

ISSUE 589  
AUTUMN 2009



# the lifeboat



**A beacon  
of hope**

**Hidden treasure**

**PLUS**

FANCY A CUPPA?  
PAGE 16

NEW MEDAL  
PAGE 24

AGAINST THE FLOW  
PAGE 31

MEET THE SCULPTOR  
PAGE 46

## Worldwide Rail Holidays from London

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### Days 1-3 ♦ Fly to Delhi

We depart London for our overnight flight to the Indian capital, Delhi. On arrival on Day 2, we transfer to the 5-star Claridges Hotel for a two-night stay. On Day 3 we enjoy a fascinating sightseeing tour which explores both Old Delhi and New Delhi.

### Days 4-6 ♦ By train to Shimla

On Day 4, we leave Delhi on the *Shatabdi Express* for the train journey to Kalka. Here we change for the narrow-gauge *Toy Train*, which takes us on a wonderful journey into the Shivalik mountain range to Shimla at over 7,000 ft (2,134m). Shimla was chosen by the British as their retreat from the summer heat and many of the buildings in the town are very much British in style. We spend three nights at the fabulous 5-star Oberoi Cecil Hotel. On Day 5, we explore Shimla by jeep and see the sights of the town. Day 6 is free for you to explore the town at your own pace.

### Days 7-8 ♦ To Delhi and the Palace on Wheels

We leave Shimla in the morning of Day 7 by *Toy Train* for the journey back to Kalka. Here we join the *Shatabdi Express* to Delhi where we spend another night at the 5-star Claridges Hotel. You are free in Delhi until mid-afternoon on Day 8, when we transfer to our hotel train, the *Palace on Wheels*, for an enchanting week-long journey through the bygone eras of the Maharajas. The *Palace on Wheels* is truly a 'moving hotel' and one of India's grandest trains. The train offers comfortable, air-conditioned carriages, a personal attendant and décor reflecting the colours and traditions of Rajasthan. We have time to settle into our cabins before we enjoy dinner together in the restaurant car as the train heads into the night.

### Days 9-10 ♦ Jaipur and Jaisalmer

Our first stop is the capital of Rajasthan, the Pink City of Jaipur on Day 9. Sightseeing includes the imposing Palace of the Winds and the magnificent Amber Fort, one of three hilltop forts. After breakfast on Day 10, we visit Jaisalmer, a fairytale walled town in the Thar Desert. We explore the narrow, twisting streets of the town centre.

### Days 11-12 ♦ Jodhpur and Tiger Spotting

Our next stop is Jodhpur on Day 11, known as the 'Blue City' due to the hue of the houses within the old walls, where we enjoy a tour. We continue west through the night to Sawai Madhopur. On arrival in the town on Day 12, we leave the train to visit the Ranthambhor National Park, one of the best places in India to spot tigers, leopards, deer and other native wildlife. We rejoin the train and enjoy lunch as we head to Chittorgarh to see the majestic hilltop fort.

### Days 13-15 ♦ Udaipur and the Taj Mahal

The *Palace on Wheels* reaches Udaipur in the morning of Day 13. In the afternoon, we take a cruise on Lake Pichola, sailing around the small island to the Lake Palace Hotel, originally the Palace of the Maharani of Udaipur. After a visit by rickshaw to the Bharatpur bird sanctuary on Day 14, one of the best places for bird watching in India, we rejoin the train and travel to Agra. This afternoon we visit Agra Fort, the majestic red sandstone citadel which was once the seat of the Moghul empire, and the captivating Taj Mahal, a beautiful and iconic masterpiece in white marble. We return to the train for our final night on board and our farewell dinner. We arrive back in Delhi on Day 15, having completed our journey on board the *Palace on Wheels* and transfer to the airport for our flight home to London.

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## Lifeboats

### THE RNLI

A charity registered in England and Wales (209603) and Scotland (SC037736). Charity number CHY 2678 in the Republic of Ireland.

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:** Paul Boissier

### SUPPORTING THE RNLI

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Cover: The new RNLI memorial sculpture page 18 Sculpture: Sam Holland Photo: RNLI/Nigel Millard

## Dear Reader

Each quarter we aim to bring you something that will stir and inform and, if I say so myself, this Autumn issue is something rather special.

We are reminded of the best and the worst of the RNLI's 185-year history by the memorial in Poole to all those who have lost their lives in the attempt to save others at sea (page 18).

The name *Torrey Canyon* is notorious since the oil tanker hit rocks in 1967, but did you know that Penlee's lifeboat *Solomon Browne* attended, 14 years before disaster would strike for her too (page 28)?

Spanning the generations to the present day, we hear what the memorial means to some of those left behind after the St Ives lifeboat disaster of 1939 (page 6).

Looking into the future, the woman behind the sculpture explains it is intended to also serve as 'a beacon of hope' to generations of lifesavers to come (46). And inspiration will surely also flow from the extraordinary achievements of the charity's latest gallantry medal awardee (13 and 24).

But his courage and skills would have been for naught if he and his crew hadn't been aboard such a superbly designed and built lifeboat – the RNLI's abilities in this area are surely a hidden treasure (34).

Lastly, the gratitude of supporters and lifesavers alike is expressed in our profile of a seagoing solicitor (49) and in your letters (51). Thank you!

Liz Cook, Editor



### Friends of the RNLI

Some special offers that can benefit you and the RNLI

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#### Lifeboat Tea

7p paid to the RNLI for every pack sold or all proceeds if bought at an RNLI shop. Now available in Waitrose (see page 15)

#### Loch Fyne

Various promotions in all Loch Fyne restaurants [www.lochfyne.com/lifeboatappeal](http://www.lochfyne.com/lifeboatappeal)

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### Goodyear support for RNLI Flood Rescue team

Goodyear is supporting the RNLI's Flood Rescue team. For the launch of the partnership, three team volunteers revisited the site of the 2007 Tewkesbury floods. The team educated local children affected by the floods and showed them different ways in which the RNLI helps in flooding situations. Goodyear also offers RNLI members a 5% discount on tyres bought online from [www.hiqonline.co.uk](http://www.hiqonline.co.uk) using code 'RNLI09'.



Photo: Jonathan Glyn Smith

31



Photo: Gareth Davies Photography

5



Photo: Gareth Davies Photography

15



Photo: RNLI/Laura Wiltshire

34



Photo: RNLI/Arbroath

24

# the Lifeboat

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All recipients of the Lifeboat also receive RNLI Compass for their region. News in other regions can be viewed at rnl.org.uk.

Are you interested in receiving RNLI news by email? If so, you can sign up to our e-newsletter at rnl.org.uk.

