



Lifeboats

# the lifeboat

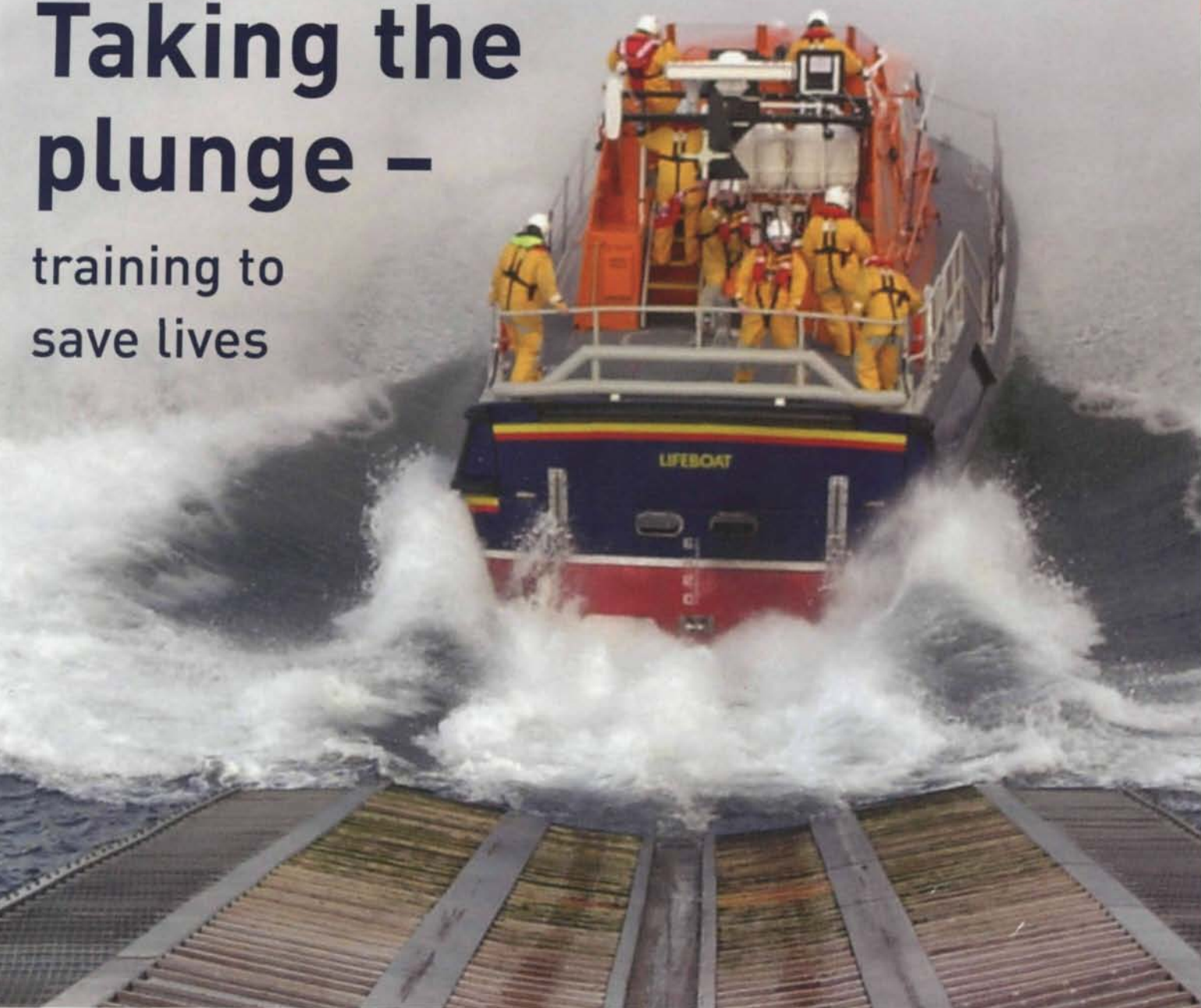
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# the lifeboat



## Lifeboats

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accompanied by a stamped, addressed envelope.  
Contributions may be held for subsequent issues.

Front cover:  
The pre-production model of the new Tamar class  
makes her first journey down the slipway  
See page 28

Back cover:  
Train one, save many. Penlee Coxswain Neil Brockman  
with school children from Newton Ferrers C of E  
Primary School, University of Plymouth students and  
South West Coast Path walkers. Photo: Nigel Millard  
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# Heart of the matter

There was a buzz in the Barbican on 19 May 2005 as RNLI Governors, crew, fundraisers and other supporters gathered for a day of reflection and celebration



The five Gallantry Medal awardees pose proudly for the cameras. L-R: Shaun Sonley, Tony Salter, Aileen Jones, Ian Sanderson and Gary Barlow

RNLI core supporters came from all corners of the UK and the Republic of Ireland to celebrate the RNLI's achievements in 2004. At the start of the Annual General Meeting, the new RNLI Chairman Sir Jock Slater and the Trustee Committee took to the stage. Sir Jock's address (excerpts are shown opposite) was warmly received.

After the adoption of the *Annual Review, Report and Accounts 2004* and other formal business, comments and questions were invited from the audience. These covered the organisational structure of RNLI Beach Lifeguards, the effect of increasing house prices on volunteering at lifeboat stations and the importance of the RNLI volunteer ethos. *The Lifeboat* was delighted to hear the comments of Peter Poole, a Governor from Slough, who congratulated the Editor and (her) staff on improvements to the magazine, describing the spring 2005 issue as the 'best ever'.

The Annual Presentation of Awards

followed in the afternoon and the auditorium filled up with family and friends of the awardees. They were treated to a film review of the RNLI year compiled from a mixture of media and members' footage. (If you have any film or photographs of RNLI events in 2005, please send to Eleanor Driscoll, Film and Image Manager, RNLI headquarters, West Quay Road, Poole, Dorset, BH15 1HZ.)

Guest of Honour HRH The Duke of Kent addressed the gathering and proposed a Resolution thanking all those that make the RNLI what it is today, including crews, lifeguards, fundraisers, members and donors. This was carried unanimously.

Chief Executive Andrew Freemantle introduced the Supporter Awards – seven new categories of award that acknowledge outstanding support outside the traditional fundraising branch and guild system. These included a Corporate Supporter Award for National Boat Shows (see page 38) and an

Under 12s Award for passionately keen Storm Force member Victoria Rose.

Then came the Honorary Life Governors, Bar to Gold Badge and Gold Badge recipients. This year over 50 loyal branch and guild supporters were involved, each personally congratulated by the Duke of Kent. A dozen more awardees attended regional presentations. This was the RNLI's prime opportunity to thank them for all their hard work.

*'You feel pride for all the people who get the awards. When we fundraisers freeze in the street holding an RNLI collecting bucket, this will inspire us!'*

Pam Holloway, Nuneaton branch, present at the APA

One of the highlights of the day was the presentation of the Medals for Gallantry. Porthcawl Helmsman



Aileen Jones was awarded the Bronze Medal, the first RNLI Medal for Gallantry awarded to a woman for 116 years. The crowd rose to their feet and gave her a standing ovation.

Cleethorpes crew Shaun Sonley, Tony Salters and Ian Sanderson were also awarded Bronze Medals. Their Helmsman Gary Barlow was awarded the RNLI's Silver Medal for Gallantry. Gary, too, received a standing ovation from the audience, bringing to an end a truly heart-stirring event. All present had been reminded of why they support the RNLI.

(For more details of the Porthcawl and Cleethorpes rescues see *the Lifeboat* magazine, spring 2005 and autumn 2004 respectively.)

The Greene family receive a Group Supporter Award from HRH The Duke of Kent. In February 2002, three generations of the family tragically drowned at sea on their fishing boat. The remaining family has since raised in excess of £10,000 for the RNLI



## Excerpts from the Chairman's address

I am delighted to welcome you all to my first AGM as Chairman ...

For over 180 years the support of countless numbers of volunteers and fundraisers throughout the United Kingdom and Republic of Ireland has enabled our Institution to fulfil its role of saving lives at sea and latterly on inland waterways. Your support remains as vital as ever ...

There were many proud moments for the RNLI in 2004 – not least when Her Majesty The Queen opened The Lifeboat College in Poole last summer ...

Only some 10% of our volunteers have any professional experience of the sea before they join us ... Crew training has never been more important ... So this year we will be launching the Crew Training Campaign, which aims to raise £10M over the next five years. It has the most fitting slogan – 'Train one, save many' ... [see page 4]

Last year, despite an indifferent summer, the coast was busy and our fleet of 332 lifeboats launched 7,656 times, rescuing 7,507 people – an average of 21 people every day. Beach Lifeguards, who assisted a further 9,041 people and attended 8,010 incidents last year, are now operating on 59 beaches in the south and south west of England ...

The RNLI 200 project was initiated early last year, aimed at defining the operational configuration of the RNLI for the next 20 years without reducing the effectiveness or reputation of the service. The project's findings gave us an indication of how the RNLI might look in 2024, our 200th Anniversary year ...

Our lifeboatmen and women continue to meet a wide variety of demands and dangers around the coast of the United Kingdom and Republic of

Ireland – and in some cases further afield. In February, volunteers from our Rapid Response Unit flew to Guyana to assist with relief work in Georgetown after weeks of

rain had made more than 250,000 people homeless. A deployment like this – paid for incidentally by the Department for International Development – is an indication that 2005 is already shaping up to be another eventful and busy year for the Institution ...

Turning now to the financial situation ... total income was £15M higher than in 2003, narrowing the annual deficit to just over £3M. This is a step in the right direction, but we must continue to grow our income and restrain costs if we are to move into an annual surplus and rebuild free reserves ...

In a fundraising environment that is increasingly competitive, especially in the field of legacies, it is therefore imperative that we continue to increase income ...

Let me complete this annual Chairman's review by paying tribute to all those who work so tirelessly at every level for the Institution. We owe them a huge debt of thanks. But the Council, Trustees and I pay special tribute to all our volunteers – at sea and ashore – for their sterling and selfless commitment to ensuring that we run a lifesaving Service with a reputation second to none.



Chairman  
Sir Jock Slater



*'We have a call out about every eight or nine days and we've been out in some terrible conditions. The worst I can remember was when we were called to a ship that had tipped over because the cargo it was carrying had shifted in the hull. The wind was blowing at 120mph – it was horrible. In those conditions, lifeboatmen do get seasick.'*

*It has only been five years or so since we have been doing formal structured training. Before that there were no records. It has definitely improved the way we operate.*

*We train at least once every two weeks. There is a lot to learn, from first aid to using the navigational equipment. This station was one of the pilot stations that tested the new training. We got the first materials and*

*were asked what we thought so we picked holes in it and together we worked to make it better.*

*It's very expensive to train people and it doesn't capture people's imaginations as much as the rescues, but without training the rescue wouldn't take place.*

*It's all very hands on. We have teachers come around to instruct us and we have to take exams too. The volunteers get even more out of being with the lifeboat because we can use these qualifications in everyday life.*

*Like a football team, you can all be good individually but you need to perform well together. That's what so much of the training is about.'*

Coxswain Alan Tarby of Padstow, a lifeboatman for 28 years, was interviewed by Lucy Cockcroft of the Western Morning News.



## Train one, save many

This simple message speaks volumes about the RNLI's volunteers – and it is the focus of the Institution's biggest ever national campaign

For the RNLI's lifeboat crews, it's not 'if' the call comes but 'when'. For some, this may be several times a day or a week, for others once a month. Their busy time may be during the devastating gales of winter or the sultry summer months. But all of them know that, when they hear the call, they will immediately drop everything to rescue those in peril on the sea.

No one would expect a pilot to take off at a moment's notice without full and current understanding of their plane, how to fly it and how to keep safe – the same is true for lifeboat crew. Training must be thorough, regular and up to date to meet the vagaries of weather, tide and swell and the complexity of modern boats and equipment. However, this is where the parallel ends. The image of a fighter pilot is stereotypically aspirational as only the chosen few can make the grade. In contrast, the RNLI is renowned for its ability to take ordinary people and help turn them into the extraordinary.

### Becoming extraordinary

These days, fewer than 10 per cent of crew members come from a professional maritime background, so the skills in which they need to be trained begin with basic boat handling and navigation. They are then introduced to the RNLI's fleet of rescue craft. How are they to operate them, in extreme conditions, or in the dark? How are they to keep themselves and their colleagues safe so that they are able to rescue others in the worst of situations? And what if their own engine were to fail – could they repair it at sea?

Practical skills are nothing without the appliance of good judgement and effective team work. These too are developed through training, until a fully fledged crew member or lifeguard is able to face the unexpected with confidence.

One vital ingredient remains – that of selfless bravery. This is one attribute that



Photo: Hadyn Jones





Photo: Tom Collins



cannot be taught. Rather, RNLI volunteers bring it with them, along with amazing enthusiasm and commitment. Training takes place in the evenings and at weekends locally or time is taken off to attend The Lifeboat College in Poole, Dorset. The RNLI must meet this commitment by offering the highest-quality and best-equipped training in return. The question is: what does it all cost?

### Counting the cost

The time RNLI volunteers give freely to their training means that the organisation can devote its funds to facilities, equipment and other material resources. Here are some examples:

- £100 supplies a full set of training manuals to a lifeboat station;
- £380 pays for a crew member to take the accredited Coastal Skipper exam;
- £1,300 allows a new volunteer to train up to full crew member status;
- £2,900 equips a mechanic with the skills to keep an all weather lifeboat in a constant state of readiness;

- £5,200 takes a new recruit, over several years, through to becoming a coxswain in charge of a lifeboat and crew.

These figures must be multiplied many times to find the total cost, as the RNLI operates 233 lifeboat stations, patrols 59 beaches and has more than 4,000 lifeboat crew, beach lifeguards and shore helpers (see page 7). About 700 paid full-timers support them through a divisional office network, headquarters and The Lifeboat College. So we come to an estimate of the total cost of keeping all the RNLI's volunteers fully trained and in a state of readiness of £4M every year – that's an average of £1,000 per crew member per year.

### Finding the funds

As with all its costs, the RNLI relies on voluntary contributions and legacies to pay for training and so, over the years, regional appeals specifically for training have been a regular feature of RNLI fundraising. The Institution has now decided to build on



these and expand the campaign on a national scale. This national 'RNLI crew training campaign' was announced at the AGM on 19 May (see page 2). The imagery and message are bold and clear: train one lifeboat crew member and they will go on to save many – but without adequate training they will risk their own lives and will fail in their mission to save others.

To find out how you can help, phone the RNLI helpdesk on 0845 121 4999 and look out for the form on the address sheet with this magazine. Thank you.





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## Day 4 ♦ The Cascades train to Seattle

Today we depart Vancouver on Amtrak's Cascades train for the spectacular journey to Seattle along the Cascadia Corridor.

## Day 5 ♦ Seattle

After a sightseeing tour, we visit the Museum of Flight, which tells the fascinating story of air and space travel.

## Day 6 ♦ To San Francisco

We depart from Seattle to San Francisco on board the Coast Starlight. Relax as the train winds through the spectacular Willamette Pass of the Cascades, then passes Klamath Falls and Mt Shasta.



## Day 7-8 ♦ Highlights of San Francisco

By morning the train reaches San Francisco, where our sightseeing tour gives you a great overview of this beautiful and exciting city. You have plenty of free time to ride the cable cars, explore Chinatown or simply enjoy the city's unique, laid-back ambience.

## Day 9 ♦ California's wine country

Our wonderful excursion to the Napa Valley includes wine tasting, as well as a ride on the Napa Valley Wine Train through California's scenic wine country.

## Day 10-11 ♦ California's sunny shores

We re-join the Coast Starlight for the daytime journey past San José and the beaches of California to Santa Barbara. You have a free day to discover this historic Spanish-style town and its miles of uncrowded beaches.

## Day 12 ♦ Through LA to San Diego

We leave Santa Barbara on the Pacific Surfliner, travelling along the coast via Los Angeles to San Diego.

## Day 13-14 ♦ A Mexican adventure

After our sightseeing tour of San Diego, experience a totally different culture during a visit to Tijuana in Mexico. Your last day in San Diego is free to shop, visit the SeaWorld Centre, take in a museum or simply relax by the pool.

## Day 15 ♦ The flight home

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## 2006 Departure Dates and Costs

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# Launching saves lives

The pages of *the Lifeboat* feature many brave and skilful rescues but it is easy to overlook that, before a lifeboat reaches a casualty, just launching can be a demanding task

If all lifeboat stations were based in easily accessible harbours that did not dry out at low tide, every lifeboat would simply 'lie afloat' between services. One such example is at Falmouth, Cornwall, where crew members need no assistance to launch but simply get aboard, cast off and head for their destination. However, at stations where there are more difficult geographical features, or a large tidal range, the lifeboat must somehow be transported from the boathouse to the water. With increasing technology, the RNLI has developed a variety of ingenious solutions to this problem. Each requires a special team of shore helpers to put it into operation.

The most visible means of launching is the slipway. Although many people strongly associate slipways with lifeboats, there are actually only 17 stations around the UK and RoI that use this method of launching. The launch is of course rapid but, on return from service, a slipway-launched lifeboat must be carefully reversed to the foot of the slipway

and a cable attached before she is winched back up into position ready for another launch – not an easy task in rough conditions. (See page 28 for the most modern example of slipway launching.)

Elsewhere, the only way to ensure that a lifeboat can launch at all times is to carry her overland to the sea. All weather, and the larger inshore, lifeboats can be launched from a variety of bespoke carriages while the smaller inshore lifeboats are usually carried on a trolley. Upon reaching deeper water, the buoyancy of the lifeboat floats her off and, on a calm day, she can simply pull away. Other inshore lifeboats are lowered into the water from, say, a pier, by a kind of crane known as a davit (see opposite).

There are a host of similarly specialised vehicles for, in their turn, manoeuvring the carriages and trolleys: 'quad' bikes, tractors and, on mud or soft sand, tracked vehicles. Some are designed to continue operating when almost fully immersed in salt water.

Whether lifeboats are launched from slipways, davits, carriages or trolleys, the stations' winch operators, tractor drivers and other shore helpers are crucial to a safe and speedy launch.

