5.3 Liaison with the RNLI (Declared facilities and Procedures)

5.3.1 RNLI Organisation

5.3.1.1 The RNLI was founded in 1824 and incorporated by Royal Charter in 1860. It is a voluntary organisation supported entirely by public subscription. Management of the Institution is vested in a Committee of Management elected annually by the Governors of the Institution. It is administered by the Director of the RNLI and his staff operating from RNLI Headquarters at West Quay Road, Poole, Dorset, BH15 1HZ

5.3.1.2 Great Britain and Ireland are divided into a number of Divisions for the operation of lifeboats. Divisional Inspectors of Lifeboats are appointed by the Committee of Management and are responsible for the operational efficiency of their Divisions.

5.3.1.3 Each lifeboat is controlled by an Honorary Secretary (Hon Sec) appointed by the Committee of Management of the RNLI in whom is vested the power to authorise the launching of the lifeboat. The Hon Sec is normally supported by a Station Branch Committee in the administration of the Station. Irish Coast Guard (IRCG) Officers, with the approval of the Regional Controller, may become members of Branch Committees if invited. Although all RNLI boats are collectively described as "lifeboats" they fall into three categories:

a. All-weather Lifeboats (ALBs) which are under the command of the Coxswain, or in his absence the Second Coxswain.

b. Intermediate Lifeboats (MLBs) which are under the command of the Coxswain, or in his absence the Second Coxswain, and have a lesser operational capability than ALBs (See Annex B).

c. Inshore Lifeboats (ILBs) which are less than 10 metres in length and which are under the command of a Helmsman are subject to launching limitations dependent upon weather conditions (See Annex B).

5.3.2 RNLI SAR Role

5.3.2.1 The RNLI provides lifeboat cover out to 50 miles off the coast of the United Kingdom and the Republic of Ireland, including the Channel Islands and the Isle of Man. As an indication of the speed of reaction, in fair weather, lifeboats can reach virtually any point 30 miles off the coast within two hours and remain on scene for at least four hours, in severe weather any point 30 miles off the coast can be reached within three hours. This is in addition to maintaining a fleet of ILBs all with a speed in excess of 20 knots. The RNLI has complete authority over the composition and disposition of its fleet.

5.3.2.2 In 1991, the active fleet comprised 126 ALB / MLBs and 142 ILBs. A fleet of relief ALB, MLB and ILBs is also maintained. About 40% of the ILBs are withdrawn during the winter months, normally from the end of October to the beginning of April.

5.3.2.3 All lifeboats allocated to a station are available as "Declared Facilities". The Declared Facilities within the area of responsibility of IRCG are Co-ordinated by IRCG; and within the area of responsibility of HM Coastguard are co-ordinated by HM Coastguard; and those in the Channel Islands are co-ordinated by the Launching Authorities of Guernsey, Jersey and Alderney.

5.3.3 Local Liaison

5.3.3.1 MRCC / MRSCs are responsible for maintaining liaison with the lifeboat stations located within their district and will nominate IRCG Liaison Officers to each Lifeboat Station within the division. MRCC/MRSCs are designated IRCG Launching Stations (ILS) for the purposes set out in paragraph 2.5 below. Meetings with Launching Authorities and their Coxswain/Helmsmen should normally be held six monthly, one at the ILS and one at the lifeboat station, to promote full mutual understanding of operational procedures. If possible, these meetings should include authorities from Flank Stations (see 2.3.3 below). In addition, Divisional Officers maintain close contact with Lifeboat Stations as part of their liaison duties.

5.3.3.2 Where, because of special local circumstances, it is considered necessary to vary these procedures for the designation of ILS, IRCG HQ and RNLI HQ should be informed.

5.3.3.3 Flank Station(s) is defined as the lifeboat(s) in the proximity which is/are able to adequately support the lifeboat being launched, taking into consideration the prevailing circumstances of weather and time of day.

5.3.3.4 The Hon Sec is responsible for ensuring that the ILS is immediately informed of any factors affecting the availability or standard of performance of the lifeboat(s) for which he is responsible. The return to full service should similarly be notified. The ILS will record the information in the station log and advise ARCC and other MRCC/MRSCs as necessary.

5.3.3.5 The Hon Sec is responsible for informing the ILS of the despatch and return of his lifeboat to and from service, exercise or publicity launch.

5.3.3.6 The RNLI will also give advance information to the appropriate MRCC/MRSC of the intended movement of lifeboats on passage from port to port. ETD and ETA will be communicated directly by lifeboats on passage/trials, using the format at Annex C, to the MRCC/MRSC who will then plot progress and pass on responsibility for surveillance as necessary. When the lifeboat arrives at the destination, the appropriate MRCC/MRSC will inform ILS and RNLI HQ.

The lifeboat will make regular hourly contact with the MRCC/MRSC and will maintain watch on 2182kHz (except MLB's) and on VHF Channel 16. This procedure is intended to:

(a) Provide safety surveillance for the lifeboat on passage, and

(b) Ensure its immediate availability for service if a distress situation occurs in an area through which it is passing.

