

ISSUE 588
SUMMER 2009



the lifeboat

**First aid
for the
21st century**

**Lifesaving
in the surf**

Top boarders
lead the way

PLUS

WEATHERING
THE STORM – PAGE 12

SUNK IN SECONDS
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DREAM – PAGE 46

INF001-588



Autumn Holidays

Why not stretch the leisurely months of summer into September and October? Autumn is a great time to travel, with warm and mellow days, richly changing colours in the scenery and a relaxed, peaceful feeling in the countryside after the bustle of summer's high season crowds.

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7 Sep	£628		



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The Royal National Lifeboat Institution was founded in 1824 as the National Institution for the Preservation of Life from Shipwreck. Today, it provides the 24-hour on-call search and rescue service out to 100 nautical miles from the coast of the UK and RoI; on the tidal reaches of the River Thames; and on selected inland waterways plus a seasonal lifeguard service on appropriate beaches in England and Wales. The RNLI is independent from Government and continues to rely on voluntary contributions and legacies for its income.

Chairman: Admiral The Lord Boyce CCB OBE DL
Chief Executive: Andrew Freemantle CBE

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- Legacies team, for finding out about gifts in Wills: telephone 01202 663032, email jmarshall@rnli.org.uk or write to John Marshall c/o Headquarters address
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rnli.org.uk



Cover: Senior Lifeguard Robin Kent is promoting the RNLI to fellow surfers (see page 6)

Photo: Kirstin Prisk

Dear Reader

How confident are you in the water? Perhaps you are practically a fish, slipping into the surf with ease – or do you prefer to cling to the support of terra firma?

If you're not an experienced sea user, our feature on page 34 will help translate what you'll find if you do visit our shores. Of course, when RNLI lifeboat crews and lifeguards venture into the water it's usually in the least hospitable of conditions (23–29 and 31) so their training and equipment must be second to none – perhaps even award winning (18).

Unlike modern lifeboat volunteers, lifeguards tend to have virtually grown up in the water. The long tradition of surf lifesaving in the UK has brought to the RNLI some astounding skills and

commitment (6), epitomised by Chris Boundy and John Dugard who were recently awarded Silver Medals for Gallantry (12).

The Lifeboat production team and colleagues recently tried for ourselves some basic lifeguarding skills when we attended an RNLI Hit the surf day (pictured). This educational beach safety experience is usually run for children but was an eye opener for us all, from landlubber to sailor.

For those of you who feel thoroughly at home on or in the water, you may remember I hinted at something special brewing for you in the RNLI membership department. Have a look at page 16 for details – and tell your friends!


Liz Cook
Editor



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Some special offers that can benefit you and the RNLI

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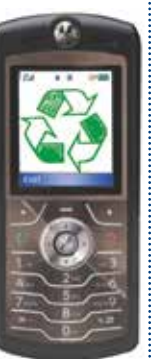


Photo: Monty Halls



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Photo: RNLI/Colin Watson



Photo: RNLI/Aaron McCracken

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Photo: Greg Butler

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Photo: RNLI/Wick

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Photo: RNLI/Dan Holland

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the Lifeboat

SUMMER 2009 ISSUE 588
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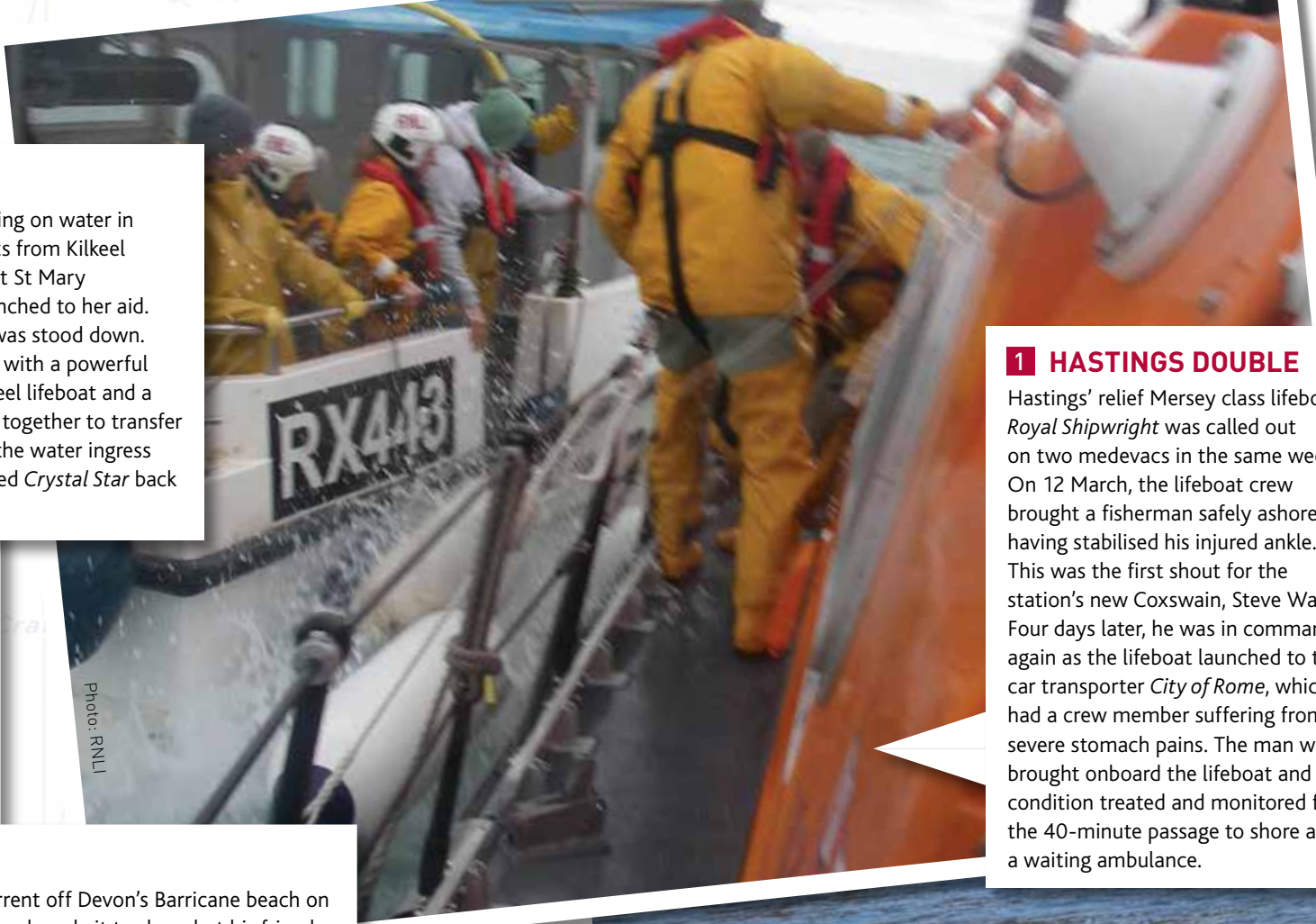
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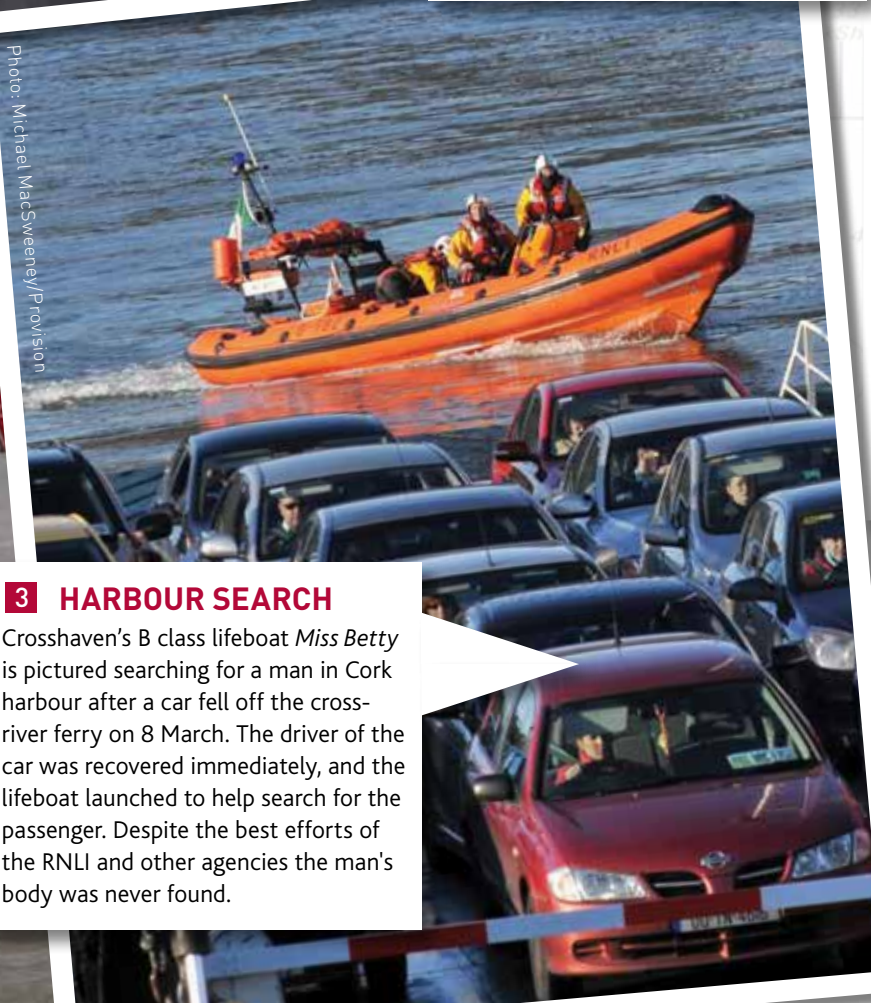
4 SWEET RESCUE
Perranporth Lifeguard Deshko Matthews was on patrol on 6 April when he noticed a young surfer being dragged out past the breaking waves by a rip current. The strong offshore wind started to blow the teenager out to sea. Deshko immediately went in on a rescue board and paddled through the surf to bring him safely back to shore. The young man thanked Deshko, and returned an hour later with a huge Easter egg to show his appreciation.

6 CRYSTAL CLEAN
Prawn trawler *Crystal Star* started taking on water in the Irish Sea on 18 March and lifeboats from Kilkeel (B class *Frank William Walton*) and Port St Mary (Trent class *Gough Ritchie II*) were launched to her aid. Kilkeel arrived first and Port St Mary was stood down. The salvage tug *Intrepid B* was nearby with a powerful emergency pump, so the tug, the Kilkeel lifeboat and a rescue helicopter from Dublin worked together to transfer the pump onboard the trawler. Once the water ingress was under control, the lifeboat escorted *Crystal Star* back to a safe berth in Kilkeel (pictured).

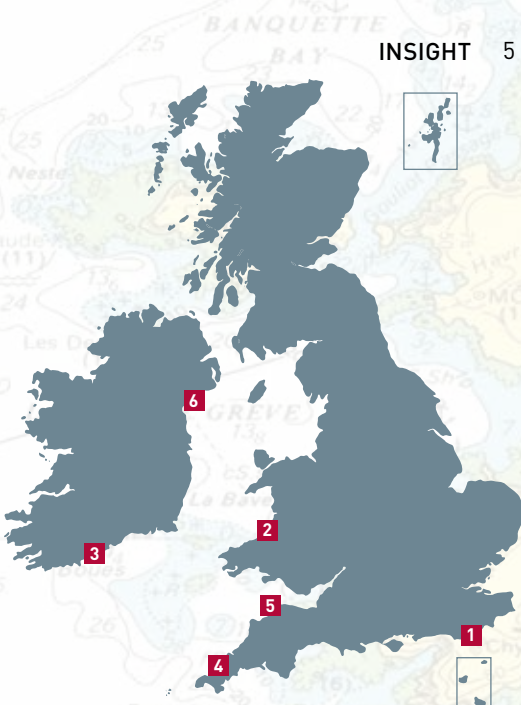
5 SURFERS SAVED
Three surfers got caught in a rip current off Devon's Barricane beach on 31 January. One got out of trouble and made it to shore but his friends were washed away, managing to grab on to a buoy 200m from shore. Ilfracombe's Mersey class lifeboat *Spirit of Derbyshire* was launched and soon found the two men. The Coxswain manoeuvred the lifeboat close inshore in the 1.5m surf, while the crew threw lines to the surfers and pulled them onboard. They had been in the water for over 2 hours. A Coastguard rescue helicopter is pictured winching the casualties from the lifeboat. They were taken to hospital and treated for hypothermia.



1 HASTINGS DOUBLE
Hastings' relief Mersey class lifeboat *Royal Shipwright* was called out on two medevacs in the same week. On 12 March, the lifeboat crew brought a fisherman safely ashore, having stabilised his injured ankle. This was the first shout for the station's new Coxswain, Steve Warne. Four days later, he was in command again as the lifeboat launched to the car transporter *City of Rome*, which had a crew member suffering from severe stomach pains. The man was brought onboard the lifeboat and his condition treated and monitored for the 40-minute passage to shore and a waiting ambulance.



3 HARBOUR SEARCH
Crosshaven's B class lifeboat *Miss Betty* is pictured searching for a man in Cork harbour after a car fell off the cross-river ferry on 8 March. The driver of the car was recovered immediately, and the lifeboat launched to help search for the passenger. Despite the best efforts of the RNLI and other agencies the man's body was never found.



The RNLI's lifeboat crews and lifeguards carry out thousands of rescues every year (see pages 40–41 for launches). These are just a handful of incidents recently caught on camera from around the UK and Rol. See pages 23–29 for some truly inspiring rescues at Kessock, Gravesend, Newport Sands and Pwllheli.



2 THE RIGHT DIRECTION
New Quay's Mersey and D class lifeboats were requested to launch at 3.45pm on 1 February after reports that a parachutist, jumping from 150m cliffs, had crashed. The lifeboats searched the area between the Old Lookout and Cwmttydu. The D class's crew found the parachute, before a crew member onboard the Mersey spotted the man, through binoculars, half way up the cliff surrounded by undergrowth. The RNLI volunteers were then able to direct an RAF rescue helicopter to the best place for winching him to safety.



‘Being in the sea makes you feel at ease. It’s such a peaceful place to be.’

Surfer and Senior Lifeguard Robin Kent (pictured above and right)

Photo: mickysmith.co.uk

IN THEIR ELEMENT

Surfing is often a way of life for those brought up by the sea. It’s also become a tool for lifesaving. Claire Vandvik finds out about the joys and the dangers of the waves



Photo: Kirstin Prisk

Surfers were once dismissed as beach bums but now everyone’s getting involved – from city slickers to young families. On a good day at the beach you’ll see stand-up surfers, kitesurfers, paddleboarders, bodyboarders and kayakers. People from all over the UK and RoI go on holiday specifically to surf.

Worldwide competitions and company sponsorship have even made surfing a rewarding career. Relaxed, self-deprecating and fun-loving they may be but when you examine an experienced surfer more carefully you discover years of honed skill and fitness, dedication and knowledge.

Then there’s the lifesaving. Surfers and bodyboarders, including top champions, make up a high percentage of the RNLI lifeguarding team – a team now covering 141 beaches in England and Wales who aided 11,027 people in 2008.

Surfing’s growing popularity is partly thanks to it being easier to access. Wetsuits are cheaper than ever and their quality has much improved so it’s now possible to surf throughout the year – even in the chill waters of January and February. And at more and more beaches, anyone can simply hire the equipment and rush into the sea.

RNLI Lifeguard Supervisor and veteran surfer Drustan Ward explains the outcome: ‘In years gone by, surfers were locals with sea knowledge so they could pretty well look after themselves but as its popularity rockets RNLI lifeguards and experienced surfers are having to look after them.’

Drustan has surfing in his genes: ‘When an Australian brought the first surfboard to the UK in the early 1950s he visited Bude lifesaving club and gave the local youngsters lessons. My mum was one of the first – if not *the* first – female stand-up surfer in the country!’

