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Lifeboats

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Issue 571

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Front cover:

Porthcawl Atlantic 75 lifeboat *Giles* and crew on exercise (sponson riding is not normally permitted operationally – and the new Atlantic 85 will lessen the need). See pages 20 and 36

Photo: Andy Lloyd, Wales News Service

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Photo: North East Folklore Archive, Aberdeenshire

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Rapid response

Guyana has become the latest location to suffer flooding – and the RNLI was there to help

Around the world it has been a year of huge waves and violent storms. Thousands lost their lives in the Indian Ocean tsunami while, at home, hurricane-force winds and catastrophic downpours caused dramatic local damage but mercifully few deaths. Then Guyana in South America was hit. Perhaps surprisingly, the RNLI has been present in some form or another in all these situations.

The last issue of *the Lifeboat* highlighted the atrocious conditions off the north of Scotland into which five lifeboats and their crews ventured on 27 August 2004. (You can read more about the Longhope and Thurso services on page 26 of this issue.) The summer also saw frighteningly fast-moving waters at the opposite end of the country with the flash floods at Boscastle and Carrick, so vividly portrayed in the BBC's *Seaside Rescue* TV documentary. Here RNLI lifeboat crew and lifeguards joined the complex search and rescue operation and saved lives amongst the mud and upturned cars.

The winter was no better. In January, the River Thurso burst its banks and flooded the harbour front, including the RNLI boathouse. Fisherman Stuart Simpson died at Teemouth, despite an intensive search by the local lifeboat crew, when a large wave swept him out to sea. Swathes of Cumbria flooded in December and January. The



The RNLI's Rapid Response Unit members trained Guyanan coastguards in the use of D class lifeboats

RNLI lifeboat crew from Workington towed their D class overland to Carlisle to find scenes reminiscent of Lewes and Uckfield in 2000.

Adrian Carey, the Deputy Divisional Inspector for the north of England, had arrived earlier in the flooded town to assess what the RNLI could do. As leader of one of the RNLI's Rapid Response teams, he was able to bring specialist knowledge of working in flood water. The team is one of three that

make up the Rapid Response Unit (RRU), whose members are ready to travel to assist in flood relief work across the globe.

Specialist work

Of course the Indian Ocean tsunami was to eclipse anything experienced in north west Europe. It was for just such an occasion that the RRU was formed. Made up of volunteer crew members and full-time staff from around the UK and Republic of Ireland, the RRU was formed in the aftermath of the Institution's operation in Mozambique in 2000. That was planned and put together in just 48 hours and, though highly successful, taught the RNLI some valuable lessons: boats and equipment needed to be highly specialised (for example to stop the overheating of water-cooled engines in hot countries) as did the training of those who participated.

Hugh Fogarty, Staff Officer Operations (Fleet) explains: 'Most lifeboat crew are not aware of the hydrology of fast moving water in a channel. At sea, a wave moves through the water, but in a flood the water moves through the wave. We need to give them an awareness of the difference



Uckfield floods 2000 – Eastbourne and Shoreham crews ferry flood victims to safety
Photo: Steve Edwards



Survivors of the flood in Guyana were pleased to see the RNLI

between manoeuvring a boat at sea and in a street that's got a metre or more of water running through it.'

RRU members like Adrian, as well as crew members based near flood-prone areas in the UK, now train to the level of Swiftwater Rescue Technician.

After Mozambique the RNLI formed a permanent RRU, which the UK Government's Department for International Development (DfID) could call on at 24 hours' notice. The RRU consists of three teams of up to 20 people, which rotate their state of readiness. One team is on 24 hour standby, the second at 14 days' readiness and the third acts as a reserve pool.

In January 2005, they were put on standby for Aceh in Indonesia, along with an RNLI hovercraft, pilots and a mechanic. Their role would have been to ferry international aid workers and medics into the devastated province, but the operation was cancelled because it proved impossible to land a large enough aircraft close to the disaster zone.

To South America

But in February, the alarm was raised again, this time for Guyana. After weeks of heavy rain, and with a fragile drainage system near lethal failure, crops were ruined, farm animals starving and thousands of people homeless. At the time of writing, four groups

of RRU members and their equipment have just returned from Georgetown.

As in Mozambique it was D class boats, suitably adapted, that came to the fore, with their famous agility and shallow draft, and the ability to deflate, transport and then re-inflate them at will.

'The crew all had to be inshore lifeboat trained of course,' said Hugh, 'but we were also looking for other specialist skills. Each team must have an HGV driver, a crane rigger or slinger, a linguist, a first aider, paramedic or doctor to tend sick or injured crew members, a forklift driver and someone with previous experience in disaster relief. They must also have a main communicator who is good with radio and a Mr or Ms Fixit – a logistician, who is good at organising, has an orderly mind, knows where everything is stowed and where anything else can be begged or borrowed from! The rest bring their skills as lifeboat men and women and generally all-round good eggs.'

All the teams have taken part in three major training exercises – one on the River Dovey in north Wales, another in the eight-knot tides of the Menai Strait and one in Devon that comprised a long trek across Dartmoor, with a home made chart, to recover casualties in the Tamar Estuary. While RRU members go about their day-to-day lives they undertake not to go on holiday for the period when they are on short-term standby. They must also keep up to date with inoculations.

The cost of RRU deployment is generally borne by the DfID. However, the infrastructure of the RNLI, the equipment, training, management and logistics can only be provided because of the continued generosity of the public towards the RNLI.



Guyana 2005 – Loading RRU kit and supplies at the Poole depot



RRU members ready for flight from Bournemouth



Photos: Nik Dillon-White

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Lifeboats

News

Two Gold Medals

Readers may remember mention in the winter 2003/04 issue of *the Lifeboat* of an appeal to provide a statue to the late Dic Evans MBE. Thanks to the generosity of many, the dream became a reality in November 2004 when HRH Prince Charles unveiled the statue at Moelfre. The Prince met RNLI crews from Beaumaris, Trearddur Bay, Holyhead and Moelfre and heard all about the RNLI of today and the life of volunteering.

Dic Evans became a crew member in 1921 and Coxswain in 1954. He was awarded an RNLI Gold Medal for Gallantry in 1959 and, remarkably, another in 1966. He retired in 1970, but continued to promote the RNLI until he died, aged 96, in 2001.

The bronze statue, from a sculpture by Sam Holland, now provides a lasting tribute to the bravery and commitment of volunteer crews around the country.



Photo: Tony Barclay

53 lives saved

With the summer fast approaching, RNLI Beach Lifeguards are poised for another busy season. In the five months of May to September 2004, they were active at 57 beaches in eight local authority areas of south west England, 15 of the beaches in North Cornwall for the first time. They saved 53 lives, compared with 27 in 2003.

Trained as first responders for the ambulance service, RNLI lifeguards gave 303 people major first aid, including using oxygen and heart defibrillators. In all, they responded to 8,010 incidents, aiding 9,041 people.

Despite these impressive statistics, the Beach Lifeguards service comprises far more prevention work than active rescue. Indeed, for every 'reactive' incident dealt with, the lifeguards carry out about 50 preventative actions. Their advice is not always appreciated, though. RNLI Area Lifeguard Manager in North Cornwall, Bobby Renaud says: 'I can't believe how many people ignore the advice of lifeguards. We are highly trained to react to incidents but equally we are trained to give advice so as to *prevent* an accident. In just five minutes we can give you information that could save your life – and we like being asked!'



This year, selected beaches had an extended lifeguard service during the Easter holiday and will again in the post-season autumn half term. The service is also expanding its core service to two more beaches, in the Torridge District Council area: Westward Ho! and Sandymere. Councillor Hugh Bone from Torridge says: 'I am looking forward to the Council joining forces with such a prestigious charity as the RNLI. This new partnership, with our new beach management plan, will ensure the highest possible standards.'

World Concord 50th anniversary



The tanker *World Concord* dwarfs the St Davids lifeboat, just visible alongside

Photo: RNAS Brawdy

In November 2004, maroons were fired in Rosslare Harbour to mark the 50th anniversary of a rescue to the 20,125-ton tanker *World Concord*.

On 27 November 1954, lifeboats from Rosslare and St Davids went to save the 42 crew of the stricken tanker that, due to the hurricane force winds gusting to over 115 mph, had broken in two.

The St Davids lifeboat, *Swn-y-Mor*, made 36 runs alongside the casualty to pluck 35 crew to safety. Rosslare's *Douglas Hyde* rescued seven crew from the fore

part of the tanker, battling 6m waves.

Coxswains William Watts Williams (St Davids) and Dickie Walshe (Rosslare Harbour) were both awarded RNLI Silver Gallantry Medals. Bronze Medals and the Thanks of the Institution on Vellum were awarded to crew members.

To coincide with the anniversary, an exhibition of memorabilia about this rescue and others was displayed in the Great Southern Hotel, Rosslare and included in a piece on RTE news and *Seascapes* Radio 1.

Fireworks not flares

At a time when many people were at home with family and friends, lifeboat crews were still responding to calls for help. The period from 25 December 2004 to 5 January 2005 saw RNLI lifeboats launch on service 82 times.

An increasing problem is the use of flares in place of fireworks. Hayling Island crew launched on Christmas Day in response to just such a flare. RNLI Staff Officer (Operations) Peter Bradley said: 'When a red flare goes up it is universally recognised as a distress signal, so it's no surprise to find concerned members of the public dialling 999 when they see one – and they should continue to do so. Our volunteer crews are always ready to answer the call, but it is frustrating for them when a flare has been fired for the wrong reasons. Not only are they called away from their own families but they are also risking their lives each time they put to sea, needlessly searching in often very dangerous conditions.'

First test for Tamar

The first of the new Tamar class of lifeboat was given her first major test in November 2004. The pre-production model was capsized at DML's Plymouth boatyard to test her self-righting capability. She was turned upside down by a crane and then released, allowing her to right herself again in seconds.

RNLI Principal Naval Architect Neil Chaplin explains: 'Although we design our lifeboats to be very stable, it is possible that extreme conditions could capsize the boat, so we need to be very sure that the boat can right herself. Computer-aided design and analysis allow us to investigate this before the boat is built, but the self-righting trial provides proof that we have got it right, and that crews can place their confidence in the lifeboat at all times.'

This is the latest design of RNLI all weather lifeboat and will gradually replace the Tyne class, which was introduced in 1982. Slipway trials will be held in the next few months and the first production lifeboats are due to go to Tenby, Peterhead and into the relief fleet later in the year.





Princess Anne graces the London Boat Show

An admiral and a princess

Some rather special visitors made it to the RNLi's stand at the 2005 London Boat Show. Wednesday 12 January began with Admiral Nelson and Lady Hamilton (see page 32) while at noon, show goers flocked to see *Blue Peter* presenter Konnie Huq name a new lifeboat (see Listings). In the afternoon, volunteers from Cornwall's St Agnes and Northern Ireland's Portrush lifeboat stations met The Princess Royal. On the following day, the lucky winners of an RNLi/Practical Boat Owner sea safety

equipment competition gathered to accept their prizes (provided by McMurdo, Monk Optics, Barrus and Compass Watersports).

As ever, the Boat Show provided an excellent opportunity to recruit new supporters. Despite attendance being 30% down on last year, 772 people joined up, bringing in more than £36,000. Thanks go especially to suppliers McMurdo, Raymarine, Marine Trader Media and Crewsaver, who allowed RNLi membership recruiters to work from their stands.

Tall Ship adventures

Challenge, teamwork, and friendship are all ingredients of a lifeboat crew but some are keen to add to the recipe. An invitation arrived at all 233 RNLi stations for young crew to 'take the helm of a vast Tall Ship, and climb its awesome masts ...' And so, in October 2004, eight of the most intrepid found themselves on an adventure.

Boarding the *Stavros S Niarchos* at Dartmouth for a voyage to Falmouth via Jersey and St Malo, they learnt to climb the rigging, set and handle the sails, take the helm, keep a proper lookout and all the other tasks that keep a Tall Ship sailing. Several of the crew kept diaries and here are just a couple of excerpts.

'This was the day I conquered my fear of going aloft – nearly 40m up the mast. A day I will never forget, being up there with my new friends. This is the most exciting, exhilarating and life-changing trip that I have ever done in my life.'

Steven Ruysch, Rye Harbour

'Back up the rigging again, this time onto the yard arms to learn how to put the sails into their gear ... 9am is cleaning time and I had the lucky job of cleaning the heads (toilets) throughout the ship ... During our watch we crossed the shipping lanes, which seemed as busy as rush hour on the motorway. I was using the radar and the lanes were clearly visible as two near-solid lines of targets ... Just as we were about to go ashore we were hit by force 10 winds.'

Nicole Mallet, Fleetwood

The skills that the eight crew gained from this voyage – increased confidence; navigation; rope work; and working towards their Competent Crew and Yachtmaster qualifications – will undoubtedly transfer to their lifeboat stations. Yvette Deacon of Courtown spoke for all: 'Thank you to the RNLi for giving me this opportunity.'

From Dartmouth to St Malo on the *Stavros S Niarchos*

The Annual General Meeting of the RNLi will be held at the Barbican, London, on 19 May 2005. All welcome! (Governors have voting rights and should shortly have their papers.)

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New Year Honours

The following have been honoured by HM The Queen.

Member, Order of the British Empire (MBE) For service to the RNLI:

Malcolm Gray

St Davids lifeboat station Coxswain

Merwyn Hanna

Kilkeel branch Chairman and Kilkeel lifeboat station President

Peter Huxtable

Shoreham lifeboat station Coxswain

For charitable work:

Liz Arendt

Deaf founder of Hearing Dogs for the Deaf in Herts and worker for 40 years with the RNLI and RLSS UK, leading to her rescuing and resuscitating a drowning swimmer

For service to the community in Sheringham, Norfolk:

Mary Blyth

Sheringham guild founder member

Officer, Order of the British Empire (OBE) For service to the community in Plymouth:

Duncan Godefroy

Plymouth lifeboat station former Chairman

Knight Bachelor (KB)

Alderman Sir Robert Finch

City of London branch member and former Lord Mayor of London

STOP PRESS

Look out for the RNLI's new TV advert on selected cable and satellite channels during April. It portrays a simple but very powerful message about saving lives at sea and invites donations.

Cromer collection?

The re-development of the Henry Blogg Museum at Cromer is now well underway with an anticipated opening date of September 2005. Using his lifeboat *HF Bailey* as a centrepiece, the new museum will tell the story of Henry Blogg, the RNLI's most decorated lifeboatman, alongside the history of lifeboats in Cromer. (See also Books on page 12.)

The RNLI is working with North Norfolk Council as part of a wider seafront regeneration scheme, to enable better access for visitors to the east end of the promenade adjacent to the existing museum.

The current premises will remain open in the meantime and work will begin to convert the *HF Bailey's* old boathouse to accommodate the operational D class lifeboat *Seahorse III*, currently housed on the promenade.

Maureen La Frenais, Display and Interpretation Manager, says: 'The core of the exhibition is in place but there are still some areas where we would like some help to enhance the displays. We are looking particularly for personal items associated with Henry Blogg



Henry Blogg

and the lifeboat service in Cromer. We would ideally like a 2-3ft wooden model of a Greathead class lifeboat. Objects would be welcomed as either loans or donations but please contact us first (don't just send it in!) with a description or a photograph.'

Readers can contact either Maureen La Frenais on 01202 663369 or email mlafrenais@mli.org.uk, or Joanna Archibald, Heritage Trust Manager, on 01202 662228 or email jarchibald@mli.org.uk.

Ten go to No. 10

Lifeboat operations managers (LOMs), helmsmen, mechanics, coxswains and crew members from all six divisions of the RNLI attended a special Downing Street reception for emergency services in December 2004.

David Manners, LOM at Lyme Regis, says: 'We were among 200 invited guests from all of the emergency services. We were extremely proud to be representing the RNLI and rather bemused to be chatting over a glass of wine with the Prime Minister, the Home Secretary, the Secretary of State for Health and Mrs Blair, who clearly remembered her visit to

Lyme Regis lifeboat station in 1998.'

During the evening the Prime Minister said that such a reception had never been held before but it was appropriate for the country to recognise all of the effort, and at times heroism, of those involved in the emergency services.



Prime Minister Tony Blair greets RNLI Senior Flight Commander Harry Roberts of Morecambe hovercraft. Photo: © Crown copyright material is reproduced with the permission of the Controller of HMSO and Queen's Printer for Scotland.

Books

Cromer lifeboats 1804-2004

by Nicholas Leach and Paul Russell

Published by Tempus

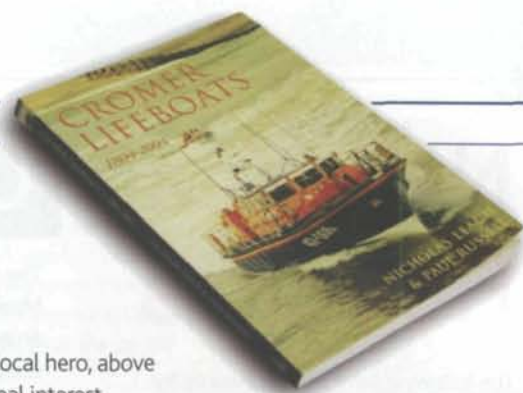
ISBN 0752431978

Price: £16.99 paperback

In 2004, BBC viewers in Norfolk voted Coxswain Henry Blogg of Cromer their most famous local hero, above Horatio Nelson. The publication of this book is therefore well timed both for local and national interest.

