



Lifeboats

the lifeboat

For everyone who helps save lives at sea

Winter
2005/06

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And all hands were saved



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

Registered Charity Number
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Chairman:

Sir Jock Slater CCB LVO DL

Chief Executive:

Andrew Freemantle MBE

Publications Manager:

Mark Dunne

Editorial Manager:

Liz Cook

Assistant Editors:

Bethany Hope, Rory Stamp

Contributors:

Rebecca King, Anne Millman,

Sally Ehlinger

Designers:

Laura Wiltshire, James Jary

Editorial Assistant:

Jayne Woods

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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 Spring 2006 and will appear in April 2006.

For advertising and full details of whom to contact about *the Lifeboat*, membership and any other RNLI matters, see page 27.

Front cover:

Rare photographs of a lifeboat and crew in action. As ever, the RNLI recommends the wearing of lifejackets. See page 15.

Photos: Fisheries Protection Officer Steve Farrall

Inside front cover:

New Brighton and Hoylake crews put the RNLI's new waterproof camera to the test during training. See p16 for details of their award-winning rescue.



Train one, save many



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Lifeboat crew from around the country celebrated

Station survives pier blaze

Southend lifeboat crew members have continued to launch to the rescue despite being cut off from their lifeboat station by a fire on the town's pier.



The blaze ripped through the world's longest pleasure pier on 9 October 2005, destroying buildings and a section of walkway. Although the lifeboat station, based on the seaward end of the pier, survived, the damage meant it could only be reached by sea. Fortunately, lifeboat crew members were able to hitch a lift to the end of the pier aboard Southend's RNLI hovercraft, the *Vera Ravine*, based on shore.

To ensure that the 24-hour lifeboat service could continue, the crew members manned the lifeboat station constantly for 17 days after the fire, until a temporary walkway was built. 'This shows the dedication of the volunteer crews – we are very lucky to have people like this,' said Lifeboat Operations Manager Colin Sedgwick. The lifeboat crew will continue to use the temporary walkway to access the lifeboat station while the pier is restored.



Water baby



Rachel and child with Oban Crew Member Donald Mathison

News bulletins were full of the RNLI again in October 2005 when Rachel Holliday gave birth on a lifeboat en route to hospital from her island home in Mull.

After Oban's lifeboat *Mora Edith MacDonald* was called to take Rachel to the mainland, the call came at 1.49am on 6 October that there was an extra crew member on board. The baby, delivered by a midwife, is the third girl to have been born on the Oban lifeboat in eight years. (See the Letters section of *the Lifeboat* both summer and autumn 2004 for the story of the first.)

Coxswain Ronnie MacKillop said: 'Things were pretty emotional on the lifeboat, with fully grown lifeboat men close to tears. We're absolutely delighted. Two weeks ago we were pulling people out of the water and it was a real life-or-death situation. A couple of weeks later it's lovely to be doing this.'

Busiest summer for lifeguards

The RNLI's beach lifeguards ended their season on 30 September with the news that they had saved the lives of 71 people during 2005 through active rescues. This compared with 53 in 2004 and 27 in 2003, their first season. Many thousands more were kept safe through indirect means. Lifeguards intervened before situations developed dangerously and gave preventative safety advice to beach users. See pages 21–23 for some real-life accounts of lifeguards in action.

Man overboard!

This is the cry no seagoer wants to hear but how much worse would it be to know that, as you slipped and fell into the water, no one knew you had gone?

The lone fisherman or yachtsman has always been in grave danger if they become a 'MOB' and their craft sails on without them but now there is hope. The RNLI has developed a pioneering new system that is expected to improve sea safety for all its users. The MOB Guardian can automatically alert search and rescue organisations if sea users hit trouble – and pinpoint their whereabouts.

Users of the system will be able to carry a device on their boat that is tracked by satellite. If the monitoring system loses contact with the vessel or detects that it has not arrived back to port when expected, it raises the alarm. Most importantly, the MOB Guardian device features personal safety equipment designed to be worn by crew members. In the case of a man overboard incident, the system will sound an alarm in the wheelhouse and alert the relevant search and rescue agencies within 45 seconds.

Andrew Freemantle, RNLI Chief Executive, said: 'MOB Guardian will help us take the "search" out of search and rescue and enable us to reach casualties more quickly. Minutes can make the difference between life and death in the waters around our coastline.'

The MOB Guardian will be available from April 2006 through the marine equipment manufacturer McMurdo, which has exclusive rights to manufacture, market and distribute the system worldwide. Fishermen will be able to buy the MOB Guardian at a subsidised rate.



RNLI Fishing Safety Coordinator for the south west, Simon Armstrong (right), shows off the MOB Guardian to Jersey Harbours Chief Executive Capt Howard Le Cornu
Photo: PJ News & Publishing

Is your child at risk?

Families who enjoy going to sea were able to get a free and potentially lifesaving lifejacket-fitting session in September 2005 thanks to the RNLI.

RNLI Sea Safety specialists and a technician from manufacturers Crewsaver hosted a free lifejacket 'clinic' throughout the



Southampton Boat Show. Suppliers provided a selection of lifejackets and buoyancy aids to demonstrate and, overall, more than 2,000 people came to the clinic for advice.

The clinic focused on child safety, as 13% of people rescued by lifeboats in 2004 were children. Many of those children were either wearing ill-fitting lifejackets or no lifejacket at all. Parents have a tendency to buy lifejackets that are too big to allow their child to grow into them but RNLI Sea Safety experts warn that this can be a lethal mistake. If a lifejacket doesn't fit correctly it won't support a child in the water as designed. There is even the danger of slipping right out of the lifejacket and drowning.

The lifejacket clinic was one of several successful RNLI events and displays at the Southampton Boat Show, where the charity enjoyed its highest profile ever. Other RNLI attractions included: RNLI lifeguards 'patrolling' a beach area, giving rescue demonstrations and beach safety advice; the first public showing of the new inshore Atlantic 85 lifeboat; and a focus on the RNLI's recently launched Crew Training Campaign. Over 720 new members were also recruited.

The 2006 London Boat Show, which will feature another lifejacket clinic, takes place just as this magazine arrives with our readers. See the pullout centre section for more details.

For more information on choosing the correct lifejacket for yourself or a child, call the RNLI's Sea Safety team free on 0800 328 0600 (UK) or 1800 789 589 (Republic of Ireland).

SeaSafety

CHOOSING A CHILD'S LIFEJACKET

Types of lifejacket

There are two main types of lifejacket: the inflatable type and the foam type. The inflatable type is lighter and more comfortable to wear, but it must be inflated in the water. The foam type is heavier and less comfortable, but it is always ready to use.

Features

Look for a lifejacket that has a high collar, a sturdy grab handle, and a whistle. It should also have a means of attachment to a seat or harness.

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Days 5-7 ♦ Luzern

Our tour continues with a scenic journey on the Golden Panoramic Express over the Golden Pass, and then over the Brünig Pass to Luzern for three nights. We make a wonderful excursion by train, lake steamer and the historic Rigi Mountain Railway, and you have a free day to explore Luzern.

Days 8-10 ♦ Chur

We depart Luzern for Chur, travelling part of the way along the spectacular route of the Glacier Express. During our three-night stay in Chur we enjoy a journey on the Rhaetian Railway over viaducts and bridges, past waterfalls and deep ravines to Poschiavo in the Italian speaking area. You also have a free day to relax in Chur or perhaps take the train out to the pretty town of Arosa.

Days 11-13 ♦ Jenbach

The tour heads east to Jenbach in the Austrian Tyrol, where we spend the next three nights. We travel, steam-hauled, on the scenic Achenseebahn mountain railway to the Achensee Lake for a relaxing lake cruise and your final day is free with the option of visiting the beautiful city of Salzburg.

Days 14-15 ♦ Our Journey home

We leave Jenbach and travel by InterCity train to Cologne for an overnight stay. Our journey continues to Brussels where we connect with Eurostar to London.

2006 Departure Dates and Prices

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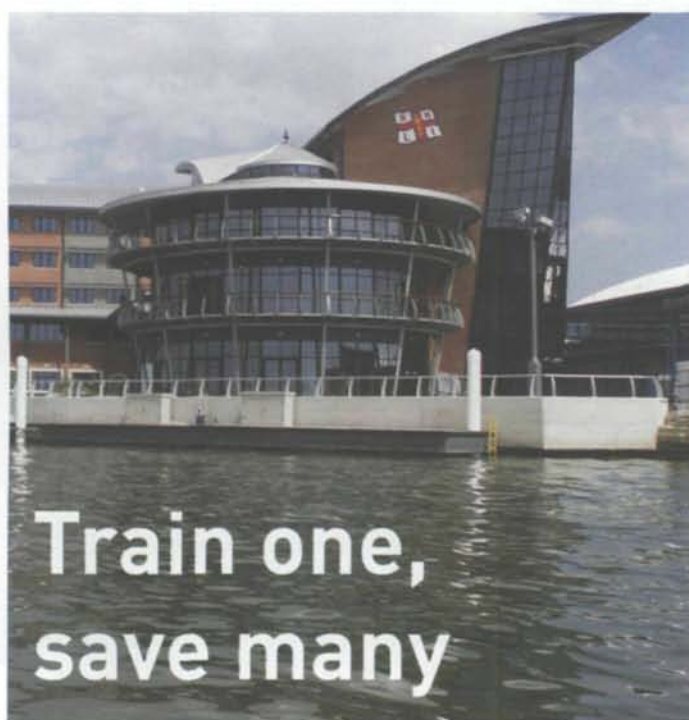
JOURNEYS AS GREAT AS THE DESTINATIONS

Sign design saves lives

Imagine how dangerous and confusing driving would be if each different local authority used a different road signage system. Simple, standardised signage helps prevent accidents on the roads – a principle the RNLI is applying to beaches.

Beach owners across the UK are increasingly adopting the RNLI's new safety sign standard. Now it's not just visitors to the beach who have noticed the signs. They have already been endorsed by RoSPA, the Maritime and Coastguard Agency and the National Beach Safety Council and now the Sign Design Society has said they represent international excellence in signage.

In October 2005, RNLI Beach Safety Manager Steve Wills accepted the Society's Signs & Systems award (sponsored by Info Sign Systems) at a ceremony in London. The judges commented: 'We were most impressed by this extremely well thought out and comprehensive approach to developing a signage system designed to help save lives. The signs are clear and well presented with appropriate use of colours and nice design features to help ensure that they are seen and read without overpowering the beach environment.'



Surf's up!

The Surf Life Saving Association of Great Britain (SLSA of GB) recently celebrated their 50th Anniversary at Truro Cathedral. Joining them at this milestone in their history were representatives of Surf Life Saving Australia, Ron Rankin (President) and Greg Nance (Chief Executive). It was an Australian, Alan Kennedy, who helped form the SLSA of GB in 1955.

Ron and Greg also visited the RNLI while they were over and talks were held on the continued development of research, operational standards and training in beach lifeguarding.



L-R: Greg Nance, RNLI CE Andrew Freemantle, Ron Rankin and RNLI Operations Director Michael Vlasto exchange gifts

Eighteen months have passed since HM The Queen opened The Lifeboat College in Poole, Dorset. (See the autumn 2004 issue of *the Lifeboat* for a full report.) In that time the College has been a hive of activity, with more than 1,200 crew members and 760 staff attending training courses on site and a variety of external organisations using the facilities for meetings.

Accounts for the first year show that the College made significant savings for the RNLI. £436,000 was saved in accommodation costs for crew members who would have previously booked elsewhere and revenue from external bookings topped £470,000. (Members can visit the College too – for details, see page 12.)

Fast boats to China – and Iceland

The high standard of RNLI lifeboats has been underlined by their export to China.

Representatives from the China Rescue and Salvage Bureau visited The Lifeboat College in Poole, Dorset in August 2005 and agreed to buy seven decommissioned Arun class lifeboats. RNLI Assessors Bill Deans and Dave Pascall then flew out to Hong Kong to take two of the boats to Shanghai. The Chinese also benefited from the RNLI's first-class training after Instructors Dan Nicholson and Bryan Jackson trained five Chinese crew members in boat handling at Poole and then followed them back to China where they stayed for a month to settle in the boats and crew.

Former RNLI Arun class lifeboats are also used by lifeboat crew members in Iceland. Peter Barnes from the RNLI's East division was a guest of the Icelandic Search and Rescue Service (ICE-SAR) in September 2005. Peter's main task was to survey nine ex-RNLI Arun class lifeboats. Travel between stations could take as long as eight hours and the surveys themselves four hours each, so the days were long but Peter enjoyed the experience.

'I had a great time,' he said. 'It was really interesting to see how another search and rescue service operates. We were able to learn things from each other, exchange views and build up a hopefully lasting relationship.'

The RNLI has been selling Arun class lifeboats to other sea rescue organisations as most have been replaced around the coast by the newer generation of 25-knot all weather lifeboats.

International Rescue!

When the pager goes off, lifeboat crews never know what or whom they're about to encounter but Barrow lifeboat Crew Member Peter Nuttall was particularly surprised on 5 August 2005. His task was to rescue seven Russian sailors from 200m beneath the sea.

Peter's 'day job' is with the Submarine Rescue Service, run on contract for the Royal Navy by Dalton firm James Fisher Rumic Ltd. He and his team flew 11 hours to the far eastern Kamchatka Peninsula to help raise a submarine from the ocean floor. As one of the rescuers said: 'It's like being inside a lift trapped between floors but a lot, lot deeper, colder and more lonely.'

Peter was the pilot of the unmanned remotely operated Scorpio 45 rescue vehicle and successfully cut free the sub in a five-hour operation. Peter said: 'It was a fantastic thing, once we knew the submarine was on the surface. It was very emotional.'

Russian President Vladimir Putin personally decorated the five British rescuers. At 10 Downing Street and in the presence of PM Tony Blair, Peter Nuttall and two colleagues received the Order for Maritime Services – the first time this award has gone to non-Russians. Peter commented: 'It's quite strange, little old me shaking hands with two of the world's leaders.'



Tony Blair looks on as a grateful President Putin awards RNLI Crew Member Peter Nuttall with the Order for Maritime Services.
Photo: EMPICS

RNLI engineers a valuable partnership



Professor Bill Wakeham, Vice Chancellor of the University of Southampton (left) is pictured signing the partnership's Memorandum of Understanding with Admiral Sir Jock Slater, Chairman of the RNLI

The RNLI and the University of Southampton have formed an Advanced Technology Partnership to help produce even safer and more effective lifeboats in the future.

The two organisations will share marine engineering expertise and will both benefit from valuable research. RNLI staff can now attend and provide university lectures, while university staff will be

seconded to the RNLI. University students will be able to take training and internship placements with the Institution.

The partnership was made official with the signing of a memorandum of agreement, which states: 'The endeavour reflects a search for excellence in the acquisition, application and dissemination of knowledge in maritime engineering services.'



RNLI SOS

This year's Save Our Soles day, on Friday 27 January 2006, is a great excuse for you to cast off your restrictive formal shoes and wear your trainers to work or school instead, all in exchange for just £1/€2. Thousands of people throughout the UK and ROI took part in last year's SOS day and raised vital funds to provide volunteer lifeboat crews with the specialist training they need to save lives at sea.

For a free RNLI SOS pack telephone: 0845 121 4999 (UK) or 1800 789 589 (ROI); email sos@rnli.org.uk or register online at rnli.org.uk/sos. There are also limited-edition SOS shoelaces for participating organisations. Light up a winter's day and lace up for the lifeboats!

Pagers or maroons?

During October, the media ran stories to the effect that the RNLI had banned the use of maroons (the rockets traditionally used to announce a lifeboat launch). As a result, enquiries from supporters flooded in. *The Lifeboat* can now inform readers of the real story.

The RNLI has not banned maroons. Lifeboat station managers have simply been asked to reinforce existing guidance on the use of maroons. Staff Officer Operations (Fleet) Hugh Fogarty explains: 'For the last 20 years we have used an electronic pager system to alert crew. Maroons will still be used if this system fails. A maroon would also be fired if the person needing to be rescued was close to shore and hearing or seeing a maroon would encourage that person to hold on for a few moments more.

'We are reinforcing our guidance with good reason. We have had several serious incidents that had the potential to injure people. It would be a tragedy if a lifesaving charity caused injury or worse, or neglected to assess risk and put sensible safety guidelines in place.

'I can't stress strongly enough that these maroons are not fireworks; they each contain half a pound of high explosive (the same as a standard NATO hand grenade) and need careful storage, handling, and disposal once out of date. Although some seaside communities are attached to the firing of maroons when a lifeboat launches, the risks can outweigh the benefits of letting others know that the volunteers have been called to the aid of others.

'All at the RNLI, both staff and volunteers, are proud to carry on the 181-year tradition of this charitable, lifesaving institution, albeit using modern technology.'

The RNLI's website features 'Out on a shout' screens, linked to the RNLI's pager system. These highlight in real time which crews are launching to the rescue. Go to rnli.org.uk to see what's happening

Seaside Rescue returns

The BBC Television series *Seaside Rescue* is due to return to UK screens in the coming months. The 'fly on the wall' documentary follows search and rescue teams including RNLI lifeboat crews and lifeguards as they respond to sea emergencies in the south and south west of England. Check TV listings for more details.

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Vital volunteers

From souvenir stalls at garden fetes to mail order on the internet, the RNLI Sales company has made millions of pounds for the lifeboats in its 40-year history



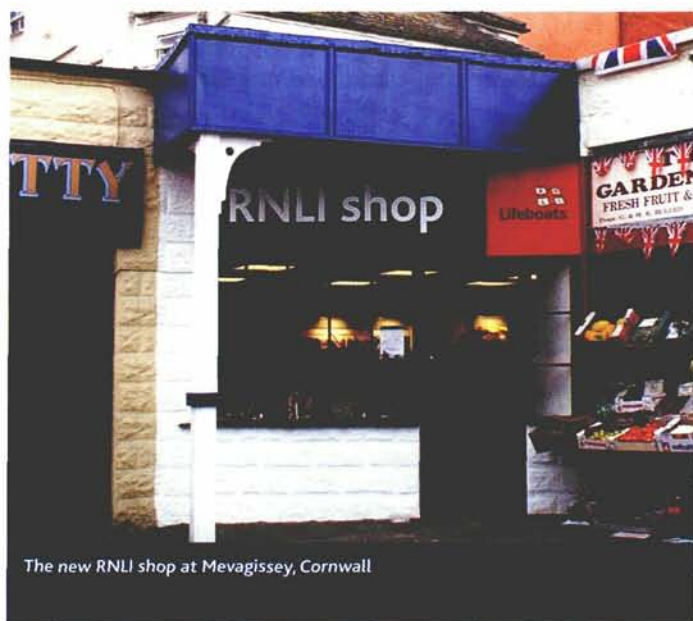
In the 1960s the demand from the public to buy RNLI-branded gifts, or souvenirs, was so great that the charity decided to establish a trading company from which it could generate extra funds. As with most new ventures this started out small. There were just a few shops, staffed by volunteers, many of whom were related to the lifeboat crews.

Today, the family tradition continues. Charlotte Higson, Head of Retail at the RNLI, says: 'I often find that the souvenir secretary is related to the lifeboat operations manager at a station or the parent or partner of one of the crew. In some cases volunteers give so much to support the work of the crew that their dedication is nothing short of extraordinary. When I see colleagues stressed and tired from a long day at work I think about Ali and Pete Thompson from Whitby who raised £120,000 in 2004 through hours of hard work, freely given. We all have a lot to be grateful for because of people like them.