## People and horse power

Throughout the 1800s and into the early part of the twentieth century, the most common method of launching was to physically pull the lifeboat into the water. In those days, though, just as there were no engines to propel the lifeboats, tractors were not available to pull them. Instead, the strength of people or horses was relied upon. At Newbiggin, Northumberland, the saying was: 'Every man to the boat, every woman to the rope', referring to how the local women would pull the lifeboat over greased timbers to the sea, at which point the lifeboatmen would take up the oars. Horses were used in Bridlington, East Yorkshire, and, in 1915, a sudden wave hit the team as they were



During refurbishment of the museum in 2004, Whitby's old lifeboat is moved to a temporary home using traditional manpower



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Rhyl lifeboat station houses a Mersey class all weather lifeboat, launched using a tracked carriage and tractor, and a D class inshore lifeboat, launched using a trolley and tractor. See page 17 for an example of an Atlantic 75 and carriage

launching to aid a minesweeper. The horsemen were knocked off their horses and two of the horses were swept away and drowned.

As time went on, the farmers who previously hired out horses to lifeboat stations began to use tractors instead. Modified agricultural tractors proved to be a suitable alternative for pulling lifeboats too. Following trials, the RNLI began to place them on service at lifeboat stations in the 1920s. The last team of lifeboat horses reached the end of their work in 1936 at Wells-next-the Sea, Norfolk. The news led *The Lifeboat Journal* to

state: 'Thus passes away one of the most familiar and spectacular features of lifeboat work, a feature at one time as familiar as the horses of the old fire brigades.' (See page 25 for details of a special day soon to be held at Wells-next-the Sea lifeboat station.)

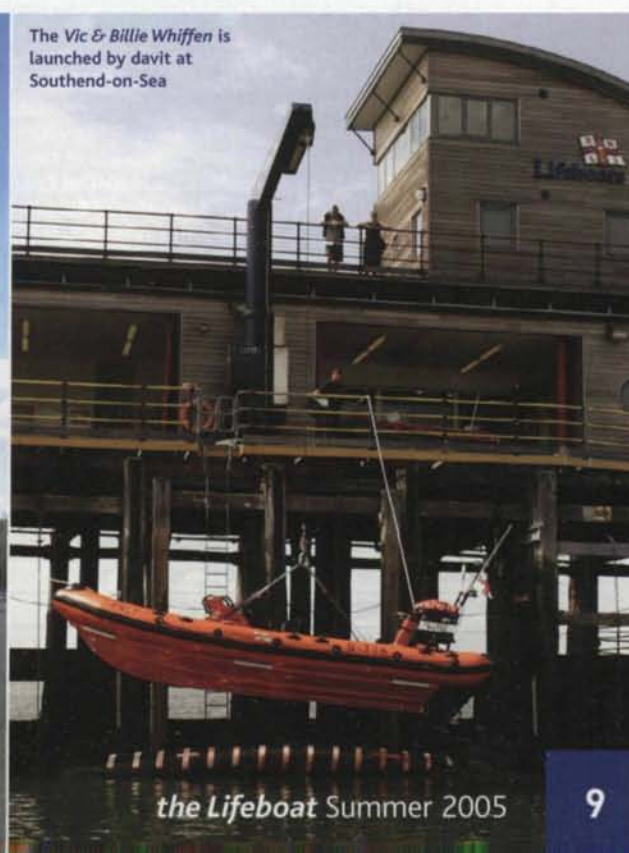
Not all stations replaced their horses with tractors, though. When Cromer's first motor lifeboat arrived in 1923, a new boathouse and slipway were built at the end of Cromer pier. It meant the new, heavier lifeboat could be easily launched in all tides, away from rocks and groynes.

Lifeboats and their launching systems

have thus developed side by side and so there are many parallels to be drawn: slipways, carriages and tractors have to be just as sturdy and reliable as the lifeboats they launch; a 'fleet' of relief equipment is available, just as with the boats themselves, ready to replace gear that needs repair; and, in the same way that the RNLI relies on volunteer crew members, it relies on trained volunteers to put lifeboats to sea, recover them and prepare them for their next service. Without the volunteers on shore, many potentially lifesaving rescues would not begin, or end, successfully.



Lymington crew with tractor  
Photo: Carl Wilson



The Vic & Billie Whiffen is launched by davit at Southend-on-Sea



# RNLI Christmas Hampers

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# Lifeboats



# Lifeboats in action

The Listings section of this magazine shows just how often RNLI lifeboats launch. Here is a selection of the wide-ranging stories behind the statistics and, overleaf, full details of those rescues that merited formal awards

## Ex-lifeboat saved

Holyhead Severn class lifeboat *Christopher Pearce* launched to former lifeboat (Barnet class) *William and Kate Johnson* in late June 2004 when she sent a Mayday call due to taking on water.

Thanks to good cooperation between the RNLI, RAF and Coastguard, the lifeboat crew were able to place pumps on board, stopping the vessel from sinking and rescuing her three crew.



*William and Kate Johnson*, rescued by a joint operation involving the Holyhead lifeboat, the Trearddur Bay Atlantic 75 *Dorothy Selina*, the Sea King helicopter from RAF Valley and Holyhead Coastguard

## Exhausted crew saved at Aldeburgh

After 25 hours at sea, the crew of two on the yacht *Svea* were in real trouble in rough seas near Aldeburgh. The yacht's sails had blown out and the radio was not working. When the Aldeburgh Mersey class lifeboat *Freddie Cooper* arrived in the late evening on 17 April 2004, the yacht's crew were too exhausted to secure a tow. Coxswain Lee Firman manoeuvred the lifeboat close enough to transfer one of his crew,

but a 6m wave partially knocked the lifeboat over. Lee still managed to negotiate the wave.

In winds gusting up to force 8, the lifeboat attempted the transfer again. Crew Member David Cook leapt from the lifeboat to the yacht and successfully established the tow. The yacht was taken to Lowestoft where the Lowestoft lifeboat joined them in escorting the yacht safely into harbour.

## Dark Blackpool

When a man in a 5m angling boat off Blackpool had difficulty landing in force 5 winds and darkness, he aborted the attempt and took the boat back out to sea. It was 21 December 2004 and the Atlantic 75 lifeboat *Bickerstaffe* found him just before 8pm, drifting 200m from the sea wall and dangerously close to being swamped in the heavy surf. Crew Member Colin Lowe jumped into the sea and hauled himself aboard, rather than risking jumping from craft to craft. He managed to start the engine and steer out to sea through the surf, before returning to land at Central Beach, escorted by the lifeboat.

## Above and beyond

Once in a while, lifeboat crews have the unenviable task of recovering dead bodies from the sea. Although this is not formally within the remit of the RNLI, in many places the lifeboat is the only available method of recovery. In April 2005, RNLI Operations Director Michael Vlasto wrote to Eastbourne lifeboat station in recognition of the above-average number of body recoveries at Beachy Head. Michael writes: 'It says so much about the spirit and humanity of the Eastbourne crews that they willingly respond to what is often the most repulsive experience a crew member can face.'

## Windsurfer untangled

In winds of up to force 8, Bridlington's D class lifeboat *Lord Feoffes III* launched to assist a windsurfer in trouble early in the afternoon of 20 March 2004. After a rough passage, Helmsman Duncan Stewart and Crew Member Jason Stephenson found the man entangled with a lobster pot marker and in danger of drowning. Jason dragged the man into the lifeboat. He was suffering from hypothermia, so the lifeboat took him quickly to shore, where a helicopter airlifted him to hospital.





# 'Aflame from stem to stern'

In the early hours of the morning Coxswain Malcolm Gray's pager beeped loudly. As he sat up in bed he heard the clock strike four. Momentarily he wondered what on earth was going on, then he leapt to his feet and rushed to the station

A Mayday call from a fishing vessel on fire prompted the Milford Haven Coastguard to request the assistance of the St Davids all weather lifeboat and the rescue helicopter via ARCC Kinloss. The fire had started early in the morning of 21 December 2004 and the flames spread quickly before the crew of three could control it. The casualty, a 19m wooden fishing vessel, was disabled with a defective engine, 4 miles west south west of Ramsey Island, near St Davids. Malcolm and his crew raced in their cars through the narrow lanes to the lifeboat station and then sprinted down the steps.

Meanwhile, the Coastguard broadcast a Mayday on channel 16. The Rosslare to Pembroke ferry *Isle of Inishmore* responded soon after 4am. The ferry was willing to divert from its usual route to help the casualty, 3 miles away. She estimated that she would reach the fishing vessel in around 15 minutes.

At 4.14am the Tyne class *Sarah Emily Harrop* launched, with Malcolm in command. He steered the boat down Ramsey Sound, avoiding the rocks by using his local knowledge and a faint loom in the water until the radar and GPS warmed up. The wheelhouse doors were shut, in preparation for the rough seas ahead.

As the lifeboat left the lee of Ramsey Island she felt the full effect of the northerly force 7 winds blowing against a northerly tide. Crew Member David John had to adjust course and ease back on the throttles several times to prevent the lifeboat becoming airborne.

*'The conditions made it very uncomfortable, with short sharp seas. We got a bit of a thumping.'*

Coxswain Malcolm Gray

The Coastguard and the lifeboat's Mechanic Michael Phillips tried to contact the fishing vessel by radio, but there was no response. Nobody could tell whether the fishermen were still on the burning vessel or even still alive. The lifeboat crew had no time to speculate; they were focused on doing their individual jobs and were too busy simply holding on. Their main aim was to reach the vessel, quickly.

While the lifeboat was on her way, the ferry, under the command of the overnight master Captain Michael Poole, arrived at the last known position of the fishing vessel *Yves Marie Amil*. There was no sign of the burning boat, so Captain Poole quickly organised a search in a widening circular sweep. Off-duty catering staff were summoned to the bridge to act as extra lookouts and searchlights were shone ahead and starboard.

The ferry searchlight picked out the casualty about one mile off her starboard beam. From the bridge, 27m above water, the ferry crew could see black smoke pouring out of the vessel. Disabled, with little power, she was being thrown around in very rough conditions. As the 183m ferry manoeuvred closer, flames broke out of the fishing vessel's hatches. The ferry crew could see the three fishermen on board and





## THE LIFEBOAT

Relief Tyne class ON-1155 (47-037)

Sarah Emily Harrop

Funding: Legacy of Sarah Emily Harrop

## THE CREW

### Coxswain

Malcolm Gray MBE

### Crew members

Michael Phillips

David John

Robin Copley

Roland Bateman

Jestyn Martin

Nicholas Phillips

## LIFEBOAT STATION

Established: 1869

Previous RNLI Medals:

Five Silver and nine Bronze

## THE CASUALTY

Crew of three on a 19m wooden fishing vessel *Yves Marie Amil*

Position: 4 miles WSW of Ramsey Island, St Davids

## THE CONDITIONS

Weather: Dry

Visibility: Good, but dark

Wind: Northerly, near gale force 7

Sea state: Very rough

■ St Davids

they also spotted propane gas bottles stored on deck, close to the flames. The ferry crew and some of the passengers watched as the flames grew higher, closer to the propane gas bottles. Captain Poole's crew briefed St Davids lifeboat before they arrived on scene at 4.49am.

Malcolm Gray took the helm at the exposed upper steering position. He asked the ferry to provide a lee and to illuminate the casualty as well as possible. Captain Poole managed to hold the ferry about 50m upwind from the casualty, providing a partial lee for the lifeboat. This was the best he could do without risking a collision. The ferry crew rigged both searchlights and escorted any passengers inside, because of the real danger of the fishing boat's gas bottles exploding.

The lifeboat closed in on *Yves Marie Amil*. Four crew members on the bow, secured by their lifelines, were ready to help the fishermen transfer to the lifeboat. The defective engine was still running at low revolutions, so the casualty was still moving forward as well as rolling around. Mechanic Michael Phillips remembers: 'The fire was roaring with thick black smoke. Flames were 2m high.'

The fishermen were shouting that they wanted to abandon the vessel. The lifeboat crew knew the risks but were intent on saving the fishermen's lives.

There was no sign of the helicopter, so Malcolm made his mind up to act quickly and briefed the crew. There was no time to set up the

fenders that might protect the lifeboat should the boats collide. The lifeboat approached the lee (port) side of the casualty but were warned off by the skipper – a heavy canvas shelter was permanently rigged on this side, which would get in the way of a transfer. So Malcolm did a practice run on the windward side, between the ferry and the casualty.

*'Putting a lifeboat alongside a burning casualty requires plenty of courage in flat calm sea conditions. To successfully do this in gale force winds, 3–4m breaking seas and total darkness also requires exceptional skill and experience.'*

Robert Atkinson, Deputy Divisional Inspector, West

Once Malcolm had a feel for the wave patterns and the amount of movement between the two vessels, he manoeuvred the lifeboat alongside. The lifeboat crew on the bow helped one of the fishermen scramble aboard the lifeboat. Malcolm managed to hold the lifeboat alongside for about 15 seconds. The skipper was now reluctant to abandon his vessel and the other man, his son, would not leave his father. When the motion became too severe to maintain the position, Malcolm reluctantly left the pair and took the lifeboat clear.

After studying the wave patterns, Malcolm waited for a relatively quiet period and then manoeuvred alongside the casualty for the



second time. This time the owner's son jumped down onto the lifeboat. He fell heavily, injuring his knee.

Just as the lifeboat came alongside for the third and final time, the whole bow of the fishing vessel was engulfed in flames and thick black smoke. The height of the flames topped 3m and crew members on the bow could feel the fierce heat. They pleaded with the skipper to abandon the vessel.

Suddenly, a large breaking wave hit both boats, causing them to roll heavily. The two boats collided with a huge crunch. Everyone managed to hold on tight, but Malcolm could not risk another collision. He shouted to skipper that this was his last chance. Finally the man jumped across to the lifeboat's foredeck and Malcolm manoeuvred the lifeboat clear. The crew checked that there wasn't any serious damage to the lifeboat from the collision. There was only minor damage to the guard rail.

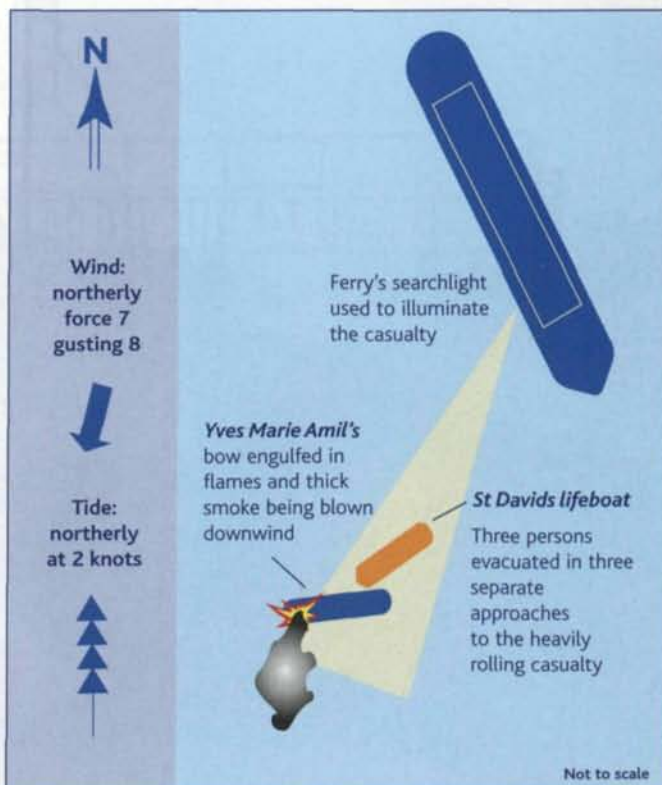
Near 5am, just one hour after the callout, the lifeboat had all three survivors on board. The crew offered first aid to the fishing vessel's crew. The skipper's son refused any treatment on his knee and the skipper, who was coughing heavily due to the effects of smoke inhalation, declined the offer of oxygen therapy.

The helicopter was willing to airlift the survivors to hospital, but after talking to the fishermen and assessing their condition, the lifeboat decided to return to St Davids with them on board. As they left the scene, at 5.05am, the crew thanked the ferry crew by radio.

The lifeboat landed the survivors at 6.07am and they were met by the Shipwrecked Mariners' Society at St Davids. As agent for the charity, Malcolm's wife, Anona Gray, offered the three survivors some comfort after their ordeal. Anona arranged for them to rest at a local bed and breakfast and then welcomed them into her own house to await news of their boat.

Malcolm and his crew couldn't rest yet. The Coastguard asked the lifeboat crew to return to the scene, to monitor the burning vessel. The lifeboat was rehousing, refuelled and checked for damage before launching again at 6.40am. Due to work commitments, David John and Roland Bateman were replaced by William Chant and Padrig Rees.

Malcolm remembers seeing the vessel again: 'She was aflame from stem to stern'. The lifeboat stood guard until 10.30am, when the Coastguard decided that the burning vessel was easily visible to other



traffic. She finally sank later that day at 4.45pm. Some of the lifeboat crew went straight to work and others finally got some well-deserved rest.

In recognition of his courage, determination and display of seamanship under adverse weather conditions, Malcolm Gray MBE is accorded the Thanks of the Institution Inscribed on Vellum. Malcolm believes that the awards are good for the station but states that: 'The job itself is 10 times more important to me than awards.' The RNLI thanked Captain Michael Poole in a letter from the Chief Executive, Andrew Freemantle, highlighting the Captain's seamanship demonstrated in locating and illuminating the casualty and manoeuvring his vessel to provide a lee.