As the most decorated lifeboatman in RNLI history (also see page 11), a large portion of this book tells of Blogg's bravery and his rescues. After the rescue of *Fernebo*, Blogg received his first RNLI Gold Medal for Gallantry and the RNLI inspector gave praise to 'his remarkable personality and really great qualities of leadership, which magnetised tired and somewhat dispirited men into launching.'

Cromer, as all lifeboat stations, relies on team work and every notable achievement of the lifeboats and crews is listed making this an excellent reference book. The format is pleasing with a well-balanced mixture of text and images. Not only have the authors managed to source previously unseen images of old Cromer, they are to be acknowledged for their many new photos of today's lifeboats in action.



Rescued by the US Coast Guard – great acts of heroism since 1878

by Dennis L Noble

Published by Naval Institute Press

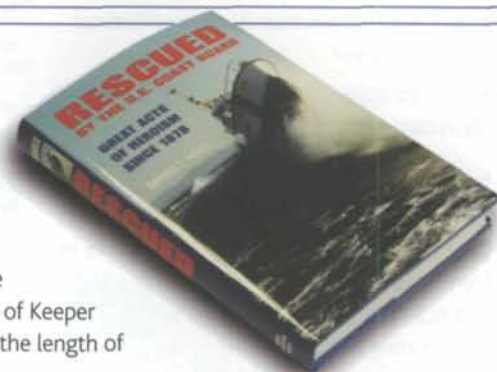
ISBN 1591146259

Price: £21 hardback

Dennis Noble explores the 'heroic' history of the US Coast Guard, a service formed in 1878. The author is himself a former Coast Guard of 20 years but he delves back to 1885 to tell the story of Keeper Benjamin Dailey and his US Life-Saving Service crew, who rowed five miles in seas higher than the length of their boat to pick up shipwrecked sailors and bring them safely to shore.

In Noble's overview of more than a century of rescue missions, he provides details not widely known before and brings them to life – the more recent events described by the rescuers themselves.

Readers interested in maritime history should enjoy the survey of developments in equipment, lifeboats and aircraft used by the Coast Guard lifesavers. The book provides an interesting overseas comparison with a life-saving service different in many ways from that of the RNLI.



Transatlantic at last

by Helen Tew

Published by Seafarer Books

ISBN 0954275071

Price £11.95 paperback

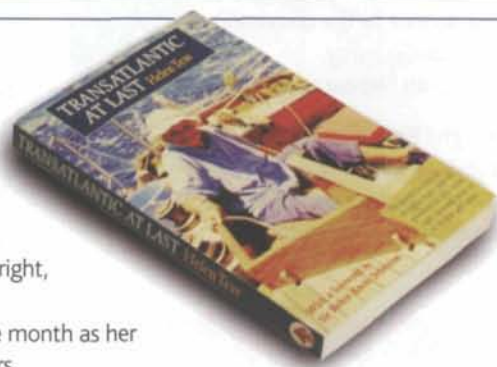
'Don't listen to the pessimists. Whatever you want to do, someone will tell you that you can't. It's too difficult or too dangerous; you're either too young or too old. In fact, the time is never right, unless you make it so. My advice, therefore, is simple: just get on and do it.'

So says Helen Tew in her book *Transatlantic at last*, published in November 2004, the same month as her death at the age of 92. She had worked tirelessly as a volunteer for the RNLI for nearly 40 years.

Helen founded the Lymington ladies lifeboat guild in 1966, was Chairman until 1977 and was an active guild committee member until she died.

Wider recognition didn't come until she decided to fulfil her life-long ambition, aged 88. Accompanied by her eldest son, Donald, Helen crossed the Atlantic in the *Mary Helen*, the 26ft gaff cutter her husband designed. She was almost certainly the oldest woman, in the smallest boat, to complete such a voyage and it earned her the accolade of runner-up to Ellen MacArthur in the Offshore Yachtsman of the Year 2002.

She was certainly a most remarkable lady and will be missed by all her friends at the RNLI. Her book is an inspiring and fitting memorial to her many achievements.



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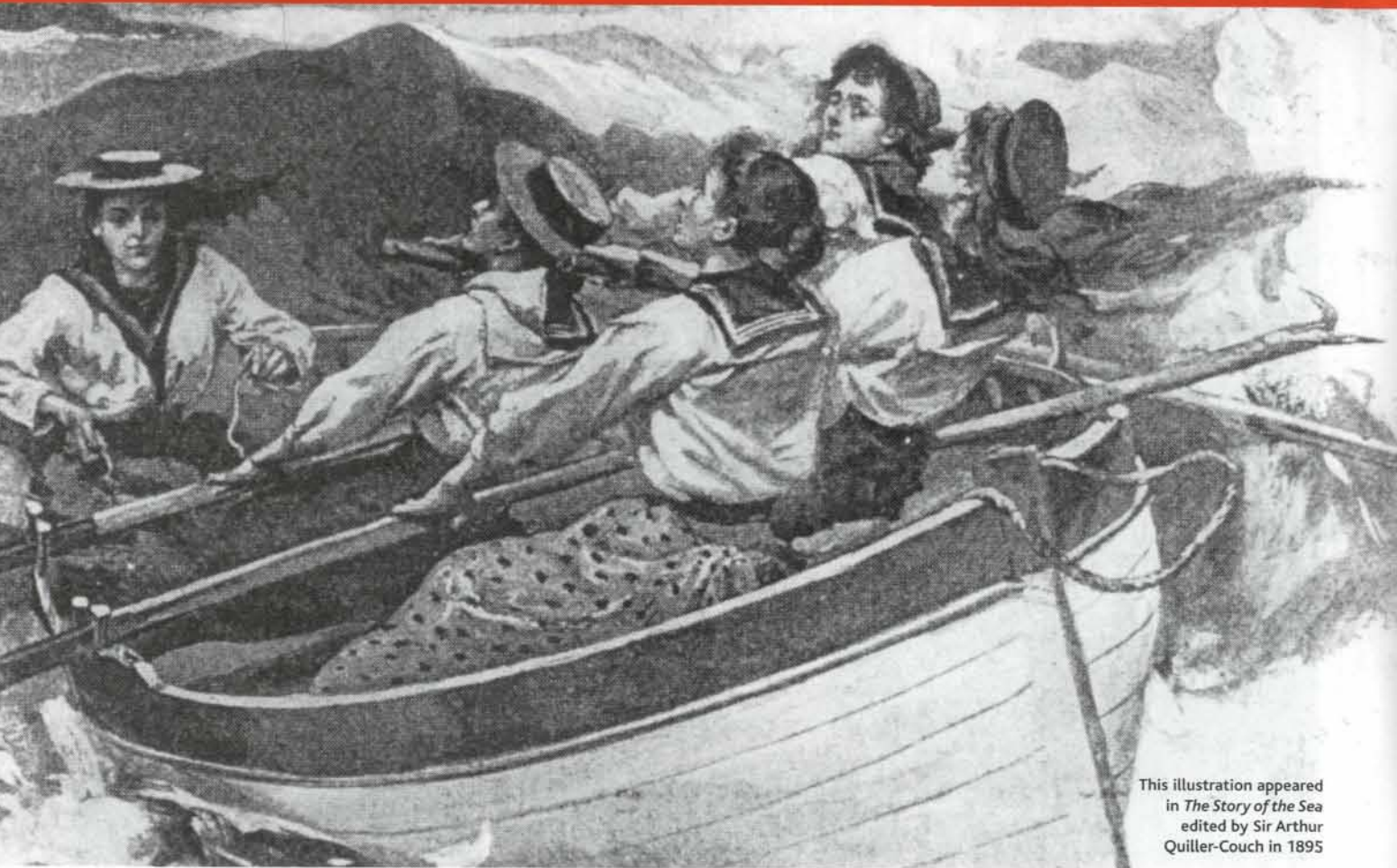
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'Gallant rescue by

Romantic fiction often portrays Victorian women as weak, passive creatures, but the list of RNLI Gallantry Medal awardees shows another side



This illustration appeared in *The Story of the Sea* edited by Sir Arthur Quiller-Couch in 1895

Nineteen women have been awarded Medals for Gallantry in the RNLI's history. The most recent of these, Aileen Jones, will receive hers in May this year at the Annual Presentation of Awards (see page 20). She will be the first woman in 116 years to join the roll of honour.

Unlike Aileen, Helmsman of the Porthcawl lifeboat, none of her Victorian predecessors was a member of a lifeboat crew. They were ordinary women who, in a moment, felt compelled to put their own lives at risk. In heavy skirts and boots they were lowered over cliffs, scrambled across treacherous rocks, waded into surf or set off in rowing boats in rough seas.

The most famous of these was the first, Grace Darling, the lighthouse keeper's

daughter who rowed into danger to save shipwrecked mariners from rocks, in September 1838. Grace's story turned her into a national media star, and today she continues to inspire children, thanks to the English National Curriculum and to the RNLI's Grace Darling Museum in Bamburgh.

Grace and her family lived on the Farne Islands, off the Northumberland coast. When the passenger steamer *Forfarshire* sank in a storm, she and her father set off in their rowing boat to rescue nine survivors clinging to a rock. She manoeuvred the boat while her father William leapt onto the rock to help a woman and four men aboard. Her father and two of the *Forfarshire* crew returned for the other four men.

In contrast, few people have heard of

May Moar. When a fishing boat capsized off Burray in the Shetland Islands, in September 1858, she, her husband and two other women went to their aid. May descended the cliff on a rope and, standing on a small shelf of rock, threw the survivors a rope attached to a lifebuoy. They were drawn through the surf to the shore, while the other women held the rope fast at the top of the cliff. Her husband rescued the other fishermen.

May's fame was short lived. She and her family were eventually evicted from their croft and, years later, her RNLI Silver Medal was found in a dry stone wall. Today it is on display in the Shetland Museum.

ladies'

A third awardee was Jane Whyte, a farm worker's wife and mother of nine who saved at least six crewmen from the Dundee steamer *William Hope* when she was wrecked in Aberdour Bay, Fife, in October 1884. Men clung to the masts in the half sunken ship as one of them threw a rope in Jane's direction. She waded into the raging surf, tied it around her waist and returned to shore, where, feet planted firmly on the ground, she enabled everyone to reach safety.

Nora O'Shaughnessy and the Prideaux-Brune sisters – Ellen, Gertrude, Mary and Beatrice (seen in the main illustration) – hit the headlines in August 1879, when a boat capsized in a squall off Bray Hill, near Padstow. On hearing cries for help the five young ladies, who were in their rowing boat being towed behind a fishing smack, asked to be cast off. They rowed 'like tigers' through heavy surf to the scene where, after much difficulty, they pulled a drowning sailor into their boat, *The Cough*, and saved him.

Two others drowned, but the fisherman who had been towing the ladies, who happened to be Padstow lifeboat's assistant coxswain, saved a small boy.

The story of Nora and the Prideaux-Brune girls, who were part of the local gentry, was well reported at the time. Newspapers printed dramatic illustrations and headlines like the one quoted for the title of this article.

In today's climate of more equal opportunities, many of these women would have made ideal lifeboat crew members, but women were not admitted to RNLI crews until the 1960s. The first female helmsman was Elisabeth Hostvedt (see page 36).

It is now Aileen Jones, her 17-year-old daughter Frances, and the other 400 or so women who are RNLI crew members or lifeguards, who lead the way – and *the Lifeboat* looks forward to recounting their stories too.

Aileen and Frances Jones



RNLI Gallantry Medals were also awarded to:

- the Misses Margaret and Martha Llewellyn, rescue at Fishguard, Pembrokeshire, October 1846
- Mrs Georgia Fisher, rescue near the Faroe Islands, March 1847
- Miss Alice Le Geyt, rescue at Lyme Regis, Dorset, August 1864
- Miss Jane Campbell, rescue at Drogheda Bar, the River Boyne, September 1871
- Misses Josephine and Maria Horsford, rescue at Courtmacsherry Bay, County Cork, August 1887
- Mrs Eleanor Galbraith, rescue at Whitburn, Tyne and Weir, August 1855
- Mrs William Wallace and Miss Ellen Blyth, rescue off Isle of Man, March 1888
- Miss Ellen Petrie and Miss Grace Tait, rescue between the Shetland Islands of Unst and Yell, May 1856

To read more of these remarkable women, see *Lifeboat Gallantry – RNLI Medals and how they were won*, ISBN 0907605893 edited by Barry Cox, the RNLI's Honorary Librarian.

Newly discovered letters will be on show when the RNLI's Grace Darling Museum re-opens in Bamburgh, Northumberland next year after its extensive refurbishment.

Most of the letters are between members of the Darling family and offer a fascinating glimpse into the social history and daily hardships faced by those who

lived on the Northumberland coast in the 19th century.

They even reveal how concerned people were about 22-year-old

Grace's welfare as she reluctantly became the centre of national attention.

The Heritage Lottery Fund has awarded nearly £1M to the £1.4M project. A special appeal fund has been set up, entirely separate from the RNLI's central funds, to find the remainder. Locals aim to raise £150,000 by September this year for the education work of the museum, and five other trusts and individuals have donated amounts so far totalling £146,000, including the Northern Rock Foundation and the Foyle Foundation. See www.rnli.org.uk/gracedarling.



Grace Darling
Painting: Henry Perlee Parker



Supported by the
Heritage Lottery Fund

Assisted by a grant from the
Northern Rock Foundation

Lifeboat Lottery

Lucky Lifeboat Lottery winners Mr and Mrs Fisher of Chester so enjoyed their prize holiday that they wrote to tell *the Lifeboat* magazine all about it

The spring 2004 Lifeboat Lottery prize was a trip on the world's most celebrated train, the Orient-Express, and included a three-night stay in Venice, all care of Thomson Cities and Short Breaks. Here are some snippets from the Fishers' holiday diary.



Sunday

A delightful champagne lunch aboard the British Pullman en route to Folkestone. Then the Channel Tunnel shuttle across to the continental Orient-Express. Onboard, a sumptuous cabin with a perfect view, snaking through Paris, Basel, Zurich and Buchs, to arrive at Innsbruck Monday lunchtime.

Cuisine was excellent, with the choice of three restaurant cars, a piano bar, and breakfast and afternoon tea served in our cabin. Once over the Brenner Pass, it was downhill all the way through Padua and Verona, to reach Venice early evening.

Monday

Venice! A short water taxi cruise along the smaller canals and up to the Hotel Splendid Suisse. A luxurious fifth-floor room with rooftop views of the magnificent city.

Tuesday

Dry, sunny and warm. The streets were awash with tourists. We took full advantage on foot of Venice's narrow shopping streets, historic canals and bridges and hidden squares. St Mark's Square, the Basilica, Rialto Bridge, Ca'd'Oro, the colourful markets – just some of the attractions we explored.

Wednesday

We took to the water to visit Murano and one of the famous glass factories. Next stop San Giorgio Maggiore to climb the church's Campanile. A crew was filming *Casanova* and we joined the crowd to catch a glimpse.

Thursday

The water taxi took us on an exhilarating high-speed ride to the airport jetty for us to catch the plane back to home. We had had a most enjoyable and interesting holiday, full of new experiences. A heartfelt 'Thank You' for such a wonderful prize!



For your chance to win an equally memorable prize in the summer 2005 Lifeboat Lottery, see opposite.

 **Thomson**
Cities
and Short Breaks

The total amount of money raised for the RNLI during 2004 through Lottery ticket sales and associated donations was more than £1.6M. A big 'thank you' to everyone who supported it!

The winter 2004/05 Lifeboat Lottery was the RNLI's highest earning Lottery ever, raising the equivalent of an Atlantic lifeboat and launching trolley, two hovercraft and four D class inshore lifeboats – that's more than £546,000.

Congratulations to Mrs Maggie Simons from Somerset who won the grand prize of a fabulous 12-day St Petersburg and Baltic capitals cruise for two on board *MV Van Gogh*. Special thanks are due to sponsors Travelscope, whose Director Richard Ford said: 'We are delighted to be working with the RNLI and look forward to having Maggie on the cruise.'

The winner is pictured during her tour of Burnham-on-Sea lifeboat station. 'I regularly enter the RNLI Lottery,' she said, 'but I never look to see what the prize is, so when I received a call confirming I'd won a cruise I thought it might be a joke! I have enjoyed holidays in Cornwall for many years and have seen lifeboats and their crews going out to sea to save lives. Watching a lifeboat launch for an emergency is quite an experience and as a result I became an RNLI supporter.'

Congratulations also to the cash prize winners:
Mr and Mrs Bishop, West Midlands – second prize £1,000;
Mr DR Morris, Shropshire – third prize £500;
Mr PR Owen, Surrey – fourth prize £250;
and Mr RJP Anderson, Lincolnshire; Mrs O Griffin, Surrey;
Mr JS Marsh, Hampshire; Mrs B Clarke, Wiltshire and
Miss JMW Ritchie, Argyll, who all won £100 each.

TRAVELSCOPE

Supporting the RNLI

Registered Charity No. 204211

Mrs Simons receives her cruise prize from Tony Smith, Senior Sales Executive of Travelscope, accompanied by volunteer Crew Members James Morris and Nick Prout and Tractor Driver Ricky Homes, in front of Burnham-on-Sea's Atlantic 75 lifeboat, *Staines Whitfield*

TICKET No.

If you're buying all your tickets – there is no need to complete counterfoils, just complete the form on your letter. If you are not buying all your tickets or selling onto a friend, please use your address sticker or complete these full name, address and telephone number to ensure entry into the draw.

Title Initials

Surname

House No.

Street

Town/City

Postcode

Tel No.