5.3.4 Lifeboat States of Readiness

5.3.4.1 All operational lifeboats on station will be in one of four States of Readiness:

LAUNCHED	■ Launched on service or exercise.
IMMEDIATE READINESS	■ At immediate readiness to launch / proceed, with crew on board or in the immediate vicinity of the boat.
STAND-BY	■ Crew warned of probable SAR mission and brought to an agreed notice for launch / proceeding.
READY FOR SERVICE	■ Normal state. Boat and crew available but no known SAR requirement.

5.3.4.2 For IMMEDIATE READINESS, the notice for launch, or to proceed, should be the shortest practical time established by the Inspector of Lifeboats and the Hon Sec and notified to the ILS. Once decided for a particular boat and station it should not be necessary to alter it unless there are significant changes in local conditions.

5.3.4.3 For STAND-BY, the notice for launch, or to proceed, may vary for operational and other reasons. It is to be decided by the Launching Authority in consultation with the ILS taking account of circumstances at the time.

5.3.4.4 The ILS will be kept informed by the Launching Authority of change in the State of Readiness.

5.3.5 Launching Procedure

5.3.5.1 The Hon Sec is normally the Launching Authority. He is supported by one or more Deputy Launching Authorities (DSAs) who can act in his absence. Whilst IRCG as SAR co-ordinators are responsible for requesting the launch of the lifeboat, the final decision to launch in the weather and sea conditions prevailing rests with the Launching Authority and the Coxswain. The Hon Sec is responsible for keeping the ILS informed of the contact arrangements for an On Call Launching Authority at all times.

5.3.5.2 On receipt of a request for lifeboat assistance from the ILS because a vessel and/or lives are in danger in the area covered by a lifeboat the Launching Authority will give the orders for assembly of the crew and launching of the lifeboat unless the weather or other operational reasons preclude such action, whether signals of distress have been made or not. He will also at once inform the ILS of action taken, and maintain communication with the ILS. If in his opinion the action requested by the ILS is not desirable he must at once inform the ILS of action taken, and maintain communications with the ILS, and inform RNLI HQ at once by the quickest means.

5.3.5.3 Although all requests to launch will normally come from the ILS, Launching Authorities have discretion to launch a lifeboat in response to a report received from any other source that a vessel and/or lives are in danger. Launching Authorities should contact the ILS before ordering launch unless in their opinion the delay would result in danger or loss of life, in which case the Launching Authorities will advise the ILS at the earliest opportunity. When such information is received from Launching Authorities the ILS will assume full co-ordinating responsibilities.

5.3.5.4 Regardless of whether a lifeboat launch is requested by the ILS or ordered independently by the Launching Authority, the importance of early consultation and exchange of information between both parties is emphasised.

5.3.5.5 The launch of a lifeboat should only be requested by the MRCC/MRSC when it is assessed that danger to life exists or is likely to develop. It follows therefore that circumstances may arise where a request for lifeboat assistance may, as a precautionary measure, justifiably precede the declaration of an Alert or Distress phase. When a lifeboat is requested to undertake a search due consideration must be given to the lifeboat's search capability compared with other surface vessels or aircraft, particularly where the position of the casualty is uncertain or where the area to be searched is large.

5.3.5.6 If IRCG is involved in an incident where there is no reason to believe that life is, or is likely to become, in danger, lifeboat assistance should not normally be requested. (For example, a disabled yacht which merely requires a tow may not necessarily put the lives of those on board at risk). Where appropriate, the Launching Authority should be informed of the incident.

5.3.5.7 The ILS should request the launch of the lifeboat which it considers best able to deal with the casualty. This assessment will take into account the type of casualty, its position, sea and weather conditions, the lifeboat's capabilities and the time likely to be taken to reach the casualty. Where a launch is requested of a lifeboat other than the one at the lifeboat stations nearest to the casualty, the Launching Authority of the latter is to be notified. This also applies when the lifeboat at the nearest stations has been reported as being off service. Launching Authorities are empowered to engage any suitable boat at reasonable cost for the purpose of rescuing life when a lifeboat is out of action.

5.3.5.8 Where circumstances require, the ILS may request the launch of more than one lifeboat to a single casualty. This will normally only be justified where:

(a) The position of the casualty is uncertain.

(b) The casualty has more people on board than can be recovered safely or carried in one lifeboat.

(c) There are special circumstances.

RNLI Headquarters is to be informed when multiple launches are requested for the same incident (see 5.3.9.2).

5.3.5.9 A request for launch or increase in State of Readiness takes the form of a telephoned launching signal to the Launching Authority for ACTION, repeated to the Flank Lifeboat(s) Launching Authorit(ies) (if requested by the Launching Authority of the lifeboat being launched) for INFORMATION. The Signal should include as much of the following information as is available:

(a) Launching request and priority.

(b) Brief details of nature of casualty.

(c) Position of casualty given as a 3-figure magnetic bearing and distance from a well-known landmark, or the lifeboat's point of departure.

(d) If the casualty is underway, its magnetic course in 3-figure notation and speed in knots will be given. Similar information should be given for drifting casualties. (A suggested intercept course will be given if required).