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## NEWS including

- 12 Royal connections
- 13 Bronze Medal award
- 15 Explorers and adventurers
- 16 Lifeboat Tea

## FEATURES

- 6 SPIRIT  
 'There they are, boy. They were heroes'  
 Reflecting on the loss of a lifeboat crew
- 18 CLOSE UP  
 'With courage, nothing is impossible'  
 How the RNLI memorial became a reality
- 34 COASTAL LIFE  
 Hidden treasure  
 The RNLI bucks the trend in boatbuilding

## RESCUE

- 4 INSIGHT  
 Rescues from Amble to Baltimore
- 24 THROUGH THE WORST  
 10m waves and 42 miles
- 26 A LUCKY ESCAPE  
 Skegness lifeguards and lifeboat crews join forces
- 28 SLICK OPERATION  
 The Solomon Browne to the rescue

## VOICES

- 46 TESTING HER METTLE  
 Meet the sculptor behind the RNLI memorial
- 48 LOOKING FORE AND AFT  
 Juggling the law of the land and sea rescue
- 51 YOUR SHOUT  
 Life-changing letters

## REGULARS

- 31 REVIEW  
 Books featuring storm riders from the past and present
- 39 LOTTERY  
 Summer winners and new cash prizes
- 40 LAUNCHES  
 Every lifeboat service recorded
- 52 THEN AND NOW  
 Saving young lives without getting wet



Photo: RNLI/Nigel Millard

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# Insight

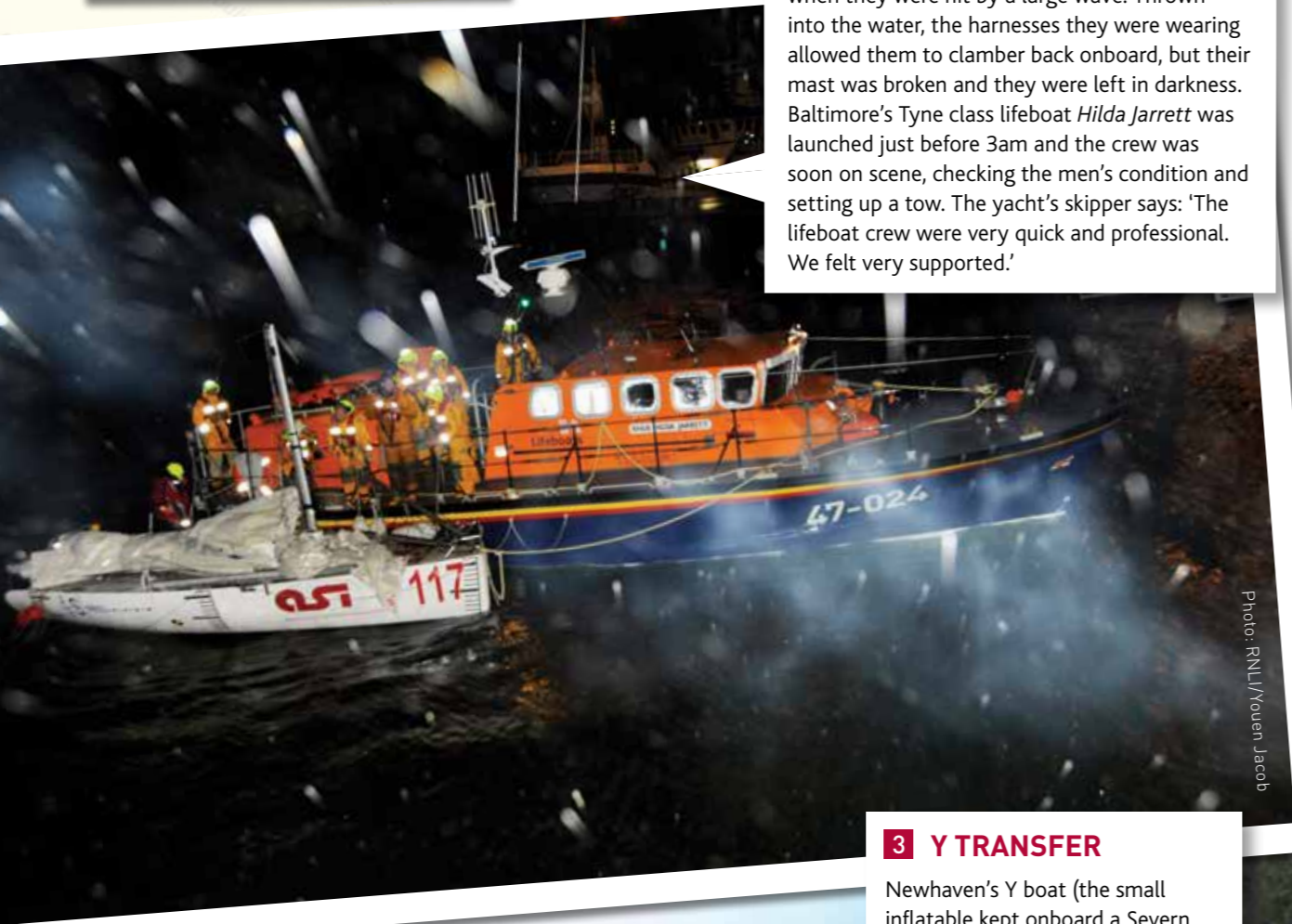


Photo: RNLI/Vouen Jacob

## 1 FASTNET FAMILY

A father and son team were racing their yacht to the Fastnet Rock in the early hours of 17 June when they were hit by a large wave. Thrown into the water, the harnesses they were wearing allowed them to clamber back onboard, but their mast was broken and they were left in darkness. Baltimore's Tyne class lifeboat *Hilda Jarrett* was launched just before 3am and the crew was soon on scene, checking the men's condition and setting up a tow. The yacht's skipper says: 'The lifeboat crew were very quick and professional. We felt very supported.'

## 4 SAVED AFTER SANDBANK SHIFT

RNLI lifeguards patrolling Tenby South beach went to the aid of a group of 40 people when the sandbank they were walking on shifted on 25 July. The 36 children and 4 adults were suddenly out of their depth. Two lifeguards entered the water with rescue boards and tubes, helping the people safely to shore. Another lifeguard radioed the Coastguard. The lifeguards performed initial first aid, and paramedics were soon on scene.



