

# THE LIFEBOAT FUND

Helping the RNLI save lives at sea

*Registered charity numbers: 248421 (England & Wales) and SC041904 (Scotland)  
Patron: HRH The Duke of Kent*

The Lifeboat Fund exists for the sole purpose of helping the Royal National Lifeboat Institution: the charity that saves lives at sea. We are proud to be one of its biggest single supporters, and also the longest-serving, in helping it fulfil its vital mission.

The Lifeboat Fund is an official charity of the Civil Service, and receives valuable support from employees of the Royal Mail and British Telecom. It benefits from giving by current and retired staff members and from legacies. Civil servants the length and breadth of the UK organise fundraising collections and promote the life-saving work of the RNLI. The total raised for this cause in 2012 was nearly £120,000.

## **The story of our charity**

The Communications and Public Service Lifeboat Fund (The Lifeboat Fund for short) was formed by civil servants in 1866. Now, in the 21<sup>st</sup> Century, its goal and ethos remain the same - to ensure there is a source of help for those who suddenly find themselves in situations of panic and distress in the UK's coastal waters.

The RNLI makes no judgements about those it saves; everyone who needs assistance, whether engaged in work or recreation, will get it and every effort is expended in bringing them to safety. Often, the only source of help for these people is the courageous crew of lifeboat volunteers, ready to respond to 'shouts' in all weathers and at all times of the day and night.

All money raised by The Fund is used to support the RNLI. Since it was formed, The Lifeboat Fund has provided the RNLI with 52 new lifeboats and much other assistance – including help to refurbish a new lifeboat station on the River Thames (Lifeboat Pier). The Fund's lifeboats have saved over 4,700 lives.

The RNLI survives solely on voluntary contributions and legacies, and requires to raise over £140 million **each** year. It needs our help in order to maintain over 340 lifeboats and four hovercraft in its active fleet, based at 235 lifeboat stations. In 2012, RNLI volunteer lifeboat crews rescued more than 7,900 people - an average of 22 people every day.

### How did this come about?

Back in 1866, a group of civil servants met and determined to present a lifeboat to the RNLI. They issued an appeal to government offices asking for a total of £300. Within the year, they had raised it, and bought the lifeboat, *Civil Service* – propelled by 10 oars, and saving 122 lives and three vessels in her 12 years of service.

The Fund's second motorised lifeboat, the *Lord Southborough*, deserves special mention. Taking over at Margate in 1925, she was to join the armada of little ships which in 1940 played a critical and perilous role in the mass evacuation of Allied troops from Dunkirk (WWII), with her volunteer crew sailing under enemy fire.

### Recent performance of The Lifeboat Fund's boats

See latest data in the **Annex**.

### Our Lifeboats

The Lifeboat Fund has 12 lifeboats currently in service with the RNLI.

Its latest lifeboat, *David Roulston* (pictured below), was purchased in 2010 and operates from Portrush, Northern Ireland. Sir Peter Housden KCB (Chair of The Lifeboat Fund and Permanent Secretary of the Scottish Government) performed the 'naming ceremony' for this lifeboat on 16 April 2011.



The other 11 lifeboats in service are: *Charles Dibdin* at New Brighton, Merseyside; *Sgt. Bob Martin* at Poole; *Stranraer Saviour* at Stranraer; *Mudeford Servant* at Mudeford; *Angel of Holyhead* at Holyhead; *Hunstanton Flyer* in Norfolk; and *Princess Royal* at St. Ives. *Public Servant*, *Guardian Angel*, *Windsor Runner* and *Fraser Flyer* serve in the relief fleet. The Fund also provided the RNLI's lifeboat station, Lifeboat Pier, on the River Thames, which was opened in April 2006.

## The Fund's lifeboats in the RNLI [active fleet](#)

As mentioned, there are currently eight active boats provided by the charity:

### ***David Roulston***

*David Roulston*, The Lifeboat Fund's 52nd lifeboat, went into service in September 2010 at the Portrush Lifeboat Station, Northern Ireland. The lifeboat is a D Class, measuring 5 metres in length. It was named in memory of David Roulston, a Northern Ireland Tourist Board official who drowned tragically off the Antrim coast. The lifeboat can carry 3 crew members and is a fast, light-weight inflatable - compact and highly manoeuvrable. This makes it ideal for rescue close to shore in moderate conditions. It can also be righted manually by the lifeboat crew in the event of a capsized.