Thrill of the chase

Finding the right place for that day’s surf takes patience and perseverance. Drustan explains: ‘Conditions change every day so one beach can be more favourable one day and another the next. Sometimes, sheltered beaches can suddenly become attractive. It’s usual to be a bit cloak and dagger and not tell everyone!’

But aren’t there forecasts? ‘You *can* try to forecast by looking at the low pressure weather systems developing and the wind and swell. There are also websites that measure the rise and fall of surf buoys but they aren’t always that accurate. People usually go on a surfing safari, going from beach to beach in search of the best.’

The knowledge that each wave is unique also seems to be at the heart of an indefatigable passion for surfing. ‘You’re out in the elements in an environment that is unpredictable. No two waves are ever the same so there’s no sense of it being repetitive – you are always drawn to the next wave and what it will bring. Riding the wave is a surreal feeling. Concentration levels are so high, it’s all consuming and all about doing it to the best of your capabilities,’ says Drustan.

Care and respect

RNLI lifeguards can boast many former champion surfers and high-profile, sponsored competitors among their number. So what’s the appeal of lifeguarding for them? Surfing comes with a strong ethos – a love of and respect for the sea, often a deep care for environmental matters, and a strong community feel.

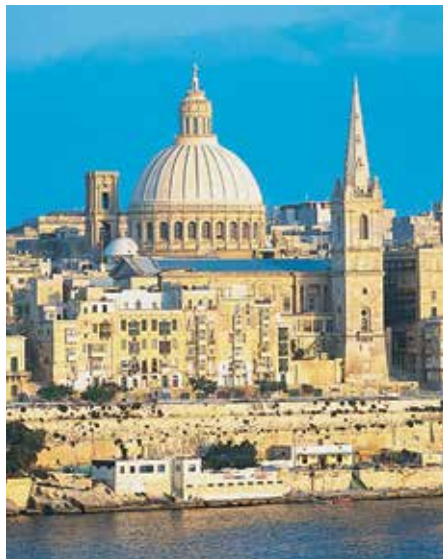
Drustan believes lifeguarding is a natural progression of this lifestyle. ‘When we’ve taken so



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The Surf hire safety scheme is a joint initiative of the RNLI and the British Surfing Association, and aims to improve standards of hire equipment and training for the public. Find out more at surfhiresafety.co.uk.



Key dangers and tips for novice surfers:

- get to know the layout of the beach – high tide can hide dangers
- no locals in the water? There's probably a good reason
- always surf between the black and white-chequered flags at a lifeguarded beach
- flat water could indicate a rip current – understand sea conditions and where to enter the water
- never abandon your board if you get into trouble – it's a vital piece of safety equipment. Keep hold of it with one hand and raise the other while shouting for help.

much enjoyment from surfing it's good to now look after people and to make it possible and safer for them to have the same kind of fun. We're sharing the joy.' He also admits, though: 'Sometimes you'll see a really nice wave when you're on duty but you can't go out on it. You have to watch others enjoying it and wait your turn!'

Surfer and RNLI Senior Lifeguard Robin Kent is going even further by fronting a new campaign to reach the surfing world. He leads something of a double life: 'I work on a building site through the Winter but I'm a lifeguard in the Summer. I've been a lifeguard since the RNLI took on Carrick beaches in 2001 so this is my eighth season and I love it. It keeps me fit and I get to spend so much time in the sea.'

Robin describes lifeguarding as being like a shepherd watching over his charges, moving them into safer territory. 'Lifeguarding's all about anticipating dangers *before* they happen so it makes sense for us to be stationed at our own local beach because we know it so well – we know the hazards.

Board skills

Robin's unit, Chapel Porth in St Agnes, North Cornwall, doesn't have an inshore rescue boat or rescue watercraft as they can call on the D class at St Agnes lifeboat station, so the rescue board is key. Lifeguard rescue

boards are large! At over 3m long, they can carry two people if necessary, and each paddle takes the user a long way quickly.

It's no mean feat to manoeuvre one but, as Robin explains: 'We've brought our knowledge of a standard surfboard and adapted it to the rescue board so that we use it as effectively as possible.' (See page 26 for a real-life example from one of the RNLI's newer recruits.)

The RNLI is working hard to support grass-roots development of such skills through the UK's volunteer surf lifesaving clubs. With the beaches getting busier, we all need the help of more people like Drustan and Robin – young men and women who are passionate and knowledgeable about both the joys and dangers of the sea.

(See our Coastal life feature on page 34 for help with understanding tides, waves and currents and keeping safe at the beach. A new book, *The Surfing tribe: A history of surfing in Britain* will be reviewed in our next issue)



This box of leash strings, featuring Robin, is part of the RNLI's new campaign aimed at surfers in the south west of England



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Photo: Jon Stokes

Silver Medals and sterling support

The RNLI held its Annual Presentation of Awards in London's Barbican on 14 May, with HRH The Duke of Kent as guest of honour in his 40th year as the charity's President.

The Duke presented Lifeguards Chris Boundy and John Dugard from Trebarwith Strand in Cornwall with Silver Medals for Gallantry. Chris and John saved the life of an angler on 28 June last year after he slipped into the water in an area known locally as the washing machine. A full account of the rescue was published in the Autumn 2008 issue of *the Lifeboat*.

Dedicated RNLI supporters were also honoured at the ceremony. Funeral Director Robert Holland was named Individual

Supporter of the Year for his help with in-memoriam giving. The new Supplier Award was presented to Microsoft, while the Northern Ireland Tourist Board won the Group Award. The Oddfellows' long history of support for the RNLI led to their picking up the Lifetime Achievement Award, while Trotters Family Bakers from Seahouses was named Corporate Supporter of the Year.

Earlsdon primary school from Coventry was the winner in the Youth Under 13 category, while Victoria Redman from Kent won the 13-18s Award. Iain Webster from Network Media won the Media Relations Award for his TV series on Portrush lifeboat station, while Dunbar RNLI shop was named best of the year in Retail.

Weathering the storm

As the recession continues, your support for the RNLI is more important than ever.

Six out of ten lifeboat launches are only possible thanks to legacy gifts. While we expect the number of gifts to increase over the coming years, the value of these legacies is now likely to fall, reflecting the fall in value of property, shares and investments, as well as lower interest rates on savings.

The RNLI's own investments, like those of other charities, performed poorly in 2008, and the charity ended the year with free reserves at their lowest level for 13 years.

At the RNLI's Annual General Meeting on 14 May, Chairman Admiral The Lord Boyce said: 'If we are to weather this storm well, it's certainly not the time for knee-jerk reactions but it is the time for every one of us to work

harder than ever. The Institution is not in crisis, and we should not talk ourselves into one, but we all have a role to play in making it clear we are not a wealthy charity.'

Because of the economic downturn, some projects are to be delayed, including flood defence work at the RNLI Headquarters depot site. The Chairman continued: 'The Business Planning team is considering a number of other contingencies, while ensuring we continue to deliver the priority projects that will help save more lives at sea.'

Training and equipping crew members and lifeguards remains the RNLI's top spending priority and, with your support, the charity will carry on saving lives whatever the weather and regardless of the economic climate.

Enduring success

The Flora London Marathon on 26 April was a great success, and the RNLI hopes to raise over £350,000 from the event.

Thirteen lifeboat crew members ran for the RNLI, from Tower, Girvan, Chiswick, Skegness, Bembridge, Gravesend, Buckie, Southwold, Llandudno, Aberdovey and Sennen Cove stations. They were joined by more than 200 other runners, including RNLI staff, the Chief Executive's daughter, Lucy, and even a descendant of the most famous lifeboatman, Henry Blogg.

Email events_gl@rnli.org.uk if you'd like to run in London next year for the RNLI or to get involved in one of the world's other major marathons.

There are RNLI places in Berlin, Chicago, New York and Tokyo – just remember to pack your trainers!



Photo: Tim Phillips

George jumps at 97!

A 97-year-old man from Bournemouth is believed to have become the UK's oldest skydiver after jumping out of a plane at 3,000m for the RNLI.

George Moyse jumped, in a tandem dive with an instructor, on 4 April. His grandson Edward also completed a skydive on the day, in aid of the Royal Air Forces Association.

George, who has since turned 98, said on touching down: 'I enjoyed that! It felt really

good and I'd recommend it to anyone!

'He is just one of the RNLI's many daredevil supporters. Upcoming adrenalin-packed events include bungee jumping in Sunderland, abseiling in Anglesey and rallying from Wexford to Mongolia! Visit rnli.org.uk/events to find out more or see *RNLI Compass*.

If George's adventure has inspired you to do something a little more sedate, you can sponsor him at justgiving.com/georgemoyse.

THE SHAPE OF THINGS TO COME

FCB2 is the RNLI's experimental lifeboat, which is being developed to replace the Mersey class. As we reported last year, the hull proved inadequate in rough weather. A new hull shape has now been chosen, and the RNLI hopes the first production FCB2 will be on station in 4 years.

After model testing on a range of specially designed and pre-existing hull shapes (pictured), including at the facilities of QinetiQ, it was clear that the best option was the one produced by the RNLI's own in-house naval architects.

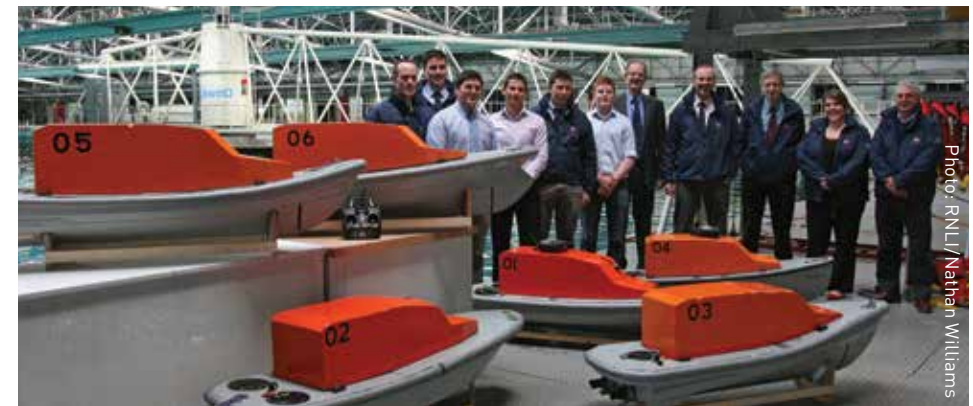


Photo: RNLI/Nathan Williams

Foresters 135 Challenge

The Foresters society celebrates its 135th year in 2009, and has chosen to support the RNLI, setting a fundraising target of £135,000. Foresters provides financial products like insurance policies and savings plans while trying to make a difference in its members' communities. Foresters Membership Manager Jeannie Payne says: 'Our members come together in community-based groups, in much the same way as RNLI lifeboat stations do, and so we are encouraging them to join in with local RNLI events as well as raising money and donating.'

Happisburgh's Atlantic 75 lifeboat Friendly Forester II, funded by Foresters in 1995.

Photo: Nicholas Leach



Luke's book

Lifeboat Luke and his colourful friends have been entertaining children around Ireland with their daily adventures on RTÉ's *Den tots*. Now the group, who keep the seas safe around the magical town of Donaghadoo, are the stars of a book and DVD, available from RNLI shops around the UK and RoI as well as major retailers such as Tesco and Waterstones. The fun and games are interspersed with valuable safety messages. Find out more at lifeboatluke.tv.



SOS tally

The total raised on this year's SOS day, the RNLI's biggest fundraising day, is over £490,000 and the money is still coming in. Congratulations and thank you if you organised or supported an SOS event. Next year's SOS day is 29 January – see rnli.org.uk/sos for ideas.



Splish splash

Duck! Because we hope these cute quackers will be flying off the counters at Barclays until 3 August. On sale in aid of the RNLI at branches of the bank around the UK, each duck has its own personality, designed to appeal to as wide an audience as possible. Choose Racing Duck, Dotty Duck, Starstruck Duck or RNLI Lifeboats Duck, or collect all four. They cost £2 each or three for £5.

Snap it up

If you're a regular reader of *the Lifeboat*, you will know that the RNLI has a stunning collection of photographs, packed with drama, romance and humanity. A selection of images is now available to buy in various sizes and formats from rnli-photostore.co.uk. From all-action shots to sunset harbour scenes, if you've got space on your wall or a gift to buy, you're sure to find something of interest, and all profits will help save lives at sea.

STOP PRESS

As *the Lifeboat* went to print, we heard that Chief Executive Andrew Freemantle's successor when he retires in September will be Paul Boissier.

LEAN MACHINES

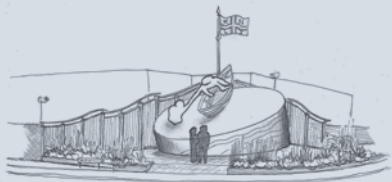
The new Atlantic lifeboat workshop at the RNLI's Inshore Lifeboat Centre in East Cowes, Isle of Wight, was officially opened by RNLI President The Duke of Kent on 16 April. The workshop will see the building and refits of the charity's Atlantic 85 rigid inflatable lifeboats, and the refits of their predecessors, the Atlantic 75s like that pictured below right. The workshop was finished last October, under budget, and is now in use. A new 'lean manufacturing' approach means that there is now a single production line for new construction and refit, which has cut refit times from 18 weeks to 12. This means that fewer relief boats are needed and nine can be sold. The D class relief fleet is also being reduced dramatically thanks to lean manufacturing, from 52 craft in 2007 to just 20 by the end of 2010. The time taken to refit a D class lifeboat has been cut from 9–10 weeks to just 2 weeks, without compromising quality or safety, thanks to the new more efficient working methods. As well as precious time, these processes stand to save the RNLI £2.6M initially, and another £160,000 a year in refit costs. The space and time saved has also led to the Inshore Lifeboat Centre's boatbuilders now being licensed to produce the Arancia inshore rescue boats (IRB) used in surf by RNLI lifeguards. A prototype built in East Cowes performed just as well if not better than the real thing, made in New Zealand. All future RNLI IRBs will now be built by the RNLI, making a saving of 50% on the cost of importing these inflatables.



Photo: RNLI/Colin Watson

RWCs on station

Following trials of an RNLI lifeguard rescue watercraft (RWC), it has been decided that such a craft should be operational at two lifeboat stations. Enniskillen in County Fermanagh was the RNLI's first inland lifeboat station, established in 2001. With over 1,000 miles of shoreline, more than 120 islands and large areas of uncharted shallows, using just the station's twin B class lifeboats was often a challenge, so an RWC will be used in support. Meanwhile, in Bude, Devon, the lifeboat station is to use the local lifeguards' RWC in support of their D class during the Winter months. Both stations will benefit from their RWC's performance in shallow, rocky areas, with less need for crew members to go into the water themselves.



'With courage, nothing is impossible'

Thank you for your excellent response to our request for your help in selecting the words to include on the RNLI memorial sculpture. Many of you favoured one of the five published quotations, though we also received a good selection of new material. The firm favourite and winner was 'With courage, nothing is impossible', the motto of Sir William Hillary, founder of the RNLI. This perfectly captures the brave, selfless determination that makes ordinary people extraordinary volunteers; reflecting the very heart of our unique charity and the purpose of this new sculpture. We hope you agree. Alongside the quotation and the names of the RNLI volunteers who lost their lives will be a poem by Nick Jenkins. The memorial will be completed in time for the RNLI Headquarters open days at Poole on 5–6 September. Congratulations to Tim Stevens (Redruth, Cornwall), Janet Boyes (Hamilton, Scotland) and Jacqueline Griffiths (Morden, Surrey) who all receive a copy of *The lifeboat story* by Edward Wake-Walker. Their names were drawn first from the many entries supporting the chosen quotation. Our next issue will feature the making and unveiling of the sculpture, as well as the stories behind it.