Photo: Gareth Davies Photography

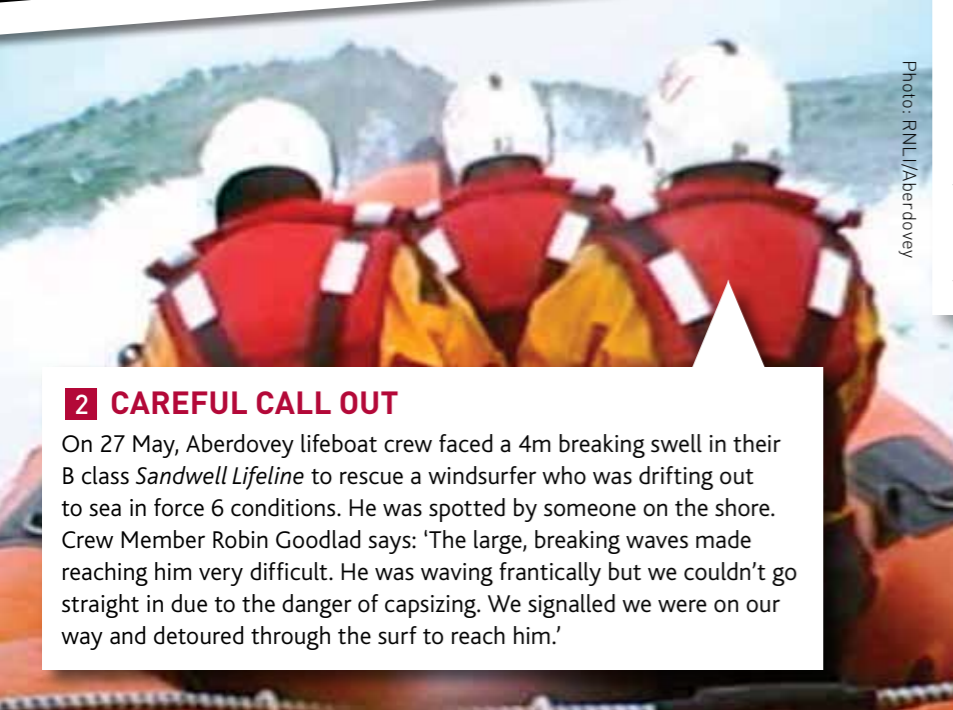
## 5 TOURIST TANGLE

The morning of 1 June was sunny and calm – the perfect day for a sightseeing trip around Coquet Island bird reserve. Amble's lifeboats, the Mersey class *The Four Boys* and D class *Rosemary Palmer*, were called out at 11am to help a boat that had got caught in fishing ropes, with 12 sightseers onboard. Untangling was not possible, so it was up to the D class crew to cut her loose. Close to the island's rocks, a tow rope was attached to the Mersey without delay for the return to Amble harbour.

## 3 Y TRANSFER

Newhaven's Y boat (the small inflatable kept onboard a Severn class lifeboat) was used in a medical evacuation on 5 June. A fisherman had been injured, falling from a quayside ladder while unloading his catch. The lifeboat crew worked with paramedics to immobilise him on a spinal board, before taking him downriver to the lifeboat station, where an ambulance was waiting.

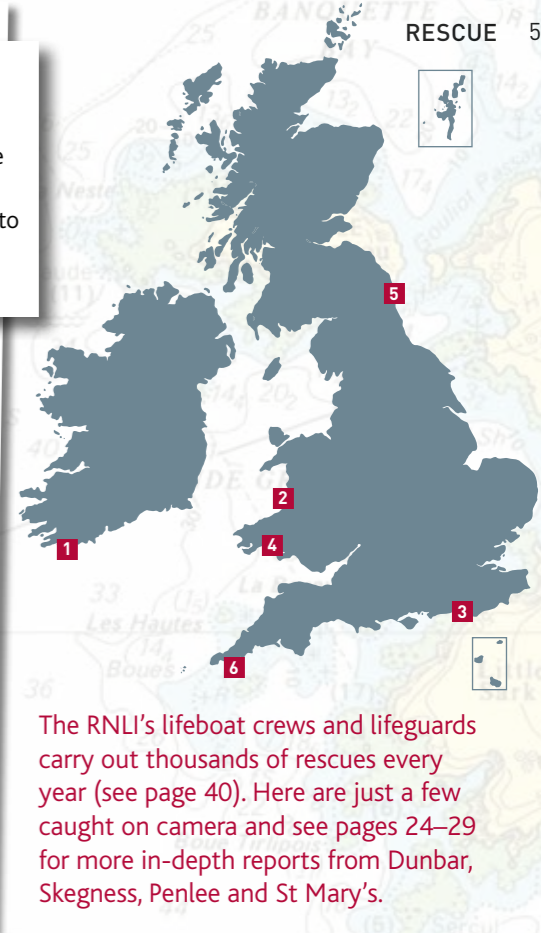
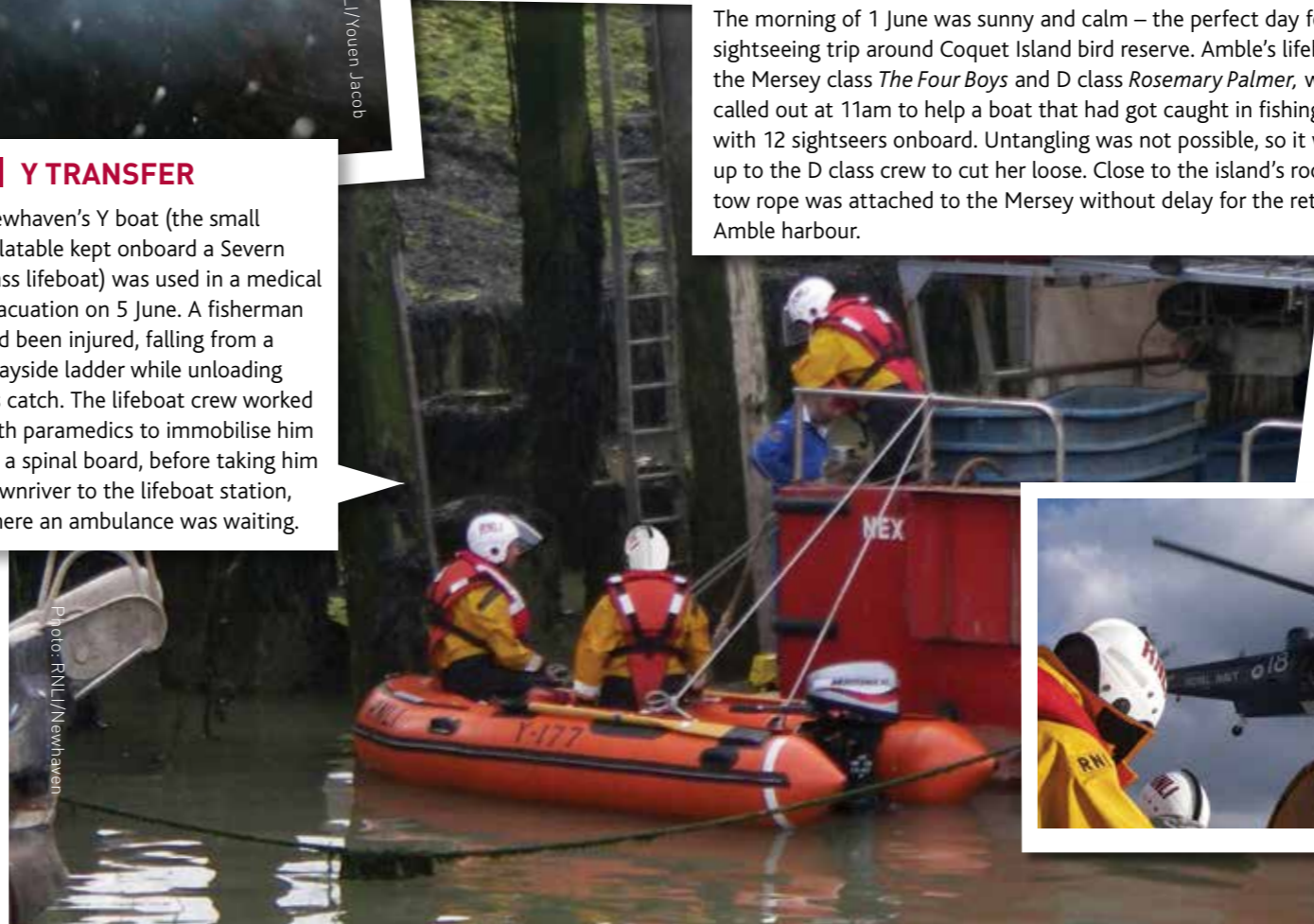
Photo: RNLI/Aberdovey



