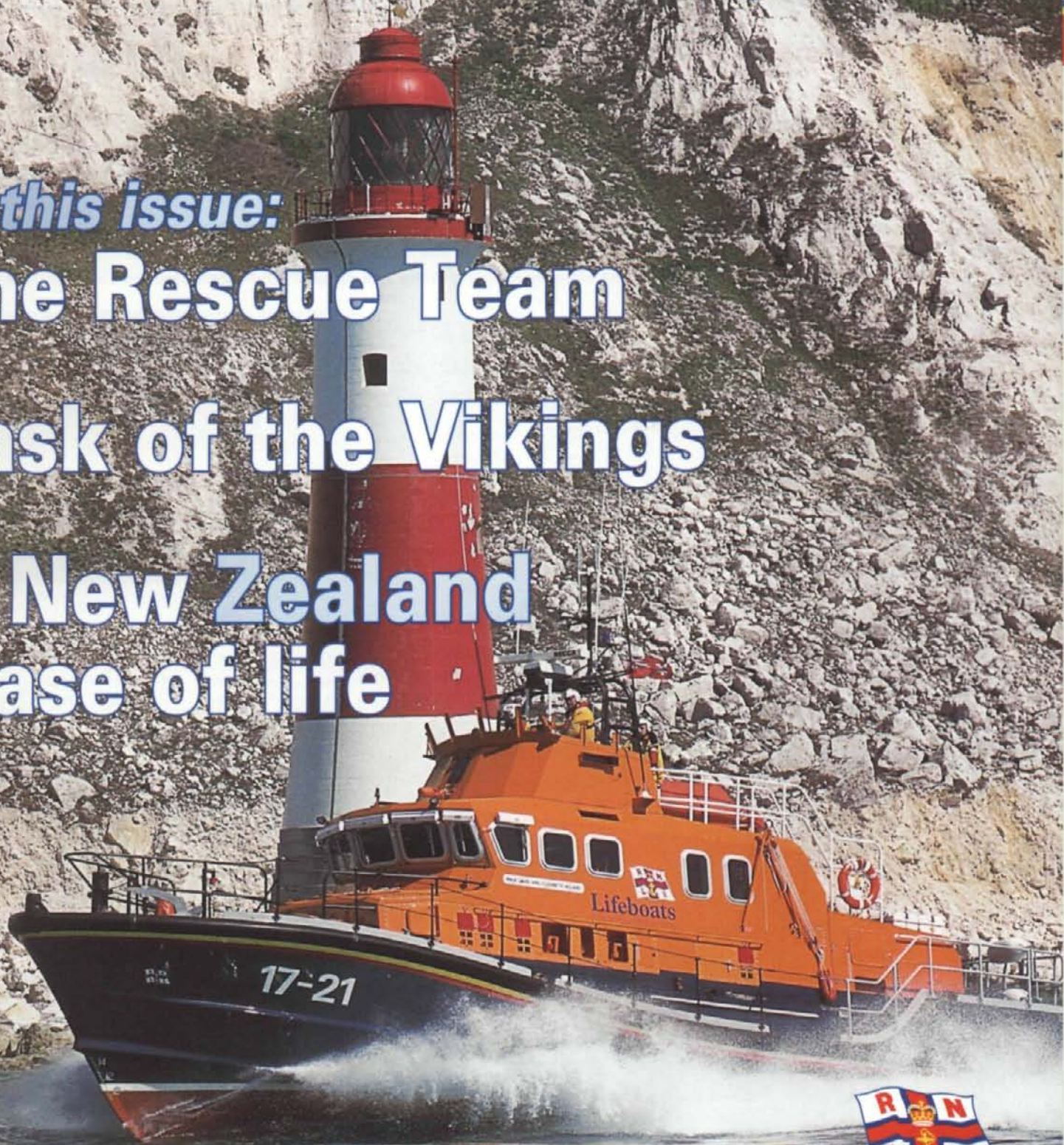


The Autumn 2000
Lifeboat

The magazine of the RNLI

In this issue:
The Rescue Team
Task of the Vikings
A New Zealand
lease of life



Lifeboats
Royal National Lifeboat Institution

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- Full booking terms and conditions will be sent to you with your booking confirmation. If you are not happy to proceed with your booking once you have seen our Booking Conditions please return all documentation to us within 7 days of receipt. After this time no monies can be refunded.
- If you book up to the 18th December your tickets and catalogue voucher for the show will be posted out to you, after this date you can collect these at your chosen hotel.
- Please advise your Reservations Agent where you saw this offer advertised when you book.
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The Lifeboat

Autumn 2000

In this issue...

Issue 553

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



Newhaven's new Severn class lifeboat, *David and Elizabeth Acland*, is put through her paces with the magnificent chalky cliffs and lighthouse of Beachy Head as a backdrop.

Photograph © Rick Tomlinson

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HM The Queen Mother's 100th birthday parade



*'I thought it was a wonderful day ...
I was delighted to be involved'*

Peter Woolhouse, Volunteer Fundraiser

Lifeboatmen and women from England, Wales, Scotland and Northern Ireland helped to make up the RNLI's contingent that took

part in HM Queen Elizabeth The Queen Mother's 100th birthday parade on 19 July at Horseguards Parade, in London.

The RNLI's colour party accompanied two contrasting lifeboats manned by the volunteers. The *Queen Victoria* is a restored pulling and sailing lifeboat from 1887, and was pulled by a team of horses. The *Miss Miriam and Miss Nellie Garbutt* is a modern Atlantic 75 rigid inflatable lifeboat, and is the fastest in the RNLI fleet with a top speed on 32 knots. Stormy Stan also joined in the parade, riding in his own vehicle.

Everyone agreed that the day was extremely enjoyable, and the RNLI was proud to be included in the celebrations. In the end, everything ran smoothly, but that is not to say that there weren't some stressful moments in the preparation. The original plan included an all-weather Mersey class lifeboat instead of the Atlantic 75. It was only days before the parade that officials informed RNLI

Photographs intended for return should be accompanied by a stamped, addressed envelope. Contributions may be held for subsequent issues and, to reduce costs, receipt will not usually be acknowledged unless requested.

For further information on how to join the Institution as a member or governor contact the membership section at RNLI Headquarters, West Quay Road, Poole, Dorset BH15 1HZ.

Lifeboatmen taking part in the parade

RNLI banner

Fred Walkington Bridlington

Colour party

Robert Aggas Swanage

Dave Corben Swanage

Colin Marks Swanage

Queen Victoria

Alan Attrill Bembridge

Geoff Attrill Bembridge

Rob Charlton Beaumaris

Sloane Hawley Hastings

David Lisle Tynemouth

Pat Marshall Plymouth

Geoff Ormrod Hoylake

David Pim Bangor

Michael Stone Beaumaris

Martin Woodward Bembridge

Peter Woolhouse London

Miss Miriam and Miss Nellie Garbutt

Martin Jaggs Lytham St Annes

Wyn Jones Abersoch

Kyle Marshall Bangor

Walking

Matthew Atkinson Lytham St Annes

Dennis Brophy Walmer

Bill Farquhar Thurso

organisers that the Mersey was too tall. It would not fit under the special canopy that was being erected. Fortunately, as an emergency organisation, the RNLI is experienced at reacting quickly and the substitute Atlantic 75 was brought into service.

The Lifeboat is published four times a year and is sent free to RNLI members and governors. The next issue will be Winter 2000 and will appear in January 2001.

News items should be received by 25 October, but earlier if possible. All material submitted for possible publication should be addressed to the Editor, **The Lifeboat**, Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ.

Any products or services advertised in **The Lifeboat** by third parties are not in any way endorsed by the RNLI and the RNLI shall not be responsible for the accuracy of any information contained in such advertisements nor has it investigated or verified any of the information.

Birthday Honours

It is with great pleasure that we announce that the following people have been honoured by Her Majesty The Queen in the Birthday Honours:

FOR SERVICES TO THE RNLI

Member, Order of the British Empire (MBE)

Dorothy Eldridge – President, Portsmouth and Southsea Ladies Lifeboat Guild

Michael Eynon – Former mechanic, Angle Lifeboat Station

James Manson – Former Honorary Secretary, Troon Lifeboat Station

Albert Sutherland – Coxswain, Fraserburgh Lifeboat Station.

OTHER AWARDS OF INTEREST

Knight Bachelor (KB)

Nicholas Charles Young – Chief Executive, Macmillan Cancer Relief.

Commander, Order of the British Empire (CBE)

Victor Cocker – Group Chief Executive of Severn Trent plc and member of the RNLI Committee of Management and Fundraising.

Member, Order of the British Empire (MBE)

Isabel Clark – for charitable services to the community, especially the RNLI in Milnthorpe, Cumbria

Joyce Marr – for services to education and the community, and President of Inverbervie (Benholm and Johnshaven) Guild.

Queen's Police Medal (QPM)

Jane Stichbury – Chief Constable, Dorset Police.



Tynemouth's new Severn class lifeboat Spirit of Northumberland was named by HRH The Duke of Kent at the Royal Quays Marina, North Shields, in May this year. The lifeboat was funded by the Tynemouth Lifeboat Appeal and legacies.

New Year Honours

The following people were awarded in the New Year Honours, and we deeply regret that they were omitted from the list in the Spring issue of *The Lifeboat*.

Member, Order of the British Empire (MBE)

Paul Battrick – for service to the community on Jersey, and St Helier Lifeboat crew member.

Neville Davis – for service to medicine, and member of the RNLI Medical and Survival Committee.

Outstanding bravery receives recognition

Helmsman John Foster of Southend lifeboat station and Coxswain/Mechanic Ronald Cannon of Ramsgate lifeboat station have been selected to receive special bravery awards for outstanding acts during 1999.

John Foster
Photo: Leigh Times



John Foster is to receive the 'Walter and Elizabeth Groombridge Award' for the rescue of three people from the disabled angling boat *Lady Jane* on 24 October 1999. The annual award is presented for the most meritorious service performed by the crew of an Atlantic 21 rigid inflatable lifeboat, or its successor, the Atlantic 75.

The Award consists of a pair of binoculars, fitted with a small inscription plaque. Framed certificates will also be presented to each member of the crew and to the lifeboat station. John earlier received the RNLI Bronze Medal for bravery for this rescue, presented by HRH The Princess Royal at the RNLI AGM and Presentation of Awards.

Ronald Cannon will receive 'Miss Maud Smith's Reward for Courage in Memory of John 7th Earl of Hardwicke', for the rescue of the crew of the yacht *Rasmus* on 9 November 1999. This annual award is given to the lifeboatman who performed the outstanding act of lifesaving during the previous year.

Ronald will receive the sum of £25 and will also be presented with an award certificate. He earlier received the RNLI Silver Medal for bravery for this rescue, presented by HRH The Princess Royal. A certificate will also be presented to the lifeboat station.

Ronald Cannon



Clovelly lifeboat back on board



Clovelly's new Atlantic 75 lifeboat *The Spirit of Clovelly*

Clovelly lifeboat station, in North Devon, is back under the wing of the RNLI with the royal seal of approval from HRH The Duke of Kent, who named the new Atlantic 75 lifeboat *The Spirit of Clovelly* and officially opened the refurbished lifeboat house in June. There has been a lifeboat station at Clovelly since 1870, but since 1987 the village has run and funded its own independent vessel.

The boathouse has been extended and completely modernised to enable the new lifeboat to be housed and to provide facilities for the crew. The generous gift of £25,000 from Isobel Powell greatly helped towards this. The full cost of the new boat was met by the Independent Clovelly Lifeboat Trust. Much of this money was raised locally, in particular by Pot Black UK of Bideford.

Photo: Richard Austin



The RNLI has teamed up with Danish footwear manufacturer ECCO to offer a new sailing shoe endorsed by round-the-world yachtsman Pete Goss and Team Phillips. Dubbed the 'Ultimate Sailing Shoe', it has been designed to be worn in all conditions, allowing sailors to dispense with carrying bulky boots and shoes. ECCO have generously agreed to donate £5 to the RNLI for every pair sold in the UK.

The Lifeboat Silver Ball

The Lifeboat Silver Ball 2000 will be held on 7 December in the London Hilton Ballroom. This glittering occasion is organised by the RNLI's Central London Ball Committee. Guests will enjoy a champagne reception followed by a three-course dinner with wine specially chosen for the occasion. Entertainment, including dancing to the NatWest Jazz Band, will continue until 1am. Highlights include a giant tombola and a special holiday raffle to be drawn by television presenter Alan Titchmarsh.

The Ball Chairman, Mrs David Haynes, says 'We are planning a spectacular evening for our guests. My committee has worked tirelessly to make the evening a great success. We hope to welcome many supporters, old and new.'

Tickets for the ball cost £120 each and can be obtained from Robin Saklatvala at the London Events Office on 020 7839 3369.

Historic lifeboats appeal

Scarborough lifeboat station will celebrate 200 years of lifesaving in 2001 and the support group are currently preparing various fundraising events. They hope to be able to stage a sail past of historic lifeboats and appeal to lifeboat owners to bring their boats to Scarborough for one weekend during the summer season.

Anyone wanting further information should contact V Winterbottom at 11 Sea View Close, Scarborough YO11 3JB.

Sea Check gains parliamentary support

A parliamentary Early Day Motion by New Forest East MP, Dr Julian Lewis, has voiced its support for the SEA Check service.

Dr Lewis' motion says 'that this house congratulates the RNLI on the completion of the first year of its free safety equipment advisory check service, in which more than 2,300 boat owners requested face-to-face advice on safety equipment; regards this as an excellent example of prevention being better than cure; welcomes the aim of expanding the scheme to some 20,000 SEA Checks per year; and applauds the contribution of its ten full-time co-ordinators and 400 experienced volunteers who currently provide the SEA Check service.'

SEA Check has now responded to well over 3,000 requests and took part in the two RNLI roadshows travelling across Britain.

Open all hours

RNLI headquarters has extended its opening hours. You can now contact the Poole office between 8am and 6pm Monday to Friday.

Winter lifeboat lottery – Win a holiday and get your Mountie?



If you enter the winter lifeboat lottery you might not get your Mountie, but you could win a fortnight's holiday in the spectacular Canadian Rockies.

The fortunate winners will begin their holiday in Calgary and then travel to Banff, Canada's oldest National Park. It's surrounded by the Rocky Mountains and is full of canyons, lakes, forests, meadows and waterfalls. To appreciate the area fully, the winners may decide to walk some of its hiking trails, take a gondola ride up Sulphur Mountain or enjoy a cruise to the Cave and Basin Hot Springs.

Other highlights may include a visit to the famous jewel-coloured Lake Louise, and perhaps to the Columbia Icefields – the largest mass of ice outside the Arctic Circle. In addition to this splendid holiday, the winter lottery also features the usual runner-up cash prizes that range from £100 to £1,000.

If you don't receive lottery tickets, but would like to, please contact Rebekah Rose on 01202 663219, 8.00am – 6.00pm, weekdays. She will be delighted to send you tickets or help with any lottery queries.

www.lifeboats.org.uk is the best



YELL UK WEB AWARDS 2000

The RNLI website has won first prize as the 'best site from a not for profit making organisation' at the prestigious Yell UK Web

Awards. The Yell awards recognise the very best of the Net. Entries, nominated by real people 'hitting' the sites, are judged by a panel of independent experts. So why not visit the site for a vast amount of information about the RNLI, including up-to-date scrolling details of the lifeboats that have launched every day.

RNLI welcomes aboard its new Chairman...

The Lifeboat is delighted to welcome Peter Nicholson, from Hamble, Hampshire, as the RNLI's new Chairman, on the retirement of David Acland. Mr Nicholson served as a pilot in the Fleet Air Arm before qualifying as a Naval Architect. He became Managing Director of Camper Nicholsons Ltd in 1964 and Chairman in 1968. In 1972 he became Executive Director of the newly-merged Crest Nicholson plc, becoming non-executive in 1987.

He has been Chairman of National Boat Shows Ltd, Chairman of the Hampshire Yacht and Boat Builders Federation, and is a member of the Royal Yacht Squadron. His wife, Lesley-Jane, was Chairman of the RNLI Mermaid Ball in 1990 and is an active member of the RNLI Central London Committee.

He joined the RNLI's Committee of Management in 1993, having been a member of the specialist Boat and Shoreworks Committee since 1992. He served as Chairman of this committee from 1996-99. He became a Vice President in 1997 and a Deputy Chairman in 1999.

'I am honoured and pleased to accept this appointment,' he said. 'As someone who has always been connected with the sea I am keenly appreciative of the work of the lifeboat service... I look forward to playing my part as a volunteer in this lifesaving service and will do all I can to maintain the high standards for which the RNLI is renowned both at home and abroad.'



Peter Nicholson
RNLI Chairman

... and Deputy Chairman

Air Vice Marshal John Tetley CB CVO has been appointed as one of two Deputy Chairmen to fill the vacancy left by Mr Nicholson's appointment. He joined the Committee of Management in 1987, becoming a Vice President in 1996. He has served on the Search and Rescue Committee since 1989, becoming Chairman in 1992. He has also been a member of both the Boat and Shoreworks Committee and the Executive Committee since 1992. A keen boat owner, he is President of the Mullion and District Branch of the RNLI and a member of both The Lizard and Falmouth lifeboat station branches.