'Pete saved lives as a lifeboatman and is now the honorary curator at our Whitby museum. Ali, his wife, started as a souvenir secretary and now works for us as a retail advisor but what she does far outweighs the money she receives. They both work 12 hours a day, 7 days a week and have done for many years.' (See the autumn 2005 issue of *the Lifeboat* for news of a national award to former coxswain Pete.)

It is this commitment that makes the Sales company a worthwhile venture. Volunteers run more than 100 RNLI shops. These are usually based within lifeboat stations but sometimes, due to problems with access to the older or more remote stations, volunteers find other locations for their shops, perhaps in a high street unit, a portacabin in the car park or even a mobile kiosk on the prom.

They are supported by a team based at headquarters in Poole that researches and buys the goods. Every volunteer in England and Wales also has a regional retail advisor who they can call on for assistance. Tina Maher, who works with 300 volunteers in the south east of England, explains her relationship with the volunteers: 'I assist them with training, choosing products, problem solving and anything else they need. Their role involves handling money, ordering stock, pricing up items and dealing with a rota of volunteers if they are lucky enough. Incredibly, some shops are manned by just one person! We are fortunate that our volunteers bring a wealth of knowledge and skills with them. Ultimately, without volunteers, RNLI shops just would not exist.'



The new RNLI shop at Mevagissey, Cornwall

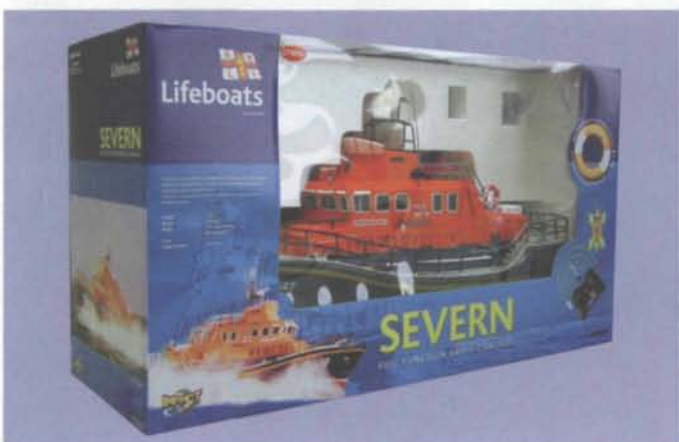


Twins Harry and George and friend Sam took refuge from the rain in Aldeburgh lifeboat station shop and were very impressed
Photo: Derek Routen

It is not just the shops that would suffer without volunteers. There are more than 800 RNLI fundraising branches and guilds across the UK and RoI, whose souvenir secretaries operate from stalls at local events, sometimes in the least likely places such as the land-locked cities of Birmingham and Leeds.

This tireless voluntary work helps to publicise the RNLI to members of the public who may, in turn, become RNLI supporters themselves. Possible future volunteers Sam and friends (pictured above) said on a recent visit: 'We love all your gifts and most of all the crab sunglasses. Sorry we bought all your things. Well done for saving lives at sea! The lifeboat is very clean!'

Readers will be familiar with the mail order side of the RNLI Sales company's business, through its catalogue (a copy of which may be enclosed with this issue of the magazine) or via the website at rnliishop.org.uk. All mail order profits go directly to the RNLI and saving lives at sea. The biggest seller of 2005, after Christmas cards, was the remote-controlled model of a Severn class lifeboat. More than 3,000 have been sold – and not just to the young!



Rose Ritchie first became involved over 20 years ago with her local lifeboat station shop and it is now one of the charity's most successful

'I moved from Fife to Queensferry with my mother in 1983. The journey to my job as an accounts assistant at Hewlett Packard had become too tiresome and I wanted to spend more time with my mother and less time in the car. We were lucky to move next door to a lady who volunteered for the Queensferry lifeboat station shop and she asked me to help out every so often.

'Over the years, I gave as much time as I could and when I retired in 1996 I was pleased to become Souvenir Secretary. This role entails actually running the shop: ordering stock, pricing items, keeping the shop clean and tidy and displaying our goods. I really enjoy it because it keeps my brain ticking over and I get to meet people of all ages. That's so important now that I have moved into sheltered accommodation.

'I run the shop with Mabel Liel and a handful of other fundraisers whom we call on if necessary. Mabel is very proud of her two sons being on the Queensferry lifeboat crew.

'We also have another helper, my Yorkshire terrier, Judy. She is most put out if I don't bring her along with me! If I can walk her and do what I enjoy it kills two birds with one stone – and she's a big favourite with the lifeboat crew and the customers.

'Our shop consists of a trestle table on wheels. We are right at the front of the boathouse so that we catch passing trade but when the lifeboat is about to launch we swiftly move our table aside. We really brave the elements, as there is no protection. If it gets very wet or windy we move everything into the old mechanics room. The crew kindly put up shelves there so that we can store things properly. We all work very well together.

'We're well supported by the community and Mabel and I get invited to local businesses to sell our souvenirs. It's nice to get out and about with our trolley. We've just been to a local company and sold to employees there and we did an event in my sheltered accommodation last week and sold £320-worth of goodies. 'In the summer months we get a lot of trade from the holidaymakers. When the cruise liners come in we make sure we're there the whole day, 9am to 5pm, so that we can make the most of the business. It's good fun as



Loyal volunteer Rose Ritchie holds the fort at Queensferry lifeboat station shop

we meet so many interesting people. A lot of the passengers, many Americans, stop by for a chat and buy our souvenirs. Some even come back just to buy their Christmas cards from us!

'If we need help, we speak to Ross Mackay, our Area Fundraising Manager. He is excellent. He was here the other day and did a slide show about the RNLI for the residents at my sheltered accommodation, which went down extremely well.

'Some people think I'm crazy because I spend so much time, four to five hours a day, at the shop but I just enjoy what I do. In fact, I probably put the same effort into the lifeboats as I did in my working life. It's just the way I am and Mabel's the same: we give 100%. But you can give as much time as you like. It's a nice, quiet way to support the lifeboats.

'And it's all been so worthwhile. In 2004, we made £20,000 in sales and that wouldn't have happened without us doing our bit for the RNLI.'

Brian Williams has supported the RNLI for an extraordinary 60 years. He runs the RNLI Music Division

'I first supported the RNLI when I joined the shore helpers at Walmer in the 1940s. I was a young Royal Marine at the time and felt strongly that I should give as much support at the station as I could. I believe that the RNLI is the most astonishing lifeboat service in the world so, in 1991, I was proud to become Chairman of the local Rame Peninsula fundraising branch.

'We set about commissioning the first official RNLI march, called *Marches of the Sea*. We had to change our status so that we could legally run as a business. From that time onwards the RNLI Music Division established a reputation for fine quality music and recording.

'It now sells around 20 different CDs, ranging from military, concert, big band and orchestral to choir music. I am particularly proud of *The Ashokan Farewell*, which was the most requested piece of music on Classic FM for two years.' We have raised about £180,000 for the RNLI.



Brian Williams receives his Honorary Life Governorship from HRH The Duke of Kent at the RNLI's APA in 2005 (see the centre pull-out section of this magazine to apply for tickets for the 2006 awards ceremony)

If you would like more information on becoming a Sales volunteer yourself, simply fill in an application form at your local RNLI shop or branch or contact your regional fundraising office (see page 37 for details).

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1 Night's Dinner, Bed and Breakfast	£70 per couple	£55 single occupancy
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Please quote the special Winter Warmer code when booking LBMWW

The Lifeboat College
The Royal National Lifeboat Institution
West Quay Road
Poole, Dorset
BH15 1HZ
www.rnli.org.uk
Registered charity no: 209603



THE LIFEBOAT COLLEGE

Lifeboat Lottery

The autumn 2005 draw was the most successful ever. Thank you!

The income for the RNLI was a record-breaking £600,000-plus in just one draw. Thank you to all our readers who participated for helping to make this possible.

First prize in the autumn 2005 draw was a Proton GEN-2 1.6 GSX car. The winner was Ms Joyce Waters from Worcestershire, pictured here on her VIP tour of Penarth lifeboat station. 'I can't believe I have won a car,' said Ms Waters. 'The last time I won a prize was a camera in 1966! I first became aware of the RNLI many years ago from a stall at the Evesham Festival. I have always supported them by visiting the Weymouth RNLI shop and buying RNLI Christmas cards, and find the Lifeboat Lottery is an easy and fun way to help some more.' Simon Park, General Manager of Sales and Marketing, Proton, said: 'We are extremely pleased to have supported the RNLI autumn 2005 Lifeboat Lottery. It is great to think that by subsidising a brand new Proton GEN-2 1.6 GSX for the RNLI we have helped to save lives at sea.'

Congratulations also go to our cash prize winners:

Mrs Stump (Essex) £1,000
Mrs GS Webb (Oxfordshire) £500
Mr TP Hopkins (West Glamorgan) £250
Mr R Allen (Somerset) £100
Mr A Morrison (Sutherland) £100
Mr HC Moule (Dorset) £100
Miss A Blaine (Middlesex) £100
Mr M Grace (Oxfordshire) £100

L-R: Winner's friend Edna Warren, RNLI Supporter Care Manager Alison Murphy, winner Joyce Waters and RNLI Lottery Administrator Pauline Teivas-White with the Penarth lifeboat crew



Spring 2006 draw – your chance to win

As this issue of *the Lifeboat* goes out to our readers the winter 2005/06 Lifeboat Lottery is coming to a close but tickets will soon be available for the spring 2006 draw.

First prize will be a Ford Ka, kindly sponsored by Arnold Clark Automobiles. Chairman and Chief Executive Sir Arnold Clark said: 'I am absolutely delighted to offer my help and assistance to such a worthwhile cause. I hope the prize of a Ford Ka will help raise money and awareness of the valuable work of the RNLI, its search and rescue teams and its dedicated team of volunteers.'

Second prize comprises a two-day hotel break for two inclusive of table d'hôte evening dinner, bed and breakfast, at a choice of hotels across the UK, and seven cash prizes ranging from £100 to £1,000.

Tickets for the spring 2006 Lifeboat Lottery will be available from 23 January and the closing date is 17 March. So, look out for your

tickets in the post if you are a regular participant or request some for the first time by calling 0845 121 4999 or emailing lottery@rnli.org.uk.

(Not available in Northern Ireland or the Republic of Ireland)

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the Lifeboat Winter 2005/06

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The hotels participating in this offer are situated in some of the most impressive locations throughout England, Scotland, Wales, the Channel Islands, Northern Ireland and Ireland - with most having good AA, RAC or Tourist Board ratings. Many have awards for their cuisine or boast top leisure and sports facilities. Seaside, countryside, villages and towns - from splendid country houses to traditional inns and cosy family run hotels. The choice is yours.

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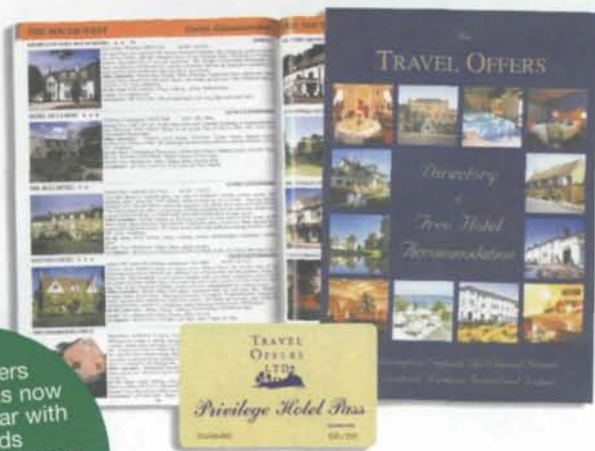
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Lifeboats in action

Fishermen, dinghy racers and campers are just a few of the people rescued by the RNLI in recent months



St Mary's Severn class lifeboat *The Whiteheads* on service to the French fishing vessel *Sauveterre*, which sank off the Isles of Scilly on 4 July 2005. Also see front cover
Photo: Fisheries Protection Officer Steve Farrall



Cave campers swamped

Six cave campers at Tenby were taken by surprise in the early hours of 5 August, when the tide came in and washed their possessions away. They retreated further into the cave, but soon found themselves in deep water. When Tenby's D class *Georgina Stanley Taylor* arrived, the campers had reached higher ground but were cold and soaked through. The crew gave them first aid and dressed them in survival suits. Helmsman Philip John commented: 'I can't think of anything more dangerous than being asleep in a cave with the tide coming in to cover you. We're all so relieved that camping equipment is the only thing they lost – the sea could have taken their lives.'

Sea sick

One of the last places you'd want to be when struck by food poisoning is out at sea. Dozens of crew on a cargo ship suffered this fate off the Western Isles on 14 September. Stornoway lifeboat came to their rescue and took six crew members ashore to be treated in hospital, where their condition was described as stable.

Lasting the night

During the night of 2 July, a lone yachtsman faced force 10 winds and 10–11m waves, 40 miles off the coast of Donegal. The experienced sailor harnessed himself to the yacht as it capsized repeatedly. In the early hours of the morning, the Arranmore Severn class lifeboat *Myrtle Maud* located the casualty, but had to wait for daybreak to safely attach a tow rope. Using their Y boat, the crew took provisions to the exhausted yachtsman, later transferring him to the lifeboat, with suspected broken ribs and hypothermia. On shore, an ambulance took him to hospital and the lifeboat returned to station after the testing 21-hour service.

Boy helps save windsurfer

Eleven-year-old Ryan Gratton was out fishing with his grandfather on 4 August when they spotted a windsurfer in difficulty. From their boat, Ryan's grandfather helped the windsurfer and Ryan radioed Dover Coastguard, described what was happening and gave them the precise location of the casualty. The crew of the Eastbourne D class lifeboat *Ted and Joan Wiseman 50* rescued the windsurfer and later praised Ryan for his calm and sensible actions in an emergency.

Five lifeboats rescue racing dinghies

Lifeboats from Hartlepool, Teesmouth and Redcar launched to help 30 dinghies that capsized in gale-force winds on 28 August. The dinghies, competing in a 100-strong race in Hartlepool Bay, were caught out by a sudden and dramatic change in the weather. High winds pushed the boats five miles out to sea and spread them two miles along the coast. Lifeboat crews pulled sailors from the water and then helped recover the remaining 10 abandoned dinghies.

Caught in a cleft stick



Photo: Simon Clitheroe Images

Skilful boat handling and teamwork played a major role in this rescue but, for New Brighton Helmsman Mark Bland, decision making was the difficult part. Here's Mark's personal account

While working at my office at Safe Water Training on Monday 18 April 2005, my pager was activated at 11.40am indicating 'Launch ILB.' I drove to the boathouse: a number of crew had already arrived and were preparing the lifeboat and getting changed. I telephoned Liverpool Coastguard, who informed me that the 7m cabin cruiser *Melody*, with four people on board, was struggling in deteriorating weather conditions in the approaches to the River Mersey. Two of the four had been washed overboard. To find the two men overboard would be like looking for a needle in a haystack, not to mention the weather conditions.

On our way to the launch site I selected my crew for the B class Atlantic *Rock Light*. In view of the weather conditions and the nature of the call out, I elected to go afloat with a crew of three, Mark Harding as Radio Operator, Greg Morgan as Navigator and myself as Helmsman. Chris Henderson, John Francom and Ian Bruce performed the duties of shore crew. The launch site was well sheltered from the strong westerly wind with plenty of beach exposed by the ebbing tide and we launched safely.

Once we left the launch carriage and turned to proceed in a north westerly

direction, it very quickly became apparent that the effect of the wind against tide was going to give us an uncomfortable ride. The sea state was rough with large, white breaking waves visible in the shallows over the Great Burbo Bank and wind-streaked waves of approximately 4m in the channel. At one point the wind ripped the visor off my helmet. It was impossible to maintain any vision due to the amount of spray, so the lifeboat was stopped briefly to refit my visor.

The further offshore we travelled, the worse the conditions became with waves of a greater size and wind speed in excess of 30 knots. The B class was fabulous, phenomenally capable. I had faith in the boat and the crew behind me. We made way as safely as the conditions allowed, often travelling at less than 12 knots, arriving on scene with the *Melody* at around 12.15pm.

On our approach we heard, much to our relief, that the two men overboard had been recovered. The skipper hadn't lost sight of the men and had quite miraculously retrieved them. His vessel was making way, slowly heading towards Liverpool for shelter. I came alongside to transfer a crew member, but *Melody* broached severely to

starboard. We could see the deck was littered with fishing equipment. On the second approach Crew Member Mark Harding jumped safely onto the back of the cabin cruiser.

'I took a leap of faith. Mark's boat handling was outstanding to get so close to the casualty.'

Crew Member Mark Harding

Hoylake all weather lifeboat *Lady of Hilbre* had launched and was making way. On board *Melody*, Mark reported that the two rescued men were suffering from the effects of the cold and one had sustained a neck or shoulder injury. Both were placed in the wheelhouse and stabilised. The lifeboat's first aid kit and oxygen were transferred onto the casualty whilst *Melody*'s skipper continued to fight the large following sea with difficulty. Conditions on board *Melody* were horrendous and the more seriously injured man began to deteriorate quickly.



We were in a cleft stick. We were 5–6 miles from the station, in horrible deteriorating weather, with one man needing urgent medical assistance. *Melody* was only managing to make 4–5 knots towards Liverpool, the all weather lifeboat was up to an hour away and the Rescue 122 helicopter was not available. What do I do?

First, I directed Crew Member Greg Morgan to also transfer to assist Mark. They fitted a cervical collar to the injured man, placed a survival bag around him and administered oxygen therapy.

I witnessed *Melody* broach severely on several occasions, which must have been how the guys got washed out in the first place. At one point I saw the propeller of their boat and 50 per cent of the hull. Concerned for their own safety and that of the casualty vessel, Mark Harding took the controls of *Melody* with the skipper's blessing while Greg monitored and reassured both of the immersion victims.

I decided to make towards the Pier Head, Liverpool. With *Melody* now making around 10–12 knots, she became much

more stable and made good progress. County Rescue [River Mersey Inshore Rescue boat] met with us and both boats escorted *Melody* down the Crosby Channel. After about 30 minutes, extra oxygen was passed to us and then to *Melody*. One of the County Rescue crew, also an RNLI crew member from Hoylake, transferred to assist me in the B class.

County Rescue departed to make preparations at the Pier Head to transfer the men to the waiting paramedics. Hoylake lifeboat arrived in the vicinity and stood by.

Mark Harding berthed *Melody* alongside County Rescue and the injured men made it safely ashore at around 2pm. My crew rejoined the lifeboat and we retrieved our equipment from *Melody*. Hoylake lifeboat stood down and began its passage back home.

We headed back to New Brighton where the lifeboat was recovered and transported back to station to refuel and wash down. The lifeboat was back ready for service at 2.52pm.

After the shout we were all exhausted

from getting such a battering on the way out. My arms felt like they'd been pulled out of their sockets. Throughout this demanding service the performance of the lifeboat and my crew was exemplary. All I did was get them there! Without them, those we rescued would have been in a far worse condition.

Mark Bland

New Brighton Helmsman

'It's a testimony to both the lifeboat and our training, which allowed us to go out and do the job.'

Crew Member Mark Harding

'Your teamwork and determination in the most testing conditions that afternoon were in the best traditions of the RNLI. Well done!'

RNLI Chairman Admiral Sir Jock Slater, in letters of appreciation to the New Brighton crew



L-R: Mark Bland, Mark Harding and Greg Morgan
 Photo: Jason Roberts, Liverpool Daily Post and Echo

6 out of 10 launches are paid for by people who remember us in their Will

If it wasn't for people like you leaving the RNLI a legacy gift in their Will, around 60% of all lifeboat launches, people rescued and lives saved could not happen.