(e) Name of Co-ordinating MRCC/MRSC and name of OCS/CSS if appointed.

(f) Communications and frequencies.

(g) What Flank Station(s) support is required by the Launching Authority?

NB (i) In the United Kingdom the IRCG Launching and Co-ordination Duties are carried out by H.M. Coastguard.

(ii) In the Channel Islands the Launching Authorities will normally carry out the co-ordination function.

5.3.5.10 The following phrasing is to be used between the ILS and the RNLI in messages concerning the launching of lifeboats:

PHRASING	MEANING
"Request Launch"	Request you launch to the casualty indicated.
"Request Immediate Readiness"	Request you bring lifeboat crew to Immediate Readiness for Launching.
"Request Stand-by ….. Minutes"	Request you bring lifeboat and crew to …… minutes notice for launch.
"Will Launch"	We have allocated our lifeboat to the service indicated and will launch as soon as possible.
"At/Coming to Immediate Readiness by (time)"	a. We are at Immediate Readiness. b. We shall be at Immediate Readiness at the time indicated.
"At Stand-by …. Minutes"	We are at …. Minutes notice for launch.
"Ready for Service"	We are re-housed/secured, re-fuelled, ready for service with crew stood down.
"Will be ready for service by (time)"	We shall be "Ready for Service by (time)".
"Crew Assembling"	Call out measures have been taken.
"Launching"	Launching actually in progress.
"Proceeding"	Lifeboat launched and underway.

Flank Station(s)

The request from the Launching Authority of the lifeboat being launched may be one of the following:

1. Request Launch of ……. Lifeboat(s) in support.

2. Request Immediate Readiness of …….. Lifeboat(s).

3. Request Standby ….. minutes of ……. Lifeboat(s).

4. Request advice for information only ……. Lifeboat(s).

5. No Flank Stations support required.

NB (i) The IRCG Station Officer may at his own discretion so inform Flank Station(s).

5.3.5.11 An example of a launching Signal giving basic information is:

"REQUEST LAUNCH. TRAWLER FIRING RED FLARES IN POSITION (270 DEGREES MAGNETIC TORY ISLAND LIGHT 14 MILES). (MALIN HEAD MRSC CO-ORDINATING. MALIN HEAD CONTROLLING RT ON 2182 kHz AND ON CHANNEL 16Y VHF". WHAT FLANK STATION(S) SUPPORT IS REQUIRED?

5.3.5.12 There are local arrangements, approved jointly by RNLI Divisional Inspectors and IRCG Divisional Controllers, whereby some IRCG stations are authorised to make signals to assemble a lifeboat crew. The assembly signal is not itself authority to launch and if the signal is made without prior reference to Launching Authorities the Coxswain of Helmsman becomes responsible for deciding whether or not to launch.

5.3.5.13 The circumstances where an assembly signal may be made without prior RNLI approval are as follows:

(a) The ILS is unable to contact the On Call Launching Authority by pager or at either of the two alternative telephone numbers provided by the Hon Sec.

(b) The ILS has direct knowledge of an immediate danger to life and any delay would substantially increase the risk of being lost.

5.3.5.14 In either case the ILS should advise the Launching Authority of the action taken and the reason for it as soon as possible.

5.3.5.15 The Launching Authority is responsible for informing the ILS if:

(a) There is a likely to be delay in launching, or

(b) A launch is not possible. Where appropriate the ILS will request the launch of an alternative lifeboat.

5.3.6 Operational Procedures

5.3.6.1 While lifeboats are at all times subject to the direction of RNLI authorities, the Coxswains or Helmsman in command of a lifeboat should give full co-operation to the Search Mission Co-ordinator (SMC) who is responsible for exercising operational co-ordination of SAR units engaged in a SAR operation.

5.3.6.2 Similar co-operation should be given to the OSC/CSS, where appointed. In these circumstances, requests for particular action to be taken may be made direct to the lifeboat by the OSC/CSS. A lifeboat as a specialised SAR vessel may be requested to act as OSC (if it has not already assumed this duty) in respect of localised incidents.

5.3.6.3 Throughout the lifeboat's service, the SMC is responsible for maintaining communications with the lifeboat and for keeping it informed of any relevant development in the SAR mission. He should obtain periodical SAR situation reports from the lifeboat, especially when it reaches the scene of the incident.

5.3.6.4 The SMC is periodically to up-date the Launching Authority of lifeboats at Immediate Readiness or Stand-by. Situation Reports should normally be sent every 30 minutes.

5.3.7 Communications between Lifeboats and Co-ordinating MRCC/MRSCs

5.3.7.1 Responsibilities of IRCG

5.3.7.1.1 During SAR incidents communications with the lifeboat will be conducted directly by the Co-ordinating MRCC/MRSC whenever possible. The latter is usually the designated ILS, but where this is not so the launching signal will clearly state which is the co-ordinating MRCC/MRSC; who is controlling the communications; and on which frequencies.