The St Davids lifeboat crew (l-r): Robin Copley, David John, Michael Phillips, Roland Bateman, Malcolm Gray, Jestyn Martin and Nicholas Phillips



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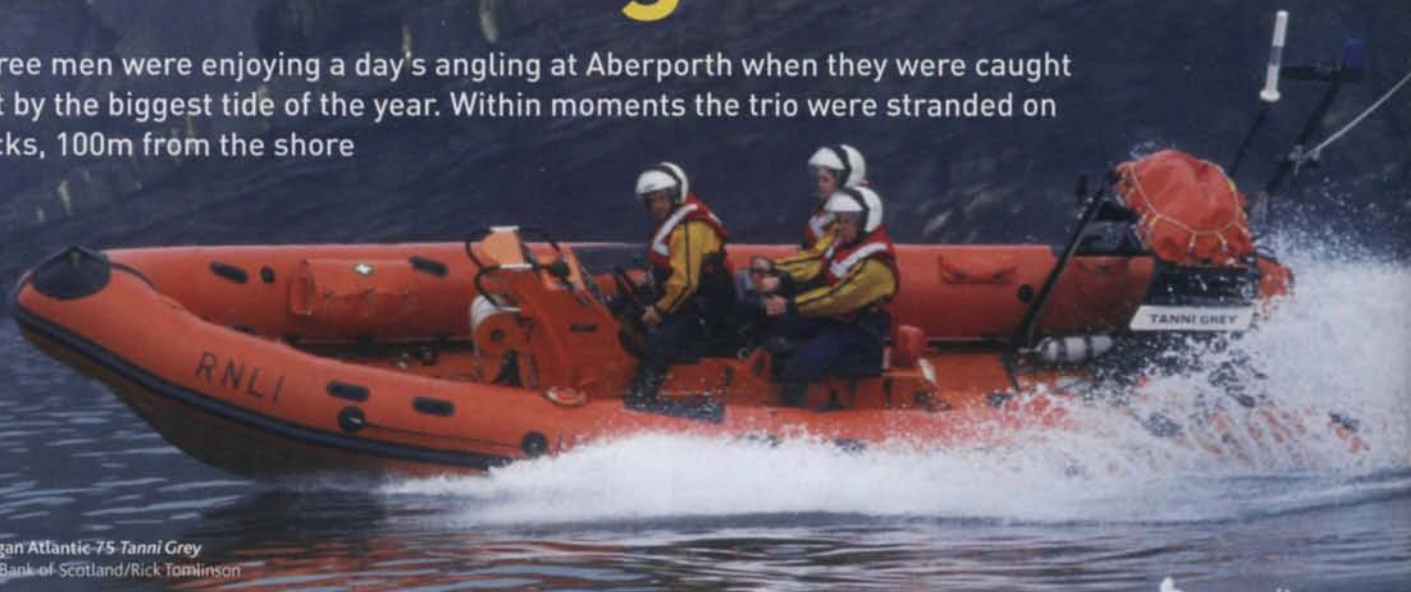
# Lifeboats

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# The turning of the tide

Three men were enjoying a day's angling at Aberporth when they were caught out by the biggest tide of the year. Within moments the trio were stranded on rocks, 100m from the shore



Cardigan Atlantic 75 Tanni Grey  
Royal Bank of Scotland/Rick Tomlinson

## THE LIFEBOAT

Atlantic 75 lifeboat B-752  
*Tanni Grey* Named after Dame  
Tanni Grey-Thompson OBE, Britain's  
best known paralympic athlete and  
a great supporter of the RNLI  
**Funding:** Wales and West Mercia  
Appeal

## THE CREW

**Helmsman**  
Dyfrig Brown  
**Crew members**  
Lynne Fischer  
Dan Rogers  
Len Walters

## THE LIFEBOAT STATION

**Established:** 1849, closed 1932,  
re-opened 1971  
**Previous RNLI Medals:** Three Silver  
and two Bronze

## THE CASUALTIES

Three sea anglers

## THE CONDITIONS

**Weather:** Overcast, rain  
**Visibility:** Good  
**Wind:** NNW, force 6  
**Sea state:** Rough sea, breaking  
waves of 3m



Despite the bad weather, many people were out and about at Aberporth beach on the evening of 30 August 2004, a Bank Holiday. Milford Haven Coastguard received numerous 999 calls, telling them that the anglers were stranded by a rising tide. The men, unfamiliar with the area, had been cut off from the beach before they realised they were in danger. Waves were breaking over the rock they were stuck on.

Cardigan Atlantic 75 lifeboat *Tanni Grey* launched at 7.08pm into a rough sea. Dyfrig Brown was at the helm, with three crew members: Len Walters (Senior Helmsman, acting as crew member), Lynne Fischer and Dan Rogers. They made good speed, but once through the channel inside Cardigan Island, the sea conditions deteriorated and breaking waves reached 3m. Len remembers: 'It had been blowing a gale for 24 hours before, so there was a big sea running – a rough day.' On the way, the Coastguard told the crew by radio that a fourth person had entered the water and was making his way to the rock.

The fourth man was Owen Evans, a member of the Aberporth Surf Life Saving club. He was surfing when he noticed that the anglers were in trouble. Owen scrambled across rocks towards them until he came to the channel of water dividing the anglers from the beach. He tried shouting to the men, but the crashing of the waves against the rocks was deafening. When he saw one of the anglers knocked over by a wave, instinct took over and he dived in and swam across strongly to the men. He calmly guided the anglers along a ledge to higher ground. Owen's wetsuit gave him some protection from the cold and rocks, but he suffered cuts to his bare feet. The lifeboat crew praised Owen as 'calm and

confident' and Len added: 'If it wasn't for him, they wouldn't have been there when we arrived.'

After a 12-minute passage, the lifeboat approached Aberporth at 7.20pm. Dozens of people had gathered and were lining the cliffs, which made it easy to find the four men. They were approximately 100m from the shoreline, balanced precariously on the small pinnacle of rock that was left exposed. And the flood tide was still rising.

*'The casualties would have been in the water long before high tide. They were in grave and imminent danger of being swept into the turbulent waters surrounding the rock.'*

Andy Hurley, Training Divisional Inspector, West

A search and rescue helicopter, based at RAF Chivenor, would not reach them for another 10 minutes. Realising the urgency of the situation, Len advised Dyfrig to try to approach the rock through a narrow passage, inshore of the stranded men, but it was too rough. They got out quickly.

With the helicopter still not on scene, the crew decided to risk an approach from the seaward side. They followed in a large wave over the rocks and got to within metres of the casualties, but none of them moved close enough to the lifeboat for the crew to reach them. Len shouted instructions to them to be ready for the next run in. Several large waves crashed through the lifeboat from behind and Dyfrig manoeuvred the vessel away from immediate danger.

There was approximately 15cm of water throughout the lifeboat, so the crew drained the



deck and then made another run in. Through superb boat handling from Dyfrig, the lifeboat got to within 1m of the rock pinnacle. It took great skill to hold the lifeboat stern to sea with large seas washing through from stern to bow. Lynne kept a look out for any large waves and was ready to warn Dyfrig: 'I had to be the eyes in the back of his head,' she recalls.

Owen, the surfer, held on to one of the anglers, tipping him towards the lifeboat. From the bow, Dan got a good grip and heaved the man over the bow with Len's help.

Dyfrig took the lifeboat out to drain the water again while Lynne checked the casualty, who was cold and was in shock. She reassured the man, dressed him in a survivor bag and a lifejacket and seated him at the stern of the lifeboat.

Dyfrig brought the lifeboat in another time, to collect the second casualty. Just as the lifeboatmen grabbed the angler from Owen, a particularly large wave swept through the lifeboat. Both Dan and Len fought to keep hold of the man as the seas washed over them. 'We lost sight of him,' Len recalls, 'I only had hold of his thumb! We were praying he'd still be there when the wave went through.' Thankfully, the pair did manage to hold on and the casualty was recovered. The manoeuvre was repeated successfully for the third angler.

Dan recalls the operation:

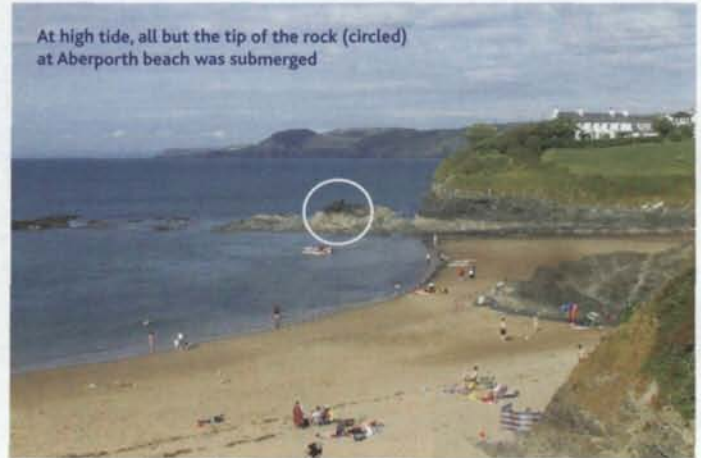
*'We dragged them over, head first into the lifeboat. It wasn't pretty, but there was no time to play about.'*

With the extra weight of three casualties and the water onboard, the crew realised that it would be foolish to attempt to rescue the fourth man, Owen. It would put the three casualties and themselves in unnecessary danger. Just in the nick of time, at 7.30pm, the rescue helicopter 169 arrived on scene and the lifeboat stood by while Owen was airlifted to safety.

Dyfrig landed the survivors at the west end of Aberporth, an area of beach sheltered from the worst seas. He took the lifeboat in as close to the beach as possible and turned her head to sea. The crew helped the casualties wade ashore to the awaiting emergency services. The large audience who had seen the lifeboat in action cheered the crew and many on the beach came to shake their hands. All three anglers were safely ashore by 7.44pm and the Cardigan crew left the appreciative public and made the rough passage back to station, with large breaking seas. The lifeboat was recovered safely onto her carriage in the shelter of the river at Cardigan at 8.08pm.

Dyfrig is accorded the Thanks of the Institution Inscribed on Vellum for his great boat handling, courage and seamanship in a very dangerous situation. The crew received Vellum service certificates and a letter of appreciation from the Chief Executive. Len also received a letter from the Operations Director Michael Vlasto. Len summarises the service: 'It worked like clockwork. Everybody did a good job that day, not just us: the Coastguard, the helicopter and the young surfer.'

At high tide, all but the tip of the rock (circled) at Aberporth beach was submerged



Cardigan lifeboat station and crew (l-r): Len Walters, Dan Rogers, Lynne Fischer and Dyfrig Brown





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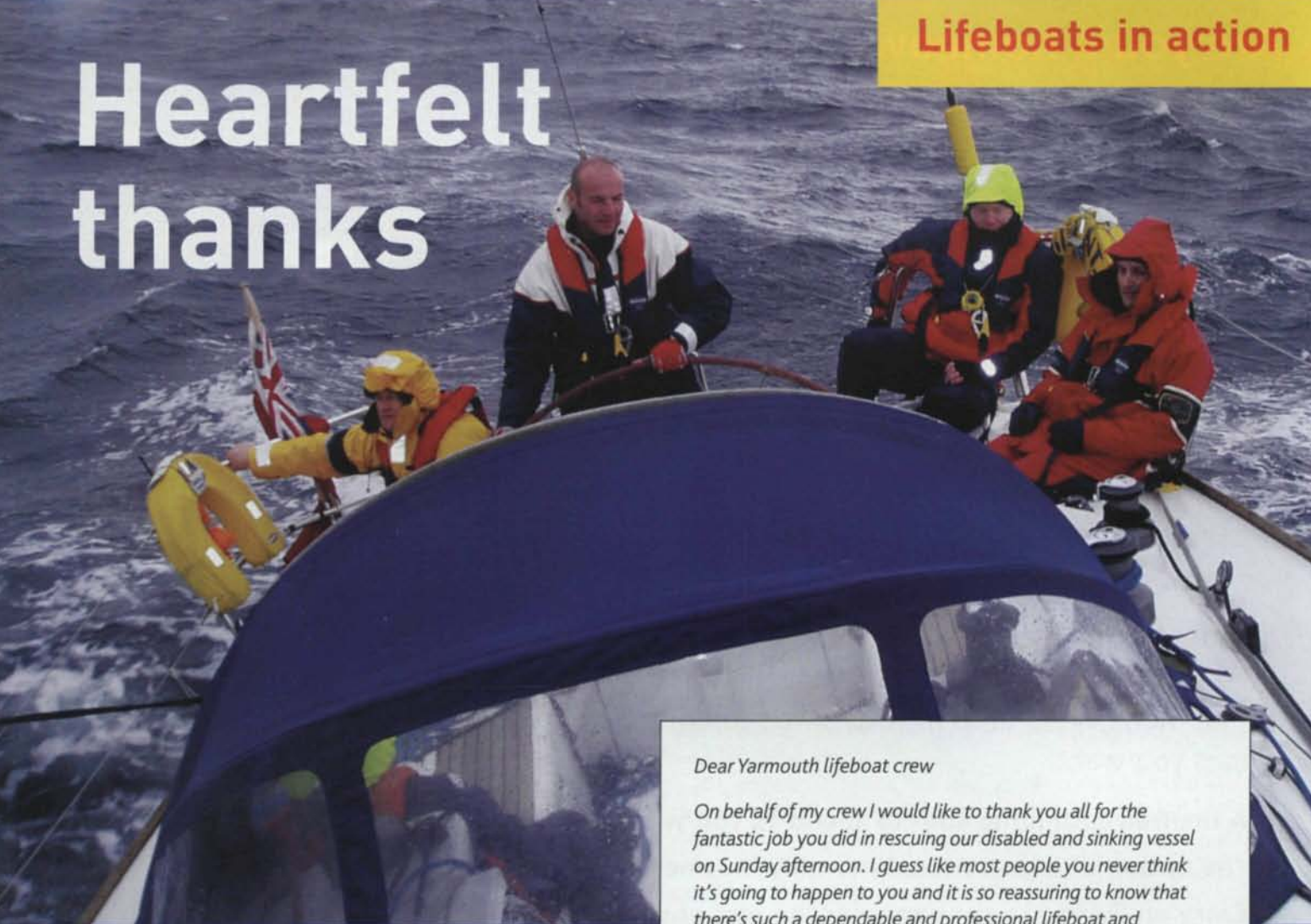
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# Heartfelt thanks



If you were rescued by the RNLI, would you thank those involved? Surprisingly, many people don't. Dave Gambell, rescued by Yarmouth lifeboat, is an exception.

What follows is his letter of gratitude to the crew, together with his vivid account of the experience

We departed from Yarmouth Harbour at around 10.30am on 4 April 2004, with the intention of having a leisurely sail back to Southampton. The wind was south west force 5-7 and we were mid Solent, in around 16m of water, when the incident occurred.

After a gust hit, the helmsman complained of lack of steerage and we noticed the top of the rudder shaft was moving irregularly. A few seconds later we saw the rudder floating off down tide.

After gaining some control I attempted to sail back for the rudder, but the gusting wind, and wind against tide, made this very difficult and after about five minutes I gave up. It was then that I noticed the water level in the saloon was rising.

The crew began bailing out using a hand bilge pump in the cockpit and buckets. The water level was still rising, despite desperate efforts to contain the situation. As soon as I realised the increasing scale of the problem I decided to make a Mayday call. Solent Coastguard immediately arranged for the Yarmouth [Isle of Wight] lifeboat to be launched to our aid.

The lifeboat was alongside within 12 minutes or so of my Mayday and they dropped off two crew members and a salvage pump to try and reduce the floodwater in the cabin. The situation could have been

*Dear Yarmouth lifeboat crew*

*On behalf of my crew I would like to thank you all for the fantastic job you did in rescuing our disabled and sinking vessel on Sunday afternoon. I guess like most people you never think it's going to happen to you and it is so reassuring to know that there's such a dependable and professional lifeboat and Coastguard service on standby when you need it.*

*Some of my crew were new to big boat sailing and this was their first experience. You'll see from the account attached that we experienced quite a lot. All the crew have been in touch with me since the event and expressed their desire to sign up for the next cruise despite the events on Sunday afternoon. I just wanted you to know that because of your professionalism and haste on Sunday, you not only saved lives and a vessel but also preserved the enthusiasm of the crew for sailing.*

*I'm sorry for ruining your Sunday afternoon, but eternally grateful for your support. I hope if we meet again it won't be under similar circumstances.*

*Kind regards,  
Dave Gambell*

a lot graver if the lifeboat hadn't been able to react so quickly.

By now it was too rough to transfer the yacht's crew to the lifeboat directly, so the lifeboat crew launched their dinghy and ferried people off in twos. I remained on the yacht with two lifeboat crew. The lifeboat then proceeded to tow the yacht safely to Lymington Yacht Haven.

Throughout the operation, the Yarmouth RNLI, Solent Coastguard and Lymington harbour staff did everything possible to minimise both the risk to the survivors and any further damage to the vessel.

For a couple of days after the rescue I couldn't help thinking how lucky we were to be rescued so quickly. It was probably the worst and most dramatic experience in all my years of sailing.



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# Sun, sand and surf

Twelve months ago Brett Shepherd swapped the south coast of England for the east coast of Australia, working for Surf Life Saving Queensland. *The Lifeboat* asks the former RNLI Divisional Lifeguard Manager about his overseas experience

## **What were the highlights of your year as Life Saving Development Officer in Queensland?**

Professionally, I've learnt so much. Surf Life Saving Queensland (SLSQ) does an amazing job to run the resources it has on such a modest budget. Surf Life Saving in Australia has the same respect from the public as the RNLI does in the UK.

Australia is an amazing place – I love the beach culture and the climate. On a personal level, my girlfriend Amy and I got 'formally' engaged.

## **What were the major benefits of your year away for both the RNLI and the SLSQ?**

Overall, I've gained a general perspective on how the two organisations do things differently. SLSQ is developing the integration of its service from the beach to the open sea – the RNLI is developing the integration of its service from the open sea to the beach. SLSQ has drawn on my knowledge of how the RNLI works and my (limited) knowledge of lifeboat operations.

I've experienced how a volunteer lifesaving (lifeguard) service operates and had close contact with passionate and motivated volunteers. This will help in my new job back at the RNLI as Beach Lifeguards Manager (Training and Development).

## **As a manager in Australia you were mainly office based. Did you get any hands-on lifeguarding experience?**

I like nothing better than getting sand between my toes. It's quite easy to spend too much time in the office and I have really enjoyed the balance between work and my volunteer patrols in Australia. I volunteered as a Life Saver with Broadbeach Surf Life Saving Club on the Gold Coast over the weekends.

## **You return to the RNLI this summer. How will your new role help in the RNLI's mission of saving lives at sea?**

The more people we can put on the beach as skilled lifeguards (paid and volunteer), the more we can help to prevent deaths and injuries on the beach and at sea.