Photo: Martin Cavaney

THREE SPECIAL STATION BIRTHDAYS

Three lifeboat crews are celebrating proud RNLI histories this year, as Fowey, Fleetwood and The Lizard stations turn 150. One remarkable rescue for Fowey came in 1865, with 13 people saved from the barque *Dryden* and 9 from the brigantine *Wearmouth* during a hurricane. In recent years, one of the crew's most celebrated shouts was the rescue of the MV *Galina* in 2005. Fleetwood lifeboat station is no stranger to wild weather either – in 1977 the D class boathouse was washed away in a gale. The people of Fleetwood have been facing these conditions gamely for 150 years now. Captain Edward Wasey was awarded three Silver Medals for Gallantry in 1 year. The Lizard lifeboat was involved in the RNLI's biggest ever single rescue, when 456 people were saved from the White Star liner *Suevic* in 1907. Today, the RNLI is planning a new lifeboat station for The Lizard, to accommodate a Tamar class lifeboat. All three stations, established in 1859, will receive anniversary Vellums from the RNLI's Trustees.



Former UK Prime Minister Margaret Thatcher chats to Fowey lifeboat crew in 1990
Photo: Harry and Billie Graeme

Appeal updates

After 3 years of fundraising, Angle's new Tamar class lifeboat *Mark Mason* is now on service at the Pembrokeshire station. The fundraising was begun at grassroots level, with the launch of the Tamar4Angle appeal locally and in Birmingham. A £1.6M donation from the Mark Master Masons completed the funding, and the £2.7M lifeboat arrived on station on 17 March. Angle Lifeboat Operations Manager John Allen-Mirehouse says: 'We are extremely proud to be the second lifeboat station in Wales to take delivery of this fantastic class of boat, and seeing her arrive (pictured) was quite a moment for everyone.' Meanwhile, the appeal for improving Hoylake lifeboat station, Wirral, has now raised £1.1M. This milestone is halfway to the £2M target, but there's still work to do, as Fundraising Manager Audrey Farr explains: 'The appeal has already helped fund the new Hoylake lifeboat station and the crew are enjoying the benefits of their wonderful new home. Now, we are focusing on raising money for a new all-weather lifeboat.' Hoylake's Mersey class lifeboat *Lady of Hilbre* is due to be replaced with an FCB2, the next generation of carriage-launched lifeboat. See page 13 for more on FCB2.

MAKE EVERY MOMENT COUNT

If you like having serious fun on the water, the RNLI has a magazine, safety pack and DVD especially for you

Sailing, powerboating, windsurfing, angling, diving, kitesurfing, canoeing, riding your personal watercraft ... Whatever your passion, you live for getting out on the water – it's what weekends and holidays are made for!

Highlights of your day might be dropping anchor in a secluded bay to enjoy the sunset, being the first out at dawn, catching a gust and feeling like you're flying, paddling out and catching the perfect wave, or opening the throttle and feeling that unbeatable sense of exhilaration.

But, as the *Lifeboat* reports every quarter, the sea can also provide far less enjoyable experiences. No matter how prepared or experienced you are, a moment is all it takes for something to go wrong. A change in the weather, a rip current, collision or equipment failure – suddenly a great day on the water can be turned on its head.

Dangerous myths

Over half of the RNLI's 8,000 or so lifeboat launches every year are to leisurecraft and watersports enthusiasts. Despite this, two commonly held assumptions remain: 'It'll never happen to me' and 'The RNLI will always be there to help'. These have resulted in only a tiny proportion of such sea users

the RNLI has launched an awareness and fundraising campaign, kindly sponsored by Helly Hansen, called Serious fun!. The promotional DVD of the same name is packed full of exciting and informative video footage, featuring interviews with top exponents of each watersport. It has already proved popular at major events and is available free to all on request from RNLI Headquarters (see page 1 for contact details) or by going to rnli.org.uk/seriousfun.

For boating and watersports readers

Those of you who use the water and are already regular supporters might like to upgrade to receive *Offshore* magazine alongside the *Lifeboat*.

This 16-page supplement gives a more technical and practical view of life on the water from the unique perspective of the RNLI. You'll find expert advice from the Institution's lifeboat crew members and lifeguards, sea safety specialists and trainers, alongside readers' own accounts of incidents and lessons learned.

Readers who are already familiar with *Offshore* will have something of a surprise this issue. We've redesigned it in

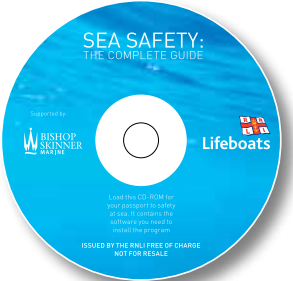
response to your feedback, developing your favourite sections and introducing new ones. Our main feature for Summer 2009 is on personal watercraft, the Spotlight is on inland waterways, and we hear from Professor Mike Tipton – what he says might save your life! To find out more, contact Supporter Care at RNLI Headquarters (see page 1 for details).



Sea safety: the complete guide

The second edition of this renowned RNLI booklet and interactive CD-ROM is now out. You can order the complete guide free from Sea Safety at RNLI Headquarters (see page 1 for contact details) or by visiting rnli.org.uk/seasafety. Why not ask for several to distribute at your club or marina?

Enjoy your time afloat and don't become one of the RNLI's rescue statistics – but be assured the RNLI will be there for you thanks to its loyal supporter.



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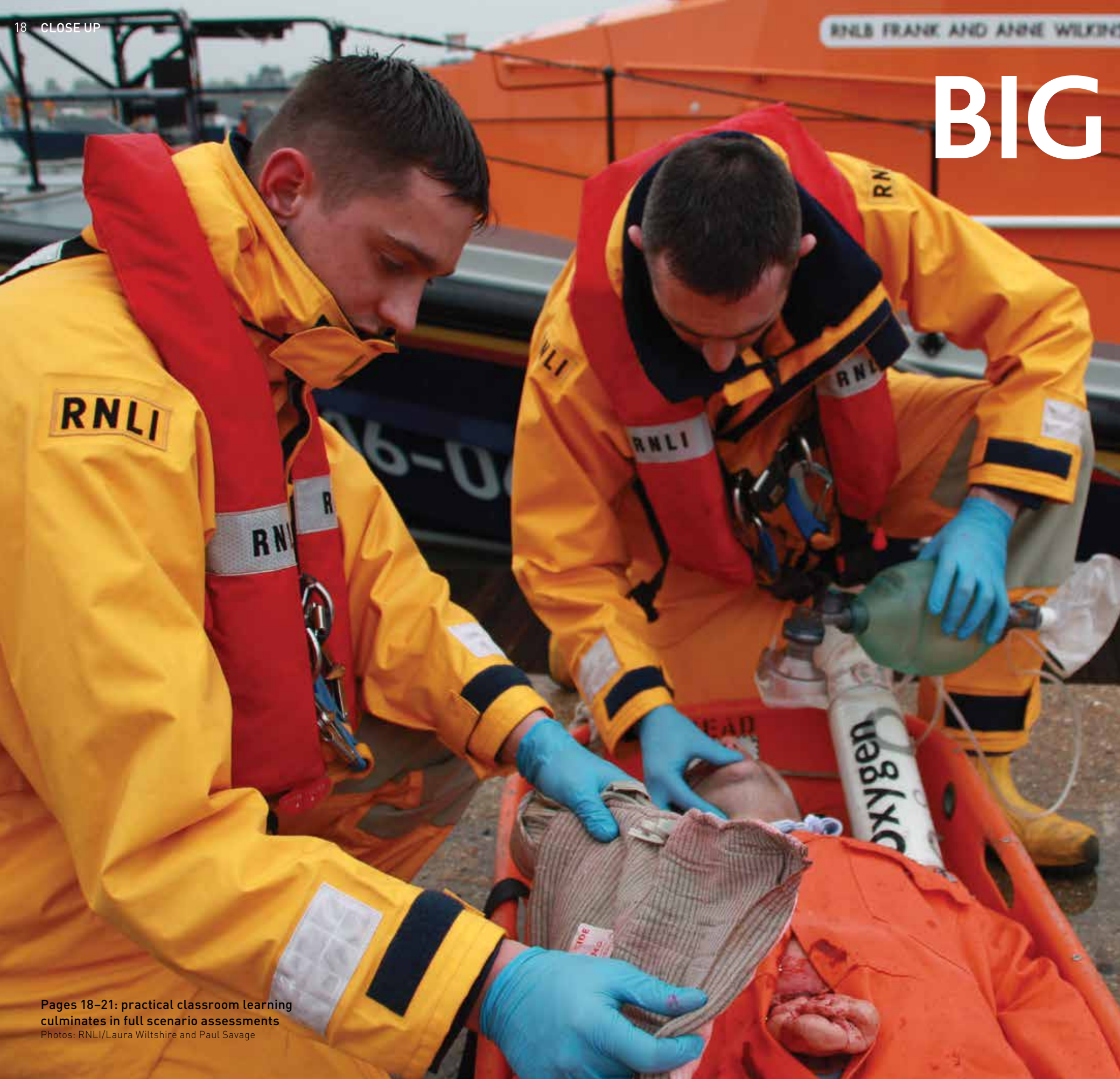
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BIG SICK, LITTLE SICK

The lifeboat volunteer, a teacher himself, wasn't happy: 'Nothing makes me more cross than giving up my time and having to suffer bad teaching. Now we're to be guinea pigs for some new first aid training ...'

In 2007, John Gilmour discovered that this course was different: 'It was the most interesting and knowledge-enriching course I have ever undertaken.' Now hundreds of his fellows have completed the new training and all will have been trained by mid-2011.

From 2002 to 2006, RNLI lifeboats launched to around 3,000 services with a medical component, from illness to injury, to exposure and drowning. Over 3,300 people were directly treated by RNLI volunteers but in 85% of cases these volunteers were not medical professionals. How could they be confident that they were making the correct diagnosis and giving correct treatment?

A unique approach

When Paul Savage joined the RNLI in 2005 as Sea Survival and First Aid Trainer, he knew it would be difficult to cater for the disparate abilities of over 4,000 crew members and lifeguards. However, as a former volunteer crew member himself, a former paramedic and a chartered physiotherapist, Paul was well placed to review the RNLI's approach to first aid.

He consulted with experts in pre-hospital care, other search and rescue (SAR) organisations and the military to find what was current best practice. Then, by studying the RNLI's medical service data, he was able to identify and prioritise the subject matter essential for lifeboat crews.

Their unique environment rarely allows a safe and stable platform on which to give treatment. This necessitates difficult transfers of rescuers and casualties between boats or to

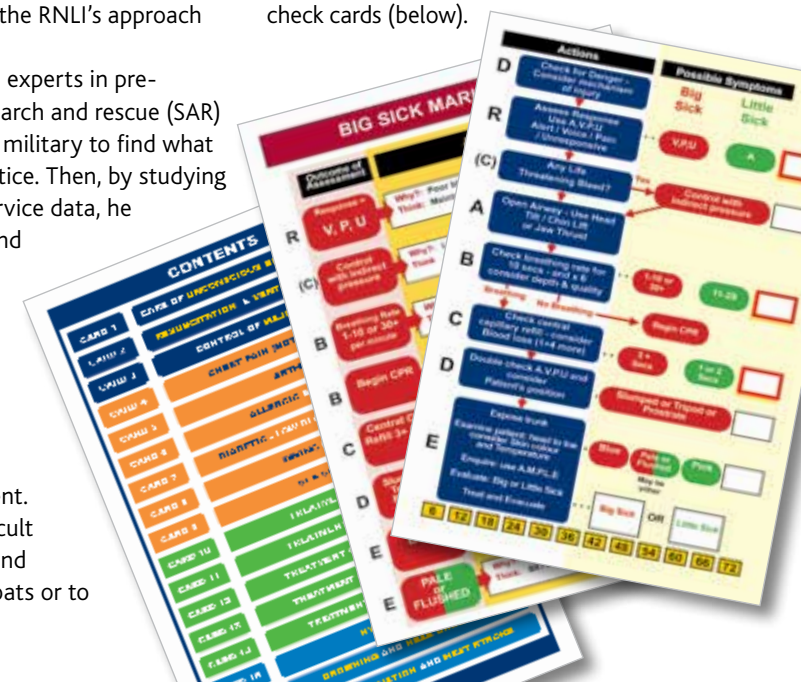
dry land. The weight of equipment that crew can carry is limited and they work far from specialist support.

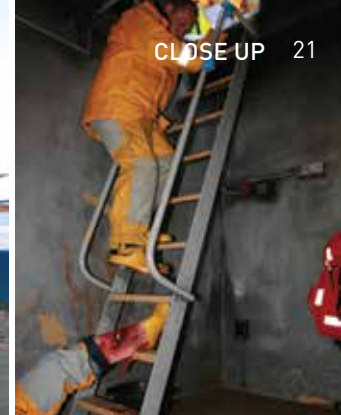
Paul decided on a radical change. Instead of a traditional syllabus, based on diagnosis, he devised one based on what a crew member sees and therefore knows – a symptom-based approach.

Theory and practice

The new course is 75% practical. Swanage volunteer John enthuses: 'We're being asked to decide if someone is "big sick" or "little sick". It's simple: "big sick" equals going to die soon of no oxygen or no circulation while "little sick" equals not going to die – just yet! And then we do whatever we can to prevent things from getting worse.'

The new course caters for all learning styles. John adds: 'I suspect that's why we got so much from it. None of us got bored – we were enjoying ourselves and learning quickly.' At the core of the course are a set of acronyms and a pack of waterproof check cards (below).





Employing flow charts rather than heavy text, the cards cover aspects of injury, illness and immersion, and even triage for when casualties outnumber first aiders. Trainees learn to determine whether the casualty requires rapid evacuation for professional medical assistance (big sick) or is less critical and can be transferred by lifeboat with first aid support onboard (little sick). They rapidly gain confidence that their decisions are correct.

D: Danger? Boom secure; mechanism of injury was blunt blow to head
R: assess response: AVPU = Pain; casualty sleeping and initially unresponsive; when shaken and spoken to loudly he opened his eye slightly and muttered
(C): no life-threatening bleed to **control**
A: casualty maintaining his own **airway**
B: breathing rate 48; changed to 60 as monitoring continued; oxygen administered at 15 litres per minute through a free-flow mask
C: Central capillary refill instant; changed to 2-3 seconds while monitoring; no bleeding from ears or lacerations to head but bleeding from nose
D: double-check response: AVPU = unresponsive; casualty did not respond to voice, touch, tickling of the eye lashes or pinching the earlobe; later became responsive when light shone in eye to determine left eye pupil response; still very confused and disorientated
E: Examine, enquire:
A: no known allergies
M: no known medications
P: no known past medical history
L: last meal taken at approximately 5pm
E: casualty was on the yacht deck and the boom swung and struck the casualty over the left eye; the casualty had vomited four or five times prior to the lifeboat arriving and the last discharge contained blood.
Evaluate: Big sick
Evacuate: by helicopter on spine board and basket stretcher.

Kilrush inshore lifeboat crew tried the approach on 13 August 2008 in their rescue of an injured yachtsman. They recorded the notes shown below left.

Yves Borrel, also onboard the yacht, later wrote: 'Our friend was transferred to a specialised hospital in Caen. He suffered a double fracture of the skull leading to some deafness in his left ear and ... his rehabilitation will take between 6-12 months. We sincerely thank you and your colleagues for your intervention and effective care of our wounded friend.'

Even ashore the training comes easily into play as Exmouth Crew Member David Preece recounts: 'My first aid was put into practice after an elderly lady fell and hurt her back and face. I was straight into DR(C)ABCDE as I had my check cards in my pocket – result! When handing her over to the ambulance, the crew thought the cards were great.'

Approval and accreditation

Following a second pilot in early 2008, members of the RNLI's Medical and Survival Sub-Committee, the body responsible for the charity's clinical governance, undertook the course themselves. Specialists in resuscitation, orthopaedics, cardiology, cold-water shock and more, they gave their final approval and accreditation, allowing the RNLI to produce a course to its own requirements and maintain its own quality assurance.