Why we need you to give the legacy gift of life

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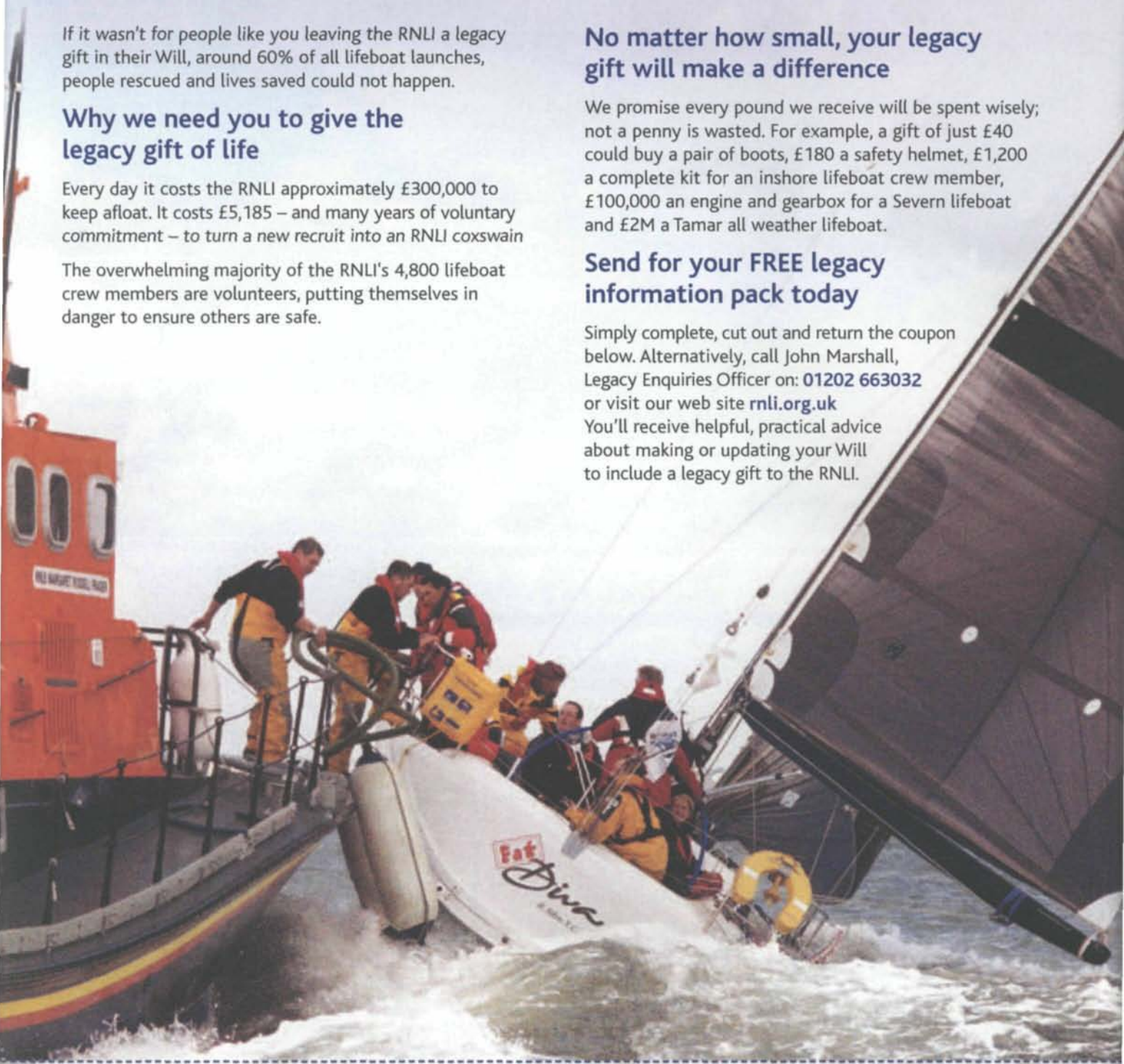
The overwhelming majority of the RNLI's 4,800 lifeboat crew members are volunteers, putting themselves in danger to ensure others are safe.

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We promise every pound we receive will be spent wisely; not a penny is wasted. For example, a gift of just £40 could buy a pair of boots, £180 a safety helmet, £1,200 a complete kit for an inshore lifeboat crew member, £100,000 an engine and gearbox for a Severn lifeboat and £2M a Tamar all weather lifeboat.

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

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Your details will be used only by the RNLI and passed to RNLI trading companies only. If you do not want to receive information about other ways to support the RNLI, please tick here. DPA

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Every pound you give will go to help RNLI volunteer lifeboat crew members to save lives.



Lifeboats

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Delayed reaction

Drifting out to sea, Helen Hunt thought her time was up

Sandra and Helen Hunt, two women from Birmingham, were on holiday at Mablethorpe, Lincolnshire on 1 September 2005. They were enjoying playing on their inflatable dinghies, until they started to slowly but surely move further and further from the shore. Caught in a strong current they drifted for 10 minutes until a member of the Mablethorpe lifeboat crew spotted them from the window of the lifeboat station. The D class lifeboat *Patrick Rex Moren* quickly went to their aid. They later regretted not thanking the Mablethorpe crew and Coastguard properly when they'd been cold and in shock, so Helen wrote:



'We were staying at Golden Sands on holiday. One of my brothers, my mum and I went into the sea with our dinghies. We'd been in and out of the sea all week, but we did feel something was different with the sea that day. It was a lot calmer; not a lot of waves.

'We hadn't been in the water long when I noticed I couldn't control where I was going, so I shouted to my mum not to leave me. When she paddled over and

my brother headed back to shore, I thought everything would be OK. None of us realised the trouble we'd soon be in.

'We noticed that we were going further out. No matter how hard we tried, we just could not get to shore. I was terrified; I felt so useless. We tried shouting to my brother but he could not hear us. He saw us and swam towards us, but we could see that he, too, was struggling. That's when I think he realised we needed help, so he got out and ran.

'My mum kept repeating that as long as we can see the shore, we'll be OK, but I was hysterical and couldn't calm down. I knew my mum was trying to be brave and not scare me. She got out of her dinghy in the hope that she could pull me along, but she soon became very weak and cold. I really thought our time was up.

'Then we heard a rocket. My mum said they're going to come, but I did not want to get my hopes up. Then I turned around and saw the orange lifeboat and it was only then that I calmed down. Everyone involved from Mablethorpe station was so lovely. I have never met such a caring bunch. I will never forget what they did for us. We are here today because of them. They will always have a place in my heart.

'I've learned my lesson. The sea may be fun, but only if I'm careful. Danger is not always seen by the eye. If, for one second, you feel a little unsure, take a step back and don't move on anymore. Don't let the sea take your life.'

Helen Hunt

Don't get carried away



Photo: Getty Images

RNLI lifeboat crew and lifeguards work hard to provide a rescue service from the beach to the open sea, rescuing people like Helen. Fewer lives would be put at risk if members of the public followed safety advice, as Mablethorpe Crew Member Claire MacDonald recommends:

'Please take care with inflatables – the majority of our shouts are for dinghies and rubber rings. Take notice of any warning signs and be aware that offshore winds can take inflatables out very quickly. Have fun with them on the sand or in a pool, not in the sea.'



Photo: Holmes



Rising to the challenge

THE INSHORE LIFEBOAT

D class *Thomas Campbell* D-447 (relief fleet)

Funding:

Legacy of Mr Edwin Ramsden

THE CREW

Helmsman

David Maguire (pictured top)

Crew Members

(pictured bottom L-R):

Simon Gulliver, Lorraine Galvin,

Sinead Casey

WEXFORD LIFEBOAT STATION

Established: 2002

THE CASUALTIES

Three adults on 9m yacht

Joint Venture

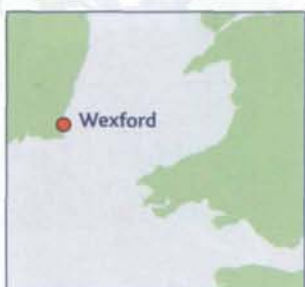
THE CONDITIONS

Weather: Part cloudy

Visibility: Using night vision kit visibility good (5–10 miles)

Wind: Force 4

Sea state: Rough, 1–2m waves



When the yacht *Joint Venture* ran aground on Dogger bank during the early hours of 28 June 2004, one of her crew contacted the Coast Guard for assistance. As yet, nothing indicated that this would be anything but a routine tow for the local lifeboat

The Rosslare all weather lifeboat would be too large for such shallow waters, so it was Wexford's D class, *Thomas Campbell*, that was called upon. At 2.01am Lifeboat Operations Manager Nick Bowie paged Helmsman David Maguire and Crew Members Simon Gulliver, Lorraine Galvin and Sinead Casey. He placed four crew instead of the usual three, as he thought one would most likely need to board the yacht.

At 2.15am the inshore lifeboat launched into a calm, moonlit harbour but as she emerged from its shelter, conditions became rough. Battling through 1–2m waves, the crew used their night vision equipment to find the yacht in her reported position – but the sandbank had shifted 100m to the west. Now, *Joint Venture* was in a precarious position at the very edge of the seaward side of the bank: heeled over, pounded by the surf and already half full of water. David recalls:

'What had looked like an ordinary service turned out to be very nasty indeed.'

Unable to board, the crew made numerous attempts to get close enough and to throw the tow rope. Eventually, someone on the yacht managed to catch and attach it securely. The strong wind and waves made the lifeboat move violently on the end of the line and the crew had to take turns at the helm. After 30 minutes of trying to pull *Joint Venture* off the sandbank and

with the safety of the increasingly tired crew paramount, David decided to abandon a tow.

Meanwhile, the tide had ebbed, making a direct passage in the lifeboat to the casualty impossible so the crew devised an alternative course of action. David skilfully beached *Thomas Campbell* on a more sheltered stretch of the sandbank with the intention of evacuating the yacht.

Shining a light from the lifeboat into the darkness, Simon could just make out the yacht. The passengers, blinded and disorientated by the battering waves, needed help quickly. Risking his own safety Simon climbed out of the lifeboat and waded towards the yacht, waist deep in the water. He instructed the passengers when it was safe to jump and guided them, one by one, safely along the bank and into the lifeboat.

At 4.15am, all seven people, lifeboat crew and passengers, returned safely to Wexford lifeboat station – quite a feat in such a small craft. Later that morning, the stricken *Joint Venture* was found by her owner. She was a total loss, her hull damaged beyond repair.

For their determination, teamwork and skilful handling of the lifeboat in surf at night, Sinead and Lorraine receive a letter of appreciation from the RNLI's Chief Executive. Simon receives a framed letter of thanks from the Chairman for his part in the service as does David for his 'seamanship and leadership in most testing conditions'.

Lifeguards in action

For five months of the year, RNLI lifeguards work to protect beach users from harm, using all their training and experience to deal with a vast array of life-threatening incidents



An RNLI lifeguard on exercise

Emergency comfort

A woman injured her back on a speedboat ride and collapsed in agony on 22 August. Once on Bournemouth pier, Tricia Lee came around and recalls that RNLI lifeguards were there with their first aid and words of comfort. Lifeguards fitted a neck collar and then gave her oxygen. Tricia wrote to the lifeguards involved thanking them for their help: 'I am still hobbling about. My belly dancing is on hold for a while yet! Thank you all once again for your help that day.'

A severe blow

Late afternoon at Polzeath, Cornwall, on 28 August 2005 RNLI lifeguards spotted a young woman being helped out of the black and white flagged area. While surfing, the woman had taken a blow to the back of her head from a surfboard. The lifeguards carried the unconscious casualty out of the water and put her in the recovery position where she came around, coughing. She was in shock and suffering from hypothermia, so the lifeguards gave her oxygen, wrapped her in blankets, set up a windshield and reassured her until a paramedic arrived and then helicopter Rescue 192 arrived to take her to Truro hospital.



The kiss of life

In Weymouth, Dorset, on 30 August 2005 RNLI lifeguards saved an elderly male who had collapsed face down in the water. Discovering the man wasn't breathing and had no pulse, they inserted an airway, started resuscitation and administered oxygen. The casualty showed signs of life and a pulse was found. Soon a cycle paramedic arrived and lifeguards helped carry the man to an ambulance.

Waving, not drowning

On 5 September 2005, RNLI lifeguards from Bantham and Sedgewell Cove saved four young canoeists. Bantham lifeguards found two of the children out of their canoes, waving and shouting and another two hanging on to an upturned canoe, severely distressed. Between sets of waves the lifeguards reached two of the boys and pulled them into the inshore rescue boat. Promising the other two that they would be back, they quickly beached the pair with a Sedgewell lifeguard and returned. Lifeguard Joe Olroy-Owen recalls that one of the children had inhaled a lot of water: 'The smallest lad was taken to hospital by ambulance – if we hadn't been there he could well have drowned.' Ten-year-old Jonathan wrote to the lifeguards.

6.9.05
Dear Lifeguards,
Thank you very much for
saving my life yesterday
when I was very, very scared.
Thank you for getting all of
our things to. Thank you
very much
Yours sincerely
Jonathan Fish.

When words are not enough

On a bright day in June, two sunbathers on a rock ledge at Mawgan Porth, Cornwall, were blissfully unaware that the tide was coming in and that they would soon be in danger



An RNLI lifeguard on his rescue board

As part of their daily routine, Mawgan Porth RNLI lifeguards check the rocks on the southern end of the beach before the incoming tide cuts anybody off. On 23 June 2005, they spotted a couple sunbathing on a rock ledge. As the pair was near the cliff path, the lifeguards were unconcerned. With over 2,000 people on the beach, they turned their attention back to patrolling between the flags.

A few minutes later the lifeguards checked again. The pair hadn't reached safety via the cliff path; they'd climbed onto an isolated rock outcrop and were sitting there, apparently relaxed. Behind them was a 30m sheer cliff. Using a megaphone, the lifeguards now encouraged the couple to move, explaining that they could easily wade to safety if they went now. When, five minutes later, the couple hadn't moved, the lifeguards warned them once again.

Senior Lifeguard Anton Page recalls: 'We couldn't understand why the couple were just sitting there. At one point the man was smoking. This may have been an attempt to calm his nerves, but in fact it just wasted valuable time.' All this time, the higher the

tide got, the more the waves were smashing against the rocks. The situation was getting serious, so Anton sent Lifeguard John Hamilton to check on the couple.

John swam with his rescue tube out to the rocks. As soon as he reached them, John discovered why the pair hadn't followed instructions: they couldn't speak English. The tourists, thought to be from Eastern Europe, were confused and beginning to panic. John signalled for the woman to come off the rock ledge and join him in the chest-deep water, but she refused. The man had now left his partner to her own devices and was scrambling across the rocks with his gear. John radioed back to base for assistance.

Within minutes, the water deepened with a strong current and large surf and John still couldn't coax the woman into the water. Anton joined John while Lifeguard Mark Richards remained on patrol and monitored the rescue. Anton pulled himself out of the water and climbed 3m up the rocks. He was familiar with the area, but the climb was no mean feat with large surf pounding the rock face.

Up on the ledge, Anton remembers thinking: 'If I can't get her off the rocks quickly, I won't be able to get her off at all. There was no time for help to arrive, with the tide and big swell running. In another 15–20 minutes they would have been smashed into the cliff face.' Words were useless; it was time for action. Anton took a firm hold of the woman and jumped with her into deep water. Once off the rocks, she calmed down and cooperated.

To get away from the strong current and the rocks, Anton paddled out through the surf break with the woman on his rescue board. Then the surf helped push them back inshore to safety.

Meanwhile, as feared, the man was knocked off the rocks by a large wave. John reacted quickly, assisting him back up onto the rocks. He guided the tourist along a ledge back to shore.

Lifeguards reunited the pair and gave them first aid for cuts and grazes. Anton recalls: 'The couple were understandably rattled and embarrassed. Despite this, they still managed to thank us in broken English.'

Flash rips sweep South West

RNLI lifeguards had their busiest week of the year in early August 2005. In just three days, they dealt with a staggering 368 incidents involving rip currents

The peak of activity came on 8 August, when at one point lifeguards rescued 35 people at Perranporth, Cornwall. There were around 500 people in the sea when the flash rip current struck. It tore sand from under paddlers' and swimmers' feet so that they were suddenly out of their depth.

Andy Thomas, Beach Lifeguard Supervisor, recalled: 'There was a lot of panic in the water and people were calling for help as they were being swept out to sea.'

Lifeguards from Perranporth and Perran Sands, along with some extra lifeguards training that day, headed out to sea. From the roof of the rescue vehicle at the water's edge, one lifeguard coordinated the work of the nine lifesavers in the water. They had to make split-second decisions about who was in most danger, rescue them and then come back for more. Lifeguard Dickon Berriman recalled: 'The situation quickly escalated with more and more people drifting out. Lifeguards on paddleboards and rescue tubes

helped keep everyone afloat and calm and the two inshore rescue boats and the rescue watercraft did several trips to shore.'

Lifeguards took only five minutes for the mass rescue. They checked the casualties on the beach and all were unharmed. Proud of his fellow lifeguards, Andy commented: 'My team was able to use its training to ensure the rescue was carried out quickly and safely. Had we not been there, there's no doubt that many people would have drowned.'

From 7–9 August, RNLI Lifeguards saved 17 lives when rips hit busy beaches all along the northern coast of Devon and Cornwall. Incidents included:

- Sudden and severe rip currents at Constantine caught several swimmers and body boarders off guard. Three lifeguards rescued 10 people.
- Porthtowan Lifeguard Jos Lawrence recalls: 'A strong rip started kicking up in the bathing area. A large group of people were taken out past the breaking waves.' Good

teamwork from lifeguards in an inshore rescue boat and on a rescue board saved all 15.

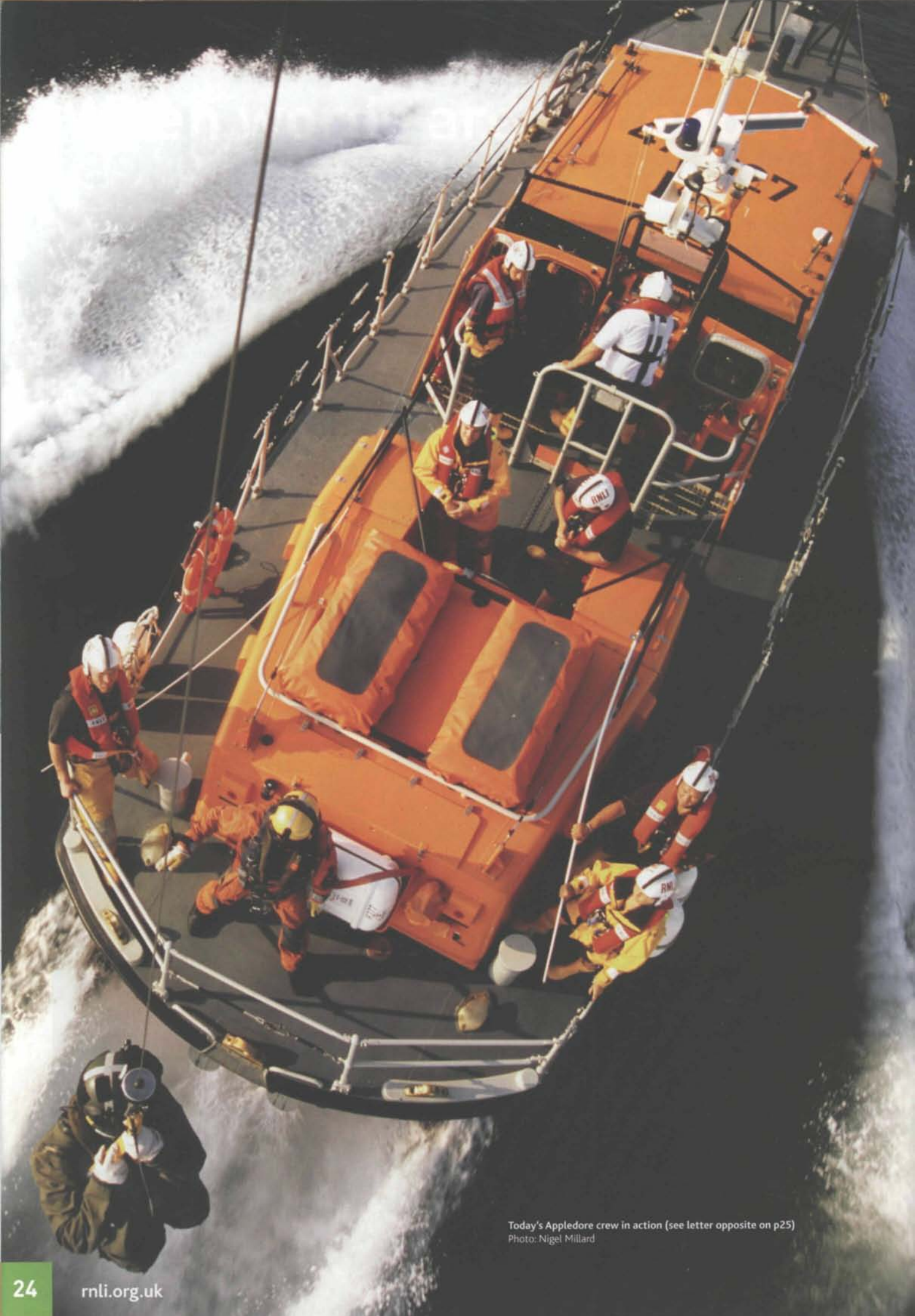
- Lifeguards had just completed their day's work at Widemouth Bay when they rescued six youngsters in difficulties in a rip current.