'I am very honoured to take up this appointment as a Deputy Chairman,' he said. 'I have visited all of the RNLI's 224 lifeboat stations and never fail to be impressed by the dedication of the volunteers who crew the lifeboats and those who raise the funds. I am very keen to give them every support through my work on the management committees.'



Air Vice Marshal John Tetley CB CVO
RNLI Deputy Chairman

NEWS

First ever Splash and Dash provides fun and games for all

July saw the first ever RNLI Splash and Dash take place in the Docklands Sailing Centre in London. Over 100 people took part in this highly successful afternoon of fun and games.

The 'Up for it' teams of four came from a diverse range of backgrounds, from Goldman Sachs, Jardine Lloyd Thompson and the London Metal Exchange to teams from Ocean Leisure and a local pub, The Lord Nelson. The RNLI was represented by a team from the Margate lifeboat – whose pagers went off during one of the challenges. Fortunately they had booked their time off.

Bringing new meaning to table football.

Photos: Neil Hall Photographic



The Splashers and Dashers

Although the rain held off this didn't stop the teams from getting drenched as they ran across the water in hydro balls – a wet and wild challenge straight from the USA. On land the teams challenged each other to human table football. Beer-keg racing and a giant game of Operation were just two of the other activities that tested body and mind.

After over three hours of Splashing and Dashing the participants were ready for a top notch barbecue, sponsored by the Royal Bank of Scotland, and accompanied by London Pride donated by the Fuller's Brewery.

The teams had until the end of August to return their sponsorship money – each one is aiming to raise a minimum of £500 for the RNLI.

And the winners were...

- 1st **Louts of Leisure (Ocean Leisure)**
- 2nd **Norfolk & Chance**
- 3rd **Margate Lifeboat**

Running the Island Race

Only 39 miles to go – Andrew Freemantle and Michael Vlasto set the pace.



Being Director of the RNLI is not the sort of job where you can sit in an office all day. Director Andrew Freemantle ably demonstrated this in July, when he led the RNLI stage of the Island Race. The RNLI organised day 79 of the 100-day, round Britain relay known as The Island Race, a millennium special event, which started and ends at Gordonstoun in the Scottish Highlands. The race aims to raise £3 million for a raft of good causes, many of which have a maritime connection.

The lifeboat team objective was to convey a baton containing a special message from HRH The Princess Royal the 39 miles from Stranraer to Girvan in South West Scotland. A team of 32 runners from Flint, Stranraer and Girvan, included lifeboat crews, friends, RNLI Scotland fundraisers, and the

benefiting charities. The race was led off by Andrew Freemantle, accompanied by Chief of Operations Michael Vlasto.

The stage was safely completed in an hour less than best estimate. The runners were given a rousing welcome home in true Scottish tradition with the skirl of the pipes, and hospitality courtesy of Girvan Lifeboat Station barbecue.

The RNLI team



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LIFEBOAT SERVICES

Teamwork saves three surfers

Thanks on Vellum awarded to Newquay helmsman

A combined lifeboat and helicopter rescue in Force 8 winds saved the lives of three surfers in January – including a thirteen year old girl who was suffering from hypothermia and severe shock.



The Lifeboat

Relief Atlantic 75 (B705)
The Vera Skilton

The Crew

Thanks on Vellum

Helmsman Wayne Martin for his 'boat handling skill, judgement and leadership.'
'...[he] handled the Atlantic 75 expertly...'

Chairman's Letter of Thanks

Crew Members: Laurence Pascoe and Jeremy Griffiths
Tractor Driver: Phillip Trebilcock

Director's Letter of Thanks

Leading Aircrewman Jason Bibby of RNAS Culdrose rescue helicopter 193

Newquay's relief Atlantic 75 lifeboat, *The Vera Skilton*, was launched at 1332 on 22 January 2000 following an alert that three surfers were in difficulties off Crantock Beach, 2½ nautical miles south of the station.

Weather conditions at the lifeboat launch site were very poor – Force 8 winds were whipping up surf over 3m high – so the lifeboat had to be taken 400m along the beach by tractor where she could be launched from her carriage in slightly less dangerous conditions. Excellent communication between Tractor Driver Phillip Trebilcock and Helmsman Wayne Martin ensured a safe launch and the lifeboat made good speed toward the casualties despite heavy breaking seas and other tidal hazards.

The lifeboat reached 'The Goose' rock 11 minutes later where two casualties were seen clinging to a surfboard 10ft from its east side. Another casualty had been washed up on rocks at the base of Pentire Point East and had managed to climb clear of the waves. 'The Goose' rock provided a slight lee from the prevailing weather conditions but side wash from the 4m waves breaking around the rock caused very confused seas.

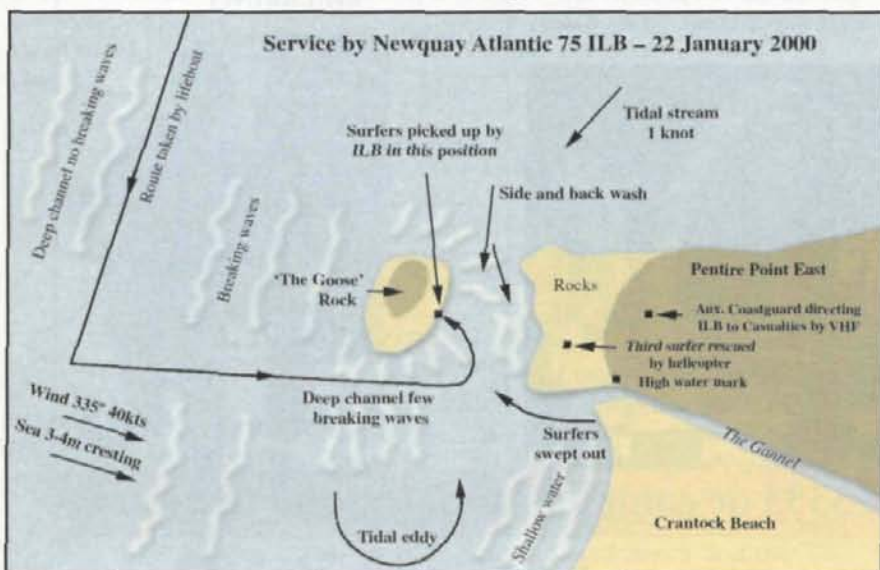
Fine seamanship was displayed by Helmsman Martin who managed to hold the lifeboat in

position as the two surfers were recovered. This procedure was especially tricky as one casualty, a 13 year old girl, was suffering from deep shock and the initial stages of hypothermia and was unable to offer any help.

Once in the lifeboat, Crew Members Griffiths and Pascoe calmed the casualties and assessed their situation – meanwhile, *Rescue Helicopter 193* (from RNAS Culdrose) had scrambled and plucked the third surfer to safety.



Right: Newquay lifeboat crew
Photo: © Morgan Moore
www.photopoint.co.uk



Helmsman Martin thought it hazardous to take the lifeboat back to station and attempt a recovery with the casualties aboard and, after considering other alternatives, it was decided safest to winch the casualties up to the helicopter.

Following a discussion with *Rescue 193*, the helicopter flew head to sea just to the south of 'The Goose' rock, with the lifeboat matching its course. After several minutes, conditions just allowed the transfer to the lifeboat of a diver, who placed the girl into the winching strop. As they were lifted clear, a wave hit the bow of the lifeboat, giving the diver and casualty a nasty blow to their legs but once both safely in the helicopter, the diver was again lowered to collect the male surfer. Following four attempts and an incident where the diver was thrown very hard against the lifeboat's hull, the last casualty was recovered and the helicopter headed straight to Trelisk Hospital.

The service was far from over for the lifeboat crew as they had bumpy passage back to station and tricky recovery to contend with – but skill and teamwork gave a textbook finish to the operation.

LIFEBOAT SERVICES

A mare story with a snappy ending!

Racehorses rescued during floods

A crocodile making its way lazily down the hallway of a flooded home gave lifeboatman Kevin Keillor the shock of his life...

On 26 April 2000, Kevin and other members of the Dunbar crew went to Tilton House Stables, West Barnes, to help evacuate 12 racehorses, who were up to their stomachs in flood water when the Beil Burn burst its banks.

After the horses had been led to safety, the men went into the adjoining home of retired racehorse trainer, Tommy Craig and his wife, Annette, to help move their belongings upstairs as the water rose, causing serious damage to their property.

'I couldn't believe my eyes when this crocodile came drifting down the lobby towards me,' said Kevin. 'Davie Koch and I got the fright of our lives.'

Further examination, however, revealed that the 4ft long reptile was not a monster of the deep from Beil Burn but an antique which the Craig family had kept in their home for years. 'It was some relief to find out that it was stuffed and totally harmless,' said David Koch.

Rescuers at the stables faced a bigger danger than a stuffed croc, however, and for a time evacuated the area as the flood waters reached a large electric transformer only yards away. 'I had totally forgotten it was there. It's not all that conspicuous,' said trainer Tony Dicken.

'We were not sure just how dangerous it would be when the water reached it or whether we would be electrocuted standing up to our waists in water so close to it – so we didn't take any chances. At the end of the day, however, everything seemed OK.'

Tony and his wife, Jackie, were full of praise for the lifeboatmen, police, coastguards and local people who came to their aid. 'It was a real team effort and we can't thank people enough,' he said.

The lifeboatmen and the D class lifeboat they used to carry fodder and saddlery from the stricken stables were back in the yard of trainer Tony Dicken a few days later, to welcome the horses from their enforced stay at Musselburgh Racecourse Stables – with a bag of carrots to help them settle in.



The Lifeboat

D class D544 *The Hastings*

The Crew

Coxswain R N Wright
Second Coxswain G Fairbairn
Bill Tait
Kenny Peters
Stuart Pirie
Dougie Gillan
Dougie Steel
Kevin Keillor
David Koch
Ian Allison
Paul Hutchison
Paul McMullen



Above – Lifeboatman Kevin Keillor in a slightly more relaxed mood with one of the rescued racehorses and the stuffed crocodile.

Left – Dunbar lifeboat crew return to the formerly flooded stables at West Barnes to welcome the horses back home with a big bag of carrots.

LIFEBOAT SERVICES

Family of five saved in rough seas

Criccieth lifeboat was alerted on 16 August following a call to Holyhead Coastguard from a family caught in heavy weather aboard their yacht just south of Criccieth Castle.



Above – the rescued family, safe and well back at the station.

Below: Criccieth's Atlantic 75 lifeboat, *Mercurius*, enjoying some slightly better weather!

Coastguards paged Criccieth lifeboat's deputy launching authority at 1235 informing him that a yacht on passage from Barmouth to Pwllheli had called up on a mobile telephone saying that she was in difficulty and making heavy weather approximately a mile and a half south of Criccieth Castle.

Crew pagers were immediately activated and at 1245 the station's Atlantic 75 lifeboat *Mercurius*

proceeded in a rough sea and gusting strong south westerly wind. After a short search the lifeboat sighted the yacht rolling heavily with a fully reefed mainsail and jib. She was unable to turn into the wind and was in obvious difficulty. The lifeboat went alongside and passed a tow rope which was eventually made fast by the woman aboard and the

lifeboat took the yacht in tow.

The Lifeboat helmsman had originally thought of towing the yacht to Porthmadog, but due to the state of the ebbing tide and rough conditions on the Porthmadog Bar, he decided that it would be easier to tow her to Pwllheli. After towing for a little while in difficult conditions it was seen that it would be a lengthy process to tow the yacht back to Pwllheli. In view of the exposed conditions aboard the yacht, where two adults and three small children were getting very cold and wet in extremely uncomfortable conditions, the senior helmsman decided to take them off the yacht and bring them aboard the lifeboat.

As the yacht's crew were unable to release the towline it had to be cut free by the lifeboat crew to allow the lifeboat to manoeuvre alongside. As the yacht was rolling heavily, the lifeboat had to be brought alongside three times to take off the casualties.

The three children were brought aboard on the first run, the woman on the second and finally the skipper on the third. Criccieth lifeboat left the yacht and returned to station just before 1340. The rescued family were then examined in the boathouse by a waiting paramedic, and although they were very cold and wet, they did not require any further medical attention. They were given hot drinks and a change of clothing before being driven home to Pwllheli. The yacht had been left to await the arrival of the Pwllheli all weather lifeboat which eventually towed her into Pwllheli Harbour.

After seeing to the needs of the survivors the lifeboat was swiftly rehoused and made ready for service again.



In the nick of time...

A small fishing boat had a narrow squeak on 11 August when she got into difficulties, driving her perilously close to rocks off Buckie, Scotland.

Luckily, when they received the call from Aberdeen coastguard, Buckie lifeboat crew were already out in the harbour as they were completing engine trials in Arun class lifeboat 52-20, which was acting as a relief boat for the station's own boat. The coastguard informed the lifeboat that the small creelboat had fouled her propellers and was

very close to rocks at Scarnose point. The casualty could then be heard over the radio asking when the lifeboat would arrive, to which coastguards advised, 'About five minutes' – 'That may be in time' came the anxious reply.

Five minutes later, when the lifeboat arrived, the casualty was just 6ft from the rocks – the lifeboat quickly passed a line and pulled her clear. The fishing boat was then towed into Port Knockie Harbour arriving some 25 minutes later.



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LIFEBOAT SERVICES

New recruits in at the deep end

It was Gary Roberts' first ever lifeboat service and Dwynwen Parry was only nine months into her probationary period, but under the wing of Helmsman David Jones, they helped to save a family of four from danger – resulting in Letters of Appreciation from the RNLI's Chief of Operations.



At 1610 on 27 May, Moelfre lifeboat was informed by coastguards that a small speedboat was sinking in Llanelian Bay and that both station lifeboats would be needed to assist.

Closely followed by the station's Tyne class lifeboat *Robert and Violet*, Moelfre's D class *Kingsand* launched with 20 year old David Jones at the helm together with new recruits Gary Roberts and Dwynwen Parry.

A few minutes later, the crews were informed that the speedboat had sunk and that people were in the water so the D class pulled ahead of the all-weather boat and made good speed despite the Force 6 winds.

Arriving on scene at 1620, the inshore crew could see casualties clinging to rocks at the edge of the bay. The family of four had been in the water for ten minutes and, although well equipped with wetsuits and lifejackets, were exhausted,

frightened and incapable of climbing the cliff where they were stranded.

Helmsman Jones took the D class into the cliffs where the relieved casualties were promptly brought aboard. Then, returning to the speedboat, the inshore crew managed to attach a line to her. The all-weather lifeboat was now able to raise the casualty boat on her capstan and tow her back towards the beach.

The family, a husband, wife and two young children, were later landed safely at Llanelian Bay.

For their sterling efforts, all three members of the inshore crew received a Letter of Appreciation from the RNLI's Chief of Operations. In his letter to Helmsman Jones, Mike Vlasto said, 'This was an effective rescue involving a fast passage in rough seas. You exhibited sound seamanship throughout the service and led your relatively inexperienced crew well. Very well done indeed!'

Busy day for Rhyl lifeboats

Rhyl lifeboat was the busiest lifeboat station in the UK on 18 June 2000 – responding to no less than ten incidents in ten hours!

Glorious sunshine helped to attract the crowds to Rhyl for the Royal British Legion fly-past and march. Rhyl lifeboat crew members, who had already assembled for their usual Sunday morning exercise, thought there would be a busy day ahead – but none of them would have guessed exactly how busy it would be.

By 1700, the station's inshore lifeboat had already been alerted to eight separate incidents, rescuing 13 people who, in most cases, had been swept out to sea in small inflatables.

The station's all-weather lifeboat was requested to search for two overdue jet skiers believed to be in the area of South Hoyle Bank. Luckily Helicopter *Rescue 122* spotted the skiers and was able to inform the lifeboat of their location. The lifeboat arrived on scene 10 minutes later to find the jet skis tied together with three people in the water. The casualties had been in the water for nearly two hours and were unable to help themselves. One woman was severely hypothermic and was taken straight to hospital by the helicopter – the two men were only slightly hypothermic and remained on board while the lifeboat brought them and their jet skis in.

By 2000, the lifeboat crew attempted to go home, only to get another call to five people trapped on a sandbank by the incoming tide. The inshore lifeboat again prepared for launch but luckily, the people managed to get safely ashore in the end.

The weary crew finally managed to get home at 2130!



Right: Crew members of Rhyl's Mersey class lifeboat bring in the hypothermic skiers.

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LIFEBOAT SERVICES

Determination saves boy's life



The life of a ten year old boy was saved in May thanks to the determination and cooperation of Cullercoats lifeboat crew and lifeguard Chris Heaney – earning them all a Letter of Appreciation from the RNLI's Chief of Operations.

Cullercoats' Atlantic 21 lifeboat launched at 1723 on 7 May, in response to a report that a person was in difficulties opposite the Rex Hotel in Whitley Bay. The lifeboat, helmed by Robert Oliver together with Crew Members Graham Webb and David Pendlington, arrived at the location three minutes later where Lifeguard Chris Heaney could be seen in the water supporting the casualty.

