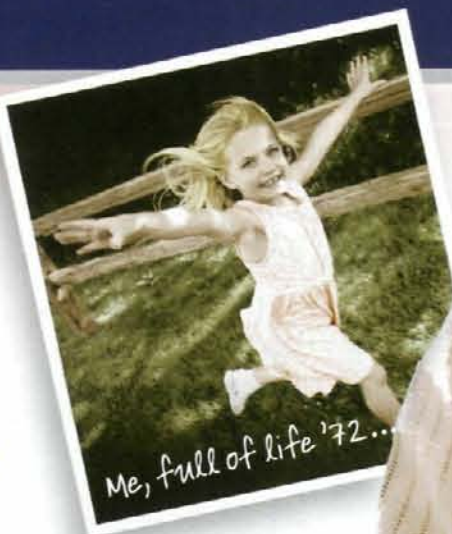
About ten minutes later a lifejacket with a raised arm was sighted straight ahead. It proved difficult to lift the Bosun without the raft as a boarding platform and at one point he slipped out of his jacket and disappeared under the water – a worrying moment as both the vessel's bow thrusters were working. He was eventually lifted to safety, and the survivors, all Indian nationals, were taken to the shore at Mumbai.

Captain Ryan said: 'It felt great to complete the job. Had we not found him, we would always have wondered whether more could have been done to find the last man.'

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Letters

In the autumn 2004 issue of *the Lifeboat*, we reported on the opening of The Lifeboat College in Poole, Dorset. We described some of the facilities and equipment available on this unique site and talked to some of those who are to benefit from its creation. Some readers may have wondered about the wisdom of building the College from a financial point of view – the following correspondence may be of interest.

Dear Mr Freemantle

Thank you for your letter warning me of a rise in my subscription. I am afraid it made me question my continuing membership, not because of the extra expense, but because over the last two or three years I have been asking myself whether the RNLI is expanding far beyond its original remit.

Obviously I am not suggesting that saving life on the beach is not worth doing but I feel strongly that it was not for this that the Institution was founded and that local, or better national, Government authorities should take on the responsibility and cost of the enterprise. I strongly support the belief that the lifeboat service is what it is because it is financed by voluntary contributions and volunteer crews but if you provide a beach life-saving service using volunteers on the beach the authorities (local or national) should fund it in toto.

I would also question the need to build an expensive new College for training crew members. Surely, handling lifeboats and doing rescue work is a practical business that is best learnt in the 'workshop' rather than in the classroom, like plumbing, cabinet making and surgery.

I can understand that you feel a need for a higher income but was it really necessary to take on these two new expensive undertakings? I have decided that I shall continue to belong, to sell flags and to empty fixed lifeboat collecting boxes but I should be interested to know if others feel as I do and whether you have pursued the idea of accepting payment for your beach work.

Yours sincerely
M Claridge
Canterbury
Kent

Dear Mr Claridge

Thank you for your letter in which you raised your general concern that we are expanding far beyond our original remit, which was, and remains, to save lives at sea. In particular, you mentioned two issues:

Beach Lifeguards

In 2003, RNLI Beach Lifeguards dealt with 7,226 incidents, resulting in 7,792 persons being assisted and 27 lives being saved. Given that the whole of our Beach Lifeguards service costs about the same as setting up and running one all weather lifeboat station, the cost involved would seem to represent a good use of our resources. In each case, the lives were saved in the sea or, if the casualties had been dragged out of it, on the shoreline. There is, of course, also the matter of the large number of people (most of whom are young and many parents and, therefore, potential supporters) who have contact with the RNLI in the process. At a time when we are trying to appeal to younger audiences and raise our overall profile, the combined effect of all this is entirely in our interests. Finally, I should mention that whenever we provide lifeguards on beaches, the Local Authority makes a donation to the Institution to help pay the wages of the lifeguards. As I expect you are aware, beach lifeguards and the people who manage them have to be immediately available to rescue lives and assist people as the incidents occur; if you are not on the scene within a minute or so then someone

has drowned. Providing such an immediate service does, I am afraid, mean that we have to have people who are prepared and able to be 'on the spot' – such people are unable to do another job at the same time. However, I can reassure you that we do not provide this service to any Local Authority unless they are prepared to give us the 'subvention' I have just mentioned.