5.3.7.1.2 It is the responsibility of the Co-ordinating MRCC/MRSC to ensure that constant communication is maintained with the lifeboat throughout a service. This is essential not only for the efficient conduct of operations but also because the co-ordinating MRCC/MRSC is responsible for taking the necessary action to establish the safety of the lifeboat in the event of prolonged loss of radio contact.

5.3.7.1.3 The primary method of communications between IRCG and lifeboats will be VHF radio. Channel 16, the International Distress Calling and Safety frequency is the primary channel for use between the Co-ordinating MRCC/MRSC and lifeboats during SAR operations and must be used when a distress signal has originated on, or has been re-broadcast on Channel 16 until distress traffic has been terminated.

5.3.7.1.4 In order to relieve congestion on Channel 16 during SAR operations in coastal waters which:

a. Did not originate from a radio distress signal;

b. Initially involved declared SAR facilities only;

c. Take place within IRCG VHF coverage.

Lifeboats may, when launching on service, be requested to maintain VHF communications on Channel 67.

If subsequently help from shipping or a CRS is required, or communications fail, communications are to revert to Channel 16.

5.3.7.1.5 While communications are being maintained on Channels 67, the Co-ordinating MRCC/MRSC will relay to the lifeboat any relevant message received on Channel 16. VHF is the only radio communications available with MLBs and ILBs.

5.3.7.1.6 During SAR operations the Co-ordination MRCC/MRSC may find it necessary to use MF working instead of VHF, e.g. if the lifeboat is out of VHF range or if assistance is required from other vessels equipped with MF only. A Co-ordinating MRCC/MRSC will continue to conduct direct communications if it is suitably equipped with MF. All concerned must be informed of any changes in working frequencies.

5.3.7.1.7 In the event of the Co-ordinating MRCC/MRSC not receiving a reply from a lifeboat to a call on VHF radio, two further calls are to be made and if no reply is heard the message will be broadcast twice through. An attempt must then be made to contact the lifeboat through the Primary or Secondary MF Radio Station as applicable. (See Annex A). If no contact is made by either VHF or MF radio after 30 minutes, a message that contact is lost must be broadcast on Channel 16 or 2182kHz. The necessary action must be taken to verify the safety of the lifeboat. The Launching Authority and RNLI HQ are to be informed by IMMEDIATE message that contact has been lost.

5.3.7.2 Responsibilities of Lifeboats

5.3.7.2.1 All ALBs whether on service, exercises, passage or trials are required to keep constant loudspeakers watch on 2182kHz and Channel 16 unless they are necessarily working other frequencies. The lifeboat should always reset to Channel 16 immediately on completion of working other frequencies. The usual point of shore communication for VHF is with the designated ILS for the particular lifeboat.

5.3.7.2.2 Where, exceptionally, VHF cannot be used for any reason, MF will be used and similar procedure to that above will be adopted regarding the use of the MF Distress, Calling and Safety frequencies. When communications are being conducted on MF, the lifeboat also maintains a watch on Channel 16, and on 2182kHz when VHF is being used. The lifeboat always listens on 2182kHz during Distress Silence Periods (3 minutes after each exact half hour).

5.3.7.2.3 Each All-weather lifeboat has been allocated a Primary MF RT Station (see Annex A) with which it normally communicates on MF, and a Secondary MF RT Station with which it communicates if contact cannot be made with the Primary Station. These stations are either suitable equipped MRCC/MRSCs or CRS.

5.3.7.2.4 As soon as possible after launching, the lifeboat will call the Co-ordinating MRCC/MRSC on VHF Channel 16 to establish communications, obtain a time check and to pass a crew list if this has not already been done. At ILB Stations the crew list may be passed from the boathouse by telephone once the ILB has launched and is underway. However, the ILB must establish VHF communications with the ILS as soon as possible thereafter. A similar call will also be made by the ALB to its Primary MF RT Station. Thereafter, the ALB/MLB should call the Co-ordinating MRCC/MRSC at intervals not exceeding 30 minutes and the ILB should call at intervals not exceeding 15 minutes to report its Position and Intended Movements (PIM). If for any reason

an ALB is unable to make contact with the Co-ordinating MRCC/MRSC it should call its Primary or Secondary MF RT Station as applicable who will then inform the Co-ordinating MRCC/MRSC.

5.3.7.2.5 If a lifeboat cannot attend to calls for any particular period, it should inform the Co-ordinating MRCC/MRSC of the reason and should advise resumption of communications.

5.3.7.2.6 If a lifeboat anchors or takes shelter, it should inform the Co-ordinating MRCC/MRSC with the details of the arrangements made for listening watch. It should always listen on 2182kHz during Distress Silence Periods.

5.3.7.2.7 On return to harbour from service, the lifeboat will report "closing down on RT" to the Co-ordinating MRCC/MRSC and to the Primary MF RT Station where appropriate.

5.3.7.2.8 At least once a week, lifeboats will carry out communications tests with the ILS on VHF Channel 16 and 67 and with the Primary and Secondary MF RT Stations.

5.3.7.3 Lifeboat Call-Signs

5.3.7.3.1 Every lifeboat, regardless of class, when allocated to a LB station as a Declared Facility will use the station name as its call-sign when on service or exercise, e.g. "CROMER LIFEBOAT". When an ALB or MLB, and an ILB are allocated to the same station, the former will use the call-sign of the station, e.g. "POOLE LIFEBOAT" and the ILB call-sign "POOLE ILB".