Because of the breaking seas Mr Heaney could not get ashore with the boy so he turned him over and kept his head above the water until the lifeboat veered down and swiftly recovered them both.

As the lifeboat made good speed back to the station, David Peddington and Chris Heaney gave the casualty CPR and continued doing so with great determination despite the boy's worsening condition.

Upon arrival, Mr Heaney, now suffering from hypothermia, and the boy were transferred straight to hospital were they both made full recoveries.



Right: Cullercoats' Atlantic 21 lifeboat Edmund and Joan White being put through her paces.

Dogged determination

Liverpool coastguards contacted Douglas lifeboat station at 0824 on 2 January 2000 to advise that they had received several calls reporting the sighting of a black dog marooned on St Mary's rocks, on which stands the Tower of Refuge, built by Sir William Hillary, founder of the RNLI.

As there were no other boats around, Douglas' lifeboat, *Sir William Hillary*, left the slipway and, clearing the harbour, set a direct course for Tower of Refuge. The dog was clearly visible on the western end of the rocks at the water's edge.

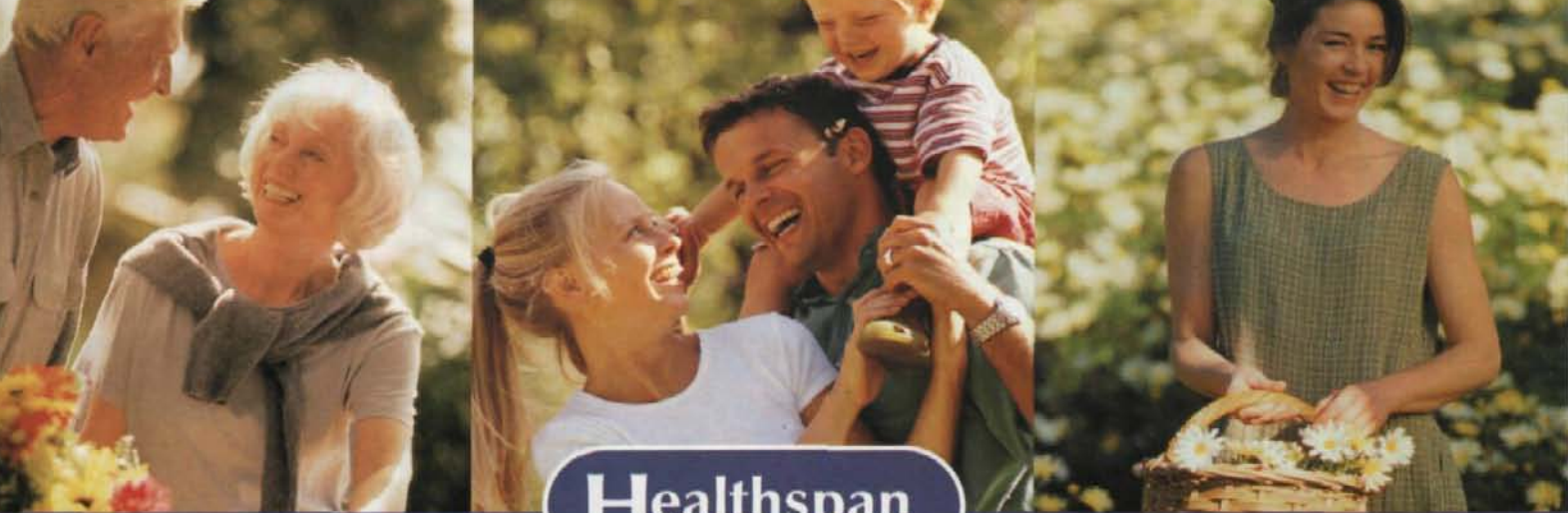
The inflatable X boat was launched and was rowed to the rock landing, watched by a very apprehensive large black Labrador.

On leaving the inflatable the crew were welcomed by the dog, obviously glad of the company, even in the shape of fully clad lifeboat crew. An inspection revealed that there were no other dogs or persons within the Tower or on the rocks.

The Labrador was large and heavy and, while very friendly, viewed the means of transportation with apparent scepticism and was not impressed. The crew members, who if nothing else were resourceful, had brought chocolate bars with them which were offered as inducement. The dog got the idea in one, jumped into the boat, ate the bar and promptly jumped out the other side! The crew, viewing this loss of stores as a serious set back, now reconsidered their tactics and, again, tempted the dog into the inflatable. The next bar had no sooner crossed the dog's lips when he was severely sat on and secured.

The inflatable and dog were recovered on board and the lifeboat re-entered Douglas harbour at 0921. The boat was ready for service again at 0945.





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Task of the Vikings

Norway's lifeboat service

By James D Ferguson*



Main picture: RS Bergen Kreds at Stavanger – the commanding view from the wheelhouse is particularly marked.

Below: Norway's lifeboat stations – the seasonal stations are indicated by the smaller icons.



With one of the world's loveliest, albeit most rugged, coastlines – some 2,650km in length and encompassing waters ranging in potential danger from the relatively benign Skagerrak, via the remoteness of the cod banks off the Lofotens, to the harshness of the Arctic Ocean and Barents Sea – the scenario for disaster is truly immense.

When catastrophe or incident does occur, the purpose-built vessels and craft of the Redningsselskapet – Norsk Selskab til Skipbrudnes Redning – NSSR (Norwegian Society for Sea Rescue) are swiftly on the scene to save lives or assist the casualty. The NSSR's immaculate white hulls and attractive livery, taken from the national colours, have been a major and quite invaluable feature of the country's seascape following the Society's foundation in 1891. Then, the operation relied on the much-loved cutters of the *Colin Archer*

class, arguably some of the most seaworthy sailing vessels of their size ever built. The first boat of this class was built in 1893 and is now a proud exhibit in the National Maritime Museum. Almost 110 years later a state of the art fleet of varying classes, each specially designed to handle local environmental conditions, operates from some 34 stations, covering Norwegian waters from Hovik near Oslo right round to Vadsø on Finnmark's Varanger Fjord and just across from the Russian border. Given the pattern of the country's maritime environment, it is totally logical that not all stations operate on a year-round basis.

NSSR availability is based on fishing seasons, especially in the north and, increasingly, the volume of recreational activity, with the south understandably seeing upgraded readiness during the summer months.



Like the RNLI, the NSSR is a member-based organisation, financed through legacies, donations and fundraising campaigns, these last handled by around 500 local sea rescue associations. Income for 1999 was a record Nkr376m (approx. £29m) but, unlike the RNLI, an element (Nkr5.8m) came from the government. This is reportedly due to reduce to Nkr5.2m for the current year and there was a substantial contribution (some Nkr5m) from the Society's own lottery. Other income came from gaming machines installed in shopping centres, airports, ferries, etc, with additional revenue stemming from the many paid assignments carried out by cutters each year.



Control of the Society is exercised by its National Congress, which comprises delegates from local sea rescue associations and meets once every two years. From their ranks the Executive Committee is chosen, together with the President and Vice President. Between them, they are responsible for the satisfactory organisation of operations, management and finance. At the time of writing, the NSSR had around 300 employees, almost 190 of whom were employed at sea, 45 worked at the Hovik main office near Oslo and the remainder worked throughout the country on fundraising and other organisational and support tasks. Membership is in several classes – in 1999 coast patrol members numbered over 21,000 and paid Nkr425 each annually. This qualifies them for a wide range of afloat assistance – towing, the provision of divers, discounted boat insurance schemes, escort across some exposed coastal areas during the summer months, etc. The objectives and effects of this scheme also include accident



Above: Launching and recovering the daughter boat is rapid and simple.

Below: The wheelhouse has a wealth of navigation aids – this is the starboard control position.

prevention, subscription income and the strengthening of the Society's organisation through attracting people with maritime interests to various levels of its activities. There were also over 8,200 people enjoying other types of support membership and a great deal of time and effort is concentrated on publicising the benefits stemming from legacies and donations, with around NKr 8m coming from this source in 1999.

Assignments

When operational, almost all stations are manned on a full-time basis, with the exception being a small number of Sjøredningskorpset (volunteer) units located near Oslo, Arendal and Farsund. Calls come from Norway's two main Rescue Co-ordination Centres (Stavanger and Bodø) and when on service, control is exercised by the local police authorities. Although the primary task of NSSR remains that of sea rescue, unlike the RNLI, and subject to availability, other service and assistance related assignments can be undertaken. These include carrying pilots, taking personnel, mail and supplies to remote lighthouse stations and sampling for the Norwegian Water Research Institute in the outer Oslofjord. As a result, the NSSR states, 'Mortal danger is not a prerequisite for requesting help from one of the Society's vessels.'

Currently, the rescue cutters, the cutting edge of the operation, are of eight separate classes and range in size from 92ft to 35ft, with speeds varying between 10 and 30 knots. The oldest *RS Haakon VII*, dates from 1958 and the most recent, *RS Ulabrand*, is only two years old. All are equipped with a comprehensive rescue and support equipment package, its make-up stemming from over 100 years of operational activity. The communications and navigation aids include radar, Global Positioning System (GPS), Loran C (a GPS backup system), short and medium wave radio (HF and MF), VHF(FM), Radio Direction Finder (RDF) and cellular telephones. Where appropriate a 'daughter' boat or inflatable is also carried, together with fire and salvage pumps, towing gear, rescue harness and net plus diving equipment (one diver is always included in a cutter crew).

Impressive

The author was privileged to visit the immaculate 67ft *RS Bergen Kreds*, stationed at Haugesund and covering the area between Bergen and Stavanger. Completed in 1998, at a cost of over NKr 13m, she had a crew of four (two of whom were divers) who lived on board and were on call on a 24-hour basis, working a four weeks on/four weeks off shift. They could be sent to any near-similar vessel in the NSSR inventory and one was expecting his next duty period to take him to Finnmark, in the Norwegian Arctic. A short demonstration in calm and foggy conditions off Stavanger provided an insight into her impressive

capabilities: 25 knots from 2 x 1,300bhp Mitsubishi diesels, and quite remarkable manoeuvrability in all planes stemming from her thrusters. The equipment in her capacious wheelhouse could have provoked the envy of a small warship, although the lack of a wheel could have caused some confusion; instead each of the steering positions has a sidestick controller similar to that found in Airbus airliners. Near 360° windows provided excellent all-round visibility and much thought had been put into the location of consoles, chart tables, etc. Accommodation standards were to an equally high standard with a well-furnished crew room, comfortable cabins, shower/toilet, galley, TV, video and radio – although when asked what it was like when on service in rough seas, one crewman noted, 'Can be lively, but this is why we are here and you just have to make sure that everything is very well secured.' A wealth of ancillary equipment was stowed in numerous lockers: diving suits, (uniquely to *Bergen Kreds*) remotely operated vehicle (unmanned mini-submarine), salvage and other tools, pumps, pneumatic line-throwing gear capable of reaching out to around 300m, and much, much more. Of particular interest was the launching and recovery of the 30-knot, water jet powered, daughter boat – both operations took but a few seconds and could be accomplished in even heavy weather conditions.

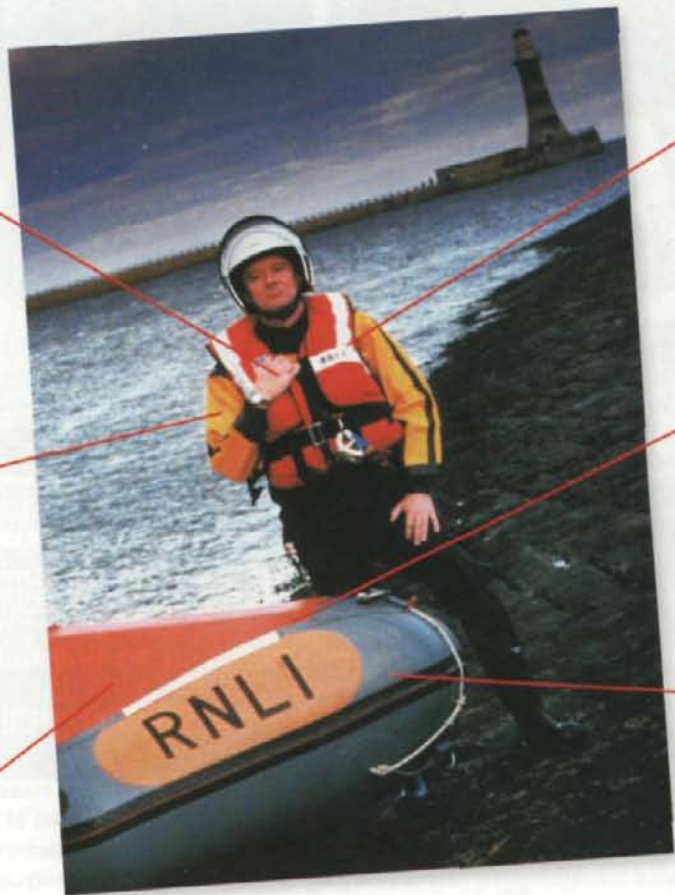
Success

Since its establishment in 1891, the NSSR has built or acquired a total of 119 cutters and, although they are no longer wooden hulled and heavily rigged to sail through the worst the ocean can throw at them, their modern successors carry out the same essential role off one of the most dangerous coasts in the world. Some 1,000 years on from the Viking era (one wonders what Leif Eriksson, the reputed discoverer of North America, would have made of *Bergen Kreds*), the present generation of the NSSR's seafarers puts out when everyone else turns back or remains ashore. The success of the Society and its role offshore Norway is reflected in last year's operational results: 166 lives saved, 134 vessels saved, no less than 9,935 people assisted, 1,719 vessels assisted, 177 searches, 1,487 diving missions and much more. Even at a purely statistical level these figures are impressive and prove that, like their counterparts in the RNLI on the other side of the stormy North Sea, help and assistance in sea areas ranging from the Barents Sea to the Skagerrak is always on call regardless of the elements.



**Mr Ferguson, a journalist specialising in aviation and maritime matters, is a former Aberdeen lifeboat crew member, and currently the local station branch press officer. He wishes to express grateful thanks to the NSSR, Braathens ASA and Norsk Helikopter for their assistance in preparing this feature.*

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A New Zealand lease of life



Bridlington coxswain Fred Walkington follows in the wake of some former RNLI lifeboats that have travelled some 12,000 miles to a new home in the land of kiwis, sheep, volcanoes... and almost 10,000 miles of coastline.

Fred and Carol Walkington had been planning a holiday to New Zealand for many years. They had friends and family out there that they hadn't seen for a long time. But somehow the trip kept being put off. Then with their 30th wedding anniversary approaching, they decided that the perfect way to celebrate would be to set off on the long-delayed journey.

Fred has been Coxswain at the Bridlington lifeboat station for 25 years, having joined the RNLI as a voluntary crew member in 1965, and he hoped to renew acquaintances with more than family and friends. Fred's first boat was the Liverpool Class *Tillie Morrison Sheffield II*, which was stationed at Bridlington from 1953 to 1967. She then briefly joined the RNLI relief fleet before being sold to Sumner lifeboat station in New Zealand in 1968. She served at Sumner until 1991, when she retired from active service and moved north to New Plymouth. After some weeks arranging details, the trip was booked and Fred and Carol departed on their once-in-a-lifetime journey.

They flew into Christchurch, on the South Island, where they were met by Walter Baguye, Sumner lifeboat station's Honorary Secretary. First off was what Walter called a 'ticky tour' of Christchurch – a good luck tour that Fred and Carol found highly informative and interesting. Then it was straight on to the lifeboat station, where they

were introduced to Coxswain Peter MacDonald. Coxswain MacDonald gave them a tour of the station and then took Fred out on the fast inshore lifeboat *Caroline Nicholson*. A quick trip around the bay helped Fred to feel at home, although the number of surfers enjoying the warm weather and strong swell helped to remind him that he wasn't in Yorkshire anymore.

Before moving on, Walter and his wife treated Fred and Carol to lunch at his home, where they sat in the garden sipping drinks in the shade of lemon trees. This was typical of the wonderful hospitality that they were shown throughout their trip. After lunch they travelled a short distance along the coast to Lyttelton where the offshore lifeboat is stationed. This was another former RNLI boat, the Thames Class *Helmut Schroder of Dunlossit*, now renamed *P&O Nedlloyd Rescue*.

Helmut Schroder of Dunlossit was built in Lowestoft in 1976-78 and after extensive trials, use as a training ship and appearances at the Southampton Boat Show, she eventually became the station lifeboat at Islay in 1979. She remained at Islay until 1997 when she was reallocated to the relief fleet and relocated to Poole. She was sold to New Zealand in 1998.

Fred and Carol were introduced to the Bosun, Kathy Kerr, who joined the lifeboat crew in 1988, and then took a trip around the coast to



Continued over...