## 2 CAREFUL CALL OUT

On 27 May, Aberdovey lifeboat crew faced a 4m breaking swell in their B class *Sandwell Lifeline* to rescue a windsurfer who was drifting out to sea in force 6 conditions. He was spotted by someone on the shore. Crew Member Robin Goodlad says: 'The large, breaking waves made reaching him very difficult. He was waving frantically but we couldn't go straight in due to the danger of capsizing. We signalled we were on our way and detoured through the surf to reach him.'

Photo: RNLI/Newhaven



The RNLI's lifeboat crews and lifeguards carry out thousands of rescues every year (see page 40). Here are just a few caught on camera and see pages 24–29 for more in-depth reports from Dunbar, Skegness, Penlee and St Mary's.



Photo: RNLI/Tom Collins

## 6 PRACTICE MAKES PERFECT

A routine exercise on 10 June between The Lizard lifeboat and a naval helicopter became the real thing the following day. Both were called to the aid of the fishing vessel *Harvester*, which had reported an engine room fire and loss of power. A helicopter crew man was winched onboard *Harvester* to check she was safe, before the Tyne class *The Lady Rank* went alongside and set up a tow.



Photo: RNLI/The Lizard



# 'There they are, boy. They were heroes'

Seventy years ago, St Ives in Cornwall lost seven men to the sea. Their lives are some of the many celebrated by the new RNLI memorial sculpture in Poole

Present-day St Ives Coxswain Tommy Cocking (53) is the great grandson of 1939 Coxswain Thomas Cocking: 'I am the fifth generation of lifeboatmen in my family and the names of three of my family members are inscribed on the memorial – Thomas, and my two great uncles.'

For William Barber (76), too, this is no history lesson. He lost his namesake and father and was nephew to Matthew Stevens Barber: 'My wife and sister are volunteers at the station shop nowadays.

When we heard about the memorial we were pleased to think my father and all the men lost would be remembered. It could be easy to forget something from 70 years ago.'

Another latter-day volunteer, Margaret Bates (75), has a different memory to carry. She is the daughter of the sole survivor of the disaster, William Freeman: 'I was 5½ years old when my father was brought home beaten up like he'd been in a boxing match. I was dumbstruck – he didn't look like my dad.'



Left: The wreck of *John and Sarah Eliza Stych* the morning after the disaster

Above: Sole survivor William Freeman received the Bronze Medal for Gallantry in March 1939. His fellow crew members received the award posthumously

## A night to remember

It whipped up an exceptionally violent gale on the night of 23 January 1939 but when a vessel was spotted in distress 2 miles off Cape Cornwall, lifeboatmen responded. Sennen Cove crew were prevented from launching by the state of the tide so the men of St Ives would have to do battle for 11 miles.

William Barber says: 'I was nearly 6 so I remember it vividly. I said to my sister: "I hope Dad isn't going out tonight." I heard my mother ask him not to go out and he replied: "Grace, I'm going out to do my duty. You look after the children."'

With the help of over 80 people, the motor self-righting lifeboat *John and Sarah Eliza Stych*, on loan from Padstow, was launched at 2.50am. Out of the shelter of St Ives Head and exposed to the full force of the wind and waves, the lifeboat was overpowered and capsized. William Freeman found himself in the water but he had kept hold of the side of the boat. 'He was under for so long that his lungs were bursting,' explains Margaret. 'He thought the lifeboat would never come up again.' But it did self-right and he was dragged back aboard only to find that half his fellows were missing: Thomas Cocking, William Barber, John Thomas and Edgar Bassett.

Then commenced a series of agonising attempts to restart the engine. In a desperate bid, much of the boat's gear was jettisoned but to no avail. So, dropping the anchor and using all its cable, the four remaining men attempted to hold the lifeboat head to wind and sea. But the cable parted and the boat was loose. Richard Stevens made several more attempts to start the engine. When the lifeboat capsized and righted for a second time he was missing.

As she approached the perils of Godrevy Rocks the lifeboat capsized a third and final time before being thrown onto a ledge. This time only William Freeman resurfaced. He felt John Cocking and Matthew Barber

go past him but never saw them again. With the sea smashing over and around him, he climbed the rocks on all fours, scrambled up the cliff and removed his waterlogged boots.

Margaret takes up the tale: 'Dad didn't know where he was but he saw some chimneys and made towards them.' Cut and bruised, he was taken in at Godrevy Farm. 'Mr Delbridge stripped my father of his wet clothes, gave him a fireman's lift up the stairs and placed him in his and his wife's warm bed. I am still friendly with their eldest daughter who was 11 at the time and she remembers how the children poked their heads round the bedroom door, amazed!'

At 7.05am the station learned the appalling news. Established in 1840, St Ives crews had launched to 129 services and rescued 434 people without a single life lost of their own. Now seven widows and eight children, with another on the way, had lost both a loved one and their fishermen's livelihood. The RNLI announced that day that it would give pensions and allowances on the same scale as if the men had been members of the armed services lost in action.

Though little is certain about the casualty ship, it seems probable that she was the 3,000-ton Glasgow steamer *Wilston*, with a crew of over 30 men. She had left Newport, Monmouthshire, on 21 January bound for the Mediterranean. On 25 January, her wreckage came to shore 6 miles east of the location the St Ives men had been attempting to reach. →

## Seven lifesavers who lost their lives

Coxswain Thomas Cocking, 65 (pictured opposite, fourth from left), Acting Second Coxswain Matthew Stevens Barber, 32 (fifth from left), Acting Bowman William Bryant Barber, 37 (not pictured), Motor Mechanic Richard (Dick) Quick Stevens, 36 (second from left), Assistant Mechanic John (Jack) Bassett Cocking, 38 (first from left), Signaller John Thomas, 42 (far right), Edgar Bassett, 29 (not pictured), (William Peters, third from left, was not on the crew on 23 January 1939.)