Membership No. (if applicable)

Please return your form, payment, any counterfoils and unsold tickets by 16 June 2005 to RNLI, West Quay Road, Poole, Dorset BH12 1UJ.

We never give your information to other organisations, your details will be used by the RNLI and passed to 3RD party companies only if you do not want to receive information about other ways to support the RNLI, tick here:

Lottery No. 110

TICKET No.

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Lifeboats



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CLOSE DATE: 16 June 2005

OPEN DATE: 4 July 2005

TICKET PRICE £1

Lottery No. 110

Your chance to win

Support the summer 2005 Lifeboat Lottery and have your chance to win the grand prize of an 18-day Mediterranean Discoveries Cruise for two on board the *Black Prince*, kindly sponsored by Page & Moy.

Summer Lottery tickets are available from 18 April 2005. If you currently do not receive tickets and would like to, please contact Pauline Teivas-White on 01202 663219 or email pteivas-white@rnli.org.uk.

(Unfortunately, Lifeboat Lottery tickets are not available in Northern Ireland or the Republic of Ireland.)



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Daytime Tel _____

Please include your phone number so we can contact you if you're a winner!

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Postcode _____

LFB/BC 4/05



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TERMS & CONDITIONS: Your chance of winning are based on the number of entries received. No purchase is necessary. *The 35% discount is available off our retail price list dated Jan 05 and only applies to electrically powered adjustable beds. For a copy of the official rules, please send a stamped self addressed envelope to the address in the coupon. All entries received before 30th June 2005 will be entered into our monthly draw and the winner will receive any bed from our Elite range. Entry is limited to one per household. The information in the Willowbrook Survey is strictly copyright and no information should be reproduced without the prior written authority of the publisher. Any person who engages in any unauthorised activity in relation to this information shall be liable to criminal prosecution and claims for civil and criminal damages.

Lifeboats in action

Turn to the centre Listings of *the Lifeboat* magazine and you may be amazed at how often lifeboats launch. Only a tiny proportion of these ever feature in *the Lifeboat*. Here's a snapshot of the wide range of other lifeboat services through the year

Grounded ferry

Girvan's all weather lifeboat launched in gale force winds to assist the grounded passenger ferry *European Highlander* on 8 January 2005. Second Coxswain Dave Butcher commented: 'I have never experienced such hostile weather conditions during my 18 years with the RNLI.' The lifeboat stood by until tugs arrived on the scene and the ferry, with 100 people on board, was re-floated the following morning.



Ferry grounded at Stranraer

Latvian ship listing

Barra lifeboat escorted a cargo ship and her 10 crew to safety on 6 January after she was looking close to capsizing. The Latvian ship's timber cargo had shifted causing her to lean 50 degrees to port in 8m seas and storm force 9–10 winds. Barra lifeboat stood by, ready to transfer the ship's crew if she capsized. They escorted her safely to Barra.

Buzz off!

In an unusual rescue in south Wales on 23 July 2004, Burry Port lifeboat assisted a man whose yacht had been invaded by a swarm of bees. The man took refuge in the cabin and radioed for help and the Burry Port D class lifeboat came to the rescue. Later a beekeeper was taken to the scene and the yacht was recovered.

19-hour service

Dunbar lifeboat was involved in a 19-hour struggle to recover the stricken vessel *Coromandel* after it became stranded 25 miles east of Eyemouth in Berwickshire. The lifeboat crew endured conditions so rough that one member had to be airlifted to hospital with severe dehydration brought about by seasickness. The *Coromandel* was towed 70 miles to safety at Leith.

Helicopter tragedy

A Naval Lynx helicopter, taking part in a search and rescue operation off Lizard Point in Cornwall, disappeared on 9 December 2004. The search involved various German, French and British Naval vessels and Falmouth lifeboat, whose crew reported that they could smell aviation fuel and spotted wreckage. Sadly, it was later confirmed that all four members of the helicopter crew were killed in the crash.

Children rescued

Little and Broad Haven lifeboat went to the rescue of four children cut off by the rising tide on a rocky headland between beaches on 4 April 2004. In heavy surf, Helmsman Crispin Williamson manoeuvred the D class close to the cliff face, allowing Crew Member Kevin Thomas to scramble ashore to the children. The lifeboat approached the cliff more than 20 times and, through teamwork and patience, three of the children were lifted aboard to Crew Member Julian Whitewright. The Coastguard cliff rescue team recovered the fourth child.

Saviours at the sand

When faced with 3m swells, notorious sandbanks and a drifting, rolling fishing vessel, it cannot be easy to stay calm. But the composure and courage of a helmsman and her crew in just such conditions saved two lives – and made history

The Nash sandbanks off Porthcawl, south Wales, have claimed the lives of several fishermen over the years. When the fishing vessel *Gower Pride* suffered engine failure on the morning of 24 August 2004, she was left at their mercy in force 8 south westerly winds and rough seas.

Skipper Gordon Woosnam was seriously concerned. His vessel was pitching and rolling dangerously near to the sandbanks, and a fellow crew member was nursing a broken arm. He radioed the Swansea Coastguard shortly after 11am. Porthcawl's B class Atlantic 75 lifeboat, *Giles*, was launched within ten minutes, commanded by Helmsman Aileen Jones. The challenging conditions led her to take along three of the Porthcawl crew rather than two – fellow Helmsman Stephen Knipe and Crew Members Simon Emms and Mark Burtonwood.

Mark remembers: 'It was very windy that day and waves were breaking over the pier.' Stephen was operating the radio and established contact with the casualty. 'I had to tell the *Gower Pride* skipper to slow down,' he explains. 'It was not clear where he was.'

The crew calmly discussed their course of action, agreeing that once they located the vessel, they would need to establish a tow and then assess the situation.

As they ran along the north side of the Nash sandbanks, Aileen realised that the casualty

was to the south of the banks and that she would have to take the lifeboat around the East Nash buoy. Aileen guided *Giles* through steep and confused seas to reach the south side of the bank. She knew the Atlantic 75 was now operating at its limits and requested the launch of *Ethel Anne Measures*, The Mumbles all weather lifeboat.

Skilful seamanship

Gower Pride skipper Gordon Woosnam was overcome with relief when he saw the Porthcawl lifeboat on the way. He said: 'It was the most pleasing thing I have seen in my whole life when they turned up. It was like winning the National Lottery.'

But the hard work was just beginning. Aileen deftly brought the lifeboat close enough to throw a line to the fishing boat, where it was secured to the bow.

The Porthcawl lifeboat began slowly to pull the *Gower Pride* away from the bank, but then, suddenly, the line parted. The fishing boat drifted towards the bank again, leaving the rescue effort back at square one.

'It was not a nice place to be and we just had to get the boat back out again,' says Aileen. 'It was quite dangerous but you are so busy getting on with it you do not really think about that.'

A second attempt was made, this time with Aileen skilfully bringing the lifeboat close enough for Crew Member Simon Emms to clamber aboard the

fishing vessel with the tow line, a VHF radio, and a first aid kit.

At that moment, a large breaking wave hit the *Gower Pride* on the starboard side and threw her against the lifeboat, hurling a dan buoy from the fishing vessel onto Mark. Luckily, he was not hurt and Aileen manoeuvred the two vessels apart and started the tow again.

Mark points out: 'Aileen's seamanship was fantastic. She had to take all the skills she had learned from being a crew member and helmsman and use them together, as safely and as quickly as possible.' He managed the towline while the lifeboat battled with the surf, occasionally lifting right out of the water under the strain of the heavy fishing vessel.

A helping hand

The Mumbles lifeboat Coxswain Martin Double and his crew arrived on scene aboard the Tyne class *Ethel Anne Measures* at 12.50pm, by which time the Porthcawl lifeboat had towed the casualty south of the Mid Nash buoy. Simon was still aboard *Gower Pride*, having put the injured crew member's arm in a sling and helped him to the wheelhouse. He was instructed by Martin to make his way forward to receive another tow line and had to bravely crawl along the boat, which was rolling heavily. He says: 'I was struggling as there was not much to hold onto and it was really slippery.'

The Mumbles crew tried twice to throw a line to



L-R: Aileen Jones, Mark Burtonwood, Stephen Knipe and Simon Emms

banks

Simon, but the conditions made it impossible, and Martin decided to try and bring the *Ethel Anne Measures* within arm's reach.

He recalls: 'It was quite a sight, seeing Simon Emms climbing over the boat. The *Gower Pride* was in danger of going right over and our own rails were underwater at times. You have to time it just right.'

With excellent boat handling, he brought The Mumbles lifeboat close enough for Simon to receive the tow line and secure it. Porthcawl lifeboat's tow line was then released and Simon crawled back to the shelter of the *Gower Pride's* aft deck.

By now it was 1pm and The Mumbles lifeboat reported to Swansea Coastguard that they had the fishing vessel in tow and were heading for Porthcawl Harbour. The tow was made as slow as possible, with just one engine, so that the casualty did not turn over in the conditions. The Porthcawl crew followed the vessels until they reached the shelter of Porthcawl pier, where they took the injured fisherman off the *Gower Pride* and over to a waiting ambulance at the edge of the slipway. Having towed the casualty to safety, The Mumbles lifeboat crew then faced an uncomfortable journey back to their station. 'We took a beating, but we are used to that,' reflected Martin. Meanwhile, the Porthcawl lifeboat was refuelled and declared ready for service at 2.30pm.

An historic rescue

Aileen was full of praise for her crew – and the Atlantic 75 lifeboat – after the rescue.

She said: 'It was one of the best services that I have done personally but anybody on that boat that day could have done the job.'

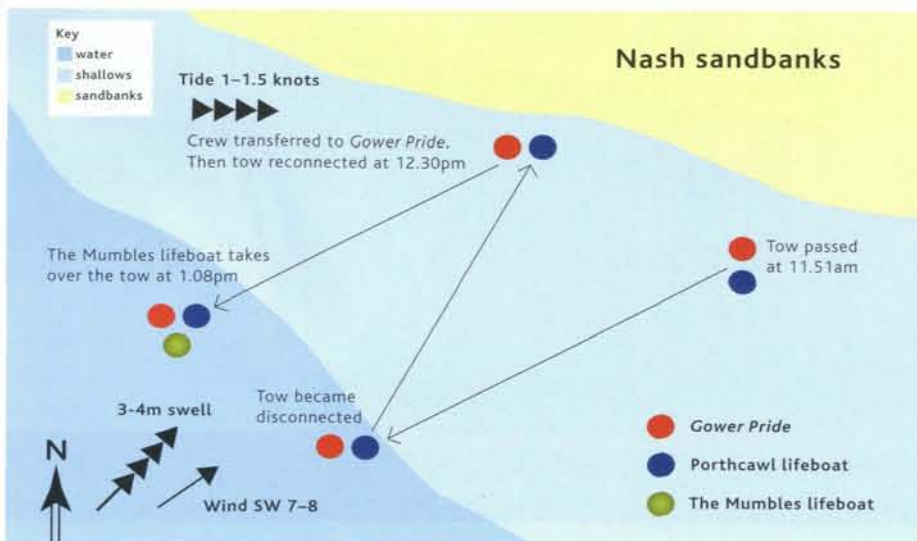
'I was pleased we got to the boat before they got onto the bank and glad no lives were lost. We just worked so well together and the lifeboat is a brilliant piece of kit. The shore helpers were great too.'

She has been awarded the RNLI's Bronze Medal for Gallantry for her courage, seamanship and leadership, and is the first woman for more than 100 years to receive such an accolade (see feature, page 14). Crew Member Simon Emms was accorded the Thanks of the Institution Inscribed on Vellum for his courage and determination. 'After holding onto the boat like that, Simon is now known as Spiderman,' jokes Helmsman Stephen Knipe, who along with Mark Burtonwood received medal service badges and certificates.

Coxswain Martin Double of The Mumbles lifeboat received a letter of appreciation signed by RNLI Chief Executive Andrew Freemantle. Martin says: 'My crew are a good bunch of lads who make my job easy. It is good for them to get some recognition.'

The rescued fishermen have since made donations to the RNLI, and skipper Gordon Woosnam added:

'They were very brave that day. If it was not for Aileen and her crew I would not be here.'



INSHORE LIFEBOAT

B class Atlantic 75 B-726 *Giles*

Funding: *Sunday Express* Lottery and RNLI funds

THE CREW

Helmsman:

Aileen Jones

Crew Members:

Helmsman Stephen Knipe

Mark Burtonwood

Simon Emms

PORThCAWL LIFEBOAT STATION

Established: 1860, closed 1902, re-opened 1965

Previous RNLI Medals: 9 Silver and 2 Bronze

ALL WEATHER LIFEBOAT

Tyne class ON-1096 (47-005)

Ethel Anne Measures

Funding: The James Frederick and

Ethel Anne Measures Charity,

The Mumbles Lifeboat Appeal,

The Lord Mayor of Birmingham Appeal

and The Pebble Mill Appeal with other

gifts and legacies

THE CREW

Coxswain:

Martin Double

Crew Members:

Graham Wright, Stephen Ace,

Kevin Rees, Daniel Wright

Huw Mathias, James Fillery

THE MUMBLES LIFEBOAT STATION

Established: 1863 (known as Swansea lifeboat station until 1904)

Previous RNLI Medals: 1 Gold, 13 Silver and 5 Bronze

THE CASUALTY

Fishing boat and 2 crew

THE CONDITIONS

Weather: Sunny

Visibility: Good

Wind: Force 7 to gale force 8

Sea state: Rough, 3m swell



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Slip sparks search



The RNLI lifeguard inshore rescue boat in action

A summer holiday in Cornwall turned into a tragedy for a couple from Essex. They were walking by Fox Cove, near Newquay, on 9 August 2004, when the man slipped on rocks and was knocked unconscious into the water

Instinctively, the woman jumped into the water to help him. Waves of up to 2.5m were sweeping through the cove at regular intervals and the unconscious man was being pulled under. The woman was clinging on to him with all her might, but was unable to hold on in the atrocious conditions and found herself in difficulty.

Minutes later, at 2.30pm, a member of the public alerted the RNLI beach lifeguards at Treyarnon Bay about the incident. The Coastguard had already been informed and they requested the assistance of two inshore lifeboats from Newquay, a helicopter from RNAS Culdrose and a Coastguard cliff rescue team to search the different coves and gullies of the jagged coastline.

Lifeguards Stewart Marriott and Adam

Loosley immediately launched the inshore rescue boat, while two other lifeguards maintained cover at the beach. Stewart knew the launch and search would be challenging, recalling: 'The conditions that day were very dangerous with a large swell running.'

At the helm Stewart negotiated the surf in Treyarnon Bay and the lifeguards reached Fox Cove within 5–10 minutes, before anybody else arrived. Although visibility was good, there was a very heavy ground swell at the mouth of the cove, with breaking surf of up to 4m. They drove through the surf and started the search for the missing pair.

The lifeguards soon spotted a man on the rocks at the side of the cove. When they reached him, he told them that the casualty was still missing and gave them a full

description. He also informed them that the woman was safe on the rocks at the back of the cove. The lifeguards continued looking for the man among rocks and breaking surf. Stewart recalls there was a real danger of capsizing:

'We had to keep watch constantly for sets of waves so we didn't get caught out and flipped, as we were right next to vertical cliffs.'

There was no sign of the man inside the cove, so the lifeguards checked near the mouth, searching between the sets of breaking waves. Hopes of finding him in time were fading.

Others joined in the search: the helicopter

Listings

Blue Peter IV is centre stage

CBBC *Blue Peter* presenter Konnie Huq named the latest addition to the RNLI's fleet of *Blue Peter*-funded lifeboats at the 2005 London Boat Show in January. Gathered round the RNLI exhibition stand, the crowd gave a round of applause and three cheers as Konnie poured the ceremonial champagne over *Blue Peter IV*, which was funded by young viewers of the television programme. Naming the lifeboat, Konnie said: 'I congratulate the crews who have served the community on *Blue Peter IV* at St Agnes for their lifesaving work.'

Nick Marsh, volunteer Lifeboat Operations Manager at the St Agnes RNLI lifeboat station, said: 'I would like to express our thanks to *Blue Peter*, and their thousands of viewers, for their generosity and continued support of the RNLI and our volunteer crews. We are all very excited about *Blue Peter IV*'s forthcoming arrival on station. The new IB1-type D class is five knots faster than her predecessor and will allow us to respond to casualties faster than ever before, ensuring our crew can continue saving lives at sea.'

The new boat is the 25th lifeboat funded by the TV programme and the fourth at St Agnes – all have had the same name, *Blue Peter IV*, indicating that St Agnes is the fourth station to benefit from a *Blue Peter*-funded lifeboat. There are seven '*Blue Peter* stations' in all, from Littlehampton (four boats named *Blue Peter I*) to Fishguard (just one *Blue Peter VII* so far).

The first *Blue Peter* lifeboat appeal was in 1966 and aimed to provide three D class inflatable lifeboats, but the response was so overwhelming that the appeal was able to fund lifeboats at Littlehampton, Beaumaris, North Berwick and St Agnes. A further appeal in 1972 allowed the lifeboats at North Berwick and St Agnes to be replaced, and Littlehampton and Beaumaris were provided with the larger Atlantic 21 rigid inflatable lifeboats. The fourth and most recent appeal in 1993–94 was so successful that six inshore lifeboats were replaced, including those at Cleethorpes and Portaferry, and the first *Blue Peter* all weather lifeboat, a Trent class, was stationed at Fishguard.