Greg Spray, Area Lifeguard Manager (Carrick), explained why it was such a busy period: 'Rips can occur at any time but the beaches were packed, so a lot of people were caught out.'

'At Perranporth on 8 August there were quite long lulls in between the waves, which encouraged people to be more adventurous. The surf was about 1m and the tide surged in as well causing a large increase of water above sea level. This created a "flash" rip as the body of water rushed back seaward to find its own level, taking a sandbank out from under people's feet.' (Look out for the coverage of the mass rescue at Perranporth in *Seaside Rescue* on BBC ONE.)

An RNLI lifeguard with a family caught up in the Perranporth incident
Photo: Stuart Brown





Today's Appledore crew in action (see letter opposite on p25)
Photo: Nigel Millard

Listings

ABERDEEN

ON-1248(17-24):May 5,
Jun 3,Jul 12,Aug 3,11,17
D-536:May 5,Jun 3,13,19,24,
Jul 3,10,11,13,Aug 3,6

ABERDOVEY

B-758:May 22,Jun 19,
Jul 16(x3),18(x2),24,27,31
B-767:Aug 9,15,16,17,20(x2)

ABERSOCH

B-790:May 28,Jun 3,4,24,
Jul 10,15,24,27,28,31,
Aug 2,7(x2),14,16(x2),20,29

ABERYSTWYTH

B-704:May 2,6,29,
Jun 6,19,24,25,28(x3),
Jul 9,14,15,23,30,
Aug 1,7,9,11,14,15

ACHILL ISLAND

ON-1240(14-28):May 28
Jun 5(x2),6,26,Jul 21,Aug 1

AITH

ON-1232(17-14):May 10,
Jul 6,12,Aug 12

ALDEBURGH

ON-1193(12-34):May 1,14,
Jun 10
D-520:May 28,
Jun 14,15,5,10,
Aug 16,23,27,28

ALDERNEY

ON-1180(14-01):May 5
ON-1199(14-04):Jun 2,
12,13,18,22,25, Jul 11,14(x2),
23,25,26,29, Aug 6,7,9,21

AMBLE

ON-1176(12-19):
Jun 19,23,30,Jul 28,31,
Aug 1,2,7(x3),10,12,14
ON-1192(12-33):
May 2,28(x2),Jun 5,6
D-569:May 2,28,Jun 5,23,30,
Jul 10,31, Aug 1,2,7(x3),
10,12,14,15

ANGLE

ON-1155(47-037):May 30,
Jun 23,25,Jul 4,9,15,
Aug 14(x2),18,21,31
D-482:Jun 20,25,27
D-638:Jul 13

ANSTRUTHER

ON-1174(12-17):May 7,22,
Jun 3,4,22,Jul 10,Aug 1,28
D-461:May 7(x2),22,
Jun 3,4,22,29,Jul 24

APPLEDORE

ON-1140(47-027):May 27,
Jun 21,27,29,30,Aug 7,10,16
B-742:May 7,15,20,29,
Jun 11,18(x3),22,27,
Jul 15,18(x3),23,26,
Aug 5(x4),9,16,20,23(x2)

ARAN ISLANDS

ON-1217(17-06):Jul 2,9,
10,25,27,31,Aug 3,6,7,15
ON-1260(17-31):May 19,Jun 2

ARBROATH

ON-1194(12-35):
May 3,23,30,31,Jun 8,Jul 17
D-621:May 3,30,31,Jun 8,
Jul 10,17,Aug 12

ARKLOW

ON-1223(14-19):May 19,
Jun 13(x2),24,Jul 10,17,
Aug 7(x2)

ARRAN (LAMLASH)

B-770:Jun 3,25,Jul 2,21,22,
Aug 1,3,5,12,17,28

ARRANMORE

ON-1244(17-22):Jun 9,26,
Jul 2(x2),3,18,24,
Aug 10(x2),13,18,22

ATLANTIC COLLEGE

B-763:Jun 18,25,
Jul 1,3,6,10(x2),Aug 2,10

BALLYCOTTON

ON-1233(14-25):
May 3(x2),Jun 4,20,26(x2),
Jul 9,11,12,13,19
ON-1253(14-32):Jul 29

BALLYGLASS

ON-1269(17-38):Jun 6
D-570:May 14

BALTIMORE

ON-1137(47-024):May 22,24

BANGOR

B-584:May 1,16,18,
Jun 13,14,18(x3),25,26,29,
Jul 2,10,12,16,31,
Aug 2,8(x2),11,22,25,28,29

BARMOUTH

ON-1178(12-21):Aug 25,26
ON-1185(12-26):Jun 19,17
D-524:May 1,10,20,27,
Jun 18(x2),26,Jul 23,27,
Aug 6(x2),21,27,28,29,30,31

BARRA ISLAND

ON-1262(17-33):May 7,Jul 27

BARROW

ON-1117(47-014):May 17,
Jun 8,12,17,Jul 3,11,Aug 5,7(x2)
D-567:May 17,
Jun 18,19(x2),25,Jul 3,6,11,
Aug 5,7(x2),9(x2),22

BARRY DOCK

ON-1135(52-39):May 9,28,
Jun 9,17,Jul 8,13(x3),15,17,
22,23,28, Aug 2,5,6,15,21,25

BEAUMARIS

B-768:May 5,14,27(x2),31(x2),
Jun 2(x3),3,5,8,9,10,11,13,
17(x2),20(x2),21(x3),25,26,
28(x2),30,Jul 2(x3),9,11(x2),12,
24,29, Aug 8(x2),9(x3),12(x2),
19(x3),21

BEMBRIDGE

ON-1126(47-018):
May 21,28,Jun 1,4,18(x2),
Jul 10,19,31, Aug 7
D-470:Jun 2,18(x4),
Jul 21,30(x2)
D-479:May 1

BERWICK-UPON-TWEED

ON-1191(12-32):May 28,
Jul 3,Jul 19,Aug 27
D-460:May 21,Jul 3,9
D-639:Jul 22,25,31, Aug 3

BLACKPOOL

B-748:May 1,27,29,30,
Jun 11,15(x2),18(x2),22,26(x2),
Jul 5,10,31, Aug 7,29
D-497:Jul 10,11,24,31,
Aug 13,29
D-558:May 27,28(x2),29,30,31,
Jun 3,22(x2),26(x2)
D-566:May 1,27,28(x2),29,
Jun 3,15(x2),18,22(x2),
Jul 10,11,24, Aug 7,13

BLYTH

D-606:May 2,11,29,Jun 21,26
D-630:Jul 13,26(x2), Aug 22

BORTH

D-610:Aug 9,11
D-622:May 1,6,29(x2),
Jun 25,27,Jul 14,16,17,24

BRIDLINGTON

ON-1169(12-12):May 15,
Jun 19, Aug 3,17, Aug 20,21,24
D-557:May 7,29,Jun 4(x2),19,
Jul 8,27,30(x3), Aug 7(x2),
14,17, Aug 18,20(x2), 26,28

BRIGHTON

B-737:May 2(x3),5,10,23,
Jul 10,11,17(x2),19,20(x2),25,
Aug 2,3,7(x4),13,15,17,29
B-755:May 29,Jun 5,11,12,
18(x2),19,20,21,22,24,26(x2),
Jul 3

BROUGHTY FERRY

ON-1252(14-31):May 18(x2),
21(x2),26,Jun 5,7,27, Aug 6
D-539:May 1,18(x2),21(x2),
26,Jun 5,27, Jul 11, Aug 5,6,15

BUCKIE

ON-1237(17-17):Jul 20
ON-1268(17-37):
May 22,24,29,Jun 5,12(x2),
Jul 4,12, Aug 8,18,19,24,30

BUNDORAN

B-711:Jun 9,19,21,Jul 12,31,
Aug 4,7,16

BURNHAM-ON-CROUCH

B-733:May 19,
Jul 7,11,17(x3),25,30(x2),
Aug 8,14,23,25,28
D-519:Jul 11,25,28

BURNHAM-ON-SEA

B-795:May 1,23,30(x2),Jun 9,
Jul 17, Aug 7,12,18,20,26
D-473:May 1,30,Jun 22
D-552:Aug 7

BURRY PORT

D-610:May 13(x2),21,29,Jun 14
D-611:Jul 9,17(x2),21,24,
Aug 17

CALSHOT

ON-1159(52-45):
May 7,21,28(x3),
Jun 10(x2),12,18(x2),19,23,
25,29,30,Jul 2,6,13,15,24,29,
Aug 14,23

D-609:May 11,21,28(x2),
Jun 18,19,29,30,Jul 2,13(x2),24

CAMPBELTOWN

ON-1241(17-19):May 4,
Jul 11,21,29(x3), Aug 14,17,20
D-571:Jun 27,11,29, Aug 20

CARDIGAN

B-752:May 4,15,Jun 14,
Jul 9,20,27, Aug 2,14,24,28
D-469:Aug 12,16
D-547:May 13,31,Jun 13,Jul 20

CASTLETOWNBERE

ON-1277(17-44):Jun 3,24,
Jul 1,8,13, Aug 6(x2),16

CHISWICK

E-003:May 27,Jun 15,19(x3),24,
Jul 4(x3),7,16(x2),17,
Aug 2,16,21,22,26,27(x3),29(x2)
E-004:Jun 6,9(x4),11,12,13,
14(x2),15,18(x2),19(x2),21,26,29
E-006:May 2(x2),3,5(x2),7,8,9,
11,14,16,21,23,25,26,Jul 1,2,3,
6,7(x2),8,11,15,21,22(x3),25,
27,28(x2),29(x2), Aug 3,4,5,
9,10,12,15,20

CLACTION-ON-SEA

B-723:Jun 12(x2),Jul 6,10
B-744:May 11,Jun 1,
Jul 18,20, Aug 11,16

CLEETHORPES

D-615:Jul 21,26, Aug 21
D-618:May 1,2,8(x2),9,10,
11,21,22,28(x2), Jun 20,21(x2),
27,30,Jul 8,11,16,17(x3)

CLIFDEN

B-751:May 1,Jun 5,6,7,10
D-525:Jun 5

CLOGHERHEAD

ON-1190(12-31):Jun 19,
Jul 17,19,24,27(x2), Aug 10

CLOVELLY

B-759:May 1,27,Jun 20,26,
Jul 10,26, Aug 18

CONWY

D-620:Jun 22,27,Jul 4,9,27,
Aug 17,20

COURTMACSHERRY HARBOUR

ON-1150(52-44):Jun 6,23,26
ON-1205(14-07):May 8,
Jun 27,Jul 10

COURTOWN

D-548:Jun 6,Jul 20, Aug 16

COWES ILC

B-586:Jul 11(x2)
B-589:Jul 5

CRASTER

D-464:May 28, Aug 28

CRICCIETH

B-707:May 9(x2),27,28(x2),
29,30, Jul 25, Aug 6,7,9,13,
17(x2),20,23,25

CROMER

ON-1097(47-006):
May 16,28,Jun 15,18(x2),
Aug 7,26
D-485:Jun 18,29
D-568:Jun 3,Jul 16,24

CROSSHAVEN

B-782:May 17,29,30,
Jun 4,7,21(x2),30,
Jul 15,16(x2),22

CULLERCOATS

B-591:Jun 20,21,22(x2),
23,26(x3),27, Jul 3,21,26,
Aug 10,19(x2)

DONAGHADEE

ON-1267(14-36):May 1

DOUGLAS

ON-1095(47-004):
Jul 21,24,26, Aug 7,9
ON-1147(47-032):
May 7(x2),10,Jun 4,27(x2),
Jul 8,14

DOVER

ON-1220(17-09):
May 1(x2),17,26(x2),28,30,
Jun 3,6,7,18(x2),19,23,25(x2)
ON-1260(17-31):Jul 10(x2),11,
13,22,24(x2),31
ON-1279(17-46):Aug 13(x2)

DUN LAOGHAIRE

ON-1200(14-05):May 1,5,6,
Jun 2,6,12,19,22,23
D-565:May 1,7,Jun 4,10,22,Jul 2

DUNBAR

ON-1207(14-09):May 7,15,
Jun 4,6,20,25,Jul 2,4,22(x3),
23,25(x2),28, Aug 22,31
D-462:Jul 23,25(x2),28
D-544:May 7,15,24,
Jun 3,6,27,Jul 1,6,20(x2)

DUNGESS

ON-1186(12-27):Jun 12,27,
Jul 18,24,26, Aug 12

DUNMORE EAST

ON-1215(14-17):
May 14,20,30,Jun 18,30,
Jul 6,12,28, Aug 15,19,25

EASTBOURNE

ON-1195(12-36):
May 6,8,16,28(x2),
Jun 7,16,18,19(x2),25,30,
Jul 3(x2),4,11,14,15,17(x3),
19(x2),20(x3),24,26,
Aug 1,2,8,12(x2)
D-603:May 6,Jun 19(x3),28,
Jul 3(x2),9,15,16,17(x3),19(x2),
20,24(x2),Aug 4

ENNISKILLEN

B-581:May 15,Jun 25
B-592:May 2,13,14,22,26,
27(x2),Jun 10(x2),22,25,
Jul 2(x2),5,10,12,14,16,
Aug 14

EXMOUTH

ON-1210(14-12):May 7,28,
Jun 7,30,Jul 16(x2),17,28,
Aug 9,15,25
D-463:Jun 3(x2),4,7,9,12(x2),
17,20,23,26(x2),27,30(x3),
Jul 2,6,7,9,10(x2),17(x3),
21,24,28,30(x2),31,
Aug 2(x2),4,5(x2),7,9(x2),16,
18(x2),21,22,23,24,25,26,28
D-516:May 1,7(x2),8,21(x2),
24,28,30

EYEMOUTH

ON-1209(14-11):May 21,28,
Jul 4,12,18,Aug 2,7,28
ON-1225(14-21):Jun
11,20,21,24,25,Jul 2

FALMOUTH

ON-1254(17-27):May 5
ON-1256(17-29):May 13,
Jul 16,22,24,Aug 4
B-595:May 1,13,15(x2),
Jun 2(x2),10,26,Jul 3,4,8,16,19,
Aug 3

FENIT

ON-1239(14-27):May 10,
Jun 14,26

FETHARD

D-528:May 27,29,Jul 5

FILEY

ON-1170(12-13):May 3
ON-1184(12-25):Jul 2,9,23
D-454:May 2,3,12,15
D-490:Jul 2,3,7,10,12,19,23,24

FISHGUARD

ON-1198(14-03):
May 3,4(x2),Jul 10,30,
Aug 7,20,25,30
ON-1245(14-29):May 17,Jun 6
D-505:Jun 19,Jul 10,30,Aug 20

FLAMBOROUGH

B-703:May 8,15,24,30,
Jun 9(x2),Jul 2,3,10(x3),
Aug 24(x2),30

FLEETWOOD

ON-1156(47-038):
May 3,26,Jun 30,
Jul 9,19,21,24,Aug 17,18
D-492:Jul 19,23(x2),24(x2),27,
Aug 19,29
D-556:Jun 7,13,14

FLINT

D-510:May 6,30(x2),31,
Jun 26(x2),Jul 1,2,6,12,14(x2),
16,24(x2),31

FOWEY

ON-1222(14-18):May 1,8,
Jun 20,Jul 6,7,20,24,
Aug 13,15,16,28
D-526:May 17,27,
Jun 6,20(x3),22,Jul 20,23,24,25,
Aug 11,15,20

FRASERBURGH

ON-1225(14-21):Aug 20
ON-1259(14-34):
Jul 8,14,17,Aug 12

GALWAY

B-738:Jun 1,2,11(x2),26,Jul 10

GIRVAN

ON-1196(12-37):Jul 15,Aug 28

GRAVESEND

B-705:May 24,Jun 9(x2),15,
22(x2)
E-001:Jul 14(x2),15,16,18,
22,23,25
E-002:May 19,Jun 20,23,
24(x2),Jul 9,12,23,29,30(x2),
Aug 11,14(x2),20,21,23(x3),24
E-004:May 13,14,24,27,30
E-005:May 7

**GREAT YARMOUTH
AND GORLESTON**

ON-1226(14-35):May 2,13,
Jun 7,Jul 7,25,31
B-786:May 1,2(x2),Jun 1,13,
19(x3),Jul 4,6,11,13,15,18,20,
23,25(x2),30

HARTLEPOOL

ON-1274(14-37):May 28,
Aug 5,24,28
B-766:Jun 21,23(x2),
Jul 5,24,Aug 16,28

HARWICH

ON-1202(17-03):May 4(x3),
14,Jun 5,16,21,28,Jul 2(x2)
ON-1278(17-45):Jul 18,28(x2),
29,Aug 1(x2),6,13(x2)
B-789:May 2,4,6,8(x2),14,20,21,
28(x3),31,Jun 3(x2),4,13,16,21,
Jul 3(x2),8(x2),9,10, 11,13,15,
17(x2),18,21,24(x2),25,28(x2),
29,30,Aug 1,9,10,13(x4),18,20

HASTINGS

ON-1125(12-002):
May 8(x2),18,Jun 21(x2),Jul 5,
Aug 9
D-540:May 18,25,Jun 6,11,24,
25,Jul 2,13,14,16,18,24(x2),31,
Aug 11,12(x2),14

HAYLING ISLAND

B-712:May 7,27,30,
Jun 11,12,18,19(x2),28(x3),
Jul 4,9,10,17,18(x2),21,23
D-642:May 27,29,31,Jun 19,
28(x2),Jul 3,9(x2),10,21(x2)

HELENSBURGH

B-791:May 2,12,Jun 4,13,15,
22,11,14,18, 23, 25,
Aug 7(x2),8,11,18,25

HELWICK HEAD

B-760:May 27,Jun 28,
Jul 15,19,25

HOLYHEAD

ON-1272(17-41):
May 4,8,21(x2),
Jun 6,9,22(x2),26(x2),
Jul 2,9,10,Aug 2,5,12,25,28
D-507:Jun 3,28,
Jul 2(x2),6,11,16,25,11,24

