



Lifeboats

the lifeboat

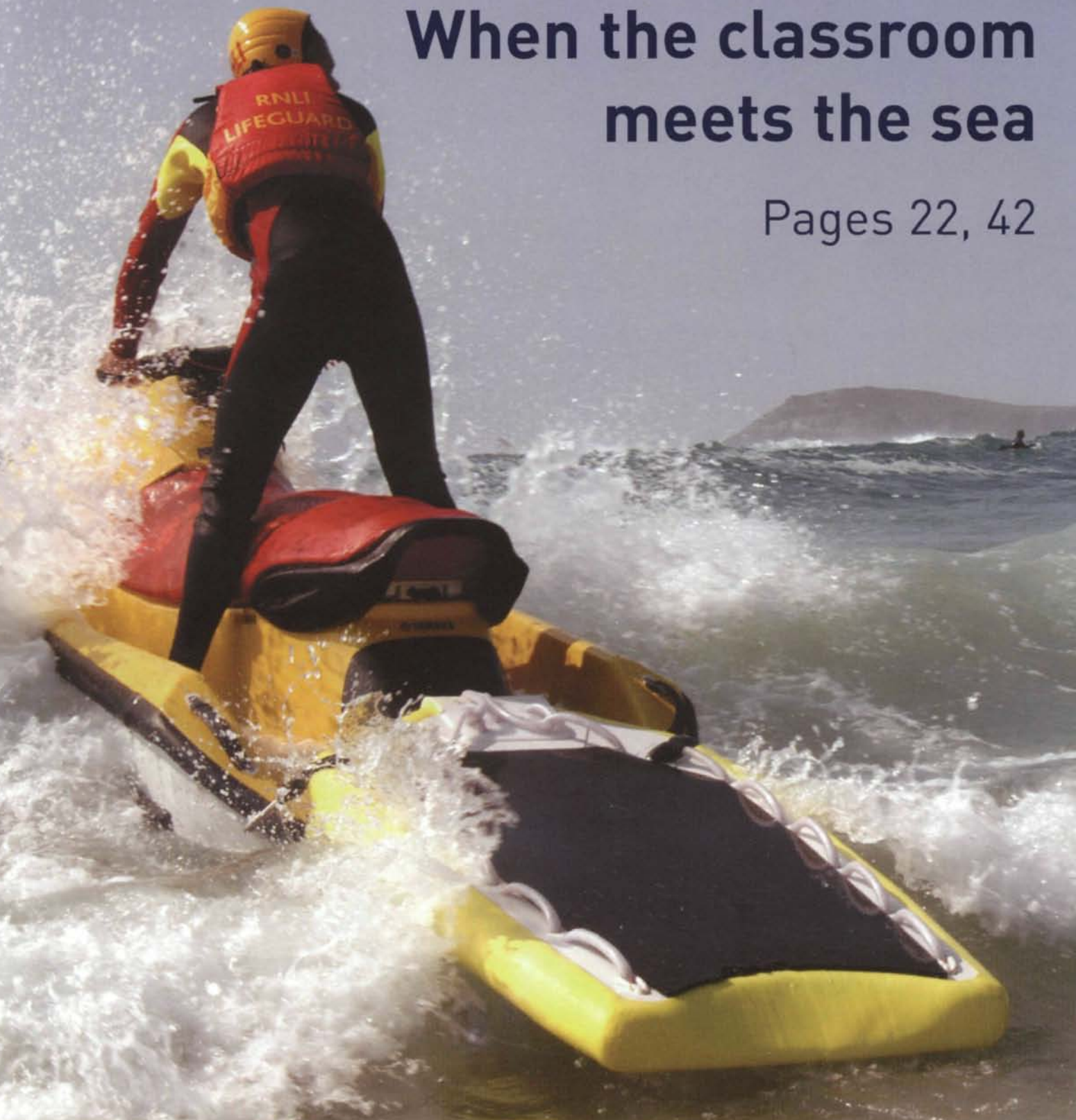
Autumn
2005

SAP code: INF001-573

For everyone who helps save lives at sea

When the classroom meets the sea

Pages 22, 42





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The magazine of the
**Royal National
Lifeboat Institution**

Registered Charity Number
209603 UK, CHY 2678 RoI

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The Lifeboat is published by the Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ. Printed by Pindar plc, Scarborough.

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The Lifeboat is published four times a year and is sent free to RNLI members and Governors. The next issue will be Winter 2005/06 and will appear in January 2006.

For full details of whom to contact about *the Lifeboat*, membership and any other RNLI matters, see page 39.

Front cover:
An RNLI beach lifeguard patrols the waters off Treyarnon beach aboard a rescue watercraft with sled. Photo: Deborah Johnson. See page 14 for more on its use and page 42 for how the RNLI is promoting safety on the beach. See page 22 for more on crew training and the crew training appeal.



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lifeboat crews
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Train one, save many

News

Landmark ruling – is it a ship?

The personal watercraft (PWC), often known by the trade name of jetski, is an increasingly popular mode of water transport. Partly resembling a motorbike, a PWC is ridden in a similar way and comes with the same dangers to rider and passerby on top of those associated with taking to the water. Remarkably in their 30-year history there have been few fatalities or serious incidents associated with PWCs. A near-fatal incident involving two PWCs sadly did feature in the news this summer.

Until recently it wasn't clear whether PWCs were classed as 'ships' in the eyes of the law and therefore subject to merchant shipping regulations. However a judge at Salisbury Crown Court has now ruled that, in common with other small craft, PWCs are indeed ships and that legislation

under the Merchant Shipping Act 1995 applies to them. This followed a prosecution of a man from Weymouth, Dorset, after he collided with another PWC whose rider sustained serious head injuries. The man pleaded guilty to riding his PWC in contravention of the Act and was later sentenced to six months' detention.

Sergeant Andy Hack of Dorset Police's marine section said: 'Following the ruling it's important that all those using PWCs recognise that they have the same responsibilities as all other water users in respect of Collision Regulations and The Merchant Shipping Act. We encourage all users to undertake training.' The survivor of the incident later expressed his profound gratitude to those, including the RNLI, who came to his aid and without doubt helped save his life.

For essential advice on topics including 'rules of the road', signals, calling for help, man overboard, engine failure, safety equipment and launching, call 0800 328 0600 for a copy of the RNLI's Sea Safety guidelines for personal watercraft.

See page 9 for news of a more typical PWC rescue and page 14 for the benefits of a PWC in expert hands.



You must give way

- You must give way to all boats that are sailing, including windsurfers. You must also give way to all rowing boats, canoes, pedalos and other manually propelled craft.
- Vessels of less than 20 metres should not impede vessels using a traffic separation scheme or confined to a narrow channel. PWCs are generally the smallest craft on the water, so you must give way to everything in a channel or shallow water.
- Give way to vessels fishing, vessels not under command, vessels restricted in their ability to manoeuvre or vessels constrained by their draught. PWCs must give way to all working craft and those that are unable to manoeuvre or change course. Slowing down or stopping may help avoid a collision.

Keep clear

Keep away from swimmers. Never go near children or other people playing in the water. Keep away from sailing dinghies, windsurfers, canoes, rowing dinghies, inflatable tenders and other similar craft. If you have to go close, slow right down or stop to let them come by. Keep away when divers are down which is shown by a blue and white surface flag. Do not go near a ship that is on the move. Do not attempt to cross its bow or cut close to its side. Think about those enormous propellers and what could happen if you fall. Keep away from all ferries, particularly high speed catamarans. They are dangerous at close range.

Signs

Check for speed limits and marker buoys. These are marked with numbers. You will need to check for local by-laws.



Personal watercraft permitted

Hazard – Personal Watercraft



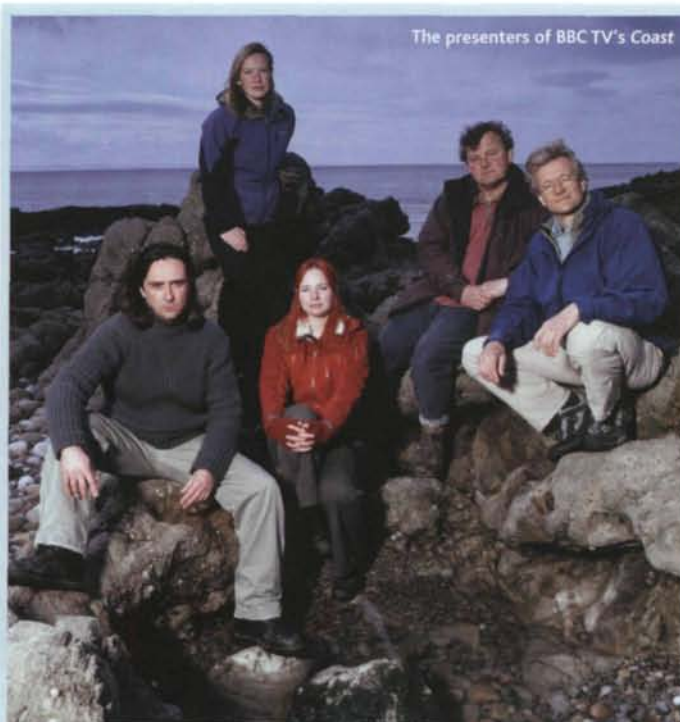
Personal watercraft prohibited

The call of duty

Politician-turned-writer Roy Hattersley celebrated the RNLI's volunteer spirit in an article in the *Daily Mail* in June. In 'The call of duty on the cruel sea' he recognised that lifeboat crews make light of the dangers they encounter and reflected on their dedication to the service: 'The lifeboat is always ready and the crew is always willing.'

Visiting Newhaven on a cold winter's day, Roy noted that there was one splash of colour against the grey sea and sky – the glorious orange livery of the town's Severn class lifeboat, the *David and Elizabeth Acland*. Its crew feel pride in what they do and the purpose-built lifeboat in which they do it and they go to sea because they hear the call of duty. 'We don't dash about all the time saving lives, but when we do, we feel we are doing something worthwhile,' Coxswain Ian Johns was quoted as saying. To a sailor rescued from a sinking ship, 'worthwhile' must sound like an absurd understatement, commented Roy.

In finishing, Roy pointed out that there is something peculiarly British about the notion that the crew who risk their lives for others should be expected to sell paper flags and carry collecting tins to make it possible. The freedom this gives from Government control, however, is jealously guarded.



A living coast

Following hot on the heels of David Dimbleby's TV series, *A picture of Britain*, came *Coast*, an even more lavish 13-part BBC2 documentary series focusing on the 19,000km of UK coastline, exploring how we have shaped it – and how it shapes us. One programme featured the worst disaster in lifeboat history.

Lytham, St Annes and Southport lifeboats were launched to the German barque *Mexico* in distress off Southport on 9 December 1886. With great difficulty, the Lytham lifeboat rescued the crew of 12 but the Southport lifeboat was capsized by a heavy sea; 14 of her crew drowned and there were only two survivors. The St Annes lifeboat was washed ashore the next day, her entire crew of 13 having drowned. This catastrophe led directly to Sir Charles Macara founding the Lifeboat Saturday Fund. This raised thousands of pounds, eventually evolving into the now familiar lifeboat flag day street collections, thought to be the first by a charity.

Rocket Man rescued

In a new family drama due to be screened on BBC1 in the coming months, Robson Green stars as a single parent trying to come to terms with his wife's death. At one point in the storyline, his character is rescued at sea. Robson said: 'We thought about using actors for the rescue scenes but wanted the reassurance that we could film in the water safely so decided to call on the professionals.'

He spent a morning filming the dramatic scenes with the RNLI at Tynemouth and his production company, Coastal Productions,

donated £3,000 to the lifeboat station as a 'thank you'.

Tynemouth's Coxswain Michael Nugent said: 'We were only too happy to help out and are extremely grateful for their generous donation. The crew enjoyed being part of the action and we're all looking forward to watching *Rocket Man* to see if we can recognise ourselves.'

See page 5 for news of a real-life widowed dad and lifeboat crew member and the award he has won.

Birthday Honours

The following have been honoured by HM The Queen:

Officer, Order of the British Empire (OBE)
For services to the RNLI

- Michael Vlasto
Operations Director

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

- Alan Barnes
Falmouth lifeboat station Coxswain
- Tony Glaze – posthumous award
Burnham-on-Crouch former Lifeboat
Operations Manager
- Robert (Snowy) Hamon
St Peter Port lifeboat station former
Second Coxswain

For services to maritime safety

- Brian Michie
Stornoway lifeboat station
Lifeboat Medical Adviser

Bravery at Burnham

Alan Miller, an RNLI launching tractor driver at Burnham-on-Sea lifeboat station, has received the Waley-Cohen award from the Avon and Somerset Constabulary for risking his own life when he wrestled a sword-wielding man to the ground.

Alan had spotted the man threatening people with what first appeared to be a stick. It soon became apparent that he was in fact carrying a samurai sword. Alan said: 'I ran down to him and held the man in a bear hug, put him in a head lock and then grabbed the sword with my other hand. I then had help from some door staff who helped me to wrestle the man to the ground where we kept him until police arrived.'

His extremely courageous actions thoroughly deserved such recognition and reflect a remarkable willingness to 'volunteer' in even the most dangerous of situations.



Courageous volunteer Alan Miller

Our eagle-eyed readers spotted an error in the spring 2005 issue of *the Lifeboat* article 'Gallant rescue by ladies'. Twenty one women have now been awarded Medals for Gallantry in the RNLI's history, 19 *plus* Grace Darling *plus* Aileen Jones. Apologies for not being able to add up!



From *The Story of the Sea* by Sir Arthur Quiller-Couch

World class

The RNLI was proud to host the 2005 International Lifeboat Federation (ILF) conference at The Lifeboat College in Poole in August. The event saw around 100

delegates, representing search and rescue organisations from all around the world, come together to discuss latest developments and exchange information and ideas.

The conference theme, 'the human element in search and rescue operations', covered topics as diverse as medical standards and team building.



Some of the 90 members of the ILF at The Lifeboat College, Poole



A proud Paul Potter with his award

Delighted dad

Fishguard lifeboat Crew Member Paul Potter celebrated an extra special Father's Day this year after he became the Eurocamp Lone Parent of the Year 2005. Paul beat nine other regional finalists from across the UK after being nominated by his three sons, Matthew (age 10), Adam (13), and Daniel (15). They had admired the way he had juggled work and family commitments since their mum's death from cancer in 2002.

Paul won a luxury Eurocamp holiday worth £2,500 and, on hearing the news, said: 'I'm absolutely delighted. I never expected to win, not in a million years, and I'm flattered that so many people voted for me. As a lone parent, I've always done the best I can for my boys, but you do miss out on luxuries like holidays, so it will be great to be able to take the whole family away somewhere special.'

Have a good holiday, Paul – you deserve it!

We will remember them

During the Second World War, RNLI lifeboats launched more than 2,000 times and saved over 7,500 people, as well as bringing 3,000-plus men off the Dunkirk beaches. Over 40 extra lifeboat stations were opened temporarily to provide cover for aircraft forced down by bad weather, lack of fuel, or enemy action. The lifeboat *Queen Victoria* escaped capture by the Germans at St Peter Port, Guernsey, as she was away in refit, so she was placed on service at Killybegs temporary station in Co. Donegal.

A permanent memorial to RNLI crews and supporters who have lost their lives for others, not just during the War, can be seen at the National Memorial Arboretum in Alrewas, Staffordshire. Set in 150 acres with over 40,000 trees and a wildlife lake, the Lifeboat Plot is one of over 50 and pays a living tribute to the bravery of all lifeboat crews.



RNLI crew on the Thames remember the summer's bomb victims

Thousands attended the many events during the summer that marked the 60th anniversary of the end of the Second World War. An open-air ecumenical service in Aberdeen saw members of the local lifeboat crew and fundraising branch taking part in a near 1,000-strong parade of the emergency services and armed forces. Aberdeen's Second Coxswain Bill Deans carried the RNLI flag, as did Shoreham's Coxswain Peter Huxtable MBE at the national service at Horseguards, London.

In the same week that the wartime commemorations were taking place, RNLI crews joined in two minutes' silence remembering those lost in this year's terrorist attacks in London. Thames lifeboats had assisted on 7 July in providing safety cover while thousands of people, unable to commute in the normal way, were evacuated by passenger vessels.



Aberdeen lifeboat crew members parade in honour of their wartime colleagues

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Hilton London Kensington: West End hotel in the ever-fashionable Holland Park area.