The Lifeboat College

The Trustees of the Institution gave a great deal of detailed thought to the establishment of The Lifeboat College, something that has been talked about for many years. The availability of a suitable plot of land adjacent to our Poole headquarters presented an opportunity not to be missed. The value of the site that we purchased to build the College and its adjoining Survival Centre has increased five-fold since we bought it two years ago and, in terms of an investment, has been much more productive than the stock market, for example. It is also the case that any spare capacity at our College will be made available for use by other maritime emergency services, on a commercial basis as an income-generating venture. Until the creation of the College, the Institution was having to pay to put all these people up in hotels; in the long run, a residential training college will save us money. Finally, I should remind you that where it is not possible or practical to provide such training at or near the lifeboat stations, crews have always

HM The Queen,
HRH The Duke of
Edinburgh and
HRH The Duke of
Kent with 237
representatives
of lifeboat
stations and
beach lifeguard
units at the
Royal opening of
The Lifeboat
College



come to Poole for certain training courses. You may also not be aware that, these days, less than 10% of our lifeboat crew volunteers have been to sea before and, so, they need much more training than many of their forebears.

I hope this gives you some measure of reassurance that the creation of the College was something the RNLI had to do and is money well spent.

Thank you for your letter and for your continued support of the work of our crews.

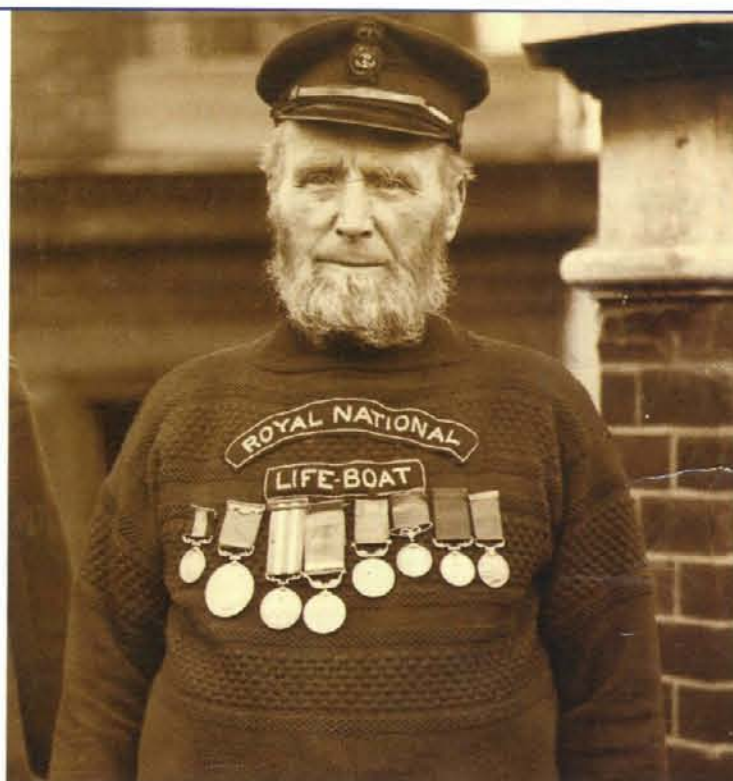
With best wishes
Andrew Freemantle
Chief Executive

Dear Mr Freemantle

I write to thank you for your very prompt and most explicit reply to my letter questioning the use of RNLI charitable funds for Beach Lifeguards and for building a College at Poole. You have convinced me that both innovations are worthwhile and justifiable and I am most grateful to you.

Normally I do read virtually everything in the RNLI magazine but if there was an article explaining as clearly as you did in your letter the financial benefits of both projects I am afraid I missed it. From speaking to others I know that I am not alone in my concerns about these new ventures so may I suggest a further article is published in the magazine explaining the cost to benefit reality of this extension of the RNLI's activities?