5.3.7.3.2 Lifeboats on passage or trials will use a four/five figure call-sign made up from their length and sequence number (the Operational Number) e.g. 52-19 (broadcast as FITFY-TWO NINETEEN).

5.3.7.3.3 ALBs may also use their registered international call-signs to pass domestic traffic on MF or VHF frequencies.

5.3.8 Operational Communications with other Search and Rescue Units (SRUs)

5.3.8.1 In accordance with international procedures:

5.3.8.1.1 Surface to Air:

(a) Dedicated SAR aircraft – VHF/FM Channel 16, 67, 7 MF 2182, 3023, 5680 kHz.

(b) Other RN/RAF – MF 2182, 5680 kHz.

(c) Other (foreign) helicopters – 123.1 MHz VHF/AM (only certain lifeboats are fitted with this frequency.

5.3.8.1.2 Surface to Surface:

VHF/FM Channels 16, 6, 67
MF 2182, 2241 kHz

Or other appropriate frequency as designated by the SMC or OSC/CSS.

5.3.9 Reports to RNLI Authorities

5.3.9.1 The Launching Authority is responsible for maintaining contact with the Co-ordinating MRCC/MRSC throughout a lifeboat service and must be kept fully informed of all developments concerning the operation of the lifeboat. Should the Launching Authority wish to pass messages to the lifeboat, or vice versa, this must be done through the Co-ordinating MRCC/MRSC.

5.3.9.2 The Co-ordinating MRCC/MRSC is required to send a telex report to RNLI HQ whenever any of the following occur:

(a) Any lifeboat is involved in an incident whilst on service.

(b) Any lifeboat attends an incident where the crew may be subjected to serious risk, including risk of explosion, dangerous chemical cargoes, etc.

(c) Two or more ALB/MLBs are launched to one incident.

(d) An ALB is launched in wind conditions of Force 8 or above; or a MLB/ILB is launched in Force 6 or above.

(e) Any lifeboat is launched to an incident more than 30 miles from the Lifeboat Station.

(f) An ALB/MLB is launched to an incident which could involve being at sea for more than 6 hours.

5.3.9.3 Reports concerning 5.3.9.2 (a) and (b) above must be sent without delay.

5.3.9.4 Reports under 5.3.9.2 (c) to (f) may be made by including RNLI HQ as an information addressee in the Launching Signal, or by sending a separate message. In all cases the aim should be to inform RNLI HQ within two hours.

5.3.9.5 The Bell Alarm Signal is to be used for:

(a) Messages listed in 5.3.9.2 (a) and (b) transmitted to RNLI HQ at any time.

(b) All messages listed in 5.3.9.2 which are transmitted to RNLI HQ between 2300 and 0700 hours local time.

5.3.9.6 In addition, MRCC are to summarise regional lifeboat launches to RNLI HQ daily by Routine Message, in the format given below, completed for Lifeboats "Launched on Service" only. Nil returns are required:

From (MRCC) …….
To RNLI Poole
Info CG London
Lifeboats Launched (Region) (Date)
*A (ALB Station name(s))
*B (MLB Station name(s))
*C (ILB Station name(s))

ANNEX A(1)

RNLI LIFEBOAT PRIMARY AND SECONDARY MF RT STATIONS

LIFEBOAT STATION	PRIMARY MF RT STATION	SECONDARY STATION
1. ABERDEEN REGION		
(a) SHETLAND DISTRICT		
Lerwick	Shetland MRSC	Pentland MRSC
Aith	Shetland MRSC	Pentland MRSC
(b) PENTLAND DISTRICT		
Longhope	Pentland MRSC	Aberdeen MRCC
Kirkwall	Pentland MRSC	Aberdeen MRCC
Stromness	Pentland MRSC	Aberdeen MRCC
Thurso	Pentland MRSC	Aberdeen MRCC
Wick	Pentland MRSC	Aberdeen MRCC
(c) ABERDEEN DISTRICT		
Peterhead	Aberdeen MRCC	Pentland MRSC
Fraserburgh	Aberdeen MRCC	Pentland MRSC
Buckie	Aberdeen MRCC	Pentland MRSC
Invergordon	Aberdeen MRCC	Pentland MRSC
Aberdeen	Aberdeen MRCC	Forth MRSC
Montrose	Aberdeen MRCC	Forth MRSC
(d) FORTH DISTRICT		
Arbroath	Forth MRSC	Aberdeen MRCC
Broughty Ferry	Forth MRSC	Aberdeen MRCC
Anstruther	Forth MRSC	Aberdeen MRCC
Dunbar	Forth MRSC	Tyne Tees MRSC
Eyemouth	Forth MRSC	Tyne Tees MRSC
2. YARMOUTH REGION		
(a) TYNE DISTRICT		
North Sunderland	Tyne Tees MRSC	Forth MRSC
Amble	Tyne Tees MRSC	Forth MRSC
Blyth	Tyne Tees MRSC	Forth MRSC
Tynemouth	Tyne Tees MRSC	Forth MRSC
Hartlepool	Tyne Tees MRSC	Humber MRSC
Sunderland	Tyne Tees MRSC	Humber MRSC
Teesmouth	Tyne Tees MRSC	Humber MRSC