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Hilton London Kensington	£66.50	£105.50
Hilton London Euston	£73.00	£116.50
Hilton London Metropole	£74.00	£118.50
Hilton London Hyde Park	£74.50	£114.50
Hilton London Green Park	£79.50	£119.50
The Waldorf Hilton	£104.50	£184.50
London Hilton on Park Lane	£104.50	£184.50

- All prices are per person and include one night's accommodation with full breakfast, show ticket and voucher for a show guide.
- If you book up to the 16th December, your tickets and voucher will be posted out to you, after this date, your tickets can be collected at your chosen hotel.
- To visit the show on Preview Day, 6th January (nights of 5th or 6th January only) there is a £4 supplement per person on the quoted rates, to cover the additional ticket price. Please quote LBP.
- Full pre-payment is required on booking and your confirmation and copy of our Booking Conditions will be sent within 14 days.
- Dinner offers will be available at your hotel, just ask on check-in.
- This accommodation package is organised by Hilton International (UK) Limited (Hilton).

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To book the Hilton Boat Show package (nights of 6th-15th January) please quote LBS. To book the package with tickets for Preview Day on the 6th January (nights of 5th and 6th January only) please quote LBP.

Lines open 8am-10.30pm (Mon-Fri) and 9am-9pm (Sat-Sun).



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Emedia and the RNLI

Lifeboats

The RNLI depends on voluntary contributions and legacies for its income.

More than 4,500 volunteer lifeboat crew members are based at 233 lifeboat stations throughout the UK and the Republic of Ireland.

Last year, lifeboats launched over 7,600 times and rescued 7,507 people.

We need your support
Click to donate now >>>

Or call 0845 121 4999
(0800 0044 845 121 4999)

Using the web, email and mobile phones has become second nature to many, providing a great opportunity to the RNLI to engage with its supporters in a new way and to attract entirely new supporters. Other charities are already making good use of these channels and the RNLI has been working hard to ensure it doesn't fall behind.

As reported on page 32, the RNLI has used SMS (mobile phone texting) in a campaign to promote Beach Lifeguards to a younger audience. Last year saw the introduction of MessageBrand, a service that enables the RNLI to 'stamp' its external emails with relevant images and a message. With over 4M external RNLI emails a year, this is a wonderful way of raising awareness of the RNLI in a large and diverse audience.

In the last few months, the RNLI has surveyed those members who have supplied their email addresses. Over 70% said that

they used the internet every day, with 65% having access at home. Notably, 70% felt that the RNLI rarely used email as a method of communications and that they would expect to see more. Over 60% said that they would prefer the majority of communications to be via email rather than by printed material, with 70% saying they would like to receive national RNLI 'newsflashes' by email. The RNLI will use these findings as a base for its future online communications, making sure that it is contacting supporters in the most appropriate and cost-effective way. (If you would prefer to be contacted by email in the future or would like to sign up for



the RNLI e-newsletter, email optin@rnli.org.uk with your supporter number or name and address.)

The RNLI has had a website since the mid 1990's and, in its heyday, it won the prestigious Yell.com award for 'The best site from a non-profit organisation'. However, six years is a long time in the online world. The site is now looking rather dated and does not accurately reflect the work and the needs of the lifeboat service today.

To remedy this, the RNLI is working with external partners Good Technology and M-Corp to redevelop the site. The new website will have the same address (rnli.org.uk) and keep many well-loved features, such as 'out on a shout', but will have a fresh and modern design and boast greatly improved navigation. Users will be able to get a closer look at the latest lifeboat designs, find out more about a particular lifeboat station or local fundraising activity, enjoy an animated guide through RNLI history and sign up for an e-newsletter. It will also make it easier to donate or become a member.

At the time of going to press, the design had been finalised and the site was under construction. The new site is due to go live at the end of the year, following thorough testing, so why not take a look – *the Lifeboat* would be interested to hear what you think.

Top left: The RNLI's email 'stamp'
Top right: Entering the RNLI's texting competition
Bottom: A page from the new RNLI website



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Day 2-3 ♦ Toronto and Niagara Falls

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Day 4 ♦ On board The Canadian

We depart Toronto on *The Canadian* for the scenic train journey past the beautiful lakes and forests of the Canadian Shield to Jasper.

Day 5-6 ♦ To the Rockies

The Canadian crosses the wide-open prairies, calling at Winnipeg. After a brief stop in Edmonton the next morning, we climb into the foothills of the Rockies and continue to Jasper.

Day 7 ♦ Mountains and canyons

Today we enjoy a sightseeing tour of the Jasper National Park, which includes the spectacular Maligne Canyon.

Day 8 ♦ Athabasca Glacier

We depart by coach along the Icefields Parkway for an exciting ride by giant snowmobile on the Athabasca Glacier. Our journey continues to Banff.



Day 9-10 ♦ Lake Louise and Sulphur Mountain

We take a cable car up Sulphur Mountain for breathtaking mountain views and travel to the beautiful Lake Louise for lunch. You have a free day to explore Banff or if you are feeling adventurous, enjoy a float trip down the Bow River.

Day 11 ♦ The Rocky Mountaineer

Today, we embark on the 600-mile daylight train journey through the Rockies travelling in *Gold Leaf Class* in a bi-level dome car with open-air observation platform.

Day 12 ♦ Through the Canyons

We enjoy one of the most dramatic sections of the journey along the spectacular Thompson and Fraser Canyons to Vancouver.

Day 13 ♦ Discovering Vancouver

Our morning sightseeing tour includes historic Gastown, Chinatown, Stanley Park with its Totem Poles and the world famous Capilano Suspension Bridge.

Day 14 ♦ The Gulf Islands

We travel by ferry to Victoria on Vancouver Island, enjoying the gentle cruise through the Gulf Islands archipelago.

Day 15 ♦ Free time in Victoria

See the sights or take a fabulous seaplane ride over Mt Olympus.

Day 16 ♦ Butchart Gardens

We visit Butchart Gardens before continuing to Vancouver airport for the overnight flight to London Heathrow, arriving Day 17.

2006 Departure Dates and Costs

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15 May	£2,990
29 May	£3,190
5, 12 Jun	£3,390
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10, 24 Jul	£3,490
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4, 11, 25 Sep	£3,490
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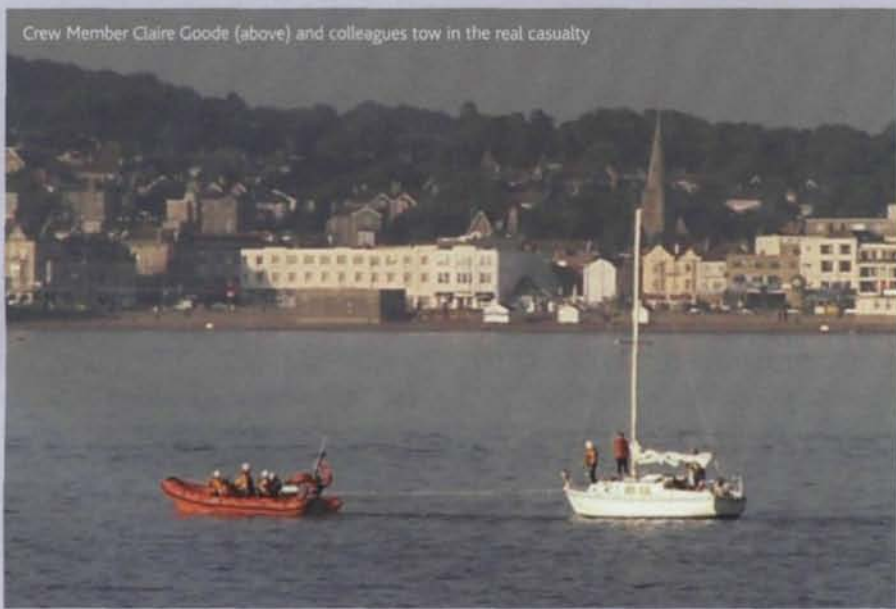
Launching, jumping, towing and persevering – a few of the skills displayed in this quarter's selection of shouts

Putting training into practice

The crew at Weston-super-Mare were training in the Atlantic 75 lifeboat *Coventry and Warwickshire* on 8 June when they diverted to a real shout. A crew of five on a yacht requested assistance because of engine problems. Within two minutes the lifeboat reached the yacht, rigged a tow and took the yacht to safety. It was the first shout for Weston's newest crew member, Claire Goode, who said: 'We were just preparing to train for this type of incident when we found ourselves doing the real thing!'



Crew Member Claire Goode (above) and colleagues tow in the real casualty



Muddy waters

Weston-super-Mare's D class *Faith* rescued two tourists who had ventured onto the area's notorious mud with an incoming tide on 11 July. The couple from Bristol got into trouble after one of them injured an arm, soon tiring in the mud. The lifeboat came to their rescue after 999 calls from concerned members of the public. Just the day before, three other tourists had been rescued from the mud. Crew Member Liam McDermott said: 'Mud walkers nearly always become tired, dehydrated and sun burnt and when the tide turns it becomes increasingly difficult to return safely to shore.'

Where there's *The Will* there's a way

Superintendent Coxswain Dave Steenvoorden and crew saved the lives of three fishermen on 11 January in the Severn class lifeboat *The Will*. In a strong gale and darkness, David tried various manoeuvres to get close enough to the casualty to pass a tow. David persisted and eventually brought the vessel to safety after a 14-hour service. The RNLI Chairman sent Dave a letter of appreciation, commending him for his 'exemplary boat handling, seamanship and leadership'.

Never off duty

The crew of Lytham St Annes were on passage from Ramsey on the Isle of Man on 1 February, collecting the relief Mersey class lifeboat *Margaret Jean*, when they intercepted a telephone conversation between the Coastguard and a Belgian fishing vessel. The lifeboat was alongside within 20 minutes for a medical emergency. In rough seas, Second Coxswain John Atkinson manoeuvred the lifeboat close to the casualty and Second Mechanic Gary Bird jumped aboard, treated a badly injured man and prepared him for winching to a helicopter.

Survivor story

After being rescued by Tramore's lifeboat on 26 March, Rob Howorth thanked the RNLI for saving his life:

'I was playing on my friend's jetski in Tramore bay, when it stopped running, leaving me in the water. Although I had a wetsuit and lifejacket on, I soon became very cold. Some very kind person noticed me, perhaps because I had been in the same place too long and rang the lifeboat at Tramore.

'They came and got me out in minutes. When I was in the boat I felt worse and they kept me warm and gave me oxygen. They then rang an ambulance ... the doctors said my temperature was 22°C and any longer I would have died. I was unconscious for 5 hours. I also hurt my leg – I didn't feel that until I warmed up!

'A million "thank yous" to the RNLI and the people who helped me ... I would not be here today but for them.'

Power cut

In winds of force 10–12, heavy squalls and seas of 8–10m, the Portpatrick lifeboat *Mary Irene Millar* launched to a fishing vessel with electrical failure. It was 12.55am on 8 January. Over two hours later, the lifeboat found the casualty after it fired red flares. The crew displayed great stamina to escort the fishing vessel to safety at Bangor, arriving seven hours after launching.

The right approach

When their vessel began to be swept towards a notorious sand bar, the crew of the *Kasam* had to forget any thoughts of catching fish. Would anyone respond to their distress flare?

THE LIFEBOAT

B class Atlantic 75 lifeboat B-742

Douglas Paley

Funding: A gift from Mrs Evelyn Anne Paley, in memory of her late husband Air Commodore Douglas Paley

THE CREW

Helmsman

Gary Stanbury

Crew Members

Andrew Hallet and Martin Davis

LIFEBOAT STATION

Established: 1825

Previous RNLI Medals:

23 Silver and seven Bronze

THE CASUALTY

Crew of three on a 4.5m motor boat, *Kasam*

Position: Southern part of the Bideford Bar

THE CONDITIONS

Weather: Dry, cold

Visibility: Dark

Wind: South easterly force 2-3

Sea state: 2-3m waves on the Bideford Bar



An evening's fishing aboard a motorboat took a grim turn for two men and a teenage boy on the evening of 22 January 2005. The trio were in the darkness near the mouth of the River Taw at Appledore when their vessel, *Kasam*, suffered engine failure. Although they had deployed an anchor, the boat was dragged by the ebbing tide out of the River Taw towards the Bideford Bar. With no radio to alert the Coastguard, the anxious crew fired a red parachute flare. A member of the public onshore spotted the signal and contacted the Coastguard.

Gary Stanbury, a member of the Appledore all weather lifeboat crew and Helmsman of the inshore lifeboat, was watching television at home with his wife when his pager beeped. The Coastguard had requested the launch of the all weather lifeboat and Gary was the first to reach the station. He had a quick discussion with Deputy Launching Authority David Maxwell and Deputy Second Coxswain Owen Atkinson when they arrived soon after. 'When we were told of the *Kasam's* position we knew the water would be too shallow for the all weather lifeboat and decided to launch the inshore boat first,' said Gary.

Gary launched the B class Atlantic 75

lifeboat *Douglas Paley* at 7.29pm with Crew Members Andrew Hallet and Martin Davis. Martin had been enjoying a meal in a local pub when his pager went off. 'I left my girlfriend and half a roast duck behind,' he said. Martin operated the radio aboard the lifeboat, while Andrew navigated and held the searchlight. Five minutes after the launch of the B class, the all weather Tyne class lifeboat *George Gibson* was launched to provide back up.

Gary and his crew headed for *Kasam's* last reported position. He could see that the conditions were going to make for a difficult rescue: waves as high as 3m were breaking on the Bideford Bar. He filled the lifeboat's ballast tanks with water to steady her. Martin heard from the Coastguard that the stricken vessel was now being overcome with large breaking waves.

As they reached the Inner Pulley buoy, the lifeboat crew spotted a light shining through the gloom: the searchlight beam of the *Kasam*. Gary requested that Swansea Coastguard task an RAF search and rescue helicopter from nearby Royal Marine Barracks Chivenor, in case any casualties needed to be airlifted. At first, the Helmsman headed in a south westerly

direction, straight for the motorboat, but he became concerned that he would run the lifeboat aground in the shallow water. He decided to head further out to sea, until he was just north of the *Kasam*. As he approached, battling against 3m waves, Gary used all his efforts just to keep the lifeboat safe. 'I realised that we would be in danger of capsize if we carried on like that,' remarked Gary. 'If we had capsized there, we would not have been able to right her, because she would have been swept onto the bar.'

Concerned for the safety of his crew, Gary aborted this second approach and headed past the motorboat, through an area of confused seas over the South Tail. This allowed him to approach from the west with the waves but, as he prepared to do so, Martin and Andrew voiced their concerns. The Helmsman was able to calmly reassure the crew that, from his knowledge of the area, the approach *could* be carried out safely. The all weather lifeboat stood by.

Reading the pattern of the seas, Gary now made towards *Kasam's* light, riding on the back of a large wave. Suddenly, Martin spotted *Kasam's* white hull – she was lying sideways to the oncoming seas. The two men on board were trying to bail out the water that was washing over her, while the teenager was sheltering in the cabin.

Gary was particularly dependent on the help of his crew members as he got nearer. 'It really was a three-man job,' he said. 'Between you, you've got to operate the lifeboat, keep an eye on the casualty,

1. The lifeboat picks its way through treacherous waters



navigate, operate the radio and check the depth of water. Andrew was my second pair of eyes, warning us of any big waves that were coming.' Gary skilfully manoeuvred alongside *Kasam's* starboard side and Martin instructed the crew of the *Kasam* to prepare to board the lifeboat. Between them, Martin and Andrew helped the first aboard, despite limited visibility. 'There was some light provided by the two boats, but not much,' said Gary.

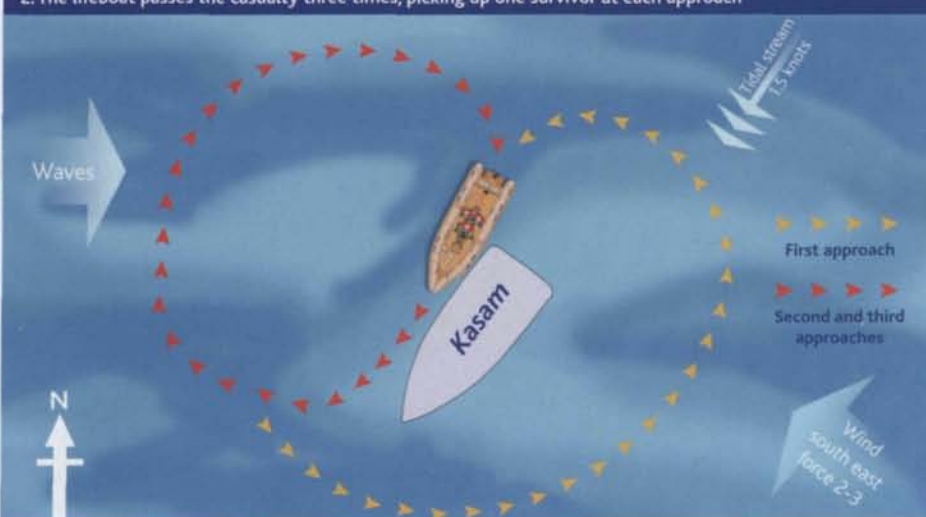
The sea conditions prevented the lifeboat from staying alongside. 'If we had

stopped, the lifeboat would have been all over the place in those waves,' Gary pointed out. He powered away from *Kasam*, swung the lifeboat around, and approached again. This time Martin and Andrew grabbed the teenager, who had by now emerged from the cabin.