Best wishes
Yours sincerely
M Claridge



Robert Smith was a lifeboat man for 50 years and from 1909 to 1920 was Coxswain at Tynemouth. Amongst other awards, he received the Gold and Silver Medals of the Institution for Gallantry and the Empire Gallantry Medal from the King.

In each issue of *the Lifeboat* we read accounts of outstanding rescues; some of these are awarded Thanks on Vellum or a Medal. Clearly, the lifeboat crews do not undertake rescues for the sake of an award. So, one can argue – what is the purpose of awarding the Medal?

I have read several accounts of Bronze Medal rescues and these seem very harrowing, dangerous and arduous to me. My question then is – what sort of rescue does it have to be to receive a Gold Medal?

Secondly, with the progress in

technology, perhaps what would have been a Gold Medal in the past with, say, a rowboat, may be viewed as a Bronze Medal nowadays even though the state of the weather and sea are similar.

I would be grateful for some enlightenment as to the philosophy of awarding these Medals.

Yours sincerely
Franz Wimmer
Universiti Brunei Darussalam
Brunei

I have been meaning to ask about this for years and your story 'Silver service at Cleethorpes and Humber' [autumn 2004 issue] has finally spurred me to action. Who actually wrote this thrilling account of the rescue of the *Dollard* by two very different lifeboats collaborating so magnificently? Each issue contains rescue stories – does a member of your editorial staff go to interview all the people involved?

Accounts of rescues give times, bearings, and distances in detail. I cannot imagine the helmsman of a D class meticulously recording in his log each manoeuvre as he makes it!

However they are prepared, the skill and bravery of all the RNLI crews comes through loud and clear. When I was still young enough to sail, that thought always gave me great comfort whenever I left harbour.

AF Bennett
Chichester
West Sussex

Mr Wimmer and Mr Bennett and other readers who have similarly wondered may find the article on page 13 of interest.
Editor



I am hoping that your readers can help me.

My boss keeps calling me a 'land lubber'. He is correct in the fact that I very rarely venture onto the water and I am a Shoreline member whereas he has a dinghy and dives and is an Offshore member. Is there an opposite phrase to 'land lubber' that I can call him – polite please as he pays my wages!?

(I suppose it is because I have such respect and admiration for the rescue crews that set out in all conditions, often risking their own lives to save others, that I am pleased to be a supporter and can help in my own small way.)

Regards
Nigel Whitfield
By email

Any (helpful) suggestions for Mr Whitfield?
Editor

To contact the RNLI

General enquiries: write to RNLI, West Quay Road, Poole, Dorset, BH15 1HZ, telephone 0845 122 6999, fax 0845 126 1999, or email info@rnli.org.uk.

Supporter enquiries, such as memberships and subscriptions, corporate and personal donations and legacies: telephone 0845 121 4999 or email amurphy@rnli.org.uk.

Editorial enquiries, including requests for the audiotape version of *the Lifeboat* magazine for blind and partially sighted people: telephone 01202 662254, fax 01202 662224 or email thelifeboat@rnli.org.uk.

Advertising, see details on page 1.

I read with interest the autumn 2004 issue's article on safety on the beach, particularly as the opening preamble attracted my attention.

As an active sailor for the last 25 years, I have to confess that I, like many others, do not know what a rip current is!

I have asked many friends, and even surfers, but none has been able to provide me with an explanation. I was therefore hopeful that the article might have explained this for me. As it did not, can you explain for me and perhaps many others, exactly what a rip current is, its cause and effect?

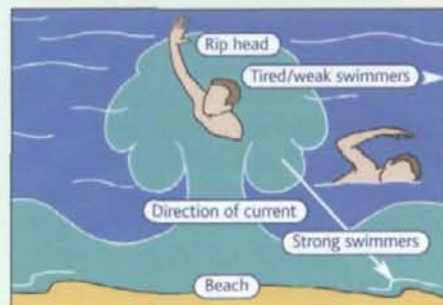
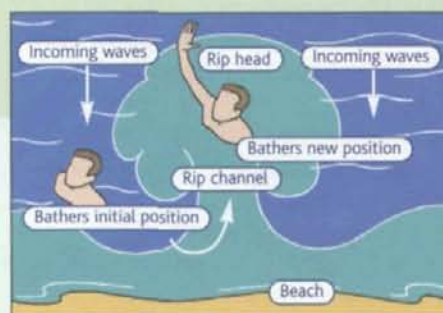
Yours sincerely
John Sadler
By email

Steve Wills, Beach Safety Manager, explains:

The definition of a rip current is 'a body of water moving seaward through a path of least resistance'. This can be explained as the action and energy of breaking waves forcing water above its natural level. The force of gravity then pulls this water back to its natural level (a rip current), via the path of least resistance.