Overall, *Blue Peter* lifeboats have launched more than 4,300 times, saving the lives of 1,028 people.

A special invitation...

The Royal National Lifeboat Institution
requests the pleasure of your company

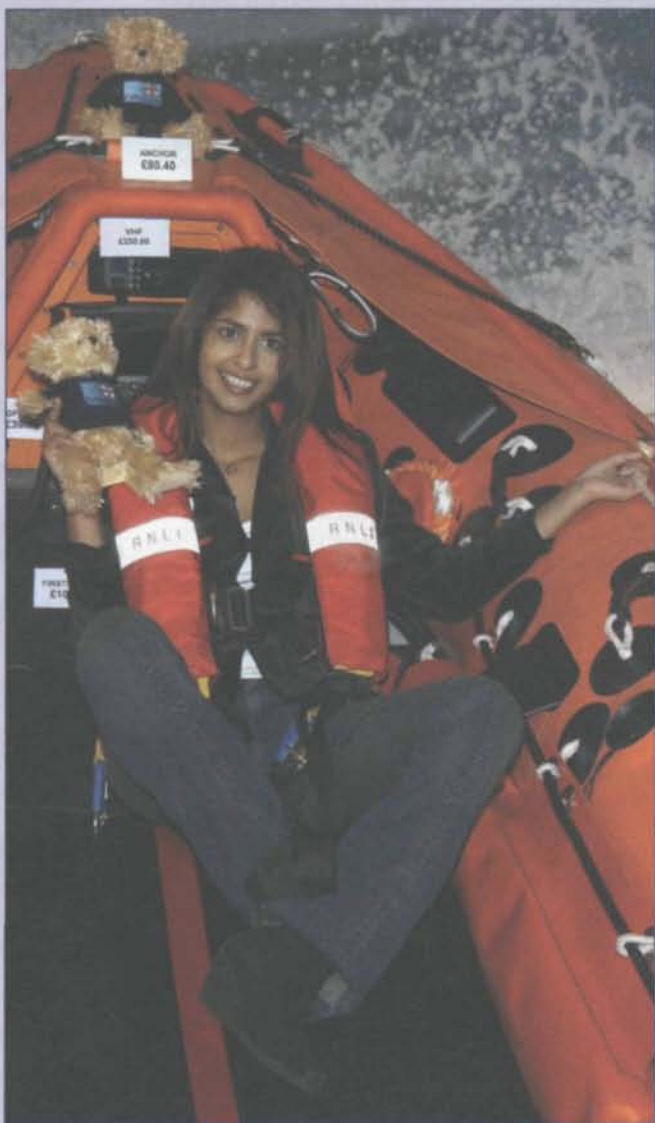
at the naming of
Blue Peter IV

by CBBC *Blue Peter* Presenter Konnie Huq

Commencing at 12 noon on Wednesday 12 January 2005,
at Schroders London Boat Show
(Stand B700, Excel Conference Centre)

XOVP to Nikki Nagler (nagler@rnli.org.uk),
RNLI, West Quay Road, Poole, Dorset BH15 1HE
by 5 January 2005


Lifeboats
RNLI Reg Charity No 220603



Listings

ABERSOCH

B-709:Aug 2,5,13,15,16(x2),
18,19,20,21,29

ABERYSTWYTH

B-704:Aug 7,13,29, Sep 1,7,9

ACHILL ISLAND

ON-1144(52-41):Aug 28
ON-1240(14-28):Aug 1, Aug 7,
Aug 8, Aug 15

ALDEBURGH

ON-1193(12-34):Aug 17,27,30
D-520:Aug 20,28(x2),30, Sep 4

ALDERNEY

ON-1199(12-34):
Aug 2,7(x3),12,14,29

AMBLE

ON-1176(12-19):Aug 3(x2),4,5

ANGLE

ON-1114(47-011):
Aug 1,5,6,10(x2),11, 12, 14,
15(x2), 17, 25
D-493:Aug 9(x2)

ANSTRUTHER

ON-1174(12-17):Aug 4,7,18,29,31
D-500:Aug 18

APPLEDORE

ON-1140(47-027):Aug 1
B-742:Aug 1(x5),7,17,19

ARAN ISLANDS

ON-1150(52-44):Sep 11,17,19,20,
21,22,23,24, Oct 3
ON-1254(17-27):Aug 8,30

ARBROATH

ON-1194(12-35):Aug 14(x2)
D-621:Aug 2,14(x2),15

ARKLOW

ON-1223(14-19):Aug 2

ARRAN (LAMLASH)

B-770:Aug 13, Aug 15

ARRANMORE

ON-1150(52-44):
Aug 1(x2),7,18(x2),20
ON-1244(17-22):Aug 24,26,29(x2),
Sep 17,21

ATLANTIC COLLEGE

B-763:Aug 21

BALLYCOTTON

ON-1143(52-41):Aug 11
ON-1245(14-29):Aug 15
BB-045: Aug 15

BALLYGLASS

ON-1235(17-15):Aug 7,8, Sep 8
D-469:Aug 7,8,21

BALTIMORE

ON-1137(47-024):Aug 1,8,11

BANGOR

B-584: Aug 1,8,10,11,14(x2),
16,20,22,25,27(x3)

BARMOUTH

D-524:Aug 1,2,4,6,7,8,11,15, Sep 1

BARRA ISLAND

ON-1230(17-12):Aug 5,9

BARROW

ON-1117(47-014):Aug 1,7(x2),21,
Sep 1,4
D-567:Aug 5(x2),7

BARRY DOCK

ON-1135(52-39):Aug 3,21,22

BEAUMARIS

B-768: Aug 1(x2),2,7,8,10,17,18,21,
26,31(x2), Sep 8

BEMBRIDGE

ON-1126(47-018): Aug 16,29(x2),
30(x2)
D-503:Aug 1,3,20,27,29

BERWICK-UPON-TWEED

ON-1191(12-32):Aug 22(x2),25,28
D-494:Aug 9,15,22,24

BLACKPOOL

B-748:Aug 5, Sep 1
D-474:Aug 5,14, Sep 1
D-558:Aug 5,14

BLYTH

D-606:Jul 16,18,25,26,30, Aug 3,24

BORTH

D-622:Aug 11

BRIDLINGTON

ON-1169(12-12):Aug 17,29, Sep 5
D-464:Aug 30(x2)

BRIGHTON

B-737:Aug 1,5(x2),6,8,9,13(x2),14,
16,21,28,
Sep 1,3,4(x2),5

BROUGHTY FERRY

D-483:Aug 20(x2)

BUCKIE

ON-1098(52-28):Sep 2,5(x2)
ON-1268(17-37):Aug 7,14,22

BUDE

D-617:Aug 16

BURNHAM-ON-CROUCH

B-733:Aug 1,5,15,21,22
D-519:Aug 3,4

BURNHAM-ON-SEA

B-795:Aug 2,7,17,19
D-495:Sep 4

BURRY PORT

D-610:Sep 4,6,10
D-611:Aug 1,10,12,16(x3),30

CALSHOT

ON-1108(52-34):Aug 15,19
ON-1159(52-45):Aug 30(x2), Sep 2
D-609:Sep 2
D-615:Aug 2,13(x2),28,29,30(x2)

CAMPBELTOWN

ON-1241(17-19):Aug 13(x2),
16,17,19, Sep 1, Oct 27
D-571:Aug 9

CARDIGAN

B-752:Aug 3,14,28,30,31
D-547:Aug 3

CASTLETOWNBERE

ON-1144(52-42):Aug 3
ON-1277(17-44):Aug 7,11

CHISWICK

E-002:Sep 28,29(x6)
E-004:Aug 1(x3),2(x2),4(x2),8,10,
11,18,22,23(x2),28,29(x3),30
E-006:Sep 4(x2),5,6,7,8(x3),9,11,
12,13,15,16,19,21,23,

CLACTON-ON-SEA

B-744:Aug 21(x2),24,29(x2), Sep 6

CLEETHORPES

D-618:Aug 1(x2),8,17

CLIFDEN

D-525:Aug 14, Sep 21

CLOVELLY

B-759:Aug 9,14

CONWY

D-482:Aug 1,9
D-627:Aug 26,28

COURTMACSHERRY HARBOUR

ON-1205(14-07):Aug 16

COURTOWN

D-445:Aug 10

COWES

B-764:Sep 2

CRICCIETH

B-707:Aug 2,5,8(x2),16(x2)

CROMER

ON-1097(47-006):Aug 15,17

CROSSHAVEN

B-782:Aug 3,16,17,18,19,28(x2),
Sep 5

CULLERCOATS

B-591:Aug 8,22,24, Sep 5(x2)

DOUGLAS

ON-1147(47-032):Aug 23

DOVER

ON-1220(17-09):Aug 1,7,16,30,31

DUN LAOGHAIRE

ON-1200(14-05):Aug 10(x2),12
D-565:Aug 10,18

DUNBAR

ON-1207(14-09):Aug 1,3,18
D-544:Aug 1,3,18

DUNGENESS

ON-1186(12-27):Aug 21

DUNMORE EAST

ON-1215(14-17):Aug 5,6,23(x2),
Sep 2,4

EASTBOURNE

ON-1195(12-36):Aug 5,7,10,
14(x3),15(x2),17(x2),26
D-605:Aug 14,15(x2),17, Sep 5

ENNISKILLEN

B-525:Aug 5,13,18
B-592:Aug 1(x2),9,13,16,18, Sep 7

EXMOUTH

ON-1180(14-01):Aug 19,25(x2),
Sep 12
ON-1210(14-12):Aug 1,6,14
D-516: Aug 1,2,6(x2),7,10,11,19,21,
23(x2),25(x2), Sep 5,8

EYEMOUTH

ON-1209(14-11):Aug 10,17, Sep 8

FALMOUTH

ON-1256(17-29):Aug 3,10,15
B-595:Aug 10

FENIT

ON-1239(14-27):Oct 24

FILEY

ON-1170(12-13):Aug 18
D-563:Aug 5

FISHGUARD

ON-1198(14-03):Aug 11,12

FLAMBOROUGH

B-703:Aug 7,15,21,24,25

FLEETWOOD

ON-1156(47-038):Aug 7,9,16,21
D-556:Aug 1,5,7,10

FLINT

D-510:Aug 22

FOWEY

ON-1222(14-18):
Aug 1,3,21,25,29(x2)

ON-1226(14-22):

Aug 2(x3),7(x2),10,11
D-526:Aug 1,4,11,21

FRASERBURGH

ON-1259(14-34):Aug 31, Sep 4

GALWAY

B-738:Aug 3,9,14

GIRVAN

ON-1192(12-33):Aug 13

GRAVESEND

B-734:Aug 11,27
E-002:Aug 13,15,19,23, Sep 6,8
E-005:Aug 1(x2),4(x2),5,6(x2),7,8
E-006:Aug 30, Sep 1

GT YARMOUTH & GORLESTON

ON-1208(14-10):Aug 15,17

HAPPISBURGH

D-601:Aug 9(x2),16

HARTLEPOOL

ON-1160(52-46):Aug 18(x2),22,
Sep 6
ON-1274(14-37):Aug 10,11
B-700:Aug 1,28

HARWICH

ON-1202(17-03):Aug 30
B-789:Aug 8(x3),9,11,16,20(x2),24,
25,27,30(x4)

HASTINGS

ON-1125(12-002):Aug 8, Sep 2
D-540:Aug 1,4,8(x3),9,14, Sep 5

HAYLING ISLAND

B-712:Aug 1(x3),3,8,14(x2),18(x2),
22,25,26,29(x2),30(x3), Sep 6
D-496:Aug 1,4,14,25,29,30,31(x2)

HELENSBURGH

B-791:Aug 8(x2),11,13,27,29, Oct 30

HELVICK HEAD

B-760:Aug 9,28

HOLYHEAD

ON-1272(17-41):Aug 1,10,29
D-480:Aug 1,9,23,26,29

HORTON & PORT EYNON

D-531: Aug 1,2(x2),13(x2),15(x2),
17,23, Sep 4

HOWTH

ON-1258(14-33):Aug 13

HUMBER

ON-1216(17-05):
Aug 6,8(x4),17,19,22,24

HUNSTANTON

B-749:Aug 2(x3),8(x7),29,
Sep 9(x2),11
H-005:Aug 18,22
H-003:Aug 2

ILFRACOMBE

ON-1165(12-007):
Aug 1,13,28(x2),29, Sep 1,11
D-555:Aug 1,5,13,20,22,29,
Sep 3(x2),4

ISLAY

ON-1219(17-08):Aug 3, Oct 19

KESOCK

B-771:Aug 9,17,20,21,23,24,25,28,
Sep 3,8

KILKEEL

B-574:Aug 20,23
B-593:Aug 3,10,31(x2), Sep 4

KILMORE QUAY

ON-1133(47-021):Aug 3(x2),4,7,13

KINGHORN

B-720:Aug 1,10,11,17
B-757:Aug 29(x2),31, Sep 1,5(x3)

KINSALE

B-796:Sep 5

KIRKWALL

ON-1231(17-13):Aug 13,27,28,
Sep 1

KYLE OF LOCHALSH

B-740:Aug 15,18,21

LARGS

B-739:Aug 6,13,16,21,23, Sep 5,8,9

LARNE

ON-1246(14-30):Aug 7,15,19,20,26
D-499:Aug 11,20,26

LITTLE & BROAD HAVEN

D-628:Aug 6,16,21,22

LITTLEHAMPTON

B-779:Aug 8(x2),14,15(x2),25,
29(x2),30, Sep 4
D-458:Aug 14,15

LITTLESTONE-ON-SEA

B-785:Aug 1,23,27, Sep 2,4

LLANDUDNO

ON-1187(12-28):Aug 12
D-428:Aug 2
D-508:Aug 10,15,26, Sep 2,3,5

LONGHOPE

ON-1149(52-43):Aug 24,27

LOUGH DERG

B-586:Aug 8,10,21

Identifying lifeboat classes

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

All weather lifeboats

ON-### (12-###) Mersey ON-### (47-###) Tyne
 ON-### (14-###) Trent ON-### (52-###) Arun
 ON-### (17-###) Severn

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
 BB-### Boarding boat

LOUGH SWILLY

B-717:Aug 21
 B-755:Aug 7

LOWESTOFT

ON-1132(47-020):Aug 17(x2)

LYME REGIS

B-741:Aug 1,2(x2),18,24,25,5

LYMINGTON

B-784:Aug 2,4,14

LYTHAM ST ANNES

ON-1189(12-30):Aug 5

MABLETHORPE

B-778:Aug 1,7,8(x4),11,29
 D-443:Aug 1,4,8(x3),11,14,15,
 22,26,29

MACDUFF

B-578:Aug 7(x2)

MALLAIG

ON-1250(14-33):Aug 4,17,29,
 Sep 11

MARGATE

ON-1177(12-20):Aug 14
 D-545:Aug 1(x2),14,15,19(x2),
 22,29,29,2

MINEHEAD

B-708:Aug 21
 B-762:Aug 2
 D-476:Aug 16
 D-549:Aug 21,24

MOELFRE

ON-1146(47-031):
 Aug 2(x4),31,29,4(x2)
 D-460:Aug 7,14,15,21,23,25,26(x2)
 D-532:Sep 3

MUDEFORD

B-583:Aug 1(x3),2(x3),7(x2),
 8(x3),10,14,19,23, Sep 7

NEW BRIGHTON

B-721:Aug 1(x2),7,8,31
 B-723:Sep 5(x2),Oct 2

NEW QUAY

(CARDIGANSHIRE)
 ON-1172(12-15):
 Aug 7,18(x2),20,30
 D-616:Aug 7,13,28,30

NEWBIGGIN

B-745:Aug 27

NEWCASTLE

D-478:Aug 2,2,2,2,2
 D-487:Aug 8

NEWHAVEN

ON-1243(17-21):Aug 13,15,18,27

OBAN

ON-1227(14-23):Aug 5,11,20

PADSTOW

ON-1094(47-003):Aug 2,7,14,17

PENARTH

D-534:Aug 14

PETERHEAD

ON-1127(47-019):Aug 5

POOLE

ON-1131(47-023):
 Aug 1,7,14(x2),22,23,26,28
 B-710:Aug 1(x2),7,13,14,15(x2),20,
 22,23,26,28

PORT ISAAC

D-546:Aug 16(x2)

PORT ST MARY

ON-1253(14-32):Aug 24

PORT TALBOT

D-550:Aug 4,5,21

PORTHCAWL

B-726:Aug 1(x4),4,11,21,24(x2),
 28,29,1,4

PORTHDLINLAEN

ON-1120(47-015):Aug 2,18,29

PORTPATRICK

ON-1151(47-033):Aug 11,12

PORTREE

ON-1214(14-16):Aug 8,16,17,30

PORTRUSH

ON-1247(17-23):Aug 14,23,29,30,
 Sep 2
 D-572:Aug 1,11,13,29,2

PORTSMOUTH

B-730:Aug 1,2(x2),8,13,22,23,
 29(x3),29,5
 D-554:Aug 1,2,22,29(x2)

PWLLHELI

ON-1124(12-001):
 Aug 15,16,29(x2)
 D-522:Aug 8,16

QUEENSFERRY

B-735:Aug 5,6,20,21,22,31(x2)

RAMSEY

ON-1171(12-14):Aug 1,15,23

RED BAY

B-728:Aug 1(x2),28,31

REDCAR

B-777:Aug 1,4,6,8(x2),10,13,14(x2),
 18(x2),21,29(x2)
 D-523:Aug 4,6,8,9(x2),14,21,29,5