## Extraordinary people.

Each year, thousands of remarkable people provide voluntary donations which enable the RNLI to carry out its work. Many have no direct connection with the sea or maritime history, but simply have responded to our call and the bravery of our crews.

Quite naturally, we also lose some of these supporters each year, though a great many are kind enough to arrange for collections to be made at their final ceremonies.

To mark the magnificent contribution made by these donors we have set up a special website that celebrates their lives in words and pictures. The website also features crew members and other RNLI personnel, who served us on land or sea.

Each person's web page has the facilities for visitors to add their memories and make further donations direct to us, which means our friends can continue to help our cause.

If you would like to include a member of your family or a friend, now passed away, on this website, please go to [rnli.org.uk/rememeralovedone](http://rnli.org.uk/rememeralovedone) or contact **Gemma Spencer** on 01202 663504 or email [Gemma\\_Spencer@rnli.org.uk](mailto:Gemma_Spencer@rnli.org.uk)



### ➔ Looking to a future

Beverley Adams (55) is the granddaughter of Richard Stevens: 'When he was at the formative age of 10, my father lost all the significant men in his life and my grandmother, herself only 32, found herself without her father (Thomas Cocking), her brother (Jack Bassett Cocking) and her husband, my grandfather.

'I don't know how she coped. But she was a marvellous, very resilient and feisty character. She threw herself into looking after her mother and her own young family. I think all the women were amazing. The day after that horrendous and dreadful disaster, they were faced with the challenge of putting food on the table and educating their children. It was their strength that kept it all going.'

Beverley has experienced a strange coincidence: 'I've just retired from teaching in Barry, Glamorgan, where I found myself teaching the great great grandchildren of those onboard the *Wilston* who my own grandfather, great grandfather and great uncle set out to rescue!'

And what of the RNLI memorial project? 'My brother, Nigel Stevens and I are both so proud. The memorial is a marvellous tribute for those who have been saved at sea, those who have saved others at sea, and those who continue to do so. My father, now in his 80s, is delighted and I know my grandmother would have been too. Thank goodness we still have people who risk their lives to save others, because none of us ever know when we might need them.'

Tommy sums up: 'I know that every time I see this memorial, it will bring me back to visiting my aunt. Above her fireplace, she had a picture of her husband, her brother and her father. And she used to look at it, with tears in her eyes and say: "There they are, boy. They were heroes." So are *all* of the people named on this memorial.'

[See page 18 for a full account of the making of the new RNLI sculpture to commemorate all lifeboating disasters including St Ives. Add your memories and thoughts at [rnli.org.uk/commemorate](http://rnli.org.uk/commemorate) or write to the Editor.]

Words: Claire Vandvik

Photos: RNLI/(Grahame Farr Archives, Derek King, Liz Cook), interviewees

## We remember



### Coxswain Tommy Cocking Great grandson of Thomas Cocking

'The conditions they faced, in a very basic lifeboat, must have been horrendous. I've been aboard all sorts of different lifeboats, in all sorts of conditions, but it all comes down to the same thing: you're trying to rescue someone else at sea. And I think the memorial sculpture sums that up

very well – one person pulling another from the water.

'The names on this memorial also include the crew of the Penlee lifeboat, lost in 1981. I knew them all personally through the RNLI, and I fished with some of them too. When lifeboat crew members are lost, communities, as well as families, are devastated.'



### William Barber Son of William Bryant Barber and nephew of Matthew Stevens Barber

'From my window I can look across to the rocks where the lifeboat ended up. It's calm as anything today but it changes so quickly ... I knew he wasn't coming back ... Later, as teenagers, all the local boys would go mackerel catching after

school. Mother didn't want me to go out. I'd have loved to, but I knew she'd be upset so I didn't.

'For a long time, William Freeman wouldn't look at me when we passed in the street. I suppose he felt I might feel resentful towards him but I never did. Then slowly he started to address me: "Alright my boy?" and then to recount stories. He was a lovely man. He told me that my father had given up his place on the lifeboat to him, saying: "You sit there and catch hold of that – it will save you if we capsize."

'I am happy that this sculpture will keep the memory of my father alive and I want to say how proud I am of him and my uncle.'



### Margaret Bates Daughter of sole survivor William Freeman

'From that time on, my father couldn't sleep without the light on and the bed had to be warm – he couldn't bear the touch of cold sheets. He wandered at night and my mother would follow at a distance to keep an eye on him. Dad had been a fisherman but he never went to sea again. Mum

took in paying guests and then Dad became a car park attendant.

'I sometimes lie awake and wonder what Dad went through. In one of the capsize he jammed his arm in the wheel and then had to wrench it free – his hand didn't close properly after that.

'My mum's brother, my uncle John Thomas, was one of the men lost. And Dick Stevens had been a very close friend of my father. Their birthdays were 1 day apart. They'd been at school together and even gone to America together. It broke my father's heart that Dick died.'

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# Royal connections

RNLI crew members and fundraisers were among the guests at the Buckingham Palace garden party on 14 July.

Rhyl Coxswain Peter Robinson (pictured meeting HM The Queen) says: 'It was an honour for my wife and myself to attend and we thoroughly enjoyed our day. We are surprised and grateful that the RNLI nominated us!'

Crew and volunteers from Bembridge, Bridlington, Burry Port, Dungeness, Happisburgh, Horton and Port Eynon, Lymington, Minehead, Portaferry, Portrush, Seahouses, Sennen Cove, Skerries, St Bees, St Ives and West Kirby were also invited.

Meanwhile, on 2 July HM The Queen visited Eyemouth lifeboat station. Lifeboat Operations Manager James Tarvit says: 'We were proud to be introduced to Her Majesty. It was a real honour for the lifeboat crew, our station and indeed the whole of the RNLI. I'm delighted to say we also managed to organise brilliant sunshine for her visit!'

## Birthday honours

More royal connections were made in June when Her Majesty honoured the following RNLI people with MBEs:

- Robert Erskine, Coxswain of Portpatrick lifeboat, and Christopher Hurst, Coxswain of Fleetwood lifeboat station – for service to maritime safety.
- Evelyn Ford, President of Berkhamsted branch; Cicely Anne Hughes, President of Torfaen branch; Audrey Leonard, President of Whaley Bridge branch; and Barrie McGill, Lifeboat Operations Manager of Abersoch lifeboat station – for voluntary service to the RNLI.



## Phil-anthropic swim

*EastEnders* actor Steve McFadden, known to millions as Phil Mitchell, swam a mile across open water on 31 May to support the RNLI. He joined 38 other swimmers to cross the River Fal in Cornwall and finished in an impressive 46 minutes.