Most people drown or get into serious difficulties, not because of the rip current itself, but due to tiredness trying to fight the current and swim straight to shore. You should always swim or wade parallel to the beach until you are out of the strong currents before returning to shore.

There are several different types of rip current such as fixed, permanent and flash. For more information you can visit our Beach Safety website on www.beachsafety.org.uk. Information here includes asking a lifeguard for advice, how to identify a rip and what to do if you get caught in a rip current. There are also downloadable factsheets containing a wide range of other beach safety information.



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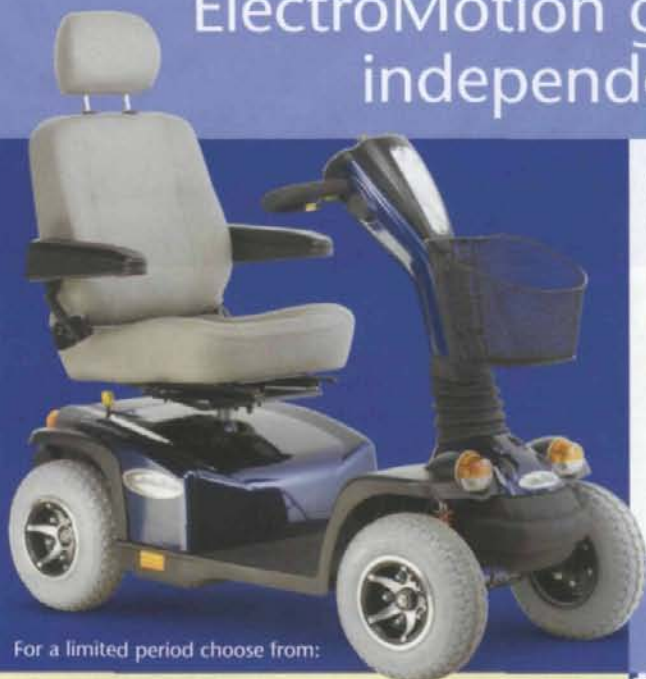
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The RNLI family



They're some of the RNLI's most devoted supporters. They love the lifeboats. They're hungry for knowledge about lifeboats. Some of them give all the money they own to the RNLI. They often write to Stormy Stan and Eric. Who are they? Members of Storm Force, the RNLI's club for children



Stormy Stan received this photo of Ronan, age seven, proudly sitting on the coxswain's seat at Arranmore



Jennifer, age seven, from Liversidge sent in a photo of her on the day she took a trip on an out-of-service lifeboat in Whitby

There are many ways our supporters help the RNLI – they volunteer, they become members, they buy Lottery tickets, they sign up for Gift Aid, give to appeals, buy from the Sales company and include the RNLI in their Wills. They are loyal to the RNLI and committed to the purpose of saving lives at sea. But there's one group of supporters that we don't hear about very often: Storm Force, the RNLI club for children. Without them the RNLI family would be incomplete. On joining Storm Force, the

young supporters receive a bumper membership pack with all sorts of information and fun things to do. The RNLI is keen to develop a relationship with the children and encourages them to interact with the Institution, through Stormy Stan (pictured above and right) and Eric the seagull (left).

The children need little encouragement. Stormy Stan, the lifeboatman mascot, receives wads of post with letters, photos, drawings, jokes, poems and postcards. Every child gets a personal reply from Stormy Stan. Some youngsters generously send donations from their pocket money or from fundraising. For example, Theodore, aged six, donated £20 of his birthday money. Elizabeth, aged seven, sent Stormy Stan a

picture with a letter after collecting small change with her sister (see opposite).