RHYL

ON-1183(12-24):Aug 12,16,30,
 Sep 5
 D-485:Aug 1(x4),2(x3),3,5,7(x4),
 8(x4),9(x4),11(x7),12(x4),15(x2),16,
 17,29,3,5(x2)

ROCK

D-489:Aug 1,9,10(x2),20,22,26,
 27(x2),30

RYE HARBOUR

B-754:Aug 1(x6)

SALCOMBE

ON-1130:Aug 5,10,16,21,24,29
 B-794:Aug 1,5(x2),11,23,29

SCARBOROUGH

ON-1175(12-18):Aug 17,28,22
 D-560:Aug 1,5(x2),12

SEAHOUSES

ON-1173(12-16):Aug 22,29,5
 D-437:Aug 2,12,22,29,5

SELSEY

ON-1074(47-001):Aug 10,12,29
 D-533:Aug 7,10(x2),29,2

SENNEN COVE

ON-1121(47-016):Aug 1,2
 D-624:Aug 1,8

SHEERNESS

ON-1211(14-13):Aug 7,8,30(x2)
 D-513:Aug 1,7,9,10(x3),14,18,
 21(x3),27,30

SHERINGHAM

B-702:Aug 3

SHOREHAM HARBOUR

D-501:Aug 1(x2),3(x2),4(x2),6

SKEGNESS

ON-1166(12-007):Aug 29(x2)
 D-450:Aug 6(x2),8(x2),14,15(x3),
 16,18(x3),19(x3),22,26(x4),29
 D-573:Aug 2,3

SKERRIES

B-747:Aug 1,7,18,27

SOUTH BROADS

D-449:Aug 7,29,2
 XP-45:29,2

SOUTHEND-ON-SEA

B-776:Aug 5,6,7(x2),8,21,22,29,6
 D-487:Aug 5,19
 D-527:Aug 7,8,19,24,29,6
 H-004:Aug 7,29,22

SOUTHWOLD

B-750:Aug 5,15

ST AGNES

D-466:Aug 6,9,19,29,5

ST BEES

B-719:Aug 1,8(x4)

ST CATHERINE

B-772:Aug 19

ST DAVIDS

ON-1139(47-026):Aug 2,3,6,14
 D-543:Aug 2,14(x2),23

ST HELIER

ON-1157(47-039):Aug 1,18,19,20

ST IVES

ON-1167(12-009):Aug 17(x2),31,
 Sep 1(x2),2,4
 D-452:Aug 1,7,15,18,28,29,2(x2),4

ST MARY'S

ON-1229(17-31):Aug 4,16,29,5

ST PETER PORT

ON-1269(17-38):Aug 29(x4),31

STAITHES & RUNSWICK

B-788:Aug 1,2

STORNOWAY

ON-1238(17-18):Aug 8

STROMNESS

ON-1236(17-16):Aug 12,29,29,6

SUNDERLAND

ON-1225(14-21):Aug 30

SWANAGE

ON-1182(12-23):Aug 12(x2),
 14(x2),29,10
 D-613:Aug 4,12,14(x2),21,30,
 Sep 12

TEESMOUTH

ON-1110(47-008):Aug 7(x2),
 11,17,22
 ON-1184(12-25):Aug 29

TEIGNMOUTH

B-588:Aug 2,8(x2),13,14,
 19(x2),22,31(x2),
 Sep 2,6,11,12

TENBY

ON-1112(47-010):Aug 4,8,17
 D-472:Aug 2,8
 D-562:Aug 7(x2),8(x2),10,17,22

THE MUMBLES

ON-1096(47-005):Aug 1,2,24
 D-623:Aug 1,2,8,25,29,3

THURSO

ON-1273(17-42):Aug 15,27

TIGHNABRUACH

B-743:Aug 2,8

TOBERMORY

ON-1270(17-39):
 Aug 8,15,19,24,25

TORBAY

ON-1255(17-28):Aug 13
 ON-1262(17-33):Aug 2,17,
 19,21,31

ON-1269(17-38):Aug 8

D-504:Aug 1(x2),3,10,13,14,23(x3),
 28(x2), Sep 1

TOWER

E-001:Aug 1(x3),2,8(x3),9,30,31,
 Sep 1,3,5,21(x3),22,23(x2),24,26,
 E-002:Aug 2(x3),5(x3),11,13
 E-005:Aug 14(x4),15,16,18(x2),
 20,21,22,23,24(x2),25(x2),27(x5),
 Sep 3,4(x4),7(x2),8,12(x2),
 13(x2),14,18,25,27(x3),28(x2),29
 (x4)

TRAMORE

D-511:Aug 2

TREARDUR BAY

B-731:Aug 2,9,14,15(x3),17(x2),
 18,20(x2),24,30
 D-610:Aug 2
 D-614:Aug 14,29,17

TROON

ON-1134(52-38):Aug 1(x3),5
 D-468:Aug 1(x3),5

TYNEMOUTH

ON-1242(17-20):Aug 15,20,23
 D-535:Aug 1,18,20,23,29

VALENTIA

ON-1218(17-07):Aug 7,12

WALMER

B-589:Aug 18(x2)
 D-514:Aug 18

WALTON & FRINTON

ON-1075(47-002):Aug 5,24,30

WELLS

ON-1161(12-003):Aug 12,29,5
 D-446:Aug 11,14(x2),21

WEST KIRBY

D-612:Aug 8,20,22,30

WEST MERSEA

B-761:Aug 4,13,18,22,26,30,29,1,2

WESTON-SUPER-MARE

B-769:Aug 21,28,28,29,29
 D-537:Aug 1,7(x2),20,28,29,30,
 Sep 3

WEXFORD

D-447:Aug 3,21,30

WEYMOUTH

ON-1261(17-32):Aug 1,13,14
 B-746:Aug 1,14,15

WHITBY

ON-1204(14-06):Aug 10,24
 ON-1266(14-35):Aug 22(x2),29,4
 D-521:Aug 14,15,18,22,29

WHITSTABLE

B-773:Aug 7,8(x2),15(x2),23,
 29,30(x2),29,1,2,5(x2)

WICK

ON-1224(14-20):Aug 27

WICKLOW

ON-1153(47-035):Aug 2

WITHERNSEA

D-541:Sep 3

YARMOUTH

ON-1249(17-25):
 Aug 2,20,28,30,29,3,9(x2)

YOUGHAL

B-780:Aug 1,2(x2),29,5

LIFEBOATS ON PASSAGE

ON-1143(52-41):Aug 13
 ON-1277(17-44):Aug 1

The services listed here are those for which returns had been received at HQ by 31 October 2004 and had been processed by 31 January 2005. Due to an unusually high number of returns, the remaining September and October 2004 services will be published in the summer 2005 issue.

Listings

Appointments

Mr Michael England – Padstow lifeboat station Mechanic

Retirements

Mr John Alldrige – Padstow lifeboat station Mechanic

Dr David Davies – Fishguard and Goodwick branch Chairman (remains Honorary Medical Advisor)

Mr Jim Dougal – Eyemouth lifeboat station Coxswain

Deaths

Mrs Joyce Bell – Fundraiser

Mr John Chadwick – South West, former Surveyor of lifeboats

Mr Eric Couling – Perranzabuloe branch committee member and former Honorary Secretary

Mr Peter Davy – Hastings lifeboat station branch Honorary Vice President, Honorary Medical Adviser 1968-1988, Chairman 1992-2000

Mrs Brenda Guy – St Mary's ladies guild former Treasurer

Mr John 'Jock' Harrison – Largs lifeboat station Helmsman 1966-1972

Mr Douglas Hill – Nottingham branch Honorary Secretary 1946-1974

Mr Arthur Keyte – Hastings branch Committee Member and former Deputy Launching Authority

Mrs Pam Randall – West Bridgford and District branch committee member

Mrs Esme Walford MBE – Life Governor and Sevenoaks and District branch former President

Lifeboat naming ceremonies

Donald & Barbara Broadhead, Rosslare, Severn class
11 September 2004

The Taylors, Thurso, Severn class, 18 September 2004

May II, Borth, IB1-type D class, 18 September 2004

Annette Hutton, Castletownbere, Severn class, 9 October 2004

Peterborough Beer Festival II, The Mumbles, IB1-type D class,
9 October 2004

Martin Jolly, Relief fleet, IB1-type D class, 17 November 2004



Members of the Campaign for Real Ale present their latest contribution towards The Mumbles inshore lifeboat

Operational and fundraising colleagues in London at the naming of the *Martin Jolly*



ON STATION

ALL WEATHER

Relief fleet

ON-1279 (17-46) *Margaret Joan & Fred Nye*, 17 November 2004

INSHORE

Relief Fleet

D-645 *Martin Jolly*, 23 November 2004

D-630 *Langley Muir*, 15 December 2004

Sunderland

(Relief) B-705 *Vera Skelton*, 28 September 2004

Littlehampton

D-631 *Spirit of Juniper*, 27 October 2004

from RNAS Culdrose commenced an aerial search and at 2.54pm the two Newquay inshore lifeboats arrived. The D class proceeded through 3–4m surf, going in and out of the cove several times, while the Atlantic 75 crew searched outside the surfline. They all knew by this time that there was little hope of finding the casualty alive.

With the lifeboats searching, the lifeguards went to check the woman at the back of the cove. It was mid to high tide and there wasn't enough beach to land the rescue boat properly, so Stewart held the boat in position while Adam went to the woman. She was in shock and suffering from hypothermia.

Adam requested evacuation by helicopter and then helped the helicopter winchman secure the woman for an airlift. At 3.05pm she was safely evacuated to hospital.

Despite the receding tide, which reduced the depth of the water and made the waves break more steeply, the pair re-launched and continued the search. By this time the auxiliary Coastguard had joined the search from the cliff top. The lifeguards went out through the surf to liaise with the inshore lifeboat crew and spoke on the radio with the Coastguard. They agreed to concentrate in a different search area, inside the break between Porthcothan and Treyarnon, but there was no sign of the missing man. They returned to Treyarnon when the rescue boat ran low on fuel.

The Newquay D class lifeboat continued the search until 5.15pm when the fuel ran low and the Atlantic 75 kept looking until 5.35pm. The Coastguard recovered two men from the rocks at the back of the cove who had been helping to look for the man.

Sadly, despite this well-coordinated search, the missing man was not found. The lifeguards, in particular, had made every possible effort in some extremely challenging surf.

Stewart and Adam received a letter of appreciation from RNLI Chief Executive Andrew Freemantle. He commended the pair for their 'skill, courage and determination in doing all that was humanly

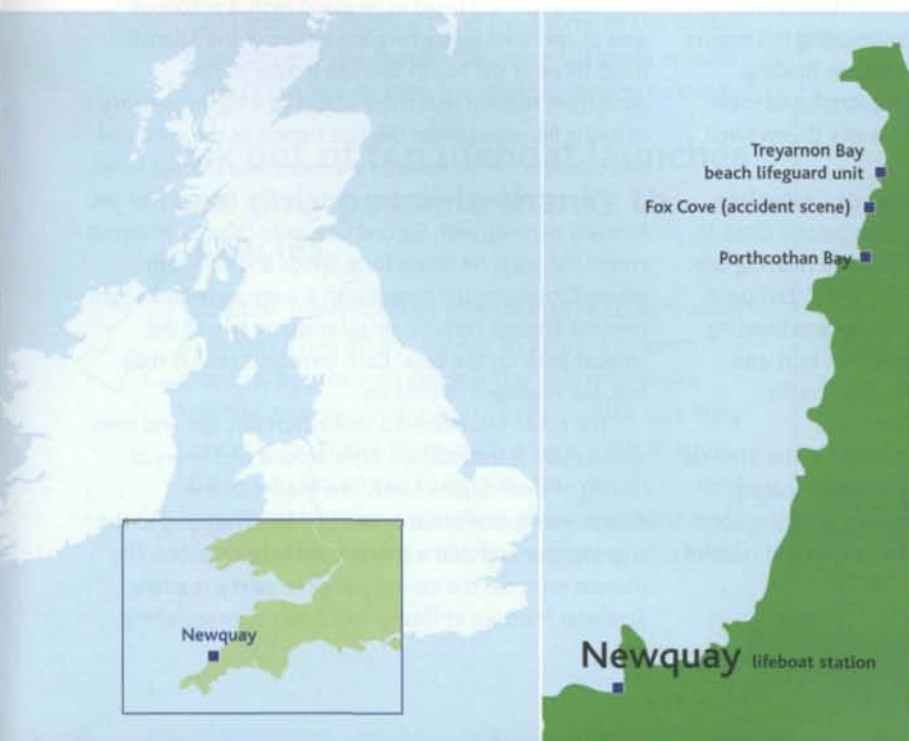


L-R: Adam Loosely and Stewart Marriott

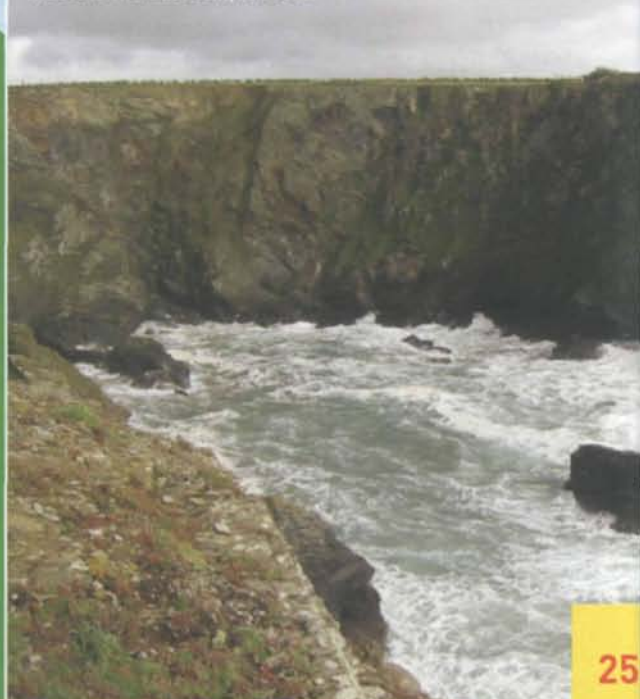
possible to find the missing man.' Stewart and Adam both regard the incident as an inevitable part of their job and were saddened by the outcome of the search:

'The woman had a tragic loss that day. She needed to be with her family for support and comfort.'

When lifeboat crews and lifeguards join the RNLI they are warned that, sometimes, the lives of the men and women they try to save will be out of their hands. They have to accept that, for the many casualties they successfully rescue, there will be some that they cannot help. An experience such as this one at Cornwall often makes those involved even more determined to save lives at sea in the future: another reason why the RNLI values its crews and lifeguards so highly.



The scene of the accident, Fox Cove





Scotland the brave

Two of the five Scottish crews who braved storms to save lives at sea on Friday 27 August 2004 have been honoured with RNLI gallantry awards



Photo: Frank Bradford

LONGHOPE CREW

Coxswain

Kevin Kirkpatrick

Crew Members

John Budge

Matthew Budge

Frank Gaertner

Roy Heddle

Alan Lain

Robert Seatter

Kevin Thomson

Robert Thomson

Jamie Wild

THURSO CREW

Second Coxswain

Duncan Munro

Crew Members

James Brims

George Burns

Kevin Davidson

Bruce Farquhar

William Miller

Gordon Munro

Scott Youngson

Longhope Coxswain Kevin Kirkpatrick and Thurso Second Coxswain Duncan Munro received the Thanks of the Institution Inscribed on Vellum for two separate services on the same stormy day (mentioned in the winter 2004/05 issue of *the Lifeboat*). In addition, Longhope Mechanic John Budge has received a Framed Letter of Thanks from RNLI Chairman Sir Jock Slater and all 15 crew members from the two stations have been given vellum service certificates. Their two spectacular services demonstrate well the huge power of the sea.

Longhope

Mid morning, the Arun class *The Queen Mother* launched into force 10–12 winds to help the sailing yacht *Dasher* and her crew of three. The yacht had lost her primary anchor and was being driven towards the rocks at Ward Point on Burray. Despite using full engine power, the secondary anchor was still not holding.

On passage, Coxswain Kevin Kirkpatrick and crew faced winds gusting up to 85 knots and a 2–3m swell. Visibility was less than 500m.

At 11.03am, the lifeboat approached *Dasher* (see photo). Avoiding the anchor line, Kevin passed close to the port side to allow the crew to throw a heaving line. In the wild conditions, the yacht struck the starboard side of the lifeboat, ripping off fendering and bending the guardrails of the lifeboat. No one was hurt and Kevin skilfully maintained the close position for 25 minutes while the crew set up the tow.

Due to the driving heavy rain and spray, the lifeboat crew on the aft deck had difficulty communicating with the Coxswain at the upper steering position, so Mechanic John Budge stood between them and relayed vital information.

The yacht was pulled clear of the shore and Kevin decided to tow the casualty back to a safe berth at Longhope pier. The lifeboat reached the pier at 1.31pm, but the wind was still too strong for the lifeboat to pull alongside in the conventional way. Bow first, Kevin and crew executed a difficult manoeuvre to secure the lifeboat to the pier. Lines were then passed to the yacht and, with the help of about 20 people from the local Coastguard rescue team and from the village, they hauled the yacht securely alongside the lifeboat.

Thurso

Just as the Longhope lifeboat was reaching home, the Thurso lifeboat was heading out to the *Arnøytrans*, a Norwegian 41m fish carrier, and her crew of four. The casualty's steering failed in Pentland Firth, a notorious area of confused seas where the waters of the Atlantic meet those of the North Sea. The master of the *Arnøytrans* realised that there would be a high possibility of losing his vessel when the tide turned, as the wind and tide would drive her towards the rocks near Dunnet Head.