Steve says the worst part was 10 minutes in: 'It was quite choppy with a swell running and it made the going tough, but once I cleared that I got into a rhythm ... The best bit was as I neared the beach and I could see the sand beneath me; it's quite reassuring to be able to see the bottom!'

Other swimmers included Ann Jordan, one of the UK's first female lifeguards, and lifeboat Crew Member Marc Thomas.

The event was organised as part of the RNLI's Swim-a-mile campaign, which asks supporters to swim a mile and raise sponsorship. The mile can be completed in one go or over several legs, individually or in a group, in the sea or in a pool. For more information, email Hannah Carling on hcarling@rnli.org.uk.

## Credit cards closing

It is with regret that the RNLI is required to close all Lifeboats MasterCard accounts after more than 20 successful years.

Since its introduction, the Lifeboats MasterCard has generated over £1M in charitable donations and the RNLI and RBS will be working closely to keep cardholders informed over the coming months.

RBS requires that all cardholders stop spending on their Lifeboats MasterCards from 29 January 2010. After that date the cards will no longer be valid and RBS will invite you to apply for an alternative credit card.

The RNLI continues to seek a new card provider. If you would like to be kept



informed of any new card available in the future, please register your details at [rnli.org.uk/lifeboatsmastercard](http://rnli.org.uk/lifeboatsmastercard) or call the RNLI Supporter Care team on 0845 121 4999.

The RNLI and RBS both apologise for the inconvenience this may cause to loyal supporters.

Photo: RNLI/Nigel Millard



# BRONZE MEDAL AWARD

The *Lifeboat* is pleased to announce the award of an RNLI Bronze Medal for Gallantry to the Coxswain of Dunbar lifeboat, 38-year-old Gary Fairbairn.

Gary and his crew endured a 42-mile passage in severe gale force 9 winds to reach and rescue two people from their crippled yacht. Once, the Trent class *John Neville Taylor* plummeted 10m from the crest of a wave. Gary comments: 'I worked on trawlers for 15 years before becoming Coxswain but I've never seen anything like that.'

See page 24 for a full account of this dramatic service.



# HOME SHOPPING TO SAVE LIVES

The RNLI Sales mail order gift catalogue is back just in time for Christmas! Packed full of gift ideas, cards, hampers and decorative touches, you can prepare for the season ahead from the comfort of your home, while helping save lives at sea.

If you did not receive a catalogue with this issue of the *Lifeboat* and would like to, call 0870 600 1824 (UK) or 1800 789 589 (RoI). The range is also available on the new, improved website: [www.rnlishop.org.uk](http://www.rnlishop.org.uk). The website is secure, easy to navigate and features special offers throughout the year.

Meanwhile, keep RNLI station and high-street shops in mind for a great selection of stocking fillers and sweet treats. Find your nearest at [rnli.org.uk/nearestshop](http://rnli.org.uk/nearestshop). Get organised now and you'll be glad you did come December!



# Farewell to Andrew

RNLI Chief Executive Andrew Freemantle retired in September after 10 years' service. During his time at the RNLI, Andrew led on the creation and introduction of the world's first Lifeboat College; a world-class lifeguard service on over 140 UK beaches; several inland lifeboat stations, including four on the River Thames; the international Flood Rescue team; hovercraft to the fleet; and the RNLI memorial sculpture (see pages 19–22) for which he, personally, raised over £60,000 by cycling from Poole to Rome.

Find out more about Andrew's successor, Paul Boissier, in the next issue.



# Scotch offers support

RNLI SOS day 2010 is on 29 January, so now is the time to really get planning. Burns night celebrations are a popular SOS activity for those in Scotland (or those who just wish they were in Scotland!), and Talisker whisky is proud to be involved. The company will provide RNLI fundraising packs, which last year contained recipes, music, toasts and collection boxes. Also, anyone who pledges to raise £250 or more will receive a bottle of Talisker's award-winning single malt, to help the evening go smoothly. Visit the fabulous new website, [rnli.org.uk/sos](http://rnli.org.uk/sos), to sign up and see the advert on page 20 for more ideas.



# RNLI SOS

## Let's dance

*Riverdance* came home to Dublin's Gaiety theatre this Summer, and the world-famous aquatic-themed troupe has been supporting the RNLI. On 1 June, 15 of the show's dancers ran the Dublin mini marathon, putting in some impressive times and raising €3,000. There was also a collection on the opening night, 23 June, which raised €1,500. Area Fundraising Manager Maureen Gill said: '*Riverdance* is very special to Irish people and is known throughout the world. I hope that through this relationship more people have become aware of the work of the RNLI in Ireland, as well as raising vital funds.'



Photo: Photocall Ireland



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## SAD PASSING

It was with great sadness that the RNLI learned of Harry Patch's death in July at the age of 111.

Harry's relationship with the RNLI began when he kindly funded a D class lifeboat from the proceeds of his book *The last fighting Tommy*, which detailed his experience as a soldier during the First World War. He visited the Lifeboat College in July 2007 to officially name the relief lifeboat D-675 *The Doris and Harry*.

Committed to the preservation of life, Harry's contribution continued at his funeral in Wells cathedral with a retiring collection in aid of the RNLI. To honour his memory, the RNLI has set up a Forever by the sea tribute fund in his name.

If you would like to donate, please contact Gemma Spencer by phoning 01202 663504, emailing [gspencer@rnli.org.uk](mailto:gspencer@rnli.org.uk) or writing to her at Headquarters.



Photo: Chris Barnack

### Corrections

In the Summer issue of *the Lifeboat*, in a news article on page 14 entitled 'RWCs on station', we mistakenly stated that Bude was in Devon. Bude is actually in Cornwall. On page 13 we inadvertently merged two distinct supporters of the RNLI: the Foresters and the Friendly Foresters. And on page 34, in explaining the frequency of tides, we said that the Moon orbits the Earth in slightly more than 24 hours. In fact the Earth rotates once approximately every 24 hours and the Moon orbits the Earth approximately every 28 days.

Apologies for these errors.

## Next generation

Charlie Clifford from the west Midlands of England is the RNLI's second-youngest-ever official supporter, having been signed up as a Storm Force member at just 4 hours old. Charlie's family has a long history of volunteering for the RNLI. In fact, the youngest ever Storm Force member was his cousin Emily, who was signed up 7 years ago at 3 hours old, and is still an enthusiastic supporter! Storm Force is the RNLI's club for children. Find out more at [rnli.org.uk/stormforce](http://rnli.org.uk/stormforce) or see the leaflet included with this magazine.



## Cordon Rouge adventure

The RNLI has been named charity of the year by the Champagne G.H. Mumm Cordon Rouge Club, whose members include explorers and adventurers such as Sir Ranulph Fiennes, Sir Robin Knox-Johnston, Ben Fogle and Dee Caffari.