**HORTON
AND PORT EYNON**

D-481:Jun 9,12(x2),19,26,
Jul 7,18,Aug 1,6,8,13,17
D-531:May 7,8,13,15

HOWTH

ON-1213(14-15):May 1,25
ON-1258(14-33):Jun 6(x2),7,
Jul 2,8,18,26,27,30,Aug 9
D-530:May 8,Jun 4,5,6,26,
Jul 10,15,17

HOYLAKE

ON-1163(12-005):May 7(x2),
Jun 11,12(x2),19,21,24,
Jul 12,14,30,Aug 25,29

HUMBER

ON-1216(17-05):May 2,3,11,
21,28,31,Jun 1,7,Jul 6(x2),14,19,
22(x2),25,26,28,31,Aug 2,
6,17,20,22,26,27,31(x2)
ON-1257(17-30):Jun 18,21(x2)

HUNSTANTON

B-749:Jun 2,12,22,
Jul 3,18,23,26,
Aug 7,10,18(x3),24
H-003: Jun 16, Aug 1,18

ILFRACOMBE

ON-1162(12-004):Jul 30,
Aug 2,5,15,22

ON-1165(12-007):

May 8(x3),11,Jun 7,10,22,
Jul 9(x2),24
D-457:May 8(x4),24(x2),27,
Jun 3
D-555:Jun 22,23,26,27,29,30,
Jul 25,Aug 2(x2),3,4,5,7,12,
15,18,23

INVERGORDON

ON-1206(14-08):May 29,
Jun 5,14,28,Jul 6(x2),7
ON-1225(14-21):
May 7,14,16,21

ISLAY

ON-1219(17-08):Jun 2,12,27,
Jul 16,21,29,Aug 1,9,18

KESSOCK

B-771:May 6,19,25,26,
Jun 13,18,30,Jul 3,5,29,31,
Aug 4,7,8,11,26(x2),27, 28,29

KILKEEL

B-593:May 15,23,Jun 13,25,
Jul 2,7,9,10,15,Aug 8,21,24

KILMORE QUAY

ON-1122(47-017):
Jun 1,11(x2),13,19(x3),29(x2),
Jul 4,9,23
ON-1133(47-021):
May 1(x2),11,18

KILRUSH

B-729:May 23,Jun 11,
Jul 10,18,Aug 5

KINGHORN

B-720:May 1,16,26,28(x2),
Jun 8,12,14,21

B-732:Jun 22(x2),25,
Jul 4,7(x2),8,12(x4),14,
17(x2),20,Aug 9,11,19(x2),31

KINSALE

B-796:May 3,7,Jun 5,20,21,
Jul 22,23,Aug 3,6,18,25

KIPPFORD

D-553:Jun 29,Jul 10,Aug 21

KIRKCUDBRIGHT

B-585:May 3,14,28(x2),
Jun 5,26,Jul 28,Aug 21

KIRKWALL

ON-1231(17-13):
May 17(x2),Jun 5,9,19,
Jul 12,Aug 20

KYLE OF LOCHALSH

B-740:May 23,29,Jul 12

LARGS

B-739:May 2,13,20(x2),28,
29(x2),Jun 11,22,26(x2),
Jul 2,17,19,24,27(x2),29,
Aug 12,24,25

LARNE

ON-1246(14-30):
May 8,14,18,25(x2),
Jun 4,5(x2),22,Aug 13(x2),22
D-499:May 25(x2),
Jun 4,5(x2),22(x3),Jul 8
D-646:Aug 13(x2),22

LITTLE AND BROAD HAVEN

D-628:May 29,30,
Jun 18(x3),23,27(x3),
Jul 10,30,Aug 3,17

LITTLEHAMPTON

B-779:May 17,21,
Jun 11,19(x2),24,26(x2),29,
Jul 10,17,20,Aug 4(x2),8(x4),
9,12, 13,14,16,19,28
D-631:May 5,Jun 5,19(x2),26,
Jul 10(x2),16,20,22,23,
Aug 8,9,16,17,20,21

LITTLESTONE-ON-SEA

B-785:May 22(x2),Jun 5,17,
Jul 2,8,10,15,19,23,Aug 25,26

LLANDUDNO

ON-1148(12-11):Jul 10,17
D-508:May 1,14,26,
Jun 11,26,Jul 2,11,17,Aug 24

LOCHINVER

ON-1271(17-40):
May 19,24,30,Jun 20

LONGHOPE

ON-1149(52-43):
Jun 20,21,Aug 8

LOOE

B-793:May 22

LOUGH DERG

B-568:May 26,Jun 4(x2),22,
23,29,Jul 5(x2),7,9,10,16
B-586:Aug 5,11

LOUGH SWILLY

ON-1111(47-009):
May 12,31,Jun 19,21,24,
Jul 17,31,Aug 26
B-717:May 7,22,23,28,31,
Jun 5,11,18,19,29,Jul 3,12,
17,24,31
D-502:Jun 11,18,19

LOWESTOFT

ON-1109(47-007):
May 5,7,13(x2),14,22,28,
Jun 8,10

LYME REGIS

B-741:May 2,7,Jun 1,19,21(x2),
22,23,Jul 16,17,21,22
B-754:Jul 24(x2)

LYMINGTON

B-784:May 22,29(x2), Jun 11,14,
16,18,19,Jul 4(x2),10(x3),21,
24,30(x2),Aug 1,13,14

MABLETHORPE

B-778:May 28,29,
Jun 1,14,15(x2)
D-506:May 29(x2),Jun 14,15(x2)

MACDUFF

B-574:May 31
B-578:Jun 5,23,Jul 4,17,
Aug 2,7,15,16

MALLAIG

ON-1250(17-26):May 10,
Jun 10(x2),28,
Jul 2,11,12,15,18,28,30
ON-1269(17-38):May 3

MARGATE

ON-1177(12-20):May 27,
Jun 30,Jul 9,18,23,25,26
D-441:May 9,11(x2),27,
Jun 3,14,19,22,26,Jul 9,28,
Aug 2(x2),6,9

MINEHEAD

B-708:May 27,Jun 8,
Jul 10,28,Aug 4,5,18
D-549:Jun 20,Aug 5,18

MOELFRE

ON-1116(47-013):Jun 1,11,
Aug 6(x2),9
ON-1146(47-031):Jul 31,Aug 2
D-532:May 1,Jun 1,3,30,
Jul 10,20,Aug 2,6(x2),10,17

MONTROSE

ON-1152(47-034):May 5,
Jun 8,12,16,Aug 9
D-626:Jun 12,16,21,Jul 16,
Aug 9

MUDEFORD

B-583:May 2,6,7(x2),8,22,
28,Jun 4,5,13(x3),16,19,20,
21,23,25,Jul 3(x2),4,5,8,10,
12,17(x2),19,21,22,25,27,
Aug 4,7,17,19,21,22,24,28

NEW BRIGHTON

B-721:May 2,7,8(x2),18,31,
Jun 7,10,12(x2),21,Jul 10,11,
15,Aug 2,14
H-005:Jun 19, Aug 21(x2)

**NEW QUAY (CARDIGAN-
SHIRE)**

ON-1172(15-15):May 29,
Jun 13,20,Jul 3,Aug 8,14
D-616:May 4,29(x2),
Jun 12,20(x2)
D-645:Jul 12,20,Aug 1,14

NEWBIGGIN

B-745:Jun 26(x2),Jul 6,13,
Aug 11,17
B-792:May 29,31,Jun 4(x2),6

NEWCASTLE

ON-1188(12-29):
May 25, Jun 12
D-637:May 16,Jun 12,29,
Jul 11,13,17,Aug 20,21

NEWHAVEN

ON-1243(17-21):
May 10,14,25,27,Jun 9,19(x3),
20,25,Jul 4(x2),18,21,24(x2),
Aug 3, 5,6,7,10,14(x2),19

NEWQUAY (CORNWALL)

B-715:May 8,Jun 2,21(x2),22,
Jul 4,10,14,24,Aug 4,7,15
D-636:May 8,Jun 2,20,
21(x2),22,Jul 4,6,14,20,24,
Aug 4,7(x4),15,19

NORTH BERWICK

D-619:May 7,8,23,
Jul 22(x3),23,27,Aug 9,20,28

OBAN

ON-1227(14-23):May 1,3,14,
15(x2),18, 22,28(x2),29,
Jun 3,22,24,26,Jul 1,6,7,10,12,
15, Aug 12,15

ON PASSAGE

ON-1095(47-004):Jun 30
ON-1150(52-44):Jul 23
ON-1278(17-45):Jul 4
B-755:Jul 8

PADSTOW

ON-1094(47-003):
Jun 14, Jul 19

PEEL

ON-1181(12-22):May 7

PENARTH

B-725:Jul 22,Aug 2(x2),13,29
B-757:May 30,Jun 10(x2),25,
Jul 17,19,20
D-534:May 27,Jun 8(x2),19,
24,26,Jul 30,Aug 2,20



Lifeboats



6–15 January 2006

Boat Show benefits!

There will be plenty to see for RNLI supporters at the 2006 London Boat Show, which includes a day dedicated to the RNLI

The show runs from 6–15 January 2006 at the ExCel exhibition centre in Docklands and the RNLI is holding a special members' day on Thursday 12 January with late opening until 9pm. Fast-acting members who pre-book tickets by 9 January 2006 will get a £3 discount off the usual adult door price of £14, 50p off the cover price of the handbook (while stocks last) and a 50% discount off their total bill at the Fox@Connaught Bar during the show.

Show organisers National Boat Shows have given valuable support to the RNLI over the years, donating thousands of pounds worth of exhibition stand space at both London and Southampton. They enabled the first RNLI day at the Southampton Boat Show in 2005 and this year's London RNLI day will build on that success. Once again, National Boat Shows will also donate £1 to the RNLI from each pre-booked RNLI member's ticket.

The main RNLI attraction at London is the new all weather lifeboat, the Tamar class, on display to the public for the first time. Showgoers can see the lifeboat up close at stand N1115 – indoors!

A large proportion of lifeboat shouts are to vessels suffering engine failure and to crew who lack suitable lifejackets. As part of its Sea Safety work to counter this, the RNLI stand at N1455 is hosting the lifejacket clinic that proved so popular at Southampton (see page 3 of this magazine for details) and giving hands-on practical engine maintenance advice.

Visitors can find out more about the RNLI's crew training appeal at the charity's stand in the Boulevard (B700) and perhaps try the latest appeal-themed computer game – fun for all ages!

Last but not least, RNLI souvenirs will be on sale from the shop on the main stand N1115.



A mock up of the main RNLI stand



To pre-book the RNLI day at London Boat Show simply call the ticket hotline on 0870 143 2203 before 9 January 2006.





An invitation to all supporters

Annual Presentation of Awards



Top, above and below: previous years' RNLI gallantry medallists pictured celebrating at the RNLI's Annual Presentation of Awards in London



It has been a busy year for the RNLI – in fact, probably its busiest ever in 181 years. Supporters are now invited to reflect on the events of 2005 at a very special day. The RNLI's Annual General Meeting (AGM) and Annual Presentation of Awards (APA) take place at the Barbican Hall, London on 18 May 2006. Tickets for both events are free and all are welcome on a first-come, first-served basis.

The AGM, due to begin at 11.30am, comprises the official business of the charity. It will include an address from RNLI Chairman Admiral Sir Jock Slater, the presentation of the *Annual Review, Report and Accounts* and questions from the audience to the Directors. All members can attend the AGM but only Governors have the right to vote. See page 27 or phone 0800 543 210 for details of becoming a Governor.

The APA will follow at 2.30pm and is the most celebratory part of the day. A film review of the RNLI year will be shown, highlighting operational, technical and fundraising events and people from 2005. This is currently in preparation and supporters are invited to submit any suitable film footage they might have for possible inclusion. Please send to Eleanor Driscoll, Film and Image Manager, at RNLI headquarters in Poole.

The day comes to an emotional climax with the presentation of awards to the RNLI's supporters and volunteers in recognition of their outstanding dedication and commitment to the RNLI. Corporate sponsors, classes of school children, media companies and life-long branch members are all thanked alongside lifeboat crew who have displayed outstanding gallantry.

For an account of the last AGM and APA, see the summer 2005 issue of *the Lifeboat*. To apply for tickets for either or both 2006 events, simply fill in and return the form opposite.



Application form

AGM and APA tickets

Name(s) _____

Address _____

Postcode _____ Membership no. _____

I/we wish to attend the **ANNUAL GENERAL MEETING** on Thursday 18 May 2006 at **11.30am**

Barbican Hall, Barbican Centre, London. Please indicate number of tickets required: - by Governors

- by non-Governors

NB Only Governor members of the RNLI are entitled to vote at the AGM.

If you would like to find out more about becoming a Governor, see page 27 or phone 0800 543 210.

I/we wish to attend the **ANNUAL PRESENTATION OF AWARDS** on Thursday 18 May 2006 at **2.30pm**

Barbican Hall, Barbican Centre, London. Please indicate number of tickets required

I/we would like to receive a copy of the **ANNUAL REVIEW, REPORT AND ACCOUNTS**

in advance of the Annual General Meeting. Please tick for an advance copy

NB It will save the RNLI money if you can collect your copy at the meeting

I/we cannot attend either meeting but would like to receive a copy of the **ANNUAL REVIEW, REPORT AND ACCOUNTS**

NB RNLI branches and guilds have received invitations directly and should not use this form.

Registered Charity Number: 209603 (UK), CHY 2678 (RoI)

Please send your application by 31 March 2006 to:

RNLI, AGM Office, West Quay Road, Poole, Dorset, BH15 1HZ

Tickets will be despatched in early April 2006 on a first-come first-served basis.

Train one, **save many**



PENLEE

ON-1265(17-36):Jul 13
 ON-1278(17-45):May 1,9,21
 B-787:May 26,27,29,30,
 Jun 15,20,Jul 6(x2),13,19

PETERHEAD

ON-1075(47-002):
 May 23,Jun 21,Aug 9,12,22

PLYMOUTH

ON-1264(17-35):May 3,18,
 21(x2),24,Jun 5,6(x2),7,9(x2),
 13,15,18(x2),26,27,30,Jul 2,
 17,22,26,29(x4),31,
 Aug 2,10,11
 B-775:May 7,10,21,29(x2),
 Jun 6(x2),7,26(x3),Jul 17,31,
 Aug 11

POOLE

ON-1131(47-023):
 May 12,24,Jun 6(x2),12,19,
 22,24,Jul 10,11,17(x2),18,24,
 25,Aug 2,4,7,14,22
 B-710:May 6,10,22(x3),23(x2)
 24,27(x2),28(x3),30,31,
 Jun 6(x3),12(x2),18(x2),19,
 24(x3),26,Jul 6,10,11,17(x2),
 20,25,28,29(x2),Aug 2,7,8,9,
 13,22

POOLE CREW TRAINING

ON-1100(TL-01):Jul 5,28
 ON-1143(52-41):Jul 26

PORT ERIN

B-594:Jun 2,16,20,Aug 7,11

PORT ISAAC

D-546:May 30(x2),Jun 2,12,
 Jul 22,25,Aug 2,21

PORT ST MARY

ON-1234(52-38):Jun 2,4,7,
 8,11,Jul 5,12,Aug 17,25
 D-575:Jun 11

PORT TALBOT

D-550:May 30,Jun 26,
 Jul 16,18,Aug 28(x2)

PORTHCRAWL

B-700:May 1,Jun 3(x2),18,
 Jul 1,6,9(x2),12,13,15,
 17,23,Aug 2,5(x2),12,14
 B-726:Aug 21,22

PORTHDINLLAEN

ON-1120(47-015):
 May 25,30,Jun 2,8,9,26,
 Jul 1,7,27,30,Aug 3,7(x2)

PORTPATRICK

ON-1115(47-012):
 Jun 9,19,Jul 15,21,Aug 29

PORTREE

ON-1214(14-16):May 28,Jun
 21,22,Jul 3,7,10,23,Aug 1

PORTRUSH

ON-1150(52-44):Jul 20,21
 ON-1247(17-23):May 7,
 Jun 12,Jul 3,4,14,
 Aug 20,22,26,29
 D-484:May 1,22
 D-572:Jul 4(x3),11(x2),13,
 17(x2),Aug 20(x2),28

PORTSMOUTH

B-724:Jun 23(x2),24(x3),
 26(x2),27(x3),28(x9),
 Jul 6,7,9(x2),12,14,16,
 Aug 9,13,14,21(x2)
 B-730:May 1(x2),19,28,29,
 Jun 1,3,7,11,12,18(x3),19
 D-554:May 1,15(x2),19(x2),28,
 29,30,Jun 3,9,19,24,Jul 6,12,
 21,25,Aug 14(x2),20

PWLLHLLI

ON-1168(12-010):
 May 9,Jun 13,Jul 3
 D-522:May 1,Jun 18(x2),
 Jul 11,27,30,Aug 13(x2),17

QUEENSFERRY

B-735:May 1,2(x2),6,7,8(x2),
 10,15,25,27,28,31,Jun 6,18,
 25,26(x2),Jul 11,13,17,23(x2),
 26,Aug 10,15,19,21(x2),24,25

RAMSEY

ON-1178(12-21):Jun 6

RAMSGATE

ON-1197(14-02):May 1,18,
 19,24,25,26(x2),27,28(x2),30,
 Jun 5(x2),25,Jul 3,30(x2)
 ON-1266(14-35):
 Jul 11,12,20,23,24

B-765:May 1(x2),17,28,
 Jun 5,11,15,19(x2),22,26,27,
 30,Jul 3(x2),11,16(x2),22,29

RED BAY

B-728:Jun 25,27,
 Jul 11,14,15,17,19,Aug 13
 B-792:Jul 22,29,Aug 10,16

REDCAR

B-777:May 3,30,Jul 3(x2),4,16,
 21,Aug 25,28(x2)
 D-523:May 3,Jul 16,21,
 Aug 28(x2)

RHYL

ON-1148(12-11):Aug 11,29
 ON-1183(12-24):May 19(x2),
 Jun 5,22,Jul 16,30,Aug 1
 D-620:May 1,2,3,10,12,15
 D-632:May 31,Jun 10,12,
 15(x2),20,22(x2),28,29,30,
 Jul 6,9,10,12(x4),14(x2),15,
 16(x2),17(x2),23,24,26,30,
 Aug 1,2(x4),6,7,8(x2),9,10,
 11(x2),14(x2),16,17,
 21(x5),28,29(x4),30(x3)

ROCK

D-634:May 1,21,Jul 18,28,
 Aug 4,5,7,8,9,17

ROSSLARE HARBOUR

ON-1276(17-43):May 18,
 Jun 27,Jul 10,15,27,Aug 4

RYE HARBOUR

B-727:May 11,21,27,
 Jun 14,18(x3),21,25,
 Jul 9(x2),10(x9),11(x3),12,
 16,17(x2),18,24,
 Aug 12(x3),21,29

SALCOMBE

ON-1130(47-022):
 May 2,26,Jun 1,15,Jul 23,
 Aug 26
 B-794:May 1,2,3,
 Jun 12,18(x2),29,
 Jul 10,15,29,Aug 25,26

SCARBOROUGH

ON-1175(12-18):Aug 3,8,17
 D-560:Jun 8,27,Jul 2,3,4,10,
 Aug 8

SEAHOUSES

ON-1173(12-16):
 Jun 16,19(x2),Jul 22,
 Aug 11,20,28,29(x2)
 D-529:May 14,Jun 2,19,
 Jul 16,19,23,27,Aug 2,6,7,17