Thurso's new Severn class lifeboat *The Taylors* (not yet formally named), with Second Coxswain Duncan Munro in command, soon hit storm force winds and 10–12m waves. Closing on the *Arnøytrans*, a huge wave broke right over the lifeboat completely submerging two of the lifeboat crew on the deck. Both were knocked off their feet, but managed to hold on.

The crews established a tow, which was lost and then successfully re-established. After around two hours of towing, the conditions eased. The master of the *Arnøytrans* reported that power had been restored to the steering gear and that a tow was no longer needed. The lifeboat escorted the casualty back to safety, reaching Scrabster Harbour at Thurso four hours after launching.



Time is of the essence



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

The Royal National Lifeboat Institution depends entirely on voluntary donations and legacies to run the lifeboats that save lives at sea. With more than 227 lifeboat stations around the shores of the United Kingdom and the Republic of Ireland, it costs around £300,000 a day to keep the lifeboat service running.

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

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

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

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

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

Mr/Mrs/Miss/Ms _____

Address _____

Postcode _____

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

Registered Charity No. 209603 LB05/4



Lifeboats

Caught in a storm

As high winds and torrential rain caused chaos across Britain on 7 July 2004, two people on their yacht faced storm force conditions 35 miles south of The Lizard, Cornwall

ALL WEATHER LIFEBOAT

Tyne class

David Robinson

ON-1145 (47-030)

Funding: Legacy of Sir David Robinson

THE CREW

Coxswain:

Phil Burgess

Crew Members:

David Hill

Roger Legge

Louis Mitchell

Sam Ward

Jonathan Bray

Darren Thirlaway

THE LIZARD LIFEBOAT STATION

Established: 1859

(lifeboats formerly stationed at The Lizard and Cadgwith). New station at Kilcobben

Cove opened 1961

Previous RNLI Medals:

5 Silver and 1 Bronze

THE CASUALTY

9.5m yacht *Gellie*,

with 2 crew

35 miles south of

The Lizard, Cornwall

THE CONDITIONS

Weather: Severe

Visibility: Dark, with torrential rain

Wind: NE violent storm force 11–12

Sea state: Very rough, waves 6–7m

Launching The Lizard Tyne class lifeboat was tricky in such appalling weather. Good timing was vital. There were 3m waves sweeping across the slipway and winds were gusting up to 70mph. The crew remained calm and professional as Coxswain Phil Burgess waited for the right moment to give the go-ahead to launch. He remembers: 'When you're half way down the slipway you just hope you've got the timing right!' Phil's judgement was perfect and the *David Robinson* launched successfully at 8.40pm into very heavy seas.

The 9.5m yacht *Gellie*, with two people on board, had been travelling from the Channel Islands to southern Ireland when the storm hit. The skipper hadn't expected such bad weather: 'We were caught out – the wrong place to be at the wrong time.' He notified Falmouth Coastguard and tried to head towards the English coast. Unable to make headway in force 10 north easterly winds, he was forced to turn down wind.

In the very rough seas, the all weather lifeboat proved her worth, averaging 18 knots, faster as she surfed down steep 6–7m waves. While the lifeboat was on passage, the casualty was being blown south west. The Coastguard kept updating the lifeboat crew on the yacht's latest position.

At 11.25pm, three hours after the crew were paged, the lifeboat arrived on the scene, spotting the lights of the yacht without too much difficulty. The lifeboat illuminated the yacht fully with searchlights and assessed her condition. She was being

thrown around in the rough seas and winds now reaching storm force 10–11 were causing the yacht to list dramatically. Phil recalls his first thought:

'She was heeling right over. I thought she had water in her and that we'd have to take the crew off straight away. But she was dry – it was the sheer weight of the wind.'

The yacht's skipper was calm and was prepared to abandon craft if necessary. He later described the conditions as being 'very, very difficult in a small boat, with just huge and confused waves'. He talked through the options with the Coxswain. Phil didn't want to risk any transfers in such steep waves with gusts of 70–80mph winds. A potential crash would be too dangerous for both the people and the two craft. They decided to tow the casualty to a safe haven instead. The lifeboat crew had great faith in the towing capabilities of the *David Robinson*, which has served The Lizard well for 17 years.

The skipper moved around the listing yacht with care, keeping low to the deck. An experienced sailor of 50 years, he furled the headsail so that the towline could be passed and made his way slowly to the foredeck. Phil later praised the skipper for his seamanship: 'He did a darn good job.' The crew worked doggedly on the deck to set up the tow with seas breaking over the lifeboat and winds increasing to hurricane force 12.



The Lizard crew after the service (left to right): Sam Ward, Jonathan Bray, Louis Mitchell, Coxswain Phil Burgess, Darren Thirlaway, David Hill and Roger Legge

Phil manoeuvred the lifeboat off the starboard bow of the yacht and Crew Member Roger Legge threw a heaving line across to the skipper, who secured it on the boat's sturdy Sampson post. The tow was taken up slowly and the skipper made his way back to the cabin. Setting up the tow in the atrocious conditions took a full 30 minutes.

The crew let out 150m of line and started the tow at just 2 knots. Phil was concerned that the towline would part, so he stayed in the exposed upper steering position with several other crew members, despite being drenched by the breaking seas.

With the winds blowing north easterly, the lifeboat crew decided it was best to tow towards Falmouth. It would be further than The Lizard, but they'd be going directly into the weather, which should lessen the motion of the yacht and the strain on the towline. With 50 miles to tow, the crew knew they had a very long night ahead.

After an hour and a half of towing, at about 1.30am, the crew on deck were more confident that the towline would hold, so they all went below to the wheelhouse. Despite being soaking wet, none of them took off their suits and lifejackets, just in case they were suddenly needed on deck. With steep waves breaking over the lifeboat, they knew the smaller yacht would be having an uncomfortable journey. They maintained regular radio contact with the pair in the yacht's cabin. Conditions on the yacht were grim. The skipper recalls:

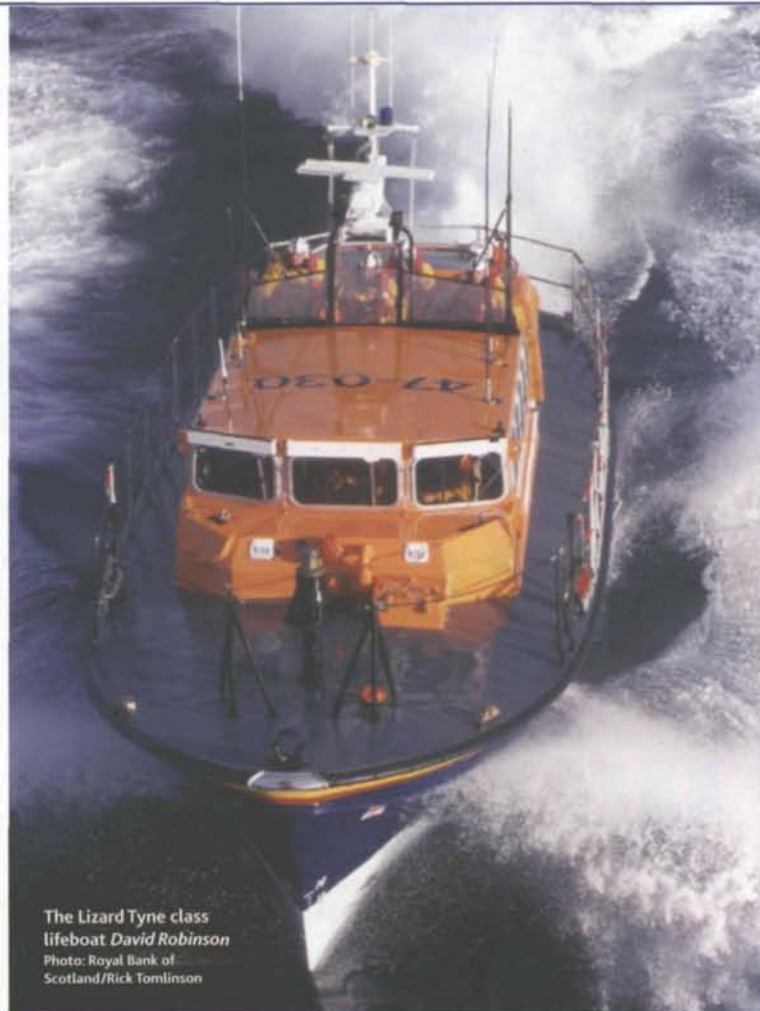
'It was the worse period I've ever spent in a boat. With a couple of gallons coming in with each wave, 10 hours of mopping, bailing and pumping, we were exhausted.'

By 5am it was beginning to get light. They were 22 miles from Falmouth and there was still a severe gale. However, the swell had decreased a little, which allowed the Tyne to increase to 4-5 knots.

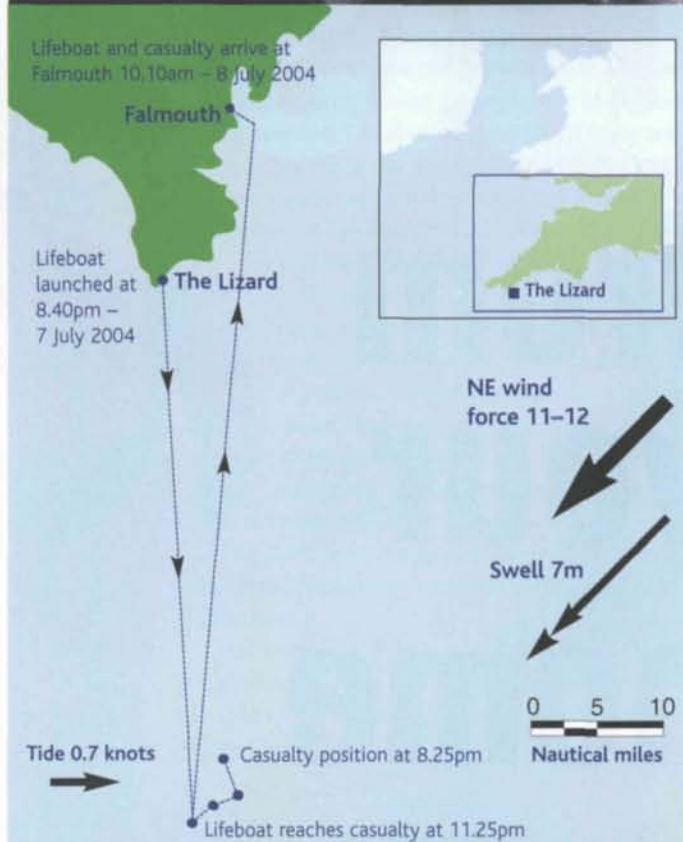
After nearly 14 gruelling hours at sea, the *David Robinson* arrived at Falmouth at 10.10am. They passed *Gellie* to the harbour launch, which safely moored her up in the marina. As the weather was much too severe to re-house at The Lizard station, the lifeboat was placed at a mooring in Falmouth harbour until the weather abated.

The tired and hungry crew were welcomed ashore by local people and the press. They still found the time and energy to speak to the media in a calm and professional manner. Tom Mansell, Deputy Divisional Inspector (South) later commended the crew's actions during and after the service: 'The Coxswain and crew of The Lizard lifeboat were a great credit to the station and to the RNLI.' Falmouth lifeboat guild kindly laid on breakfast for the crew, who then returned home by road.

In recognition of his determination, seamanship and leadership on this service, Phil Burgess received the RNLI's Thanks of the Institution Inscribed on Vellum. All the crew were presented with vellum service certificates. Phil praises their teamwork during the long and arduous service: 'They did an excellent job. They all deserve Vellums!'



The Lizard Tyne class lifeboat *David Robinson*
Photo: Royal Bank of Scotland/Rick Tomlinson



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Fundraising



National appeal day

The RNLI is launching a national appeal day to be held every year, beginning on 8 June 2005 – Save our Soles or SOS day.

Throughout the UK and Republic of Ireland, people at work, school or home will be encouraged to wear trainers for the day in exchange for a £1/€2 donation to the RNLI. The aim is to make a net income of £2M over three years to fund essential training for volunteer lifeboat crews. (Only 10 per cent of crew trainees come from a maritime background.)

A number of celebrities have already announced their support of SOS day: Olympic gold medallists Ben Ainslie and Shirley Robertson; actor Tamzin Outhwaite; the cast of *The Bill*; Gabby and Kenny Logan; and

Graham Norton. On the corporate side, Volvo and Chrysalis Radio are involved.

The RNLI is keen to hear from anyone who is willing to act as an SOS 'champion' for their school, workplace or other organisation, or who can promote the event to friends and family. An SOS fundraising pack has been produced alongside a limited-edition red and white-striped shoelace. Send for yours by contacting your RNLI regional fundraising office – details from the Supporter Helpdesk on 0845 121 4999.

RNLI SOS

Grand Draw winners

Congratulations to the winners of the RNLI regional Grand Draw for 2004, drawn in December. M Whalen, from Dumfriesshire scooped first prize, a Freelander three-door Hardback with sports body kit. Second prize of a seven-day cruise (from Fred. Olsen Cruise Lines) went to G Shaw, Cornwall and the third prize of a £350 Fortnum & Mason hamper selection went to I and Y Duley, Surrey.

Thanks go to all the generous sponsors who kindly donated the prizes.

Congratulations also to winners of RNLI fleeces: I Thompson, Cheshire; D Overend, Ayrshire; L Phillips, Pembrokeshire; S Mannins, Yorkshire; J Price, Flintshire; G Butler (address unconfirmed); P Baxter, Lincolnshire; S Brownlee, Devon; L Griffiths, Merseyside; and E Easthope, West Midlands.

Trip of a lifetime

An amazing prize awaited Mrs J Harness from York in January when Virgin Balloon Flights and the RNLI sent her off to Cuneo in Italy. Piloting a hot air balloon and staying at the luxurious Lovera Palace Hotel was all part of the experience. Well done!

A girl of the moment

Elsie Mawson of Bolton fulfilled a lifetime ambition at the age of 83 when she plunged 4,000m in a tandem parachute jump to raise money for the RNLI. Elsie commented: 'I've always been a fan of flying and I suppose this is the ultimate way to do it. I found it very, very awe-inspiring.' She was fastened to a man who looked like Robert Redford, so that helped too!

She decided to start supporting the RNLI many years ago when she went to an RNLI award ceremony in London. Elsie recalls: 'At the end, four lifeboatmen got up onto the stage. They were so unassuming and remarkable. I thought how wonderful they were giving up their time and risking their lives to rescue people.'

Her jump near Grange-over-Sands in October raised £482, which she presented to the Kearsley and Bolton branch.

As to what's next, Elsie says: 'I sometimes think I'll go abseiling next, or I'll go and do a bungee jump but I'm a girl of the moment, I'll have to wait and see what happens next!'



The Fred. Olsen fleet grows bigger

Generous passengers of Fred. Olsen Cruise Lines have raised £150,000 over the last four years to fund several RNLI Mobile Training Units and to equip three classrooms in The Lifeboat College. The passengers and crews of Fred. Olsen raise money by holding raffles, quizzes, collections and having all sorts of fun activities on board three ships, *Braemar*,



Black Watch and *Black Prince*, while cruising anywhere from the Norwegian Fjords to the Caribbean islands, and even round the world.

Their latest mobile training unit went into service this January and will take first aid training all round the country. It will be driven by Instructor Stuart Roberts and his first destination was the new RNLI station at Burnham-on-Sea. (Also see page 17.)

Co-operative Funeralcare

As mentioned in the last issue of *the Lifeboat*, the RNLI is delighted to have established a partnership with Co-operative Funeralcare, the UK's largest funeral director.

Research shows that most of us do not know what to do when someone dies and are ill-equipped to arrange funerals. Funeralcare believes that a funeral offers a special opportunity to pay tribute to a unique life and everybody should be remembered in the way they wish.

The Co-operative Funeralcare Funeral Pre-Payment Plan is a simple way of providing for the cost of your funeral in advance. You can also ensure that your specific wishes are observed, which helps reduce the emotional and financial burden for relatives and friends.

For every plan purchased, Co-operative Funeralcare will make a £65 donation to the RNLI. For more information call freephone 0800 289 120 or see the advertisement on page 40.

Cornish pasty treat!



The West Cornwall Pasty Co. has adopted the RNLI as its chosen charity and pledged £7,500 to benefit the Beach Lifeguards programme. The Helston-based company has always had strong ties with the RNLI.

Directors of the company include members of the Cocking and Barber families who served on the St Ives, St Mary's and Cadgwith (now closed) lifeboats. Director Gavin Cocking commented: 'As our ancestors served on the lifeboats we always identified the RNLI as a charity that the company would want to support long term.'

The company also held a 'Taste of Cornwall' fundraising event in 2004 outside its store in Covent Garden. This event raised the profile of the RNLI and raised over £3,500. Gavin added: 'We want to support a charity that will directly benefit Cornish people and those visiting the county.'

It's 'eggs'actly appealing!

The RNLI is commemorating the 200th anniversary of the Battle of Trafalgar by offering for auction 50 specially designed, limited-edition eggs by Theo Fabergé as part of a £1M appeal towards a new lifeboat. This was appropriately highlighted by Admiral Lord Nelson at the London Boat Show. The opportunity to work with Theo Fabergé came from the City Livery Yacht Club and the RNLI is very grateful to the club.