Gary headed to sea again and approached a third time, allowing the skipper of the *Kasam* to climb aboard. He was reluctant to leave his vessel at the mercy of the Bar, but the lifeboat crew made it clear that lives were at risk – getting everyone to safety was the priority.

'It was far from over,' recalled Gary. 'We had to get back through the surf again, this time with a heavier boat as there were twice as many people aboard.' The lifeboat retraced its route back out to sea away from the South Tail and then into the mouth of the river. During the journey back through the darkness, the rescue helicopter radioed the lifeboat and asked if the teenager, who was showing symptoms of hypothermia and shock, should be winched up. 'I thought it was best not to hang around, so I said "no thank you",' remembered Gary, adding that the lifeboat was not far away from the lifeboat station. However, the helicopter pilot was asked to continue standing by, in case the lifeboat fell foul of the conditions.

2. The lifeboat passes the casualty three times, picking up one survivor at each approach



During the return passage, two large waves broke through the lifeboat, but she emerged intact with all still safely aboard. 'The lifeboat was superb throughout,' said Gary.

Having made it safely through the treacherous waves, the inshore lifeboat reached a calmer area of the channel and arrived at Appledore lifeboat station at 8pm. The casualties were handed into the care of waiting paramedics, but *Kasam* did not have such a lucky escape. Appledore's all weather lifeboat crew could find no sign of her later that evening and not a trace has been found since.

'It was the most satisfying inshore rescue I've been involved with. The Bideford Bar is one of the worst bits of coastline in the country,' said Martin, who returned to his girlfriend – and roast duck – after the rescue. 'Gary showed what a good helmsman he is that night,' he added.

Tom Mansell, RNLI Deputy Divisional Inspector for the south, said: 'Gary showed determination in not only completing this service but by doing so in as safe a way as possible. He read the seas well, even though it was dark, and his decision to approach the casualty from seaward showed a complete

understanding of the situation, which was the crucial factor in saving the lives of the three men.'

In recognition of his outstanding seamanship, Gary Stanbury receives The Institution's Bronze Medal for Gallantry. Crew Members Andrew Hallet and Martin Davis receive Bronze Medal service badges and certificates. Gary says he was delighted to get the award: 'I'm pleased for everyone involved – Martin and Andrew did really well. It was an excellent team.' See page 37 for another Appledore story – 100 years ago!



From left: Crew Member Andrew Hallet, Helmsman Gary Stanbury and Crew Member Martin Davis
Reproduced courtesy of the North Devon Journal

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Swim between the flags

You'll hear again and again from RNLI Beach Lifeguards: 'Always swim where there is a lifeguard on patrol and stay inside the area marked by the red and yellow flags.' On a sunny day at Perranporth, Cornwall, a family ignored this advice to their peril

Photo: Deborah Johnson



On patrol along the 3-mile stretch of beach at Perranporth, during Easter weekend on 27 March 2005, Beach Lifeguard Margh Brewer pulled over in the patrol vehicle to talk to a family with body boards. They were some distance from the flagged swimming area, so Margh strongly advised them to walk up to the lifeguarded zone. As he drove off, they appeared to be taking his advice.

Before reaching the flagged area, the family spotted a patch of sea that looked calm and soon the four of them entered the water. They were unaware that they had just entered one of the most dangerous parts of the shore: what lifeguards call a 'hole'.

Later, patrolling between the flags, Drustan Ward spotted a teenage girl running towards him: 'She had a look of horror on her face. This could only mean one thing.' Her family had been swept out to sea. She jumped in the patrol vehicle with Drustan

and they drove to the scene of the incident. Meanwhile Lifeguard Dickon Berriman helped launch the rescue watercraft (RWC) for Lifeguard Supervisor Andy Thomas.

'To the untrained eye it looks like the safest place to swim. But it's not safe at all. You can get out of your depth very quickly whether it's flat or big surf. It acts like a river, pushing you out to sea.'

Drustan Ward, Beach Lifeguard Supervisor

Drustan remembers being amazed at how quickly the RWC arrived on the scene: 'It's an amazing piece of kit – incredibly fast.' Only the father and another daughter were still in trouble as the mother had reached safety. On the RWC, Andy had trouble locating the pair in the choppy seas. From the roof of his vehicle, Drustan used signal flags to direct his

fellow lifeguard straight to the pair, now more than 150m from the shore. Even as an experienced lifeguard, Andy was surprised how far and how quickly the current had taken out the pair.

When he reached them they were 'very upset, panicked and tired'. Andy picked up the little girl first and took her to the shore. He then went back to the father. The man had let go of his body board, which would have helped him stay afloat, but Andy reached him in time and took him to shore. Andy later commented: 'If we hadn't been there, I believe they would both have certainly drowned.'

With the family reunited safely on shore, Drustan assessed their condition. After their ordeal, the family were understandably in shock and shed some tears. They thanked the lifeguards profusely and admitted that they rued their decision to ignore the advice to 'swim between the flags'.



● Porth
● Perranporth

Unseen dangers

The sea looked calm and safe at Porth beach, Cornwall, on 18 June 2005 but for two tired swimmers, the winds and currents were life threatening

The public were enjoying a sunny day at the beach, unaware that a boy and a girl were slowly drifting out towards the surf. RNLI Beach Lifeguard Matthew Roach had spotted the pair as soon as he started his patrol between the flags. 'From my first scan of the water, I realised they were weak swimmers.' Matthew drove the patrol vehicle over to a small sandbank to get a better view of the pair. The vigilant lifeguard realised some action was needed; he radioed base to say he was going in.

While he was still getting his rescue board the situation became more serious. Although the boy was near enough to a sandbank to stand up, he hadn't realised this and was beginning to panic. Matthew then saw the girl be hit by a wave and go under. Soon, both children had given up swimming against the current and were swept out into the breaking swell at the mouth of the bay. As Matthew paddled through the swell on his

board over the breaking waves, the girl was submerged for the second time.

Matthew recalls: 'As I approached, the boy was screaming for help but the young girl had her head tilted back and was barely afloat. She was clearly the immediate priority.'

He reached under the water and hooked the girl up onto the rescue board. At the same time, Matthew was calling to the boy, reassuring the child that he'd be with him too in seconds.

Keeping hold of the girl on the board, Matthew could now assist her brother, telling him to grab the front handle of the board. The boy managed to take hold and Matthew started to paddle towards the sandbank, waves breaking over the three. He reassured the children that there wasn't much further to go.

Suddenly the boy gave up and let go of the board. Matthew reacted quickly, reaching over the girl to drag her brother, too, up onto

the board. Holding the girl with one hand and the boy with the other, Matthew gripped the rescue board with his legs and let the surf wash them back towards the sandbank.

Once back on dry land, the children recovered quickly. They were met on shore by more RNLI beach lifeguards and the father. No one on the beach had realised quite how close to tragedy they had come. Peter Dawes, Beach Lifeguard Manager (Operations), later stated: 'This incident demonstrates the need to take care in the water at all times, even when conditions appear to be safe, and the clear benefits of having trained lifeguards on a beach.'



Beach Lifeguard
Matthew Roach
patrolling between
the flags

Photo: Deborah Johnson



Fair and foul

A combination of fair weather and thunderstorms made for a particularly busy weekend for the RNLI in May 2005. In two days, RNLI crews launched more than 75 times and rescued around 100 people



On 7 May sailors were caught out by strong winds during the Goldhanger sailing club race, Blackwater, Essex. Eight of them capsized and were thrown into the water. West Mersea's Atlantic 75 came to the rescue with the Goldhanger rescue boat team.

The fickle weather prompted three more shouts for West Mersea on the same day. In the first, low winds spoiled the fun of a windsurfer who then attempted to swim ashore. Two sailors off Coopers beach and three people on a yacht that had engine failure were also rescued by West Mersea lifeboat.

The weather caused trouble on a larger scale on the Forth that weekend, where six lifeboats went to the aid of stricken yachts, capsized dinghies and stranded individuals. Five lifeboats from Anstruther, Dunbar and North Berwick launched just after 5pm on 8 May to go to the aid of 20 people in a regatta, after their dinghies capsized during a sudden squall. Within half an hour all were safe, with no apparent injuries. Anstruther inshore lifeboat also fitted in another rescue on the way home, towing a small sailing boat with engine failure into Anstruther harbour.

Queensferry lifeboat was also out on the Forth in the morning, helping a yacht skipper who had broken his collarbone. Lifeboat crew boarded the vessel and lowered the sails to bring her under control. They towed her safely to Port Edgar marina where an ambulance took the casualty to hospital. The crew were out again on the next afternoon. First, they rescued a mother and daughter who were stranded by the rising tide and then they escorted a 5m motorboat with engine failure past the Forth Road Bridge and back to Port Edgar.

On the Saturday, one man from Coventry got into trouble even before he set off, when he attempted to launch his 4.5m speedboat from Burnham jetty, Somerset, just before high water

and in rough seas.

The boat was soon swamped and the launching trailer was swept off the side of the jetty by the waves. The man was unharmed. The Burnham-on-Sea lifeboat crew kitted up and entered the water to hold the boat on the slipway against a strong side current and waves. They attached holding lines to the vessel to secure it until the tide turned about an hour later. (As readers of summer 2005's *Offshore News* will know, it is vital to check local conditions before trying to launch a boat in unfamiliar surroundings.)

Other services that weekend included lifeboats from Exmouth and Torbay attending a dive boat in trouble 20 miles east of the River Exe at Saturday lunchtime. One of the divers had suffered a panic attack and banged his head. During the incident a rope got twisted around the boat's propeller.

A student fell 30m down a cliff face near South Stack, Holyhead, and lifeboats from Trearddur Bay and Holyhead launched to assist. Trearddur Bay Helmsman Steve Rogerson, also a paramedic, swam to the shore to treat the casualty who had suffered head injuries and multiple broken bones.

Ten people were rescued by New Brighton inshore lifeboat, Merseyside on Sunday 8 May from two yachts.

Across the Irish Sea, crews from Larne and Kinsale both kept casualties afloat through heavy use of salvage pumps.

For sea safety advice, call the RNLI helpline on 0800 328 0600

RNLI lifeboat crews help ensure the safety of thousands of people visiting and using the sea 24/7, 365 days a year. In this exceptionally busy weekend, they saved the lives of 14 people. Initial reports from the Royal Society for the Prevention of Accidents tell us that no lives were lost at sea in the UK and Republic of Ireland from 7-8 May 2005.

Foal takes a tumble

On a day out taking underwater wildlife photographs near Porth Ceiriad, Gwynedd, a father and son spotted a stranded foal that had fallen down a steep cliff



After calling the Coastguard, photographer Graham Eaton slowly approaches the foal at the back of the cave



Abersoch lifeboat arrives and Crew Member Rob Middleton helps Graham carry the foal over the treacherous rocks. The scared animal lashes out, but the two men get him into the water



They swim with the foal to the lifeboat, *Atlantic 75 Margaret Bench of Solihull*, lifting him to safety



Back at Abersoch lifeboat station, Mali, aged 3, tends to the foal. He has escaped serious injury, with only grazed knees to show for his ordeal and is soon reunited with his grateful owner

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Lifeboat Lottery



First prize in the winter 2005/06 Lifeboat Lottery, a cruise on the Van Gogh

Summer winners

Thank you to all of you who supported the RNLI summer 2005 Lifeboat Lottery, which raised over £470,000.

The first prize, an 18-day Mediterranean cruise, was won by Mr Head from Middlesex. Congratulations to Mr Head and a special thank you to Page & Moy who sponsored the fantastic prize. Nick Begy, Head of Marketing at Page & Moy, commented: 'We are delighted to be supporting the RNLI and look forward to welcoming Mr Head on board.'

Congratulations also to our cash prize winners:

Mr JWD Palmer (Kirkcudbrightshire) £1,000;
Mr MG Culverhouse (Northamptonshire) £500;
Mrs RL Brash (Lanarkshire) £250;
and Mr DR Causer (Lincolnshire); Mr EJ Neave (Surrey);
Miss RA Lewis (Mid-Glamorgan); Mrs J Cyphus (Avon);
Mr G Hope (North Yorkshire) who all won £100 each.



'Many thanks for the prize cheque of £250 received. It came at the right time and will be put to good use. Being part of a sea-going family for a number of generations, your cause is very important to me and I wish you well.'
Mrs Rhoda Brash, winner of the 4th prize in the summer 2005 Lifeboat Lottery

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Reykjavik, continuing to Kirkwall in the Orkney Isles, famous for the Italian Chapel lovingly built by homesick Prisoners of War in World War II, before returning to London Tilbury.

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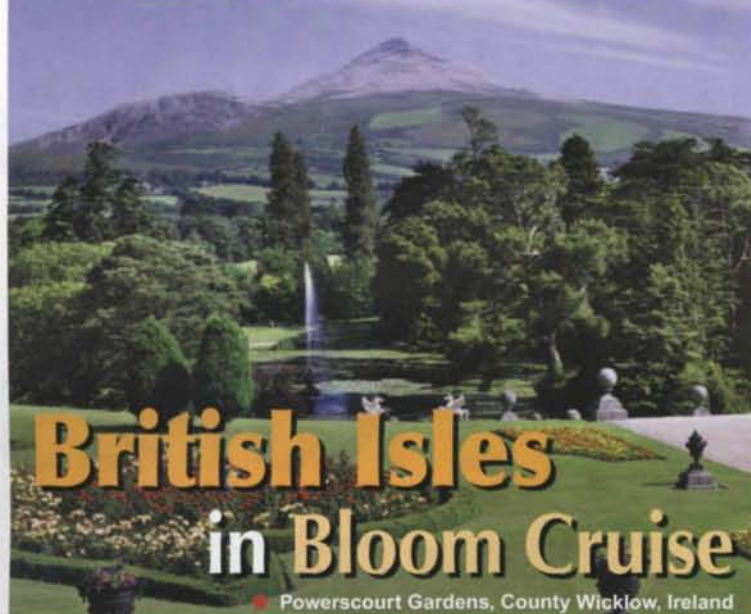
● West End standard evening entertainment

● Complimentary coach travel from selected pick-up points throughout the UK, or free car parking at London Tilbury



● 4★ Plus MV Athena





British Isles in Bloom Cruise

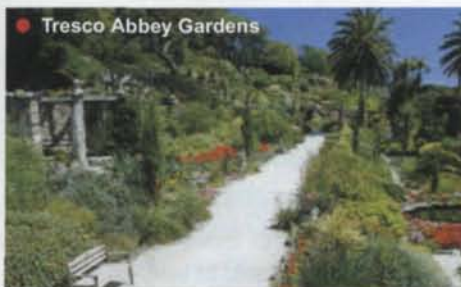
● Powerscourt Gardens, County Wicklow, Ireland

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● MV Van Gogh



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Train one, **save many**

LEARNING THE ROPES

Many people imagine that the average RNLI crew member is a selfless, brave, experienced mariner. Crew members are certainly brave and selfless but, today, volunteers with a professional maritime background are in the minority.

The RNLI has always relied on generosity to save lives at sea: the generosity of volunteers who give their time and that of the public who help provide funds. As a result, lifeboat crews and lifeboats have been ready to launch to the rescue for more than 180 years. The need for the service has not changed – the sea is still an unpredictable and dangerous place to be – but the lifeboats and the volunteers who crew them *have* changed.

Lifeboats have evolved from the pulling and sailing craft, once so familiar to their crews, to take advantage of the latest in marine technology and are therefore far more complex to operate. John Bateman, Launcher and former Mechanic at St Davids lifeboat station in Pembrokeshire, comments:

'When I first started, if you could take the ropes out and row the dinghy, you were in. The lifeboats are so much faster and more high-tech now though. Now, people need to be trained to use the kit.'

On top of this, the profile of the 'average' crew member is becoming unrecognisable compared with that of yesteryear.



At the beginning of the 20th century, the vast majority of lifeboat crew were an integral part of the maritime community, often being fishermen. By 1975, this could only be said of half. Today across the UK and the Republic of Ireland, only 10 per cent of RNLI volunteers have any professional maritime experience.