Below left: Carol Walkington with the Sumner lifeboat P&O Nedlloyd Rescue
Below right: Fred Walkington poses beside the Sumner inshore lifeboat Caroline Nicholson



experience the superb views. She told them that the lifeboat couldn't afford to work exclusively at search and rescue, but takes on other jobs to raise funds. On another day, they might have found the boat water sampling, towing or piloting to help fund itself. As the sun set over the Pacific Ocean, Fred and Carol agreed that they had had a very good first day in New Zealand.

The next day they set off to travel around 100 miles north along the coast to the village of Kaikoura. As the road dropped down into the village, Fred's experienced eye spotted another UK lifeboat. Further investigation revealed this to be one of six Waveney Class lifeboats that were sold to New Zealand. The Kaikoura boat had been renamed *John Barton Acland Rescue* and was still in active service.

It was now time to travel to the North Island, to New Plymouth on the Tasman Sea. This was the final home of the *Tillie Morrison Sheffield II*. At the age of 47, she no longer works as a search and rescue boat, but instead takes tourists on trips to Seal Island, as well as hosting weddings, christenings and champagne cruises. On arriving at the boathouse, Fred and Carol were met by the skipper David Chadfield, known as Chaddy to his friends. He welcomed them warmly and gave them free run of the boat.

It was an emotional moment for Fred as he inspected the boat with a keen eye. The brasswork still shone as though it was new and Fred could remember the many hours that he had spent over 30 years ago shining up the brasswork at Bridlington. The rest of the boat brought back a flood of memories, from the old flare store box in the forward bulkhead to the wooden axe stowage, all still in place and immaculately maintained.

He also remembered the many fellow crew members and friends that had manned the boat during his time as a young crew member in the 1960s. It was on board the *Tillie Morrison Sheffield II* on 6 January 1967 that Fred had helped his lifelong friend Brian Bevan onto the boat for his first launch as a member of the lifeboat crew.

This was the end of Fred and Carol's busman's holiday, and they went on to visit family and friends around New Zealand. But this long-planned holiday was made even more special for them by the opportunity to revisit this old friend who had served Fred so well during his early years as a lifeboat crewman. Fred retires later this year and it is fitting that he has had the opportunity to revisit the boat where everything started for him, way back in 1965.

Below left: Fred Walkington and skipper David Chadfield inspect the Tillie Morrison Sheffield II

Below right: The Liverpool class lifeboat out on a shout in her days at Bridlington lifeboat station

Bottom left: Sumner's Thames class lifeboat which started life as the Helmut Schroder of Dunlossit

Bottom right: Fred Walkington on duty in Bridlington



A selfless act – a lifetime of thanks

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The people shown here have been kind enough to include a legacy gift to the RNLI in their Will.

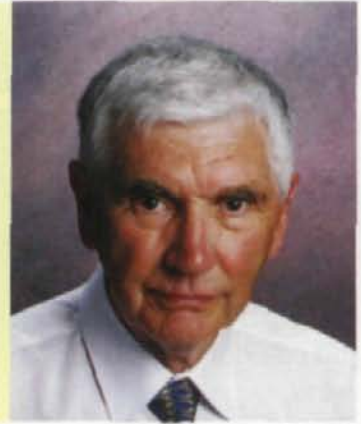
Mr and Mrs Bacon were among the first Shoreline members, Mr Kennedy has supported the RNLI since he first sailed in 1927, and

legacy gift to the RNLI in their Will. Please consider joining them today.

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Mr Kennedy, Glasgow



"We admire the dedication of the lifeboat crews and their bravery. Since we have always sailed as a hobby and are Shoreline members we naturally included the RNLI when making our Will"

Mr & Mrs Bacon, Dorset

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Miss Rampton, Surrey



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LJ0/10


Lifeboats
Royal National Lifeboat Institution
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Get Splashed Hall of Fame



Earlier this year a Get Splashed competition was launched for young people to design a poster to help promote the four point water safety code. We had a great post bag from many Storm Force members, individuals, youth organisations and schools for the four categories – under 8 years, 8-11 years, 12-14 years and 15-16 year olds...

The decision to find an overall winner was extremely difficult but in the end the category winners were:

- **Isobel Billau** (5), Catshill Rainbows, Bromsgrove
- **Annalea White** (13), Swanage Middle School, Swanage
- **Sally Welsh** (16), Home Education Advisory Service, Scarborough
- **Sarah Whiteway** (10), St Phillips C of E Aided Primary School, Warrington was voted as the overall winner.

Remember the Four Point Water Safety Code



Get Splashed poster competition winner:

Sarah Whiteway Age 10

St. Philip Westbrook C of E Aided Primary School, Warrington



The Royal National Lifeboat Institution, West Quay Road, Poole, Dorset BH15 1HZ. Tel: 01202 663000 Fax: 01202 663167 Internet: www.lifeboats.org.uk email: info@rnli.org.uk



Sarah Whiteway (10), St Phillips C of E Aided Primary School, Warrington



Each of the category winners received £50 and a family ticket to Drayton Manor Family theme park and their school / youth organisations received £100. Sarah, as overall winner, received £100 and a day out with the RNLI and her school received £450,

all kindly donated by Brigadier Robertson.

Sarah's design has also been produced as a poster which will now become part of the RNLI's set of resources to promote Safety at Sea and on the water.

Well done Sarah!



Annalea White (13), Swanage Middle School, Swanage



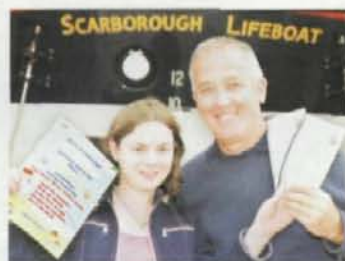


Isobel Billau (5), Catshill Rainbows, Bromsgrove.

The Rainbows are pictured with their parachute – one of the items that was bought with the prize money.



Sally Welsh (16), Home Education Advisory Service, Scarborough



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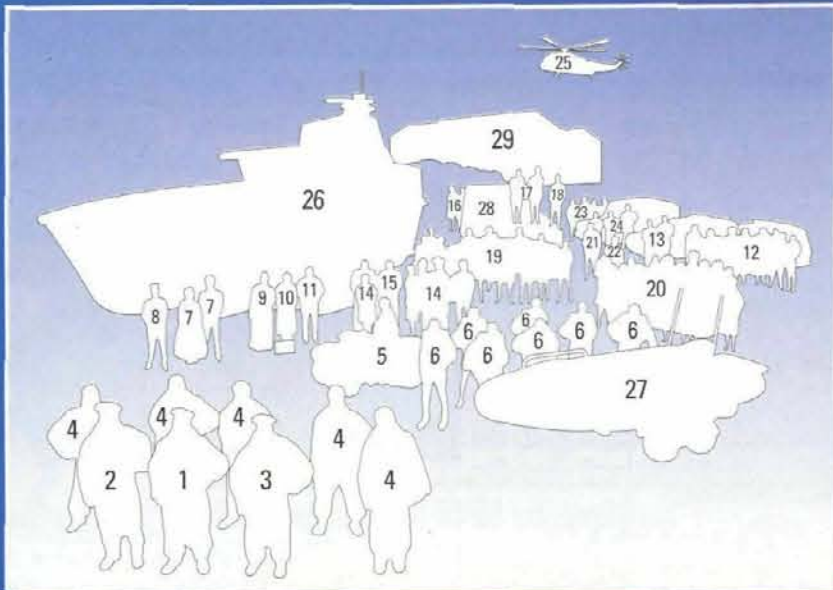
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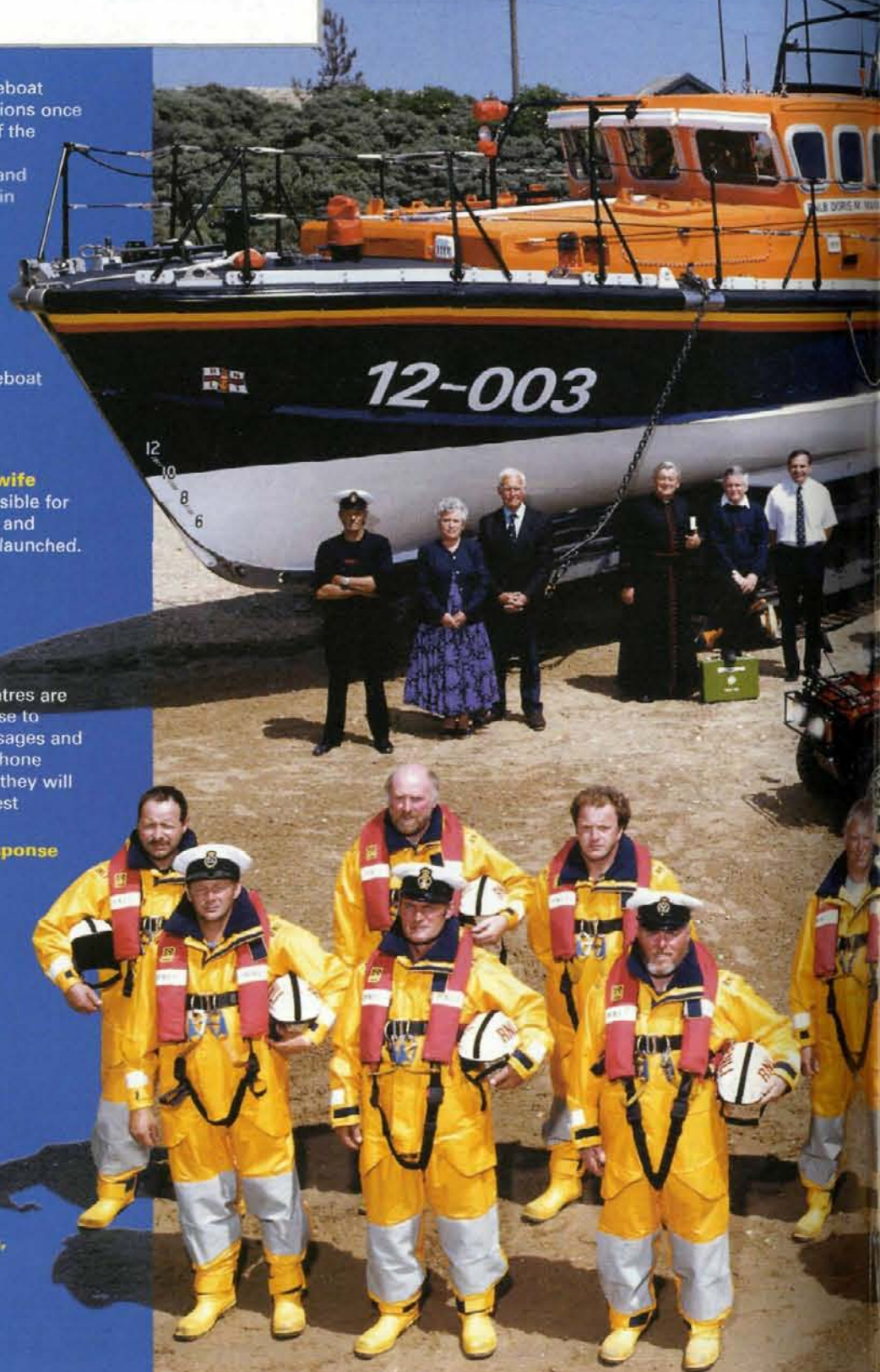
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The Res

This photograph shows the lifeboat crew of the Wells



- 1. Coxswain/mechanic** - Mersey class lifeboat
The coxswain is responsible for all decisions once the lifeboat is at sea and for the safety of the boat and its crew. At this station the coxswain is also the full-time mechanic and has to make sure that both lifeboats are in good working order at all times, replace any damaged equipment and run the engines at least once a week to make sure the lifeboats are ready for launching in an emergency.
- 2. Second coxswain** - Mersey class lifeboat
- 3. Assistant mechanic** - Mersey class lifeboat
- 4. Crew** - Mersey class lifeboat
- 5. ATV** (all terrain vehicle) driver
- 6. Inshore lifeboat crew**
- 7. Station honorary secretary and his wife**
The station honorary secretary is responsible for the general administration of the station and deciding whether the lifeboat should be launched.
- 8. Deputy launching authority**
- 9. Chaplain**
- 10. Honorary medical adviser**
- 11. Honorary treasurer**
- 12. Coastguard rescue teams**
The many Coastguard Co-ordination Centres are responsible for co-ordinating the response to incidents at sea. They receive radio messages and 999 (112 in the Republic of Ireland) telephone calls. If they decide a lifeboat is needed, they will page the honorary secretary of the nearest lifeboat station.
- 13. EAA NHS Trust with Emergency Response vehicle.**
- 14. The Rt Hon the Earl of Leicester, patron and president of station branch with Lady Leicester and committee members**
- 15. Chairman of station branch**
- 16. Tractor drivers**
- 17. Head launchers**
- 18. Maroon firer**
- 19. Crew and launchers**
- 20. The lifeboat guild members**
- 21. Beach warden**
- 22. RNLI SEA Check Co-ordinator**
- 23. Beach voluntary lifeguards**
- 24. Norfolk Constabulary**
- 25. Sea King helicopter, RAF Wattisham, 22 Squadron SAR**
- 26. Mersey class lifeboat**
- 27. D class inflatable lifeboat**
- 28. Talus MBH launching tractor**
- 29. Lifeboat house**



Rescue Team

boat station and onshore support team.



Lifeboats

Royal National Lifeboat Institution

Saving lives at sea



This specially commissioned feature is taken from the latest issue of Storm Force News, the magazine of the RNLI's club for young people. Storm Force members receive an exciting pack filled with lots of goodies and receive their quarterly Storm Force News which is crammed full of exciting competitions, puzzles, sea tales, jokes, cartoons and many interesting and informative articles.

For further information on how to join Storm Force contact Storm Force HQ, RNLI, West Quay Road, Poole, Dorset BH15 1H



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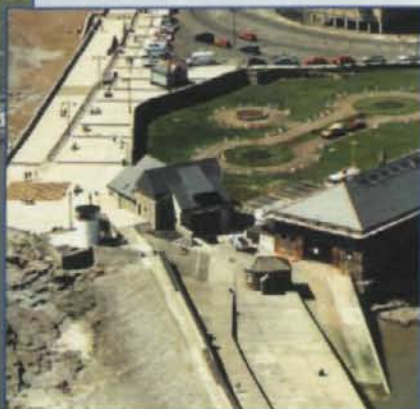
More lifeboat stations as seen from above...



Porthcawl – Wales and West Mercia Division

In its literal translation from Welsh, 'port - cawl' means 'port of boiling broth' as the seaside resort faces brutal prevailing Westerly winds and currents – and the highest rise and fall of tide anywhere in the world.

Lifeboats first operated from here in 1860 with the original station standing on the main Promenade. The lifeboat was withdrawn in 1860 after the decline of the trading port, but in 1965 a D class inshore lifeboat was allocated. The inshore lifeboat was housed in temporary accommodation provided by the local council. This lean-to building, situated alongside an old warehouse at the harbour entrance, served well for over 30 years until the fine station which stands today was built by local contractors.



Main photo Ref: 657255
Detailed photo Ref: 657264

Galway Bay – Ireland Division

Following a number of search and rescue incidents in Galway Bay, the RNLI announced that an Atlantic 21 lifeboat would be allocated to Galway on a year's evaluation.

When the newly trained crew received its lifeboat in 1995 there was no boathouse so she had to be kept at the station secretary's work place – from here she was towed to a variety of launching sites.

Early 1996 saw the construction of a launching davit along with a temporary boathouse and a port-a-cabin serving as a crew room. The station saw a packed first year, becoming one of the busiest in Ireland.

A new Atlantic 75 was placed on station later that year and the new boathouse was completed in 1997.



Main photo Ref: 671312
Detailed photo Ref: 671306



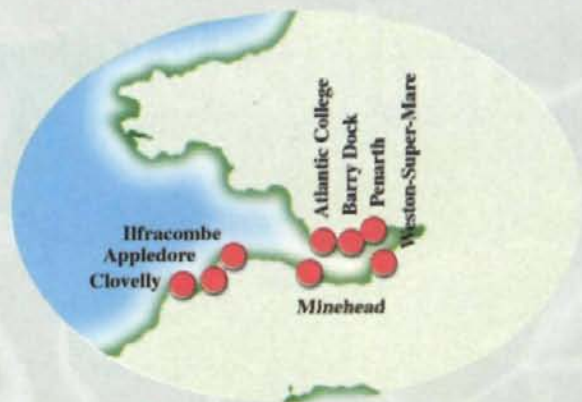
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Clovelly to Atlantic College...

RNLI Shoreworks Manager Howard Richings continues his look at lifeboat stations around the coast



Our departure from Bude Haven early one morning in May brings back memories of all those old stories about the nefarious activities of shadowy characters on Cornish beaches. What are that group of figures up to hauling on a very long rope? What cache of goodies is being prised from the clutches of Summerleaze Beach? It looks like a tractor but why not wait until full daylight when they can see what they are doing – the light is not quite strong enough to read the logo – probably just as well!