## **What will be your main challenges in your new job?**

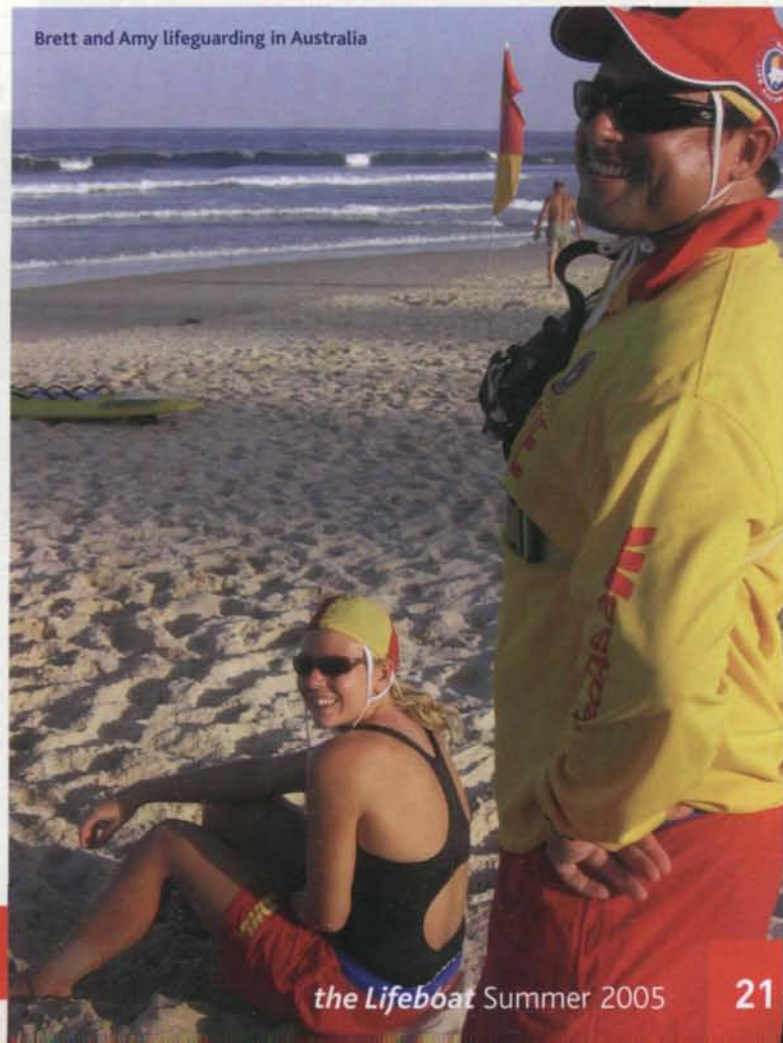
The main challenge will be a cultural change for the existing club structure. They are (quite rightly) very protective of their individual clubs and to some extent stay focussed only on what their club does. The more that they realise the benefits of an integrated rescue service, the safer beaches will be and the more successful lifesaving will be in the UK.

## **A £10,000 legacy from John Weston has allowed 10 RNLI lifeguards to benefit from exchanges with lifesaving organisations overseas. Do you think these exchanges are worthwhile?**

It is amazing that someone has left a legacy for this purpose – it really means that the exchange now has credibility and recognition. I realised the success of our service in the UK when SLSQ Lifeguard Supervisors were calling me and asking if they could have more RNLI lifeguards.

The exchange scheme is good for a number of reasons. It enables a consistent flow of communication on operating procedures, rescue methods and techniques, and teaching resources. It offers year-round work for our lifeguards and also career progression. I have seen individuals within our service (RNLI) progress from lifeguards to supervisors and then area managers, having gained experience from the lifeguard exchange.

Brett and Amy lifeguarding in Australia







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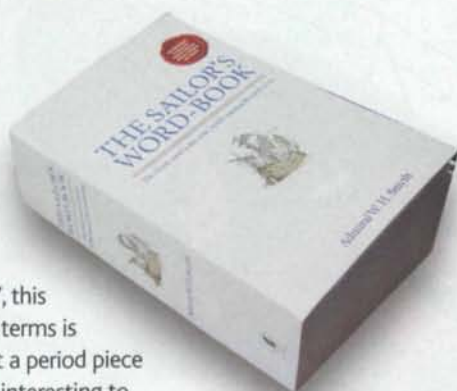


# Books

## The sailor's word-book

By Admiral WH Smyth

Published by  
Conway  
Maritime Press  
ISBN  
0851779727  
paperback  
Price £9.99



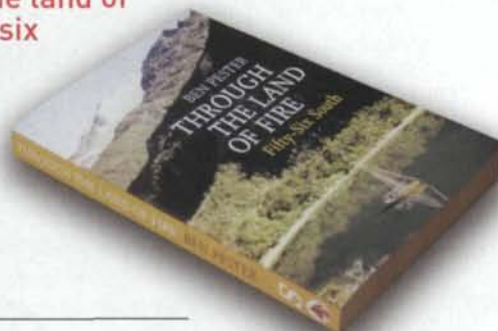
Although first published in 1867, this digest of nautical terms is far more than just a period piece and should prove interesting to sailors and wordsmiths alike. It defines a huge range of both common and rare terms, some of which are technically obsolete but still appear in contemporary books and enrich the English language.

From 'afforciament' (an old term for fortress) to 'zopissa' (tar scraped off the bottom of old ships and thought to be good for ulcers) and encompassing every aspect of ships and the sea, this book provides a real treasure trove of fascinating information.

## Through the land of fire – fifty-six south

By Ben Pester

Published by  
Seafarer Books  
ISBN  
0954275055  
paperback  
Price £13.95



This is an account of a (present-day) voyage made by Ben Pester and two friends in the 35-year-old Bermudan sloop *Marelle* from Falmouth to the dangerous and mysterious waters around Tierra del Fuego and Patagonia. The climax of the nine-month voyage is the rounding of Cape Horn – a challenge to generations of sailors.

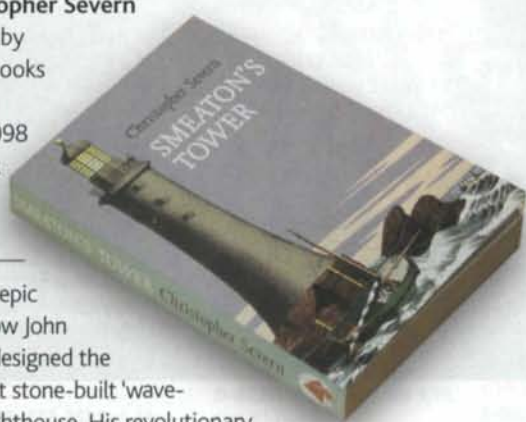
The author adds to the drama of his own story by describing some of the adventures of sailors from a bygone age who braved the same seas, such as Magellan and Darwin.

The sense of personal achievement and the realisation of a boyhood ambition really come through as the story unfolds.

## Smeaton's Tower

By Christopher Severn

Published by  
Seafarer Books  
ISBN  
0954275098  
paperback  
Price  
£13.95



This is the epic story of how John Smeaton designed the world's first stone-built 'wave-washed' lighthouse. His revolutionary design replaced the wooden Eddystone Light, which had been consumed by fire in 1755. Smeaton's lighthouse became a prototype for lighthouses to follow, proving its worth despite the contemporary view that 'nothing but wood will last upon the Eddystone'.

The story is based on Smeaton's own account and is illustrated with a mixture of Smeaton's engravings and Christopher Severn's drawings. The author has woven into the real historical events a fictional tale of love, mystery and revenge. A really gripping read.

## Fowey: a busy harbour

By Gerry Hones

Price £3.50



This booklet describing everyday life in Fowey harbour was reviewed in the autumn 2004 issue of *the Lifeboat*. Due to its great popularity, the booklet has now been reprinted. It is available from the author at 3 Manor Park, Weston, Bath BA1 3RH. Please make cheques payable to Gerry Hones. Price includes postage and packaging. All profits go to the RNLI.

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Unless other ordering details are stated, all books reviewed in *the Lifeboat* are available from all good bookshops and online from Amazon via the RNLI website at [www.rnli.org.uk](http://www.rnli.org.uk). Amazon will donate 5 per cent of the value of all these orders to the RNLI. (For the RNLI to benefit, you must access Amazon via the RNLI website, not go direct to Amazon.)



# News



Scarborough lifeboat in mountainous seas as pictured on the front of *The Northern Echo*  
Photo: Tony Bartholomew

## Soul searching

There was extensive national and local TV, radio and press coverage in March of the painful unfolding story of a family lost to the sea at Scarborough. After an 11-year-old boy was swept off the front and his family attempted to rescue him, he and his mother and sister were eventually found dead. Scarborough lifeboat crew worked closely with other emergency services in the long search and then recovery. In the same week and also widely reported, a father and daughter were drowned on Loch Lomond after their boat capsized. Both incidents sadly but powerfully highlighted the dangers of the water and the bravery of the rescue crews.



# Listings

## ABERDEEN

ON-1248(17-24):Sep 7, 16,  
Dec 12, 23  
D-470:Nov 27,Dec 12,27  
D-536:Sep 3,7,Oct 5,22,  
Nov 17

## ABERDOVEY

B-758: Aug 21,28(x2),29(x4),  
30(x2) Sep 1,14,Oct 16,Nov 12

## ABERSOCH

B-590:Sep 16  
B-790:Sep 18,25

## ABERYSTWYTH

B-704:Sep 1,7,9,Oct 1,9,  
Dec 2,14

## ACHILL ISLAND

ON-1144(52-41):Sep 8

## AITH

ON-1237(17-17):Dec 7

## ALDEBURGH

ON-1184(12-25):Sep 26  
D-520:Sep 4

## ALDERNEY

ON-1199(14-04):Sep 16,30,  
Oct 11,Nov 1,3,5,6,23

## AMBLE

ON-1176(12-19):Aug 31,  
Sep 27,Oct 3,6,7,23,29,Nov 7  
D-451:Sep 12,Oct 4  
D-569: Nov 7

## ANGLE

D-493:Oct 1,31,Nov 1

## ANSTRUTHER

ON-1174(12-17):Sep 24,  
Oct 16,Nov 14,15,Dec 8  
D-500:Sep 24,Oct 16

## APPLEDORE

ON-1140(47-027):Sep 11,  
Dec 12  
B-742:Sep 2,7,11(x2),Oct 6,22

## ARAN ISLANDS

ON-1150(52-44):Sep 8,11,  
17,19,20,21,22,23,24,  
Oct 3,17,Nov 9,11,  
Dec 17,21,22,26,31  
ON-1254(17-27):Sep 1

## ARBROATH

ON-1194(12-35):Dec 14  
D-621:Sep 14

## ARKLOW

ON-1223(14-19):Sep 8,  
Oct 7,18,Nov 18

## ARRAN (LAMLAH)

B-767:Nov 8  
B-770:Sep 13

## ARRANMORE

ON-1244(17-22):  
Sep 17,21,29,  
Oct 18,Dec 18

## BALLYCOTTON

ON-1143(52-41):Sep 23,  
Nov 3,10  
ON-1233(14-25):Dec 11(x2)

## BALLYGLASS

ON-1235(17-15):Sep 8

## BALTIMORE

ON-1137(47-024):Sep 4,5,  
Oct 23,Nov 5

## BANGOR

B-584:Sep 13

## BARMOUTH

ON-1185(12-26):Sep 5,6  
D-524:Sep 1,4,20,Oct 7

## BARRA ISLAND

ON-1230(17-12):Aug 18

## BARROW

ON-1117(47-014):Sep 1,4,11,  
Dec 13,17  
D-488:Dec 13,17  
D-567:Oct 31

## BARRY DOCK

ON-1135(52-39):Sep 10,19  
ON-1143(52-41):Dec 2,4

## BEAUMARIS

B-754:Sep 23,25,28,  
Oct 6,8,9(x2),12,17(x2),21,24,  
Nov 2,3,24,Dec 11,21,29  
B-768:Sep 8,11,12,18(x2),19

## BEMBRIDGE

ON-1126(47-018):Sep 27,  
Oct 17(x2),Nov 3,6, Dec 12  
D-503:Sep 11,Oct 2

## BERWICK-UPON-TWEED

ON-1191(12-32):  
Sep 11,21,24, Nov 30,Dec 17  
D-494:Sep 11,17,Dec 11,17

## BLACKPOOL

B-748:Sep 1,9,Oct 17,Nov 10,  
Dec 9,21  
D-474:Sep 1  
D-558:Oct 17,Dec 27  
D-566:Dec 9,27

## BLYTH

D-606:Sep 6,19,Oct 8,Nov 22

## BORTH

D-622:Aug 15,26,29, Sep 9,15,  
Oct 31,Dec 5

## BRIDLINGTON

ON-1169(12-12):Sep 5,  
Nov 25  
D-464:Oct 8,9,17,18,31

## BRIGHTON

B-737:Sep 1,3,4(x2),5,  
8(x2),9,26,Oct 21,23,  
Nov 3,10,27(x2),  
Dec 19  
B-773:Dec 21

## BROUGHTY FERRY

ON-1252(14-31):Oct 19(x2),  
Nov 10,18(x2),22,27,Dec 11  
ON-1266(14-35):Sep 4,9,11,  
Oct 4,5  
D-483:Sep 4  
D-539:Sep 9,11,18,  
Oct 4,5,16(x2),19(x2),  
Nov 18,22,27,Dec 11

## BUCKIE

ON-1098(52-28):Sep 2,5(x2)  
ON-1160(52-46):Dec 12,16  
ON-1268(17-37):  
Oct 19,25,26, Nov 7,Dec 20

## BUDE

D-617:Aug 1,14,15,17, Sep 27

## BUNDORAN

B-711:Sep 29,Oct 31,  
Nov 13,14

## BURNHAM-ON-CROUCH

B-733:Aug 23, Sep 5(x2),19,26,  
Oct 11,23,Nov 3,9,13  
D-519:Sep 19,Nov 9,Dec 7

## BURNHAM-ON-SEA

D-495:Sep 4

## BURRY PORT

D-610:Sep 4,6,10,26,29,  
Dec 4,26

## CALSHOT

ON-1108(52-34):Aug 1,13  
ON-1159(52-45):  
Sep 2,5,8,9,21,27,Oct 17,28,  
Nov 9,12,14(x2),20,Dec 2  
D-609:Sep 2,3,14,21,22,27,  
Oct 28,Nov 7,12,20,Dec 1,2,3  
D-630:Dec 24  
D-615: Aug 1

## CAMPBELTOWN

ON-1241(17-19):Sep 1,24,  
Oct 27  
D-571:Oct 19

## CARDIGAN

B-752:Oct 29

## CASTLETOWNBERE

ON-1277(17-44):  
Sep 4,5,7,9,20,Nov 21,24,30,  
Dec 5,8,10(x2),21

## CHISWICK

E-002:Sep 28,29(x6)  
E-003:Nov 29  
E-006:Sep 4(x2),5,6,7,8(x3),  
9,11,12,13,15,16,19,21,23,  
Oct 1,2,3(x2),4,14,17,20,29,  
Nov 2,4,8,10,12,13,21,22,29,  
Dec 7,10,11,12,27

## CLACTON-ON-SEA

B-744:Sep 6,25,26,Oct 2,29,  
Nov 20,Dec 30  
D-559:Aug 29,Nov 8,Dec 23

## CLEETHORPES

D-618:Sep 11,22(x2),Oct 2,26,  
Nov 25,26,Dec 6,11

## CLIFDEN

B-751:Sep 11  
D-525:Aug 8,  
Sep 18,19(x2),20,21

## CLOGHERHEAD

ON-1190(12-31):Nov 10,11

## CLOVELLY

B-759:Oct 19,Nov 4

## CONWY

D-627:Sep 19,Oct 4

## COURTMACSHERRY

## HARBOUR

ON-1205(14-07):Aug 13,  
Sep 5,17,22,Nov 4,29

## COURTOWN

D-548:Nov 1

## COWES

B-764:Sep 2  
B-801:Nov 3

## CRASTER

D-542:Aug 27, Sep 18

## CRICCIETH

B-707:Sep 11,14(x2),25

## CROMER

ON-1097(47-006):Aug 27,  
Oct 12  
D-568:Aug 1,7(x2),15(x2),  
17,28 Sep 4, Dec 10,31

## CROSSHAVEN

B-782:Sep 5,11,12,25,27,  
Oct 3(x2),28,29,Dec 20

## CULLERCOATS

B-591:Sep 5(x2),12,19,  
Oct 3,30, Nov 6,12,23

## DONAGHADEE

ON-1267(14-36):Oct 13,24,  
Nov 11, Dec 06

## DOUGLAS

ON-1147(47-032):Sep 6,  
Oct 16,25

## DOVER

ON-1220(17-09):  
Sep 6,16,18(x2), Oct 9,19  
ON-1260(17-31):  
Nov 21,30,Dec 20

## DUN LAOGHAIRE

ON-1200(14-05):Sep 5,18,24,  
Oct 3,22,Dec 11  
D-456:Nov 28  
D-565:Aug 29, Sep 5,Dec 28

## DUNBAR

ON-1207(14-09):Sep 11,  
Nov 28  
D-544:Oct 2,30,Nov 27,  
Dec 22

## DUNGENESS

ON-1186(12-27):  
Sep 11,26,Nov 9

## DUNMORE EAST

ON-1215(14-17):  
Sep 2,4,25(x2),Oct 18,27,  
Nov 3,7,25,Dec 1

## EASTBOURNE

ON-1195(12-36):Aug 29,  
Sep 4(x4),5(x2),17,19,20,  
26(x2),27, Oct 7(x2),15,17,  
31(x2), Nov 14,28,Dec 3,11  
ON-1226(14-22):Oct 4,  
Sep 5,6,26(x2),Oct 7,17,31(x2),  
Nov 4,6(x2),13,20,22

## ENNISKILLEN

B-525:Sep 11  
B-581:Oct 9,Nov 29  
B-592:Sep 7,12,16,Oct 29,  
Nov 29,Dec 28

## EXMOUTH

ON-1180(14-01):Sep 12  
ON-1210(14-12):Oct 8,15,  
27,31,Nov 4,6,10,Dec 5  
ON-1226(14-22):Oct 4  
D-516:Sep 5,8,18,23,25,  
Oct 4(x2),8,15(x4),Nov 10,12,  
Dec 5,16,26

## EYEMOUTH

ON-1209(14-11):Sep 1,8,17,  
Oct 25,Nov 28

## FALMOUTH

ON-1256(17-29):Oct 12,  
Dec 8(x2),11,25  
B-595:Aug 3,13, Sep 9,  
Oct 16(x2),24,Dec 10,22

## FENIT

ON-1239(14-27):Aug 16,24,  
Sep 18,Oct 22,24(x2),  
Nov 22,30  
D-561:Sep 18

## FETHARD

D-528:Aug 10,21,31,Oct 17,19

## FILEY

ON-1170(12-13):Aug 19,  
Oct 25,Nov 6  
D-563:Aug 1,4,16(x3),Sep 10

## FISHGUARD

ON-1198(14-03):Aug 26,28,  
Sep 6,Nov 25  
D-505:Aug 23, Sep 6(x2),  
Nov 25

## FLAMBOROUGH

B-703:Sep 5,8,11,Oct 1,Nov 6

## FLEETWOOD

ON-1156(47-038):  
Aug 24,31(x2)Sep 1,18  
D-556:Aug 23,24,31(x2),  
Sep 11,12,18,Oct 3,Dec 21