LIFEBOAT STATION	PRIMARY MF RT STATION	SECONDARY STATION
(b) HUMBER DISTRICT		
Whitby	Humber MRSC	Tyne Tees MRSC
Scarborough	Humber MRSC	Tyne Tees MRSC
Filey	Humber MRSC	Tyne Tees MRSC
Flamborough	Humber MRSC	Tyne Tees MRSC
Bridlington	Humber MRSC	Yarmouth MRCC
Humber	Humber MRSC	Yarmouth MRCC
(c) YARMOUTH DISTRICT		
Skegness	Yarmouth MRCC	Humber MRSC
Wells	Yarmouth MRCC	Humber MRSC
Sheringham	Yarmouth MRCC	Humber MRSC
Cromer	Yarmouth MRCC	Humber MRSC
Gorleston	Yarmouth MRCC	Humber MRSC
Lowestoft	Yarmouth MRCC	Humber MRSC
3. DOVER REGION		
(a) THAMES DISTRICT		
Aldeburgh	Thames MRSC	Yarmouth MRCC
Harwich	Thames MRSC	Yarmouth MRCC
Walton on Naze	Thames MRSC	Dover MRCC
Sheerness	Thames MRSC	Dover MRCC
(b) DOVER DISTRICT		
Margate	Dover MRCC	Thames MRSC
Ramsgate	Dover MRCC	Thames MRSC
Dover	Dover MRCC	Thames MRSC
Dungeness	Dover MRCC	Solent MRSC
Hastings	Dover MRCC	Solent MRSC
Eastbourne	Dover MRCC	Solent MRSC
4. FALMOUTH REGION		
(a) SOLENT DISTRICT		
Newhaven	Solent MRSC	Dover MRCC
Shoreham	Solent MRSC	Dover MRCC
Selsey	Solent MRSC	Portland MRSC
Bembridge	Solent MRSC	Portland MRSC
Yarmouth	Solent MRSC	Portland MRSC
Calshot	LB not fitted with MF	

LIFEBOAT STATION	PRIMARY MF RT STATION	SECONDARY STATION
(b) PORTLAND DISTRICT		
Poole	LB not fitted with MF	Solent MRSC
Swanage	Portland MRSC	Solent MRSC
Weymouth	Portland MRSC	
(c) BRIXHAM DISTRICT		
Exmouth	LB not fitted with MF	
Torbay	Brixham MRSC	Portland MRSC
Salcombe	Brixham MRSC	Portland MRSC
Plymouth	Brixham MRSC	Portland MRSC
Fowey	Brixham MRSC	Portland MRSC
(d) FALMOUTH DISTRICT		
Padstow	Falmouth MRCC	Lands End Radio
St. Ives	Falmouth MRCC	Lands End Radio
Sennen	Falmouth MRCC	Lands End Radio
Penlee	Falmouth MRCC	Lands End Radio
The Lizard	Falmouth MRCC	Lands End Radio
Falmouth	Falmouth MRCC	Lands End Radio
St. Mary's	Falmouth MRCC	Lands End Radio
St. Helier	Jersey Radio	Portland MRSC
St. Peter Port	St. Peter Port Radio	Portland MRSC
Alderney	St. Peter Port Radio	Portland MRSC
5. SWANSEA REGION		
(a) SWANSEA DISTRICT		
Ilfracombe	Swansea MRCC	Milford Haven MRSC
Appledore	Swansea MRCC	Milford Haven MRSC
Mumbles	Swansea MRCC	Milford Haven MRSC
Barry Dock	Swansea MRCC	Milford Haven MRSC
(b) MILFORD HAVEN DISTRICT		
Barmouth	Milford Haven MRSC	Holyhead MRSC
New Quay	Milford Haven MRSC	Holyhead MRSC
Fishguard	Milford Haven MRSC	Holyhead MRSC
St. Davids	Milford Haven MRSC	Swansea MRCC
Angle	Milford Haven MRSC	Swansea MRCC
Tenby	Milford Haven MRSC	Swansea MRCC
Arklow	Milford Haven MRSC	Holyhead MRSC
Rosslare	Milford Haven MRSC	Landsend Radio
Kilmore Quay	Milford Haven MRSC	Landsend Radio
Dunmore East	Milford Haven MRSC	Landsend Radio
Ballycotton	Milford Haven MRSC	Landsend Radio
Courtmacsharry	Milford Haven MRSC	Landsend Radio