Karen Wills is one of the RNLI Supporter Care Assistants who help Stormy Stan reply to all the children. She knows how enthusiastic the children are and sees them as vital for the RNLI in years to come: 'The kids of today are our future.' The children receive four issues of *Storm Force News*, the membership magazine, per year, which is packed with lifeboat news, puzzles and competitions. Stormy Stan's rescue mission, a comic strip of real-life rescue stories, is particularly popular with children and adults alike.

There are nearly 20,000 individual members of Storm Force and another 4,000 children who are members as part of a



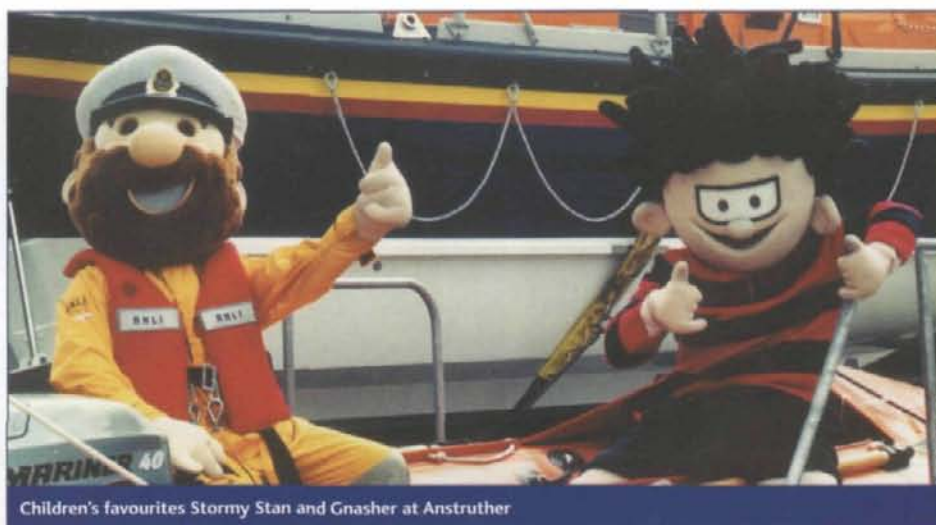
group, cub, brownie, rainbow or beaver pack. Some entire school classes belong to Storm Force. There's no official age limit, but members are usually between seven and 12 years old. The club is particularly popular with station personnel and branch members, who often pay the subscription for their own children and grandchildren.

Some keen parents send a subscription to Storm Force for their children as soon as they are born! Pictured below are Nicola Pearson, Sea Safety Coordinator, and her partner, Hugh Davies (Spud), Coxswain at Barry Dock, with baby Emily and proud grandparents. By the time they christened Emily on board the all weather lifeboat *Mickie Salvesson* on 17 October 2004, they had already made her a Storm Force member. Her Mum describes Emily as: 'A keen supporter and a true RNLI baby.'

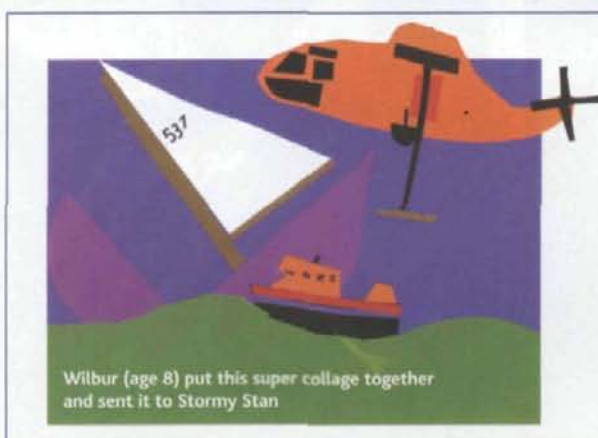
This year Storm Force celebrates its 20th birthday. Since 1985, the club has attracted many young devotees who have grown up to be committed to the RNLI as adults. In the last issue of *the Lifeboat* there was a thrilling rescue account from Cleethorpes. The Silver Medallist, Gary Barlow, had been a Storm Force member. He remembers being inspired by the rescue stories in *Storm Force News*. Gary was even featured himself in the magazine when, at the tender age of 13, he won a different medal for passing the chartwork course when the RNLI mobile training unit was in town. His Dad, Jack, was then Coxswain at Cleethorpes and the *Storm Force News* Editor, with foresight, warned: 'Watch out Dad, he's after your job!'