Chairman of the RNLI's City of London III appeal, Sir Jeremy Hanley, officially launched the fundraising activity in October 2004.

Fifty eggs will be sold or auctioned at a series of events over the next few months. Each Trafalgar Egg will start at a price of £10,000 and a minimum of £5,000 will go to the RNLI for each sale. Every person who buys a Trafalgar Egg is guaranteed two invitations to attend an exclusive dinner on *HMS Victory* on 13 October 2005. At a successful auction in January 2005, two Trafalgar Eggs were sold at a profit of £12,000 for the RNLI. Two crates of Bollinger Champagne and two crates of Taylor's Port were also auctioned, raising £2,500.



Fundraising hits the beach

The RNLI's Beach Lifeguards service is going from strength to strength, with more people being rescued and assisted each year. But, as with the lifeboat service, RNLI beach lifeguard units cannot continue to save lives without voluntary donations.

Each of the 59 beach lifeguard units costs around £70,000 a year to run and, while local authorities provide a quarter of those funds, more support is essential. 'Individual donations and support from private donors and companies are vital, so we are developing different areas of funding,' says Philippa Thompson, Beach Fundraising Manager.

Last year was a successful year for the RNLI's newest supporter scheme, Beach Life, in which people can make a regular gift to support the Beach Lifeguards service. Recruitment via a

website has boosted numbers, and even text messaging has been piloted.

Gifts in Wills have also helped. An inshore rescue boat named after David Knight, who sadly died in a road accident in 2003, was funded by his legacy. As reported in *the Lifeboat* autumn 2004 issue, David's son also raised RNLI funds with his sponsored double sail around the Isle of Wight.

A key part of the RNLI Beach Lifeguards service is offering safety advice, and trust funding from the Calouste Gulbenkian Foundation in 2004 helped pay for the beach signage project (see *the Lifeboat* summer 2004). It will have a direct impact on educating people of all ages to be safe on the beach. (See opposite for more corporate funding for the lifeguards and page 39 in Letters.)



Lifeboat cycle challenge

It was a great shock for everyone at Burnham-on-Crouch lifeboat station to hear that their Chairman, ex-Lifeboat Operations Manager, and great friend, Tony Glaze, had been diagnosed with Motor Neurone Disease. Keen to do something positive to help, the crew came up with the idea of the Burnham Lifeboat Cycle Challenge.

The aim was to raise funds by cycling from Hunstanton lifeboat station back to Burnham via Southend in six days, stopping at all the lifeboat stations along the way. They set off from Hunstanton in the late afternoon of the first Sunday in October fully equipped with maps, clothing, bikes and a staggering number of pledges on their sponsor forms.

A week later, Tony Glaze, his family and a host of other crew and supporters welcomed the riders home. Everyone agreed that it had been a great project. Not only had they raised a terrific amount of money but it had helped the crew get to know each other and their neighbouring stations better.

They hope that the final total raised by the Challenge will be in excess of £10,000, to be split between the Motor Neurone Disease Association and the RNLI. Next stop, John O'Groats!

Primary entrance signs reverse

About these signs

These are three designs for the reverse of Primary entrance signs, regardless of whether you have chosen a single panel, double panel or triangular unit. Please select the one that best suits your needs. The options are displayed on the right.

If you have any questions concerning the details of information regarding awards, such as Blue Flag or Seaside Awards, please contact the award sponsor.

Option 1

Repeat the sign content from the front of the sign. Please refer back to Primary entrance signs (pages 32, 34 or 35) of this guide for specification details.

Option 2

Display larger scale emergency information, details are shown on pages 19, 20 and 21.

Option 3

Display details of beach information such as local amenities, environmental education, wildlife or beach awards (e.g. Blue Flag, Seaside Awards). Guidance is given on pages 23, 24 and 25.

In some situations, such as adjacent to a walk or on a promenade, the Primary entrance single panel sign may also be the better fitting option (a new illustration below). It can be single or double sided.



18 - Primary entrance sign



Single panel sign reverse options 1, 2 & 3



Double panel sign reverse options 1, 2 & 3



Triangular sign and reverse options 1, 2 & 3

Happy holidays

Summer 2004 saw the first offer to the RNLI from Domina Vacanze for holidays in Italy. The very first RNLI member to travel with Domina was Amanda Weldon, who stayed at the 4-star Domina Palumbalza Sporting in Sardinia in September. She said: 'We were amazed at how easy it all was. We got seats on a charter flight to Olbia, hired a car and then drove to the hotel. Sardinia is a really beautiful island. The hotel was fantastic, the staff friendly and the food good. Definitely a place to go back to!'

The full range of holidays on offer can be found on the website www.dominadirect.com. To access this site the RNLI log-in code is 'rnli@dominadirect.com' and password 'lifeboat'. Just send your holiday request or enquiry via the electronic booking form on the website or an email to direct@domina.it. Five per cent of the cost of the holiday is donated to the RNLI.

Captured on canvas

The Brahm Gallery in Leeds hosted its 150th exhibition, 'Scarborough Window' by Clive Rand in December 2004. All proceeds were donated to Scarborough lifeboat station.



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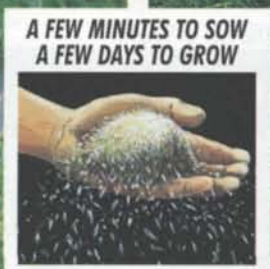
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The London Marathon

Almost 100 people are running in this year's Flora London Marathon to raise crucial funds for the RNLI. Training is well underway for the event on Sunday 17 April and, with your support, this year's team could exceed the £99,000 raised last year.

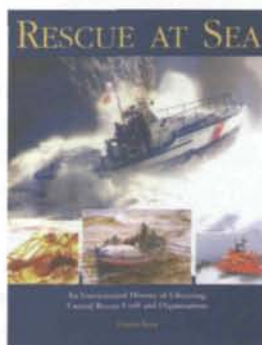
The RNLI would welcome the support of anyone who already has a place in the event and would like to use it to raise funds for the lifeboat service. All RNLI runners receive a special RNLI running vest and an invitation to a post-race party (close to the finish line!) where there will be hot showers, sports massage and delicious food!

To find out more or to make a donation in support of the RNLI London Marathon runners please call Jayne Woods on 01202 663502.

Prize draw winners

In the autumn 2004 issue of *the Lifeboat* readers were given the opportunity to win a copy of *Rescue at Sea*, published by Chrysalis Books Group plc. The ten lucky winners are:

Mr R McInnes, Kent;
Mrs D Gardiner, Liverpool;
Mr Grove, Solihull;
Mr E Harnell, Hertfordshire;
Mr J Phin, Inverness;
Miss S Douglas, Gwent;
Mr and Mrs Kingcome, Ayrshire;
Mr T Prestly, Lanarkshire;
Mr G Davidson, Berwickshire;
and Ms E Cook, Bristol.



Christmas Appeal

A Christmas Appeal mailing to supporters has so far raised over £700,000 with donations still coming in. The Christmas wish list offered supporters the opportunity to choose an item and donate the cost of it, or to send an amount of their choice. More than 17,000 donors also sent Christmas messages to the volunteer lifeboat crews, with warm expressions of appreciation:



'For those in peril on the sea, our love and prayers are with you, not just at Christmas time but all the time.'

'I visited Longhope and the RNLI memorial this summer – a moving experience. Your bravery and dedication make me proud to support you.'

'Thanks to the RNLI, many people now live to see another Christmas.'

'Mere words cannot do justice to the sacrifice and dedication of all the lifeboat crews and support volunteers.'

'Hoping that you will all have peaceful seas and quiet waters. Good luck in 2005. God bless you all and keep you safe.'

Run up to Christmas



The day of the first ever RNLI run up to Christmas 10K and 5K fun runs was a beautiful day, with the sun shining and the fresh smell of pine, mince pies and mulled wine in the air! The event on Sunday 28 November attracted 750 runners and walkers of different ages from all over the UK.

The race, kindly sponsored by Kerry Foods, was won by Neil Cookson (35 minutes 19 seconds) and Christina Squire, representing the RNLI, was the first woman across the finish (40 minutes 37 seconds). Spot prizes for fancy dress were donated by Marks & Spencer and given out to an angel, reindeer and an elf!

The income for this event currently stands at £11,000 with more sponsorship money due in.

Lifeboating – an education



From developing pioneering lifeboats to launching them to the rescue, Atlantic College in south Wales has a special affiliation with the RNLI

Many colleges have their own sports teams, but how many can claim to have their own lifeboat crew? At Atlantic College, a crew made up of teachers and students is on call, ready to swap the classrooms and quarters at St Donat's Castle for the rough and tumble of the Bristol Channel.

Since a lifeboat station first opened at Atlantic College's shore-side campus more than 40 years ago, rescue boats have been crewed by students and staff. The arrangement provides enthusiastic crew

members, and a rewarding experience for students.

The college, with its seaside location, castle and picturesque grounds, is the founding member of the United World Colleges movement and around 350 students from 70 different countries live and learn there. A key part of their two-year syllabus is spent learning and providing 'community services' – including saving lives at sea.

'The idea is that the older students train

the younger ones whilst also manning the lifeboat,' says Gareth Rees, Lifeboat Operations Manager and Vice Principal of the college. 'Giving such a responsibility to 17 and 18-year-olds is character forming to put it mildly.'

One such student, Ella Du Breuil, has remained on the crew since finishing her studies, and is now the youngest B class helmsman in the RNLI.

Ella says: 'I have stayed part of the crew because I feel I want to try and help as many people as possible. The pagers often went off during classes, but you just carry on with it and catch up with what you've missed later. It is a special crew because most of us are young, and also only a quarter are British.'

'You learn a lot about yourself and each other,' adds Ella, who will soon be working as an outdoor pursuits instructor at the college during a summer camp for disadvantaged and disabled children.



Helmsman Ella Du Breuil



Atlantic College is based in St Donat's Castle and its grounds.
Photo: James Mendelsohn

History lesson

Offering lifeboating as a course is not the only special link that Atlantic College has

ation



The Atlantic 85 during trial

with the RNLI – it is also the birthplace of a lifeboat class. The inshore lifeboat station was one of nine set up experimentally in 1963 by the RNLI. Initially, college teachers and students worked together to design boats that could pick up walkers stranded by the tides on the rugged coastline.

The founding headmaster, Rear Admiral Desmond Hoare, began to develop the concept of rigid inflatable boats (RIBs) at the college. As the capabilities of such a vessel became clear, the RNLI adopted the idea and began to develop the RIB further for its own requirements.

In the meantime, the crew continued to train and launch on services and, in 1968, letters of appreciation signed by the RNLI's Secretary were sent to three Atlantic College crew members after they rescued four men from a wrecked dredger. A year later, student Elisabeth Hostvedt from Norway became the first female crew member – and first female helmsman – in the RNLI.

In 1970, the RNLI adopted the RIB design and developed it for its own requirements. The lifeboat X-1AC was placed on service on 1 January 1970 as the Atlantic College boat.

In 1972, the RNLI produced a new 21-foot rigid inflatable boat, named after its birthplace and length: the Atlantic 21.

With a plywood hull, it was powered by two 40hp engines – examples still exist at some lifeboat stations. Rear Admiral Hoare died in 1988 but developments continued. By 1994, a new 7.5m version of the lifeboat, the Atlantic 75, had been developed, this time made of glass reinforced plastic (GRP) and powered by 75hp engines. Atlantic College took delivery of one in 2000. 'The station and the college are particularly proud to have been the birth place of the Atlantic series of boats, which now give service around the British Isles,' says Gareth. (See the cover for a notable example and page 20 for the rescue service.)

The class of 2005

This year will be another important chapter in the story of the Atlantic lifeboats. The RNLI has been developing and testing a new version, the faster and larger Atlantic 85. As *the Lifeboat* went to press, production of the new lifeboat was nearing completion. Macduff in Grampian is due to be the first station to receive an Atlantic 85, in late summer.

But how do you improve a lifeboat that has been a tried and tested lifesaver for more than a decade? Rob Cantrill, the RNLI's

principal engineer on the project, explains: 'New demands have meant we need to stow more and more equipment, which has made the existing boats heavier and slower, plus there is often a requirement for another crew member and radar capability.'

The Atlantic 85 therefore allows room for four crew members, more survivors and more kit. Powered by two 115hp engines and with a stronger fibre reinforced composite (FRC) hull, it has a top speed of 35 knots. The added radar will allow crews to operate more effectively in poor visibility and locate stricken vessels faster.

And who better to test the next generation of Atlantic lifeboats than RNLI crew members themselves? A handpicked group of 15 experienced Atlantic helmsmen have been involved in every level of the project, while two crew members from every B class lifeboat station were involved in testing – that's 190 people in all.

'There has been a deliberate policy to involve the end user as much as possible,' says Rob. 'News has got back to their stations around the coast, and everybody has been happy with what we are doing.' So, hopefully, would be Rear Admiral Hoare.



Helmsman Elisabeth Hostvedt (front), an Atlantic College student from Norway, was the first female RNLI crew member. She is pictured with fellow students about to launch at the Atlantic College slipway in the 1960s

Photo: Graham Farr archives

Letters

The winter 2004/05 issue of *the Lifeboat* included a plea for help from Shoreline member Nigel Whitfield, who has been dubbed a mere 'land lubber' by his boss, a keen dinghy sailor and diver. Our readers came up trumps for Nigel, and then began to reveal the multitudes of definitions available for just about every different kind of sea user, whether viewed from the land or elsewhere on the water ...

In the Royal Navy, the 'flyboys' used to refer to those seamen officers who preferred to keep their feet closer to sea level as 'fish-heads'. A fish-head who did not specialise was known as a 'salt horse'. I am sure that one of the latter two sobriquets would be suitable for use by Mr Whitfield.

AG Merriman
Liss
Hampshire

How about 'sea sage' or 'sea sally' or even 'water wallaby'? Perhaps Nigel Whitfield's boss would take exception to 'water wally' though ...

Ruth Walker
Stamford Bridge
York

In my time at sea in the Merchant Service (Tankers-Engineer), we adopted a title for all those officers up above in their quiet bridge. They sat in their seats admiring the views or lounging on the wing in the sun. So my (helpful) suggestion to Nigel is to describe his boss as a 'deck ornament'!

Mike Nadin
By email

I can do no better than refer Mr Whitfield to the Royal Navy, which usually has nautical language pretty well covered. As a keen sailor, I have a couple of motor-boating friends who tell me I am a 'WAFI', which has stood for 'Wind Assisted Flaming Idiot' (or something along those lines) in the Navy for many years, apparently.

Neil Cairns
by email

From my time when I was nearly always wet, I think the name 'squelch' would fit, as I was always squelching around with half-full boots.

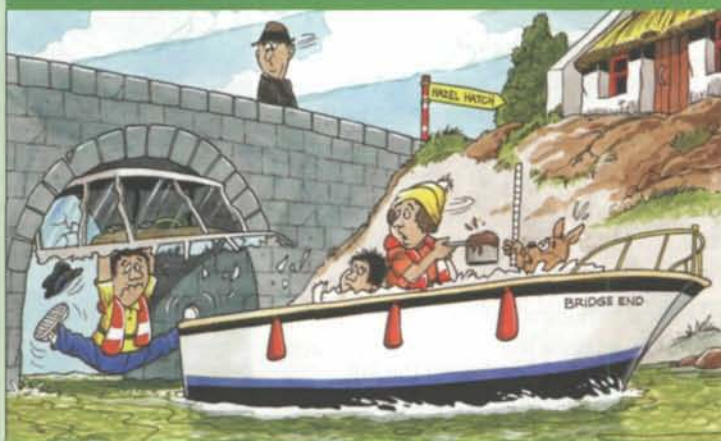
P Bignall
Lydney
Gloucestershire



Check and heed local weather forecasts



In the Republic of Ireland children must wear lifejackets by law



Beware local hazards such as low bridges

Thankfully, Mr Whitfield's boss is an Offshore member

Further to your correspondence concerning rip currents, I too did not know what a rip current is until I was caught in one.

I was in the beautiful bay of Llangrannog in Cardiganshire with my two children then aged 9 and 11, a niece of 13 and a nephew of 10. There was a south-going tide running across the entrance to the bay and quite a strong north-westerly wind blowing reasonable-sized waves onto the shore. The two girls were surfing, my daughter (fortunately a strong swimmer) had her new surfboard and my niece was using a lilo.

They started to bathe in the middle of the bay but were slowly taken down to the southern wing. I went down to tell them to come out and go back to the middle again when they started to be carried out. I went in after them and fortunately the lilo was blown towards me (I am not a good swimmer and it was a life saver). I was able to reach my niece and hold her across the lilo but could not reach my daughter.

She started to try to swim ashore but was simply taken backwards out to sea. I shouted at her just to keep her head above water. We were all taken by the current round the corner and swept up against some rocks, where I was able to push my niece up and go and look for my daughter. She had been carried against the same group of rocks but had lost the mental and physical energy to get herself out so I pushed her up also and managed to get out myself. The waves were breaking onto the rocks and it was important to get out of them as soon as possible.