### ***Charles Dibdin***

*Charles Dibdin*, The Lifeboat Fund's 51st lifeboat, went into service on 13 November 2009 at the New Brighton Lifeboat Station, Merseyside. The lifeboat is an Atlantic 85 rigid inflatable and was named after Charles Dibdin, one of the founders of The Lifeboat Fund in 1866, who later went on to become RNLI Secretary.

### ***Sgt. Bob Martin***

*Sgt. Bob Martin*, The Lifeboat Fund's 50th lifeboat, entered service on 4 December 2008 at the Poole Lifeboat Station, Dorset. The lifeboat is named in memory of Sgt. Bob Martin, a Chelsea Pensioner who raised £200,000 for the RNLI. *Sgt. Bob Martin* is an Atlantic 85 rigid inflatable lifeboat.

### ***Stranraer Saviour***

*Stranraer Saviour*, The Lifeboat Fund's 49th lifeboat, went into service on 5 June 2008 at the Stranraer Lifeboat Station in Southwest Scotland. The lifeboat is a D Class. It carries a crew of 3 and is used primarily for surfer/swimmer incidents as well as assisting in cliff incidents where the casualty is near the water. The very nature of its work requires a swift response, and the lifeboat can normally be afloat within five minutes of the call going out.

### ***Mudford Servant***

*Mudford Servant*, The Lifeboat Fund's 48th lifeboat, entered service on 22 September 2006 at the Mudford Lifeboat Station, Dorset. It is a rigid inflatable lifeboat with a manually operated self-righting mechanism and is capable of being beached in an emergency without sustaining damage to engines or steering gear. The lifeboat is fitted with radar and VHF direction finding equipment and can be operated safely in daylight in a force 6/7 and at night in a force 5/6.

### ***Angel of Holyhead***

The *Angel of Holyhead*, The Lifeboat Fund's 47th lifeboat, went into service on 10 November 2005 at the Holyhead Lifeboat Station, North Wales. It is a small and highly manoeuvrable boat, making it ideal for rescues close to shore in fair to moderate conditions. The lifeboat is a D Class. It is 5m in length, carries a crew of 3 and has a top speed of 25 knots with a range of three hours at maximum speed.

### ***Hunstanton Flyer***

*Hunstanton Flyer* (Civil Service No. 45) is stationed at Hunstanton, Norfolk and entered service on 25 July 2003. The lifeboat was provided at a cost of £122,000 and is a Griffon 470SAR, developed in conjunction with the RNLi's Technical Department specifically for search and rescue purposes. The hovercraft is 7.75m in length, carries a crew of three and has a top speed of 30 knots with a range of three hours at maximum speed.

### ***Princess Royal***

*Princess Royal* (Civil Service No 41) is stationed at St. Ives and entered service on 16 October 1990. It is a 12 metre Mersey Class boat, built by Osborne and cost £445,000.

### **Lifeboat Pier**

Lifeboat Pier (pictured below), one of the RNLi's principal lifeboat stations on the River Thames, was opened officially on 8 May 2006. Sir Kevin Tebbit KCB CMG, then Chair of The Lifeboat Fund, performed the ceremony.



The Lifeboat Fund provided £400,000 towards the refurbishment costs of Lifeboat Pier. This lifeboat station replaced a previous one at Tower Pier. Lifeboat Pier provides much-needed quiet and spacious accommodation for the lifeboat crew on one of the busiest stretches of water in the country. *Public Servant* (now in the relief fleet), the E Class lifeboat provided by The Fund in 2002 for saving lives on the River Thames, saw considerable service at Lifeboat Pier.

## **The Fund's lifeboats in the RNLi relief fleet**

There are four relief boats provided by the charity:

### ***Public Servant***

*Public Servant* (Civil Service No. 44) entered the relief fleet in 2012. Originally entering service on 2nd January 2002 at Lifeboat Pier on the Thames, this E class lifeboat and associated start-up costs were provided by The Lifeboat Fund at a cost of £270,000. *Public Servant* joined three other lifeboats providing improved search and rescue on the tidal waterways of the Thames. From 2010, after very extensive service at Lifeboat Pier, she was used as the emergency boat on the river.