Children are encouraged to be members for years as they receive a new and different badge for every year they renew. It is hoped that their childhood devotion to Stormy Stan will translate into an adult commitment and so ensure the RNLI continues to save lives at sea. (See overleaf for news of the RNLI's work in schools.)

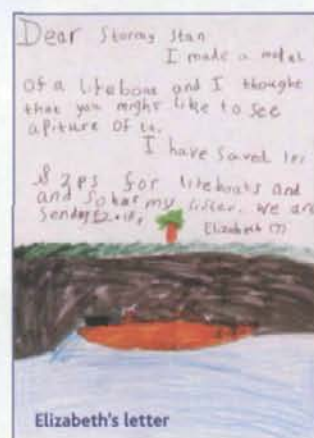
To find out more about Storm Force, please call 0845 121 4999. Individual membership for a year costs £7.50 and if a group of 10 or more joins, there are special group rates.



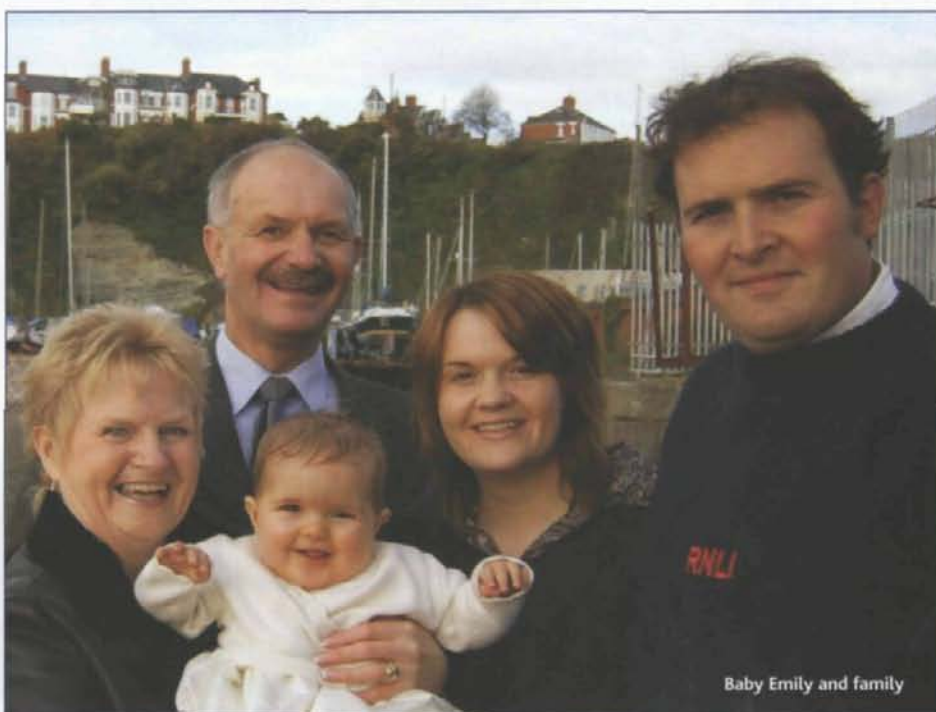
Children's favourites Stormy Stan and Gnasher at Anstruther



Wilbur (age 8) put this super collage together and sent it to Stormy Stan



Elizabeth's letter



Baby Emily and family

Knowledge is cool!

All over the country, often far from the sea, members of a special RNLI team are saving young lives. They are not launching lifeboats or plunging into rough water – but they need to be brave enough to stand up in front of a class of 14-year-olds



Photo: Angus Beaton

The work of the Institution's eight regional education officers and their volunteer colleagues is having a growing impact in hundreds of schools around the country. Their job is to visit as many schools and youth groups as they can to teach messages about sea safety and what the RNLI is all about.