The club met on the Isle of Wight in May, competing in a sea kayaking race, with Bembridge lifeboat acting as marker. Bembridge Coxswain Steve Simmonds spoke to the group before dinner. The RNLI later received an exclusive signed portrait of the club's members, which was auctioned at Cowes Week.

Champagne G.H. Mumm has been associated with explorers, adventurers and sportspeople since its foundation in 1827.

The RNLI enjoys the support of many of the Cordon Rouge Club's inspirational members and is delighted that the club has pledged official support to the charity's lifeboat crews and lifeguards – ordinary people also doing extraordinary things.

(See a review of Dee Caffari's autobiography on page 31. Readers of the *Offshore* supplement will find an interview with Dee on page 12.)





Lifeboat Tea is now available from a major supermarket. Look out for the new bold orange packs in Waitrose and RNLI shops around the UK and Rol.

Produced by Williamson Tea, Lifeboat Tea aims to raise £200,000 a year to help train and equip our volunteer crews. For every pack of 80 tea bags sold, 7p will come straight to the RNLI, and more if bought directly from RNLI shops.

Williamson's Philip Magor says: 'Not only does Lifeboat Tea throw a lifeline to sea goers, it is sourced from our estate in Kenya that is Fairtrade-certified and accredited by the Rainforest Alliance, which works tirelessly to conserve biodiversity and protect the rights and welfare of workers, families and communities.'

Lifeboat Tea was born in the aftermath of the Fastnet race disaster of 1979. It was set up to mark the gratitude of one yacht crew rescued by the RNLI. Find out more at [www.lifeboattea.co.uk](http://www.lifeboattea.co.uk).



Photo: RNLI/Kirkcudbright

## Trust-worthy

This month (October), the Freemasons' Grand Charity funds its second introductory B class course at the Lifeboat College in Poole, at a cost of £24,000. The Freemasons made a commitment last year to support probationary crew training by funding three such courses over 3 years.

Other trusts to have supported crew training over the past year include Lloyd's Register Educational Trust, City Bridge Trust, Dulverton Trust, Headley Trust, Iliffe Family Charitable Trust, Peacock Trust, Samuel and Freda Parkinson Charitable Trust and Stafford Trust.

These are a handful of the 8,800 or so charitable trusts and foundations in the UK that provide a highly valuable source of funding to a range of causes. Most grant-making trusts derive their income from an endowment, or sum of money given by an individual, a family or a company. Last year, the RNLI gratefully received over £1.8M from charitable trusts and foundations. To find out more email [jane\\_matthews@rnli.org.uk](mailto:jane_matthews@rnli.org.uk).



Photo: RNLI/Kirkcudbright

## Seaside singing

The Falmouth International Sea Shanty Festival took place in June, with 23 groups from around Europe taking part. The event is one of the world's biggest maritime music festivals, and one of its main aims is to raise money for the RNLI.

While the festival is free to attend, bucket collections and sales of the official programme are expected to have raised over £4,000. More than 7,000 people visited Falmouth over the 3 days.

Local shanty group Falmouth Shout organises the event, supported by the local RNLI branch and sponsored by local businesses such as Skinners Brewery. Many Falmouth Shout members have connections with the local lifeboat station, including Alan Barnes, who was Coxswain for 14 years. The group has now raised over £30,000 for the RNLI from the annual festival and other appearances.

Next year's festival is on 18-20 June. Find out more on [falmouthshout.com](http://falmouthshout.com).



Words: Mairéad Dwane



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### Days 4-5 ♦ The Bernese Oberland

On Day 4 we travel to charming Interlaken. Perhaps enjoy a lake cruise, take a mountain railway ride through the Alpine meadows or undertake the ultimate excursion to the highest railway station in Europe, Jungfrauoch. You are free on Day 5 to explore this beautiful region. We particularly recommend a wonderful journey on the Centovalli Railway across 'a hundred valleys' to Locarno.

### Day 6 ♦ The Glacier Express

We leave Brig for a wonderful journey on the world-famous Glacier Express narrow-gauge train. We climb up the Rhône Valley to Andermatt and then snake and spiral our way to the Oberalp Pass, the highest point of the route at 6,670ft (2,033m). The train descends to the Rhine and continues along the broad valley to historic Chur, where we stay for three nights.

### Days 7-8 ♦ The Bernina Pass & Chur

On Day 7, the narrow-gauge Bernina Express takes us from Chur past waterfalls and deep ravines, before travelling over the Bernina Pass to more than 7,000ft (2,134m). Enjoy the breathtaking views of snow-capped peaks as we reach Poschiavo. On Day 8 you are free to explore Chur or visit historic Lucerne.

### Days 9-10 ♦ The journey home

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Crew representatives of all six RNLI divisions have a close look at the memorial after the opening ceremony

# ‘With courage, nothing is impossible’

The new RNLI memorial in Poole is a sculptural celebration of humanity at its best. But how did such an inspirational landmark come into being?

On a corner plot by a busy road, a metallic structure glints in the sunlight. The towering plinth leans at an improbable angle, hinting at the force of wind and wave, while the figures above strain every sinew to survive. Every passer by will be awestruck by the scene, its construction and, on closer inspection, by the 778 names recorded on ripples of steel around the base. No more so than lifeboat crew and lifeguards arriving for training at the RNLI’s College.

The 778 names come from every corner of the UK and RoI. They represent the volunteers who did not return after they answered the call to save lives at sea, from the early 1800s to the 2000s. Exposed yet resistant to the elements, these names will now never be forgotten. Each has their own story, and we tell of just one lifeboating disaster, St Ives 1939, on page 6.

The dedication of the RNLI memorial on 3 September marked the culmination of a project initiated in 2006 by the then Chief Executive Andrew Freemantle and only made possible by the existence of sister charity the RNLI Heritage Trust. A team consisting of 25 people from across the Institution, from Trustee committee and Council to Engineering, Operations, and Fundraising and Communications departments, to shoreworks specialists and crew, worked with the Public Arts Officer from Poole Borough Council to bring the idea into reality.

## Interpreting a vision

There are already local memorials to some of those who have lost their lives at sea – beautiful stained glass windows, headstones, statues on village greens and promenades. The UK’s National Memorial Arboretum in Alrewas, Staffordshire, includes the RNLI among its 150 acres devoted to the military, emergency services and charities. But, until now, there has been no single memorial that has named everyone in the British Isles who has lost their life in the cause of saving others at sea.

The brief went even further – the RNLI’s new memorial should also celebrate thousands of people in the past, present and future, whether lost, saved, or those who go to the rescue. It must speak to the individual – you, me, the bereaved, the survivors – and it must be relevant to the collective – the lifesavers and fundraisers of today, potential supporters and volunteers of the future, local residents and tourists. It must also fit with its historic surroundings – the maritime town of Poole.