### ***Guardian Angel***

*Guardian Angel* (Civil Service No 46) entered the relief fleet in October 2005. This IB1 Class lifeboat is used throughout the country to provide emergency cover for station lifeboats undergoing refit or repair. She was purchased at a cost to The Fund of £20,000.

### ***Windsor Runner***

*Windsor Runner* (Civil Service No 42) was so named to commemorate the fundraising success of the 12 half marathon races held at Windsor Great Park each year up to 1995. This Trent Class lifeboat was stationed at Blyth, Northumberland, and went into service on 1 December 1995. She was purchased at a cost to The Fund of £693,698.

### ***Fraser Flyer***

*Fraser Flyer* (Civil Service No. 43) entered the relief fleet in February 1999. Her name was chosen to acknowledge the work of a Lifeboat Fund Chairman - Sir Angus Fraser - who died in 2001. This Severn boat is the largest class in the RNLi's fleet and was provided at a cost to The Fund of £879,750. She tours the coast assisting at many lifeboat stations.

Three other lifeboats provided by The Lifeboat Fund are on display at the "Lifeboat!" Gallery, Chatham Dockyard, Kent.

## **The name of our charity**

The committee of civil servants who raised funds for the first lifeboat back in 1866 formed the Civil Service Lifeboat Fund. This later became the Civil Service, Post Office and British Telecommunications Lifeboat Fund (CISPOTEL).

The title of the Fund was changed in 1969 when the Post Office left the Civil Service, and again in 1983 when BT did likewise. In 2002 when the Post Office changed its name to Consignia, the Fund changed its title to the Communications and Public Service Lifeboat Fund or The Lifeboat Fund, for short. (Consignia was renamed Royal Mail but no further change was made to the name of The Lifeboat Fund.)



*The Fund's lifeboat, Public Servant, which saved 36 lives when serving on the River Thames*

## **The RNLI – and why we want to help**

**The RNLI exists to save lives when people earning their living or just enjoying the water run into trouble in what can be extremely distressing and terrifying circumstances. The charity's own survival depends solely on voluntary contributions and legacies.**

**The Lifeboat Fund's only purpose is to support the RNLI's work. The RNLI is an independent charity, and does not seek or receive funding from the UK Government. Its volunteer lifeboat crews and lifeguards can't save lives at sea without assistance such as ours.**

The RNLI provides, on call, a 24-hour search and rescue service to 100 nautical miles out from the coast of the UK and Republic of Ireland, and a seasonal lifeguard service on over 150 of the busiest beaches in England and Wales. There are 200 lifeboat stations strategically placed around the UK, and 36 around the Republic of Ireland, which operate a fleet of over 330 lifeboats and four hovercraft. Since the RNLI was founded in 1824, its lifeboat crews and lifeguards have saved at least 140,000 lives.

Lifeboats need to be designed, built, fuelled and maintained, and their crews trained and equipped (lifeguards also need training and equipment).

The Lifeboat Fund asks its supporters across the public service: will you help us to help them?



**Lifeboat Fund supporters in the Scottish Government**

### **“Thank you for saving my life!”**



Martin Toner, a Civil Service Welfare Officer from Belfast e-mailed The Fund to say:

*“The RNLI saved me and two of my friends in 2001. We were treated for hypothermia in hospital and advised that we may have only survived another 5-10 minutes in the water, due to our body temperatures being so low.*

*“I cannot stress enough the great work that RNLI volunteers do and how important they are to saving lives. No-one knows when they, or a loved one, might require the assistance of the RNLI, and I would encourage anyone to 'dig deep' when contributing to this very important fund\*.”*

*\*The Lifeboat Fund*

### **The Fund’s recent appeals**

The charity works closely with the RNLI, and the focus of investment enabled by each annual appeal is determined by the RNLI’s prevailing priorities. After a strong focus on the purchase of new lifeboats, it became clear that the priority need was to support crew safety, in the shape of providing new kit and training.

#### **The 2011 Appeal**

The focus of Lifeboat Fund fundraising in 2011 was helping to pay for training and equipping of crews at lifeboat stations around the UK. It takes around £1,100 to £1,200 to train and kit out each volunteer crew member. The RNLI has a total of over 4,600 voluntary crew members (about 8% of whom are women) who come from all walks of life within their local communities. We take pride in the fact that £122,000 was raised, and we gifted a total of £200,000 to the RNLI for these purposes.