They are led by Education Manager Lisa Linscott, a former drama teacher from Luton, and the theory behind the project is simple. 'The better educated people are about sea safety the less likely they are to get into trouble,' Lisa says. 'Education is saving lives.'

Lisa and her team have produced teachers' and pupils' packs aimed at helping schools deliver the National Curriculum through lessons with a nautical flavour. The response so far has been encouraging. Primary schools

have requested more than 4,500 *All Aboard!* packs and secondary schools have asked for more than 1,500 *Get On Board!* packs. These contain magazines, posters, teachers' notes and activity sheets exploring sea safety and the work of the RNLI. They fit with two parts of the National Curriculum: Personal, Social and Health Education and Citizenship.

A third pack of materials, *Mayday*, produced jointly with the Maritime and Coastguard Agency, includes an interactive CD-ROM, which supports teaching in seven subjects, including Numeracy, Literacy and Geography.

The schools have the option of using the materials entirely themselves or accepting the RNLI's offer to send an education officer or volunteer to talk to the children direct.

Lisa has no doubt about the best method. 'The impact in a school of having a person from outside going in and giving a talk is irreplaceable,' she says. 'When someone from the RNLI tells anecdotes from first-hand experience it is absolutely gripping.'

Hamish MacKenzie, Regional Education Officer for Greater London, says children love it when he explains the role of a lifeboat crew member and asks for volunteers to dress up in full-size kit.

Beach safety takes a central role in talks, and the RNLI is especially keen to reach children who live far from the sea. 'Seventy per cent of the kids who get into trouble on our beaches are from urban areas,' says Hamish. 'You get relatively few kids from coastal areas



Sea Safety artwork by Chris Carney



Get on board! promotional poster



Seven-year-old Luke tries on the kit

drowning because they are already aware of the dangers of the sea.'

He says there is a fine line between warning children of the dangers and scaring them. 'You want them to feel comfortable and safe on the beach, but you also want to warn them.'

Dave Cooling, Regional Education Officer for the South West, based in Bristol, says: 'The people who are most vulnerable to losing their life on the beach are those going for the first time. They have no idea what the risks are and what the flags and warning signs mean.'

The education team also arranges school and youth group visits to lifeboat stations and beaches and, as reported in the autumn 2004 issue of *the Lifeboat*, is helping youngsters achieve the Duke of Edinburgh Award through a residential scheme involving RNLI beach lifeguards.

Two exciting pilot projects are due to be launched next year in association with the RNLI's Beach Safety team. The first, City to Surf, will offer tutorials to children in surf life saving. The second project will involve beach lifeguards travelling

to a city for a week, and giving sea safety talks to as many schools as will have them. Lisa expects these visits to have a massive impact on children.

As with the RNLI's adult sea safety work (see pages 2-5) it is too early yet to measure the impact of the RNLI's education programme on children's behaviour, but there is plenty of anecdotal evidence to suggest they are being influenced. Dave was delighted to overhear two small boys discussing a presentation he had just made at their school assembly. One of them summed it up in a single word: 'Wicked!'

Would you consider joining the RNLI's education volunteers? We are looking for people from all ages and backgrounds, who are reliable, feel confident talking to groups of children and know how to avoid patronising them.

The full age range is four to 18, but the main target group is aged seven to 11. Training and resources are provided.

If you are interested please contact your nearest RNLI regional education officer. Also contact them to find out the full range of services available. Details from the Supporter Services Helpdesk: 0845 121 4999.