To gain the new RNLI First Aid for Lifeboat Crews qualification, which is valid for 3 years, crew must carry out over 30 DR(C)ABCDE assessments, answer two multiple-choice papers and demonstrate competence in practical scenarios. The course also provides a qualification accredited by the UK Maritime and Coastguard Agency (MCA).

Lifeboat crews are trained either at their station, in eight 2½-hour sessions via a team of Mobile Training Unit (MTU) trainers, or at the Lifeboat College as part of a 4½-day Sea Survival course (sponsored by Lloyd's Register Educational Trust).

The British Paramedic Association (BPA), the Paramedic Science Degree course at the University of Hertfordshire, and the Anaesthesia, Trauma and Critical Care (ATACC) group have all approved the course and all 15 UK Ambulance Trusts and the RoI's National

Ambulance Service have had the opportunity to review it.

Recognition has also come from the UK SAR Operators Medical Group. The RNLI qualification meets Level 3 competence, above first responder and below medical technician and paramedic.

Dr Mark Forrest, Medical Director at ATACC, says: 'You should be congratulated for leading the way ... many other emergency organisations will attempt to follow.'

Adapting and developing

The RNLI's next task was to adapt the course to suit the needs of RNLI lifeguards – and all 750+ lifeguards have just been trained in three 2-week blocks.

They followed essentially the lifeboat course but swapped treatment of seasickness for stings. An extra 4 hours covered the automatic external defibrillator, spinal management, dressing of minor injuries and dealing with observers. Returning lifeguards will receive an annual refresher before the season starts.

To complete the specialist training, a course for the RNLI Flood Rescue team has also been run at the College.

Modernised equipment items include haemorrhage dressings, tourniquets, a disposable bag valve mask and suction, triage labels, shoulder bags and more effective

blankets. The course has also adopted a first aid reference book produced by the BPA, Emergency Care and Safety Institute and College of Paramedics with an RNLI-specific chapter.

Costs of training are high but savings on resources have been enormous. Equipment is now standard across all operational areas, saving on storage and opening doors to bulk discounts. And by accrediting its own qualification, the RNLI saves on external certification and training materials.

Difficult odds

Qualified first aiders give casualties a better chance of survival but it may still be slim.

Trainer Rob Smith had just finished a session with Aldeburgh crew when they came across a road traffic accident. They gave first aid including cardiopulmonary resuscitation (CPR) to a seriously injured woman. They later heard that she had died, but the CPR had ensured that her organs could be donated.

Alan Pattinson feels he was 'really, really lucky' last year: 'I collapsed in a beach car park with people that were astute enough to know that I wasn't sunbathing, I was ill.' Lifeguard Jonny Hanley reflects: 'Only 2 weeks before, I was on my induction with the Penwith lifeguards and we were working on the same sort of scenarios. Alan's here today thanks to the training and equipment.'

What's next?

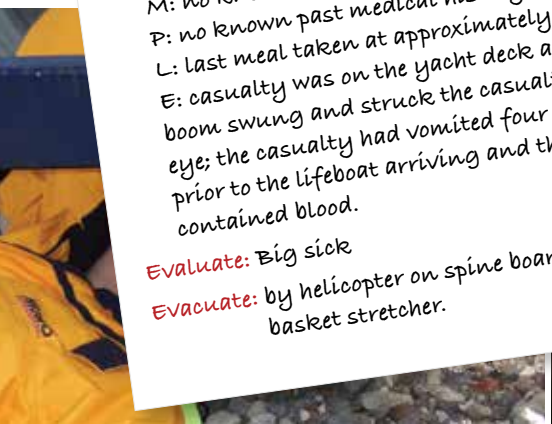
After a recent station medical exercise, John Gilmour remarked: 'It's all come flooding back. Now all I need to do is stop it all flooding out again!' To keep skill fade to a minimum the RNLI is looking at standardising medical exercises.

Whitstable station has held an annual first aid competition since 1977 and Lifeboat Medical Adviser Dr Terry Stefani says: 'You don't need many props to create difficult scenarios! The course has turned conventional treatment on its head and the new kit is first class. It's enabling crews to be so much more in tune with ambulance crews too.'

Crews and lifeguards can also look forward to downloading information, quizzes and self-assessment modules from the College's distance learning website.

A proud tradition

The care of survivors after rescue has been a priority for the RNLI since at least 1864 when *The Life-boat* reported that the Institution issued its stations with a new code of rules in accordance with Dr Marshall Hall's system of 'restoring and treating persons apparently drowned'. Now, once again, the RNLI has revolutionised the practice and teaching of first aid in the charity – and beyond.





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GOODYEAR

Safety Together



In the early hours of the morning, a man clung on for dear life, shivering in the near-freezing, fast-flowing river. Would rescuers be able to reach him in time? Rory Stamp reports

It was 10 January 2009 and a man was seen jumping from Waterloo bridge in Inverness into the churning river below. The Police alerted the Coastguard, the Kessock lifeboat was requested to launch, and Lifeboat Operations Manager Gary Friedman paged the volunteers at 2.23am. Knowing that the casualty was in fast-flowing water, he also asked lifeboatmen Donnie and Stan MacRae to take the station's 4x4. 'They're part of the RNLI's Flood Rescue team' explains Gary, 'trained to carry out rescues in swift water using special equipment.' (A typical training scenario is pictured above.)

When the volunteers arrived on scene, they found that the man had managed to grab hold of a railway bridge buttress somehow downstream. He was in great danger of being swept on again and obviously needed urgent help, but it looked unlikely that the Atlantic lifeboat would be able to approach him safely – the water was shallow and the bridge was only 1m away from a weir. Donnie and Stan decided the only way to reach him was indeed to put their swift-water training to use and enter the water themselves.

At the river's edge, the two lifeboatmen secured themselves to safety lines that were tended by a Coastguard Rescue team, before wading into the river. 'We had to approach the casualty from upstream because the water was moving past us so quickly,' recalls Donnie. 'Our aim was to come through the quicker-flowing water into the shallows behind him, grab him and get back to shore.'

Chest high in water, the pair battled the 4–6-knot flow and headed towards the

centre of the river, where it was less deep and powerful. But they still faced a tricky journey before they could reach the man: the river bed was made up of large, round, slippery rocks. It was a slow and exhausting process.

By the time the two rescuers reached the casualty, he'd been in the water for 30 minutes. As they approached, Donnie and Stan shouted to the man. Although he lifted his head in response, he was clearly close to losing consciousness – and his grip. The lifeboatmen both took a firm hold of him and made for the shore, keeping his head and shoulders clear of the water.

Suddenly, though, they lost their footing and all three were submerged and swept towards the weir. But the safety lines did their job, holding them back from going any further, and somehow they had managed to keep hold of the casualty. They swam through the deep water beneath the weir, towing the man with them.

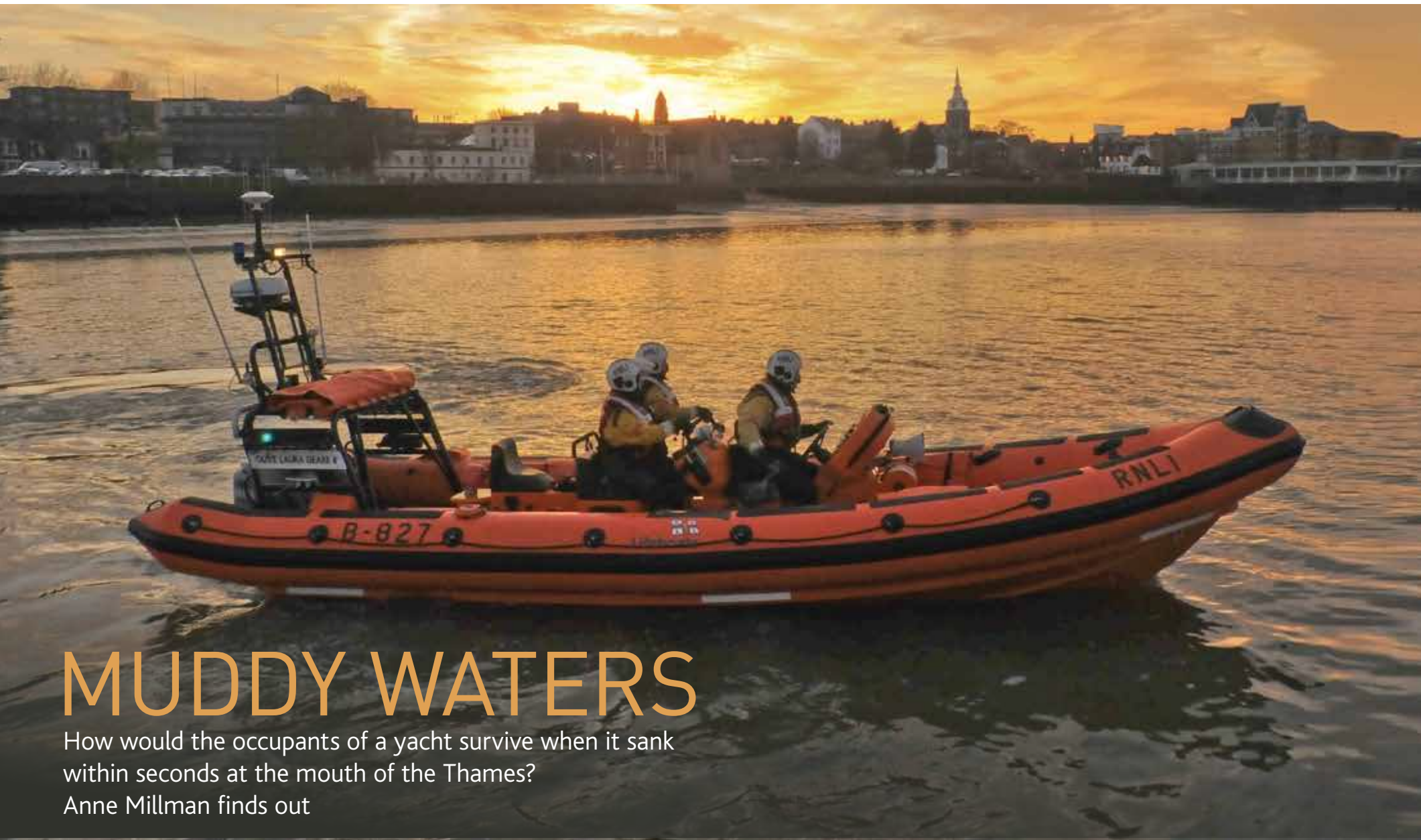
Two policemen helped the pair carry the man over boulders and to the nearby road, where an ambulance was waiting. By now, the casualty was clearly suffering from severe hypothermia. While the lifeboat volunteers returned to station, the man was taken to Raigmore hospital for treatment – where he eventually made a full recovery.

In Letters of Appreciation to the MacRaes, RNLI Chief Executive Andrew Freemantle wrote: 'You both demonstrated excellent professional skill, teamwork and good decision-making to save this man's life. Well done indeed!'



Kessock's Donnie and Stan in their swift-water rescue kit. The RNLI's Flood Rescue team is kindly supported by Goodyear. See opposite for their supporter offer.

Photo: RNLI/Dan Holland



MUDDY WATERS

How would the occupants of a yacht survive when it sank within seconds at the mouth of the Thames?
Anne Millman finds out

On the overcast but cold morning of 17 February, Thames Coastguard at Walton-on-the-Naze heard an incomplete mayday. At the same time, London Coastguard at Woolwich received a 999 call from a power station worker who had seen two men clambering ashore. Were the two incidents related? It took about 7 minutes to clarify – they were one and the same.

The mayday was from the yacht *Muddy Waters*. On passage in a moderate breeze from west of Whitstable, Kent, to London, she had hit an underwater object, ripping a hole in her hull. Her 45-year-old owner had only seconds to radio before he, his 15-year-old daughter and two 19-year-old men were plunged into icy waters.

Lightning launch

Gravesend lifeboat station sits on the south side of the Thames in the tidal reaches opposite Tilbury fort and power station and therefore was well placed to assist. The RNLI's Graham Tassell, Dave Greenfield and Roy King were already kitted up for an exercise when the call came through from London Coastguard. They launched their Atlantic 85 within 30 seconds and were on scene in less than 2 minutes.

Muddy Waters' crew were in immediate danger. 'The girl was still in her sleeping

bag,' Graham recalls. 'She was panicking and struggling inside it and we saw her go under at least twice.' As she clutched a buoyancy aid and teddy bear, Dave and Roy pulled her over the side of the lifeboat and wrapped her in a blanket.

Her father was standing chest-deep in the water but was unresponsive when dragged aboard. He and his daughter were

soon discovered to be severely hypothermic. After 10 minutes' immersion, their body temperatures had already dropped by a life-threatening 5°C.

Fortunately the Port Health patrol vessel *Lady Aileen* was nearby so the pair were transferred to the shelter of her cabin en route to the Royal Terrace pier where a fast-response paramedic awaited them.

Solid ground?

This freed the lifeboat crew to attend to the other two men. They had made their way to the edge of the tideline and were understandably reluctant to return to deeper water. But as the tide started to rise, they were sinking into the mud – it was imperative that their rescuers acted quickly.

THE DETAIL

THE LIFEBOAT:
B class Atlantic 85, B-827 *Olive Laura Deare II*
On station at Gravesend 9 December 2008
Funded by the legacy of resident Olive Laura Deare, whose support was inspired by the operation of fishing boats from the town by her great grandparents. The original *Olive Laura Deare* now serves as a relief E class lifeboat for Chiswick and Tower lifeboat stations.

THE CREW:
Full-time duty Helmsman Graham Tassell (52)
Full-time Helmsman Dave Greenfield (42)
Volunteer Crew Member Roy King (50, Firefighter)

THE STATION:
Gravesend covers the 26 miles from the western end of Canvey Island to the Thames flood barrier at Woolwich. In a rare arrangement for the RNLI, 10 staff and 40 volunteers work shifts at the station to ensure full-time cover without the need for pagers. The requirement on the Thames to reach 95% of reported casualties locations within 15 minutes of notification, makes such a system a necessity at Gravesend, Chiswick and Tower. In 2008, Gravesend lifeboat launched 93 times, rescued 67 people and saved 5 lives.

Left: Deceptive calm at Gravesend
Photo: RNLI/Andy Wallace

Right, top (l-r): Crew members Dave, Graham and Roy
Photo: RNLI/Jason Carroll

Right, middle and bottom: The sunken yacht is recovered
Photos: RNLI/Dave Greenfield



Ian Dunkley, Gravesend Station Manager and Sea Safety Officer, comments: 'This dramatic rescue clearly demonstrates just how quickly a disaster can occur when you least expect it. Only the skipper was wearing a lifejacket and, as this had manual inflation, it hadn't inflated automatically – nor was it fitted with crotch straps.'

And what of the worker on the shore who had had the presence of mind to dial 999 on his mobile and to ask for the Coastguard? 'If the call had gone to the Police (as is often the case in the Thames area if the informant doesn't know about the Coastguard) the subsequent delay would almost have certainly resulted in the death of at least two of the casualties.'

TOUGH CHOICES

With four kayakers drifting out into a rough Irish Sea, a young RNLI lifeguard had an exhausting first day, as Mairéad Dwane recounts

Photo: RNLI / Nigel Millard

The lifeguards had been watching the kayakers for a while. It was raining on Pembrokeshire's Newport Sands, and the only beach goers to keep an eye on were 'hardcore' dog walkers. Two men in single kayaks and two children, young girls in a double kayak, were paddling in the Nevern Estuary, about 60m from the shore. But an offshore wind was blowing force 6–8.

John Pangbourne was the Senior RNLI Lifeguard on duty on 5 July 2008. Also on patrol that day was Tom Purnell. It was Tom's first season as an RNLI lifeguard, and his first day on duty at Newport Sands. A local lad, Tom's first week had been spent at nearby Poppit Sands, where he had already been a member of the volunteer surf lifesaving club for years.

Tom says: 'We were keeping an eye on the kayakers and they looked like they were trying to get back to shore. They were struggling and that's when we realised they needed our help.' John called Milford Haven Coastguard, saying that further help may be needed, while Tom, aged just 17 at the time, grabbed a rescue board and entered the water.