## FLINT

D-510:Oct 17(x2),Nov 17,  
Dec 17



# Listings

## FOWEY

ON-1226(14-22):Oct 27,  
Nov 12,28  
D-491:Nov 28,Dec 11

## FRASERBURGH

ON-1259(14-34):Sep 4,20

## GALWAY

B-738:Aug 25,Sep 14,  
Nov 14,Dec 10,23(x2)

## GRAVESEND

B-734:Sep 3  
E-001:Oct 8  
E-002:Sep 3,6,8,11,21,  
Oct 29  
E-004:Sep 29(x3),30,Nov 3,6  
E-006:Sep 1

## GT YARMOUTH & GORLESTON

ON-1208(14-10):Sep 29,  
Oct 12,Nov 3,17  
B-786:Aug 7(x2), 10,13,17,  
25,31, Sep 2,3,4,5,16,21,Nov 2,  
Dec 19,23

## HARTLEPOOL

ON-1160(52-46):Sep 6,26(x2)  
ON-1274(14-37):Nov 17,18  
B-700:Sep 26  
B-766:Nov 9,Nov 18

## HARWICH

ON-1202(17-03):Sep 9  
ON-1263(17-34):Sep 17,  
Oct 5  
B-789:Sep 1,3,4(x2),6(x2),7,  
Oct 1,5,16,Nov 2,5,  
Dec 8,12,28

## HASTINGS

ON-1125(12-002):  
Sep 2,14,Oct 26  
D-540:Sep 5(x2),7,8,12,  
Oct 26, Nov 26,Dec 5

## HAYLING ISLAND

B-712:Sep 6,9,11,12,19,26,28,  
Oct 1(x2),2,17,24,Nov 20,  
Dec 7,22,25  
D-465:Sep 19,28,Oct 1,2,  
Nov 20,Dec 7  
D-496:Sep 9,12

## HELENSBURGH

B-791:Sep 11,18,24,  
Oct 9,16,23,30,  
Nov 12,13,21,28

## HELVICK HEAD

B-760:Nov 27,Dec 6,27

## HOLYHEAD

ON-1272(17-41):  
Sep 25(x2),26(x2),Oct 18,  
Dec 1  
D-480:Sep 9,25  
D-507:Oct 29,Nov 4

## HORTON & PORT EYNON

D-531:Aug 29(x3),Sep 3,4,5,8,  
Nov 14,Dec 26

## HOWTH

ON-1258(14-33):Aug 31,  
Sep 23,Oct 10,16(x2),28,  
Nov 12  
D-455:Oct 17,Nov 14  
D-530:Sep 10,Dec 26

## HOYLAKE

ON-1163(12-005):Nov 16

## HUMBER

ON-1201(17-02):Oct 5,17,30,  
Nov 26,Dec 3,6,15(x2),28,  
Dec 30  
ON-1216(17-05):Sep 9  
ON-1257(17-30):Nov 4,8

## HUNSTANTON

B-749:Sep 9(x2),11,24,28,  
Oct 2,3,Nov 29,Dec 21  
H-003:Dec 21

## ILFRACOMBE

ON-1165(12-007):Sep 1,8,11  
D-555:Sep 3(x2),4,29,Nov 5,12

## INVERGORDON

ON-1206(14-08):Aug 1(x2),  
11,30, Sep 27,29,Oct 24

## ISLAY

ON-1219(17-08):Sep 18,  
Oct 3,19

## KESSECK

B-771:Sep 3,8,12,15,Oct 3,  
Nov 12,28,Dec 18

## KILKEEL

B-593:Sep 4,8,18,Oct 18,  
Nov 2,10,11,13,Dec 10,12

## KILMORE QUAY

ON-1133(47-021):Sep 8,  
Oct 14,21,31,Nov 18,26,Dec 5

## KILRUSH

B-729:Aug 15, Sep 1,11,18(x2),  
Oct 20,Nov 23

## KINGHORN

B-757:Sep 1,5(x3),10,12,  
18(x2),Nov 14,15,23(x2),  
30,Dec 6,28

## KINSALE

B-796:Sep 5,20,Oct 28,31

## KIPPFORD

D-553:Sep 8

## KIRKCUDBRIGHT

B-585: Aug 20

## KIRKWALL

ON-1231(17-13):Sep 1,25,  
Oct 3,10,Nov 2,5  
ON-1237(17-17):Dec 22

## KYLE OF LOCHALSH

B-740:Sep 21,Oct 11,  
Nov 12,17,Dec 24

## LARGS

B-739:Sep 5,8,9,11,15,18,  
Oct 3,17,27

## LARNE

ON-1246(14-30):Sep 11

## LITTLE & BROAD HAVEN

D-628:Sep 7(x2)

## LITTLEHAMPTON

B-779:Aug 1(x3),Sep 4,7,23,  
Oct 15,26,Nov 21,24,Dec 3,11  
D-458:Aug 1,Sep 7,  
Oct 10,17,26  
D-631:Nov 21

## LITTLESTONE-ON-SEA

B-785:Sep 2,4,Oct 21,Dec 6

## LLANDUDNO

ON-1187(12-28):

Oct 5,16,Dec 16  
D-508:Sep 2,3,5,26,  
Oct 3,13(x2)

## LOCHINVER

ON-1271(17-40):Sep 11,  
Dec 2

## LONGHOPE

ON-1149(52-43):Sep 8,  
Oct 20

## LOOE

B-793:Aug 7(x2),8,24,  
Sep 8, Sep 25  
D-463:Aug 9,19,25,Oct 9

## LOUGH DERC

B-586:Aug 30, Sep 14

## LOUGH SWILLY

ON-1111(47-009):Sep 11,  
18,29,Oct 14,15,Nov 21  
B-717:Sep 2,Nov 21

## LOWESTOFT

ON-1132(47-020):Aug 6,  
16, Sep 1,4,23,Oct 7,31,  
Dec 19

## LYME REGIS

B-741:Aug 29,30(x2),  
Sep 5,9,Oct 26,Nov 4,Dec 18

## LYMINGTON

B-784:Aug 28(x2),  
Sep 5,6,7,18(x4),20,  
Oct 2,5,11,31(x2),Dec 12

## LYTHAM ST ANNES

ON-1189(12-30):Sep 14,  
Nov 15,Dec 2  
D-509:Dec 2,29(x2)

## MABLETHORPE

B-778:Oct 2,Dec 11  
D-443:Sep 4(x2),Oct 16

## MALLAIG

ON-1250(17-26):Sep 8,  
11,17,26,27,Oct 22,25,  
Nov 16,Dec 16

## MARGATE

ON-1177(12-20):Sep 19,  
Oct 17,Nov 18  
D-545:Sep 2,8,11,Oct 3,17,29,  
Nov 23,29

## MOELFRE

ON-1116(47-013):Nov 21  
ON-1146(47-031):Sep 4(x2),  
6,9,28,30,Oct 6,9,10  
D-532:Sep 3,18

## MONTROSE

ON-1152(47-034):Aug 5,  
Sep 4,26  
D-481:Oct 30  
D-626:Aug 17, Sep 4(x2)

## MORECAMBE

D-564:Sep 5(x2)  
H-002:Sep 5(x2)

## MUDEFORD

B-583:Sep 4,7,9,14,26,  
Oct 22,30,31,Nov 14,  
Dec 27,30

## NEW BRIGHTON

B-721:Nov 9,16,25,Dec 20  
B-723:Sep 5(x2),9,25,26,  
Oct 2,13,17(x2),22  
H-005:Dec 4

## NEWBIGGIN

B-745:Oct 1,29

## NEWCASTLE

ON-1188(12-29):Oct 26,  
Nov 10,12,13  
D-478:Nov 11

## NEWHAVEN

ON-1243(17-21):Aug 29(x3),  
Sep 2,7,8,16,24,25,  
Oct 13,17,24,31,Nov 14,19,  
Dec 5(x2)

## NEW QUAY

(CARDIGANSHIRE)  
D-616:Sep 30

## NEWQUAY (CORNWALL)

B-715:Oct 26,Nov 13,Dec 9,11  
B-753:Aug 5,8,9(x2),19,26,31,  
Sep 5,11,15  
D-497:Aug 5,8,9(x2),19,  
21,26,31, Sep 15, Oct 26,30,  
Dec 9,11

## NORTH BERWICK

D-619:Sep 8(x2),11,Oct 1,2,10

## OBAN

ON-1227(14-23):Aug 26,  
28, Sep 11,20,26,29,30,  
Oct 9(x2),25,31,Nov 15, 17,  
Dec 17,23,26

## PADSTOW

ON-1094(47-003):  
Sep 15,24(x2),27  
ON-1095(47-004):Sep 11

## PEEL

ON-1181(12-22):Sep 4,5

## PENARTH

B-725:Aug 15(x2),16,17,30,  
Sep 25,27,Oct 10,Nov 21,  
Dec 2  
D-534:Aug 30, Sep 26,Oct 10,  
Dec 2,24

## PENLEE

ON-1265(17-36):Aug 4,19,30,  
Dec 15  
B-787:Aug 13,30,31, Sep 14,27,  
Nov 4,Dec 15,16

## PETERHEAD

ON-1127(47-019):Aug 8,  
Sep 16,Oct 6,Nov 16

## PLYMOUTH

ON-1264(17-35):  
Aug 1,7,9,12,23,25, Sep 7,11,12,  
Oct 27,30, Nov 4,10(x2),27  
B-775:Aug 1,7,11,25,  
Sep 4,7(x3),12, Oct 9,  
Nov 10,21, Nov 22

## POOLE

ON-1131(47-023):Aug 30,31,  
Sep 1,5,6,7  
ON-1138(47-025):Dec 5  
ON-1192(12-33):Sep 19,  
Oct 1,2,10(x4),13  
B-710:Aug 31, Sep 1(x2),  
3,4,5,8(x5),12,13,25,28,  
Oct 10(x2),11,13,23,  
Nov 1,5,7,13,20,  
Dec 5,8,12,14,30

## PORT ERIN

B-594: Aug 28

## PORT ISAAC

D-546:Sep 10

## PORT ST MARY

ON-1134(52-38):Oct 22(x2)  
ON-1234(14-26):Dec 19  
ON-1253(14-32):Sep 13  
D-575:Oct 22

## PORT TALBOT

D-433:Oct 17,Nov 25  
D-550:Sep 1

## PORTAFERRY

B-706:Aug 11,14,24,27,28,29,  
Sep 1,Oct 26

## PORTHCAWL

B-726:Sep 1,4,26,28,  
Oct 10,Nov 21

## PORTHDLINLLAEN

ON-1120(47-015):Oct 24

## PORTPATRICK

ON-1151(47-033):Sep 5,  
Nov 6,7,9

## PORTREE

ON-1214(14-16):Sep 7,8,  
Oct 5,11,Nov 10,Dec 7,27

## PORTRUSH

ON-1247(17-23):  
Sep 2,25,26, Oct 14,30,Nov 18  
D-572:Sep 2,25,Oct 30,  
Dec 4,30

## PORTSMOUTH

B-730:Aug 1,2(x2), 8,13,  
22,23, 29(x3), Sep 5,7,19(x2),  
20,29,Oct 10, Nov 22,25,27,  
Dec 5,11,19,22,26 (x2)  
D-554:Aug 14,21,  
Sep 5,19,Dec 11



# Identifying lifeboat classes

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

## All weather lifeboats

ON-### (12-###) Mersey  
ON-### (14-###) Trent  
ON-### (16-###) Tamar  
ON-### (17-###) Severn  
ON-### (47-###) Tyne  
ON-### (52-###) Arun

## Inshore lifeboats

B-### B class lifeboat (Atlantic 21/ Atlantic 75 or Atlantic 85)  
D-### D class lifeboat  
E-### E class lifeboat  
H-### Inshore rescue hovercraft  
XP-### X class small inflatable lifeboat  
BB-### Boarding boat

### PWLLHELI

ON-1168(12-010):  
Sep 25, Oct 1, 30  
ON-1124(12-001): Aug 31  
D-486: Oct 1(x2)  
D-522: Sep 8

### QUEENSFERRY

B-735: Sep 20, 25, 27,  
Oct 2, 3, 8, 13, 23,  
Nov 8, 21, 23(x2),  
Dec 5(x2), 10, 26

### RAMSEY

ON-1178(12-21): Dec 7

### RAMSGATE

ON-1197(14-02):  
Aug 10, 12, 30,  
Sep 6, 12(x2), 29, 30,  
Oct 5, 14, 24,  
Nov 7, 15  
B-756: Aug 6, 7, 10, 11, 18, 21,  
Sep 6, 8, 12, 22, Oct 11, 16, 31  
B-765: Nov 11, 20

### REDCAR

B-777: Oct 22, Nov 17, 18  
D-460: Nov 17, 18  
D-523: Sep 5, 11

### RHYL

ON-1183(12-24):  
Sep 5, 13, Dec 16  
D-485: Sep 3, 5(x2), 13, 29  
D-620: Dec 12

### ROCK

D-489: Sep 18, 25, Oct 5, Dec 4

### ROSSLARE HARBOUR

ON-1276(17-43):  
Oct 12, Dec 1

### RYE HARBOUR

B-727: Sep 5(x5), Oct 17  
B-754: Aug 1(x7), 5, 6(x2), 8, 18

### SALCOMBE

ON-1130(47-022): Oct 1, 9  
B-794: Sep 21, 30(x2),  
Oct 9(x2)

### SCARBOROUGH

ON-1175(12-18):  
Nov 12, Dec 25  
D-560: Sep 16, Oct 29, Dec 7

### SEAHOUSES

ON-1173(12-16):  
Sep 4, 11, Dec 30  
D-437: Aug 28, 30,  
Sep 4, 11, 12, 17  
D-529: Nov 1, 2, 4, 8

### SELSEY

ON-1074(47-001):  
Sep 18(x2), 26, Nov 5, 20, 21  
D-533: Sep 2, 18, Oct 2,  
Nov 10, Dec 8

### SENNEN COVE

ON-1121(47-016):  
Aug 21, 27, Sep 14, 21, Dec 4  
D-624: Aug 2, 20, 21, 27

### SHEERNESS

ON-1211(14-13):  
Sep 1, 6, 9, 18, 19, 20,  
Nov 5, 6, Dec 13  
D-513: Sep 6, 9, 18,  
Oct 1(x2), 26, Nov 13, 14, 19

### SHERINGHAM

B-702: Dec 20

### SHOREHAM HARBOUR

ON-1158(47-040):  
Aug 21, 29, Dec 15, 21  
D-501: Aug 21, 22, 26, 29,  
Sep 8, Oct 27, Nov 21

### SILLOTH

B-714: Nov 8, 23, 24  
B-792: Aug 1

### SKEGNESS

ON-1166(12-008):  
Aug 19(x2), Sep 30,  
Nov 26, Dec 21  
D-450: Sep 2, 26, 28, 30,  
Oct 29, 31

### SKERRIES

B-747: Sep 22, Oct 5,  
Nov 21, 30

### SLIGO BAY

B-781: Sep 27, Oct 2, 22,  
Nov 11, 13

### SOUTH BROADS

D-449: Sep 2  
XP-5: Sep 2

### SOUTHEAST-ON-SEA

B-776: Aug 27, 28, 29, 30,  
Sep 4(x2), 5, 6, 11, 12, 20,  
Oct 2, 11, 17, 27, 30, Dec 26  
D-487: Oct 11, 17, Dec 7  
D-527: Sep 6, Oct 6, 10  
H-004: Sep 26, Dec 7, 26

### SOUTHWOLD

B-750: Aug 29, Sep 18, 25,  
Oct 20, Nov 3

### ST ABBS

B-783: Oct 26, Dec 20

### ST AGNES

D-466: Sep 5, Nov 29

### ST BEES

B-719: Aug 31, Sep 5

### ST CATHERINE

B-772: Sep 11, Oct 8

### ST DAVIDS

ON-1155(47-037):  
Dec 21(x2)

### ST HELIER

ON-1157(47-039): Aug 25,  
Dec 5

### ST IVES

ON-1167(12-009):  
Sep 1(x2), 2, 4, 5(x2), 17,  
Oct 14, Nov 28  
D-452: Sep 2(x2), 4, 5(x2), 19  
D-515: Nov 28

### ST MARY'S

ON-1229(17-31): Sep 6, 7

### ST PETER PORT

ON-1203(17-04): Sep 29,  
Oct 9, 24, Nov 22

### STAITHES & RUNSWICK

B-788: Aug 11, Oct 8, Nov 18,  
Dec 24, 27, 28

### STORNOWAY

ON-1238(17-18): Sep 4,  
Oct 29, Nov 10, Dec 19

### STROMNESS

ON-1236(17-16): Sep 4,  
Oct 28

### SUNDERLAND

ON-1225(14-21): Aug 3  
B-705: Aug 27, Sep 11, 25,  
Oct 4, 10, Nov 2, 5, 7, 11, 17, 18,  
22(x2)  
B-762: Nov 27, Dec 3, 6, 8, 24  
D-608: Aug 15(x2), 17,  
Sep 26, Oct 24  
D-615: Dec 24

### SWANAGE

ON-1182(12-23):  
Sep 10, 15, Nov 13  
D-613: Sep 12, 19, Dec 7, 16

### TEDDINGTON

D-576: Aug 2, 7, 14, 17, 23,  
30(x2), Sep 1, 7, 14, 19,  
Nov 14(x2), 16, 30,  
Dec 14, 19, 25, 28, 31

### TEESMOUTH

ON-1110(47-008):  
Nov 9, 14, 18, 22  
ON-1155(47-037): Sep 28

### TEIGNMOUTH

B-574: Oct 25  
B-588: Sep 2, 6, 7, 11, 12,  
Nov 10, 17

### TENBY

ON-1112(47-010): Sep 6, 12,  
Oct 13, Nov 19, 20  
D-472: Oct 13, 29, 30  
D-562: Aug 29, Sep 1, 6

### THE MUMBLES

ON-1095(47-004): Nov 27  
ON-1096(47-005): Sep 11  
D-623: Sep 3, 11(x2), 14, 17,  
Oct 3, 20, Nov 22, Dec 5