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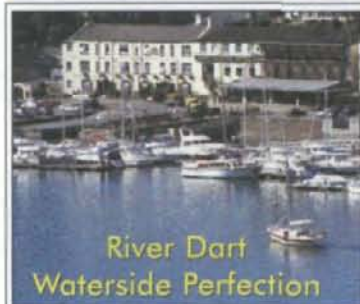
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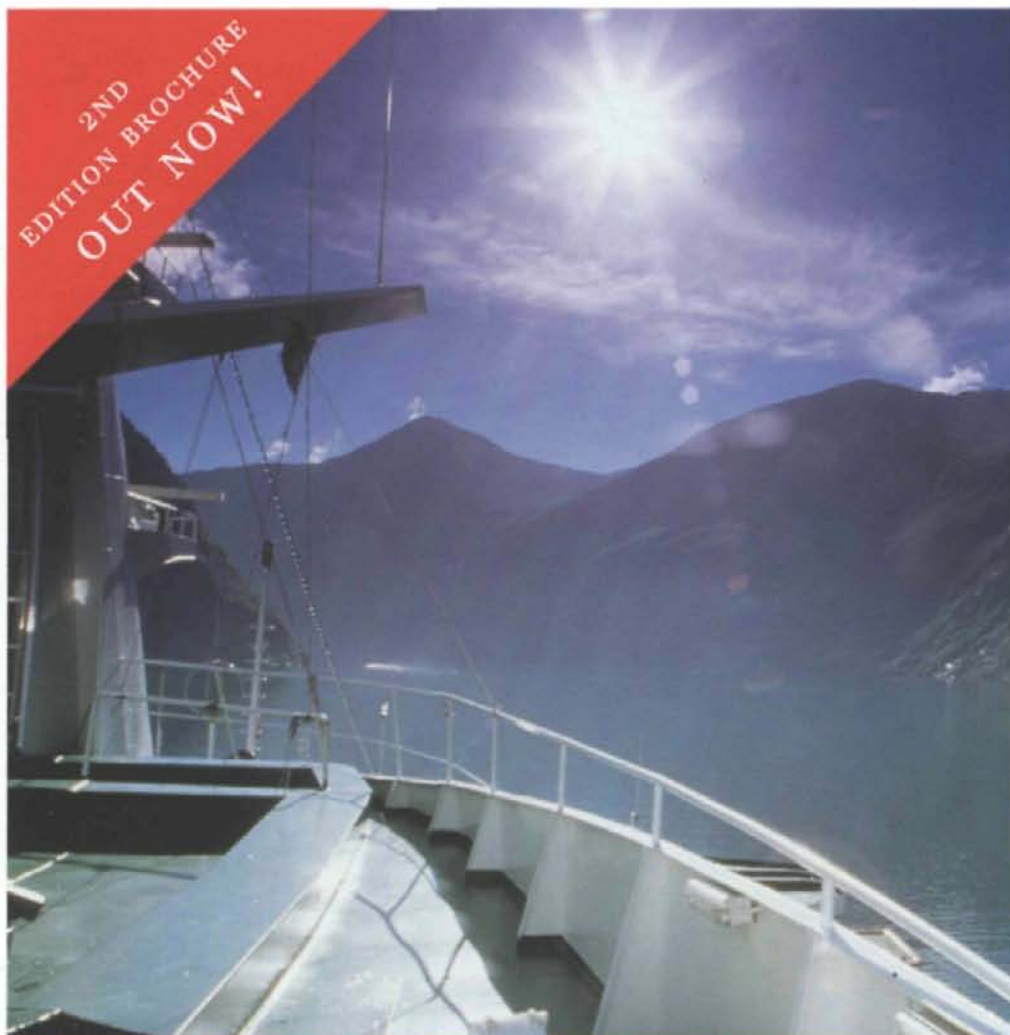
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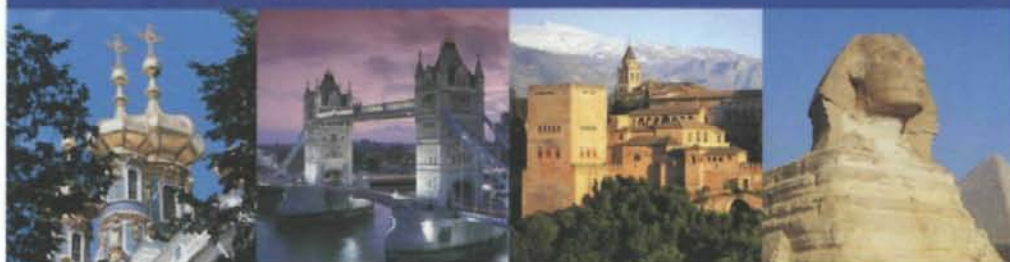
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