## **The 2012 Appeal**

The 2012 Appeal went further into that new territory. The RNLI asked The Fund to pay for the training of a lifeguard at every RNLI-lifeguarded beach in the UK. The charity also helped pay for new improved-safety lifejackets, being 'rolled out' across the UK; and funded maintenance of those lifeboats it had purchased which needed attention. The total raised through the appeal and donors' regular giving was £119,750.



The Lifeboat Fund was pleased to be supporting the RNLI's lifeguards (for the first time). Every year, around 7,000 of the many people who head to the seaside for recreation will get into serious difficulties. In 2012 alone, RNLI lifeguards dealt with over 14,500 incidents and aided more than 16,000 people. Sometimes when incidents occur at the beach, seconds count in giving the folk

concerned a fighting chance of survival. For this, lifeguards are required – their RNLI training is funded entirely by voluntary contributions.

## **The 2013 Appeal**

In 2013, The Lifeboat Fund aims to raise £185,000 to cover kitting-out costs for a crew member at every lifeboat station in England, Scotland, Wales and Northern Ireland. That means each area of the RNLI's UK operation may benefit from our support.

## **Appeal activity**

The Lifeboat Fund partnership with the RNLI means its beneficiary is delighted to provide fundraising materials, collecting boxes, appeal leaflets etc. The charity's website: [www.thelifeboatfund.org.uk](http://www.thelifeboatfund.org.uk) provides advice about fundraising and suggestions for specific events which organisations might deliver in their appeal campaigns. You can also read The Lifeboat Fund's published "Report and Financial Statements" for each recent operating year. The Report for 2011 included a section on what some government organisations did to raise donations (this will be repeated in the review of 2012).

The RNLI's own biggest fundraising days in the year are: "SOS Day" (in January), and the first week of May (the biggest collection activity, when supporters converge on the streets of London). For the first time in 2011, The Lifeboat Fund encouraged its volunteers to consider if they might like to use those opportunities as a focus for their own fundraising.

The Lifeboat Fund's own major Appeal Day in 2013 will be 13<sup>th</sup> September (or 14<sup>th</sup>, where the Friday is a public holiday). That said, the charity encourages its supporters to pick a time or times which suit them best. No time is a bad time for supporting the cause!

Some organisations supporting The Lifeboat Fund run campaigns that last throughout the year, e.g. hosting permanent bookstalls and collecting boxes placed in reception areas or in canteens, where colleagues may be keen to part with their loose change.

*Each year, it costs over a massive £140m to run the RNLI (c. £400,000 each day)  
- every penny coming from voluntary giving.*



*Seahouses – a Mersey Class lifeboat*

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## Recent performance of The Lifeboat Fund's boats

### All Lifeboat Fund Lifeboats - past 5 years

Year	Launches	Lives Saved	Rescued (inc lives saved)
2008	289	12	117
2009	348	15	347
2010	261	4	250
2011	215	5	141
2012	252	6	281

### Current Lifeboat Fund Lifeboats - all launches

Lifeboat	Name	Launches	Lives Saved	Rescued (inc lives saved)
B-806	Mudford Servant	300	8	379
B-826	Sgt. Bob Martin	410	11	443
B-837	Charles Dibdin	88	1	42
D-654	Angel of Holyhead	105	6	100
D-655	Guardian Angel	51	2	37
D-697	Stranraer Saviour	34	1	27
D-738	David Roulston	53	0	19
E-001	Public Servant	688	36	217
H-003	Hunstanton Flyer	108	1	69
ON1167	The Princess Royal	262	17	196
ON1204	Windsor Runner	151	19	196
ON1237	Fraser Flyer	175	7	230

For a list of the 2012 launches, see across/

Current Lifeboat Fund Lifeboats - 2012 launches only

Lifeboat	Name	Launches	Lives Saved	Rescued (inc lives saved)
B-806	Mundeford Servant	47	0	73
B-826	Sgt. Bob Martin	79	2	113
B-837	Charles Dibdin	25	0	11
D-654	Angel of Holyhead	18	3	12
D-697	Stranraer Saviour	6	1	3
D-738	David Roulston	23	0	10
H-003	Hunstanton Flyer	18	0	9
ON1167	The Princess Royal	16	0	26
ON1204	Windsor Runner	7	0	12
ON1237	Fraser Flyer	13	0	12