### THURSO

ON-1273(17-42):  
Oct 15, 25, Dec 3

### TOBERMORY

ON-1270(17-39):  
Sep 13, 14, 18, 28, 30, Dec 14, 19

### TORBAY

ON-1255(17-28): Dec 4, 5, 19  
ON-1262(17-33):  
Oct 1(x2), 3, 5  
ON-1269(17-38): Oct 13, 27,  
28(x2), Nov 15, 16, 27  
D-504: Sep 1, 13(x2), 27,  
Oct 30, Nov 6, 16, 22, Dec 5

### TOWER PIER

E-001: Sep 1, 3, 5, 21(x3), 22,  
23(x2), 24, 26, Oct 19, 22(x2),  
27, Nov 16(x2), 22, 25, 29, 30,  
Dec 2(x2), 31  
E-003: Dec 3, 4(x2), 6, 11, 12,  
13, 14, 19(x2), 20  
E-004: Dec 27(x2), 28(x2), 29,  
30(x2)  
E-005: Sep 3, 4(x4), 7(x2), 8,  
12(x2), 13(x2), 14, 18, 25, 27(x3)  
28(x2), 29(x4), Oct 3, 9, 14,  
16(x2), 17(x2), 18, 20, 22(x2),  
23, 24(x2), 25, 28, 29(x2), 30(x2)  
Nov 2(x2), 3, 4, 7, 11(x3), 19, 28

### TRAMORE

D-511: Sep 9, 27, Nov 7(x2)

### TREARDUR BAY

B-709: Sep 23, 26  
B-731: Oct 18, Nov 12  
D-614: Sep 23, 27

### TROON

ON-1134(52-38): Aug 26,  
Sep 2(x2), 5  
ON-1275(14-38): Sep 23,  
Nov 1, 16, Dec 4  
D-468: Aug 17, 26, Sep 2(x2),  
Nov 16, Dec 4

### TYNEMOUTH

ON-1242(17-20):  
Nov 2, 7, 11, 16, 17, 18, 22, 26,  
30(x2), Dec 12  
D-535: Oct 17, 23, Nov 7, 18

### VALENTIA

ON-1218(17-07): Sep 9, 28,  
Oct 30, Nov 5, 7, 26, Dec 3, 4, 17

### WALTON & FRINTON

ON-1075(47-002): Aug 28,  
Sep 1, 19, Oct 2, Nov 5, 7

### WELLS-NEXT-THE-SEA

ON-1161(12-003):  
Aug 28, 30(x2), Sep 5, Oct 8  
D-446: Aug 28(x2), 30(x2)  
D-512: Sep 26

### WEST KIRBY

D-635: Dec 5

### WEST MERSEA

B-761: Sep 1, 2, 6, 18(x2), 25,  
Dec 12, 27

### WESTON-SUPER-MARE

B-755: Sep 10, Nov 15, 27,  
Dec 1  
D-498: Nov 27, Dec 1  
D-537: Sep 3, 10

### WEXFORD

D-447: Sep 25

### WEYMOUTH

ON-1261(17-32): Aug 28,  
Sep 5(x3), 6, 12(x2), 20,  
Oct 1, 3, 5, 17, 18, Nov 13  
B-746: Aug 26, 28, 31,  
Sep 5(x3), 11(x2), 12(x2), 13,  
Oct 3, 22, 23(x2), 24(x2),  
Nov 27, 30, Dec 7, 24

### WHITBY

ON-1204(14-06): Sep 4, 24,  
25, 29, Oct 6, 8, 19, Nov 5, 12  
ON-1266(14-35):  
Nov 18, 20, 21  
D-521: Sep 15, 25, Oct 8, 19,  
Nov 3, 5, 18

### WHITSTABLE

B-764: Oct 13, 14, Nov 6, 9,  
Dec 23(x2), 24  
B-773: Sep 1, 2, 5(x2), 8, 9,  
12(x2), 14, 18, 19(x2)

### WICK

ON-1224(14-20): Nov 1, 2, 3,  
Dec 2

### WICKLOW

ON-1122(47-017): Dec 5  
ON-1153(47-035): Sep 7, 10,  
Oct 23, Nov 1, 2  
D-518: Oct 23, Dec 4

### WITHERNSEA

D-541: Sep 3, Oct 1

### WORKINGTON

ON-1115(47-012): Sep 2, 16  
D-629: Sep 9, 18

### YARMOUTH

ON-1249(17-25): Sep 3, 4,  
9(x2), 11, 17, 18, 21, 28, Oct 2, 7

### YOUGHAL

B-780: Aug 29, Sep 5,  
Dec 30, 31(x2)

### LIFEBOATS ON PASSAGE

ON-1226(14-22): Dec 5  
ON-1262(17-33): Sep 19

The services listed here are those for which returns had been received at HQ by 31 March and had been processed by 15 April.

Some September launches appeared in the spring 2005 issue but are repeated here for completeness.

Some stations were not included at all in the spring 2005 issue and so their August launches are included this time.



# Listings

## Appointments

**Alan Fisher** – Skegness Lifeboat Operations Manager

**Dr Elizabeth Hodges** – Burnham-on-Sea lifeboat station Lifeboat Medical Adviser



Dr Elizabeth Hodges

## Retirements

**Alan Faragher** – Berwick lifeboat station Chairman

**Eifion Jones** – Moelfre lifeboat station Deputy Launching Authority

**Evan Jones** – Moelfre Lifeboat Operations Manager

**Steve Lowden** – Berwick lifeboat station Crew Member

**Graham Lowe** – New Brighton lifeboat station Helmsman

**Richard Miller** – Appledore Lifeboat Operations Manager

**Peter Newsome** – Skegness Lifeboat Operations Manager and former Deputy Launching Authority

**Charles Watton** – Finance and IS Director

## Deaths

**Fay Atkinson** – Appledore guild President

**Joe Ball** – Appledore lifeboat station President

**Richard (David) Buckle** – former Swanage lifeboat station Crew Member, Shore Helper and Press Officer

**John Burton** MBE – former Hastings branch Chairman

**Catherine (Kate) Innes** – Buckie fundraiser and widow of John

**John (Jackie) Innes** – former Buckie lifeboat station Second Coxswain (died 3 June 2003)

**Roger Priestley** – former Chief Accountant

**Paul Reed** – former Littlestone-on-Sea lifeboat station Coxswain

**Dr (Constance) Margaret Shimmin** – former Aith lifeboat station Chairman and Lifeboat Medical Adviser

**Christopher Spears** – West Mersea lifeboat station Deputy Launching Authority

**Jenifer Symons** – Wargrave branch committee member

**Anthony Watson** – former Deputy Chief Technical Officer

**Robert Wrey** MBE – Seahouses lifeboat station Chairman and former Lifeboat Operations Manager

**Peter Wyre** – former Devizes and district branch Chairman

## Lifeboat naming ceremonies

*Austin Burnett*, Little and Broad Haven, D class, 2 April 2005

*Godfrey & Desmond Nall*, Rhyl, D class, 28 May 2005

## ON STATION

### INSHORE

#### Newcastle (Co.Down)

D-637 *Aldergrove II*,  
10 March 2005  
(D-478 withdrawn)

#### Rock

D-634 *Rusper*,  
1 February 2005  
(D-489 withdrawn)

#### Newquay (Cornwall)

D-636 *Valerie Wilson*,  
17 February 2005  
(D-497 withdrawn)

#### St Agnes

D-641 *Blue Peter IV*,  
1 March 2005  
(D-453 withdrawn)

### Correction

Dr David Davies remains as both Fishguard and Goodwick branch Chairman and station Lifeboat Medical Adviser, contrary to the spring 2005 Listings, but retires as local GP



Dr Margaret Shimmin pictured on 2 December 1980 with Coxswain Kenny Henry and some of the crew of Aith's Barnet class lifeboat *John and Frances McFarlane*. (Second from left is Jim Nicholson, now Lifeboat Operations Manager at Aith)  
Photo: Ian Torrence/Daily Record, Glasgow



# Do you know anyone – 125 years on?

'The furious gale which prevailed along the eastern coast on Thursday and Friday caused the fishermen and beachmen of every sea-side village, and especially of every lifeboat-station, to be on the look out for vessels that they might, if possible, render them assistance or save the crews from drowning. At Wells-next-the-Sea, which is a lifeboat-station, the beachmen and fishermen were called upon to render assistance to no less than four vessels that had been driven by winds and waves upon the sands. So large a number of vessels, an old inhabitant says, has never been ashore at one time in his recollection.

Sad to relate, the lifeboat *Eliza Adams*, in going to the succour of the crew of the last of the four vessels that came ashore was capsized and eleven of her crew perished. Two only were saved – one was found in an exhausted state in the lifeboat and another was picked up on the shore, more dead than alive, by two persons who had witnessed the capsize.'

This extract from the then *Lifeboat Journal* accompanies a transcript of the inquest into the tragic events of 29 October 1880. Adding further poignancy, the *Ocean Queen*, the last casualty, survived the storm. The wreck dried out as the tide ebbed and her crew of six were able to walk safely to shore. Several years after the disaster, Captain Thomas Kew, one of the two survivors, wrote a heartfelt plea that the public should 'raise a memorial to these brave men who perished while doing their duty.' A memorial was indeed built and has recently been restored. It can be seen at the start of the beach road in Wells, opposite the old lifeboat house.

The capsize of the *Eliza Adams* in 1880 is to be remembered on 29 October 2005. A red rose for each crewman lost will be laid at sea from the current Wells lifeboat, the Mersey class *Doris M Mann of Amptill*, near the spot where the tragedy occurred. Afterwards there will be a memorial service on the quay followed by the re-dedication of the newly restored memorial. The day will end with the re-enactment of the inquest into the tragedy, at the Crown Hotel where the original inquest was held.

Allen Frary, the present Coxswain/Mechanic of the Wells lifeboat (and great grandson of William Bell, the other survivor) has managed to trace relatives of several of the crew of the *Eliza Adams* but he would love to hear from more before the memorial day. The 11 who died were: Frank Abel; John Elsdon (Second Coxswain); Robert Elsdon (Coxswain); William Field; William Green; Charles Hinds; George Jay; Charles Smith; Samuel Smith; John Stacey; William Wordingham. Allen can be contacted on 01328 710230 or 01328 710950 or by email at [wells@rnli.org.uk](mailto:wells@rnli.org.uk).



Wells-next-the-Sea lifeboat house in 1880

## 7,507 rescued in 2004



With all the service return reports safely gathered in (see the Listings section), *the Lifeboat* can report that, despite the wet summer, more than 7,000 people were rescued at sea by RNLI crews in 2004.

RNLI lifeboats launched a total of 7,656 times and rescued an average of 21 people every day. Fifty two per cent of rescues involved leisure craft (such as motor boats, yachts, windsurfers); 27 per cent were to people without craft (swimmers, walkers); 13 per cent were to commercial and fishing vessels; and 8 per cent to 'others'.

Michael Vlasto, RNLI Operations Director, said: 'Our crews respond to more and more incidents relating to people engaged in leisure pursuits so it's no coincidence that the areas where we are busiest are those that draw the crowds.' See the spring 2004 issue of *the Lifeboat* for more on how complex 'number crunching' underpins the RNLI's lifesaving service.



## Wow!

Twelve months after its opening by HM The Queen, The Lifeboat College has been awarded 'Medium-sized project of the year' at the 2005 Quality in Construction Awards. The RNLI development came top in a shortlist of four projects in the £5M-£50M range, with judges declaring that the design has the 'wow factor'.

Contractor Dean and Dyball's Regional Director Andy Crawford said: 'It is a complete surprise and delight to win this prestigious award. I am especially pleased for my staff who worked so hard to deliver the project on time, within budget, and to the exacting standards demanded by the RNLI.'

The public will be able to see The Lifeboat College at Poole and its facilities at close hand when its doors are flung open on Saturday 16 July 2005. The day will see the assembly of an RNLI fleet representing every class of lifeboat, including rescue hovercraft. There will be demonstrations in the College's survival pool and visitors will be able to experience first hand the world's first lifeboat simulator; walk aboard the lifeboats; attend various workshops and talks; and of course meet the crews and lifeguards. Children and adults are all welcome.

Don't forget that members of the RNLI can visit the College on any day of the year. Why not stay for a weekend break or simply book a meal in Riggers Restaurant or have a drink in The Slipway Bar? All income from the College is ploughed back into the RNLI and so helps to save lives at sea. For more information or to book please call 0870 833 2000.



## Crucial skills

More than 90 people from all over Britain attended a highly successful sea safety weekend at The Lifeboat College, Poole, in March this year. Organised in conjunction with *Practical Boat Owner* magazine, the weekend was the first of its kind.

Weymouth lifeboat Coxswain Andy Sargeant, a helicopter pilot from RNAS Culdrose and a watch officer from Portland Coastguard showed how the agencies work together to locate and evacuate casualties. A range of hands-on workshops then gave participants the chance to practise life-saving skills including setting off flares, rigging a tow and, in the survival pool, getting into a life raft in waves and darkness. Motorboat owners Tony and Debbie Raven said: 'After this weekend we'll be far better prepared should the worst ever happen.' An added bonus came when several delegates took out RNLI membership.

All boat owners can book a free Safety Equipment Advisory (SEA) check with volunteers in their locality by contacting the RNLI's sea safety team on 0800 628 0600.



# Membership rates

From September 2005, RNLI membership rates will be as follows.

	UK	RoI
Shoreline single	£24.00	€34.00
Shoreline joint	£42.00	€60.00
Offshore single	£60.00	€86.00
Offshore joint	£102.00	€146.00
Governor single	£72.00	€103.00
Governor joint	£120.00	€172.00
Life Governor (One-off payment)	£1,750.00	€2,512.00
Storm Force children's club	£7.50	€10.50

## Inside Out

As part of BBC TV's regional *Inside Out* series, south and south west presenter Chris Packham underwent the rigours of the RNLI's sea survival training course at The Lifeboat College. Once all the health and safety and risk assessments had been completed, Chris was able to be involved just like any other trainee crew member. He soon found himself soaked and floating with inflated lifejacket in the 4m-deep survival pool.

It was obvious that Chris found what happened next a real challenge. Training not to 'lose it' in the worst situations that lifeboat crews find themselves in – abandoning ship, clambering into a cramped life raft in the dark with simulated howling wind, rain and lightning for company – is certainly not for the faint hearted. Chris concluded that The Lifeboat College, with its Survival Centre, really is in a class of its own when it comes to preparing RNLI volunteers for the dangers of saving lives at sea.

## In the blood

Earlier in the year, BBC Radio 4's *Home Truths* featured presenter David Stafford in conversation with Aileen Jones, Porthcawl helmsman and RNLI Bronze Medal awardee. The interview demonstrated how volunteering for the RNLI is very much a family thing. Aileen's husband Steve is also a helmsman, their 17-year-old daughter Frances has begun her crew training and 14-year-old son Dan 'can hardly wait'.

Aileen received her award for gallantry in London in May (see page 2) for her role in the rescue of two fishermen. See the spring 2005 issue of *the Lifeboat* for the full story.

A family connection with a former Padstow lifeboat led the producer of BBC Radio 4's *Open Country* to make a half-hour feature about the town and the station. Gabi Fisher's great grandfather, Samuel Brown, was Coxswain of the *Arab*, a lifeboat that was also crewed by the great grandfather of the present day station mechanic, Michael England.

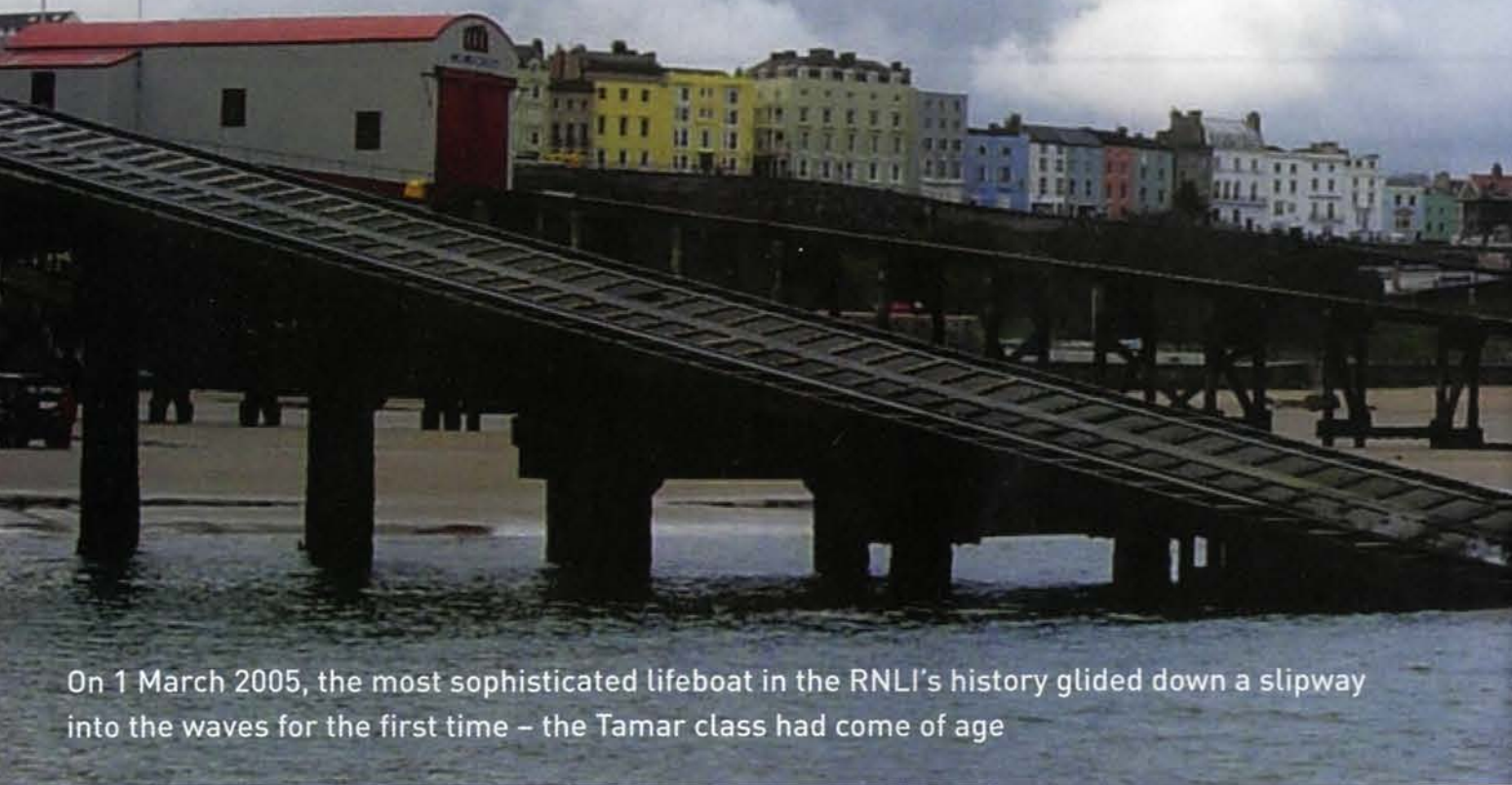
Broadcast in March, the programme revealed a common thread amongst the Padstow community – the lifeboat. Presenter Richard Uridge interviewed volunteer crew members, Coxswain Alan Tarby, and passionate fundraiser Mary Taylor, whose family has been part of the lifeboat for five generations. The crew's team spirit was highlighted, borne out of their training together with the common aim of saving lives at sea. (Look out for news of a major new development at Padstow in the next issue of *the Lifeboat*.)