Leaving Cornwall for Devon we make good time around Hartland Point and hove into **Clovelly** just in time for the official opening of the station's recently modernised and enlarged boathouse. The re-adoption of the station by the RNLI in 1998 presented the shoreworks department with one of its most challenging and satisfying projects – the substantial rebuilding and enlargement of the old, 1870, boathouse to take an Atlantic 75 lifeboat on a site closely hemmed in by other old buildings, a narrow cobbled lane and the sea.



Heading slightly north of east we make the short crossing to the twin estuaries of the rivers Taw and Torridge just as work is getting underway on the complete rebuilding of the **Appledore** lifeboat house. Most stations have moved house once or twice in their histories but Appledore has operated from a plethora of sites in its 175 year history with up to three boathouses at any one time. The current location at Badsteps is close to the home of the original lifeboat which was housed in a barn adjacent to Kings Watch House.

Bustling

Our departure from Appledore takes us north with Lundy off the port quarter, past Baggy Point and Woolacombe beach, before we make a near 90° turn around Morte and Bull Points and head eastwards to the resort town of **Ilfracombe** with its bustling harbour and distinctive Victorian seaside architecture. Until 1996 the town's lifeboat trundled throughout the streets to reach the public slipway. Maroons sent the gulls wheeling and warned motorists to watch out for the lifeboat rig. Although this may have been good entertainment for visitors it did not make for an efficient lifeboat service. In 1994 a site became available adjacent to the harbour and a new boathouse was opened in 1996 followed by a new slipway the following year. In common with St Ives, the completion of this project had a significant effect upon operational efficiency, cutting the launch time by several precious minutes and reducing the risk of injury to passers-by.

We are now in the Bristol Channel proper and, with the mass of Exmoor in the background, we head east passing the twin towns of Lynton and Lynmouth where, in 1952, a flash flood wreaked terrible destruction. Lynmouth lifeboat station was closed in 1946 and our next port of call is **Minehead**, home to an Atlantic 75. Major extension works were completed in 1993 and have provided housing for a carriage-launched all-weather lifeboat to give future flexibility. The work on the historic boathouse – built in 1901 – had to meet high standards and is an excellent example of how a part of the RNLI's architectural history has been preserved and given a new lease of life as part of a modern building.

Historic

Pushing further northeastwards towards the historic trading ports of Cardiff and Bristol we reach the popular resort of **Weston-Super-Mare** – another town that has several historic lifeboat houses to its name. The current lifeboat house is located on Birbeck Pier not far from one of its historic predecessors, its future to be determined by the outcome of a scheme by the pier's new owners to renovate the ailing structure. For a number of years access to the pier has been closed to the general public. During this period the RNLI has maintained a restricted safe access for the lifeboat crew and if the restoration now goes ahead then a major modernisation of the boathouse will follow promptly.



Above – Penarth's new lifeboat station before, during and after construction.

Left – Clovelly lifeboat station re-adopted, enlarged and modernised.



Should the plans not come to fruition a new site will have to be found that does not rely upon the pier for access.

Tacking across the mouth of the river Severn marks a key stage in our journey – not only do we leave the South Division behind but we cross our first national boundary, and arrive in Wales. The very turbid, silty waters of the Severn Estuary are a manifestation of the enormous energy which surges to and fro twice each day and which for decades engineers have dreamed of tapping via a tidal barrage. Our first landfall, **Penarth**, has seen a dramatic transformation of its lifeboat facilities. Until 1996 the station's inshore lifeboat (ILB) was housed in snug but very restricted quarters in a converted storeroom on the Victorian seafront. Plans to upgrade from a D class to an Atlantic 21 depended upon finding a site for a new boathouse – no easy task on a seafront which appeared to have no vacant, suitable site.

It required great imagination to visualise how a rough plot of steeply sloping embankment at the western end of the Esplanade might be transformed to provide a home for the new lifeboat. First, many tonnes of rock had to be excavated to form a flat site, then a massive reinforced retaining wall up to 15m high had to be constructed on two sides of the site and tied into a reinforced concrete ground slab upon which the boathouse would be founded. In June 1996 the new boathouse, designed to fit in with the town's Victorian seafront architecture, was opened to general acclaim. Mention of leaks (not leeks) is however, not recommended. An obstinate problem – hopefully now reduced to acceptable levels – has kept the telephone line to Poole HQ hot.

Efficiency

Our course now becomes generally westwards as we head along the South Wales coast. At **Barry Dock** harbour users, including the RNLI, wage continuous

war with the silt laden waters of the Bristol Channel. A recent dredging programme restored the depth at the lifeboat berth and will, hopefully, guarantee the operational efficiency of the station for several years. It is just one of a number of stations where the RNLI has to undertake regular dredging works to maintain the lifeboat service. On shore crew facilities have been substantially improved over the last few years with a new crewroom being completed in 1995.

International

The final station on this leg of our millennium journey is one that is special in many ways and has played a significant role in the development of the Inshore Lifeboat fleet. The United World College of the Atlantic – **Atlantic College** – at **St Donat's Castle** is set in beautiful surroundings and welcomes students from all over the world who learn to live and study together whilst striving to gain the international baccalaureate. The college staff and students provide the crew for the station's Atlantic 75 (A75) lifeboat. The A75 is the latest incarnation of a design originally developed at the college and which came into service as the Atlantic 21 (A21) in the early 1970s. Nearly 30 years on, it is the work-horse of the RNLI ILB fleet accounting for a major portion of all the rescues undertaken. It was the upgrading from the A21 to A75, with the slightly increased dimensions, that led to major works to the lifeboat house in 1996

Conscious of the need to complete one more leg of the journey before the last winter of the Millennium curtails our trip for the year, we shall take a short break to get several more major jobs under construction including those at **Broughty Ferry, Harwich, Southend and Mablethorpe.**

Below – Atlantic College at St Donat's Castle, home of the Atlantic 21 and 75 lifeboats.




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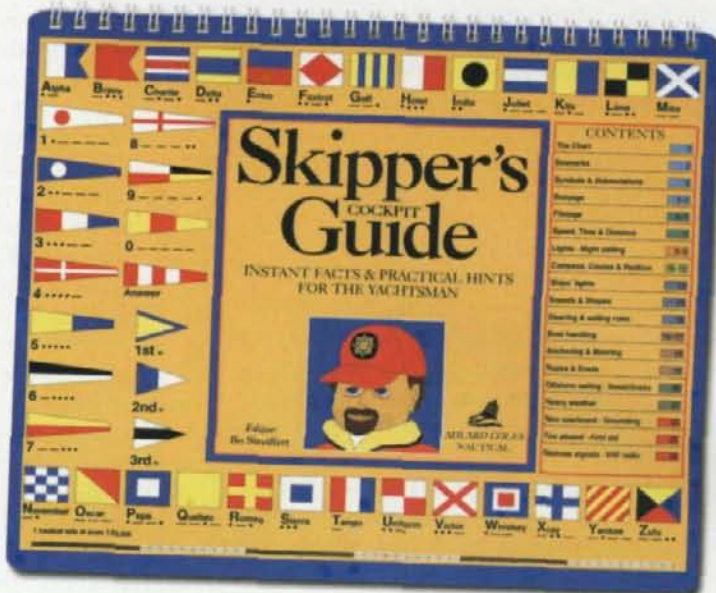
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By Bo Streiffert

Published by Adlard Coles Nautical

Among our supporters are many people who go to sea both for their work and for their leisure and it is the leisure market at which the Skipper's Cockpit Guide is firmly aimed. This laminated, ring-bound guide is a handy reference and could be useful to all seafarers, not just leisure users. It is one of the most comprehensive of these guides that I have seen (and there are several). The illustrations are clear and

informative, and the text unambiguous and relevant. It is the sort of book you skim through once, making a mental note of its contents in order to be able to return to it when really needed. Priced at just under £10 and containing 24 pages of information it represents a practical gift for any boat owner.



For the Enthusiast

The Story of the Newhaven Lifeboats The Story of the Eastbourne Lifeboats Sunderland Lifeboats (1800-2000)

By Jeff Morris and Dave Hendy

By Jeff Morris

Published by The Lifeboat Enthusiasts' Society

For those of you that are not familiar with them, there is a splendid series of books telling the story of the lifeboats from the various stations around our coasts. These are produced by the Lifeboat Enthusiasts Society and are brimming with carefully researched history and stories that are part of the RNLI tradition. Three new ones are the story of the Newhaven lifeboats, the story of the Eastbourne lifeboats and the 200 year history of the Sunderland lifeboats. Accompanied by some intriguing photographs the closely packed text is a fascinating read for those of us who cannot fail to be moved by the amazing accounts that these books contain.

The Story of the Newhaven Lifeboats is available from Mr R A Fenner, 59 Vale Road, Seaford, East Sussex BN25 3EZ; *The Story of the Eastbourne Lifeboats* can be obtained from Captain I Shearer, c/o RNLI Museum, The Wish Tower, King

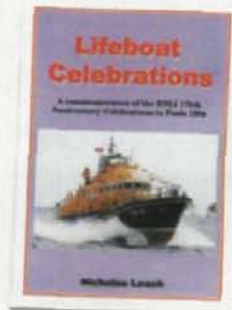
Edwards Parade, Eastbourne BN21 4BY and *Sunderland Lifeboats 1800-2000* is available from Mr B Robbie, 14 Buttsford Gardens, Tunstall, Sunderland, Tyne and Wear SR3 1PN. All books are priced at £3 each plus 50p to cover postage and packaging.

Lifeboat Celebrations

By Nicholas Leach

Published by the author

As everybody will remember 1999 saw the RNLI commemorate its 175th year and many of us were lucky enough to be at Poole for the anniversary celebrations and to see the flotilla of RNLI and overseas lifeboats assemble and sail past on 23 June. Nicholas Leach, author of several authoritative books on the RNLI, has produced, at £3.50 (inc. p&p), a photographic record of all the boats that attended the flotilla and records some of the background of that amazing day. Copies of the book are available direct from the author by writing to Nicholas Leach, 7 High Tress, Birmingham B20 1HS.



General

Recipe Book

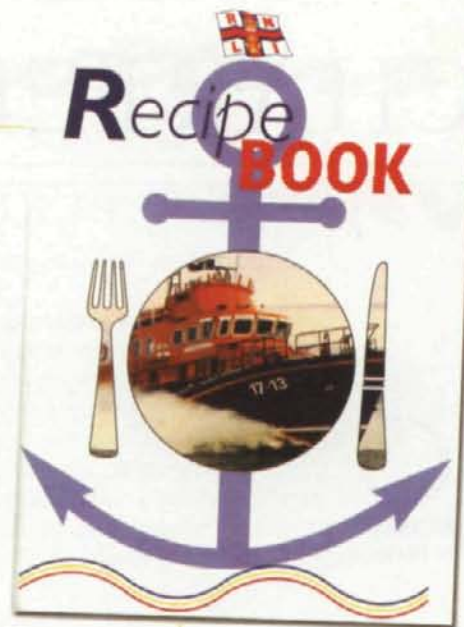
Compiled by Northampton Ladies Lifeboat Guild
Published by the guild

It is a common fundraising strategy to get the great and good, or the bad and famous or just friends, relatives and neighbours to contribute recipes so that a recipe book may be published and sold in order to benefit the RNLI. There are many of these but the one produced by the Northampton ladies guild stands out in my mind. The reason for this is that firstly the contributors range from rugby internationals to famous chefs; and nearly every recipe is accompanied with a reason for inclusion. These reasons could be those from famous restaurants and must therefore be popular with the diners, to the simple 'my mother used to make it and it's the best I've ever tasted'. Ranging from delicious sounding main dishes to simple snacks there is something in it for all tastes. The cliché about puddings and proof is very relevant here so I thrust the book at my wife and said 'lets try a couple of these'. I could hear her grunts of approval every now

and then as she skipped through the recipes.

We tried the American Barbecue Pork Chops on a Friday night as it was quick and simple and we were due to go down to our boat later on that evening. In the cool bag we took the ingredients for the Monkfish and Bacon Kebabs with Tomato and Ginger Chutney which we ate, whilst at anchor, on a very peaceful Saturday evening. It was simply superb – accompanied by a Sauvignon Blanc and served with some new potatoes and a simple medley of vegetables. It was an absolute meal to remember.

This book sells for £6 plus £1 p&p directly from Mrs King, 316-318 Wellingborough Road, Northampton, NN1 4EP. The guild have sold over half the copies they had printed and have raised over £9,000 for the RNLI so far. You really have to try this one.



The books reviewed here are NOT available from the RNLI. Please see either the address given in the text or contact a good bookseller quoting the author, full title and ISBN.

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Reduce the risks

Given the antics of condemned yachtsman Eric Abbott who 'navigates' by road maps, isn't it time to formalise some form of mandatory training before people put to sea. This guy shows total contempt for the emergency services, using the RNLI and Coastguard as a waterborne AA service.

£50,000 was the figure quoted for his multiple mistakes this year. It makes a mockery of those who donate, fund raise and support the lifeboats – to say nothing of the voluntary lifeboat crews themselves. On the question of training, what is so daunting about this? If you can't take the training then should you be at sea? I think not – the courses are designed to be enjoyable as well as informative. So much money is invested in craft these days, a few hundred pounds is nothing to invest in some personal boat handling and basic navigation skills.

We all know the old one about our sailing heritage, but how much boat would this guy have left to sail if the Coastguard or RNLI started claiming old fashioned salvage. Anyone, no matter what level of qualification, can make a mistake. But lets face it, the degree of probability is considerably reduced with a few RYA training certificates tucked under your lifebelt.

Peter Smith. RYA member and RNLI supporter via email

The RNLI's press release dated 10 August 2000:

RNLI condemns irresponsible yachtsman

The Royal National Lifeboat Institution has condemned yachtsman Eric Abbott who was rescued once again today, making a tally of 10 lifeboat call-outs.

To date, his rescues have cost the RNLI some £50,000 which all has to be found through donations.

The RNLI's Chief of Operations, Michael Vlasto, said: 'This catalogue of incidents involving the marine emergency services, including the RNLI, clearly shows an irresponsible attitude by Mr Abbott.

'He should be made aware that the RNLI is supported entirely by voluntary contributions and the volunteer crew go out in their own time. Putting volunteers' lives at risk in this way is unforgivable.

'We are concerned that we could be putting other lives at risk by having to deal with people like Mr Abbott who, if he had taken some basic sea safety training, need not have got himself into these situations.'

Mr Abbott today telephoned the RNLI and spoke to the Chief of Operations who repeated his comments to the yachtsman.

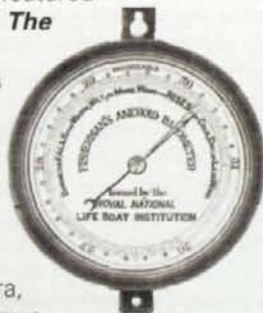
'I think he took my point', said Michael Vlasto.

Built to last

The Sea Safety article that featured in the Spring 2000 issue of **The Lifeboat** was of particular interest to me as I possess a fisherman's aneroid barometer as illustrated – and it is still in perfect working order.

My specimen, which has the additional detail 'N° 343 Negretti and Zambra, London', was given to me by a retired ship chandler in a Moray coast town some 25 years ago. At that time I wrote to the RNLI requesting details of its history and was told it was one of a number sent to the Torbay lifeboat station secretary for distribution to local fishermen. Enclosed was a copy of the original instructions to lifeboat secretaries regarding price (11/6) and distribution.

The fact that it is 118 years old and still as accurate as ever is testimony in itself.



**William Mavor
Moray**

Eagle-eyed reader

I regularly receive **The Lifeboat** magazine which is an immediate cover to cover read for me.

I was amused to see two small 'typos' in the Summer 2000 issue: Under 'Splash and Dash' in News you suggest that 'sophisticated tasks will teat your brain power' – what size teat do you recommend? Also, under 'Mini money maker' in The Fundraisers, you say that 'The Moke has been completely re-spayed...' How much did your vet charge you for this operation?

**Robert Jobson
via email**

Well spotted Robert – we are glad to have given you a smile with our 'deliberate' mistakes. Sadly, there are no prizes for spotting any this issue...

Letters from readers are always welcome.

*Address them to:
The Editor,
The Lifeboat, RNLI,
West Quay Road, Poole, Dorset BH15 1HZ
or email us at:
thelifeboat@rnli.org.uk*

*All submissions should be clearly marked
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£7,500	Monthly	£129.65	£246.72	£664.29	11.9%
	Total	£10,890.60	£8,881.61	£7,971.43	
£5,000	Monthly	£88.82	£166.62	£444.99	12.9%
	Total	£7,461.30	£5,998.28	£5,339.79	

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	Total	£22,455.18	£16,719.90	£14,327.31	
£7,500	Monthly	£169.61	£266.08	£723.31	11.9%
	Total	£14,247.28	£10,298.75	£8,679.71	
£5,000	Monthly	£116.20	£193.21	£484.52	12.9%
	Total	£9,760.79	£6,955.26	£5,814.23	

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3A0D

The Tweenies join the crew

Popular children's BBC TV programme, *The Tweenies*, was in Poole in August filming with Poole lifeboat crew. The character Judy (the green one in the picture!) went afloat on the station's Brede class lifeboat to watch the exercise that crew carry out at the Poole festival every Thursday evening during the summer.