Richard Davies, Coxswain of the Cromer lifeboat, Norfolk, from 1976–1999, was a crab fisherman when he joined the lifeboat crew. He says:

'Being a fisherman helped a lot on the lifeboat. You get to know the sea and you develop a sense of balance – you get used to the momentum. It's the same as a jockey. A jockey stays on the horse because he becomes part of the horse. On the crew, you have to learn to become part of a boat.'

Nowadays, even crew from the last remaining fishing communities face challenges on the state-of-the-art lifeboats. Thankfully, volunteers continue to come forward but there are no longer any ready-made lifeboatmen and women offering their services to the RNLI. It is high-quality, specialised and hands-on training that turns these ordinary people into the extraordinary. It costs about £1,000 a year to train every crew member. But who are they and what training can they expect to undergo as a new recruit?



First steps

You've decided you want to be a volunteer crew member at your local lifeboat station. You've passed a medical and enrolled. So what happens next?

Each station does things slightly differently but the coxswain, helmsman or lifeboat operations manager usually takes the role of mentor to the prospective crew member. Before they can become fully fledged crew and help save lives at sea, there's a probationary period of around 12–18 months. In this time there's a lot to cover: a lifeboat, equipment, emergency drills and a whole new language with which to become familiar.

In their early days the probationer is introduced to the crew and given a guided tour of the station and the lifeboat. If they're a sociable bunch, there may well be a welcome drink. The mentor lets the newcomer know what to expect over the forthcoming months and explains the various stages of training, outlined in the RNLI Crew Training Task Book.

Once the basics at the station have been covered, the next step is to go out on exercise with the rest of the crew. Most crew train together between twice a week and twice a month, usually out on the lifeboat. At some stations, the probationers will just observe the actions of the crew, while at others the training will be more hands-on from the start. They may even be invited to don a drysuit and experience what it's like for themselves to be rescued from the water.

'I arrived to the scramble of kitting up. I threw on some spare kit and ran to the lifeboat, lifejacket toggles dangling at my feet. It was blowing a blizzard when I boarded for the night-time exercise. As predicted Arctic weather had hit us. No sooner had we slipped our moorings, hail pelted us. The sky flashed white and I could barely see in front of me. My fingers were numb and I wondered what it would be like on a real shout.'

Poole Crew Member Alison Payne remembering her first exercise

During the probationary period, everybody is trained in the generic role of crew member and waits until they are adopted formally onto the crew before deciding to train for any specific position such as mechanic or navigator and, later, coxswain or helmsman. At some stations, crew members will need extra training tailored to their local needs, such as on the River Thames, where incidents differ in type and frequency from those on the coast.

Whether they're on all weather, inshore or inland craft, all prospective crew members must cover the same basics – but the probationary period is about more than practical skills:



'It's about making sure personalities gel with the people already there.'

Oban Coxswain Ronnie Mackillop

'It's good to have a trial period. The individuals can review their commitment to the station and I'll know by then whether they'll stick to the job.'

Wells-next-the-Sea Coxswain Allen Fray

The mentor will judge when the probationer is ready to take the next step towards becoming an RNLI crew member: starting with the RNLI's centrally-organised training courses. If the mobile training unit's in town, this might be after a few months, but it may be a year before they could attend a course at The Lifeboat College at Poole, Dorset. Some of these courses are mentioned in the following personal accounts and there'll be much more about these courses over the next few issues of *the Lifeboat* magazine.





Train one, **save many**

Jess Myatt, Rhyl, Denbighshire



Jess [18] studies forensic science at college and is Rhyl's first female crew member. She has been a probationer since November 2004

'I got involved by chance. I was talking to a friend at work and her granddad used to be on the crew here. It sounded really interesting so I went to the lifeboat station to find out what it was all about. I was surprised at myself for being brave enough to do it! I've only lived by the sea for a couple of years – I lived inland before that and knew nothing about boats or the sea. The rest of the crew are like brothers to me. They look after me.'

'My family and friends are very supportive about it. I have also been paged in the middle of a lesson at college. They let me leave and I got a bus to the station, as I don't yet drive, to help recover the lifeboat after the shout. Being on the crew is even better than I expected. I have got really involved and the training is really in-depth. It is always interesting. If you went out on the lifeboat without the training, you'd be stuck and would not be able to help anyone.'

'I've done the first aid and boat handling training so far. The capsizing exercise was especially memorable: as the boat went over I swallowed water but I can laugh about it now. I'm hoping to do the introduction to inshore lifeboat course very soon.'

'I have been on quite a few rescues already. There was one the other day where a drunk man ended up in the sea. He was hypothermic. I had to get the first aid kit out and set up the oxygen. He was very scared but relieved that someone had come to save him.'

The station

The Shipwrecked Fishermen and Mariners' Society opened Rhyl's first lifeboat station in 1825, a year after the establishment of the RNLI. The RNLI took over the station in 1854 and since then one Silver Medal for Gallantry, one Bronze and 11 Thanks of the Institution Inscribed on Vellum have been awarded to crew members in recognition of outstanding rescues.



Today's station has a Mersey class all weather lifeboat, *Lil Cunningham* and an inshore D class inflatable *Godfrey and Desmond Nall*.



Righting the boat as part of the capsizing drill

Listings

ABERDEEN

ON-1248(17-24):Jan 6,
Mar 18, Apr 5, 15
D-470:Jan 6, 18, 31
D-536:Mar 10, 18, Apr 2, 5, 17

ABERDOVEY

B-758:Mar 25, Apr 2, 23

ABERSOCH

B-790:Jan 23

ABERYSTWYTH

B-704:Jan 23, Feb 2,
Mar 9, 10, 26,
Apr 2, 3, 14, 16, 21, 24(x2)

ACHILL ISLAND

ON-1240(14-28):Jan 25,
Feb 13, 19, Apr 9, 17

AITH

ON-1232(17-14):Jan 28, Apr 5

ALDEBURGH

ON-1184(12-25):Jan 2
ON-1193(12-34):Apr 1
D-520:Jan 23

ALDERNEY

ON-1180(14-01):Jan 30,
Feb 6, 22, 23(x2), Mar 7, 23

AMBLE

ON-1176(12-19):Jan 16
ON-1187(12-28):Feb 12,
Mar 19
ON-1192(12-33):Mar 30,
Apr 16
D-569:Jan 9, Feb 12, Mar 30,
Apr 16

ANGLE

ON-1114(47-011):Mar 17,
Apr 4
D-482:Apr 12(x2)

ANSTRUTHER

ON-1174(12-17):Jan 29, Apr 3
D-461:Apr 3
D-500:Jan 29

APPLEDORE

ON-1140(47-027):Jan 11,
16, 22, Apr 16, 26
B-742:Jan 2, 22, Feb 8, 15,
Mar 11, Apr 3, 4

ARAN ISLANDS

ON-1150(52-44):Jan 4, 25,
Feb 8(x2)
ON-1217(17-06):
Mar 5, 16, 24, 30, 31,
Apr 10(x2), 11
ON-1260(17-31):
Apr 20, 21, 24, 29

ARBROATH

ON-1194(12-35):
Feb 27(x2), Mar 29, Apr 10
D-621:Feb 27, Apr 10

ARKLOW

ON-1223(14-19):Mar 13

ARRAN (LAMLASH)

B-767:Jan 3, 22, Feb 14
B-770:Mar 28, Apr 8, 16

ARRANMORE

ON-1244(17-22):Jan 28, 30,
Mar 26, 30, Apr 15, 16, 30

ATLANTIC COLLEGE

B-763:Feb 11

BALLYCOTTON

ON-1233(14-25):Jan 22, 29,
Mar 7, 15

BALLYGLASS

ON-1235(17-15):Feb 18, 19
D-570:Feb 19

BALTIMORE

ON-1137(47-024):Jan 31

BANGOR

B-584:Jan 11, Mar 6

BARMOUTH

D-524:Mar 26, 28, Apr 7

BARRA ISLAND

ON-1230(17-12):Jan 6, 21
ON-1254(17-27):Jan 6
ON-1262(17-33):
Feb 22, 23, Mar 10, 16, Apr 12

BARROW

ON-1117(47-014):Feb 9
D-488:Feb 9, 12, Apr 22

BARRY DOCK

ON-1135(52-39):Feb 26,
Mar 7, 20, 29, Apr 13
ON-1143(52-41):Jan 4(x2)

BEAUMARIS

B-754:Jan 13, 18
B-768:Jan 22, Feb 5,
Mar 19, 29,
Apr 1, 2, 19, 23, 25, 28, 30

BEMBRIDGE

ON-1126(47-018):
Jan 10, 19, 20, 29, Feb 6, 20,
Mar 20, Apr 1
D-479:Mar 20, Apr 13

BLACKPOOL

B-748:Jan 16, Feb 3
D-558:Feb 3, Mar 31, Apr 13
D-566:Jan 16, Mar 31, Apr 13, 17

BLYTH

D-606:Jan 2, 15, Feb 19, Apr 4

BORTH

D-622:Jan 23, Feb 27,
Mar 28, Apr 15, 16, 17(x2)

BRIDLINGTON

ON-1124(12-001):Jan 7, 11,
Feb 11, Mar 18, Apr 1
ON-1169(12-12):Apr 29
D-557:Jan 7, 16, Feb 8,
Mar 19, Apr 12

BRIGHTON

B-737:Feb 2, 23, Mar 4, 23
B-773:Jan 5, 13, 14

BROUGHTY FERRY

ON-1252(14-31):Jan 12, Mar 5
D-539:Jan 12, Feb 5, 9, 15,
Mar 5, 6

BUCKIE

ON-1268(17-37):Jan 10,
Feb 3, Apr 23

BUNDORAN

B-711:Jan 3, 28, Apr 9

BURNHAM-ON-CROUCH

B-733:Jan 11, 12, Apr 8

BURNHAM-ON-SEA

B-795:Mar 26
D-473:Apr 22
D-495:Feb 25, Mar 20

BURRY PORT

D-610:Jan 14, 15, 30, Feb 15,
Mar 26, 27

CALSHOT

ON-1159(52-45):Jan 1, 29,
Feb 13(x2), 20,
Mar 18(x2), 19, 25, 27, 28(x2), 29,
Apr 10
D-609:Mar 5, 27, Apr 7
D-630:Jan 2, Apr 14

CAMPBELTOWN

ON-1241(17-19):
Mar 15, Apr 11, 27
D-490:Mar 15

CARDIGAN

B-752:Jan 3, 21, 29, Apr 23
D-547:Apr 8

CASTLETOWNBERE

ON-1277(17-44):Jan 22,
Feb 14, Apr 12

CHISWICK

E-004:Mar 5
E-005:Mar 11, 27(x2)
E-006:Jan 21, 22, 27, 29(x4), 31,
Feb 12, 18, 19, 22, 24, 27,
Mar 5, 6, 8(x2), 12, 18(x2), 19, 21,
24, 26, 27(x4), 31,
Apr 4(x2), 9, 21(x2), 25, 30

CLACTON-ON-SEA

B-744:Jan 4, 22, 29, Feb 26,
Mar 8, Apr 8
D-559:Jan 4

CLEETHORPES

D-618:Jan 19, 23, 26,
Mar 19, 31, Apr 21

CLIFDEN

B-751:Jan 16

CLOGHER HEAD

ON-1190(12-31):Jan 17, Apr 16

CLOVELLY

B-759:Apr 16

CONWY

D-627:Mar 21, 26

COURTMACSHERRY

HARBOUR
ON-1205(14-07):Mar 24,
Apr 10, 24

CRASTER

D-542:Mar 19, Apr 30

CRICCIETH

B-707:Mar 26

CROMER

D-568:Mar 20, Apr 28

CROSSHAVEN

B-782:Mar 5, 12, 30, Apr 15

CULLERCOATS

B-591:Jan 30, Apr 3, 29

DONAGHADEE

ON-1267(14-36):Apr 22, 30

DOUGLAS

ON-1147(47-032):Apr 20, 21

DOVER

ON-1220(17-09):Feb 1, 12,
Mar 29, Apr 26, 30
ON-1260(17-31):Jan 15, 16

DUN LAOGHAIRE

ON-1200(14-05):Jan 23,
Feb 12, Apr 11, 24
D-565:Mar 13, 14, 23, 26

DUNBAR

ON-1207(14-09):Jan 6, 10,
Mar 7
D-544:Jan 6, Mar 7, 23

DUNGENESS

ON-1184(12-25):Mar 10
ON-1186(12-27):Jan 19

DUNMORE EAST

ON-1215(14-17):Jan 1,
Feb 17, 19, 20, Apr 9, 14, 18, 20

EASTBOURNE

ON-1195(12-36):
Jan 3, 11, 13, 23, Feb 8, 18,
Mar 20, 25(x2), 28,
Apr 8, 10(x2), 17(x2), 29
D-603:Apr 2, 8, 10
D-605:Jan 3, 23, 31, Mar 25, 28

ENNISKILLEN

B-592:Mar 27, 30, Apr 17, 23

EXMOUTH

ON-1210(14-12):Jan 5, 24,
Feb 25, Mar 25, 26, Apr 29
D-516:Jan 2, 3, 5(x3), 24, 30, 31,
Feb 1, 14, 19, 25,
Mar 20, 22, 23, 24, 26, 28(x2),
Apr 1, 8, 11, 15, 17(x2), 28, 30(x2)

EYEMOUTH

ON-1209(14-11):Mar 6, 23,
Apr 29

FALMOUTH

ON-1254(17-27):Apr 22
ON-1256(17-29):Feb 8
B-595:Jan 17, Feb 18, 21,
Mar 2, 28, Apr 1, 2, 29

FENIT

ON-1239(14-27):Feb 15,
Mar 31

FETHARD

D-528:Jan 1

FILEY

ON-1170(12-13):Jan 31, Apr 12
D-563:Jan 30, Mar 23

FISHGUARD

ON-1198(14-03):Feb 14, 28,
Apr 2
D-467:Feb 22, Mar 19, Apr 2

FLAMBOROUGH

B-703:Feb 3, 5, 10, Mar 25
B-753:Mar 10

FLEETWOOD

ON-1156(47-038):Jan 26,
Mar 25
D-556:Jan 3, Feb 11, Apr 26

Listings

FLINT

D-510:Jan 3,20,15,16,21,
Mar 12,28,Apr 3

FOWEY

ON-1222(14-18):Feb 6,11,
Mar 6,22
D-491:Feb 9

FRASERBURGH

ON-1204(14-06):Mar 4

GALWAY

B-738:Jan 10,Feb 6,
Mar 9,31,Apr 8

GIRVAN

ON-1196(12-37):Jan 8,
Feb 7,Mar 25,Apr 13,23

GRAVESEND

B-734:Jan 8
E-003:Jan 16,29,
Feb 1,9,22,23,Mar 3,24,
Apr 7,23,24,26(x2)

GT YARMOUTH & GORLESTON

ON-1208(14-10):Jan 22
ON-1266(14-35):Mar 17
B-786:Mar 19,22,26,27,
Apr 1,8(x2),18,29

HARTLEPOOL

ON-1226(14-22):Apr 3
B-766:Mar 19,Apr 3,12

HARWICH

ON-1202(17-03):Apr 30(x2)
ON-1263(17-34):Jan 2
B-789:Jan 13,23,Feb 4,19,
Apr 11(x3),22,30

HASTINGS

ON-1125(12-002):
Jan 17,19,20,Feb 8,Apr 11
D-471:Feb 20
D-540:Mar 26

HAYLING ISLAND

B-712:Jan 9(x2),Feb 6,14,17
B-754:Mar 25,31,Apr 20,23
D-496:Feb 14,17,26

HELENSBURGH

B-791:Jan 16,Feb 4,9,15,
Mar 3,13,Apr 15

HELVICK HEAD

B-760:Jan 1

HOLYHEAD

ON-1272(17-41):
Feb 18,20,28,Mar 26
D-507:Feb 18,Mar 20

HORTON AND PORT EYNON

D-531:Mar 26,Apr 9,10

HOWTH

ON-1258(14-33):Jan 9,Feb 10
D-530:Jan 1,3,Feb 17,Mar
30,Apr 3

HOYLAKE

ON-1163(12-005):
Apr 10(x2),18

HUMBER

ON-1201(17-02):
Jan 11,19,23,Feb 7
ON-1216(17-05):Mar
18,29,31,Apr 9,21,28,29,30(x2)
ON-1226(14-22):Feb 21