L-R Aileen and Frances Jones



# The Tamar unleashed



On 1 March 2005, the most sophisticated lifeboat in the RNLI's history glided down a slipway into the waves for the first time – the Tamar class had come of age

It was the day when two of the RNLI's most significant projects crossed paths: the Institution's latest lifeboat was on trial at a unique new facility. Previously, the launching of a Tamar lifeboat on a slipway had only been simulated by computer or demonstrated using models. There was no way to be absolutely sure of how she would perform during a launch until a slipway designed specifically for her had been built.

The first such slipway was completed at Tenby earlier this year, along with a well-equipped new boathouse. As explained in the summer 2004 issue of *the Lifeboat*, the new facility has been built to replace Tenby's 100-year-old boathouse. The Tamar, by now in her pre-production phase of development, was ready for her last major test.

'When she first launched, it was a very tense time,' recalls Neil Chaplin, RNLI Principal Naval Architect. 'It was the culmination of five

years of hard work. A lot of money had been spent on the slipway and lifeboat and the difference between failure and success was a matter of millimetres.'

## Faster and safer

The story of the Tamar began in the late 1980s with the RNLI's requirement for faster vessels. Time is of the essence in search and rescue operations at sea and advancements in technology made the building of swifter lifeboats more feasible. Safety was an issue too – the existing 16–18 knot all weather lifeboats can sometimes be overtaken by following seas.

It was decided that, as part of operational requirements, the RNLI's all weather fleet should eventually be capable of 25 knots. After the design and introduction of the Trent and Severn class lifeboats in the 1990s, which both meet this standard, the RNLI then looked at replacing the fleet's slipway-launched lifeboat, the 17-knot Tyne class. 'To achieve 25 knots, you couldn't simply refit the Tyne. It had to be a totally new boat, with more powerful engines,' explains Neil. This meant that the hull of the new Tamar class would be quite different from that of the Tyne, and would therefore not sit easily on the existing slipways. As a result, slipways will be altered at



The Tamar's pre-production hull  
Photo: DML

stations that are allocated Tamar class lifeboats – or, in the case of Tenby, rebuilt.

Speed was not the only factor that affected the design of the new vessel. Harnessing the latest technology to make her as safe as possible for crews was a priority. One of the biggest risks for crew members aboard a lifeboat in rough seas is being injured while moving around the boat, or even while seated. 'When a lifeboat comes off the top of a wave and lands, it feels like you are hitting concrete,' Neil says, 'and that can put a lot of stress on your back.'

The seats currently used in all weather lifeboats are adapted from those used in heavy goods vehicles, and only absorb some of the shock of such an impact. This has been addressed in the Tamar class, which has a new seat design that is more effective in protecting crews' backs from physical loading.



The 17-knot slipway-launched Tyne class lifeboat  
Photo: Royal Bank of Scotland/Rick Tomlinson





With the extra protection provided for seated crew members, the next challenge was how to reduce the need for them to leave their seats. 'What we really needed,' says Neil, 'was a way for crew to control as much of the lifeboat as possible from their chair.'

Inevitably, computer technology provided the answer. The Tamar team masterminded a bespoke Systems Information Management System (SIMS). SIMS allows crew members to access information via computer screens and operate the lifeboat using controls fixed to their seats. As a result, systems ranging from radar and radio to hydraulics and fire detection can be monitored and controlled from almost every location on the lifeboat.



The prototype Tamar under test  
Photo: Kevin Mitchell

## Up and under

The Tamar as it appears today is thanks to the combined expertise of the RNLI and a host of specialist contractors, including Green Marine, the hull manufacturers and DML, the fit-out yard. The first version of the Tamar to actually put to sea was a prototype. Around 100 crew were involved in the prototype trials. 'The prototype stage is still very experimental,' says Neil. 'You can still make some fundamental changes to the design, based on what you learn from testing the prototype.' It was not until a pre-production version of the lifeboat was built that the Tamar class started to really be put through her paces. Rob Aggas, RNLI Trials Officer, was delighted with SIMS when he tested the lifeboat. 'It's going to feel like hard work going back to the other boats now,' he comments.

Basic but essential features such as her self-righting capability had to be tested too. As reported in the spring 2005 issue of *the Lifeboat*, the pre-production model was capsized at DML's boatyard in November 2004, where she righted herself in seconds. Neil and his colleagues were left satisfied that, should the lifeboat capsize in extreme conditions, she would self-right. The pre-production Tamar was then prepared for one of her first sea passages, from Plymouth to south Wales.



Part of the Systems Information Management System (SIMS) Photo: Nigel Millard

## The first descent

'Long before the slipway trials, there had been a programme of meetings and other communication with Tenby lifeboat station volunteers, so that they were happy with what was going on,' says Neil. 'After all, it will be the first station to operate a Tamar. It was only right that the crew, shore helpers and everyone else were involved.' The first two weeks in March had been set aside for the trial, in the hope that, at some point, the sea would be calm. 'It was important that the first recovery and launch were in flat sea,' explains Neil, 'It means you have a starting point. If we started in rough weather and something went wrong, it would be far more difficult to pin down where the problem lay.' The team of 50 people involved in the trial did not have to wait long





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The slipway trials gave Tenby's lifeboat crew the chance to test the Tamar for themselves  
Photo: Nigel Millard

for the right sea state. On 1 March, the conditions were perfect and onlookers took a deep breath as the Tamar was recovered onto the slipway, ready to launch in this way for the first time. It was an anxious experience, not just for the Tamar's design team, but also for the RNLI's Estates department and contractors responsible for building the slipway. Cautiously released from only a little way up the steep structure, the Tamar descended on her first slipway launch. It was a successful start, with no damage reported to the slipway or the lifeboat. 'It was an amazing feeling,' recalls Neil. 'I knew, with all the people who have worked on it and the computer aided design, that it should work. But when you prove it for real, it is still a relief.'

## Tamar – vital statistics

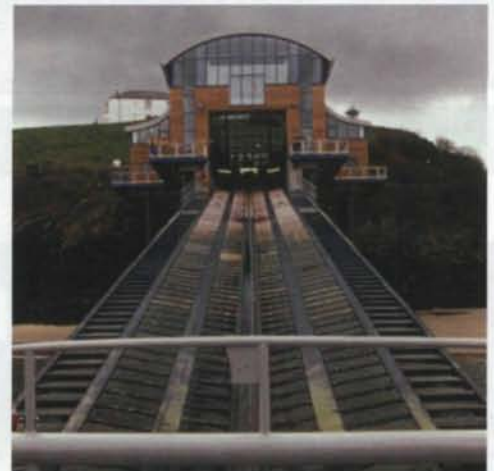
**Length:** 16m  
**Speed:** 25 knots  
**Weight:** 31.5 tonnes  
**Range:** 250 nautical miles  
**Endurance:** 10 hours at 25 knots  
**Launch:** Slipway or afloat  
**Crew:** 7 (including doctor)  
**Material:** Fibre-reinforced plastic  
**Power:** 2 x 1,000hp turbo-charged diesel engines  
**Propulsion:** 2 x fixed-pitch 5-bladed propellers  
**Fuel capacity:** 3.75 tonnes  
**Cost:** £2M

As the week progressed, the pre-production lifeboat was launched twice a day from further and further up the slipway, until she was plunging from up inside the boathouse into the sea, making a spectacular splash. On 11 March, members of the media gathered to see the Tamar launch for themselves, resulting in coverage in the national and regional press and on television.

The trial also served as a training programme for the Tenby volunteers. Lifeboat crew members had a chance to operate the Tamar and learned how to recover her along with Tenby's shore helpers. The lessons learned during the trials have helped form a standard operating procedure for the launch and recovery of Tamar class lifeboats in the future. Now the crew is looking forward to the day when their own Tamar class lifeboat stands by, ready to launch for real. Bob James, Tenby Lifeboat Press Officer, Training Officer and Deputy Launching Authority, says: 'It really was smiles all round. We've got a fantastic lifeboat station and soon we'll have a fantastic lifeboat. The crew were very impressed. At the end of the day, this lifeboat will get to casualties quicker and keep the crew safer.'

## The Tamar today

With the slipway trial declared a success, the pre-production Tamar was returned to The Lifeboat College in Poole, where training staff have been getting to know the lifeboat. Soon they will be training crews aboard the Tamar. Meanwhile, DML is working on the first full production Tamars and Green Marine has begun work on the



Tenby's new slipway has a 1:5 gradient and extends 75m from the boathouse into the sea  
Photo: Nigel Millard

second batch. The first will go to Tenby in the autumn, with the second and fourth production boats going to Peterhead, Grampian and Longhope, Orkney. The pre-production lifeboat and the third production lifeboat will join the relief fleet, ready to replace Tamar lifeboats when they need maintenance or repairs.

With a new slipway lifeboat almost ready, the RNLI's set of 25 knot all weather lifeboats is almost complete. Work on a prototype fast carriage lifeboat designed to replace the Mersey class is well underway. Speaking at the RNLI AGM at the Barbican in May (see page 2), RNLI Chairman Sir Jock Slater said that the Tamar and fast carriage lifeboat will 'complete a new generation of lifeboats that will enhance our service provision for many years to come.'

For more on launching lifeboats to the rescue, see page 7.



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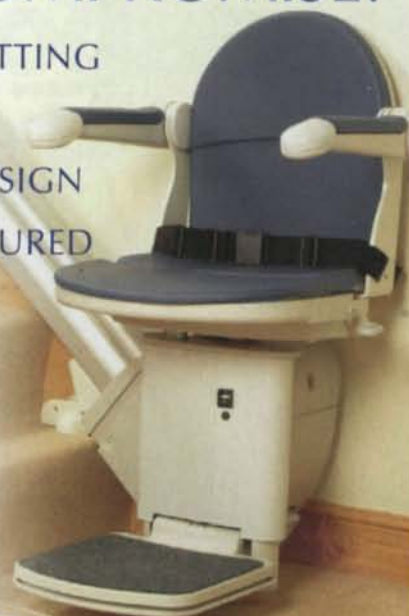
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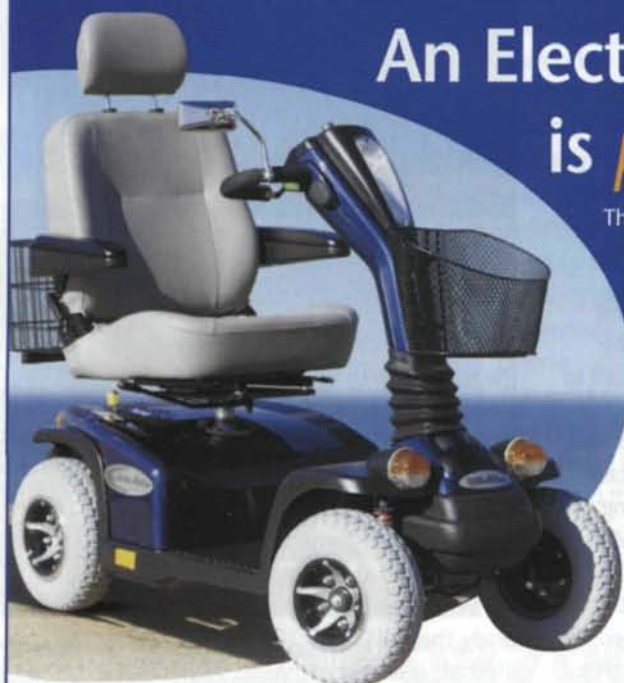


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# Lifeboat Lottery

## Congratulations

Once again RNLI supporters excelled themselves with the Lifeboat Lottery. The spring 2005 Lottery was the RNLI's highest earning Lottery ever, raising over £557,000. Many thanks to all of you who purchased tickets and sent in donations.

Congratulations to Miss Fabrizi from London, who won the grand prize, a Smart fortwo coupe passion. Special thanks to Smart of Bournemouth who worked with us to offer this great prize.

Congratulations also to the cash prize winners:

Mrs MI Ramsdale (Middlesbrough) second prize £1,000; Mr and Mrs AJ Bull (Bournemouth) third prize £500; Mr LA Ritchie (London) fourth prize £250; and Mr AW Easton (Northamptonshire), Mr MJ Allison (South Humberside), Mrs M Henderson (Chichester), Mr A Eade (Cambridgeshire) and Mr DC Matthews (Hampshire), who all won £100 each.

Look out for news of the winner of the summer 2005 Lifeboat Lottery, drawn on 4 July. The grand prize is an 18-day Mediterranean cruise, care of Page & Moy.

Lottery No. 111

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 their full name, address and telephone number to ensure entry into the draw.

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Tickets are available from 18 July. If you currently do not receive tickets and would like to, please contact Pauline Teivas-White on 01202 663219 or pteivas-white@rnli.org.uk. (Not available in Northern Ireland or the Republic of Ireland.)





# Letters

Coxswain Jack Sugrue and District Inspector H Ackworth at sea off Valentia, 20 December 1960



Dear Editor,

## An Electrol

I have been involved with or hanging around lifeboats since 1946 and have a fundraising silver badge.

The feature 'Lifeboating – an education' in the spring issue of *the Lifeboat* sparked off the attached musings of an aging ex-crewman ...

Valentia Island, where I come from, was not connected by bridge to the mainland in 1960. Instead, we travelled by boat to Renard Point and then cycled three miles to school in Caherciveen. A bad day or an extra-low tide meant a free day. We would triumphantly announce: 'Bad ar an dtalamh!' or 'Boat aground!' the following day in school.

On 9 March 1960 the 'bad' was on the 'talamh' until around 10am. The relief lifeboat *Peter & Sarah Blake* was on station and an exercise with the District Inspector was about to take place. Coxswain Jack Sugrue had just given me the nod to take a [life]jacket. At that moment Herbert Renwick, originally from Lynton Road in Bermondsey but an operator at the Western Union Cable Station, and my grandfather arrived with my schoolbag and a packed lunch: 'The boat is afloat now. Go to school.' I went.

On returning home that evening, still sulking, I set about the homework and as always left the mathematics, which I hated with a passion, until last. The first maroon burst and I was out the door and down the street like a flash. There was no messing this time. I was in the oilskins and going on my first service call. The Portmagee trawler *Ros Corr* was drifting in a heavy swell near Scarriff Island. It was bitterly cold. We would be there in two hours and hopefully in time.

The food available on board was mock turtle soup, water biscuits and bully beef. But it was Ash Wednesday. Religious ethics then came into play. One should not eat meat but was the soup meat or fish?

Various arguments were put forward including the theory that, if there was more than six feet of water under the keel, Church Law did not apply. Personally I believed that when your belly is stuck to your backbone with the hunger and the cold is gone in and out through, ethics don't count. I ate and drank anything I could lay my hands on.

It was a close run thing. We saved the trawler and towed her back to Portmagee at 3am. In the pub the local Garda greeted us with black pints of porter with creamy heads for the saved crew and the lifeboat crew and, oh yes, a bottle of Coke for the young lad.

When we reached home after refuelling and mooring the boat there was a big plate of boiled-egg sarnies and a flask of hot tea waiting for me. There was a note from my mother saying: 'I hope you were bloody well seasick. Finish your lessons and be up for school in the morning.' I was up for school in the morning.

On the ferry I was a bit of a celebrity. I set about completing the maths, which despite the last night's instructions I was too knackered to even look at. A kindly person allowed me to transcribe them from his copy. It was the least he felt he could do in view of my being out on the lifeboat. In the school the master corrected the copies. In a serious break with precedent all my sums were correct. He came over with the strap (leather filled with coins) and delivered six blistering slaps: 'You copied them!'

I am remembering these events 45 years later as if they were only yesterday. But then lifeboat memories are precious.

Yours faithfully,

Dick Robinson  
Ennis, Co. Clare





Dear Editor,

In the spring 2005 issue of *the Lifeboat* you had an article about the *World Concord*. It took me back in time.

I was a crew member of the Shell tanker *Niso*. On 26 November 1954 we left the River Mersey on our way to Rotterdam and, in darkness, the *World Concord* overtook us in the Irish Sea. In the early hours of the next day we received an SOS from her, saying she had broken in two but was still afloat. We went to her and stood by the forward half. I think there were seven persons on the bridge. We got our lifeboats ready for launching but before we went they flashed to us not to launch as she wasn't in immediate danger of sinking. We remained ready to go until *HMS Illustrious*, an aircraft carrier, came on the scene, when we continued on to Rotterdam. (I believe the Furness Withy tug *Turmoil* was also in attendance.) Both halves were in our sights but miles separated them.

I saw *World Concord* months later under repair in Rotterdam.

Yours sincerely

W Tyman  
Skelmersdale  
Lancashire

The Editor comments: *World Concord* broke up in the same storm that sank the South Goodwin lightship, also mentioned in the spring 2005 issue of *the Lifeboat*. All 42 crew of *World Concord* were rescued by Rosslare and St Davids lifeboats in a daring rescue operation that resulted in several RNLI awards for gallantry. Read about a more recent rescue by St Davids on page 12 of this issue.



St Davids boathouse and slipway



Dear Editor

At Selsey, our Lifeboat Operations Manager always likes to get all the casualty details as soon as possible. I hope you can use this picture.

Yours faithfully

Second Coxswain WJ Pledger  
Selsey  
West Sussex

Crew Member Max Gilligan apparently setting off from Selsey's Tyne class lifeboat City of London towards the casualty on tow

## Correction

The spring 2005 issue of *the Lifeboat* included a misspelling in the article 'Gallant rescue by ladies...'. Mrs Eleanor Galbraith received an RNLI Medal for Gallantry in 1855 for her part in a rescue at Whitburn, Tyne and Wear, not Weir. We apologise for any irritation caused to residents past and present by this mistake, including Mr W Farley of Burscough, Lancashire.