Decisions

The group was now drifting and the sea state, Tom remembers, was 'pretty choppy', with a 1½m swell. He had paddled on his stomach almost halfway to the group when the double kayak capsized, dumping the two young girls in the water. One of the men got out of his kayak to try to help.

When Tom reached them, all four were starting to panic. Prioritising quickly, Tom helped one child onto the rescue board and, telling the men and the other girl to stay calm as he *would* be back, paddled 100m to the headland of Pen-Y-Bal. Meanwhile, the man who had abandoned his craft was clinging to the upturned double kayak but drifting quickly out to sea.

Leaving the cold and distressed young girl on the rocky headland as he went to rescue her friends was, for Tom, one of the most difficult parts of this rescue. He explains: 'I was worried about the girl. It was always in the back of my mind that she was on her own and couldn't see anyone. I had to explain to her not to climb down, and she didn't have a wetsuit on ...'

A sea mist had started to descend, reducing visibility, as Tom took off to help the other girl and the man who had remained in his kayak. Helping the girl into the abandoned single kayak, he asked the pair to paddle to Pen-Y-Bal. He watched to make sure they were making progress before turning his attention to the second man, who was drifting further from the relative safety of the estuary minute by minute.

Now over 1,500m from the lifeguard unit, Tom

found the man confused and apparently suffering from shock and hypothermia. He refused to let go of the kayak and get on the rescue board. How could Tom help him? Having spent almost half an hour in the water, making tough decisions in rough conditions, he was relieved to hear the arrival of the Cardigan inshore lifeboat *Tanni Grey*, with Dan Rogers at the helm.

Life first

An exhausted Tom was hauled onboard the lifeboat first. He already knew the crew from RNLI training exercises and was quick to update them on the casualties. With Fishguard's Trent class all-weather lifeboat *Blue Peter VII* also on the way, they judged that the bigger boat could pick up the drifting man, while the smaller and more manoeuvrable B class made best speed towards the three people shivering but safe on the inhospitable rocks of Pen-Y-Bal.

The smaller boat she may have been, but the rigid inflatable *Tanni Grey's* draught was still a little too deep to pull up right next to the first girl. The rocks and shallows meant Tom had to go back in the water, fetch her and paddle her back to the lifeboat on his trusty board. Dan recounts: 'We transferred them both to Fishguard's lifeboat so they could warm up indoors. The other casualties were waiting in a cove but, because of the submerged rocks, I decided Crew Member Jonny Jones should go into the water attached to a line. He brought them to safety one-by-one.'

Meanwhile *Blue Peter VII* had successfully picked up the other man and his craft and the Cardigan lifeboat recovered the three other kayaks after their former occupants had been taken care of. Fishguard crew, under Coxswain Andy Lucas, treated and monitored all five for the effects of hypothermia, before handing them over to the Ambulance service.

Despite being cold and frightened the kayakers had sustained no serious injuries. Indeed, their lives had been saved by the teamwork, professionalism, quick thinking and local knowledge of the lifeguards and lifeboat crews involved. Or, in the words of RNLI Chairman Admiral The Lord Boyce in a letter to Tom, their 'dogged tenacity, initiative and skill'.

Tom is now back on patrol in RNLI kit, having spent the Winter in Canada training to be a ski instructor. He starts university in the Autumn, studying for a degree in product design. Bangor's prospectus boasts that the course prepares one for 'a career where you can make a difference'. On the beaches of Pembrokeshire, Tom, with the help of his neighbouring lifeboat crews, already has. (Find out more about lifeguarding skills on pages 6 and 34.)

Floating fireball

When a catamaran began pouring out smoke and flames, the lives of two sailors and their parrot were at stake

It was clear, with a light south-westerly breeze and low tide when Powerboat Instructor Jono Garton (28) looked out over Pwllheli marina on 29 August 2008. To his horror, a column of smoke was pouring from a vessel moored in the distance. An RNLI helmsman too, he knew there was no time to lose and hot footed it to the lifeboat station a few doors down.

Full-time Mechanic John Jones had already begun to contact the Coastguard, Fire and Ambulance services. Next on the scene was Boatbuilder and Crew Member Jason Warren (32). 'It's lucky that Jason and I work so close,' says Jono. 'We were already kitting up as the pagers went off.'

Deciding it could prove too risky to wait for a third crew member, Jono and Jason set off immediately in D class lifeboat *Leslie and Peter Downes*. Jono reveals: 'It did go through my mind: what if people are stuck onboard? We're on a rubber boat and in rubber suits facing a fire. There might be nothing we can do ...'

Two minutes later, the pair reached the scene. The marina's safety boat had also launched to help but was unable to reach the blazing craft in such shallow waters. 'No other boat could have done the job – only the inshore lifeboat could get close enough to offer the help needed,' explains Jono.

'The 8m catamaran was pretty much up in flames,' he continues. 'It was good to see that owners David and Karen had managed to jump overboard but they'd then got stuck in the mud and were desperately trying to scramble away from the boat without much luck. They were both very distressed and David clearly had severe burns to his face and arms.'

Jason lost no time bringing David onboard. He then entered the water himself and held the lifeboat in position leaving Jono free to climb out, pick up Karen and lift her in. But there was another life to save too: a much-loved pet parrot named Charlie. Despite everything, the couple had managed to place his cage in the catamaran's dinghy, now lying on the mud next to the burning craft. Jono grabbed the cage.

It was then that a gas cylinder exploded on the catamaran, showering debris over the lifeboat and the surrounding area. 'We couldn't hear ourselves think – our

ears were just ringing – and the heat from the fire was intense,' says Jono. Amazingly, all escaped unharmed.

Learning that there were flares and another gas bottle onboard, Jono made best speed to the lifeboat station where first aid could be given by one of the shore helpers, a first responder. The two volunteers now put their minds to ensuring those in and around the marina would be safe from the boat's continuing explosions. They advised the marina manager to clear the area and evacuation began immediately.

The flames were subsiding as a fire tender and crew arrived so Jono agreed to take a fireman out with a hose. The combination of hose water and the rising tide soon extinguished the fire. 'By the time we left her, there was nothing much left – just the metalwork – and the tide soon covered that,' recalls Jono. As for the lifeboat, she was filthy with mud and soot.

David was airlifted to Bangor hospital while Karen, suffering from the effects of smoke inhalation, was driven. The station Tractor Driver and his wife took Charlie home with them until he could be reunited with his owners. After some weeks in Liverpool's burns unit and several months at home, David says:

'Our beloved boat went up like a bomb after I'd gone up like a Christmas pudding. He [Jono] showed great bravery and risk to his own life coming so close. There was another gas bottle and 28 gallons of petrol onboard, which could have exploded at any time ... On shore they doused me with gallons of cold water, which was essential but not appreciated at the time ...'

'Once home I had daily visits from the district nurses and my face healed completely but my arms and legs are scarred and still weak. I won't be back to work for a while. Thankfully Karen is working again, and Charlie suffered no more than some scorched tail feathers.'

'We all give to the RNLI but there's not a collecting tin big enough to show our gratitude.'



Readers of *Offshore*, the supplement for supporters who actively use the sea, can find out more about how this incident arose and lessons learned.



Photos: Greg Butler

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REVIEW



Lifeboat heroes

by Edward Wake-Walker
Review by Carol Waterkeyn

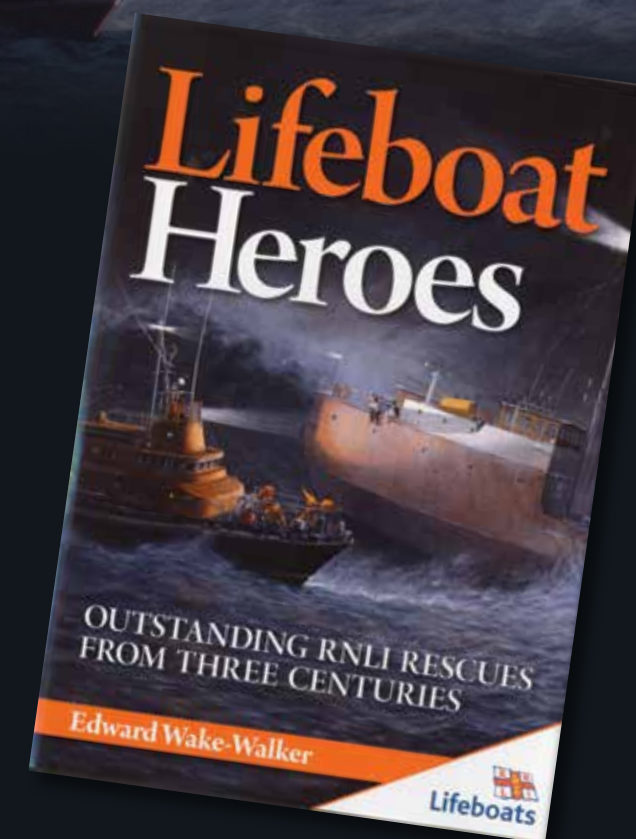
Former RNLI PR Director, Edward, has done it again and released a very fine book about the lifeboat rescue service. This time he focuses on the greatest lifeboat heroes, from the beginnings of the RNLI in the 19th century, to those of latter-day rescues in the 21st.

I cannot praise this book enough. Beautifully written and extensively researched, it contains very moving and heartwarming accounts of those who have selflessly put their lives on the line to save others. It includes the most highly decorated lifeboatman of all time, Henry Blogg of Norfolk, as well as the founder of the RNLI, Sir William Hillary, and many others. There are also extensive photographs throughout. A warning: you might just need a box of tissues nearby as you read these amazing accounts of bravery at sea.

Hardback book

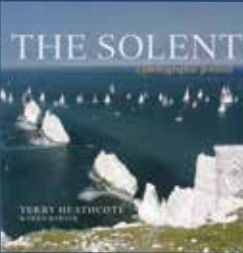
Published by Haynes Publishing
ISBN 9781844255450

Price: £19.99 from RNLI shops. To find your nearest RNLI shop, visit rnli.org.uk/nearestnli or phone 0845 122 4999. (£1 from the sale of each book will be donated to the RNLI wherever you purchase it and *all* profits from RNLI shops.)



➔ The Solent – a photographic portrait

by Terry Heathcote and Fred Barter
Review by Carol Waterkeyn



For someone brought up on the edge of the Solent, this photographic journey took me back to my childhood and taught me something new.

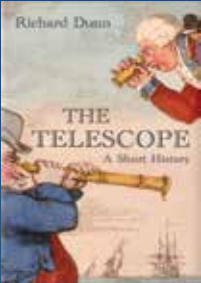
The late Terry Heathcote, who provided many of the photographs in this book, lived in and photographed the Solent area for 25 years. Fred Barter kept his boat there for several years and has spent much time exploring both sea and land. Both gentlemen have discovered places I didn't even know existed.

This book is a celebration in pictures and words of the diversity and beauty of the area, incorporating historical buildings, modern-day industry and the enjoyment to be had exploring this stretch of water. From the picturesque fringes of the New Forest, to the beaches of the Isle of Wight and on to fishing in Selsey Bill and windsurfing in West Wittering, this should appeal to all those who love to be on or near the water. If you look carefully you can also find a couple of lifeboats and a lifeboat station as a bonus!

Hardback book
Published by Adlard Coles Nautical
ISBN 9781408103784
Price: £19.99
Reader offer: *the Lifeboat* readers can purchase the book at the special price of £15.99 (plus free p&p in the UK) by calling 01256 302699 and quoting code 2EQ.

The telescope – a short history

by Richard Dunn
Review by Peter Bradley



If you are a mariner, or have a passing interest in astronomy or the history of scientific instruments, this book should delight.

Richard Dunn investigates what life was like before the telescope and how the

philosophical and religious arguments of the day were changed forever when people started looking at the magnified skies.

The book points to the use of lenses by the Greeks and the later use of glass as a magnifier. Galileo is assumed by many to be the inventor but we learn he was largely responsible for bringing the telescope to the attention of the rich and famous.

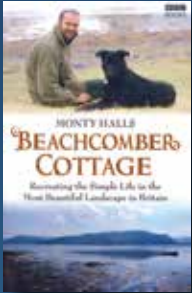
As the technology of lens manufacture improved, so did the discovery and understanding of planetary motion and stellar observation, opening up new theories and questions. The impact on culture and the arts is also explored. The author gives an insight into how developments in science, and a better understanding of human existence, were all possible because of this versatile instrument.

This book could make a very fine TV documentary – if so, I strongly recommend that you read this printed version first!

Hardback book
Published by the National Maritime Museum
ISBN 9781906367046
Price: £12.99

Beachcomber cottage

By Monty Halls
Review by Rory Stamp



Beachcomber Cottage was by no means the first TV series to follow a city dweller's experiences as they sampled rural life. But the 2009 on-screen adventures of Monty Halls and his gigantic dog Reuben in the wild west coast of Scotland had a

unique appeal. With Monty as our honest and likeable guide, it offered a window into the dream of many: that of going back to basics in a beautiful landscape.

This BBC book serves both as an excellent accompaniment to the show and as a fascinating travel account in its own right. There are insights here that never made the final cut of the programme, such as Monty's background, his relationship with the locals, his emotional peaks and troughs. Thanks to his undoubted talent for writing, the sounds, smells and sights of life in Applecross permeate the pages. Be warned, though – it may just make you want to up sticks and move into a bothy next to the sea.

Paperback book
Published by BBC books
ISBN 9781846076213
Price: £11.99
See page 46 for an interview with Monty Halls.

Without legacies, six of these boats would never launch



It's that simple. Six out of ten lifeboat launches are only possible thanks to legacies left to the RNLI. Put another way, over half of those rescued owe their life to people who have left a gift to the charity in their Will. Whether it's a father brought home to his children or the crew of a fishing vessel safely returned to harbour, more often than not, it's legacies that make the difference. They help train our volunteer crews or purchase the kind of specialist equipment they need to go out in some of the most treacherous conditions imaginable.

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Reading the sea

From surfers to fishermen to lifeboat coxswains, people who rely on the sea need to be expert at understanding what it’s doing. But how well do *you* know your tides, waves and currents?

The sea is changing all the time. Whether it’s a storm whipping it into a frenzy or tides sweeping in and out, the sea is never the same from one day to the next.

Tides

Tides are caused by gravity. Gravity is a force of attraction between any two objects. It’s stronger the closer the objects are and the bigger the objects. So the enormous mass of the Earth and the fact that we stand directly on it literally keeps us grounded. However, gravity exists between all objects in the universe, creating a ‘tug-of-war’. The Moon and the Sun also have a gravitational pull on the Earth. We don’t notice their effect on us, but they do affect the sea.

As the Moon travels around the Earth, its gravity pulls the sea towards it. The Sun has a similar but smaller effect as, although it is far larger than the Moon, its much greater distance from the Earth weakens its influence overall. Their combined influence is what gives us our tides – normally two highs and two lows each day. However, the Moon orbits the Earth once in slightly more than 24 hours so the tide times slip later each day. Complicating the matter further is local geography, such as the shape of the coastline or the sea’s depth, which can create complex tidal systems, such as round the Isle of Wight.

As the tide comes up it is known as a flood tide and as it goes down again as an

ebb. Slack water is the period of time at either high or low tide when the water is changing from flood to ebb and is briefly still. When the gravitational pulls of the Sun and Moon are aligned they combine to create tides with higher highs and lower lows, known as spring tides, or springs. (This is around new and full Moon.) And when they are at right angles the tidal range is smaller, creating neap tides or neaps. (Around quarter Moons.)