LIFEBOAT STATION	PRIMARY MF RT STATION	SECONDARY STATION
(c) HOLYHEAD DISTRICT		
Llandudno	Holyhead MRSC	Liverpool MRSC
Rhyl	Holyhead MRSC	Liverpool MRSC
Moelfre	Holyhead MRSC	Liverpool MRSC
Beaumaris	Holyhead MRSC	Liverpool MRSC
Holyhead	Holyhead MRSC	Liverpool MRSC
Porthdinllaen	Holyhead MRSC	Liverpool MRSC
Pwllheli	Milford Haven MRSC	Holyhead MRSC
Clogher Head	Bailey Lighthouse	Holyhead MRSC
Howth	Bailey Lighthouse	Holyhead MRSC
Dun Laoghaire	Bailey Lighthouse	Holyhead MRSC
Wicklow	Bailey Lighthouse	Holyhead MRSC
(d) LIVERPOOL DISTRICT		
Workington	Liverpool MRSC	Holyhead MRSC
Barrow	Liverpool MRSC	Holyhead MRSC
Fleetwood	Liverpool MRSC	Holyhead MRSC
Lytham St. Annes	Liverpool MRSC	Holyhead MRSC
Hoylake	Liverpool MRSC	Holyhead MRSC
Ramsey	Liverpool MRSC	Holyhead MRSC
Douglas	Liverpool MRSC	Holyhead MRSC
Port St. Mary	Liverpool MRSC	Holyhead MRSC
Port Erin	Liverpool MRSC	Holyhead MRSC
Portpatrick	Liverpool MRSC	Holyhead MRSC
6. CLYDE REGION		
(a) BELFAST DISTRICT		
Portrush	Malin Head Radio	Clyde Radio
Donaghadee	Liverpool MRSC	Holyhead MRSC
Newcastle	Holyhead MRSC	Liverpool MRSC
(b) CLYDE DISTRICT		
Girvan	LB not fitted with MF	
Troon	Clyde MRCC	Malin Head Radio
Campbeltown	Clyde MRCC	Malin Head Radio
Islay	Clyde MRCC	Malin Head Radio
(c) OBAN DISTRICT		
Oban	LB not fitted with MF	
Mallaig	Clyde MRCC	Stornoway MRSC
Tobermory	Clyde MRCC	Stornoway MRSC

LIFEBOAT STATION	PRIMARY MF RT STATION	SECONDARY STATION
(d) STORNOWAY DISTRICT		
Barra Island	Clyde MRCC	Stornoway MRSC
Stornoway	Stornoway MRSC	Clyde MRCC
Lochinver	Stornoway MRSC	Clyde MRCC
Portree	Stornoway MRSC	Clyde MRCC

7. WEST COAST OF IRELAND

(a)	Baltimore	Valentia Radio
	Valentia	Valentia Radio
	Galway Bay	Valentia Radio
	Arranmore	Malin Head
	Ballyglass	Malin Head

ANNEX B (1)

OPERATIONAL CHARACTERISTICS OF RNLI LIFEBOATS

TYPE	SPEED	ENDURANCE (Hours)	NIGHT Op'n	WEATHER Rstr'n	MF	MF/ DF	VHF	DECCA Nav	RADAR	LIFE RAFT	VHF DF
ALL-WEATHER (ALB)											
Arun	18.5	12	Yes	No	*	*	*	*	*	*	*
Thames	17	11	Yes	No	*	*	*	*	*	*	*
Tyne	17.7	13	Yes	No	*	*	*	*	*	*	*
Melvey	17	8	Yes	No	*	*	*	*	*	*	*
Waveney	16	10	Yes	No	*	*	*	*	*	*	*
Solent	9	26	Yes	No	*	*	*	*	*	*	*
Oakley/ 37 Rother	8	18	Yes	No	*	*	*	*	*	*	*
INTERMEDIATE (MLB)											
Brede	20.5	7	Yes	See note 1(A)	-	-	*	*	*	*	*
INSHORE (ILB)											
A CLASS											
Boston Whaler	27	5	Yes $	$	-	-	*	-	-	-	-
B CLASS											
At. 21	29	3	Yes $	$	-	-	*	See note 2	-	-	-
C CLASS											
ZODIAC Mk IV	27	3	Yes $	$	-	-	*	-	-	-	-
D CLASS											
ZODIAC RFD EA16	20	3	Yes $	$	-	-	*	-	-	-	-

SEE LEGEND OVERLEAF

OPERATIONAL CHARACTERISTICS OF RNLI LIFEBOATS

LEGEND

Legend: * Fitted

\- Not Fitted

$ See Annex B(3) Para 3

NOTES

1. Weather restrictions

(A) See conditions associated with: Day – wind force 8;
Night – Force 7 (on-shore winds).

2. Not all boats of this Class have Decca Navigator fitted.

3. Details of communications and navigational aids fitted to individual lifeboats are provided directly to MRCC / MRSC's as appropriate.

4. Endurance shown at full speed.

5. ZODIAC D Class Boats – Relief fleet only – not station boats.

ANNEX B (3)

OPERATIONS OF INSHORE LIFEBOATS (ILB'S)

1. The Classification of ILBs is as follows:

Class "A" – Boston Whaler

Having a rigid hull and powered by two outboard petrol driven engines. Fitted with navigation lights and has a night operating capability.