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# Fundraising

## 'RNLI day' reader offer

National Boat Shows Ltd (NBS) has supported the RNLI for more than 25 years, donating free stand space and berths at both the London and Southampton International Boat Shows. This has enabled the RNLI to build a significant presence at these prestigious events, recruiting approximately 1,500 new members and raising around £45,000 in souvenir sales each year. In recognition of this, Managing Director of NBS Paul Streeter was invited to the RNLI's Annual Presentation of Awards in May to receive one of seven new supporter awards on behalf of the company (see page 2).

The next Southampton Boat Show takes place this September and NBS and the RNLI have teamed up again, this time to create a unique 'RNLI day'. NBS are offering some exclusive deals for RNLI members for the special day, **Tuesday 20 September**, as follows:

- **entrance ticket offer** – £4 off the usual adult door price of £15 when booking in advance and £1 goes to the RNLI
- **America's Cup ticket offer** – £25 off the normal weekend price of £75 for an America's Cup ticket (while stocks last), which includes a Show entrance ticket and a two-hour sailing experience
- **Show guide offer** – 50p off the price of a Show guide when tickets booked in advance (while stocks last)
- **RNLI-branded merchandise**, welcome host and dedicated entrance on arrival (while stocks last)

The RNLI will be highly visible throughout the 10-day Show, under the theme of the Crew Training Campaign (see page 4). Show-goers will be able to visit a Severn class all weather lifeboat and, for the first time, a B class Atlantic 85 lifeboat and see them in action with a Coastguard rescue team. RNLI beach lifeguards will be 'patrolling' the Show's first ever 'beach', where visitors can try various traditional pursuits and enter a sandcastle competition.

Other activities will include the opportunity to take the helm of one of the two America's Cup yachts that will be at the Show and to look around the historic *Gypsy Moth*, Sir Francis Chichester's famous ketch. Of course, holiday and clothing outlets will also abound. See [www.southamptonboatshow.com](http://www.southamptonboatshow.com) for more details – and book that RNLI day by calling the ticket hotline on 0870 143 2203 **before 10 September**.





# Cheers!

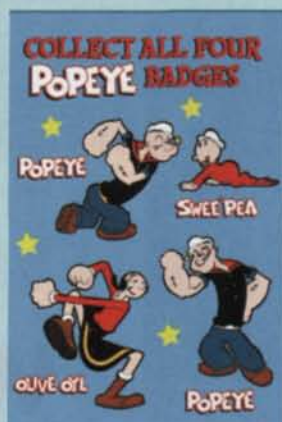
UK distributor of premium wine and spirit brands Mentzendorff is the latest RNLI corporate partner. Mentzendorff has kindly offered to support various RNLI activities throughout 2005. Following their donation of Bollinger Champagne and Taylor's Port to an auction for the City of London III Appeal (see *the Lifeboat* spring 2005), they are now to provide the champagne for some RNLI naming ceremonies. The first of these was a particularly prestigious event, when the Severn class lifeboat *The Duke of Kent* was named by her namesake at Poole on 12 April.



*The Duke of Kent* was paid for by legacies from: Captain James Henderson; Mr Ronald Dart; Mrs Sheila Wood; Mr John Gessey; Mrs Kathie Johnson MBE and Mrs Kathleen Bartlett

## The Sailor Man saves lives

Barclays bank and subsidiary the Woolwich are supporting the RNLI's Crew Training Campaign (see page 4) using Popeye, Olive Oyl and Sweet Pea. From 5 July to 9 August, pin badges of these characters will be available in over 2,100 UK branches of Barclays and the Woolwich for a suggested donation of £1. Licensed pin badge characters have a track record of selling well and, with four types of badge to collect, this is an ideal opportunity to support the RNLI's biggest ever fundraising campaign.

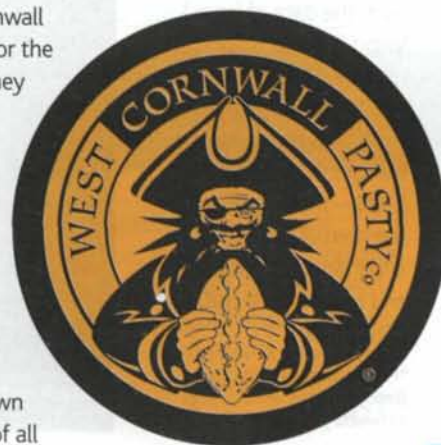


## A Master stroke

The spring 2004 issue of *the Lifeboat* announced that the Lifeboats MasterCard, issued by the Royal Bank of Scotland, was being relaunched. The latest accounts now show that the Lifeboats MasterCard helped raise over £80,000 for the RNLI in 2004. This money will go towards new thermal imaging cameras on all weather lifeboats, to help crews find casualties in the water. Many thanks to those readers who have helped the RNLI by using their Lifeboats MasterCard over the past year and, for those who don't yet have one, phone the RNLI Supporter Helpdesk on 0845 121 4999 for information.

## Cornish rock, pop and pasties

Helston-based West Cornwall Pasty Co. raised £3,000 for the RNLI in 2004 and now they hope to eclipse this amount. Their 2005 fundraiser will be on 30 and 31 July 2005 at No. 1 Marketplace, Covent Garden. The event will feature a string of popular Cornish rock and pop bands alongside the Helston Town Band. A real celebration of all things Cornish and of the RNLI.





## 'The holiday of a lifetime!'

A chance to win ... and little did Judith Harness from York realise that it would be *her* chance when her husband entered the Virgin Balloon Flights competition in the autumn 2004 issue of *the Lifeboat*. Judith and her sister Diane took their prize holiday in January and she says: 'We arrived to a welcome reception at the sumptuous hotel in Cuneo and were up at 5.30am the next day for our first balloon flight of four.'

'The best weather for ballooning is in the early morning but it was  $-5^{\circ}\text{C}$  so we were all well wrapped up. After being given safety and landing instructions the pilot then gave the all clear to cast off. We gripped the sides of the basket as we rose an inch, then two. Soon we were drifting high above the ground. The views were spectacular: we could see for miles with the marvellous Alps as a backdrop and the farms below looked like toys.'

The lucky duo also attended gala dinners and visited a Barolo vineyard, a Monte Carlo casino and Turin Cathedral. Judith added: 'On our last flight I was quite happy to soak up the views but was sad to realise that the holiday was nearly over. We agreed that it really *had* been the holiday of a lifetime!'

You too can experience a flight of fancy. To book a flight from any of more than 100 UK launch sites or to purchase a gift voucher, please call Virgin Balloon Flights on 0870 444 2768 quoting 'RNLI *Lifeboat* magazine reader offer'. (Vouchers are valid for 12 months from the date of issue.) Virgin Balloon Flights will pay **£15 to the RNLI\*** for every UK balloon flight booked at the special price of **£130** – that's **30% off** the normal price of £189. So float away ... and help to keep the RNLI afloat.

\*Payments are made to RNLI (Enterprises) Ltd, which pays all its taxable profits to the RNLI.



Judith Harness and Diane Armer on their prize-winning holiday

## 'Building' support



This year sees the beginning of an exciting new partnership between Wolseley UK, the country's largest distributor of construction products and materials, and the RNLI.

Wolseley UK is encouraging staff, customers and suppliers to help support the RNLI. Their target is £125,000, to fund an Atlantic 85 lifeboat (see *the Lifeboat* spring 2005 for details of this latest addition to the RNLI's fleet). Following a number of fundraising events up and down the UK they are already more than halfway to reaching their target.

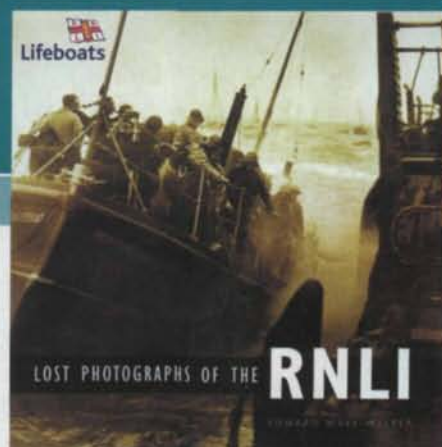
Wolseley's outlets include Plumb Center, Build Center, Pipe Center and Hire Center.

**WOLSELEY**  
UK




## 'Lost' book success

The newly published *Lost photographs of the RNLI* by former RNLI Director Edward Wake-Walker featured memorably in the autumn 2004 issue of *the Lifeboat*. With Sutton Publishing kindly donating £1 of the cover price to the RNLI from every book sold, the RNLI has since benefited by over £2,000. The RNLI Sales Company has itself sold 200-plus copies but still has a few available. To order, call them on 0870 6001824 and quote code 02224. Alternatively go to the Amazon link on the RNLI website and search for ISBN 0750937181 (see page 23 for more details). This interesting and attractive hardback costs £25.




## Remember them, remember the RNLI

After the passing of a loved one, many people wish to make a charitable donation in their memory. Robert Holland, Grantham funeral director and RNLI branch president, is very aware of this. He contacted Area Fundraising Manager Mark Spruce to request an RNLI leaflet that could be given to people when they arrange a funeral. As a result, just such a leaflet is now available from all regional offices. Robert says: 'Many local and national charities produce such leaflets and it is very helpful that we now have one. In my 30 years' experience people give no prior thought to "in memoriam" donations and part of my job is to give them helpful information at a difficult time.'

  
**Lifeboats**

**IN MEMORY  
OF A LOVED ONE**



**Would you consider making  
a donation to the RNLI  
instead of funeral flowers?**

Since the RNLI was founded in 1824,  
its lifeboats have saved more than 136,000 lives.

The value of in memoriam donations has certainly been proven at Grantham branch where, in 2004, over £3,000 was received. In the last 10 years the RNLI as a whole has benefited by nearly £5M in this way. If you would like to remember a family member, friend or colleague in this special way then please contact your RNLI regional office or the national supporter helpdesk on 0845 121 4999.

## Appealing in your area?

Alongside its large-scale, national campaigns, the RNLI runs a range of regional fundraising appeals too, which focus on particular local needs such as at Whitby and on the Clyde (see *the Lifeboat* spring 2004).

This year has seen an expansion to Clacton, Cleethorpes, Forth, Manchester, Morecambe, Porthcawl, Trearddur Bay and Torridge alongside the regular London Lifeboat Week. Aimed at raising funds for various new lifeboats, boathouses and launching vehicles and for training lifeboat crews and beach lifeguards, the appeals range from £25,000 to £250,000 each with a massive total target of £1.25M.

It's not possible to predict when lifeboat crews and lifeguards will be called upon but the success of these appeals will mean that the RNLI's response can be assured. For more information please contact the RNLI supporter helpdesk on 0845 121 4999.

## Hidden treasure

Do you have any unwanted jewellery? Over the past 19 years the RNLI has raised more than £500,000 from the sale of brooches, bracelets and even broken jewellery. RNLI Appeal Organiser Roy Norgrove says: 'Gold and silver articles are welcome, and war medals and memorabilia, which are very collectable at present. Please send to me at RNLI headquarters, West Quay Road, Poole, Dorset, BH15 1HZ.'



# Swiftwater rescue



Lifeboat crew members dive into swiftwater rescue training at Inverness

Lifeboat crews receive the highest standard of training, whether they are rescuing people from the sea or from floods and rivers

Although the RNLI's main purpose is saving lives at sea, it also has the people and equipment available to make a difference in flash floods. As reported in the spring 2005 issue of *the Lifeboat*, members of the Workington lifeboat crew took an inshore lifeboat to Carlisle, Cumbria, in January 2005 where they rescued dozens of people from the high waters. A month later, the Rapid Response Unit (RRU) flew to Georgetown in Guyana to help with the relief effort after flooding left thousands of people homeless.

Saving lives in such conditions requires different skills and

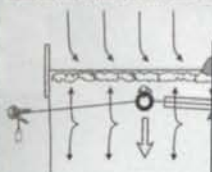
knowledge from those needed at sea. In the same way that all crew members receive in-depth training for saving lives at sea, RRU members and crews who live in flood-prone areas undergo specialised training. Swiftwater rescue training (SRT) prepares them for the dangerously complex behaviour of floodwaters and rivers.

The SRT course, which was devised in the US, trains people to three recognised standards: swiftwater rescue technician, advanced swiftwater rescue technician, and instructor. Hugh Fogarty, Staff Officer Operations (Fleet), says: 'SRT is so important because there is a

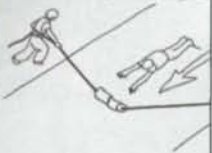


### Tag Line Rescue

Tag line rescue uses a floating, barge, or weighted line stretched across the river to rescue a victim fixed in one location.



**CAUTION:** Do not stretch a line straight across the river with a victim moving downstream with the current downstream instead (see tension diagram).



A simple tag line can be used either for stationary victims upstream.

12

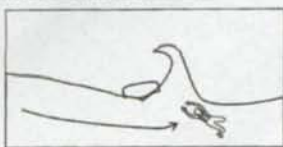
TAG LINE RE

Pages from the  
*Swiftwater Rescue Field Guide*  
Slim Ray/CFS Press

### River Hazards



A *hole* is a wave that breaks back upstream. It is a surface phenomenon that will not hold a swimmer.



A *hydraulic* (below) is a full depth recirculating current that may keep an object for an extended period.



Hydraulics are often found at the base of low-head dams but also occur naturally.

6

RIVER HAZARDS

large difference between operating at sea and in swift water conditions – the water behaves differently. When water is in a channel and flowing in one direction you get all sorts of forces building up that tend to stay in one place, unlike that of the sea. It is important that the crew respect and understand the differences.'

The level one course, which takes a solid week to complete, begins with hydrology theory and then introduces equipment and emergency procedures. Students then have a chance to experience swiftwater conditions in a river. Here, training includes swimming techniques, shallow water crossing, rescue drills, and whitewater canoeing.

Terry Webb, a volunteer crew member at Southend-on-Sea, Essex is a member of the RRU. Like most members of the unit, he took his SRT training with Rescue 3 (UK), an offshoot of the American organisation that provides instruction in north Wales. Terry says: 'The training was essential. The situation in Guyana was that the flood's dynamic phase had ended and the waters were receding. We needed all our swiftwater expertise to cope with this and to know where the dangers lay. For instance, in a high street, floods can lift off the manhole covers and there is a real chance people can be sucked down the manholes.'

Terry adds that his training helped him realise how entering fast flowing water should be a last resort when trying to rescue someone. 'A shore-based rescue is the first thing you try,' he points out.

The advanced course takes a further four days to complete and is more intensive and physical, with students training at night and using complex rope rescue systems. The syllabus also includes searching

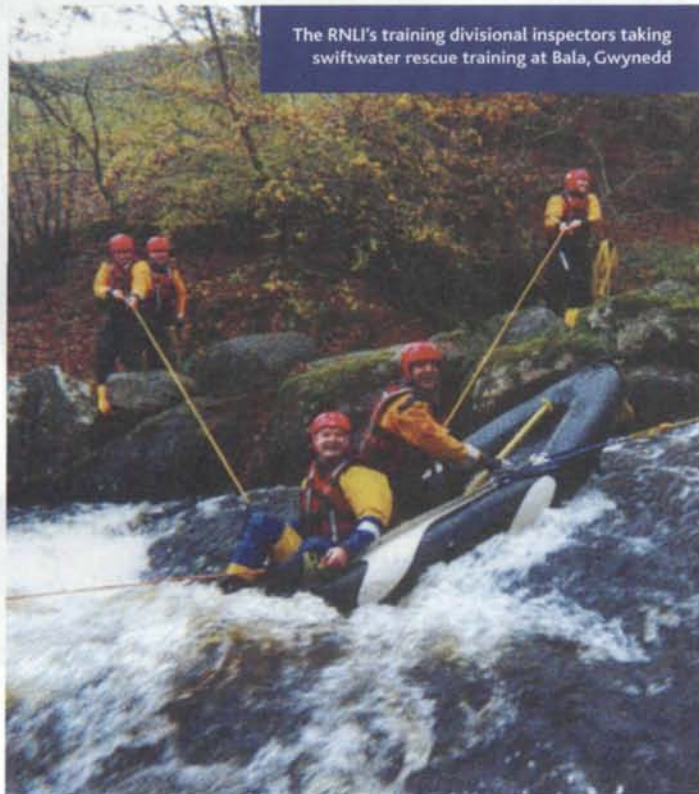
flooded watercourses and rivers, advanced boat handling, and incident management. Once crew members become SRT qualified, they take annual refresher courses to keep their skills and knowledge up to date. Volunteers from Kessock, Buckie, Aberdeen, Broughty Ferry, Helensburgh, Dunbar, Troon and Peterhead lifeboat stations have recently taken such a refresher course. John Davies, Deputy Divisional Inspector for the RNLI in Scotland, says: 'All of the lifeboat crew who took the refresher are volunteers who gave up more of their time to learn new skills and help save lives inland as well as at sea.'

The crews trained at Inverness and their SRT skills could come in useful in a variety of situations. Michael Cowlam, a member of the Aberdeen crew, explains: 'People generally associate the RNLI and lifeboats with the sea but stations like Aberdeen also attend rescues up river. This training will be beneficial for river rescues during flooding or when parts of the river become too shallow for our lifeboats.'

Aberdeen are not the only crew to attend rescues inland – lifeboat stations have also been established at Enniskillen in County Fermanagh, Lough Derg in County Tipperary, the South Broads in Norfolk, plus Chiswick, Gravesend, Teddington and Tower Pier on the River Thames.

SRT also benefits the day-to-day operations of crews on the coast. Volunteers have reported that many of the skills learnt are transferable and complement the crew training they have already received. (For more on crew training, see page 4.)

The RNLI's training divisional inspectors taking swiftwater rescue training at Bala, Gwynedd





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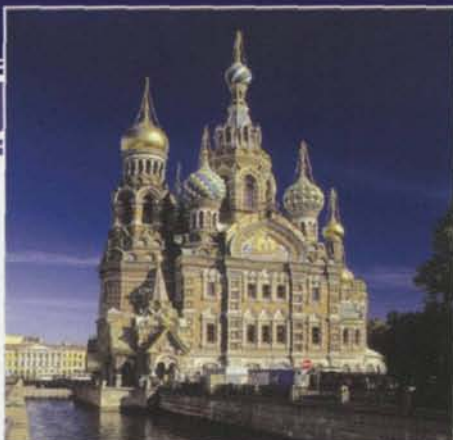
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