SELSEY

ON-1074(47-001):
 May 5,6,8,27,30,Jun 4,11,
 25,26,27,Jul 18(x2),Aug 12,24
 D-533:May 5,7,16,Jun 21,
 28(x2),Jul 13,Aug 1,3,4,12

SENNEN COVE

ON-1121(47-016):
 May 31,Jun 2,14,Jul 3,5,Aug 16
 D-624:May 11,Jun 8,Aug 2,17

SHEERNESS

ON-1211(14-13):May 21,
 28(x2),29(x2),Jun 6,22,24(x2),
 25,26,Jul 3,7,14,16,30,
 Aug 8,20,24
 ON-1253(14-32):May 1
 D-495:Aug 3,12(x3),19,25,31
 D-513:May 2,8,9,10(x2),
 20,21,27,28(x4),29,30,
 Jun 10,22(x2),23

SHERINGHAM

B-702:Jun 15,18,20,29,
 Jul 18,Aug 1

SHOREHAM HARBOUR

ON-1158(47-040):
 May 16,21,Jun 21,24,
 Jul 23,24,Aug 10,14,16
 D-501:May 21,27,
 Jun 5,19,26(x3),Jul 16,17,
 Aug 2,4,8
 D-647:Aug 11,13(x2),14,16,21

SILLOTH

B-714:May 29,Jun 19,Jul 7,10

SKEGNESS

ON-1166(12-008):
 May 29,Jun 12,Jul 22,30,Aug 6
 D-474:May 29(x2),
 Jun 11,12,23,25,26,Jul 13,
 23(x2),26,30,Aug 2(x2),6,
 9(x2),16,18(x2),19,23(x4),
 25,28
 D-573:May 1,26

SKERRIES

B-747:May 17,
 Jun 16,19,20,22,Jul 12,18

SLIGO BAY

B-781:May 24,29,Jun 6,
 Jul 28,30

SOUTH BROADS

D-486:Jun 12(x2),
 Jul 15,16,Aug 19,Aug 21
 D-493:May 20,21
 XP-42:May 20,21,31,
 Jun 5,21,25,Jul 15,Aug 19
 XP-43:Jul 16

SOUTHEND-ON-SEA

B-723:Aug 7,11,19,23
 B-776:May 7(x3),12,22(x2),
 24(x2),28(x2),29,Jun 5,9,
 15,21,24(x2),25,26(x2),
 Jul 10,15,17,27
 D-527:May 12,Jun 19,20,
 24(x4),Jul 2,15,17(x2),Aug 18
 D-633:May 24(x2),Jun 21,22,
 29,30,Jul 3,14,16,17(x2),
 20,21,Aug 9,17,23,28
 H-004:May 2,Jun 11,18(x2),
 19,21,22,Aug 14
 H-006:Jul 10(x2),11,16(x2),
 17(x5)

SOUTHWOLD

B-750:May 12,28,29,
 Jul 2,18,24,Aug 11,22

ST ABBS

B-783:Jun 11,24,Jul 12

ST AGNES

D-641:Jun 18,25,
 Jul 1,28,29,Aug 5,7,21,28

ST BEES

B-719:May 11,29,Jun 18,Jul 3

ST CATHERINE

B-772:Jun 6,Jul 3(x2),
 6,30,31,Aug 3

ST DAVIDS

ON-1139(47-026):May 29,
 Jun 21,26,27,Jul 14,16,
 Aug 11,18,19
 D-543:May 29(x2),
 Jun 18,26,Jul 16,18,
 Aug 6,16,18,19

ST HELIER

ON-1157(47-039):
 May 31,Jun 3,Jul 24,31,Aug 9
 B-756:May 21,Jul 31,Aug 21

ST IVES

ON-1162(12-004):
 May 23,26,Jun 7,14,Jul 22
 ON-1167(12-009):
 Jul 26,28,Aug 2,8,26
 D-452:Aug 19
 D-515:May 23(x2),30,
 Jun 6,16,Jul 11,22(x2),24,
 Aug 2,23,26

ST MARY'S

ON-1229(17-31):Jun 23,
 Jul 4,18,22

ST PETER PORT

ON-1203(17-04):
 May 13,18,26,28,
 Jun 4,18,29,30,Jul 1,31

STAITHERS**AND RUNSWICK**

B-788:May 2,30,Jun 30,
 Aug 28

STORNOWAY

ON-1238(17-18):Jun 1,19,
 Jul 14,Aug 5,15,24(x2)

STROMNESS

ON-1236(17-16):
 May 13,Jun 10,20,Jul 4,10,18

SUNDERLAND

B-672:Jul 31
 B-762:May 1,22,29(x2),30,
 Jun 18(x2),29,Jul 6,9(x2),27,
 Aug 3,4,7,13,15,17,19,20,21,
 29(x2)
 D-625:May 29,Jun 5,18,
 Jul 13,14,24,31,Aug 26,29(x2)

SWANAGE

ON-1182(12-23):May 14(x2),
 30(x2),Jun 6(x2),11,14,19,24,
 26,28,Jul 10(x2),18,24,Aug 4,
 7,13,19(x2),22(x2),24,31
 D-613:May 31,Jun 19,22,
 26(x2),Jul 10,18,22(x2),
 24(x2),Aug 4,7,18,22(x4),
 26,31

TEDDINGTON

D-576:May 1(x2),14,20,27,
 Jun 1,18,20,25
 D-648:Jun 14,Jul 31

TEESMOUTH

ON-1110(47-008):
 Jul 16(x2),Aug 20,24,28(x2)

TEIGNMOUTH

B-576:May 2(x2),6
 B-588:Jun 2,3,8,11,18,19(x3),
 22(x2),24,26(x2),
 Jul 3(x2),9,10,21(x2),24(x2),
 26,Aug 5,7,9(x2),16,18,19(x2),
 20,21

TENBY

ON-1112(47-010):May 30,
 Jun 5,6,26,Jul 5,20,24,
 Aug 2,7,9,12
 D-562:May 1,7(x2),9,28(x3),
 Jun 2,5(x3),18,Jul 1(x2),3(x2),
 9,10,20,23(x2),Aug 2(x2),
 5(x2),8(x3),9(x4),11(x2),12,14,
 17(x2),19,21(x2),25,27

THE LIZARD

ON-1145(47-030):May 28,
 Jun 26(x2),Jul 3,25,Aug 2

THE MUMBLES

ON-1096(47-005):May 13,
 Jun 7,12,23,Jul 4,Aug 16,17
 D-623:May 7,10,26,
 Jun 9,12,13,19,22,25,26,
 Jul 4,9,15,24,Aug 2,7(x4),
 9,19(x2),20

THURSO

ON-1273(17-42):May 15,
 Jun 20(x2),Jul 3

TIGHNABRUAICH

B-743:May 21,28(x4),Jun 27,
 Jul 2,3,10,Aug 3

TOBERMORY

ON-1257(17-30):Jul 16
 ON-1270(17-39):
 May 15,27,Jun 2,7,25,
 Jul 3,6,12

TORBAY

ON-1255(17-28):May 2,7,11,
 28(x2),Jun 2,7,13,21,23,
 Jul 11,12,14,21,23
 D-504:May 5,8,17,23,
 26(x2),28(x2),
 Jun 1,2,3,8,11,19(x3),20,21,
 22(x2),23,26(x3),27,
 Jul 3,7,8,14,16,19,20,23(x2),
 Aug 1,2(x2),3(x3)

TOWER

E-001:May 1(x3),16,18(x2),20,
 23,24(x2),25(x2),26,28(x4),29,
 Jun 11(x2),12(x4),13,14(x2),
 19(x5),20,23,24(x2)
 E-002:Jun 10,15,16(x5),17(x2)
 E-003:May 4(x2),Jun 2,3(x3),
 4,6,7(x2),8
 E-004:May 2(x2),6(x2),7,8,9,
 Jul 7,8,9,10(x5),13,14,21,
 25(x3),26,31(x2),
 Aug 2,15(x2),16(x2),17(x3)
 19,20,21(x2),28,29(x4)
 E-005:May 13(x2),15(x3),21,
 23,Jun 10,26,27,28,30(x2),
 Jul 1,2,4(x2),5(x3),7(x3),9,15,
 16(x2),17(x4),18,20,21,23,24,
 Aug 3,9(x3),10(x3),12,14,
 24(x2),26(x2),27,28(x2),29

TRAMORE

D-511:May 8,15,21,24,
 Jun 16,26,Jul 1
 D-643:Jul 31,Aug 15

TREARDUR BAY

B-731:May 2,8,14(x2),22,26,
 29(x2),30,Jun 11,19,24,25,
 26(x2),30,Jul 2,7,9,17,21,24,31
 B-755:Aug 9,14
 D-601:May 8(x3),14,Jun 24,
 26(x2),30,Jul 24,Aug 4,6,9

TROON

ON-1275(14-38):
 May 7,10(x2),11,16,17,20,28,
 29,31,Jun 7,8,25,Jul 2,10(x2),
 11,12,14(x2),20(x2),28,31,
 Aug 20(x2),21
 D-467:Jul 11,14(x2),28,31,
 Aug 20(x2),21
 D-468:May 10(x2),11,16,20,
 28,29,31,Jun 7,8,25,Jul 2

TYNEMOUTH

ON-1242(17-20):May 14,
 Jul 14,16,25,27
 ON-1263(17-34):May 29,
 Jun 9,26,Jul 3,Aug 3
 D-535:May 21,23,Jun 23,
 Jul 20(x2),22,24,31,Aug 9

Identifying lifeboat classes

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

All weather lifeboats

ON-### (12-###) Mersey ON-### (17-###) Severn
ON-### (14-###) Trent ON-### (47-###) Tyne
ON-### (16-###) Tamar 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 powered inflatable lifeboat
BB-### Boarding boat

VALENTIA

ON-1218(17-07):May 1,30,
Jun 13,26

WALMER

B-576:Jun 4,Jul 22,24,
Aug 7,12,13(x2)
D-458:Jul 22,23
D-514:Jun 4,Jul 2

WALTON AND FRINTON

ON-1154(47-036):May 24,
Jun 1(x2),10,11(x2),15,18,19,
21,Jul 5,7,18,29,30(x3),
Aug 4,7,11

WELLS-NEXT-THE-SEA

ON-1161(12-003):Jun 15,18,
Jul 1,8(x3),24(x3),Aug 22
D-512:Jun 15,Jul 10,23,
Aug 5,10(x2),16,21

WEST KIRBY

D-612:Jun 1,10
D-635:May 7(x3),20,
Jun 9,19,22(x2),25,
Jul 1(x2),12,17,24

WEST MERSEA

B-761:May 6,7(x4),12,28(x3),
Jun 2,3,4,5(x2),16,19(x2),24,
28(x3),Jul 3,9
B-773:Jul 31,Aug 7,13(x3),
14,16,17,25,27(x2),28,29,30

WESTON-SUPER-MARE

B-769:May 2(x2),Jun 8,18,17,
27,31,Aug 4,7,21(x2),27
D-537:May 2(x2),Jun 28,
Jul 10,11,14,17(x2),31,
Aug 1,4,7,11,18,21(x4),23

WEXFORD

D-447:May 1,Jun 7,20,
Jul 13
D-644:Jul 27

WEYMOUTH

ON-1261(17-32):May 6,8,10,
14(x2),25,26,27,30(x2),
Jun 6(x2),16,18,19(x2),26,
28(x2),Jul 2,17,18,19,23,
Aug 6,19,22
B-746:May 3,6,8,14,19,23,30,
Jun 19,28,Jul 2,17,18,
Aug 2,3,6,22

WHITBY

ON-1212(14-14):May 6,
Jun 25,29,Jul 8(x2),19,
Aug 1,4,7,13,14(x2),17,21,29
D-521:May 6,12,25,28,30(x2),
Jun 4,17,22,29, Jul 3,8,13,19,
23,Aug 4,7,14,17

WHITSTABLE

B-764:May 12,26,27,28,29,
Jun 1,4,8(x2),11(x2),14,18,
19,20(x2),30,Jul 9,14,16,17(x3),
18,23,Aug 7,11(x2),12,13,26,27,
28(x3),29(x2)

WICK

ON-1224(14-20):May 4,23,
Jun 13,Jul 24

WICKLOW

ON-1153(47-035):May 27,
Jun 1,4,28,Jul 16,19,21,24,26
D-518:Jun 4,26,28

WITHERNSEA

D-541:Jul 16,Aug 7,9,18

WORKINGTON

ON-1141(47-028):
May 26,27,Jun 26,Jul 12,16,17
D-629:May 26,27,Jun 26

YARMOUTH

ON-1249(17-25):
May 7(x3),14,27,28,
Jun 7(x2),15,18,26,28,30,
Jul 3(x2),4,6,10(x2),13,
16,18,22,23(x2),30(x2),
Aug 12,13,19,21

YOUGHAL

B-780:May 8,27,Jun 9,10,
18,19,Jul 9,11,Aug 3,9,13

The services listed here are those for which returns had been received at RNLI headquarters by 31 August and processed by 6 October.

Appointments

Andrew Fallow – Lytham St Annes Lifeboat Operations Manager
Mark Hallam – Finance and IS Director
David Maxfield – Dunbar lifeboat station joint Second Coxswain
Mark Pollard – Falmouth lifeboat station Coxswain
Victor Sutherland – Fraserburgh lifeboat station Coxswain
Paul Taylor – Poole lifeboat station Mechanic

Retirements

Peter Barker – Margate lifeboat station Coxswain
David Corben – Swanage lifeboat station Crew Member
Bruce Herbert – Rhyl Deputy Launching Authority (former Coxswain)
Frank Kilroy – Lytham St Annes Lifeboat Operations Manager
Keith Lintott – Selsey lifeboat station Mechanic

Deaths

Peggy Bibby-Cheshire MBE – Great Yarmouth and Gorleston guild President and Honorary Life Governor
Simon Campbell – former Yarmouth Second Coxswain
James Dyer – former Teignmouth Crew Member
Ernie Eves – former Scarborough Crew Member
Peter Grout – former Cromer Crew Member
Gordon Harris – former Ruthin branch Treasurer
Tom Jonas – former Cromer Crew Member
Stuart Jones – Burry Port Crew Member
William Matthews – former Moelfre Bowman
Owen Pearce – Portsmouth lifeboat station branch Chairman
Ian Pringle – Anstruther branch Chairman
Humphrey Roberts – former Pwllheli Crew Member, Shore Helper, Tractor Driver, Deputy Launching Authority and Committee Member
Roy Smith – Hayling Island lifeboat station President
Ken Stephens – Cleethorpes branch Chairman
Gerald Thomas – Port Talbot fundraising branch Vice Chairman

On station

(To explain references to ILC, see feature on page 29.)

D-647, **Barry Lazell**, Shoreham Harbour, 8 August 2005
(D-501(R) returned to ILC)

D-649, **Dorothy Beatrice May Gorman**, Bembridge, 10 August 2005
(D-503 (R) returned to ILC)

B-756 relief, **Eve Pank**, St Helier, 26 May 2005

D-646, **Hannahbella Ferguson**, Lame, 4 August 2005
(D-499 withdrawn)

D-639, **Howard and Mary Broadfield**, Berwick-upon-Tweed, 18 July 2005
(D-494 withdrawn to ILC)

D-651, **John William Hirst**, Torbay, 4 October 2005
(D-504 withdrawn to relief fleet)

D-644, **Phillip Robert Booth**, Wexford, 20 July 2005
(D-447 (R) returned to ILC)

Naming ceremonies

D-637, **Aldergrove II**, Newcastle, D class, 17 September 2005

A-08, **CSMA/Frizzell 2005**, Bantham, lifeguard inshore rescue boat, 17 August 2005 (see page 39)

D-639, **Howard and Mary Broadfield**, Berwick-upon-Tweed, D class, 1 October 2005

D-638, **Richard John Talbot Hillier**, Angle, D class, 10 September 2005

Opening and acceptance into service of the new Walton and Frinton all weather lifeboat berth at Walton Pier Head, 1 May 2005 (see page 39)

Letters



Dear Editor

Further to your recent rescue account from Appledore, I thought your readers might be interested in the attached.

We acquired Boarding Boat 132 in 1994 after nearly 30 years' service at Appledore lifeboat station. After a season or two, she was converted to the sailing rig you see in the photograph and sails remarkably well for a boat weighing a ton, 5cwt of which being a Lister engine, still going strong and managing 7 knots when needed.

We named her *Saving Grace*, not least because of her history of service in the area so graphically described in the autumn 2005 issue of *the Lifeboat*. I spoke some time ago to the secretary at Appledore and he gave me some pretty hairy accounts of launching our boat in difficult weather. I visited the station and was mightily impressed by the modern building, equipment and daunting nature of the estuary.

Saving Grace is now enjoying a well-earned retirement on the River Alde, Suffolk, ferrying picnic parties of friends or carrying out an unofficial rescue to keep her hand in! She is a good boat, has ridden out some fierce storms and is still as tight as a drum (non alcoholic). She would never win any races but adds colour and tradition to this wonderful river and has given us much happiness.

Thank you for your excellent magazine and best wishes

Alastair Macfarlane
Halesworth, Suffolk

Dear Editor

I am writing to thank your organisation for saving my dog's life.

My husband and I, and Ellie our dog, were in Falmouth for the day. Ellie went over the edge while we were walking along what we thought was a safe fenced path at the top of the cliff. Unfortunately a piece of fencing had gone and Ellie jumped up, expecting grass on the other side and there was nothing.

We were frantic. I ran back and went along to the bottom of the cliff and climbed up, hoping to reach Ellie and take her down but I wasn't able to get up high enough. Passers-by contacted the RNLI lifeguard and the Coastguard.

The lifeguard was a young woman called Sandy. She and a coastguard named Ken kept Ellie and me calm so we didn't try to move until a cliff team arrived. They lowered themselves down to Ellie, put her in a harness and lifted her up. What a relief it was to see her safely back on solid ground.

I cannot express how grateful we were, and are, to these fantastic, brave, skilled, kind people. I hope they can continue to do the fantastic necessary work they do.

Yours with deepest gratitude

Myra Boyle
Bellshill, Lanarkshire



Don't dive – jump

In the summer 2005 issue of *the Lifeboat* an article about swiftwater training showed a crew member diving into a river. Reader David Craggs wrote in to question the practice. Hugh Fogarty, Staff Officer Operations (Fleet) replied: 'As Mr Craggs rightly points out, one should never dive into unknown waters – whether flood, pond or sea. On this occasion we had been using this particular stretch of river throughout the course and we knew it was safe. My apologies for giving out the wrong message by using this photo.'

Dear Editor

Following the various articles in the autumn 2005 issue highlighting the dangers of the sea for children, here is my cautionary tale.

I've never been a strong swimmer but on a holiday at Cromer just after the Second World War I was caught in a current and began to drift out to sea. My sister was hopping up and down uncertain whether to call the lifeboat [and there was no lifeguard].

When I got tired of trying to swim out of the current I lay back and floated then tried again. About the third time I put my foot down, my toes gripped a lone bit of stone and I was able to struggle out of the current.

Later we found the warning notice face down on the beach.

If my father hadn't insisted we learnt at least to float, the outcome could have been very different.

Mrs Gina MacKenzie
Leatherhead
Surrey



Photo: Deborah Johnson



Relief Trent class *Edward Duke of Windsor* on service at Wick
Photo: Ken Crossan

Dear Editor

Upon reading a back issue of *the Lifeboat* I was interested to read on the Books page your précis of *The lighthouses of Trinity House*. I doubt the authors learnt of a unique experience that occurred on the Longships lighthouse in the 1930s.