HUNSTANTON

B-749:Mar 15,Apr 3,10
H-003:Apr 27

ILFRACOMBE

ON-1165(12-007):
Jan 11,16,Apr 24
D-457:Mar 12,20,Apr 8,30
D-555:Jan 11

INVERGORDON

ON-1225(14-21):Feb 9

ISLAY

ON-1219(17-08):Jan 31,
Feb 1,2,Mar 11,15,Apr 23

KESSECK

B-771:Jan 8,23,30,
Mar 7,14,18,19,25,Apr 12

KILKEEL

B-593:Jan 29

KILMORE QUAY

ON-1133(47-021):Feb 19,
Apr 3,30

KINGHORN

B-720:Feb 25,Mar 1,Apr 11,23
B-757:Jan 14,15,16,17,27,28,
Feb 15

KINSALE

B-796:Mar 4,20,Apr 24

KIRKCUDBRIGHT

B-585:Feb 6

KIRKWALL

ON-1237(17-17):Feb 4,
Mar 16,30

KYLE OF LOCHALSH

B-740:Mar 26,30,Apr 27

LARGS

B-739:Feb 19,Mar 26,
Apr 17,30(x2)

LARNE

ON-1246(14-30):Apr 30

LITTLEHAMPTON

B-779:Feb 4,6,Mar 2,21,26,
Apr 5,10,24
D-631:Jan 6,9,22,
Feb 4,6(x2),Mar 21,26,
Apr 5(x2),24(x2)

LITTLESTONE-ON-SEA

B-785:Apr 3

LLANDUDNO

ON-1164(12-006):Mar 26
D-508:Feb 3

LOCHINVER

ON-1271(17-40):
Jan 5,16,18,Mar 26(x2)

LONGHOPE

ON-1149(52-43):Apr 19

LOUGH DERG

B-568:Mar 6,17,23,31

LOUGH SWILLY

B-717:Mar 27,30,Apr 2
D-502:Apr 2

LOWESTOFT

ON-1132(47-020):
Jan 2,28,Mar 7

LYME REGIS

B-741:Apr 2(x2),24

LYMINGTON

B-784:Feb 26,Apr 9,16

LYTHAM ST ANNES

D-509:Jan 9,Mar 28(x2),29,
Apr 10(x2),24(x2)

MABLETHORPE

B-778:Mar 19

MACDUFF

B-574:Apr 23(x2)

MALLAIG

ON-1250(17-26):Jan 1,17,
Feb 13
ON-1269(17-38):
Mar 21,26,28,Apr 3,5,6,7

MARGATE

ON-1177(12-20):Feb 5,
Apr 18,24
D-441:Mar 12,30,Apr 24,26

MINEHEAD

B-708:Jan 16,Mar 18(x2)

MOELFRE

ON-1146(47-031):Mar 26(x2)
D-532:Jan 15,Apr 3,19

MONTROSE

ON-1152(47-034):Jan 1
D-481:Jan 1,12
D-626:Mar 11

MUDEFORD

B-583:Jan 23,28,Feb 19,26,
Mar 19,27,Apr 2,4,10,16,18,29

NEW BRIGHTON

B-721:Jan 23,Feb 9,16,
Mar 18,Apr 18
H-005:Jan 29,Feb 15

NEWBIGGIN

B-745:Mar 16,Apr 16(x2)

NEWCASTLE

ON-1188(12-29):Jan 17,
Mar 24(x2)
D-478:Jan 24
D-637:Mar 24(x2),Apr 16

NEWHAVEN

ON-1243(17-21):Jan 12,
Mar 30,Apr 1,11
ON-1260(17-31):Feb 7,8,9

NEWQUAY (CORNWALL)

B-715:Feb 16(x2),17
D-497:Feb 16
D-636:Mar 25,Apr 8(x2)

NORTH BERWICK

D-619:Jan 15

OBAN

ON-1227(14-23):
Jan 12,19,22,Feb 5,7(x2),
Mar 11,18,20(x2),22,26,
Apr 10,17,24,30

PADSTOW

ON-1094(47-003):Feb 19,
Apr 19

PEEL

ON-1181(12-22):Mar 27

PENARTH

B-725:Jan 4,5,19,Feb 20
B-757:Mar 26,29,Apr 1
D-446:Feb 26,Apr 2
D-534:Jan 19,Feb 20

PENLEE

ON-1265(17-36):
Apr 7(x2),19,20
B-787:Apr 11

PETERHEAD

ON-1075(47-002):Apr 15,18
ON1127(47-019):Jan 5,
Feb 28,Mar 26

PLYMOUTH

ON-1264(17-35):Jan 7,22,
Apr 8
B-775:Jan 22,Feb 26,Mar 6,
Apr 4,21,26

POOLE

ON-1131(47-023):Apr 29(x2)
ON-1138(47-025):
Feb 9,12(x2),20,Mar 4,19,25,
Apr 3,14,16,17
B-710:Jan 1,8,23,31,
Feb 2,12(x3),13(x2),26,
Mar 4,19,23,25,29,
Apr 2,3,7,16,22,23,29

PORT ERIN

B-594:Mar 25,27,Apr 6

PORT ISAAC

D-492:Mar 25,Apr 25

PORT ST MARY

ON-1234(52-38):Mar 24,
Apr 20

PORT TALBOT

D-550:Feb 28,Apr 9,27

PORTAFERRY

B-706:Jan 10

PORTRICAWL

B-700:Apr 12,16,24
B-726:Jan 14,25,30,Feb 14,
Mar 12,25

PORTPATRICK

ON-1151(47-033):Jan 8

PORTREE

ON-1214(14-16):Feb 1,2,Mar 5

PORTRUSH

ON-1247(17-23):Feb 1,2,4,
Mar 15,Apr 4
D-484:Mar 11

PORTSMOUTH

B-730:Jan 10(x2),25,
Feb 10,12,13(x2),27(x2),
Mar 2,20,23,29,Apr 12,23,30
D-445:Jan 9,10,Feb 27
Mar 19,Apr 10(x3)
D-554:Jan 16,Apr 30(x2)

QUEENSFERRY

B-735:Jan 5,6,17,19,29,
Feb 1,Mar 16,Apr 7,17,23

RAMSEY

ON-1171(12-14):Feb 10
ON-1178(12-21):Jan 13,Apr 22

RAMSGATE

ON-1197(14-02):Jan 15,17,
Feb 26,Mar 20,26(x4),28(x2)
B-765:Mar 26(x2),27,28,29

RED BAY

B-728:Feb 5

REDCAR

B-777:Jan 1,Jan 23,Mar 25,
Apr 3
D-523:Apr 2

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

RHYL

ON-1183(12-24):Jan 10,
Mar 28,Apr 10(x2),18(x2)
D-620:Jan 3,Mar 25,30,
Apr 10(x2),29

ROCK

D-489:Jan 23
D-634:Mar 25,Apr 2,7,30

ROSSLARE HARBOUR

ON-1276(17-43):
Feb 16,19,Mar 6,14,26,Apr 19

RYE HARBOUR

B-727:Feb 5,14,Apr 17

SALCOMBE

ON-1130(47-022):
Jan 12,22,Feb 10,
Mar 26,30,Apr 1,9,18,29
B-794:Jan 2,16,Feb 10,
Mar 30,Apr 9

SCARBOROUGH

ON-1175(12-18):Jan 24,
Mar 2,13,14
ON-1184(12-25):Apr 11
D-560:Jan 30,
Mar 13(x2),14(x2),17,Apr 17

SEAHOUSES

ON-1173(12-16):
Apr 23(x2),30
D-529:Apr 7,21,23(x2)

SELSEY

ON-1074(47-001):Jan 11,
Apr 2,17,23
D-464:Jan 22,Feb 16,Apr 9
D-533:Apr 26(x2)

SENNEN COVE

ON-1121(47-016):
Feb 13,19,Mar 22,Apr 15,20

SHEERNESS

ON-1211(14-13):
Jan 13,26,Apr 10
ON-1253(14-32):Apr 21,28
D-513:Jan 3,8,13,
Feb 12(x2),13(x2),21,27,
Mar 26(x2),30,Apr 2,4,27

SHERINGHAM

B-702:Apr 5

SHOREHAM HARBOUR

ON-1158(47-040):Jan 12,
Feb 12,23,Mar 4,13
D-483:Feb 23,Mar 25,28,30,
Apr 2,20(x2),24
D-501:Apr 26

SILLOTH

B-714:Mar 14

SKEGNESS

ON-1166(12-008):
Mar 15,Apr 28
D-573:Mar 25(x2),Apr 2

SKERRIES

B-747:Mar 4,31,Apr 24,27

SLIGO BAY

B-781:Mar 19,Apr 9,24

SOUTH BROADS

D-449:Jan 6,Apr 8
XP-33:Apr 8
XP-42:Apr 29

SOUTHEND-ON-SEA

B-776:Jan 1,Feb 12,
Mar 10,25,Apr 9,10
D-527:Jan 1,2,Feb 10,Mar 25
D-633:Mar 3,Apr 24,28

SOUTHWOLD

B-750:Apr 21

ST ABBS

B-783:Mar 6

ST BEES

B-719:Mar 31,
Apr 22(x2),26,29

ST CATHERINE

B-732:Feb 6
B-772:Apr 21

ST DAVIDS

ON-1139(47-026):Apr 12
ON-1155(47-037):Mar 12
D-476:Jan 4
D-543:Mar 12,23,Apr 30

ST HELIER

ON-1157(47-039):Apr 17
B-756:Mar 5,Apr 17

ST IVES

ON-1162(12-004):Apr 2,5,22
ON-1167(12-009):Jan 12,26,
Mar 3
D-515:Jan 26,Feb 1,
Mar 26,30,Apr 22

ST MARY'S

ON-1229(17-31):Apr 15

ST PETER PORT

ON-1203(17-04):
Jan 13,14,Feb 3,5,22,23,
Mar 11,Apr 26

STAITHES AND RUNSWICK

B-788:Apr 23

STORNOWAY

ON-1238(17-18):
Feb 25,27,Mar 19,24

STROMNESS

ON-1236(17-16):Jan 19

SUNDERLAND

B-762:Jan 25,28,
Feb 22,26(x2),
Mar 4,11,13,16,20,25,
Apr 4,10,16
D-615:Jan 25,Feb 11

SWANAGE

ON-1182(12-23):Jan 8,22,
Feb 18,26,Apr 23,24,27
D-613:Jan 8,Feb 18,26,Apr 27

TEDDINGTON

D-576:Feb 8,9,Mar 7

TEESMOUTH

ON-1110(47-008):Jan 23,
Mar 23

TEIGNMOUTH

B-576:Feb 7,12,
Mar 30,31(x2),Apr 16,23
B-588:Jan 1,2(x3)

TENBY

ON-1112(47-010):Feb 8,
Apr 5
D-472:Jan 1
D-562:Apr 1,5,10

THE LIZARD

ON-1145(47-030):Mar 28

THE MUMBLES

ON-1096(47-005):Jan 30,
Feb 8,20,5
D-623:Jan 16,
Mar 20,26,29,Apr 16,21,25

THURSO

ON-1273(17-42):
Jan 21(x2),29

TIGHNABRUACH

B-743:Mar 27,Apr 15

TOBERMORY

ON-1269(17-38):Feb 18
ON-1270(17-39):Jan 12(x2),
Mar 23,Apr 17,24(x2)

TORBAY

ON-1255(17-28):
Jan 16,29,Feb 3(x2),13,25,
Mar 20,25,Apr 6,19
D-504:Jan 26,Feb 3,7(x2),
Mar 25,Apr 1,14(x2),19

TOWER

E-001:Jan 1,11(x2),12(x3),
14,15,17,18,20,21,22(x2),23,
24,25,31,Feb 2,6,7,14(x3),27,
Mar 2,5(x2),8,10,12(x2),
13(x2),17,18,19(x2),20(x2),
21(x3),Apr 29(x4),30
E-004:Jan 6(x2),7(x2),8,9,
Feb 5,6(x2),7,8,10,13,24,26,
Mar 11,15,24,27,29(x2),30,
Apr 2,3(x2),4,10,11(x2),
17(x2),19(x2),20(x4),22(x2),
23,24(x2)
E-005:Apr 29(x2)

TREARDUR BAY

B-731:Feb 6,28,Mar 10,26,
Apr 25

TROON

ON-1275(14-38):Jan 9,
Feb 5,19,25,Apr 3,11,13,26
D-468:Jan 9,Feb 5,25,
Apr 3,13,26

TYNEMOUTH

ON-1242(17-20):Feb 16,
Mar 9,Apr 15
D-535:Jan 25,Feb 25,
Mar 9,Apr 3,24(x2)

VALENTIA

ON-1218(17-07):
Mar 10,19,Apr 6,18

WALMER

B-589:Apr 3
D-514:Apr 30

WALTON & FRINTON

ON-1154(47-036):Feb 16,
Apr 24,30

WELLS

D-512:Jan 1,15

WEST KIRBY

D-635:Feb 12(x2)

WEST MERSEA

B-761:Jan 3,4,23,
Feb 12(x2),13,
Mar 19,20,28,Apr 2,9,22

WESTON-SUPER-MARE

B-755:Jan 2,Jan 4
B-769:Apr 27
D-498:Jan 2,4
D-537:Apr 25,27

WEXFORD

D-447:Mar 6,Apr 25

WEYMOUTH

ON-1261(17-32):Feb 1,
Mar 9,12,Apr 30
ON-1279(17-46):
Mar 19,20,24,28,29
B-746:Jan 3,8,10,16,
Mar 5,26,29

WHITBY

ON-1212(14-14):Apr 3,11
ON-1266(14-35):
Jan 27,31,Feb 10
D-521:Feb 10,Apr 3,24,30

WHITSTABLE

B-764:Feb 26,Mar 28,
Apr 23,30

WICK

ON-1224(14-20):Feb 21,
Mar 24

WICKLOW

ON-1122(47-017):
Mar 13,25,Apr 20
D-518:Mar 6

WITHERNSEA

D-469:Mar 18,28,Apr 10
D-541:Feb 21

WORKINGTON

ON-1115(47-012):Jan 13,14
ON-1141(47-028):Apr
3,22,26
D-629:Jan 8

YARMOUTH

ON-1249(17-25):Feb 27,
Mar 26,27,Apr 2(x2),22

YOUGHAL

B-780:Mar 15,Apr 16

LIFEBOATS ON PASSAGE

ON-1169(12-12):Apr 12
ON-1178(12-21):Feb 1
ON-1220(17-09):Jan 20
B-756:Feb 22

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

Listings

Anniversaries



L-R: Chief Executive Andrew Freemantle MBE congratulates former Director Wid Graham on his 80th birthday, with Operations Director Michael Vlasto OBE

Admiral Wid Graham - former RNLI Director, 80th birthday
Bridlington lifeboat station - 200th anniversary
Kyle of Lochalsh lifeboat station - 10th anniversary

Appointments

Martin Ashworth - Moelfre Deputy Launching Authority
Aled Jones - Moelfre Deputy Launching Authority
Rodney (Rod) Pace - Moelfre Lifeboat Operations Manager (ex-Second Coxswain)
Mike Warrington - Moelfre Deputy Launching Authority

Retirements

Alan Barnes - Falmouth lifeboat station Coxswain
Barrie Brigham - Withernsea Lifeboat Operations Manager

Deaths

Ken Boardman - Littlestone-on-Sea founding Honorary Secretary (LOM) and Station Chairman
Tony Glaze MBE - former Burnham-on-Crouch Crew Member and Station Honorary Secretary (LOM) (see page 4)
Peter Holness - former Corporate Fundraising Manager and Area Organiser
Keith Robinson - Conwy Lifeboat Operations Manager and acting Lifeboat Press Officer

Correction

In the last issue of *the Lifeboat* we listed the death of Robert Reay MBE, Seahouses lifeboat station Chairman and former Lifeboat Operations Manager, under the name Wrey. We would like to express our deepest apologies for this incorrect spelling and the distress it caused to his family, friends and colleagues.