Children are an important audience for the RNLI, which recognises them as future supporters and crew members, so it was delighted to be asked to participate in the programme which attracts a large pre-school audience every weekday.

With many families taking their children abroad, today's young people are not as likely as their parents and grandparents generations to become aware of the lifeboat service by visiting the lifeboat station on a seaside holiday, so coverage on children's television programmes is the ideal way to reach the younger generation.

The *The Tweenies* episode shot in Poole is likely to be shown in October or November this year.



Lottery raises record amount

Mr A M Ferguson of Inverness won first prize in the RNLI's record-breaking lifeboat lottery – driving away with a brand new Peugeot 206.

The winning tickets were drawn by lifeboatmen and training staff on 28 July – the volunteer crew members from various lifeboat stations around the country were attending a five-day mechanical engineering course at the RNLI training centre at the Poole depot.

The 90th national draw raised a record £307,722 in ticket sales and the runner-up cash winners were:

- £1,000 – Mr D Crane, Hemel Hempstead
- £500 – Mr R F Battle, Ruislip
- £250 – Mr R MacDougall, Ruislip
- £100 – Mrs G M Raisey, Stowmarket; Mrs J Elley, Hull; Mrs K E Richardson, Little Ouseburn; Mrs J Fenton, Ayr; Mr G Case, Kingsbridge.



Graham Wagstaff, technical training officer (left) draws another winner as Julia Fish, lottery development officer, and representatives from Peugeot dealers, George Hartwell, look on.

Photo: Derek King, RNLI

On Station

The following lifeboats have taken up duty:

ALL WEATHER

Portrush – Severn 17-23 (ON 1247) *Katie Harman* on 15 June 2000

Aberdeen – Severn 17-24 (ON 1248) *Bon Accord* on 20 July 2000

Portrush – Trent 14-30 (ON 1246) *Dr John McSparran* on 3 August 2000

INSHORE

Relief – B762 *Jack and Joyce Burcombe* on 27 March 2000

Whitstable – B764 *Oxford Town and Gown* on 5 July 2000

Crosshaven – B525 *Spix's Macaw* on 22 June 2000

Ramsgate – B765 *Bob Turnbull* on 26 July 2000

Hartlepool – B766 *BBC Radio Cleveland* on 28 July 2000

The Fundraisers

Unsecured Personal Loans

Gala brings history alive

Two stars of the popular television series *Heartbeat*, helped draw the crowds at Whitby's lifeboat gala, over the weekend of the 29 and 30 July, when they performed a champagne launch on the town's restored pulling and sailing lifeboat, *Robert & Ellen Robson*.

In a packed two days, which also included the annual Flag Day, auctions, dances and other events in the run up to the Gala weekend, more than £12,000 was raised, with Sheffield's man of steel Jim Hague kicking off activities with a 125ft lorry pull. Lifeboat demonstrations, evening entertainment with local band Juggler, stalls, a fun fair and lots of other attractions, made it a real weekend of fun for all the family. Fireworks on the Sunday evening, paid for by a private sponsor, provided a spectacular end to the two days.



Above: Whitby's restored pulling and sailing lifeboat, *Robert & Ellen Robson*, is launched from an original carriage for the first time in over 40 years to great applause from the large gathered crowd.

Inset: Derek Fowlds and Bill Simons (aka *Heartbeat*'s Sgt Oscar Blaketon and PC Alf Ventress) officially launch the lifeboat in the traditional style with a bottle of bubbly.

Fred. Olsen Cruise Lines present the check for £76,250 – (from L to R) Wendy Hooper-Greenhill, Fred. Olsen publicity manager; Poppy Bell, passenger; and Howard Bell, passenger and RNLI Eastern region liaison officer.



Fred. Olsen fund third lifeboat

Crew and passengers of the two Fred. Olsen Cruise Lines ships, *Black Prince* and *Black Watch*, have done it again, raising a whopping £76,250 – enough to fund their third Atlantic 75 lifeboat.

Fred. Olsen Cruise Lines adopted the RNLI as its charity in the 1960s when its ships were sailing from Harwich, Tilbury and London Docks. With so much time spent in UK waters, the RNLI was an obvious charity for the company to support, with passengers and crew quick to show their support as well.

On every cruise, fundraising activities are a normal part of the on board entertainment. A white elephant stall, proceeds from bingo and other games, raffles, RNLI souvenir sales and collecting boxes are just some of the ways the company is able to raise the cash. In addition to all this, the company donates a two-week cruise every year for the RNLI to use in its own fundraising efforts.

Pilgrims' progress

Remember the story of Martyn King and Alison Shaw from the Summer 2000 issue? The pair had started their two year, 7,000 mile journey along the coast of Britain, stopping at 185 lifeboat stations along the way. On 11 May 2000, they were spotted by Trevor Holland from Skegness lifeboat station. At this stage, the pair had travelled 1,200 miles and were nearing Ardnamurchan point. So if you see them on your travels, stop and say hello!

Anyone wishing to make a donation to Alison and Martyn's fundraising effort can do so at any post office. The account details are: RNLI Round Britain Walk, account number 46 067 3289.



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The Fundraisers

WINNING FUNDRAISING FRIENDS

More examples of how branches and guilds are encouraging individuals and groups to get involved with activities and events...

Photo: © Huddersfield Daily Examiner



Stamp collection



Photo: © Brian Green

A severe shock was imposed upon the Yorkshire south west district of Young Farmers clubs on 2 July as they started the annual Honley and Brockholes branch lifeboat pull.

The grey skies began to darken and the not too distant hills became engulfed in heavy mist as they set off to pull a D class lifeboat for 20 miles along the highways and byways of West Yorkshire. Within 30 minutes of the start, the wind got up, the sky turned black and the rain came down in torrents.

While the supporters waterproof coats were welcome, full lifeboat wet weather gear would have been truly appropriate! But with absolute determination and disregard of their own comforts, the young farmers battled on for the next seven hours – collecting a remarkable £1,110 along the way.

COBO Rainbow Guides, pictured here with former lifeboatman John Webster, have been busy collecting thousands of stamps to raise money for the RNLI. The rainbows, aged between five and seven, have been collecting the stamps as part of their Year of the Sea Badge and community service.

The stamps are handed over to the Guernsey lifeboat guild, who separate the stamps from their envelopes and sell them to tourists for 50p per pack. This method of raising money has proved to be a great success – raising £500 so far this year.

Good scouts



Third Walsall Sea Scouts and Beavers have been fundraising for Abersoch lifeboats since 1994 – raising over £400 in that time. A collection tin is kept at their HQ and the beavers are encouraged to pop in their one and two pence pieces and the scouts go Carol singing at Christmas to boost collections.

The whole Third Walsall are lifeboat orientated and each year part of their programme includes a visit or a talk about rescues and training.



For the past seven years motorbike enthusiasts from far and wide have taken part in the Annual Classic Motorcycle Ride to raise funds for the RNLI. This year's event, which saw around 180 bikes arriving at Poole harbour on 11 June, raised £2,265 for lifeboat coffers.

This year was especially significant for biker Ted Tandy as it was his last run as event organiser. Ted is pictured above with his fellow riders during the cheque presentation to Douglas Kingsbury of Poole lifeboat guild.

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— Mrs M.J. Gerrard, Camberley.

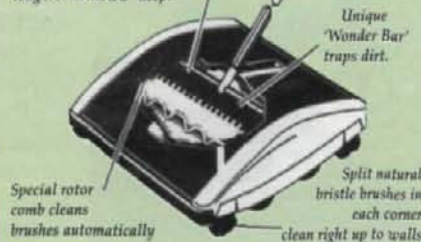


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The Fundraisers

Ducking and diving



Photo © Seamus Loughrey, Coleraine Chronicle.

Earlier this year, the people of Portstewart, Northern Ireland, celebrated St Patrick's day with their annual sponsored Duck Dive. Participants jumped or dived into a nearby intertidal basin, many of them wearing fancy dress. The event, held on 17 March, attracted no less than 25 divers, all of who leapt into the water, which this year had a temperature of around 8°C.

In total, the event raised a record £3,800 through sponsorship, which was presented to John Scott, secretary of the Portrush lifeboat, over Irish stew and traditional music. The proceeds are due to be contributed towards their new Severn Class lifeboat.

Fundraising five



Photo © Evening Argus, Brighton.

Brighton fundraisers organised a sponsored walk in July and, despite only five participants, raised £700.

The photograph shows the intrepid walkers with the Mayor of Brighton and Hove who has nominated the RNLI as the charity that will benefit from fundraising during his year in office.

Just having a ball...

The Martin Jones jazz band played on board the lifeboat *Robert and Dorothy Hardcastle* to greet guests arriving at the Mayday Ball organised by Hull ladies lifeboat guild.

Over 250 guests enjoyed an excellent three-course dinner – proceedings were compered by Steve Massam of BBC Radio Humberside, and Iain Bryce, RNLI Treasurer, gave an introduction to the evening. Guests danced to the band and the Steve Massam disco and were able to go aboard the lifeboat after dinner. A stand-up bingo, grand raffle, sponsorship and donations helped swell the event's profits to £4,500.



Sailing club cash



Maldon Little Ship Club's annual sponsored row, held on Boxing Day, produced a magnificent £9,760 in aid of the lifeboats – bringing the total raised by the sailing club in the last six years to £48,000.

In June the cheque was presented to Ken Harrison, Maldon branch chairman, seen above (second left) with crew members from Burnham on Crouch lifeboat, Anne Tomlinson, Commodore of the MLSC, and Mike McCarthy, event organiser.

Another row is planned for Boxing Day 2000 and everyone is hoping to raise even more cash for lifeboat coffers.

Millennium quilt



In order to assist with their fundraising efforts, a special millennium lifeboat quilt was presented to the St Davids ladies lifeboat guild. The quilt was made by Pat Wilson of Gloucester, a group from the Nailsworth Quilters and members of the St Davids guild.

The brightly coloured quilt has been made up of various patches depicting different pictures. With its main colours being red white and blue, it features sailing ships, fish and starfish, as well as representation of the Smalls lighthouse. The quilt is due to be raffled in order to raise funds for the RNLI.

Busy month

Thurso branch had a very busy month in July – raising a grand total of £14,000!

David Glynn, who attends the branch's quiz nights, decided to have his head shaved and managed to raise £1,178 in sponsorship – the branch also made £3,369 from its annual door to door collection, plus a further £3,499 from a summer fair and dance.

The highlight of the month had to be when bank managers Stuart Leask and Gordon Mackay raised £6,000 from visiting all the Scottish mainland branches of the Royal Bank of Scotland. The boys left Thurso on 2 July – travelling all day and, sometimes, all night visiting 246 branches – and arrived back on 8 July, just in time for the summer fair where Stormy Stan received their cheque.



Above: Stormy Stan, Storm Force mascot, receives the cheque from Stuart Leask and Gordon MacKay.
Above left: A recently shorn David Glynn receives a £100 cheque boost to his sponsorship total from Internet Promotions.

Rocky's challenge

In July, chartered surveyor Paul Rocky successfully completed the Avon challenge – a 50 mile row upstream along the Avon from Tewkesbury to Stratford – to raise cash for the lifeboats.

Paul's time (excluding stops) was 19 hours and 16 minutes, giving an average speed of just over 2.5mph against a current of 2mph. Both BBC Midlands and ITN Central News covered the event from start to finish, turning Paul into something of a celebrity for a few days. Well-wishers stood on the river bank cheering him on and threw money into his collection box as he rowed past.

Paul hopes that with the support of friends colleagues, pubs, the rotary club of Solihull and the local RNLI branch, he will manage to raise at least £2,500.



...In Brief...In Brief...In Brief...In Brief...In Brief...

This year's Lifeboat harbour fete, organised by Staithes and Runswick station and guild, proved to be a resounding success – raising in excess of £10,000. Visitors to the fete, held on 29 July, were treated to lifeboat demonstrations along with a whole host of other attractions including raft and ferret(!) racing, barbecue, disco, fireworks and excellent live music.

Hitchin and District branch excelled itself during the RNLI's 175th anniversary year by raising nearly £15,000 – a fantastic achievement for a small county branch many miles from the sea.

St Agnes ladies guild organised a 'Pimms on the patio' party complete with jazz band in July, raising over £500.

Staff at Littlehampton Book Services held a charity sale in May to raise

funds for the managing director's favourite good causes. Books were sold at knock down prices, generating £2,000 which was shared between RNLI Littlehampton branch and Macmillan Nurses.

Bob Waterfield, Wisbech and district branch secretary, together with friend Alan Culley, undertook a sponsored cycle ride over the Spring bank holiday, visiting each of the 15 lifeboat stations in the Eastern region. Beginning at Southend, the route followed the coast northwards through Essex, Suffolk, Norfolk and finished up at Hunstanton. There is still sponsorship money coming in but so far more than £2,000 has been raised from the event.

Guernsey ladies guild has smashed its annual fundraising record by almost £10,000. The guild raised a total of £44,346

this year, easily surpassing last year's total of £35,000. Chairman Celia Allen singled out Sark for special praise as the 651 residents there raised £3,266 – translating to over £5 a person, not including collection boxes!

Stanton by Dale, a small Derbyshire village, opened its gardens to the public on 24 June to raise cash for RNLI Ilkeston branch. Guests saw a number of picturesque gardens, enjoyed afternoon tea in the village hall and supported the lifeboats. They did so in splendid style – raising over £1,600.

For many years, Romsey and district branch has enjoyed an excellent relationship with P&O Cruises, who have generously allowed the branch to maintain collecting boxes on board the liners *Oriana*, *Arcadia*, *Victoria* and *Aurora*. This

welcome source of income not only includes sterling but foreign notes and coins which are converted into sterling – raising over £8,000 last year.

Jill Follet, a keen RNLI supporter from Birmingham, was given a warm welcome at Llandudno on 9 July at the end of a courageous 1,000 mile coastal walk in aid of the lifeboats. Jill set off from Poole on 1 April and completed the walk in just over three months, passing some 50 lifeboat stations on route. Jill appreciated the welcome and assistance she received from the stations

and regional staff along the way and hopes to raise over £5,000 for lifeboat coffers.

Nearly £1,920 was raised for the RNLI from a raffle during a gala dinner at the International Tug and Salvage Convention and Exhibition, held in Jersey in May 2000. The convention was attended by over 300 delegates from 45 countries as far afield as Australia, South Africa, and North and South America. In addition to this, lifeboat collection boxes raised over £63 in 'fines' from delegates whose mobile phones rang during the conference!

Notice to contributors:

We are always pleased to receive any material intended for publication. However, due to space restrictions and the huge quantity of submissions received, it is impossible to publish every article received.

In order to keep administration costs down, contributions will not usually be acknowledged. Every contribution is considered and we do try to be as fair as possible. So keep those articles coming in – yours could be featured next time.

Musical Showcase

FROM THE RNLI

The wonderful music of the Royal Marines' Bands has always shown their mastery of the art of military music; however, their extraordinary talents extend so much further into the music world providing, today, a wide variety of combinations ranging from full symphony orchestras and concert bands to chamber orchestras and dance bands etc. These all complement the ceremonial and military music acclaimed for many years all over the globe. It is not, perhaps, known that each musician is qualified in at least two instruments, their training involving Degree courses today.

The variety of music is reflected in the increasing number of fine recordings made by the bands, all of which are of a special nature and are increasingly sought after by music

lovers worldwide. The partnership and warm relationship established between the RNLI and the Royal Marines now enables these recordings, by these outstanding musicians, to be available through the RNLI and, at the same time, provide funds for the lifeboat service from their sales. These recordings are not generally available from record stores! The quality of the recordings is greatly acclaimed and reflect the sheer professionalism of the two organisations in the exacting standards of work in their different fields.

The recordings shown represent part of the ever increasing number released - a full playlist is available on application.



A Christmas Festival - A beautiful new recording by The Band of HM Royal Marines, Portsmouth (Royal Band), The Chichester Cathedral Choir and The St Richards Singers.

There have been strong links forged between the Royal Marines Bands and the Choir of Chichester Cathedral over many years during the world-famous Chichester Festival Theatre Christmas Concerts and, therefore, with the wonderful setting and acoustics of the Cathedral, it was appropriate that time should be found amongst their busy schedule to produce this very special recording. The Choir is one of the most highly respected of the Cathedral Choirs in the country and is particularly noted for the beautiful and soft tone which it able to produce in the sympathetic acoustic of the Cathedral which has been splendidly captured on this CD by the special skills of sound engineer Tony Faulkner and editor Bob Whitney from 'Clovelly Recordings'.

A combination of bright new arrangements and many Christmas Favourites including **Silent Night**, **In Excelsis Deo**, **Unto us a Child**, **The Star Carol**, a superb new arrangement of **Santa Claus is Comin' to Town**, **In The Bleak Mid Winter**, **Hark The Herald Angels Sing** and others (20 tracks in all) makes this a timeless recording which is sure to be a best seller.