My father, Dr RH Hadfield, was the GP at St Just, Cape Cornwall, and he had to travel by lifeboat on many occasions. On a particular day the lighthouse keeper was taken ill with appendicitis but there was a storm and he could not be moved to the mainland.

In those days there was no easy access to the lighthouse; you had to climb a steel ladder. My father was taken by Sennen Cove lifeboat in the storm and he managed to reach the lighthouse interior safely. He then removed the keeper's appendix and stayed for a few hours to make sure all would be well. The lifeboat returned and took my father back to Sennen. All in a day's work for the lifeboat and the GP!

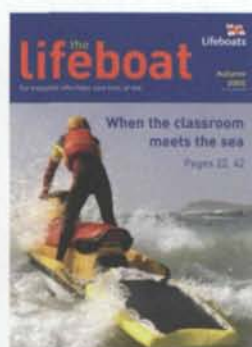
I laugh whenever I hear the Met Office warning us to 'batten down the hatches' as the wind might reach 50–60mph. Living at Cape Cornwall we experienced gales of 100mph once a year, 90mph twice a year and anything under 80mph was just a high wind. Perhaps those weather conditions helped to strengthen my character and physique!

Yours sincerely

Miss Adrienne Hadfield
Exeter, Devon

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 receiving 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 the RNLI's Storm Force club 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 supporter_care@rnli.org.uk or write to them at the headquarters address below. For any other queries contact headquarters on 0845 122 6999.

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 see page 37 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, see page 37 for details of your regional office.

Sea Safety for water users

For free publications, advice, or if you would like to book a SEA Check or arrange a safety demonstration or talk, contact 0800 328 0600, email seasafety@rnli.org.uk or visit rnli.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@rnli.org.uk for details of local media relations managers.

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 and would like to book an overnight stay at The Lifeboat College, see the advertisement on page 12.

Disposal sales

If you would like to purchase an ex-lifeboat, engine or equipment, contact Eileen Taber on 01202 663442 or email etaber@rnli.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 Styrka at Mongoose Media on 020 7306 0300, or email mli@mongoosemedia.com.

Membership minimum 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

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Island excellence



Photo: David Corbin

The RNLI's fleet of inshore lifeboats do sterling service 365 days a year – but who is responsible for the creation of such trusted workhorses?

The volunteers so rightly renowned for their skill and bravery in saving lives at sea rely daily upon the RNLI's 200 or so inshore lifeboats. From the tiny X boat powered by oars to the 40-knot 9m E class each must be just as ready for action in an emergency as its occupant.

A boatyard tucked away on the River Medina at East Cowes, Isle of Wight, is the unlikely hive of industry that makes this

possible. The Minerva Yard has been used for more than 75 years for the construction of RNLI lifeboats and once stored piles of timber used to make the wooden lifeboats of old. As the Inshore Lifeboat Centre (ILC) it is now full of neatly stacked inflatable lifeboats and racks of outboard engines.

Since the RNLI began using inflatable and then rigid inflatable (RIB) lifeboats in the 1960s, the yard has grown into a centre of

excellence for the construction, overhaul and repair of such craft. Overseeing it all is Glyn Ellis, the ILC Operations Manager, who is keen to maintain the high reputation that the ILC has at home and abroad. 'We are very well respected by the industry and by other lifeboat organisations,' he explained. 'People trust the RNLI and know we have the history and experience of developing and building the best inshore lifeboats.'



Glyn Ellis,
ILC Operations
Manager



Sticky tape and glue

In 2006, the ILC aims to build 10 of the new Atlantic 85 lifeboats virtually from scratch. The 85 is the latest B class incarnation, designed to eventually replace the Atlantics 21 and 75. (See the spring 2005 issue of *the Lifeboat* for more on the collaboration between the RNLI and Atlantic College.)

The Atlantic's inflatable tube (the sponson) and carbon fibre hull (the 'rigid' part of the RIB) are bought in from contractors. The ILC's solutionists fit the rubber tube to the hull using tape and glue – although the adhesives involved are rather stronger than those you might use when wrapping a Christmas present. 'Once a tube is bonded onto a hull it can remain there for 10 years,' explained Glyn.

The shell of the helmsman's console is also bought in and then fitted with its

controls, navigation equipment and a radio. All the electrical components are assembled at the ILC's own electrical workshop.

The lifeboat really begins to take on a recognisable shape when ILC workers mount the console on the deck and fit the roll bar to the stern. The roll bar holds the righting system, a system pioneered at the ILC. As practised frequently in the survival tank at The Lifeboat College in Poole, the crew of a capsized Atlantic can trigger the inflation of a large airbag, which rolls the lifeboat back over.

Crews need to be able to restart the engines after capsize. Standard engines won't usually restart after being plunged upside down in the sea but here new outboards are stripped down and inversion proofed, using a technique developed by the RNLI's engineers. 'To my knowledge, we are the first in the world to inversion proof

these engines,' noted Glyn.

Construction of the fully inflatable boarding boats, X, Y, XP and D class lifeboats follows a similar process to the Atlantic lifeboats though by definition none of these has a rigid hull: they begin life as rubber tubes (manufactured by Avon), which are then fitted out at the ILC. The latest IB1-type D classes have more complex consoles to fit that include flare storage, a first aid kit and navigation light, an anchor locker and oxygen tank.

Personal service

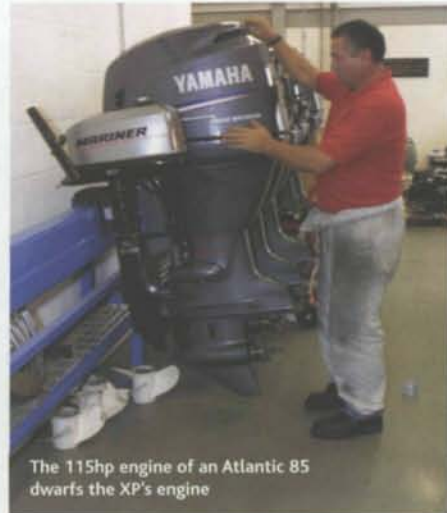
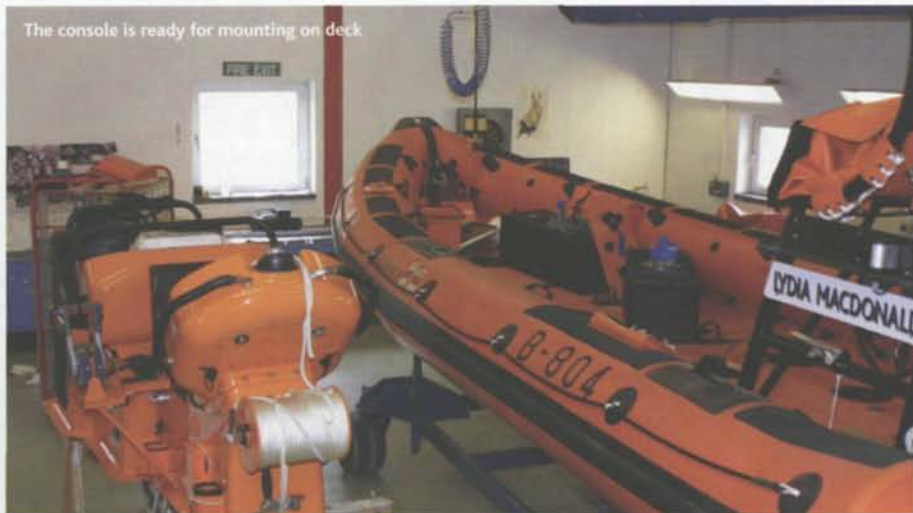
A few ILC staff members are trained to witness first hand the capabilities of the boats they have worked on. There are 10 qualified helmsmen on the construction team who take the completed lifeboats out into the Solent for testing. 'They check



Inflatable tube and rigid hull meet



The console is ready for mounting on deck



The 115hp engine of an Atlantic 85 dwarfs the XP's engine

their own work on the end product. It really makes for a joined up role,' said Glyn. Every inshore lifeboat goes on to be tested by Hugh Fogarty, Staff Officer Operations (Fleet), to gain the final seal of approval.

The ILC's personal service even extends to distribution. Glyn explained: 'Our craftsmen deliver the Atlantics to their stations themselves. They know better than anyone what has been done to the boat. They can demonstrate any new kit and explain any modifications, something a commercial driver couldn't do.'

Refit, repair, relief

Atlantic lifeboats are refitted every four years or so. The console, roll bar, cabling, steering and engines are all removed, stripped, checked and either refurbished or replaced.

Each righting bag is pressure tested. It takes about 12 weeks to refit an Atlantic and it comes out looking new – though it must still pass the rigours of testing.

D class lifeboats are refitted every 18 months as, lacking a rigid hull, they are more prone to damage. On arrival at the ILC, a D class is placed in a jig to check its shape and dimensions so as to ensure the best (and safest) performance at sea. While the floor and console are removed and refurbished, the basic boat is pressure tested. It is all then reassembled, with new rigging and electrics. A sea trial must again be passed before the boat is returned to its station. Similar overhauls are carried out on the lifeguards' inshore rescue boats at the end of each season.

The RNLI's less well-known, inshore boats operate on the River Thames. The E class boats were bought 'off the peg' and

the ILC refitted them to RNLI specifications during 2004–5. (See the spring 2005 issue of *the Lifeboat* for more on life on the Thames for RNLI crew).

When a boat is at the ILC for refit it is temporarily replaced by one from the relief fleet. A relief boat will also be sent, within 24 hours, in the event that a station craft is damaged. In the meantime, ILC workers will either visit the lifeboat station to repair the lifeboat in situ or it will be sent to the ILC for repair there.

With inshore lifeboats making up more than half of the RNLI's fleet, the high standard and efficiency of the ILC's work is vital to the effectiveness of the whole lifeboat service. Glyn concluded: 'We have an excellent, if largely unknown, specialist facility here. As always, it is only thanks to our supporters that we can keep up the good work.'

More facts and figures

- The ILC has around 80 staff who clock up an average of 140,000 hours per year.
- One or two young people each year are taken on as apprentices, eventually taking a full-time job at the ILC or being snapped up by other boat yards.
- The ILC builds about 10 B class lifeboats and 25 D class a year, and carries out 80 refits.
- Older lifeboats such as the Atlantic 21s are sold at the end of their service life or given to the International Lifeboat Federation. Older D classes can also be converted into boarding boats or used in displays for publicity.



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Day Ten will see Athena arrive at the George Cross Island of **Malta**, combining beautiful scenery and ancient sites. We will visit the island's historic capital, Valletta, with steep narrow streets and countless churches. Next we cruise to the glittering town of Messina in **Sicily**, famed for the many traditional fish restaurants, local bars and cafés, which line the picturesque seafront. Then, after time to discover the delights of **Naples**, boasting the most spectacular natural setting in Italy, we will continue to the eternal city of **Rome**, where highlights include Vatican City, the Sistine Chapel, the Coliseum and the Spanish Steps. From here we will continue through the crystal clear waters of **Corsica** to **Ajaccio**, offering a fascinating blend of French and Italian influences. Then it's on to the fashionable city of **Cannes** on the glitzy French Riviera, followed by a stay in the stunning natural harbour of Port Mahon in picturesque **Menorca**. Finally we will stop in **Gibraltar**, where you can enjoy all the advantages of a foreign country and all the familiarity of back home, before returning home to Falmouth.

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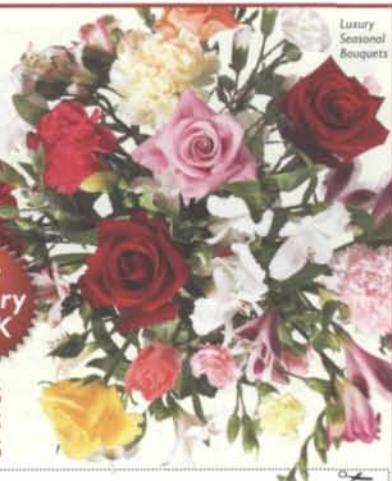
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Fundraising

Don't guess – Marinecall

It's often said that the British are fixated with the weather and sailors are positively obsessed with it – and rightly so. To make it easier to get that all-important weather forecast, the RNLI and Marinecall have formed an exciting new partnership with particular benefits for RNLI supporters.

Marinecall is one of the UK's leading suppliers of specialist weather information for sailors and commercial seafarers. With the forecasts based upon information supplied by the Met Office and available 24 hours a day, all year round, quality and reliability are assured. The service is available through a variety of media so that sailors can choose the technology that best meets their individual requirement, either before or during their time on the water.

RNLI supporters can now receive coastal, inshore and offshore forecasts via phone, fax or text message and 60% of the cost of every call made by any of these methods will go to the RNLI. The scheme is being officially launched on the RNLI's stands at the London Boat Show (see the pull-out centre section for more details).

A free copy of Marinecall's 2006 calendar, illustrated with cartoons by the yachtsman's favourite cartoonist Mike Peyton, will also be available on the stands or by contacting Marinecall direct. Visit marinecall.co.uk, email Marinecall@itouch.co.uk, or phone 0871 200 3985 Monday–Friday, while stocks last.

Nothing instils more confidence than knowing how the weather is expected to develop – see the advertisement opposite for full details of how to access the service.



A 'Landmarc' campaign

Another new fundraising partnership with the RNLI was announced in October, when Landmarc Support Services Limited presented an initial donation of £5,000 to mark the beginning of the company's support over the next two years. The RNLI was nominated as Landmarc's charity partner by their Maintenance Technician Kevin McBay, who is also a volunteer crew member at Montrose lifeboat station.

Landmarc is responsible for the management, maintenance, operation and development of the Ministry of Defence's Army Training Estate (ATE). This comprises more than 120 sites, often in isolated areas. Staff across the country are being encouraged to rise to the challenge of raising at least £50,000 for the RNLI's Crew Training Campaign in as many different ways as they can dream up, whilst at the same time fostering positive relationships within their local communities.



Pictured at Okehampton Army Camp in the relief D class lifeboat *Helen Olive Palmer* are: Clovelly Crew Member Adam Campbell-Garnett, Landmarc Commercial Director Steve Utley, Regional Operations Manager for ATE South West Graham Lofts, Commander Army Training Estate South West Lieutenant Colonel James Porter and Commandant of the Dartmoor Training Area Lieutenant Colonel Tony Clark
Photo: Nigel Millard

Cruising to victory

Travelscope Holidays Ltd, a leading UK tour operator, has been generously supporting the RNLI since 2001. In a recent national poll run by Group Leisure magazine and groupleisure.com, Travelscope was named the 'Best Group Tour Operator' in the UK.

Fundraising on board their cruise ship *Van Gogh* has raised nearly £20,000 since the relationship began, money that has been used in support of the RNLI's Crew Training Campaign. As well as on-board collections, the RNLI receives a significant donation from Travelscope for every holiday booked through adverts in *the Lifeboat* magazine, so far raising over £12,000. (See page 32.)

'More sugar beet than people!'



Photo: Nicholas Leach

The Lifeboat visits one of the RNLB's 233 lifeboat stations

The village sign at the entrance to Happisburgh (pronounced Haisbro) provides an effective insight into the village and its history. Images of Edric – a notable Dane from the time of the Norman Conquest – the church, the lighthouse and a shield bearing wheat – a symbol of agriculture – are accompanied by that of an old lifeboat.

Situated on the north east Norfolk coast, the story of the village is inseparably linked with the sea. The hazardous Haisborough Sands run parallel to the coast for nine miles and in 1866 the RNLB established a much-needed lifeboat station to protect those who became stranded. A boathouse was built on the cliffs, above a gap to the beach, for £189.

The first lifeboat, *Huddersfield*, was a 32ft self-righting type pulling ten oars and was paid for by the people of that town at a cost of £406. The third lifeboat was stationed at Happisburgh in 1907 and named *The Jacob*

and *Rachel Vallentine*. Mr Vallentine was a prominent member of Brixton's Jewish community. He requested in his Will that a lifeboat be stationed on the east coast within a year of his death and bequeathed the funds to achieve this.

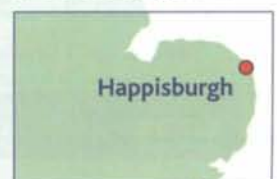
Friends near and far

Nearly 100 years later, the lifeboat station at Happisburgh is still dependent on voluntary donations and legacies from the public. The efforts of the villagers, the surrounding community and even those miles from the sea raise the much-needed funds.

One local firm with links to the lifeboat station is Petrofac Facilities Management. Petrofac operates several offshore gas fields in the southern North Sea on behalf of its client Tullow Oil and employs 109 staff on its offshore installations and at the Bacton gas

processing site inland. Both companies have created an award scheme whereby an excellent 'no lost time' accident record is rewarded by a charitable donation. Employees nominate the charity to benefit and Happisburgh and Lowestoft lifeboat stations have done so for several years.

Berkhamsted, Hertfordshire, may be far inland and 156 miles from Happisburgh but it has a strong bond with the station. In 2003, volunteers from the RNLB's Berkhamsted and district fundraising branch ran a successful appeal to fund the station's latest £25,000 lifeboat, the *Spirit of Berkhamsted*. Now they are raising funds for the rebuilding of the boathouse, as D-607 is kept in a converted container. The lifeboat crew, shore helpers



Want to fundraise? What's happening near you?

Scotland

RNLI, Unit 3, Ruthvenfield Grove
Inveralmond Industrial Estate
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Tel: 01738 642999
Email: scotland@rnli.org.uk

Eastern

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Ipswich, Suffolk, IP7 5AD
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Greater London

RNLI, 20 Buckingham Street,
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Email: london@rnli.org.uk

South East

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Email: southeast@rnli.org.uk

South West

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Email: southwest@rnli.org.uk

Wales and West Mercia

RNLI, 9 Drake Walk, Brigantine Place
Cardiff, CF10 4AN
Tel: 029 2045 6999
Email: wales@rnli.org.uk

North

RNLI, 18 Half Edge Lane, Eccles,
Manchester, M30 9GJ
Tel: 0161 787 8779
Email: north@rnli.org.uk

Republic of Ireland

RNLI, 15 Windsor Terrace
Dun Laoghaire, Co Dublin
Tel: 01 284 5050
Email: lifeboatsireland@rnli.org.uk

Northern Ireland

RNLI, Unit 1, Lesley Office Park,
393 Holywood Road, Belfast, BT4 2LS
Tel: 028 9047 3665
Email: northernireland@rnli.org.uk

bring fresh blood into the crew by recruiting from the communities newly within the station's catchment area. Volunteers must be able to meet the response time of 5–10 minutes when the pagers go off.

The station family

Happisburgh's crew comprises 12 men and two women and is supported by 10 other operational volunteers, two volunteer press officers and 12 committee members. Bronson Fargo, the Chairman of the station, says: 'Although there is no formal fundraising branch at the station, everyone helps. They come from all walks of life and so there is a wide range of skills to draw upon to develop innovative ideas for the next fundraising venture. We have several technicians working at the local gas site, a gardener, a roofer, two car mechanics, three with a medical background, two farmers and several who work as civilians at the local RAF base at Coltishall.

'In the more non-traditional fields we have a professional karaoke singer, a person who climbs up those really high cellular phone masts, a master joiner, a house husband, a professional rugby player, a publican, and an American who is involved in international motorsport in F1, rally cars and motorcycles. We are always keen to attract younger people to get involved so we've enlisted the help of the local college. One of their Year 12 students is undertaking an academic project to develop the station's website.'