Class "B" – Atlantic 21

Having a rigid hull with inflatable sponsor, powered by two inversion – proofed outboard petrol driven engines and fitted with a manually activated gas and inflatable bag system capable of righting the boat after capsize. They are fitted with navigational lights and have a night operating capability.

Class "C" – Zodiac Mk IV

Off all inflatable type construction, powered by two outboard petrol driven engines and in certain conditions capable of being righted manually by the crew after capsize. They have a limited night operating capability.

Class "D" – RFD, EA1, ZODIAC Mk III

Of all inflatable type construction powered by one petrol driven outboard engine and capable of being righted manually by the crew after capsize.

2. Limitations of "A", "B", "C" and "D" Class Lifeboats

The Committee of Management consider it is vital that all concerned understand the limitations of ILBs. The authority to launch is at the absolute discretion of the Honorary Secretary or his Deputy who should not hesitate to refuse to allow the boat to be launched or to proceed to sea on either exercise or service if conditions are, in his opinion, unduly hazardous. Launching Authorities should always consider launching a co-located ALB/MLB or requesting the support of a Flank Station if an ILB, or its crew, is operating at or near its limits. They should take into consideration the following factors together with the effect on crew members:

Sea state, air temperature, likely duration of service, distance of casualty from lifeboat station, visibility, onset of darkness, etc.

3. Operating Guidelines for ILBs

Set out below are guidelines to Launching Authorities for the operation of "A", "B", "C" and "D" Class Lifeboats.

General

Notwithstanding these guidelines, an ILB with an unserviceable VHF radio should, in general, be restricted to operations within the view of Launching Authority on shore unless supported by another lifeboat with radio. ILBs with serviceable VHF radios should report position and intended movements to the cognisant, co-ordinating shore station (usually MRSC / MRCC of IRCG) at intervals not exceeding 15 minutes.

"A" Class Lifeboats – Boston Whaler

In general, lifeboats of this Class should only be launched on exercise or service in sea conditions NOT IN EXCESS OF MODERATE DURING DAYLIGHT OR DARKNESS.

"B" Class Lifeboats – Atlantic 21

In general, lifeboats of this Class should only be launched on exercise or service in sea conditions NOT IN EXCESS OF ROUGH, DURING DAYLIGHT AND MODERATE / ROUGH DURING DARKNESS.

"C" Class Lifeboats – Zodiac Mk IV

In general, lifeboats of this Class should only be launched on exercise or service in sea conditions NOT IN EXCESS OF MODERATE / ROUGH DURING DAYLIGHT AND MODERATE DURING DARKNESS.

"D" Class Lifeboats – Zodiac Mk III, RFD, EA16

In general, lifeboats of this Class should only be launched on exercise or service in daylight in sea conditions NOT IN EXCESS OF MODERATE BUT MAY BE OPERATED AT NIGHT IN VERY EXCEPTIONAL CIRCUMSTANCES SUCH AS SLIGHT SEA CONDITIONS WITH BRIGHT MOONLILGHT OR WHEN SUPPORTED BY AN ALB / MLB.

NOTE

Local conditions are likely to vary widely and therefore as a broad guideline only, the upper weather limits referred to above approximate to the sea conditions associated with onshore winds of the Beaufort Scale number as follows:

SEA CONDITIONS	BEAUFORT WIND SCALE NUMBER
Moderate Sea Conditions	5
Moderate to Rough Sea Conditions	5/6
Rough Sea Conditions	6/7

ANNEX C (1)

FORMAT FOR LIFEBOAT MOVEMENT REPORTS WHEN ON PASSAGE OR TRIALS

BEFORE SAILING

Telephone Deputy Operations Room Officer, Poole (0202) 670707 reporting:

1. ETD
2. Destination
3. ETA

ON SAILING

Following Signal to be passed to IRCG at MRCC or MRSC nearest to point of departure:

From Lifeboat No. _____

To _____ IRCG

INFO RNLI HEADQUARTERS AND HONORARY

Secretary _____ (Next Port of Call)

Departed _____ at _____ hrs.

On passage to _____ (Next Port of Call)

ETA _____ hrs.

EVERY HOUR WHILST ON PASSAGE

Present position and intended movement to be passed to nearest at IRCG MRCC or MRSC.

ON ARRIVAL

Following signal to be passed to IRCG at MRCC or MRSC nearest point of arrival;

From Lifeboat No. _____

To _____ IRCG

INFO RNLI HEADQUARTERS AND HONORARY SECRETARY
Arrived _____ at _____ hrs.
Intend sailing for _____ (Next Port)
At _____ hrs, on _____ (Date)

Will confirm on departure.

AFTER ARRIVAL

Telephone Duty Operations Room Officer, reporting:

1. Port of Arrival
2. Time of Arrival
3. Intended date/time of departure for next port

CHANGE OF PROGRAMME

If during a passage it becomes necessary to make an alteration of programme, all IRCG at MRCCs involved and the Honorary Secretaries at all ports affected must be informed by signal via the nearest IRCG at MRCC or MRSC or by telephone if the change is made whilst in harbour. The Coxswain is to inform the Deputy Operations Room Officer by telephone when in harbour or by requesting IRCG to pass details to COIR if at sea.