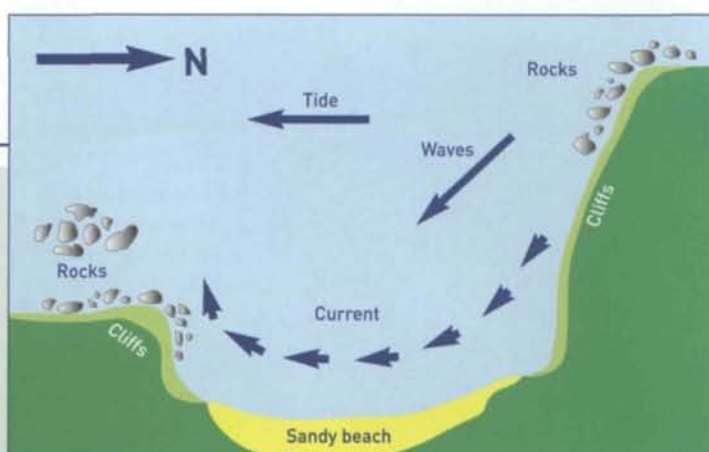
The problem now remained of how to get ashore. There was a 6-foot gap between the rocks we were on and those attached to the shore, with waves shooting into the gap from both ends. I had to time it right. I found later that both my daughter's and my own bathing costumes had been shredded by the barnacles on the rocks (as had our tummies).

There were quite a few people on the beach at the time. Only one man came down to look at us because he said he had wondered if we were all right.

I was holidaying in Cornwall during August 2004 and had the good fortune to be next to Sandy Mouth beach. The team of RNLI lifeguards there were a very welcome presence on this wild coastline. The beach was packed and the surf like a giant washing machine close to the shore and the lifeguards were exemplary in fulfilling their duties. (I work as a countryside ranger and know a bit about managing public recreation.) They were courteous, vigilant and their patrolling was not overbearing, they were just there when it counted. The lifeguards made the beach a good, safe place to bring a young family. Long may they patrol this beach – it needs them!

All the very best
Dewi G Morris
Daventry, Northamptonshire

(Also see page 5 for a personal account from a lifeguard in extreme circumstances.)



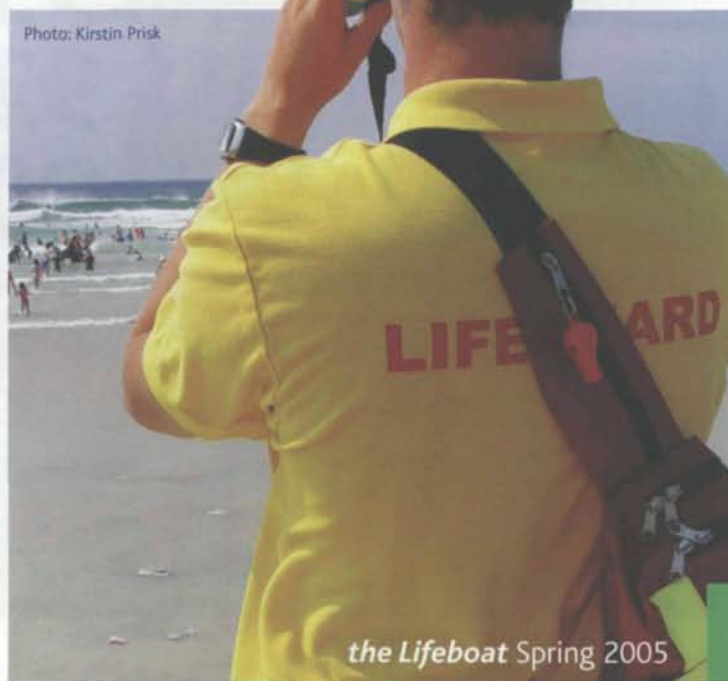
A rip current is indeed a dangerous thing. You do not see it because the waves are breaking over the top and you only know about it when you are caught. I do not remember being particularly frightened at the time – I was too busy. However for some weeks after I would wake two or three times a night from a dream in which I was in a boiling sea with my head being banged against cliffs.

Yours sincerely
Francis Rutter, Norwich, Norfolk

Steve Wills, Beach Safety Manager, comments:

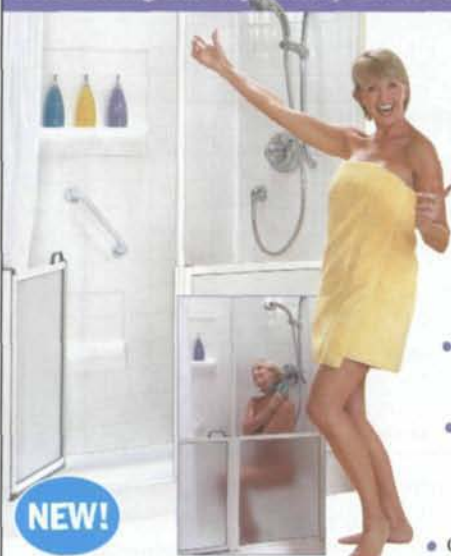
Only a trained eye can see a rip current (experienced surfers actually use them to get out past waves) and normally only from high up, such as a cliff top. As we mentioned in the last issue, it is always best not to fight your way through the current but go with it and then round it. This can have its own hazards, as described here. Mr Rutter did the right thing in grabbing the lilo for support. Another key tip is to ask someone else to get help before entering the water yourself. Ideally, only go in if you're trained. Learning to swim is a priority.

Photo: Kirstin Prisk



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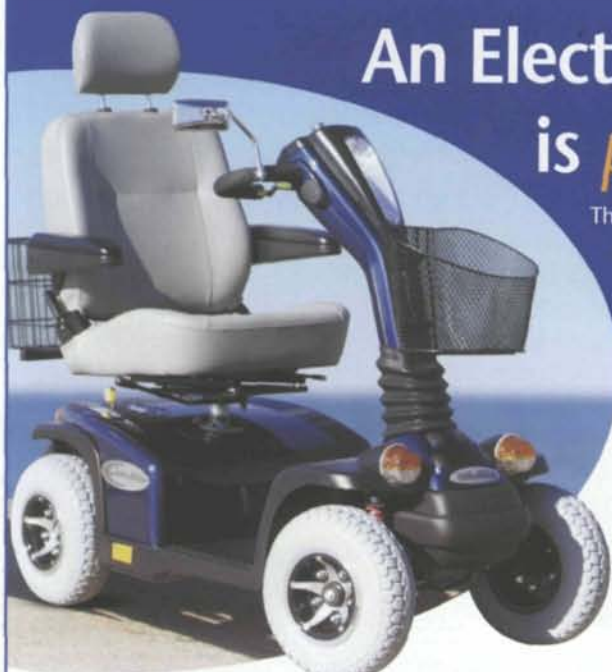
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The crew of the helicopter that rescued the sole survivor from the South Goodwin lightship
 Left to right: Captain Curtis E Parkins (awarded an RNLI Silver Medal for Gallantry), Major Paul L Park, Airman First Class Elmer H Vollman and Captain WR Kusy

I have just been reading Lynne Gammond's account in the winter 2004/05 edition of *the Lifeboat* of the dreadful night of 27 November 1954 when the South Goodwin lightship broke her moorings with all her crew being lost.

I have vivid memories of that night, although I was only a boy of 6. We were living on Deal seafront just across from the pier and I remember lying awake listening to the howling of the wind and the crashing of the enormous seas. The road outside our house was like a beach and pebbles were hitting the house for much of the night.

In her report she mentions the Ramsgate and Dover lifeboats searching the sands, but there is no mention of the Walmer lifeboat. I am sure that the Walmer lifeboat was also launched to assist in the rescue, probably the *Charles Dibdin* (Civil Service No. 32) or maybe that was slightly later on. I was for many years, through the 1970s and early 80s, a member of the shore crew at Walmer.

Although I have now moved about as far away from the Kent coast as you can in England, I still take a very keen interest in the RNLI and its work.

Yours sincerely
 Peter Eckersley
 Alnwick
 Northumberland

RNLI archives show that the Walmer lifeboat at the time was indeed the *Charles Dibdin* (Civil Service No. 2) [not 32] and that she was involved too. (Lynne Gammond did include this in her original article but editing removed it – apologies.)

them up.

Search Inside Goodwins

Meanwhile the Walmer life-boat, *Charles Dibdin* (Civil Service No. 2), had also been warned at 1.52. Maroons were fired and the crew assembled, but the sea had been running so heavily that a steep bank of fine shingle had been built up in front of the launching platform. The crew shovelled away the shingle as fast as they could, but it was an hour before the life-boat was ready for launching. At 2.20 the coastguard asked if the Dover life-boat *Southern Africa*, could also be launched. This was done, and

Your article on the loss of the South Goodwin light vessel in November 1954 brought back vivid memories of that particular storm. I was a crew member on board the New Zealand liner *Rangitoto*. On 26 November, we disembarked our passengers in Southampton and were en route to the Royal Albert Docks, London, when the radio officer picked up a distress signal from a Swedish auxiliary schooner whose deck cargo of timber had shifted. I believe she was called the *Vega*. We stood by her as the Eastbourne lifeboat battled through mountainous seas to reach us and take the schooner in tow, not an easy operation in such conditions. How they made port is a tribute to both crews.

The following day we heard that the South Goodwin light vessel had broken adrift and had been found capsized on the sands. My discharge book records that I was paid off in London on the 27 November 1954.

Yours sincerely
 Peter Aves
 Ascot, Berkshire

The coming of daylight had also meant that the position of the South Goodwin lightvessel could be seen from the shore at Walmer. She was lying on her beam ends on the Goodwins, the white letters on her side pointing to the sky. The Walmer life-boat was immediately launched at 7.30, and made for the Kellet Gut in order to approach the lightvessel from the west. The Walmer life-boat closed to within some 200–300 yards of the wreck, but no sign of life could be seen on board her. The Ramsgate life-boat also found the South Goodwin lightvessel at daybreak and came as close as she could, but the heavy

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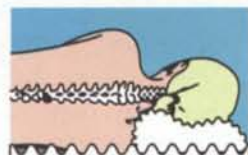
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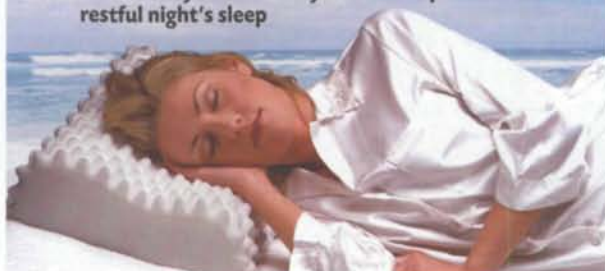
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A capital rescue service

To those who live near or visit the coast, an RNLI lifeboat station is a familiar and reassuring sight. But many are still surprised to learn that there are RNLI crews launching to the rescue in London too



Tower Pier E class Public Servant Civil Service 44
Photo: Jane Morgan

For more than three years now, the RNLI has provided a rescue service on the Thames from lifeboat stations at Tower Pier, Chiswick, Gravesend and Teddington. In many ways they are just like the hundreds of lifeboat stations around the coast of the UK and Republic of Ireland where crew members give up their time to launch lifeboats to save lives around the clock.

But there are differences, explains Tower Pier Helmsman Ian Barnaby: 'While there aren't large waves like at sea, there's very little time to play with if someone ends up in the Thames. You've got a six-knot tide, cold water, undercurrents, debris and lots of traffic that can't alter its course in time. Most of our rescues involve people actually in the water.'

With such challenging conditions, and regular launch requests, speed is of the essence. The swift E class lifeboats at Tower Pier,

Chiswick and Gravesend are crewed by a mix of full timers, like Ian, and volunteers. While Teddington is away from the heart of the city and uses an entirely voluntary crew, the other three stations have crew on station 24 hours a day. As a result they are able to launch in just 90 seconds, and every one of those seconds counts.

'You can't achieve a 90-second callout time with pagers,' says Michael 'Fester' Sinicola, who is a voluntary crew member on the coast at Great Yarmouth and Gorleston when not working as a helmsman at Tower Pier. 'I live about a mile away from my lifeboat station in Gorleston. You couldn't do that here. But I still volunteer on the coast too because I find lifeboating rewarding, whether it is my job or what I volunteer to do,' adds Fester.

Tower Pier, Chiswick and Gravesend always have three crew

members on call: two full timers and one volunteer. As with on the coast, those volunteers have a wide range of backgrounds and careers.

In both 2003 and 2004, Tower Pier was the busiest RNLI lifeboat station and on average carries out one service every day in the summer months. The 37 station volunteers range from a 19-year-old who was born and bred nearby, to a 47-year-old former Brighton lifeboat crew member.

Janet Kelly, Station Manager at Tower Pier, says: 'We have got IT workers, police officers and even a yeoman at the Tower of London volunteering. They give a special flavour to the team and we could not operate as we do without that third member of the crew.' One such volunteer is civil servant Kaverne Bailey. 'As a sailor, I see this as a way of giving something back,' he says. 'The training, the team spirit and the rewarding feeling it gives you makes it worthwhile.'

One particular aspect of training that crew members often have to call upon is First Aid. 'Some people we deal with have fallen or jumped from quite a height and can hit things on the way down, hit the river in shallow water or land on the shore,' says Ian. 'There are some traumatic injuries.'

As well as hauling people from the water, the crew has also been called upon to tow boats that have collided or broken down, find children in dinghies and assist tourists taken ill aboard pleasure boats (see the letters pages in the winter 2003/04 issue of *the Lifeboat* for a personal account).

'Another key difference between here and the coast,' says Janet, 'is that the people that report an emergency are often tourists standing at the side of the Thames and not necessarily sure where they are.'

As a result, crews may be given details of what landmarks callers can see nearby – such as Tower Bridge, the London Eye, or the RAF Memorial – and therefore need to know

the area well. 'You might say they have to have the river version of the taxi drivers' "knowledge",' adds Janet.

Hauled to safety at Tower Pier

In the early hours of Friday 13 February 2004, Beefeater and RNLI volunteer Bill Callaghan was woken by his wife at his home in the Tower of London. She had heard shouts for help from the Thames.

A man was in the river near Tower Bridge and the powerful tide was rapidly carrying him upstream. Bill resisted the temptation to call his RNLI colleagues direct and instead telephoned the Coastguard.

'The Coastguard wanted to know where I was and I said that I was in my bedroom in the Tower of London,' remembers Bill. 'There was a silence, the same pause that we get when we order pizza – but he believed me.'

The Coastguard requested the launch of the Tower Pier lifeboat and, from his window, Bill watched the three-man crew climb

Pictured below L-R: Tower Pier lifeboat Crew Members Kaverne Bailey (23), Michael 'Fester' Sinicola (38) and Ian Barnaby (44)

Pictured right and bottom right: Bill Callaghan is a yeoman at the Tower of London – and a volunteer at the RNLI's Tower Pier station

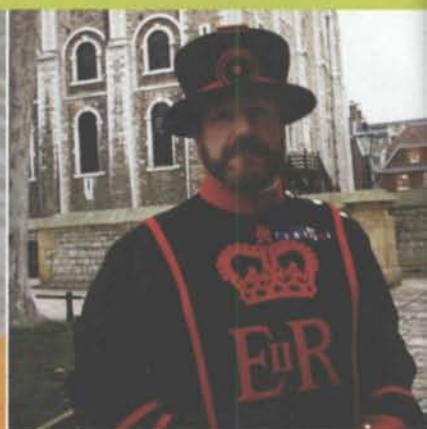


Photo: Sam Pearce





Unlike the other Thames lifeboat stations, Teddington is crewed entirely by volunteers on a pager system and uses two D class lifeboats rather than E class. Lifeboat Operations Manager Malcolm Miatt says: 'We get a lot of sailing boats and canoeists to deal with here.'

aboard the E class, start the engines and slip her moorings.

The launch and rescue took place within 90 seconds, with the casualty found holding on to the pier for dear life before being hauled out and handed over to a waiting ambulance where he was treated for hypothermia.

Bill remarks: 'The casualty was well educated, well dressed and well employed but sadly his medication had caused a chemical imbalance and he felt compelled to jump in the river.'

'The shock of impact from a fall of around 12m into very cold water rattled his senses back into place and his survival instinct took over. When he was rescued he was weakened and shocked but profoundly grateful.

'If the RNLI were not on the Thames, he'd have disappeared.'

Chiswick offer a second chance

'From time to time we have faced questions and comments about the numbers of suicide-related

incidents we respond to in London,' says Chiswick lifeboat Station Manager Wayne Bellamy, 'but we believe people deserve a second chance.'

One example of such a rescue was when the Chiswick lifeboat was called to the river's edge in spring 2004. A man was attempting suicide and had made his way into waist-deep water. Each time a police officer approached him, he waded deeper.

On arrival, the lifeboat was able to prevent him from wading further by blocking his way, and this continued until a police officer dressed as an ambulance man was able to offer medical assistance and apprehend him.

Several months later, the man visited the crew at Chiswick lifeboat station and thanked them for giving him another chance. He told them he had given up drugs and alcohol and was managing to hold down a job.

'He said he had got his life back together,' recalls Wayne. 'We do not always learn what the long-term outcomes of rescues like this turn out to be, but this one has certainly become a life saved.'

The RNLI provides a rescue service to any point on the tidal Thames between Convey Island and Teddington



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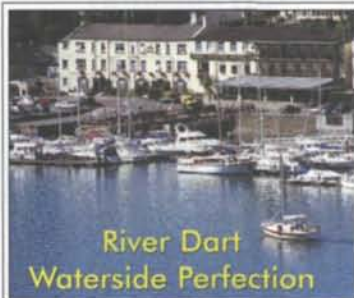
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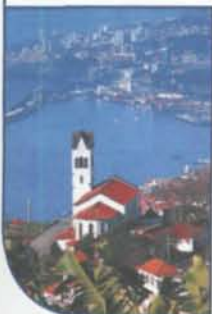
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