Naming ceremonies

D-642 *Amanda, James & Ben*, Hayling Island, D class, 22 May 2005
ON-1274 (14-37) *Betty Huntbatch*, Hartlepool, Trent class, 7 May 2005
D-454 *Blue Peter VI*, Cleethorpes, D class, 4 June 2005
B-801 *Chelsea Flower Show*, relief fleet, Atlantic 85 B class, 27 April 2005 (see page 31)
D-626 *David Leslie Wilson*, Montrose, D class, 28 May 2005
D-632 *Godfrey and Desmond Nall*, Rhyl, D class, 28 May 2005
H-003 *Hunstanton Flyer*, Hunstanton, hovercraft, 21 May 2005
H-005 *Hurley Spirit*, New Brighton, hovercraft, 23 June 2005
E-006 *Joan and Ken Bellamy*, Gravesend, E class, 29 June 2005
ON-1279 (17-46) *Margaret, Joan and Fred Nye*, Poole, Severn class, 5 May 2005 (see page 31)
ON-1280 (16-01) *Peter and Lesley-Jane Nicholson*, Poole, Tamar class, 6 July 2005 (see page 31)
D-633 *Pride of London Foresters*, Southend-on-Sea, D class, 11 June 2005
D-634 *Rusper*, Rock, D class, 30 April 2005
D-648 *Spirit of Mortimer*, Teddington, D class, 17 July 2005
D-624 *Spirit of the RLC*, Sennen Cove, D class, 16 April 2005
D-629 *The Shannock*, Workington, D class, 23 July 2005
D-631 *The Spirit of Juniper*, Littlehampton, D class, 25 May 2005
D-636 *Valerie Wilson*, Newquay, D class, 8 May 2005
H-004 *Vera Ravine*, Southend-on-Sea, hovercraft, 11 June 2005



Spirit of the RLC
Photo: Tim Stevens

On station

D-638 *Richard John Talbot Hillier*, Angle, 29 June 2005 (D-493 withdrawn)
D-643 *Tra Mhor*, Tramore, 30 June 2005 (D-511 withdrawn)



you're not a lifeboat

Mark Barker, Hartlepool, Co. Durham

Mark (38) is a motor mechanics lecturer at Hartlepool College of Further Education. He has been a probationer since the end of 2004

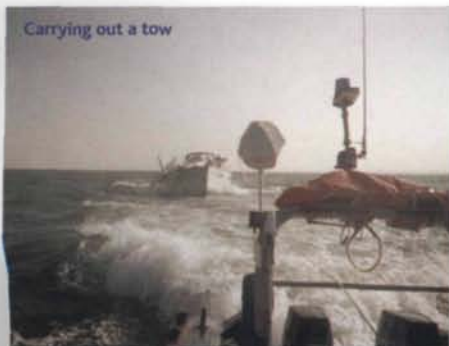
'I have known one or two of the crew members for a few years now and they suggested I should give it a go. I was soon hooked. You are weary at first, because you are the new kid on the block. It's like when you get a new girlfriend and have to meet her parents for the first time, and of course it is fine. The way everyone was so friendly made a big impact on me.

'I am involved with both the inshore and the all weather lifeboat and I've been involved with a few shouts. There was one where we towed in a yacht, one where we checked out a drifting dinghy, and another where we helped a boat with a fouled propeller.

'The training is a lot better than I expected. I have done my sea survival training and I'm looking forward to doing the inshore lifeboat introductory course.

'It is never boring, being on a lifeboat crew. You don't know what or who you might be going out to, and the adrenalin kicks in.

Being on call has not massively affected my lifestyle because I worked for a breakdown recovery service for 15 years and was on call with them. Luckily, I have not had to leave a college lesson yet, or get up in the middle of the night. I always put my clothes out just in case, though.'



Carrying out a tow



Training in the survival pool

The station

There were lifeboats launching from Hartlepool well before the RNLI was established in 1824. The first lifeboat was paid for locally and was stationed in 1803. Several other lifeboats became operational as well in the following years, although the RNLI had taken them over by 1875. There have been a large number of gallantry awards over the years: one Gold, eight Silver and nine Bronze, as well as four Thanks of the Institution Inscribed on Vellum awards.



The lifeboat station now has a Trent class all weather lifeboat, *Betty Huntbatch*, and a B class Atlantic 75 rigid inflatable inshore lifeboat, *BBC Radio Cleveland*.



Train one, save many

Adam Kelly, Kilmore Quay, Co. Wexford



Adam (32) works in a boat chandlers. He finished his probationary period and became a full crew member in March 2005

'I got involved with the crew because some of my family are already on the crew – the Coxswain is my uncle. The family suggested I give it a go and I really enjoyed it. I helped with launching the lifeboat first of all and then started being on the actual crew. I live about half a mile from the lifeboat station.

'There are three of us at work who are all on the crew and one of them is the Coxswain. If there is a rescue, he always goes, and we make a quick decision about who else will go too. That depends on how busy we are at work and whether there are other crew available.

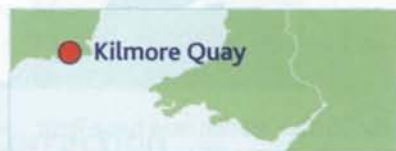
'The training has been really important because, even though I used to do some fishing, I've not got lots of sea experience. The fishing helped with knowing how to tie up and getting my sea legs, but I've learnt so much. The older crew members are very good at passing on their knowledge and I enjoyed the seamanship course that I did in the mobile training unit.

'The training comes in handy with even the simple rescues where you just attach a tow, because you need to know your rope work.

'When people are in trouble on the sea and their boat is in danger, they need to trust that the lifeboat crew know what they are doing. You can see when someone is confident in what they are doing and it makes you all feel safer.'

The station

The RNLI delivered Kilmore Quay's first lifeboat in 1847. Around 10 years later, the station was closed and RNLI lifeboats did not launch again from there until 1884, when a new boathouse was built and the station reopened. This was replaced in 1992 with a new boathouse, complete with workshop, crew room and shop. Nine Silver Medals, one Bronze Medal and eight Thanks of the Institution Inscribed on Vellum have been awarded by the RNLI to local lifesavers. Not all the awards were for lifeboat crew members: seven of the Silver Medals were awarded to members of the Coastguard station who carried out rescues while the lifeboat station was closed in the 1800s.



Today's RNLI crew launch to the rescue aboard a Tyne class all weather lifeboat, *The Famous Grouse*.





Paul Hargreaves, Fleetwood, Lancashire

Paul (34) is a chemical process worker and has been a full crew member for a year

'I got involved when the Second Coxswain at the station asked me if I was interested. There was a crew shortage at the time and I knew him from school. Being on the crew has not affected my job really because I work shifts. It has changed my lifestyle though, because I get on well with the crew and socialise with them. I've also bought myself a little boat since I joined.

'I have done the same job for the last 18 years and being on the crew has given me something new to think about. My wife is really supportive and I've got two young children who love the lifeboats.

'Training wise I've done the introductory inshore lifeboat course, first aid and fire fighting. I'm hoping to get involved with the mechanic side of things as I already have some engineering skills. I'm also quite an assertive person, which is another skill that you can bring to the crew. For people like myself, who have not had much experience of the sea, the training makes a real difference. Without it I'd have been clueless aboard a lifeboat.

'The RNLI uses competence-based training methods, which I think is excellent. You need to be able to prove to people that you have a skill – if you cannot demonstrate it, you can't do it.'



Facilities at The Lifeboat College in Poole include a fire simulator and live engine workshop



The station

The RNLI's first lifeboat house at Fleetwood was built in 1859, costing just £175. A new wooden lifeboat house was built 20 years later for £450. Just 12 years later, another boathouse had to be built due to railway works. This boathouse and slipway cost £1,630, but the slipway was often covered in sand. As a result, yet another boathouse was built at a new site in 1901, with the railway companies footing the bill. Now, a new boathouse is once again being built while the crew are temporarily based in the old winch house next to the station.



There are two lifeboats at Fleetwood – a Tyne class all weather lifeboat, *William Street*, and a D class inflatable inshore lifeboat, *Saddleworth*.

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Fundraising

A light in the darkness

As announced in the spring 2005 issue of *the Lifeboat*, the RNLI ran an advertisement on selected cable and satellite TV channels during April. Filmed as if from the perspective of a casualty struggling in the water and waiting to be rescued, the advert invited people to donate to the RNLI to help ensure its 'light in the darkness' is not extinguished.

Approximately £11,000 was raised from this first showing, with an average gift of £52 and more than 90% of donors signing up to direct debit, providing the RNLI with a more predictable income. There was a second round of screenings in July, the results of which were yet to be evaluated at the time of writing, and there will be another this October.

<p>3.58am</p>	<p>Somewhere off our coast</p>	<p>If no-one comes in the next 60 seconds</p>
<p>you'll drown</p>	<p>0800 543210</p>	<p>0800 543210</p> <p>Lifeboats</p> <p>Call now So we can carry on saving lives at sea</p>

Lifesaving partner

Marine safety equipment manufacturer Crewsaver has for many years designed lifejackets and buoyancy aids for RNLI crews. It has now been officially appointed as a 'supplier to and supporter of the RNLI' in recognition of this long-term relationship.

The appointment allows Crewsaver to publicise its connection with the RNLI and, through specific promotions, help raise funds and increase membership. In future, all Crewsaver lifejackets and buoyancy aids sold will come with promotional material designed to encourage both adults and children to support the RNLI.

Crewsaver advisers have also helped by joining the RNLI on its stand at the Southampton Boat Show to talk about lifejackets and demonstrate their use.



Photo: Royal Bank of Scotland/
Peter Bentley

First, last and first



BBC TV news reader Sophie Raworth names the first Atlantic 85 lifeboat Chelsea Flower Show

A group of In-Pensioners from the Royal Hospital, Chelsea, had a tour of The Lifeboat College in Poole earlier this year to see the fruits of their fundraising efforts. Over the years, Chelsea Pensioners have raised several £100,000s for the RNLI. On average, they collect between £10,000 and £20,000 for the RNLI during the London Boat Show alone.

They showed great pride in The Lifeboat College and the RNLI is equally proud of their efforts: one Thames lifeboat is named *The Chelsea Pensioner* in their honour and the first Atlantic 85 B class naming took place at the Royal Hospital on 27 April (above).

The RNLI's last ever Severn class lifeboat was named at a special ceremony in Poole on 5 May by RNLI Engineering Manager, Bob Cripps, on his last day in the job. Bob was instrumental in

producing this class of all weather lifeboat, which was introduced into active service in 1995 and, at 17m in length, remains the largest boat in the RNLI's fleet.

Margaret, Joan and Fred Nye is a £2M craft and was paid for by a total of five legacies, generously left to the RNLI. The main donor, Miss Joan Nye, requested that the lifeboat should be named in memory of herself and her parents. The four remaining legacies were from Miss Clara Hilda Gabriel Willis of St Ives, Mrs Margaret Jane Howarth of Cheshire, Miss Mabel Lingard of South Yorkshire and Mr Edwin Oakenfull of London. Mr Oakenfull's legacy was made in memory of his dear friend Mr Rudkin Lewis Attwood, known as 'Tubby'. A generous gift from Mrs JM Bamsley of Leamington Spa, Warwickshire, provided vital equipment on board the new lifeboat.

Following her successful first launch at Tenby, Pembrokeshire, in May (see the summer 2005 issue of *the Lifeboat*) the pre-production Tamar class lifeboat was officially named on 6 July at The Lifeboat College in Poole, Dorset. The first of its kind, lifeboat number 16-01 became the *Peter and Lesley-Jane Nicholson*, in honour of the former RNLI Chairman and his wife, who performed the ceremony.

The price tag for this state-of-the-art lifeboat was £2M and it was paid for by legacies very kindly left to the RNLI by: Mrs Margaret Mary Cripps of Worthing, Mrs Gladys Jean Thompson of Mablethorpe, Miss Eileen Mary Bate of Cheshire, Miss Joan Wood of Harrogate, Miss Lydia Scarff of Norwich; and Mrs Tessa Gladys Florence Jacobs of Doncaster. They were all supporters of the RNLI during their lifetimes and continued their support by remembering the charity under the terms of their Wills.

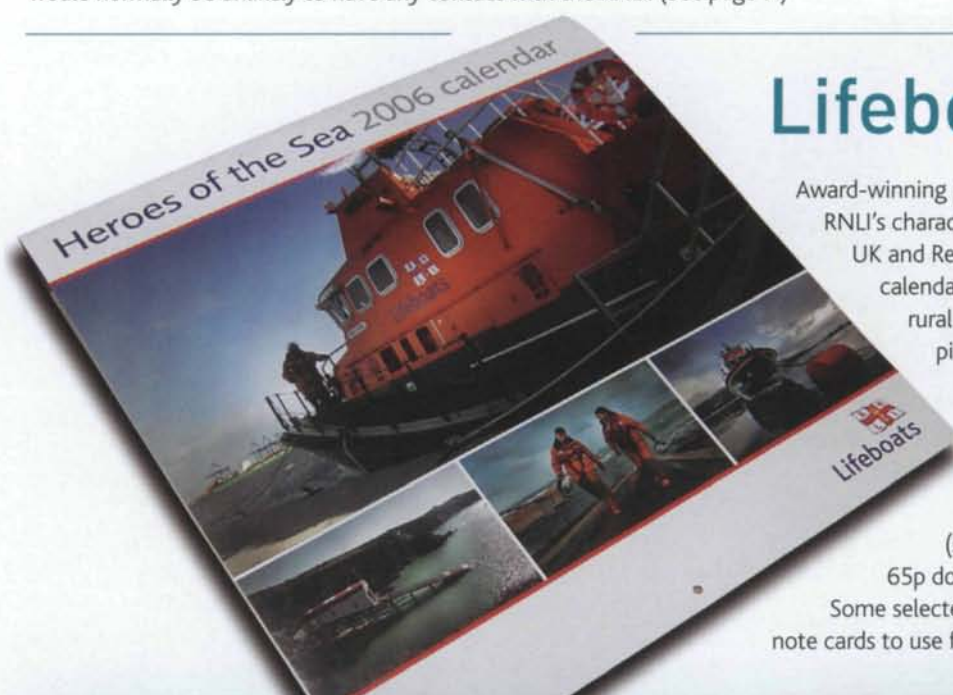
If you would like to arrange a gift for the RNLI in your Will, see page 13. Look out for the new Tamar class lifeboat on display at the London Boat Show (North Hall, stand N1115) in January 2006.



The Nicholson family and the donors' families celebrate the first Tamar naming

Sending out an SMS

Alongside its traditional forms of fundraising, the RNLI used texting this year for only the second time on beaches patrolled by its beach lifeguards. Beach goers were offered a chance to win a Beachbeat surfboard by sending the SMS message 'BEACH' to a dedicated number. Their entry then provided an opportunity to donate to the RNLI and become regular Beach Life supporters. This channel of communication proved very popular as people take little money to the beach but rarely travel very far from their mobile phones! It was also an effective way of building a relationship with a whole new range of potential supporters who would normally be unlikely to have any contact with the RNLI. (See page 7.)



Lifeboat snapshots

Award-winning photographer Steve Bicknell has captured the RNLI's character with a series of photographs from around the UK and Republic of Ireland in the 2006 *Heroes of the Sea* calendar. Each month shows the RNLI at work: both rural and town lifeboat stations, many in remote and picturesque locations; the brave volunteer crews and beach lifeguards; the changing technology of the lifeboats and the changing face of rescues. The calendar is available for £8.99 through the RNLI's mail order catalogue, RNLI shops and the website: rnlishop.org.uk (stock code 28664). The RNLI will also receive a 65p donation for every calendar sold outside the RNLI. Some selected shops also stock a range of Steve's shots as note cards to use for any occasion.

Barclays get on board

Barclays House dominates the skyline at Poole and this year the company has had a strong presence at the RNLI too. Volunteers from Barclays gave their time at the RNLI headquarters open day on 16 July and assisted RNLI membership recruiters in signing up new members. Now, as part of the Barclays community investment programme, they have agreed a £30,000 donation towards the RNLI's Primary and Secondary school packs: *All Aboard* and *Get on Board*. These teaching resources are designed to help put an end to beach and sea-related accidents involving children. (See page 42 for news of more RNLI school education and beach safety projects.)



L-R: Falmouth Crew Member Diane Bush, 9-year-old Stacey Nicoll, Crew Member Carl Beardmore and Senior Helmsman David Nicoll with Barclays-sponsored RNLI educational material

Beyond the breakers

'If you haven't seen *Beyond the breakers* already I urge you to go and see it. You won't be disappointed.' 'I shivered as one crew spent 11 hours getting back to shore, had my heart in my mouth as another group tried to get sailors off a cargo boat in heavy seas and felt pride at the achievements of the lifeboatmen.' These are just two reviews for a play by the touring theatre company Eastern Angles, which toured East Anglia this spring and summer.

The drama told the story of the north Norfolk lifeboats and their crews, providing an insight into their rescues, rivalries and real lives and used the words of those who were there. The fictional character Hangdog, a lifeboatman of the old school and an even older fishing family, talked about the heroes of old; and the current leader of the crew, Jimbo, pondered on the difficulties of training young crew who no longer have the knowledge of the sea previously taken for granted.

Unfortunately for our readers, the tour has come to an end, but a lasting tribute to the crews was provided by the theatre company. After every performance Eastern Angles used buckets to collect a total of over £2,000 for the Clacton Lifeboat Appeal to fund a new B class Atlantic 85 lifeboat. RNLI Appeal Manager Stella Dubbin said: 'We are incredibly grateful to Eastern Angles for collecting this money and are now well on our way with the appeal.'