The highest high tides of the year occur a day or two after the full or new Moon nearest to the Spring and Autumn equinoxes. Tide heights also vary from year to year, with 1997 being the most recent year of exceptional high tides. And to experience

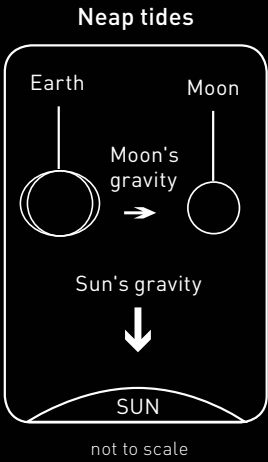
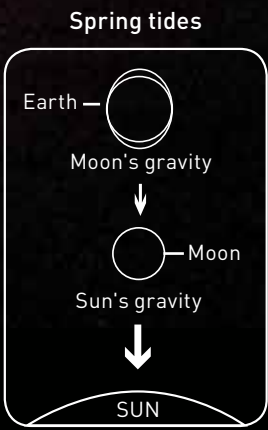
some of the highest tides in the world, you need only look as far as the Bristol Channel, with a tidal range of up to 15m.

Although gravity is the dominant force on tides, it doesn’t act alone. The weather also has an impact, especially air pressure. Low pressure means that there is less resistance to the gravitational pull and gives us even higher high tides. In contrast, high pressure reduces the difference between high and low tides.

Despite their complexity, tide times are predictable. Checking a tide table will help us make informed decisions, whether it’s when to bring a craft into harbour or have a picnic on the beach. Tide tables can be found on public display or for sale at coastal locations

and online. Some tables present the whole year’s data in GMT only, so it is important to check for this and adjust accordingly.

It is sometimes difficult to appreciate that millions of tonnes of water are on the move as the tide changes. The sheer weight of water can create strong tidal currents, moving at up to 7 or 8 knots. This is as fast as many boats can travel, leaving them entirely at the mercy of the tide. Away from the shore, it is easy to be swept up in a tidal stream, where few swimmers would have the strength to beat the incredible force of the sea. Areas with dangerous tidal currents close to shore are sometimes signposted with warnings and you should always check with any lifeguards.



→ **Waves**

Waves are formed by the wind blowing over the surface of the sea, just like the ripples formed when you blow on a cup of tea. As the winds increase and travel unrestricted across miles of open water, the waves grow. Far from shore, with no land to break them up, they travel hundreds or even thousands of miles and can build to enormous heights. Such formations of large, long, stable waves are known as swell. Wind over tide, when the tide is moving one way and the wind the other, can add to the effect as the conflicting forces push waves higher and higher.

The experience of being out in a large swell is one not quickly forgotten. The top may be well above your head allowing you just brief glimpses of the surrounding area as the boat climbs before sinking into the next trough. Smooth-topped swells are often referred to as rolling seas.

In high winds or closer to the shore, however, waves may break, creating a foamy top. This can reduce visibility drastically, making it much harder for lifeboat crews to spot a casualty. The RNLI's all-weather lifeboats are designed to ride large swells at speed without damaging craft, crew or casualties. (See page 13 for news of the latest experimental work.) The latest models even have unique shock-absorbing seats and they are all inherently self righting in case of capsize.

As swell approaches the shore, the sea becomes shallower than the waves themselves, forcing them to rise up and collapse dramatically. There is a real beauty and majesty to waves crashing onto the shore. But this splendour masks quite incredible power. It is very easy to be knocked off your feet and then be pulled into the sea by the retreating water. This can be especially dangerous on a pebble or shingle beach, which will be scoured out from under your feet.

TIDAL RANGE

The UK Hydrographic Office measures the height of a tide in metres above the Lowest Astronomical Tide. Tidal range is the difference between the heights of low and high tides. But beware! Even a small tidal range can mean a surprisingly rapid movement of water in and out if the beach is nearly flat.

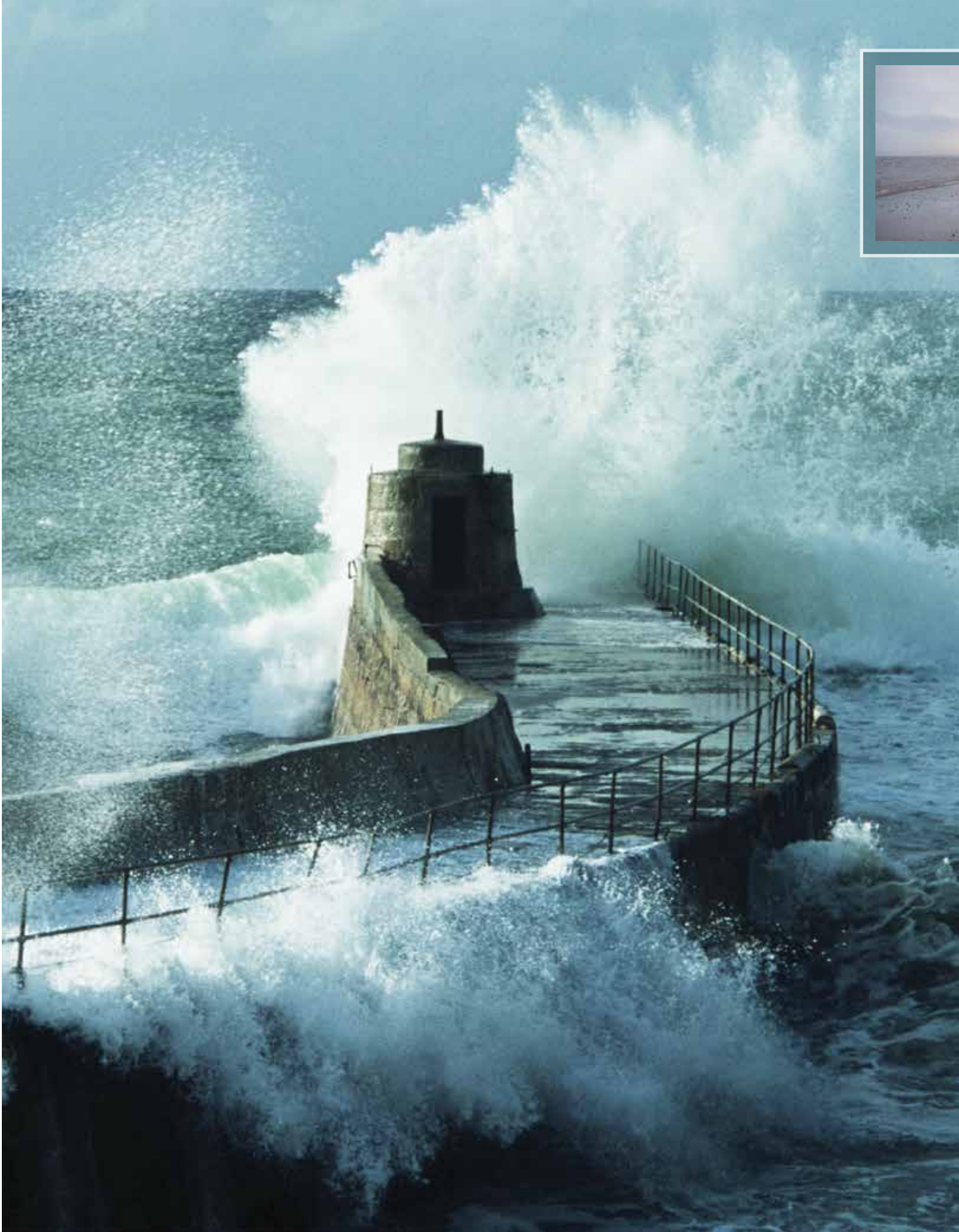


Photo: RNLI/Nigel Millard

NEAPS AND SPRINGS
So how did these tides get their names? Neap also means low, so refers to the small tidal range. It is less sure where the word spring comes from. Some think it may refer to a Scandinavian term meaning 'leap up'. Others that it refers to a natural spring, where the water wells up from the Earth.

Rip currents

The constant movement of the sea throws up many strange and surprising phenomena, some of which can prove very costly if stumbled upon unknowingly. And for a beach user, none poses more risk to the unwary than the rip current. So knowing how to spot and avoid one can be a lifesaver.

When a wave crashes onto the shore it dumps large amounts of water high on the beach that will then flow back to the sea. But if the waves being pushed up behind it come too strongly and quickly, or if there are physical barriers such as sandbars or groynes, the excess water cannot escape. Instead it will flow parallel to the beach until it finds a faster route back out to sea, creating a rip current.

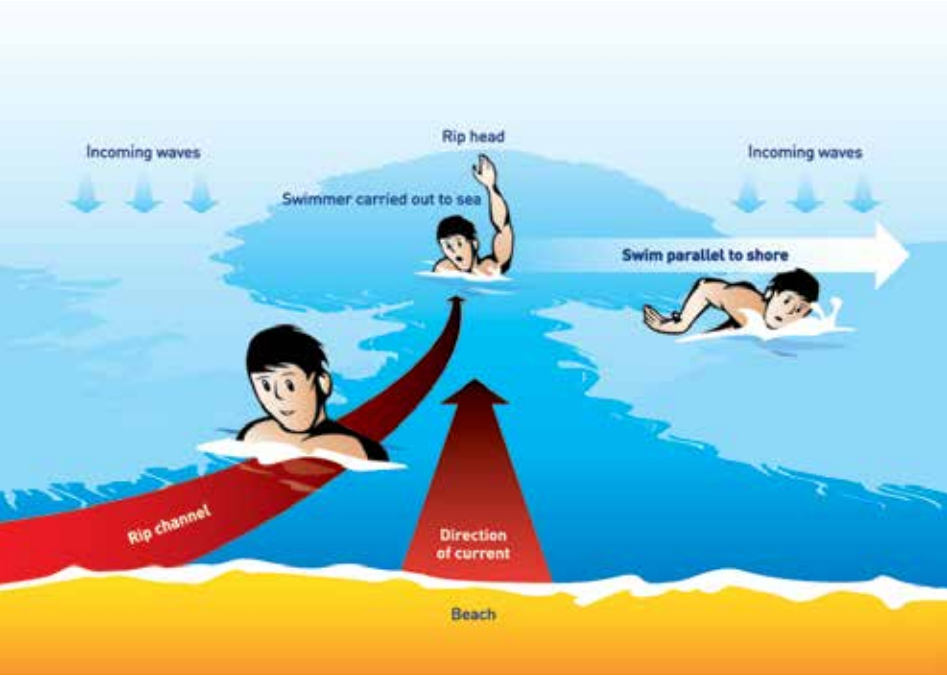
A powerful rip current will be far too strong to swim against, even for experienced swimmers. But, fortunately, they are quite easy to avoid or escape with a little knowledge. You can sometimes see a rip current from the shore, especially if you can

get up high. Look along the beach. If there is a patch of clear water with breaking waves on either side, then this may be a rip. You may also see a muddy patch, where the current has stirred up the seabed. It may look calm and inviting but you should avoid it.

If you do find yourself in a rip, being taken away from the shore, follow a few simple instructions. Firstly, don't panic. Although you are being pulled out you won't get pulled under the water. Don't try to swim straight back to shore as you will quickly get exhausted and then be at risk. Instead, swim across the rip, parallel to the shore, until you stop being pulled out to sea. Once you are out of the rip you can start to swim back to shore to safety.

Lifeguards will be looking out for rips and shepherding swimmers away from such areas – always take their advice.

(If you actively use the sea, see page 16 for news of the RNLI's membership for people like you. Read more about lifeguarding skills on pages 6 and 26.)



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Chino Trousers	MT06							
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Chest: 36 38 40 42 44 46 48 50 52 54 56 Jacket Lengths: Short, Regular, Long								

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Five prizes: £100 each; Mrs H Buckingham, Birmingham; Miss D Pattinson, Cheshire; Mr WFG Corder, Liverpool; Mr TJ Thorne, Gloucestershire, and Mrs V Edwards, Kent



LAUNCHES 685

ABERDEEN
ON-1248(17-24):
Jan11,Mar7,21
D-694:Jan19,Mar3,21
ABERDOVEY
B-758:Mar24
ABERSOCH
B-790:Mar10
ABERYSTWYTH
B-822:Jan15,28,Feb19,
Mar29
AITH
ON-1232(17-14):Feb16
ALDEBURGH
ON-1193(12-34):Mar10
D-635:Jan21
D-673:Feb15
ALDERNEY
ON-1199(14-04):Jan10
AMBLE
ON-1176(12-19):Jan27,
Feb19,Mar12,18
ANGLE
ON-1112(47-010):
Jan16,Feb22(x2),24,Mar22
D-638:Jan16,Feb14,22
APPLEDORE
B-742:Jan31,
Feb19,Mar1,7,19
BB-060:Mar14
ARAN ISLANDS
ON-1217(17-06):
Feb15,Mar14,25,29,30
ON-1262(17-33):Jan9,14
ARBROATH
ON-1194(12-35):
Feb7,8,10,20
D-621:Feb7,8,10
ARKLOW
ON-1223(14-19):Jan27,28
ARRANMORE
ON-1237(17-17):
Jan3,24,Feb1,16
BALLYCOTTON
ON-1233(14-25):
Feb3,15,Mar8
BALLYGLASS
ON-1235(17-15):
Jan2,Mar13
D-687:Mar13,24
BALTIMORE
ON-1137(47-024):Mar18
B-708:Feb6
BANGOR
B-805:Jan26,Feb24(x2),
Mar17,19,22(x2)
BARMOUTH
D-678:Feb11,24

BARRA ISLAND
ON-1230(17-12):Feb13
BARROW
D-567:Jan13,Feb22
BARRY DOCK
ON-1210(14-12):Mar22
ON-1245(14-29):
Jan10,Feb4
BEAUMARIS
B-768:Jan13,
Feb7,11,12,17,26(x2),Mar7
BEMBRIDGE
ON-1124(12-001):Feb21
BERWICK-UPON-TWEED
ON-1191(12-32):Mar6,14
D-639:Mar6,14
BLACKPOOL
B-748:Feb8
D-558:Jan30,Mar7
D-566:Jan30,Feb8
BORTH
D-622:Feb21,22,Mar29
BRIDLINGTON
D-557:Jan13
BRIGHTON
B-737:Jan13,14,25,
Mar1,13(x2),14,15,19(x3)
BROUGHTY FERRY
ON-1252(14-31):Jan31
D-698:Jan24,30,31,
Feb20,Mar11
BUCKIE
ON-1268(17-37):Mar19
ON-1278(17-45):Mar10
BURNHAM-ON-CROUCH
B-733:Feb26,28,Mar1,7,21
D-630:Jan17
D-672:Feb26,28,Mar1,21
BURNHAM-ON-SEA
B-795:Mar8
D-664:Mar1,17
BURRY PORT
D-611:Jan1,Feb13,Mar18
CALSHOT
ON-1155(47-037):Jan19,
Feb28,Mar5,12,22
D-609:Jan19,Feb19,28,
Mar5
CAMPBELTOWN
ON-1241(17-19):Jan17
D-571:Mar24
CARDIGAN
B-752:Jan2,Feb9,12,
Mar20,21,22,24
D-547:Jan2
D-709:Feb9,12

CHISWICK
E-003:Jan11,14(x2),15,19,
20,25,29,Feb2(x2),15(x2),
21,24,28(x2),Mar16,29(x2)
E-006:Jan4,8(x2),13,24,
Feb9,10(x2),12,14,
Mar2,7,9(x2),12,18,19,26,28
CLACTON-ON-SEA
B-704:Jan4,Feb7
D-744:Mar14
D-559:Jan1,Feb12
CLEETHORPES
D-618:Jan14,29
D-645:Mar1
CLOGHER HEAD
ON-1190(12-31):Feb21
CONWY
D-627:Feb22,Mar8,11
COURTMACSHERRY
HARBOUR
ON-1205(14-07):Feb13
COURTOWN
D-548:Jan5,6,24,Mar19
COWES
B-801:Feb19,
Mar17,21,22(x2)
B-802:Jan10
B-810:Jan20,Feb23
CRICCIETH
B-823:Mar24
CROSSHAVEN
B-782:Jan11,13,14
CULLERCOATS
D-809:Feb24,
Mar1,2,17,27
B-811:Jan22
DART
D-702:Feb21,25
DONAGHADEE
ON-1267(14-36):Mar22
DOUGLAS
ON-1147(47-032):
Feb12,22
DOVER
ON-1220(17-09):Jan29,
Feb3,15,21,Mar6,7
DUN LAOGHAIRE
ON-1200(14-05):
Jan11,17,Feb22
D-565:Feb3,22,Mar12
DUNBAR
ON-1266(14-35):Feb21
DUNGENESS
ON-1186(12-27):
Jan26,Feb23
DUNMORE EAST
ON-1215(14-17):Feb25