Although a small, rural community and, as Bronson says: 'with more sugar beet than people,' Happisburgh truly reflects the true spirit of every lifeboat station and its crew.



and other station volunteers sometimes have their own creative ways of fundraising. In 2000, the lifeboat crew's first 'alternative' calendar in the now infamous style of the WI was successfully published – *Happisburgh's Life Buoys* raised over £2,750.

The power of the sea

A good proportion of money raised is already allocated to specific, planned projects but sometimes work is unexpectedly demanded by the forces of Nature. Happisburgh and the surrounding Norfolk coastline is particularly vulnerable to erosion, despite the defences built in response to the disastrous 1953 floods. In December 2002, the concrete ramp that was the only beach access for the lifeboat collapsed. With matters of life and death unable to wait, the RNLI worked closely with North Norfolk District Council to open a fully operational station a mile away at Cart Gap within three months.

The original station is now used for training and souvenir sales while the lifeboat, tractor, crew changing facilities and operational control remain in temporary accommodation. The silver lining of such disruption is the chance to



From left: Bronson Fargo (Chairman Happisburgh RNLI), Tim Betts (Crew Member Lowestoft RNLI), Cedric Cox (LOM Happisburgh RNLI and Petrofac employee), and Keith Gordon (Petrofac Asset Manager - Bacton Hewett)



Run up to Christmas 2005

On Sunday 27 November, hundreds of runners, young and old, fit and not so fit, gathered in the Moors Valley Country Park in Dorset to raise funds for the RNLI





Bantham beauty

The latest addition to the RNLI's fleet of lifeguard rescue boats was named *CSMA/Frizzell 2005* in August 2005, providing lifesaving cover at Bantham, one of South Hams' most popular beaches. This is the second rescue boat to be named and is one of 20 operating on the beaches in south west England.

The Civil Service Motoring Association (CSMA) and Frizzell Financial Services Limited (Frizzell) have funded the boat, its engine, trailer and a quad bike, costing over £13,000. CSMA and Frizzell have been involved with the RNLI since 1984 providing £500,000 of funding for four inshore lifeboats, four vehicles, the instructor station for the lifeboat simulator, and the fitting out of the outboard engine test area, both at The Lifeboat College, Poole.

Breaking the waves

Walton and Frinton is often described in the tourist brochures as a peaceful seaside resort but it provides a different picture when there are gale-force winds blowing off the North Sea.

Situated on the north east Essex coast the lifeboat station has provided emergency search and rescue cover for over 120 years. Until recently, access to the present Tyne class lifeboat was difficult in poor weather. Exposed to the elements on a swinging mooring this could delay launching the lifeboat and essential maintenance could prove impossible to complete safely.

A new jetty and wave screen have now been built, protecting the berth from direct wave attack. In calm conditions the all weather lifeboat is now moored directly next to the wave screen while in storms she is moored clear of the berthing face with bow and stern lines. Facilities also include a fuel tank, workshop and equipment store, and a davit for launching the inflatable lifeboat.

The new berth was officially opened and accepted into service on 1 May 2005 – something only possible because of the generosity of the RNLI's supporters.



Action-packed adventure

The Daily Telegraph Adventure Travel & Sports Show, taking place at Olympia, London from 13–15 January 2006, is the UK's biggest adventure travel and sports show. This year the RNLI is its official charity. RNLI members can book in advance for £7 instead of £10 on the door. The Show has provided both advertising space in their programme and stand space for the RNLI to recruit new members.

Call 0870 161 2122 or visit adventureshow.co.uk and quote 'RNLI' when booking your tickets.



Train one, save many

Readers of *the Lifeboat* have been in the forefront of the RNLI's appeal to raise £10M over five years for crew training.

A letter inviting donations accompanied the summer issue of the magazine and, at the time of writing, supporters have given more than £60,000 by this method. To this has been added almost £13,000 through reclaimed tax, as most supporters Gift Aided their donation too. Even more magnificent is the result of the RNLI's first crew training direct mail campaign. This has so far raised an extraordinary £735,000.

The RNLI continues to rely on such voluntary donations, large and small, for its continued existence and gives its heartfelt thanks to all its supporters. Thank you!

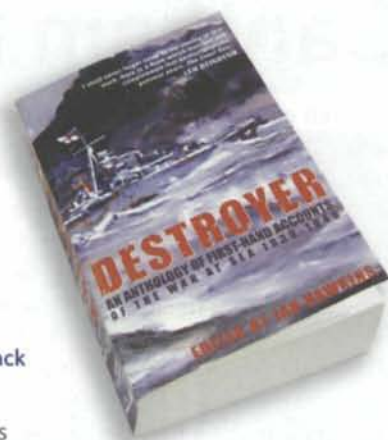
Books

Destroyer An anthology of first-hand accounts of the war at sea 1939-1945

Edited by Ian Hawkins
Published by Conway
Maritime Press
ISBN 1844860086 paperback
£9.99

Ian Hawkins cleverly blends excerpts from other books on the Second World War with personal recollections from destroyer crews and then adds background information to make up the whole. The unemotionally recounted experiences of servicemen of varying rank bring the bare facts to life and give moving and inspirational insight into the sometimes mundane, but more often horrendous, conditions they faced.

Destroyer is an authoritative read for anyone with a particular interest in the War. Equally though, those with little knowledge of this period of world history will find it interesting and thought provoking. Poems, songs and letters to loved ones back home give a sense of the realities of war for those in the thick of it. A few pages of photographs and the factual appendices (including an interesting section on the origin of terms and expressions used by the Navy) add to this interesting book. Well worth reading.



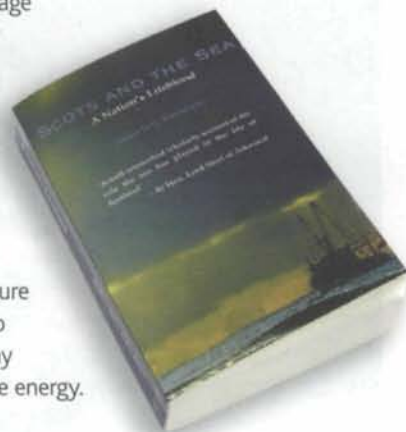
Scots and the sea A nation's lifeblood

By James DG Davidson
Published by Mainstream Publishing Company (Edinburgh) Ltd
ISBN 1840189770 paperback
£7.99

Scotland has over 6,000 miles of coastline and nowhere in the country is very far from the sea. James Davidson gives an interesting insight into the lives of some of those who shaped Scottish history and some of their exploits at sea.

Whilst giving us a primarily historical account, the author also takes readers on a whistle-stop tour of Scottish ports and harbours and includes the development of trade through the fishing industry. This book is a tribute to those who once made their living from the sea – or lost their lives to it. For RNLI supporters, his accounts of Scots whose courage saved lives at sea as volunteer lifeboat crew will be particularly pertinent.

This is an interesting and enjoyable read, a mixture of well-researched facts, tales of incredible journeys and exploits at sea and, finally, a look into the future – the research being done into wave and tidal power that may provide a source of sustainable energy.



The Wapping group of artists Sixty years of painting by the Thames

Published by Seafarer Books
ISBN 0954706250 hardback
£19.95

Written by current members, the book explores the history of the Wapping group of artists. From its foundation in 1946, the group's development over the decades was inevitably linked with changing face of the Thames. Packed with reproductions of diverse sketches, oils and watercolours, the book is a fantastic collection from on and around the river, showcasing individual members' pieces and their personal views and experiences.

Amusing situations that have arisen through the years are described, most notably the tale of the painter who stripped to his briefs to rescue his work, which was escaping downstream after he had been caught out by the rising tide, much to the amusement of his fellow 'Wappers'.

The publication is an enjoyable collection of the artists' best interpretations and perspectives of the area culminating in some excellent and inspiring paintings.

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

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Peep into the past

A fascinating glimpse of *the Lifeboat* archives



... 100 years ago

The winter 1906 edition of the *Journal* revealed how John Owston, Coxswain of the Scarborough lifeboat, met King Edward VII after being asked by Lord Londesborough to assist a shooting party during the King's visit to the area. The *Journal* reports:

'After the King had performed the ceremony of planting a tree in the park, he saw Owston standing by, and noticing he was wearing the silver medal of the Royal National Lifeboat Institution, walked up to him, saying, "That's a fine medal you've got, my man. It's for saving life."'

According to the *Journal*, Coxswain Owston explained to the King that he had received his medal for going out in the lifeboat five times in one day, saving 28 lives. The king was reported to reply: 'That's good, that's good!'

Under the services section, it was reported that the crew of Wexford lifeboat had launched to a ketch that had been seen signalling for help near the hazardous Dogger Bank – an area still causing problems to sea users today (see page 20 of this edition of *the Lifeboat* for details of a recent brave rescue by the Wexford lifeboat crew). The 1906 report reads:

'The Life-boat went alongside the vessel, which proved to be the ketch Elizabeth, of Bude, and succeeded in rescuing the crew of three hands, together with their dog, and landed them at the lifeboat station.'

... 50 years ago

In a 1956 article titled 'Reminiscences of the Coast and Depot', former RNLI Coast Inspector Commander JM Upton recalled memories from his career. He remembers how he had helped take four new lifeboats in convoy in October 1939:

'On this passage we sighted the periscope of a submarine quite close, and one of the boats broke away to investigate. Fortunately discretion prevailed, and the boat sheered off before she caused any annoyance to the owner of the periscope.'

After what was described as the best weather for six years during the summer, the *Journal* announced that the lifeboats had been 'two and a half times as busy as they were 20 years ago.' The hot

weather had brought out some novel fundraising methods, including efforts from animals and children:

'David Jones, an eleven-year-old boy of Boston, Lincolnshire, while on holiday at Runswick Bay, collected sea urchins and then cleaned and sold them. In this way he raised 12s. 11d. for the Institution.'



... 25 years ago

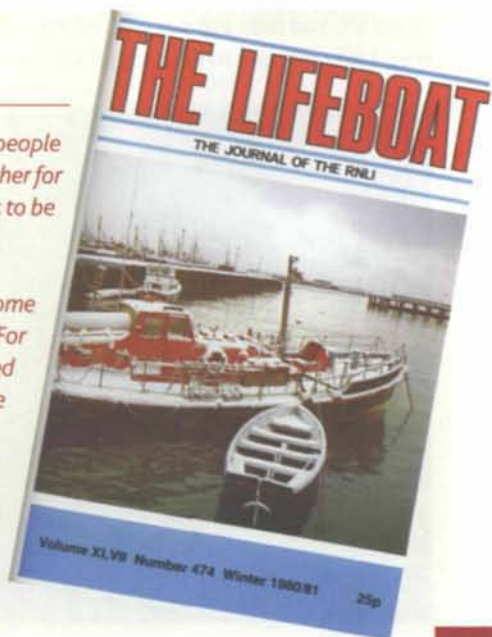
The winter 1980/1981 issue of *the Lifeboat* announced that The Maud Smith award for the most outstanding act of lifesaving by a lifeboatman was to be made to Humber Coxswain Brian Bevan for a service he had carried out in 1979. Brian had already received an RNLI Gold Medal for Gallantry for the service, in which he helped save the crew of a cargo vessel in a violent storm:

'Coxswain Bevan took Humber's 54ft Arun lifeboat alongside the cargo vessel 35 times and took off her crew in extremely hazardous conditions with the ever-present threat of the casualty rolling on top of the lifeboat; the last man, the captain, was rescued minutes before the freighter sank.'

The fundraising section showed that supporters often held pub game competitions to raise money for the RNLI, but the term 'mixed darts' took on a whole new meaning at one fundraising event:

'A number of the boating people of Gorey, Jersey, got together for a darts competition. It has to be admitted that on the final evening, when the ladies played the men, the outcome became rather confused. For a start all the ladies dressed as men and ... yes, you are right, the men dressed as ladies. Then, no one knew who won.'

Despite the confusion, the evening raised £150 for the Institution.



Honouring the lifesavers

The last months of 2005 saw a shower of awards for RNLI crew



Hunstanton Crew Member Leesa Espley

Last year was the Year of the Volunteer and involved a clutch of associated awards in celebration of volunteering. Four awardees were recognised for their commitment to the RNLI: Leesa Espley, Norfolk; John Roberts, East Riding of Yorkshire; Richard Martin, Northumberland; Barbara Martin, Northumberland.

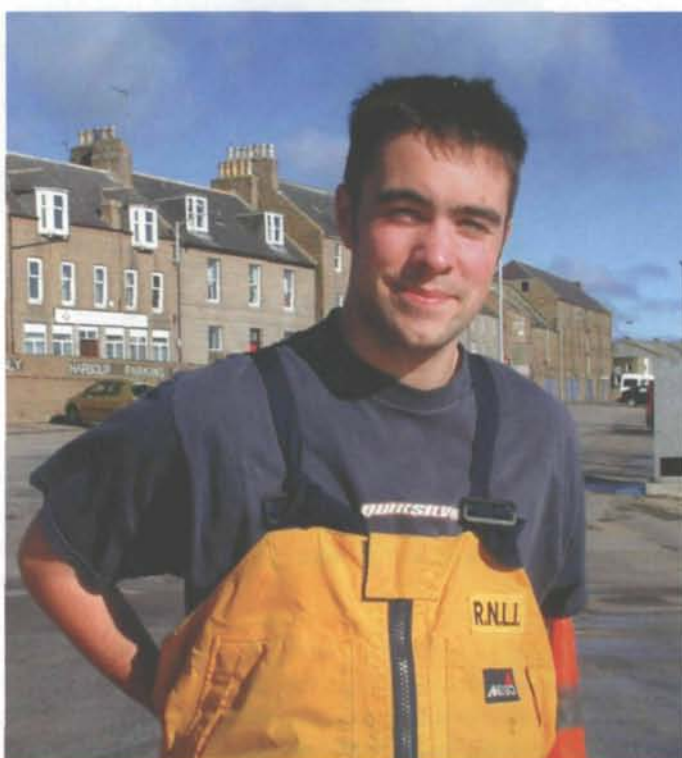
Primary school teacher Leesa is Hunstanton's only female lifeboat crew member and Heacham Fire Station's first female retained firefighter. Joining both services wasn't easy – part of selection involved passing a medical test and Leesa knew she would struggle unless she had laser eye surgery. This she did. At the time of going to press Leesa was due to hear who is the overall category champion.



Berwick-upon-Tweed Crew Member William Johnson

William Johnson, a dock worker and volunteer helmsman for Berwick-upon-Tweed lifeboat was awarded the Royal Humane Society's Testimonial on Parchment for saving the life of a man who was seen floating face down in the local docks. William had entered the water, placed a life ring around the man and swam back with him to safety.

Stephen Richie of Peterhead lifeboat station carried out a remarkably similar rescue in his locality and was also honoured by the Royal Humane Society. Just four months into his RNLI training, he saw two men drowning in a harbour. It was 2am, pitch dark and the waters were freezing cold. The 19-year-old dived into the icy



Peterhead Probationer Stephen Richie

waters and plucked Tom Robertson, 16, to safety. He went back into the water for Ivan Ward, 32, but tragically, the seaman had slipped too far under the water. Stephen said: 'I did what anyone else in my situation would do. I can't imagine anyone would stand around and watch someone drowning. I had to help.'

The Shipwrecked Fishermen and Mariners' Royal Benevolent Society gives grants to the dependants of those lost at sea and to sick, disabled and retired seafarers struggling to make ends meet. The Society says: 'It's not just the wrecked ship which is a disaster ... it's the wrecked lives.' It has a long tradition of presenting

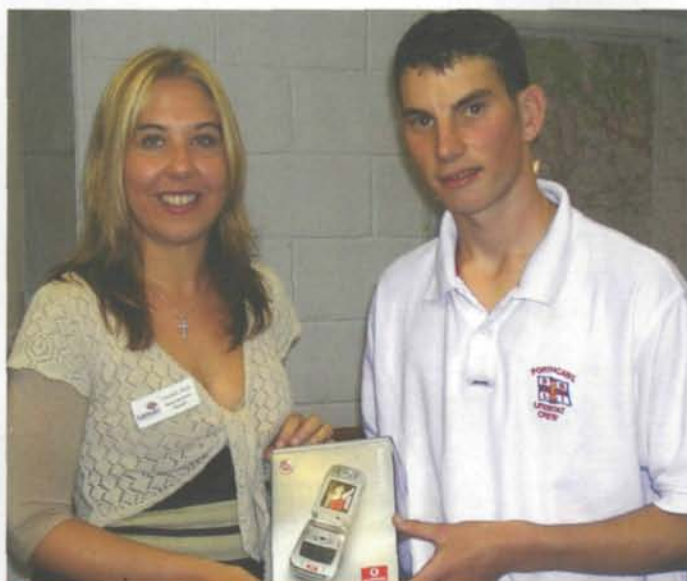
awards for skill and gallantry and 2005 was no exception. In October, HRH The Princess Royal presented Coxswain Duncan (Dougie) Munro of Thurso lifeboat with the Society's The Lady Swaythling Trophy. His 'outstanding feat of seamanship, leadership and courage in appalling weather' on 27 August 2004 involved towing the fishing vessel *Arnøytrans* through some of the worst conditions encountered in the Pentland Firth. (See *the Lifeboat* winter 2004/05 for more details and for a stunning picture taken by the Master of the *Arnøytrans* during the rescue.)

The Society's second award, the Emile Robin, went to Porthcawl Helmsman Aileen Jones for an outstanding rescue by a British ship.



Thurso Coxswain Duncan Munro and Porthcawl Helmsman Aileen Jones at the Shipwrecked Fishermen and Mariners' Royal Benevolent Society awards ceremony

Her 'leadership, skill, teamwork and courage' saved the fishing vessel *Gower Pride* and crew on 24 August 2004 and made her the first woman to receive the award. (For the full story see *the Lifeboat* spring 2005.) Aileen also received the RNLI's Walter and Elizabeth Groombridge Award for the most meritorious service by the crew of a B class (Atlantic) lifeboat. This accompanies her RNLI Bronze Medal for Gallantry – the first to a female crew member. Aileen's family are all involved with Porthcawl lifeboat. Her husband, Steve, is a former helmsman and now deputy launching authority while their daughter, Frances, has begun her crew training. Son Dan 'can't wait' to join and helps on shore.



RNLI Divisional Media Relations Manager Danielle Rush with Porthcawl Crew Member Chris Missen and his Vodafone award

On 3 June 2005 another notable rescue occurred at Porthcawl for which Crew Member Chris Missen became regional winner of the 2005 Vodafone Life Savers Award. The lifeboat launched to a man threatening suicide and, in pounding surf, Chris swam to the man, grabbed him and pulled him to safety. The Life Savers Awards, now in their fourth year, epitomise the spirit of all those who work in the emergency services and are a national celebration of compassion and achievement.

The RNLI honours its own crews at the Annual Presentation of Awards. See the centre pull-out section for more details on how to attend.



R-L: HRH The Princess Royal meets Aileen Jones, her daughter Frances and son Dan

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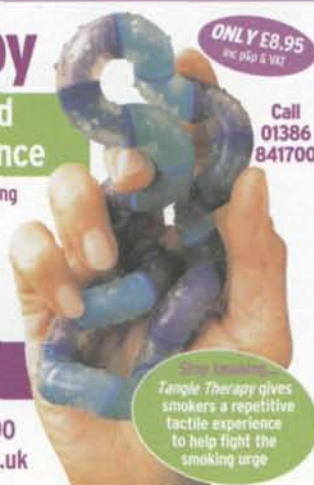
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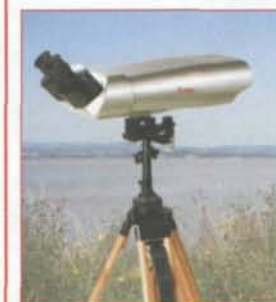
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