L-R: Current Sheringham Crew Member Paul (Stretch) Wheatland, Senior Helmsman Stephen (Fozzie) Neal and Helmsman Bennett (Fuzz) Middleton with Eastern Angles actors David Redgrave, Angela Ward, Peter Stickney, Dean Lepley and Andy Wisher

'Highly motivated, totally committed'

RNLI volunteer Peter Thomson from Whitby, North Yorkshire, has been named Volunteer Fundraiser of the Year. Peter was the driving force behind the £30,000 appeal to provide launching equipment for Whitby lifeboat station. He eventually raised £110,000.

Forty years before, Peter had joined Whitby's lifeboat crew, eventually becoming Coxswain/Mechanic. Credited with saving at least 135 lives, he received the RNLI's Bronze Medal for Gallantry in 1988 and the MBE on his retirement in 1993. He continues as Honorary Curator of the RNLI's Whitby museum, which was founded by his father in 1957.

Lindsay Boswell of the Institute of Fundraising said: 'We hope this award goes some way to show how much Peter's time and effort means. Volunteers are absolutely vital to the successful work of charities.' Peter himself had not expected the award: 'I was absolutely gobsmacked. I couldn't have done it without support from the Whitby RNLI volunteers over the years.'

Volunteer taster

Could you take on seasonal shoppers with serenity while raising valuable funds for the RNLI? Is there a vacant unit in your high street that would do nicely as a temporary showcase for the RNLI? If so, Charlotte Higson, RNLI Sales Company Head of Retail, would like to hear from you. You need to be willing and able to arrange suitable premises for free and run them for a few weeks prior to Christmas. The RNLI would put you in touch with other volunteers and supply stock. Mrs Hodge has shown the way with her Christmas RNLI shop in Edinburgh – if you are interested in doing something similar, please contact Charlotte on 01202 663082 for more details.



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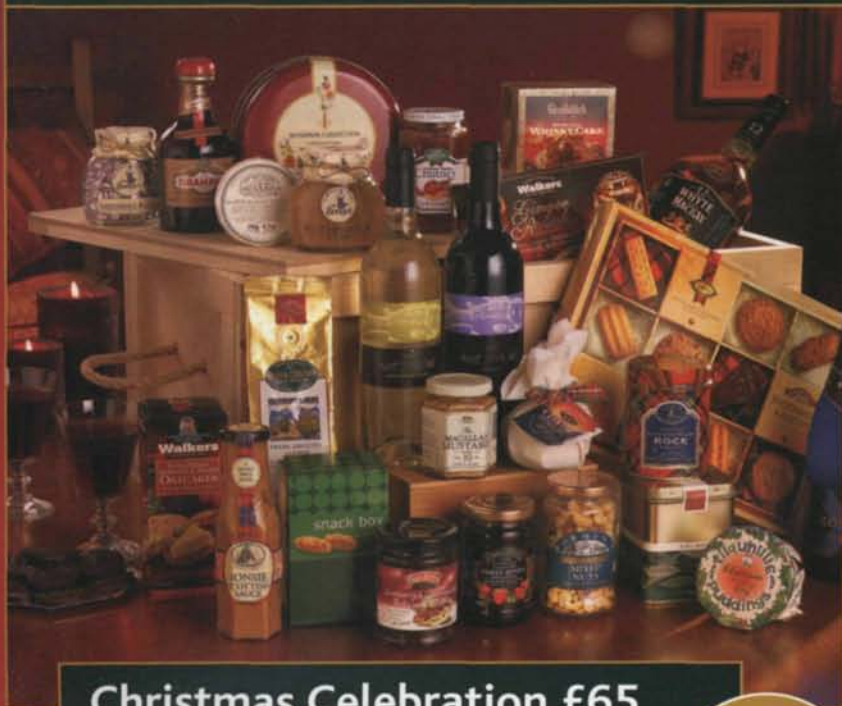
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Including: ● Whyte & Mackay Malt Whisky (70cl) ● Rondel Extreme Brut Cava (75cl) ● Drambuie Liqueur (35cl) ● Short Mile Sauvignon Blanc (75cl) ● Short Mile Bay Shiraz (75cl) ● Shortbread & Biscuit Assortment (400g) ● Tilquhillie Christmas Pudding (227g) ● Roasted & Salted Mixed Nuts (150g) ● Tilquhillie Cootie Dumpling (227g) ● Mrs Bridge Liquorice Balls (200g) ● Melroses / Edinburgh After Dinner Coffee (227g) ● Seasonal Chocolate Selection (325g) ● Sundried Tomato & Herb Oatcakes (250g) ● Mackays Scottish Fruit Preserve (340g) ● Baxters Cranberry & Caramelised Onion Chutney (340g) ● ... and more

Hamper dimensions: 58.5 x 40 x 29cm (23 x 16 x 11½"). Sizes may vary as hampers are handmade.

Christmas Celebration £65

Traditional Christmas at its best... Ref: 08045



Including: ● Kells Edge Colomard Verdelho Chardonnay (75cl) ● Festival Iced and Marzipan Cake (454g) ● Joseph Walkers Cocktail Oatcakes (250g) ● Fruit Salad in Light Syrup (300g) ● Hamlet Belgian Chocolate Assortment (125g) ● Cranberry Sauce with Port (200g) ● Walker Classic Christmas Pudding (227g) ● Wilsons of Kendal Brandy Butter (100g) ● Gille Swedish Double Chocolate Oat Crisps (150g) ● Green Pepper Chutney (200g) ● Flaked Almond Shortbread Biscuits (200g) ● Toms Orchard Fruit Jellies (170g) ● ... and more

Hampers also include two free RNLI gifts



Luxury Collection £99 ▲

This willow basket includes wine, whisky and a smooth pheasant paté. Ref: 08046

Including: ● Bells Whisky (35cl) ● Rocky Creek Shiraz Cabernet (75cl) ● Edna May Recipe Christmas Pudding (454g) ● Brandy Butter (155g) ● Chunky Tomato Chutney (291g) ● Beech's Continental Chocolate Assortment (350g) ● Gouda Cheese Bites (100g) ● Melroses / Edinburgh After Dinner Coffee (227g) ● Sundried Tomato & Herb Oatcakes (250g) ● ... and more

Hamper dimensions: 22 x 55 x 36cm (9 x 22 x 14"). Sizes may vary as hampers are hand made.

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Lifeboats



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THE LIFEBOAT COLLEGE

Peep into the past

A fascinating glimpse of *the Lifeboat* archives



... 100 years ago

These days it is hard to imagine lifeboats propelled by anything but powerful engines. Back in the autumn of 1905 though, the then *Life-boat Journal* was hailing the introduction of marine motors:

'It will be satisfactory to the supporters of the Royal National Life-boat Institution to know that the subject of placing motors in existing Life-boats and designing new Life-boats to carry them has occupied a very large part of the time of the Committee of Management and Officers.'

The article went on to announce the RNLI's decision to specially design three new vessels as motor lifeboats (see Books on page 40 for more on the history of motor lifeboats).

In the meantime, most crews were still pulling and sailing lifeboats to the rescue and one such service described in the *Journal* bears an uncanny resemblance to that reported on page 10 of this issue of *the Lifeboat*:

APPLEDORE, NORTH DEVON

'The fishing craft Elizabeth of Tenby, attempted about 5pm on the 17th of March to cross the (Bideford) bar, but with the tide and heavy sea, there being little or no wind, she drifted on to the North Tail. Within a few minutes the sea began to wash over her, and signals of distress were made. The Life-boat Jane Hannah Macdonald was promptly launched, and succeeded, with considerable difficulty owing to the state of the sea, in rescuing the three hands on board, bringing them safely ashore at 7.30pm.'

... 50 years ago

The autumn 1955 edition of the *Journal* announced that Eastbourne Coxswain Thomas Allchorn was to receive his second RNLI Bronze Medal for Gallantry. He and his crew launched to a wrecked vessel on 26 April. The *Journal* described the conditions when they launched the lifeboat *Beryl Tollemache* at around 4.45pm:

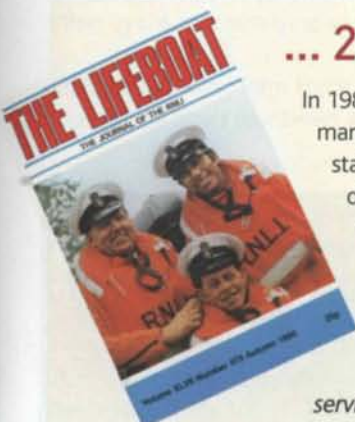
'A fresh gale was blowing from the south-west, there was a rough sea, and it was overcast. It was an hour before low water, and because of the state of the tide the life-boat bumped twice on the sand as she was being launched.'

In a service that took more than five hours, Coxswain Allchorn made three trips to the wreck, rescuing a total of 16 men from stricken salvage boats and the wreck itself.

The *Journal* also reported that the RNLI experienced its busiest May on record in 1955, with 65 launches and 84 lives saved. May 2005 was a busy period for the lifeboats too – see page 16.



Photo reproduced courtesy of Beckett Newspapers



... 25 years ago

In 1980, the Tyne class lifeboat used by many crews today was in its prototype stage. The Duke of Atholl, then Chairman of the RNLI, referred to the Tyne class at the RNLI's AGM, as reported in the *Journal* that autumn:

'These new lifeboats are essential if we are to maintain and improve our efficiency as a service. I stress "improvement" because we want to take every opportunity of using modern technology to improve our service.'

The resulting production lifeboats are now reaching the end of their operational life and are being gradually replaced by the Tamar,

as reported in the summer 2005 issue of *the Lifeboat*.

Despite the introduction of faster motor lifeboats, RNLI lifeboat crew members showed they could hold their own when it came to taking up the oars. The *Journal* reported how a team of British lifeboatmen entered the international lifeboat races at the New York Harbor Festival:

'Although the crew had never rowed together before and had only had three weeks' training, quickly organised by their divisional inspector, Lt Alan Tate, they won their heat against the Australian and United States Coast Guards and, in an exciting final, won by five lengths.'

At RNLI headquarters, there was some fundraising magic:

'It was quips and laughter all the way when Paul Daniels, comedian and conjuror, drew the winning tickets for the RNLI's ninth national lottery at Poole HQ on Thursday July 31.'

Letters

Dear Editor,

Scanning the letters page of the summer 2005 issue of *the Lifeboat*, my eye was caught by the small photograph of the Selsey lifeboat towing a cabin cruiser. Though the doctored picture featuring fearless towrope-walker Max Gilligan was arresting enough, it was the casualty herself that caught my attention: undoubtedly the vessel was my friend Ray's old boat *Pacer*. He had no idea that any pictures had been taken during the rescue, which took place about four years ago; the snap brought back vivid memories for him.

Ray and his partner Christine had been on passage from Brighton to the Isle of Wight, when their steering gear failed off Selsey. Unable to fix it and with an uncomfortable sea running, he reluctantly put out a distress call. Somewhat embarrassed by their predicament, he was reluctant to ask for the lifeboat's assistance but the coastguard, sensing Ray's discomfort, was at pains to put him at his ease and to tell him that assistance was on its way.

Twenty minutes later, Selsey's all weather lifeboat foamed into view to deposit a cheerful crew member on board, bearing the loose end of a tow. Ray still remembers the exhilarating ride into Chichester during which his old boat threw up a bow wash like a destroyer. Very shortly thereafter they moored safely in Chichester and the friendly RNLI crew bade them farewell.

Subsequently, my friends took their old boat across the Channel and down through the French canal system where, after many adventures, but no more rescues, they eventually emerged into the Mediterranean, voyaging down to the southern tip of Spain before taking up a permanent berth near Barcelona.

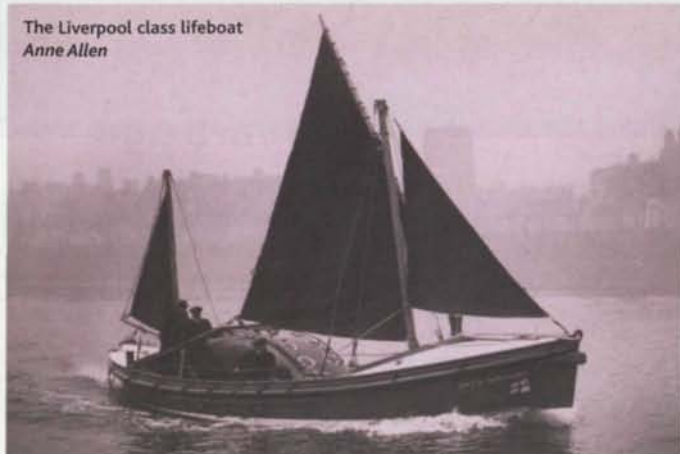
Ray and Christine, who made a small donation to RNLI funds after the rescue, realise that it was probably little more than a routine call for the RNLI, but would like to thank all concerned for their cheerful and friendly professionalism, especially the crew of Selsey's Tyne class *City of London*.

Yours sincerely,
Paul Norman
Ifield, Crawley, West Sussex



City of London in the 1980s, the first of her class

The Liverpool class lifeboat
Anne Allen



Dear Editor,

I enjoyed reading your article in the summer 2005 issue regarding the launching trials of the new Tamar class lifeboat at Tenby and could not help comparing this trial with that of the Wells-next-the-Sea (Norfolk) lifeboat *Cecil Paine*, which took place at Skegness in Lincolnshire in the summer of 1945, when I was 14 years old!

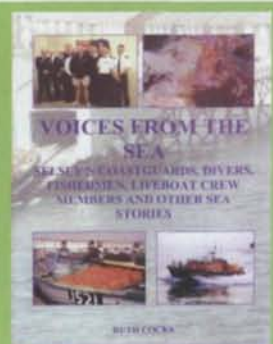
I clearly remember her arrival at Skegness (my home town) as she was the first twin-screw Liverpool class to be built. Presumably Skegness was chosen for the trials because of the problems with a difficult beach and tidal differences at Wells. *Cecil Paine* was put on service at our station for two days while the Skegness boat *Anne Allen* was left on the beach above high water under the watchful eye of the local constabulary.

The following year, *Anne Allen*, having completed rigorous wartime service, went to Oulton Broad for a complete refit. She was off station for some six weeks. Rockets were fired to tell the town of her joyful arrival home.

As a very small boy at school in Skegness the first two things that I learnt were: 1. the name of our local Member of Parliament and 2. the name of the Skegness lifeboat. I have long since forgotten the politician's name but the RNLI and my memories of *Anne Allen* still remain.

Yours faithfully,
Hugh Howitt
Chelmsford, Essex

If you want to read more about Selsey's maritime and lifeboating history, don't forget *Voices from the sea* by Ruth Cocks, as reviewed in the autumn 2004 issue of *the Lifeboat*. See voicesfromthesea.net or contact Ruth on 01243 601272 or email ruth@selseybill.plus.com for more details.



Membership

Essential information for readers



The Lifeboat is the members' magazine of the Royal National Lifeboat Institution and is published in January, April, July and October. *The Lifeboat* celebrates the core work of the RNLI – saving lives at sea – reporting a selection of rescues and a wide variety of background stories, including how the service is funded. The magazine is mailed to more than 275,000 people and at least twice this number read it. Blind and partially

sighted members can choose to receive an audio tape version as well as, or instead of, the magazine (this is a free service). Members can also opt out of the magazine altogether if they wish.



Offshore members, and those Governors who choose to, receive *Offshore News* as well, in April, July and October. Again, recipients can opt out of this publication but as yet there is no audio version available. *Offshore News* is aimed particularly at those members who actively use the sea and is mailed to more than 55,000 people. It reports on more specialised topics or expands on some of those covered in *the Lifeboat*, as

part of the RNLI's Sea Safety work. There are often reader offers and competitions too, with prizes from leading manufacturers.

The Lifeboat and *Offshore News* both include letters and books columns, chosen as appropriate to reflect the different focus of the two publications. Production costs are largely offset by the accompanying advertising.

Children can join *Storm Force* and receive *Storm Force News* four times a year.



If you:

- are not sure what membership level you hold
- are not sure what publications you receive
- would like to make any changes to your membership and /or the publications you receive

please contact the RNLI supporter care department on 0845 121 4999, email them at info@rnli.org.uk or write to them at the headquarters address below. See the accompanying leaflet for details of how to buy a membership as a gift.

If you would like to write to *the Lifeboat* magazine or *Offshore News*, whether or not for publication, you can email thelifeboat@rnli.org.uk or send a letter to the Editor at: Publications, RNLI HQ, West Quay Road, Poole, Dorset, BH15 1HZ.

Fundraising and publicity material

If you are holding an RNLI-related event or presentation and would like fundraising and publicity materials, please call the supporter care department on 0845 121 4999 or email info@rnli.org.uk for details of your regional office.