LIFEBOAT AND HOVERCRAFT LAUNCHES JANUARY–MARCH 2009

EASTBOURNE
ON-1195(12-36):
Feb20,24,Mar6,7
B-714:Jan25,Feb5,
Mar24(x3),29
HARWICH
ON-1201(17-02):
Jan2,Feb28,Mar13
B-736:Mar8,22,24
B-789:Feb27,28(x2),
Mar3,13
HASTINGS
ON-1162(12-004):
Feb27,Mar12,16
D-699:Jan20,Feb27,
Mar22
HAYLING ISLAND
B-712:Jan4,Feb7,10,11
B-829:Feb24,28,
Mar22,29(x2)
D-642:Jan17,Mar29
HELENSBURGH
B-791:Jan20,Feb1,11,27,
Mar8,19,23
HELVICK HEAD
B-760:Jan5,Mar14
HOLYHEAD
ON-1272(17-41):Feb10
D-654:Feb10
HORTON AND
PORT EYNON
D-688:Feb22,Mar9,15
HOWTH
ON-1258(14-33):Jan3
D-659:Feb5,15(x2),Mar7
HOYLAKE
ON-1163(12-005):
Jan15,17
HUMBER
ON-1216(17-05):Feb5,6
ON-1269(17-38):Jan21
HUNSTANTON
H-007:Mar11,30
B-749:Mar8
ILFRACOMBE
ON-1165(12-007):Jan31
D-555:Feb22,24,Mar1
INVERGORDON
ON-1206(14-08):Mar5
ISLAY
ON-1219(17-08):
Jan2,Mar28
KESSOCK
B-771:Jan10,Feb7,9,Mar4
KILKEEL
B-812:Jan10,17,Mar18(x2)
KILMORE QUAY
ON-1133(47-021):Feb21
KINGHORN
B-720:Mar20,21,29
B-755:Jan20,28,
Feb8,13,22,Mar3(x2)

KINSALE
B-796:Mar30,31
KIPPFORD
D-553:Feb22
KIRKCUDBRIGHT
B-718:Jan18
B-814:Mar22,24
KYLE OF LOCHALSH
B-740:Feb17
LARGS
B-739:Jan25,Mar1,28,29
LERWICK
ON-1221(17-10):Jan23,
Feb25,28
LITTLE AND
BROAD HAVEN
D-628:Mar23
LITTLEHAMPTON
B-779:Jan28,Mar1,27
D-603:Mar6(x2),27
D-631:Jan29
LITTLESTONE-ON-SEA
B-785:Jan11,25,Mar1
LLANDUDNO
D-656:Jan27,Mar10,12
LOCH NESS
B-707:Mar4
LOCHINVER
ON-1271(17-40):
Feb15,24,Mar9,12
LONGHOPE
ON-1284(16-05):Mar10
LOOE
B-793:Jan9
LOUGH DERG
B-705:Feb21,Mar4
LOUGH SWILLY
ON-1117(47-014):Mar22
ON-1142(47-029):Jan13
B-819:Mar22
LOWESTOFT
ON-1138(47-025):
Jan8,16,Mar1,5
LYME REGIS
B-741:Jan3,4,Feb6,12
LYMINGTON
B-784:Mar3,4
LYTHAM ST ANNES
D-657:Jan5,11
MACDUFF
B-804:Jan1
MALLAIG
ON-1250(17-26):Jan1,
Feb21,25
MARGATE
ON-1177(12-20):Mar17
ON-1184(12-25):Jan14
D-706:Feb14,Mar15,31

MINEHEAD
B-824:Jan3
MOELFRE
D-665:Jan6
D-689:Mar18
MONTROSE
ON-1152(47-034):Jan3
D-626:Jan3
MORECAMBE
D-564:Feb28
H-002:Jan13
H-006:Feb6,28
MUDEFORD
B-806:Jan24,Feb13,27
NEW BRIGHTON
B-721:Jan17,Feb8
H-005:Mar23
NEW QUAY (CARDIGANSHIRE)
ON-1187(12-28):Feb11,12
D-616:Jan2,Feb11,Mar18
NEWBIGGIN
B-745:Feb22
NEWCASTLE
ON-1148(12-11):
Jan25,Feb17
D-637:Jan25,Mar23,29
NEWHAVEN
ON-1243(17-21):
Jan9,19,Feb1,14,Mar14
ON-1254(17-27):Mar15
NEWQUAY (CORNWALL)
B-821:Jan11,29,Mar1,17
D-636:Jan25,29,Mar1
NORTH BERWICK
D-619:Feb21
OBAN
ON-1227(14-23):
Jan3,21,Feb1,4,5,
Mar17,21,24,28(x2)
ON PASSAGE
ON-1210(14-12):Feb11
ON-1269(17-38):Jan27
PADSTOW
ON-1283(16-04):Jan26
PEEL
ON-1181(12-22):Feb14
PENARTH
B-725:Feb14
D-692:Feb22
PENLEE
ON-1265(17-36):Jan29,
Feb13,28,Mar30
B-787:Feb13,Mar29
PETERHEAD
ON-1280(16-01):Feb17
POOLE
ON-1131(47-023):Jan21,
Feb27,Mar8,15(x2)
B-826:Jan11,12,31(x2),
Feb12,27,28(x2),Mar8,10

PORT ISAAC
D-546:Jan10
PORT ST MARY
ON-1213(14-15):Feb14
ON-1234(14-26):Mar18,26
D-575:Feb14
PORT TALBOT
D-550:Feb20,Mar3,15
D-713:Mar31
PORTAFERRY
B-706:Mar28
PORTHCAWL
B-723:Mar22
B-726:Jan16,25,30,Feb18
PORTHDIINLLAEN
ON-1120(47-015):
Mar11,17
PORTPATRICK
ON-1130(47-022):
Jan10,Feb28
PORTREE
ON-1253(14-32):
Jan6,18,23
PORTRUSH
ON-1257(17-30):
Jan2,11,12,Feb28,Mar22
D-572:Feb28,Mar17
PORTSMOUTH
B-730:Jan2,24,Mar26
D-554:Feb20,21,Mar8,17
PWLLHELI
ON-1168(12-010):Mar29
D-676:Mar28,29
QUEENSFERRY
B-735:Jan8,11,13,16(x2),
22,Feb12,14(x2),15,18,24,
Mar1,11,14,20,28,29,30,31
NORTH BERWICK
D-619:Feb21
OBAN
ON-1227(14-23):
Jan3,21,Feb1,4,5,
Mar17,21,24,28(x2)
ON PASSAGE
ON-1210(14-12):Feb11
ON-1269(17-38):Jan27
PADSTOW
ON-1283(16-04):Jan26
PEEL
ON-1181(12-22):Feb14
PENARTH
B-725:Feb14
D-692:Feb22
PENLEE
ON-1265(17-36):Jan29,
Feb13,28,Mar30
B-787:Feb13,Mar29
PETERHEAD
ON-1280(16-01):Feb17
POOLE
ON-1131(47-023):Jan21,
Feb27,Mar8,15(x2)
B-826:Jan11,12,31(x2),
Feb12,27,28(x2),Mar8,10

ST ABBS
B-783:Feb17,21,Mar14
ST AGNES
D-660:Jan29,Feb15
ST BEES
B-719:Feb15,24
ST CATHERINE
B-772:Feb27
ST HELIER
B-816:Jan3,13
ST IVES
ON-1167(12-009):Mar10
D-668:Mar7,10
ST MARY'S
ON-1229(17-11):Jan18
ST PETER PORT
ON-1203(17-04):Jan9,
Mar1,5,11,16,20,25,31(x2)
SALCOMBE
ON-1289(16-09):Jan11,
Feb27,Mar20
B-794:Jan30,
Feb8,27,Mar15
SCARBOROUGH
ON-1175(12-18):Mar8
D-560:Feb20,Mar8
SEAHOUSES
ON-1173(12-16):Feb3
D-686:Mar13
SELSEY
ON-1146(47-031):
Feb24,Mar25
SENNEN COVE
ON-1121(47-016):Mar21
D-624:Mar21
SHEERNESS
ON-1204(14-06):Jan4
ON-1211(14-13):Feb22,
Mar4,15
D-662:Jan9,24,Feb22,25,
26,Mar5,15,29(x2)
SHERINGHAM
B-818:Mar10
SHOREHAM HARBOUR
ON-1158(47-040):
Jan14,Feb11
D-647:Feb27,Mar8,12
SILLOTH
B-828:Jan24
SKEGNESS
ON-1166(12-008):Feb18
D-538:Mar3
SOUTH BROADS
D-514:Mar16,30
XP-42:Mar9,30
SOUTHEND-ON-SEA
B-776:Feb22,26,Mar4,14
D-633:Feb22,Mar13,16
D-682:Mar5
H-004:Mar1,5

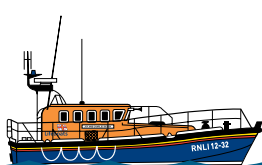
SOUTHWOLD
B-750:Jan4,8,Mar2
STAITHES AND
RUNSWICK
B-788:Jan13,Mar15
STORNOWAY
ON-1238(17-18):Mar26,27
ON-1260(17-31):
Jan17,18,21
STRANRAER
D-697:Jan10,16,28,29,
Mar21
STROMNESS
ON-1236(17-16):
Jan16,Mar1
SUNDERLAND
B-817:Jan5,9,23,25,30,
Feb4,5(x2)
B-825:Feb22,Mar1,3,22
D-608:Jan30,Feb22,
Mar1,22
D-695:Mar29
SWANAGE
ON-1182(12-23):
Jan4(x2),21,Mar15
D-613:Jan4,21
TEDDINGTON
D-576:Jan10,14,16,25
D-648:Feb16,23,
Mar14(x2),15
D-685:Jan16,Feb9
TEIGNMOUTH
B-815:Jan17,Mar12,15
TENBY
ON-1281(16-02):Jan25
D-562:Feb14,Mar31
THE LIZARD
ON-1114(47-011):Mar18
THE MUMBLES
ON-1127(47-019):
Feb2,Mar29
D-705:Feb14(x2),15,22

THURSO
ON-1273(17-42):
Feb15(x2)
TIGHNABRUAICH
B-743:Jan25,30,Feb28
TOBERMORY
ON-1270(17-39):Jan25,
Feb23
TORBAY
ON-1255(17-28):Jan2,10,
25,Feb4,Mar19,29(x2)
D-651:Jan25,30,Feb4,19,
Mar19,22
TOWER
E-001:
Jan14,18,27(x2),28(x2),
Feb1,5,8,12(x2),13,14
E-002:Jan1,13,14(x3),
Feb27(x2),28(x3),Mar11,
12,13,15(x2),20,21,22,25,
26,28,30,31
E-004:Jan1(x2),9,19,20(x2),
Feb16,17,18,20(x2),21,22,
23,Mar4(x3),8(x3),9(x2),
18(x2)
TRAMORE
D-643:Jan22
TREARD DUR BAY
D-614:Jan12
TROON
ON-1225(14-21):Feb8,23,
Mar2,13,17,20,21
ON-1275(14-38):Jan11
D-684:Feb8,23,
Mar2,13,17,21
TYNEMOUTH
ON-1242(17-20):Jan23,
28(x2),30,Feb22,Mar28
ON-1269(17-38):Jan6
BB-050:Feb21
D-675:Jan1
D-693:Jan30,Feb17,22,
Mar17

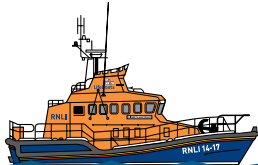
VALENTIA
ON-1218(17-07):Feb3
WALMER
D-663:Mar21
WALTON AND FRINTON
ON-1154(47-036):
Jan2,Feb28
WELLS
ON-1161(12-003):Mar10
WEST MERSEA
B-761:Jan29,Feb1
B-773:Feb10,Mar28
WESTON-SUPER-MARE
D-696:Mar11
WEXFORD
D-644:Jan3,4,10,13,18,28,
Feb5
WEYMOUTH
ON-1263(17-34):Feb18,28
ON-1279(17-46):Jan27,
Feb11,14
B-746:Jan7,19,Feb11,14,28
WHITBY
D-674:Feb19,Mar2
WHITSTABLE
B-762:Jan11
B-764:Feb22,Mar1,8,20
WICK
ON-1224(14-20):Mar12
WICKLOW
ON-1153(47-035):Jan24
D-671:Mar15
WITHERNSEA
D-701:Mar5,13
WORKINGTON
ON-1141(47-028):
Jan2,9,30,Feb25
D-629:Jan26,Feb15
YARMOUTH
ON-1249(17-25):Mar27
YOUGHAL
B-780:Jan18,Feb24,Mar22

ON STATION

D-709, *Elsie Ida Meade*, Cardigan, 28 January 2009
(D-547, *Society of Societies*, has been withdrawn)
H-007, *Samburgh*, relief fleet, 30 January 2009
D-701, *Henley Eight*, Withernsea, 12 February 2009
(D-541, *Brian and Margaret Wiggins*, has been withdrawn)
B-830, *Douglas Murray*, relief fleet, 19 February 2009
B-829, *Derrick Battle*, Hayling Island, 26 February 2009
(B-712, *Betty Battle*, has been withdrawn)
D-713, *Nigel Martin Spender*, Port Talbot, 17 March 2009
(D-550, *Gwenllian The Rotary Club of Port Talbot*, has been withdrawn)
ON-1291 (16-11), *Mark Mason*, Angle, 17 March 2009
(ON-1114 (47-011), *The Lady Rank*, has been withdrawn)
B-831, *Joy Morris MBE*, St Bees, 7 April 2009
(B-719, *Percy Henry Patmore MBE* *MM*, has been withdrawn)
B-710, *Friendly Forester II*, Hapfisburgh, 9 April 2009
(relief lifeboat placed on service for evaluation trials)



ON-####(12-##)
Mersey class
last built: 1993
refit cost: £190,000



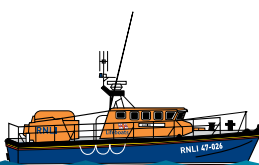
ON-####(14-##)
Trent class
last built: 2003
refit cost: £220,000



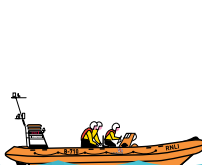
ON-####(16-##)
Tamar class
introduced 2006
new cost: £2.7M



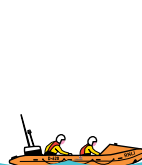
ON-####(17-##)
Severn class
last built: 2004
refit cost: £255,000



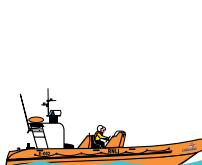
ON-####(47-###)
Tyne class
last built: 1990
refit cost: £200,000



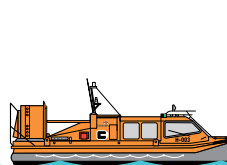
B-###
B class
Atlantic 21, 75 or 85
new cost: £160,000



D-###
D class
new cost: £31,000



E-###
E class
last built: 2002
refit cost: £70,000



H-###
Inshore rescue hovercraft
new cost: £175,000

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MONTY'S MARINE LIFE

Diver, journalist and DIY convert Monty Halls tells Rory Stamp why he chose the simple life – and why he will always be grateful to the RNLI

When I step into Monty's small Bristol office, I'm confronted with a toothy grin and powerful outstretched paw. It's not the man himself, but his dog Reuben: the loyal companion who, in 2008, helped Monty through life as a Scottish crofter. 'He's missing the big open spaces,' says Monty, giving the giant black hound an affectionate pat. The former Royal Marine's expeditions have taken him to some of the world's most remote locations – from towering volcanoes to deep sea caves – but he admits his recent adventure in the north west of Britain was one of his toughest challenges yet.