A Place in the Sun

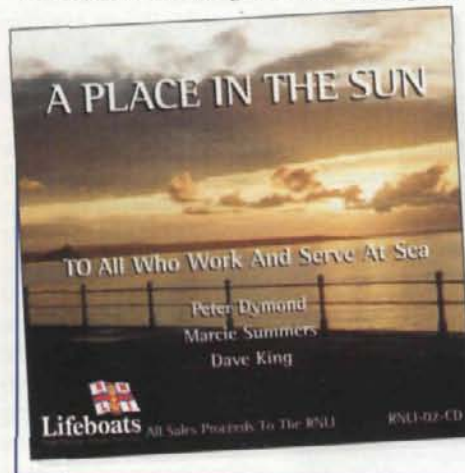
A specially moving recording and tribute to our lifeboat crews and all who work and serve at sea. Taking the RNLI into the new Millennium

This CD produced specially for the RNLI and comprising songs by **Bill Morrison**, some played by and sung by **Dave King** and others arranged, played and sung by **Peter Dymond** and **Marcie Summers**, is one of the finest of its type produced in recent years.

Several of the songs specifically relate to lifeboats, "A Place in the Sun" being a tribute to the men of the Solomon Brown (the Penlee lifeboat), together with "Too Brave the Heroes", and "Boat Wanted" - dedicated to all lifeboat crews. Some, including "Path to Sennen", "Ye Newlyn Boats" and others reflect the strong South West influence, whilst others are of a more general nature including "Maria Asumpta".

With the CD insert containing all the words of the songs and some beautiful photographs it constitutes an album of rare quality, both in its content and technical reproduction.

AVAILABLE IN CD FORMAT ONLY.



Fifteen beautiful maritime hymns specially recorded by the Ely Cathedral Choir for the RNLI, to celebrate the 175th Anniversary. The only known recording of all these hymns together, let alone by one of the country's finest choirs.

This great recording of Sir Charles Stanford's work, including "Drake's Drum" and "The Old Superb", with William Shimell, the internationally renowned baritone, is outstanding for its superb quality of singing, playing and technical production.

A rich miscellany of sea stories and songs by the well-known Taffy Thomas and his fellow performers, specially for the RNLI and its 175th Anniversary. A lovely and unique recording much acclaimed by everyone who has heard it.

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 All other CDs ~ £12.00* each Cassettes ~ £8.00* each
 *Prices include P&P on all orders from within the UK - Overseas postal rates on request

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Lifeboats
 Royal National Lifeboat Institution

Lifeboat launches

Aberdeen
ALB: Mar 17, Apr 17 and May 17
ILB: Mar 17, Apr 5, Apr 16, May 17 and May 18

Aberdovey
ILB: Mar 22 (2)

Aberystwyth
ILB: Mar 16, Mar 18, Apr 21, Apr 22 and Apr 23

Achill Island
ALB: Mar 30 and Apr 26

Aith
ALB: May 11

Aldeburgh
ALB: Mar 2, Mar 11, Mar 18, Mar 27, Apr 13, May 13 and May 28

Alderney
ALB: Mar 1, Mar 13, Mar 23, Apr 9 and May 11
ILB: Mar 1, Mar 13, Apr 12 and May 27

Amble
ALB: Apr 2, May 14, May 21 and May 28
ILB: May 12, May 14 and May 28

Angle
ALB: Mar 29, Apr 27, May 9 and May 10
ILB: Apr 15 and May 5

Anstruther
ALB: Apr 21, May 2, May 2 and May 20

Appledore
ALB: Mar 14, Apr 16, May 6 and May 10
ILB: Mar 5, Apr 6, Apr 17 and Apr 20

Aran Islands
ALB: Mar 7
ILB: May 2

Arran (Lamlash)
ILB: May 6, May 7 and May 30

Arranmore
ALB: Mar 2

Atlantic College
ILB: Apr 17 and May 18

Ballycotton
ALB: Mar 16, Apr 15, May 2, May 16 and May 30

Ballyglass
ALB: Mar 1

Baltimore
ALB: May 13

Bangor
ILB: Mar 5, Mar 12, Mar 26, Apr 4, Apr 9, Apr 17 and May 21

Barmouth
ALB: Apr 14
ILB: Apr 14, Apr 24, Apr 29, Apr 30 and May 21

Barra Island
ALB: Apr 10

Barrow
ALB: May 5
ILB: Apr 5 (2), May 5 and May 28

Barry Dock
ALB: Apr 7 and Apr 9

Beaumaris
ILB: Mar 29, Apr 1, Apr 9 (2), Apr 12, Apr 14, Apr 16, Apr 22, Apr 23, Apr 30, May 1 and May 15

Bembridge
ALB: Mar 3, May 14, May 16, May 19, May 21 and May 27
ILB: Apr 2, Apr 16 and May 28

Berwick-Upon-Tweed
ALB: May 28
ILB: Mar 7, Apr 22, May 7 and May 28

Blackpool
ILB: Mar 26 (2) Apr 12, Apr 23(2), May 1(4), May 3, May 13 (3), May 15 and May 20(2).

Blyth
ALB: May 2 and May 26
ILB: Mar 5 and May 5

Borth
ILB: Mar 19, Apr 13, Apr 30 and May 1

Bridlington
ILB: Mar 4, Apr 11, May 15 and May 27

Brighton
ILB: Mar 15, Mar 16, Mar 23, Mar 24, Apr 9 (3), Apr 26, Apr 29, May 1, May 2, May 5, May 6, May 7, May 10, May 21 and May 24

Broughty Ferry
ALB: Mar 7, Mar 8, Mar 11, Mar 17, Apr 10, Apr 16 and May 4
ILB: Mar 7, Mar 11, Mar 12, Mar 17, Apr 10, Apr 16 and May 4

Buckie
ALB: Apr 5, Apr 9
ILB: Apr 24

Bundoran
ILB: May 3 (3) and May 4

Burnham-On-Crouch
ILB: Mar 25, May 1 (2), May 2 (2), May 3 (2), May 10, May 21 and May 29 (4).

Burry Port
ILB: Mar 19, Apr 30

Calshot
ALB: Mar 5, Mar 9, Mar 14, May 25 and 27 (2).

Campbeltown
ALB: Apr 21
ILB: Mar 25 and Apr 26

Cardigan
ILB: Mar 3, Mar 4, Mar 18, Mar 24, Apr 6, Apr 10, Apr 23 (2) and May 3

Castletownbere
ALB: Apr 21, Apr 29 (2), May 1 and May 31

Clacton-on-Sea
ILB: Apr 27, Apr 29, May 7 (2), May 14, May 14, May 18 and May 23

Cleethorpes
ILB: Mar 21, Apr 19, May 2 and May 16

Clifden
ILB: Apr 26 and May 16

Clogher Head
ALB: May 1 and May 19

Clovelly
ILB: Apr 16

Conwy
ILB: Apr 21, Apr 22, May 1 and May 14

Cowes, Inshore Lifeboat Centre
ILB: May 17 (2).

Craster
ILB: May 20

Criccieth
ILB: May 5, May 13 and May 29 (2).

Cromer
ALB: Mar 11, Apr 19 and May 27

Cellercoats
ILB: Mar 11, Mar 16, Mar 18, Mar 24, Apr 19, May 7, May 21 (2) and May 25
Dover
ALB: Mar 3, Mar 10, Mar 13, Apr 7, Apr 10, Apr 23, Apr 26, May 4, May 7, May 25 (2) and May 27

Dun Laoghaire
ALB: Apr 25, Apr 27, May 2, May 12 and May 17
ILB: Mar 10, Apr 23 (2), May 2 and May 13

Dunbar
ALB: Apr 2
ILB: Apr 2 and Apr 26

Dungeness
ALB: Mar 10, Mar 11, Mar 25, Apr 26 and May 22

Dunmore East
ALB: Mar 13, Mar 27, Mar 31 and May 31

Eastbourne
ALB: Mar 3, Mar 12 (3), Mar 14, Mar 17, Mar 20 (3), Mar 21, Apr 1, Apr 2, Apr 9, Apr 23, Apr 30, May 2, May 11, May 21 and May 26
ILB: Mar 14 (2), Mar 17, Mar 20, Apr 9 and May 21

Exmouth
ALB: Mar 29, May 6, May 11, May 13, (2), May 16 and May 17
ILB: Mar 11, Apr 8, Apr 22, Apr 29, May 1, May 6 (2), May 11 (2), May 13 (2), May 14 and May 29

Eyemouth
ALB: Mar 15, Mar 25 (2), Apr 16, Apr 17 and May 2

Falmouth
ALB: Mar 25, Apr 20, May 3, May 14 and May 20
ILB: Mar 25, Apr 15, Apr 20, Apr 21, Apr 22 (2), May 11 (2), May 14 (2), May 18 (2), May 21 and May 28

Fenit
ALB: Apr 3, Apr 20, Apr 25, May 4, May 12 and May 14

Fethard
ILB: Apr 9, Apr 23 and May 1

Filey
ALB: Mar 9 and Apr 30
ILB: Mar 9 and Mar 12

Fishguard
ALB: Mar 17, Apr 6 and May 13
ILB: May 20

Flamborough
ILB: Mar 7, Mar 17 and Apr 26

Fleetwood
ALB: Apr 16 and May 1
ILB: Mar 26, Apr 16 (2), May 1 and May 7

Flint
ILB: Mar 22, Apr 16 (2), Apr 27 and May 25 (2)

Fowey
ALB: Mar 25 and Mar 29
ILB: Apr 8, Apr 22 and May 21

Fraserburgh
ALB: Mar 23, Apr 26 and May 8

Galway
ILB: Mar 1, Mar 5, Mar 7, Mar 11, Mar 24, Apr 2, Apr 7, Apr 26, May 23 and May 27

Girvan
ALB: Mar 30 and Mar 31

Gt Yarmouth & Gorleston
ALB: Mar 8, Mar 11, Apr 5, Apr 19, May 5, May 14 and May 27
ILB: Mar 16, Apr 6, Apr 17, Apr 20, Apr 22, May 11 (2), May 20 and May 24

Hartlepool
ALB: Mar 24, Apr 30 and May 20
ILB: Mar 24, Apr 10, Apr 24 and May 30

Harwich
ALB: Mar 19 (2), Mar 21, Mar 22, Apr 22, May 19, May 22 and May 28
ILB: Mar 2, Mar 15, Mar 19 (3), Mar 25, Mar 26, Apr 3, Apr 4, Apr 10, Apr 23, Apr 24, May 1, May 3, May 4, May 15, May 21, May 22, May 25 and May 27

Hastings
ALB: Mar 7, Mar 21, Apr 18, May 9 (2), May 9 and May 12
ILB: Apr 9 and May 15

Hayling Island
ILB: May 1 (2), May 2, May 14 (2), May 17 and May 27

Helensburgh
ILB: Mar 11, Mar 16, Apr 1, Apr 5, Apr 8, Apr 19, Apr 23 (2), Apr 29, May 1 (2), May 3, May 7 (2), May 14 and May 20

Helvick Head
ILB: Apr 8 and Apr 28

Holyhead
ALB: Mar 19, May 8, May 13 and May 28
ILB: May 19 and May 28 (2)

Horton & Port Eynon
ILB: Mar 18, Mar 27, Apr 28, May 7, May 14 (3), May 22, May 28 and May 28

Howth
ALB: Mar 5, Apr 29 and May 2
ILB: Apr 5, Apr 15, Apr 19, Apr 22, May 6 and May 7

Hoylelake
ALB: May 21 and May 25

Humber
ALB: Mar 15, Mar 26, Apr 4 and May 3

Hunstanton
ILB: Apr 21 and May 9 (2)

Ilfracombe
ALB: May 28
ILB: Mar 9, Apr 22, May 1, May 7, May 27 and May 28

Invergordon
ALB: Mar 18, Apr 1, May 5 and May 21

Islay
ALB: Apr 19, Apr 27, May 2, May 14 and May 24

Kilkeel
ILB: Mar 2, Mar 26 (2), Apr 23, Apr 27, May 9 and May 31

Kilmore Quay
ALB: Mar 4

Kilrush
ALB: Mar 24

Kinghorn
ILB: Mar 1, Mar 12, Mar 13, Mar 16, Mar 19, Apr 7, Apr 15, May 1, May 14, May 19 (2) and May 24

Kirkcudbright
ILB: May 28 (2)

Kirkwall
ALB: Apr 5 and May 27

Kyle Of Lochalsh
ILB: Apr 11 and May 22

Largs
ILB: Mar 4, Mar 14, Apr 1, Apr 23, Apr 28, May 1, May 8, May 10 (2), May 20 and May 21

Larne
ALB: Apr 29 and May 29
ILB: Mar 18

Lerwick
ALB: Mar 1, Mar 9, Mar 12, Mar 14, May 12 and May 31 (2)

Little & Broad Haven
ILB: May 14

Littlehampton
ILB: Mar 7, Apr 4, Apr 9 (3), May 1 and May 26

Littlestone-On-Sea
ILB: Apr 14, May 13 and May 25

Llandudno
ALB: Apr 16 and May 1
ILB: Mar 13, Mar 17, May 1, May 11, May 22, May 30 and May 31

Lochinver
ALB: Mar 1

Longhope
ALB: Apr 4 and Apr 26

Lowestoft
ALB: Mar 11, Mar 24, Mar 26, May 21 and May 30

Lyme Regis
ILB: Mar 5, Apr 9, Apr 30, May 28 (2), May 29 and May 31

Lymington
ILB: Mar 14, Apr 2, Apr 9 (3), Apr 16, May 20, May 24, May 28 and May 29 (4)

Lytham St. Annes
ALB: Apr 30 and May 1
ILB: May 1 and May 28

Mablethorpe
ILB: Apr 29 and May 2

Macduff
ILB: Mar 23, Apr 18, Apr 24 and May 10

Mallaig
ALB: Mar 31, Apr 2, Apr 12, May 2 and May 26

Marazion
ILB: Apr 18, Apr 22 and May 1

Margate
ALB: Mar 31, Apr 11, May 21, May 27 and May 28
ILB: Apr 24, Apr 27, May 15 and May 28

Minehead
ILB: Mar 25, Apr 22, Apr 30, May 14, May 21 and May 21

Moelfre
ALB: Apr 19, Apr 23, Apr 29, May 1 (2) and May 27
ILB: Apr 23, Apr 30, May 20 and May 27

Montrose
ALB: Mar 10 and Apr 24

Morecambe
ILB: Apr 25, May 5, May 6, May 11, May 17, May 20 (2) and May 28

Continued over...

Lifeboat launches

Station by station lifeboat launches for March, April and May 2000

Mudford

ILB: Mar 11 (2), Mar 12, Mar 18, Mar 23, Apr 2, Apr 3, Apr 6, Apr 21 (2), Apr 24 (2), Apr 29, May 1, May 13, May 28 and May 29

New Brighton

ILB: Mar 2, Mar 10 (2), Mar 20, Mar 21, Apr 1, Apr 4, Apr 17, Apr 30, May 4 (2), May 14 (2), May 16 and May 21

New Quay (Cardiganshire)

ALB: Mar 25 and Apr 19
ILB: Mar 25, Apr 28 and May 13

Newbiggin

ILB: Apr 16 and May 28

Newcastle

ALB: Mar 19, Apr 6, Apr 23, May 2 and May 15
ILB: Apr 6, May 2 and May 7

Newhaven

ALB: Mar 12, Mar 22, Apr 4, Apr 16, May 2, May 14 and May 30

Newquay (Cornwall)

ILB: Mar 20, Apr 8 (2), Apr 23, Apr 30, May 1 (2), May 9 and May 25

North Berwick

ILB: Apr 4 and May 6

North Kessock

ILB: Mar 13, Mar 18, Apr 1, Apr 8 (3), Apr 9 and Apr 28

Oban

ALB: Mar 19, Mar 26, Mar 28, Apr 6, Apr 11, Apr 13, Apr

21, Apr 25, Apr 29 (2), Apr 30, May 4, May 6, May 9, May 21, May 26 and May 29

On Passage

ALB: Mar 29, May 7 and May 16

Padstow

ALB: Mar 9, Mar 31 and May 19

Penarth

ILB: Mar 4, Mar 19, Apr 23, Apr 29, May 1 (2), May 6, May 7, May 9 (2) and May 14 (2)

Penlee

ALB: Mar 11, Apr 9 and Apr 29

Peterhead

ALB: Apr 7, Apr 25, Apr 26, Apr 30, May 8, May 20 and May 22

Poole

ALB: Mar 4, Apr 19, May 7, May 11, May 27 and May 29 (2)

ILB: Apr 16, Apr 19, May 5, May 6, May 7 (2), May 9, May 14, May 16, May 27 and May 29 (3)

Port Erin

ILB: Mar 4

Port St. Mary

ALB: Mar 21, Apr 15 and Apr 19
ILB: May 6

Port Talbot

ILB: May 9

Portaferry

ILB: Mar 5, Mar 13, Apr 7, Apr 10 (2), Apr 19, Apr 22 and May 14

Porthcawl

ILB: Mar 3, Mar 12 (2), Mar 16, Mar 17, Mar 18, Mar 19, Apr 7, Apr 23, Apr 30, May 1, May 5, May 7 and May 14