Safety for young people

If you would like beach safety materials or to arrange a school visit to or from the RNLI, please call the supporter care department on 0845 121 4999 or email info@rnli.org.uk.

Sea Safety for water users

For free safety publications, Sea Safety advice, or if you would like to book a SEA Check or arrange a safety demonstration or talk, contact 0800 328 0600, email seasafety@mli.org.uk or visit mli.org.uk/seasafety.

Press office

If you are a member of the media and would like to arrange interviews or other media events, please contact the press office on 01202 663510/3184/3127/2218 or email pressoffice@mli.org.uk.

The Lifeboat College

To book a conference or function room for your organisation in The Lifeboat College, or if you are a member, volunteer, member of staff or RNLI Family association member and would like to book an overnight stay at The Lifeboat College, see the advertisement on page 36.

Disposal sales

If you would like to purchase an ex-lifeboat, engine or equipment, contact Eileen Taber on 01202 663442 or email etaber@mli.org.uk.

Advertising

If you would like to advertise in the pages of *the Lifeboat*, then contact Steve Hulbert at Madison Bell Ltd on 01225 465060, or email him at steve.hulbert@madisonbell.com.

If you would like to advertise in *Offshore News*, contact Matthew Bellotti at Mongoose Media on 020 7306 0300, or email rnli@mongooseltd.co.uk.

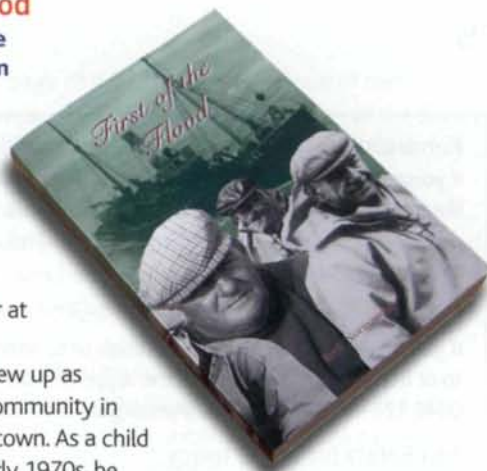
Membership rates

	UK	Rol
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

Books

First of the flood

By Fred Normandale
Published by Bottom
End Publishing
ISBN
0954368606
Price £11.75
paperback



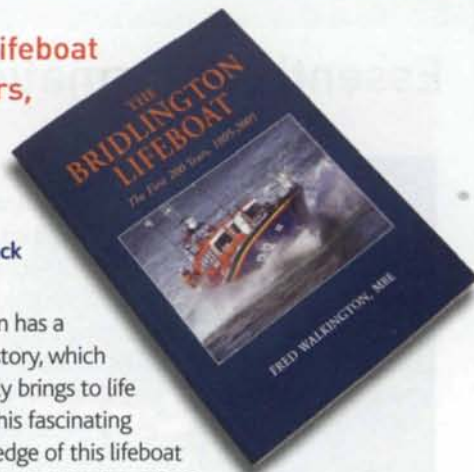
Now Lifeboat Operations Manager at Scarborough, Fred Normandale grew up as part of the fishing community in the 'bottom end' of town. As a child in the 1960s and early 1970s, he believed his way of life to be quite usual and that every child in the UK grew up in a world such as his. He later discovered he couldn't have been more wrong – his life by the harbour was unique.

This engaging book creates a vivid picture of a close community whose meagre livelihood was hard gained from the sea. It is a world peopled by larger-than-life characters who could find humour even in extreme adversity.

A delightful and fascinating piece of social history told by someone who was there. This book and its sequel *Slack water* are both available from Bottom End Publishing, PO box 318, Scarborough, price £10 plus £1.75 postage and packing each. If you mention that you saw the book reviewed in *the Lifeboat*, £2 will be donated to the RNLI.

The Bridlington lifeboat The first 200 years, 1805–2005

By Fred Walkington MBE
Published by Phillimore
ISBN 1860773354
Price £9.99/£12, paperback



Bridlington lifeboat station has a long and distinguished history, which Fred Walkington effectively brings to life through the narrative of this fascinating book. His intimate knowledge of this lifeboat station results from his 35 years' service, 25 of which were spent as Coxswain.

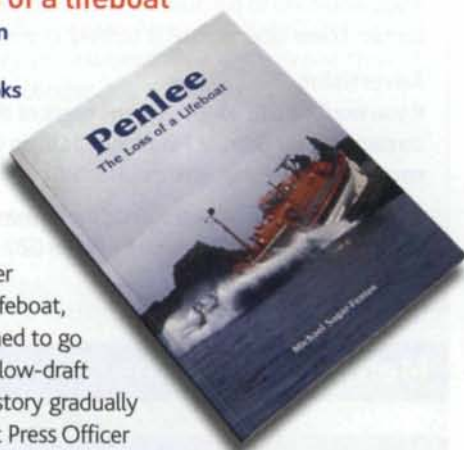
The book clearly chronicles the major significant technological changes that have taken place, particularly during the last 50 years, as the RNLI moved from the traditional double-ended pulling and sailing lifeboats through to the 18-knot Mersey class all weather lifeboat on station today. Interesting quotes from old branch records give a fascinating insight into the way lifeboat stations have evolved.

The station has also had its share of sadness with the loss of three lives over the years, reminding us all of the risks that lifeboatmen and women take to maintain a first-class service for those in peril on the seas. An excellent read for enthusiasts and supporters alike.

Available from: The lifeboat station shop, South Marine Drive, Bridlington, East Yorkshire for £9.99 in person or £12 by post. Cheques to be made payable to RNLI. All profits go to the RNLI.

Penlee – the loss of a lifeboat

By Michael Sagar-Fenton
Second edition
published by Turan Books
ISBN 1850221286
Price £7.99,
paperback

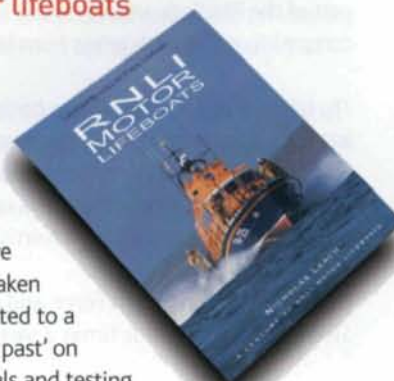


This is the story of the fateful night in December 1981 when the Penlee lifeboat, *Solomon Browne*, launched to go to the rescue of the shallow-draft coaster, *Union Star*. The story gradually unfolds through Lifeboat Press Officer Sagar-Fenton's detailed account of events until the moment when the mind-numbing truth is realised: the *Solomon Browne* and her crew would not be returning home.

The 25th anniversary of the loss of the Penlee lifeboat falls in 2006 and the RNLI Sales company is offering this book for sale in commemoration. A donation to the RNLI from royalties will also be made on each sale. To place an order, visit rnlishop.org.uk, telephone 0845 126 6999 or write to RNLI Sales Ltd, Lifeboat Support Centre, West Quay Road, Poole, BH15 1HZ quoting ref 02348.

A century of RNLI motor lifeboats

By Nicholas Leach
To be published by
Landmark Publishing Ltd
ISBN 1843062011
Price £19.99, hardback



One hundred years ago, the first tentative steps to introduce motive power into the RNLI's fleet were taken when a small petrol engine was fitted to a pulling lifeboat (see 'Peep into the past' on page 37). After several years of trials and testing, the motor lifeboat emerged as an effective and efficient life-saving vessel.

To be published in January 2006, this volume will look at every aspect of powered lifeboat development since the early 20th century. Part one will examine the introduction of the first motor lifeboats and how powered lifeboats proved themselves in action during some of the most dramatic rescues in the history of the RNLI. The development of twin engines, self-righting lifeboats and fast inshore lifeboats will all be covered. Part two will contain details of every motor lifeboat by class, accompanied by many high-quality photos and line drawings.

A century of RNLI motor lifeboats will be a fitting tribute to the RNLI's naval architects and engineers who design and build the life-saving craft as well as the volunteers who crew them.

Guides for lifeboat enthusiasts

The story of the Barmouth lifeboats Ramsey lifeboats 1829–2004

The latest in the series by Jeff Morris, the honorary archivist of the Lifeboat Enthusiasts' Society, both paperbacks are priced at £4, including postage and packing. To order the Barmouth booklet, write to: D Taylor, 8 Ffordd Bro Mynach, Barmouth, LL42 1LZ and for the Ramsey booklet, write to: A Walters JP, 8 Squeen Meadow, Ballaugh, Isle of Man IM7 5BR. Cheques should be made payable to RNLI Sales Ltd.



Lifeboat Enthusiasts' Society handbook 2005

This is the essential guide for anyone who wants detailed statistics of all RNLI lifeboats, both during and after service and, this year, launching tractors. It should be consulted in conjunction with the 2004 handbook, which has complementary data. It is available free to members of the Enthusiasts' Society, or for £5 to non members, from Honorary Treasurer Tony Denton at Dawn, Upper Battlefield, Shrewsbury, SY4 4AA.

Porthcawl lifeboat station – our historical story

Researched and compiled by Porthcawl lifeboat locals themselves, this booklet relates the development of the station and describes notable rescues from the days of horse-drawn lifeboats to the present day, including that by Aileen Jones, who this year received the RNLI Bronze Medal for Gallantry. It is available for £4 from 15 Picton Avenue, Porthcawl, CF36 3AJ.

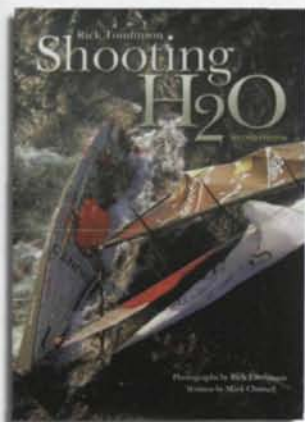
Shooting H₂O

By Rick Tomlinson and Mark Chisnell

Published by Adlard Coles Nautical, ISBN 0713674806

Price £40, hardback

Rick Tomlinson has provided many a stunning photo of lifeboats and lifeboatmen and women for use in RNLI publications and here his art and skill are demonstrated to their full. This celebration of life on the water includes a whole chapter on Rick's work with the RNLI and charts his progress from novice volunteer cameraman to official National Geographic photographer in the Whitbread Race. Some of his mast-top views defy belief in their sharpness and composition – a book to thrill, from the safety of the armchair rather than the bosun's chair!



When the classroom



'My thoughts about the beach have changed. I used to think it was just a fun place to be but now I know there are hidden dangers as well.'

These are the words of a teenager from inner London who had the chance to take part in one of the RNLI's exciting beach safety programmes this summer

It is always a shock when we hear of the tragic death of a child in the sea. Even when conditions appear to be safe, young people can find themselves in difficulty within a matter of seconds, as the 'Lifeguards in action' stories on pages 14 and 15 show. Many of them could be saved or spared the trauma with some basic, but crucial, beach safety knowledge. The RNLI is strongly committed to reducing these deaths and accidents through education, changing people's attitudes and behaviour on the beach or in the sea.

Hamish MacKenzie, RNLI Regional Education Officer for Greater London says: 'We are aiming our beach safety messages at groups we believe to be at high risk, such as those from inland cities who are often not aware of the dangers.'

During the summer months this year, the RNLI set up three innovative schemes to help young people learn how they can keep themselves and others safe when they are at the seaside.

The first, *Inner city surf*, took 10 young people aged between 14 and 17 from Camberwell, Southwark, in inner London to Bude in Cornwall for a week in early June. They took part in an intensive surf lifesaving project with a range of challenging activities and simulated incidents. Some of the teenagers had never been to the beach before and they all had a lot to learn about the sea.

'I'm nervous about going in the water. I think it will be fun but it's serious. You've got to be careful.'

'I was freaked out by how big the waves are and how strong the current is. It all changes so fast.'

'The beach is really nice and catching the waves is fun, but you have to realise there's a dark side to everything.'

After a week of hard work, the students were ready to take their exams. They had learnt

many skills and a great deal of safety information including the basics of surfing and using a rescue board, the meaning of the beach safety flags, first aid, what rip currents are and how to spot potential accidents and prevent them before they happen. Everyone passed their exam with flying colours – a tribute to the instruction given by Beach Lifeguard Supervisor Mini Fry, Regional Education Officer Hamish MacKenzie and Beach Safety Supervisor Dave Gorman. The students were presented with certificates and medals for a NOSS (National Ocean Safety Scheme) award, which is run by the SLSA GB (Surf Life Saving Association of Great Britain). This qualification means they have taken a first step down the road to becoming qualified RNLI beach lifeguards.

The final challenge for the group was to take charge of Summerleaze beach for two hours under the supervision of the regular lifeguards. During this time they dealt with various 'incidents' that had been set up, including a

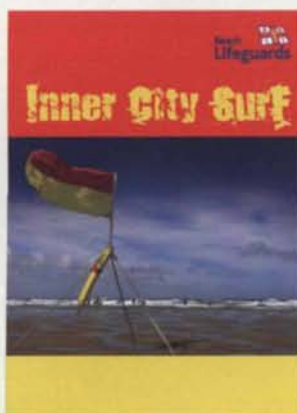
meets the sea

swimmer outside the flags, a person in danger of drowning and someone with a nosebleed. Dave Gorman said: 'I was really impressed by the kids' attitude and their determination to succeed. They all put in 100% effort and did tremendously well.'

'It's scary when a person is struggling and hard to swim with them but it's great when you know they're OK.'

'It's strange being in control of the beach. It's so big – you have to have eyes everywhere.'

As part of their 'work in the community' the BBC filmed the *Inner city surf* 2005 activities. The results will be made into a DVD that can be used to promote beach safety education in schools (see right).



Another of this summer's schemes aimed at helping city children stay safe at the seaside was *Beach to city*. Beach Lifeguards Mike Grocott and Matt Lloyd from Poole and Bournemouth exchanged beaches for blackboards and took beach safety messages into eight schools. This time the target age range was seven to eleven year olds and the location was the area around Dudley, on the edge of the West Midlands conurbation. *Beach to city* took place in June, just before the school summer break when many children and their families are likely to visit the seaside.

Mike explained the aims of the programme: 'We taught the children what to do if they get into trouble when visiting the beach. They were able to see all kinds of lifeguarding equipment, including off-road vehicles and rescue boards. They also learned about simple safety precautions, from applying suntan lotion to the safe use of inflatables.'

For Mike and Matt, *Beach to city* was totally different from their usual job as lifeguards on the beach. They weren't quite sure what to expect from children who live a long way from the sea, but were pleasantly surprised to find that they were really interested and very keen to learn about beach safety. The two lifeguards left Dudley with invitations to come back again next year.

The primary schools that took part in the *Beach to city* programme were: Hob Green, Stourbridge; Crestwood Park, Kingswinford; Blanford Mere, Kingswinford; Straits, Dudley; Maidensbridge, Kingswinford; St Joseph's RC, Stourbridge; Bromley Hills, Kingswinford; St Chad's RC, Dudley.

The third project was *Hit the surf*, which took place over three weeks in July on Tolcarne beach at Newquay in Cornwall. The first two weeks were dedicated to groups of 25 eight to twelve year olds from Cornish schools. There was a huge interest and places had to be given to schools on a first-come first-served basis. The third week then

broadened the programme to include children visiting Cornwall on holiday.

Each group of children spent two and a half hours with RNLI beach lifeguards learning about wave formation, dangers on the beach, the role of lifeguards and what to do if you find yourself in difficulty. They also had practical lessons and games to help them develop skills such as paddling on a board, body surfing and diving under waves. Every participant was given a certificate and a goody bag at the end of their session but, more importantly, they took away knowledge that will help keep them safe on the beach for many years to come.

These three beach safety schemes are now being evaluated with a view to expanding some of them in the future. By offering these programmes to a wider audience, the RNLI will be able to reduce the tragic loss of life off UK beaches. Many more young people and their families will benefit from this vital education and be saved the horror of drowning.

For information about visiting beaches, go to goodbeachguide.co.uk, which is produced by the Marine Conservation Society in partnership with the RNLI and of course rnli.org.uk/beachlifeguards.



Top left pic: Participants in the *Inner city surf* programme.

Back row L – R: Dexter, Furni, Nadine, Jack, Mini Fry (RNLI Beach Lifeguard Supervisor), Reece, Ali, Daryl, Jason Smith (RNLI Beach Lifeguard), middle row L – R: Rachel, Christine, Hamish MacKenzie (RNLI Regional Education Officer), Paul Grundy (Adventure International Instructor), Jena, front: Dave Gorman (RNLI Beach Safety Supervisor)

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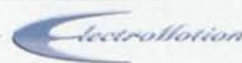
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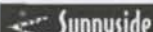
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