'I achieved my goal – and got to help raise funds for the RNLI too.'

The 2009 BBC TV series *Beachcomber Cottage* followed Monty as he moved from bustling Bristol to a roofless old hut in Applecross, Ross-shire. His mission was to become self sufficient within 6 months. 'It was about fulfilling a dream to escape stressful urban life and start again in my favourite landscape. There were times I found it very hard indeed but the high points were the best times of my life,' smiles the 42-year-old. 'I learned two very important lessons. First, you have to have a go. DIY had never held any interest for me but I learned that it's all about trying – starting is the hard bit. Just picking up a hammer and nails and saying: "I'm going

to build a roof." It's amazing what you can achieve.'

Monty's have-a-go attitude endeared him to the locals, who freely offered their advice and help as he struggled with the technicalities of catching lobsters, growing vegetables and raising farm animals. 'And that was my second lesson: they taught me what community is all about,' says Monty. 'Thanks to them, I did achieve my goal – and got to help raise funds for the RNLI too.'

Two months into his stay in Applecross, Monty noticed a poster appealing for volunteers to take part in a fundraising boat pull in aid of the RNLI. A keen supporter of the charity, he signed up. 'I don't think I really realised what I'd let myself in for!' he says. The magnitude of the task that lay ahead only began to dawn on him on the morning of the event: he had agreed to help pull a replica lifeboat 50 miles along the north east coast, from Hope to Thurso, in 3 days. 'It was a great effort. We were led by a piper, which helped keep up the spirits, but I made the mistake of wearing a kilt without anything underneath!' says Monty, with a mixture of pain and pride on his face.

The boat-pulling men of Applecross have raised over £100,000 for the RNLI and other charities in 7 years, covering a different 50-mile stretch of coast each

boat pull in aid of the RNLI. A keen supporter of the charity, he signed up. 'I don't think I really realised



Photos: Monty Halls

time. 'It's a fishing community, and they look on the lifeboat crews as their guardian angels,' explains Monty. 'For me, as someone who has dived for more than 20 years, I have nothing but admiration for the RNLI's volunteers. But there's a particularly special RNLI memory for me too, because a lifeboat crew scattered the ashes of my best friend, Jason.'

Service to the sea

Monty first met Major Jason Ward during the Royal Marines Commando training programme, and they formed a strong friendship. But, in March 2003, Jason became one of the first casualties of the Iraq war when he was killed in a helicopter crash in Kuwait. His grieving family asked Salcombe lifeboat crew to take his ashes out to sea; to make the waters off south Devon – where Jason spent some of his happiest times – his final resting place.

'The lifeboat crew all lined up and stood to attention during the ceremony,' remembers Monty. 'It was really, really special – a sign of respect from an organisation that Jason had huge respect for.'

Having left the Marines himself in the mid-1990s, Monty never saw active service. 'There comes a point where it's time to move on. I wanted to do more expeditions, more diving,' he says. In the years that followed, he completed a marine biology

degree, captured underwater film of a rare species of crocodile, and led a diving expedition that discovered the ruins of a sunken city off the coast of south-east India. Hailed as a new star of British exploration, Monty went on to present a range of natural history television programmes and became a respected diving journalist.

'It's hard to explain why I love the ocean so much,' Monty ponders. 'I suppose I was exposed to the sea from a very young age – I was brought up in Padstow, Cornwall, so my first experiences were getting that whiff of ozone and being walked along the beach. Then we moved to Malta for 3 years, because my dad was in the RAF, so I was often playing in the water. I also idolised Jacques Cousteau, who was on the TV when I was young! I just love the fact that there's always something different to see – weather, currents, marine life. It's endlessly interesting.'

It won't be long before Monty will be waking to the sound of lapping waves again. In the Winter he'll return to Applecross to film a second series of *Beachcomber Cottage*. 'The idea is to get more involved in the conservation side of things this time – maybe we'll set up a nature reserve. I'm really excited about it,' he says, grinning as we hear a bark from the corner of the office. It looks like someone else is looking forward to going back too.

(See page 32 for a review of Monty's book.)





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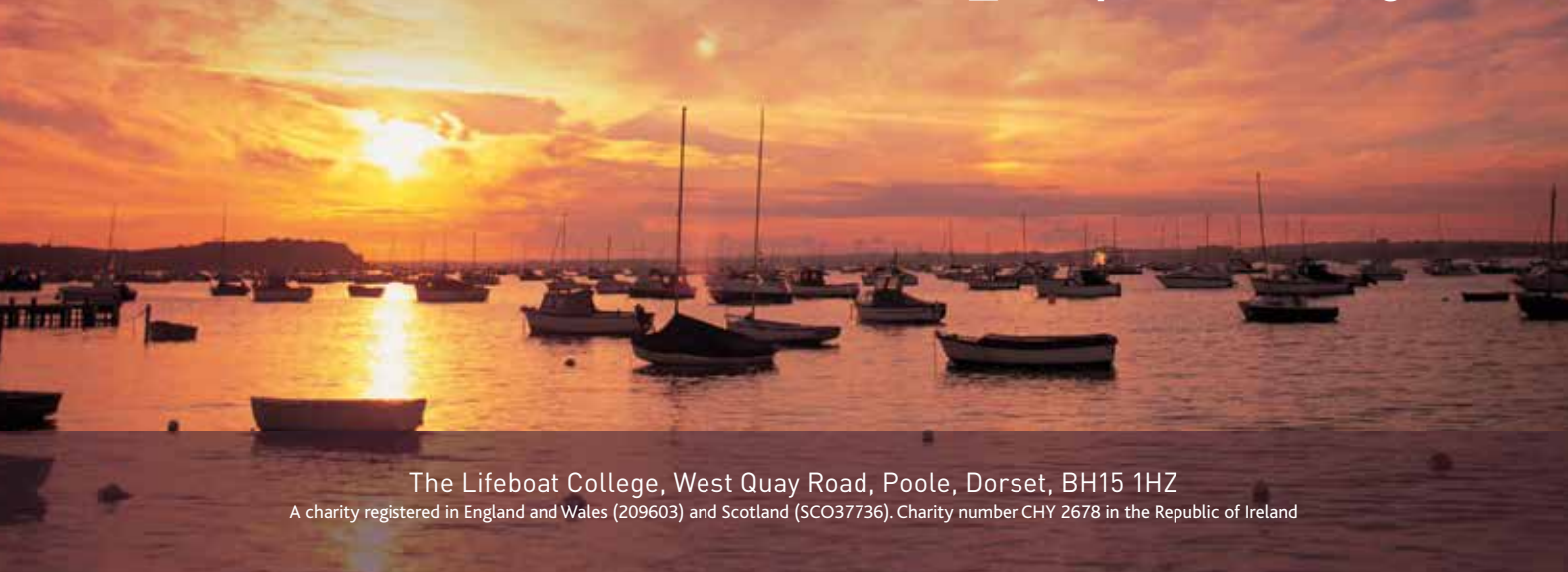
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Above and beyond

The RNLI's new Chairman, Admiral The Lord Boyce, is well aware of the sea's dangers, as he explains to Rory Stamp

Like many of the RNLI's senior figures, Mike Boyce has inspected several lifeboats at close quarters. Perhaps the lifeboat that left the biggest impression on him, though, was the craft that rescued him from choppy waters off the east coast of England in the mid-1980s. 'I was in a Hobie cat [a small sailing catamaran] and I was caught out by the conditions – it was a rough day!' recalls Lord Boyce, who succeeded Sir Jock Slater as RNLI Chairman in November 2008. 'The rigging parted, the mast came down and I had no way of getting back to shore. Thankfully, a lifeboat came to my aid.'

It was by no means Lord Boyce's first brush with danger at sea. His father and grandfather both served in the Navy and Mike followed in their footsteps – he commanded three submarines from the 1960s until the early 1980s. 'We were at the cutting edge of the Cold War. It was a strange life,' he reflects, adding that commanding a submarine is a pressurised job in all senses of the word. 'It's effectively flying through the water. You don't get to sleep for very long; you just have to take naps when you can, because you are always being called to potential problems. But I have no regrets and thoroughly enjoyed it.'

Mike's distinguished service as a commander led to him being promoted to the Flag List in 1991. 'I had to adapt to a land-based life which led to my brushing shoulders with more politicians than submariners,' he says. His increasingly senior roles included Commander-in-Chief Naval Home Command and Second Sea Lord, Commander-in-Chief Fleet and First Sea Lord. He was also knighted, held several NATO positions, and headed up all the UK armed forces as Chief of Defence Staff.

After a successful naval career lasting 42 years, Lord Boyce retired in May 2003 but his busy schedule continued. He was

appointed Lord Warden of the Cinque Ports and elevated to the peerage. He continues to enjoy the work that being a member of the House of Lords brings – work that is sometimes undervalued in his view. 'The Lords is dominated by people who are very experienced, from all walks of life: scientists, doctors, academics and so on. And listening to what they say in the debates is very rewarding because they genuinely know what they're talking about. But what goes on behind the scenes in shaping legislation is also really important with the committee work being the engine room of the Lords, turning bills into practical propositions.'

Having been an RNLI member for several years, Lord Boyce joined the charity's Council. 'I had long been impressed by the RNLI, enjoying fundraising events and reading *the Lifeboat*, but my support for the Institution started to crystallise when I became a Council member.'

Now, as its Chairman, Lord Boyce is determined to help the RNLI continue to weather the stormy financial climate. 'That's got to be our immediate concern. We have exciting things to look forward to, such as the introduction of the new FCB2 lifeboat and the further expansion of lifeguards, while making sure that our core service is still a well-oiled machine. I and the Chief Executive also have to make sure our outstanding volunteers and staff remain properly motivated and committed.'

In May, Lord Boyce experienced his first RNLI AGM and Annual Presentation of Awards as Chairman, at the Barbican in London (see page 12). 'It's an inspirational event – it was lovely to hear cheers of support for the awardees,' he enthuses. 'I find the RNLI's fundraising and operational volunteers awe inspiring because they are so committed to saving lives at sea, whatever their role.'

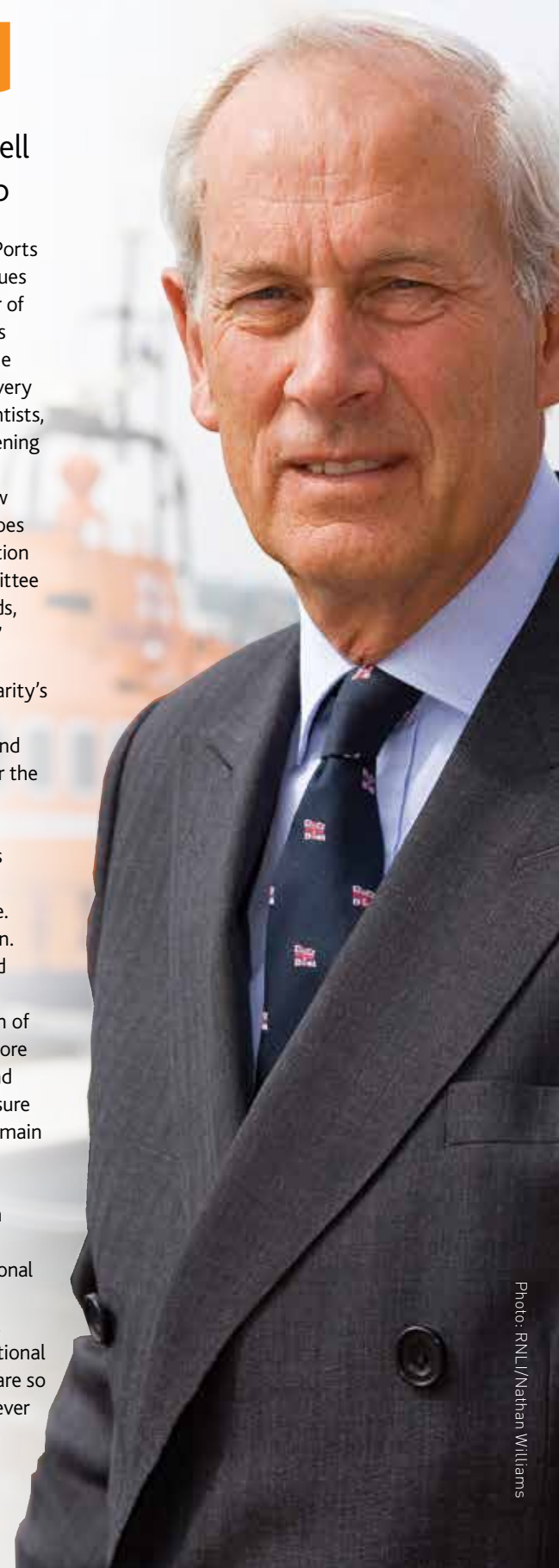


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PLEASE QUOTE LB35

Dear Editor

I was involved in February in a night-time rescue of a fisherman who had collapsed while climbing up Tregiffian cliff from a nearby fishing spot. I was assisting his friends with CPR [resuscitation] and saw the Penlee lifeboat in the bay directing the coastguards up the cliff path to us in the dark.

As I stood back for them to take over, I counted nine people on the ground plus an RAF helicopter crew of two to three, six to eight lifeboat people and two back-up coastguards. So many individuals had turned out to help someone they had never met.

It appeared a hopeless situation as the man had suffered a cardiac arrest long before but no one said: 'Let's not bother.' The team worked quietly and calmly, some 'grey beards', some young women: many were volunteers.

I have been a doctor for 30 years and am in the business of responding to emergencies but I was reminded that on a daily basis ordinary people will turn out to help someone in distress.

Tregiffian cliff has a certain resonance for locals, with the memory of the loss of the *Union Star* and the Penlee lifeboat in 1981. I remembered how many lives were lost then and how the RNLI puts incidents like that behind it and continues to respond to emergencies. I am and was seriously impressed.

Dr Barbara Dunning
Cornwall

After discussion and further reflection, Dr Dunning wrote again:

Despite all my experience in GP surgeries and hospital settings I was surprised how affected I was by the experience. I've had some thoughts since that might be helpful for the future especially if the RNLI liaises with fishermen through angling clubs.

Neither of the casualty's friends knew exactly which part of the cliff they were on so the coastguards went to Tater Du lighthouse first rather than the next promontory, Boscawen Point. This delayed

attendance considerably. Could anglers be advised to carry maps?

The friends had a mobile phone signal and had it on loudspeaker with the call handler giving instructions about CPR. One of them went across the fields to our house looking for help. It was probably 30 minutes before we got back and doing CPR for that length of time on one's own is

pretty exhausting. It might have been best to stay put.

Lastly, as we waited for the rescue helicopter to winch the man up I heard that he had been feeling unwell and had had to stop several times as he walked up the steep incline from sea level. If only he had called NHS direct or the emergency services for advice.

What might have been ...

To add your shout, write to the Editor at thelifeboat@rnli.org.uk or RNLI Headquarters, West Quay Road, Poole, Dorset, BH15 1HZ. Letters may be edited for length or clarity.

your shout





Illuminating words

Gallantry medals rightly make the headlines but did you know that the Thanks of the Institution Inscribed on Vellum is also one of the RNLI's most long-serving and prestigious awards?

The vellum is made from calfskin and carefully decorated by hand using calligraphy (from the Greek *kallos graphe*, meaning beauty writing) to record the details of the awardee and the rescue for posterity.

The late David Williams, a Fellow of The Society of Scribes and Illuminators, was the RNLI's calligrapher for over 25 years. He produced hundreds of gallantry vellums, station anniversary vellums and fundraising award certificates until his passing last year. Sally-Mae Joseph and Jan Pickett have now taken on this delicate task.



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Day 6 ♦ Boxing Day

You are free to spend Boxing Day at your leisure enjoy Vevey, or perhaps take a trip by train to nearby Lausanne or Geneva.

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