Porthdinllaen

ALB: May 5, May 7, May 13 and May 31

Portpatrick

ALB: Mar 10, Mar 26, Mar 30, Mar 31, Apr 20 (2) and May 28

Portree

ALB: Mar 1 and Apr 27

Portrush

ALB: Apr 6 and May 9 (2)
ILB: Apr 1, Apr 23, May 1, May 6 (2), May 7 (2), May 9, May 12, May 15 and May 21

Portsmouth

ILB: Mar 19, Apr 2, Apr 7, Apr 8, Apr 9 (3), Apr 16 (3), Apr 26, May 1, May 7 (2), May 13, May 21, May 25 and May 28

Pwllheli

ALB: Apr 30

ILB: May 27

Queensferry

ILB: Mar 16, Mar 26, Apr 6, Apr 7, Apr 8, Apr 16, Apr 19, Apr 23, Apr 24, Apr 26, Apr 30, May 4, May 7 and May 28 (2)

Ramsgate

ALB: May 14, May 15, May 17, May 22, May 23 and May 30

ILB: Apr 6, May 19 and May 23

Red Bay

ILB: May 23 and May 28

Redcar

ILB: Mar 2 (2), Mar 5, Mar 13, Mar 19, May 7, May 15, May 20 and May 31

Rhyl

ALB: May 25 and May 31
ILB: Apr 23, Apr 23, May 1 (2), May 7, May 10, May 22, May 26 and May 27

Rock

ILB: Apr 21

Rosslare Harbour

ALB: May 21

Rye Harbour

ILB: Mar 5, Mar 10, Mar 11, Mar 19 (2), Mar 19, Mar 22, Apr 26, May 1 and May 21

Salcombe

ALB: Mar 1, Mar 10, Mar 19, Mar 27 and Apr 1

Scarborough

ALB: Apr 12 and Apr 23
ILB: Apr 13 and May 20 (2)

Seahouses

ALB: Apr 15, May 10 and May 29

ILB: Mar 6, Apr 8, Apr 16, Apr 23, May 10 and May 29

Selsey

ALB: Mar 5, Apr 18 and May 14 (3)

ILB: Mar 6, Apr 7, May 8, May 14 and May 19

Sennen Cove

ALB: Apr 30 and May 29

Sheerness

ALB: Mar 22, Mar 24, Apr 9, Apr 22 (2), Apr 28, May 2, May 3, May 6, May 12, May 27 (2) and May 28

ILB: Mar 19, Apr 30 and May 17

Sheringham

ILB: Mar 14, Apr 13, Apr 24, May 20, May 27 and May 28

Shoreham Harbour

ALB: Mar 5, Apr 9, Apr 15, Apr 26, Apr 30, May 10 and May 26

ILB: Mar 5, Mar 19, Apr 9, May 10 and May 26

Silloth

ILB: Mar 18, Mar 18, May 2 and May 29

Skegness

ALB: Mar 3, Mar 26, Apr 19 and May 5

ILB: May 16 and May 27

Skerries

ILB: Apr 2, Apr 15 and May 11

Southend-On-Sea

ILB: Mar 6, Mar 14, Mar 18, Mar 19, Mar 21 (2), Mar 23 (2), Mar 24, Mar 25, Mar 27,



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BARRUS

Lifeboat launches

Apr 9, Apr 26, Apr 28, May 2, May 6 (2), May 7, May 11, May 14, May 21 (2), May 22 (2), May 29 (3), May 30 (4) and May 31 (3)
St Abbs
 ILB: Mar 18 and May 27
St Agnes
 ILB: Mar 12, Mar 23, May 13 and May 28
St Bees
 ILB: Apr 11, Apr 24, May 2, May 10 and May 29
St Catherine
 ILB: Mar 2, May 7, May 14 and May 24
St Davids
 ALB: Mar 10, Mar 10, Apr 18 and May 29
 ILB: Apr 3 and Apr 27
St Helier
 ALB: Mar 12, Apr 17, Apr 23, Apr 29 (2), May 14 and May 26
St Ives
 ALB: Mar 11, Mar 28, Apr 14 (2), May 12 and May 16
 ILB: Mar 28, Apr 3, Apr 14 (2), May 7, May 12, May 21 and May 31
St Mary's
 ALB: Mar 29, Apr 30 and May 30
St Peter Port
 ALB: Mar 19, Mar 24, Mar 25, Apr 22, Apr 23, May 11, May 24, May 25, May 27 and May 28

Staithe and Runswick
 ILB: Apr 9
Stornoway
 ALB: Apr 2 and May 1
Stranraer
 ILB: May 19
Stromness
 ALB: Mar 6, Apr 6 and May 22
Sunderland
 ALB: Mar 2, Mar 17, Mar 25, Apr 1 (2), Apr 7, Apr 18, Apr 20, Apr 28, May 2, May 13, May 14(2), May 15, May 20 and May 28
 ILB: Mar 2, Apr 28 and May 20
Swanage
 ALB: Mar 17, Mar 18 (2), Apr 4, Apr 6, Apr 16, May 3 (3) and May 27 (2)
 ILB: Mar 18, Apr 6, Apr 9 (2), Apr 16, Apr 17, Apr 30 and May 27 (2)
Teesmouth
 ALB: Mar 5, Mar 8, Apr 24, Apr 29 and May 31
Teignmouth
 ILB: Mar 16, Mar 27, Apr 9, Apr 16, Apr 23, Apr 30 (2), May 1, May 2, May 18 and May 28
Tenby
 ALB: Apr 17, Apr 22 and May 28
 ILB: Mar 18, Apr 23, May 2 and May 29

The Lizard
 ALB: May 1, May 4 and May 28
The Mumbles
 ALB: Apr 5 and May 7
 ILB: Mar 6, Apr 6, Apr 22, Apr 24, May 7, May 14 (3), May 15, May 22 and May 31 (2)
Thurso
 ALB: Mar 2, Mar 12, Mar 18 and Apr 4
Tighnabruaich
 ILB: Mar 4, Mar 13 and May 12
Tobermory
 ALB: Mar 14, Mar 20, Apr 15, Apr 25, Apr 29 and May 26
Torbay
 ALB: Mar 14, Mar 24, Apr 3, Apr 16, Apr 24 (2), Apr 30 (2), May 6 and May 21
 ILB: Mar 14, Mar 15, Apr 1, Apr 2, Apr 5, Apr 14, Apr 16, Apr 23, Apr 30, May 2 (4), May 28 and May 29 (3)
Tramore
 ILB: Apr 5, Apr 24 (2), May 10, May 17 and May 21
Trearddur Bay
 ILB: Mar 26, Apr 24, Apr 30, May 28 and May 30
Troon
 ALB: Mar 10, Mar 12 (2), Apr 23, May 2, May 8 and May 11
Tynemouth
 ALB: Mar 7, Mar 20 and May 3

ILB: Mar 1, Mar 7, Mar 10, Mar 11, Mar 17, Mar 20, Mar 25 (2), Apr 22 and May 21
Valentia
 ALB: Mar 19, Apr 5, Apr 17, Apr 20, Apr 23 and May 13 (2)
Walmer
 ILB: Mar 17, Apr 18 (2), Apr 19 (2), Apr 24 (2), May 15 and May 28 (2)
Walton & Frinton
 ALB: Apr 28
Wells
 ALB: Mar 11
 ILB: Mar 3 (2), Mar 5, May 14, May 27, May 29 and May 31 (2)
West Kirby
 ILB: Mar 25, May 14, May 15, May 16 and May 25
West Mersea
 ILB: Mar 7, Mar 7, Apr 9, Apr 12, Apr 23, May 1 (3), May 7 (2), May 18 and May 20
Weston-Super-Mare
 ILB: Mar 12, Mar 19 (2), Apr 10 (2), May 1 (2), May 16 (2), May 28 (2) and May 29
Weymouth
 ALB: Mar 7, Mar 11, Mar 28, Apr 12, Apr 16 (2), May 1, May 4, May 13, May 16, May 17, May 21 and May 28
 ILB: Mar 5, Mar 7, Mar 14, Apr 9, Apr 19, May 1, May 4, May 11, May 14, May 17,

May 21, May 21, May 28 (4), May 29 (2) and May 31
Whitby
 ALB: Apr 12, Apr 20, May 16 and May 28
 ILB: Mar 21, Apr 20, Apr 27 and May 1
Whitstable
 ILB: Mar 17, Mar 24, Apr 8, Apr 16, May 13, May 17 (3), May 27, May 28, May 29 and May 30
Wick
 ALB: Mar 25 and May 14
Withernsea
 ILB: Apr 22
Workington
 ALB: Apr 11
Yarmouth
 ALB: Mar 19, Apr 3, Apr 9, Apr 30 and May 13
Youghal
 ILB: Mar 14, Mar 17 and May 10

ALB = all-weather lifeboat
 ILB = inshore lifeboat

The services listed are those for which returns had been received at RNLI HQ by August 2000. There may be other services for which returns had not been received.

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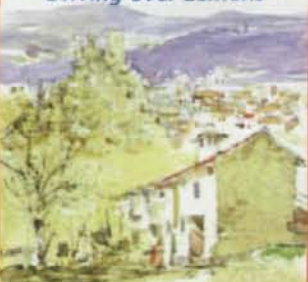
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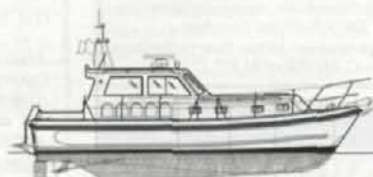
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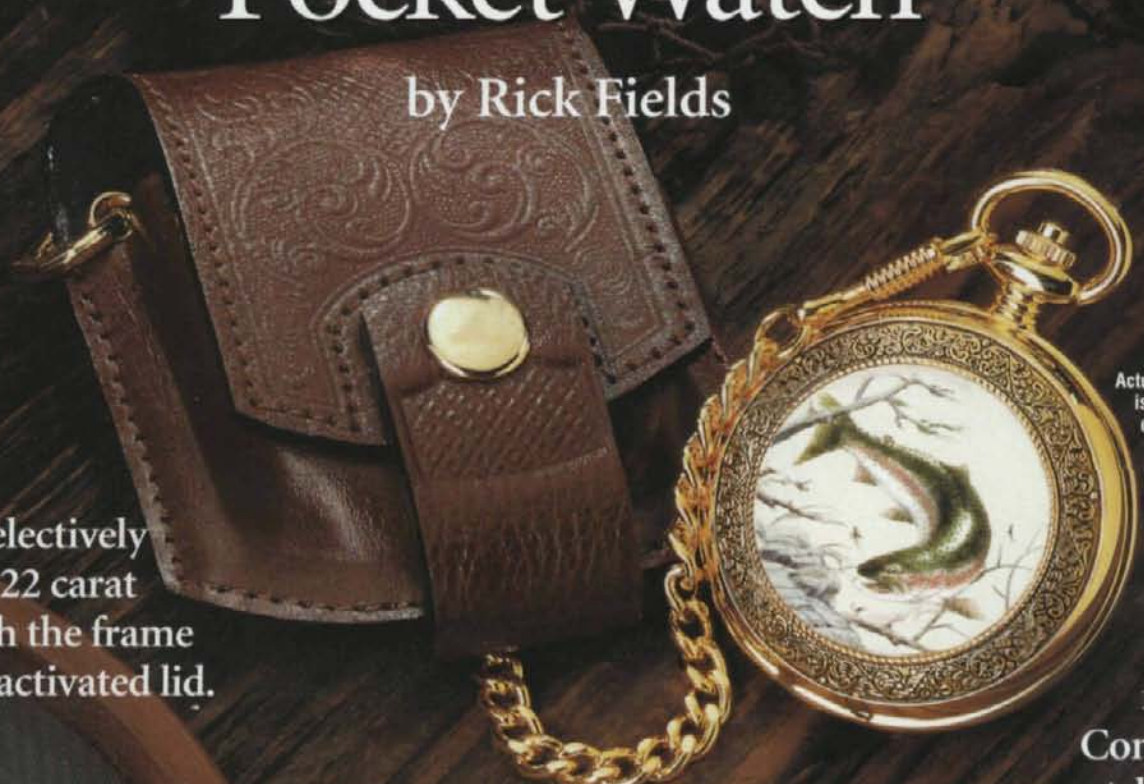
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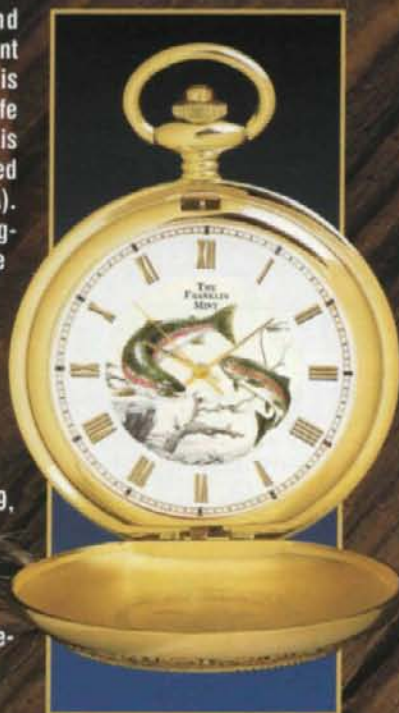
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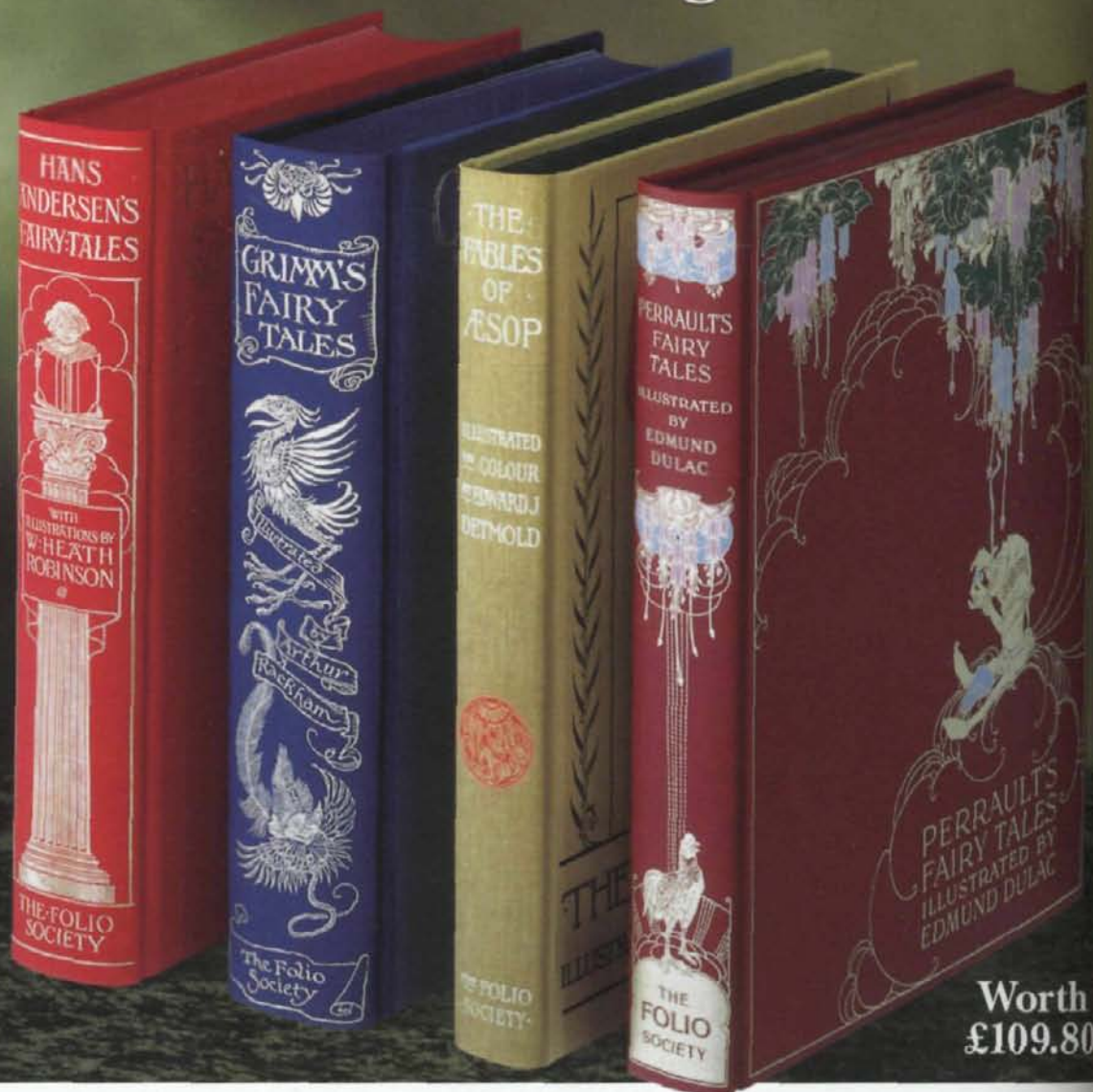
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