Memorials are always fraught with controversy, their every centimetre pored over critically, and it is easy to offend when dealing with such sensitive themes. A literal representation of today’s lifesavers would quickly date something that should be timeless, so should the RNLI opt for simple abstraction instead? What about names alone; soft planting or hard stone? The

right design had to be something that went beyond art; it had to be a symbol for all that the RNLI stands for.

The RNLI advertised in the *Artists Newsletter* to invite tenders for the memorial’s design. Over 400 people requested the full brief and 63 made submissions, from individual landscape architects, sculptors and civil engineers, to those working in partnership. Their designs ranged from traditional sculpture, to abstract lighting, to multimedia installations.

The recruitment panel deliberated for many hours before shortlisting 10 and finally interviewing 6. Did the designs meet the purpose of the memorial? Were they durable and low maintenance? How accessible would they be? Would they be visible at night? What would the appointed person or team be like to work with and had they taken into account the poignant possibility of more names needing to be added in the future?

There was stiff competition and the decision was a hard one but the commission eventually went to sculptor Sam Holland. Her public works of art include an imposing and lifelike bronze of the late RNLI Coxswain and family friend Dic Evans at Moelfre, Isle of Anglesey. This time she proposed to create a deliberately less identifiable portrait of boat, rescuer and rescuee using strips of marine grade stainless steel.

‘The design I submitted was intended to be bold and simple, incorporating the



# RNLISOS

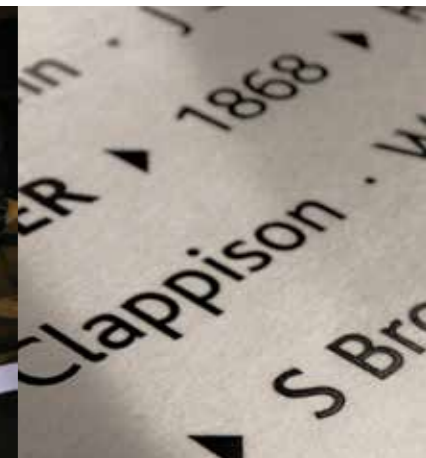
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SOS day is the RNLI's biggest fundraising day of the year and it's a great way to get 2010 off to a cracking start, while helping to save lives at sea. Anyone can take part, anywhere and anyhow! Take a look at the new SOS website and see how you can support the RNLI this SOS day.

[rnli.org.uk/sos](http://rnli.org.uk/sos)



elements of courage, loss and remembrance to create a powerful sculpture,' she explains. 'The challenge for me personally is to capture a sense of movement within any medium. But there were so many threads to draw together to achieve the final goal.'

#### Cycling, singing and subsidy

Meanwhile, how was this all to be funded? The sculpture alone was budgeted at £150,000 and the groundworks, landscaping, lighting, signage, access and seating would double this. The donations made so generously to the RNLI for the provision of its lifesaving services cannot legally be used for the memorial so the project is being funded through the RNLI Heritage Trust. The purpose of this sister charity is to preserve and promote the historic objects and archives of the Institution for future generations and so it can fundraise for such work.

Andrew Freemantle daringly opened proceedings with a sponsored cycle ride from Poole to Rome, which raised over £60,000 for the Heritage Trust's memorial fund. RNLI Headquarters' Reception team, Julia Masterson, Jackie Stevens and Lin Robbins, went on to hold many events, competitions, and raffles for staff and visitors, raising a further £6,000. Julia explains: 'We are not professional fundraisers but feel strongly about doing something personally. During the course of a day we meet many of the crew and lifeguards who think nothing of putting their lives on the

line when necessary and we have respect for and pride in every one of them.'

Supporters throughout the UK and Rol clearly feel the same and have made donations from pennies to thousands of pounds. Companies have given prizes for raffles, or even contributed work for free, such as £5,000-worth of lighting design. Small grants, trusts and matched funding have all helped towards the £300,000 target and it is hoped that the VAT paid to the UK Government for the construction of the memorial can be reclaimed from the Memorials Grant Scheme.

#### Detective work

Family history TV and radio programmes like *Who do you think you are?* make it appear simple to track down names from the past – it's not. The first source for names for the RNLI memorial turned out to be less reliable than first thought.

In the early 1970s, Lord Saltoun, a trustee of the RNLI, proposed and paid for a memorial book to preserve the memory of crew lost at sea. Exquisitely illustrated on vellum by a team of scribes and illuminators volumes I and, since 1990, II contain 438 names. The introduction states: 'While all those who are known to have given their lives in the service are inscribed, many names remain unrecorded here.' This was indeed just the starting point for research.

The late Grahame Farr, a lifeboat enthusiast, carried out careful research over many years into the histories of lifeboat

stations and, after his death in 1983, his files were passed into the safe keeping of the RNLI. Present-day Honorary Archivist of the Lifeboat Enthusiasts' Society, Jeff Morris, has his own extensive records. Jeff joined RNLI Service Information Section Manager Brian Wead and Crew Member and freelance Editor Anne Millman in trawling through his and Grahame's records as well as 150 years of *the Lifeboat*, the RNLI's *Wreck and reward minutes*, Committee minutes from the 1800s, local history books and more. The Lifesaving Awards Research Society's journal revealed 10 names from the north Wales community alone. All in all, hundreds more names came to light.

The discovery of lives previously unknown can be intriguing, fascinating and exciting but this trio of researchers weren't quite prepared for what else they would experience. Brian reflects: 'I felt more emotional than I expected. Behind the names were stories of tragedy, some forgotten, some still vivid memories through the generations.'

Anne found that the names were a testament across the centuries to the endurance of lifeboat families. She recalls: 'The research brought home to me the stark realities of the risks involved and immersing myself in their stories brought me closer to the people who had died. It was a profound time and makes me even more proud to be part of a crew and the RNLI today.'

Another surprise was the diversity of people uncovered. Alongside RNLI crew are



→ volunteers from lifeboats pre-dating the creation of the charity in 1824. The list also includes station personnel, shore helpers, independent lifeboat crew members, coastguards, firemen, a policeman, a helicopter winchman – and one woman.

Despite internet technology, the odds were stacked against the researchers. It wasn't possible to go through every single page of the source documents, records are especially patchy for closed lifeboat stations and not all details were recorded at the time anyway. For a few locations, a disaster's date and number of casualties were found but no individual names, so these have been included as 'unknown' on the memorial. Even now, new names are coming to light.

In some cases, the spellings of names were inconsistent between sources. How could accuracy be assured before they were etched in time? Coastal and regional staff and volunteers and their families were involved in the creation of the master list. Scotland's Divisional Assessor Trainer Dave Martin even went as far as visiting graveyards to find and check names.

#### From maquette to memorial

As the names were being finalised, Sam was producing a maquette of the sculpture before building scale models of the figures and boat. She says: 'My creativity is irrelevant if it cannot be translated into the practical, so it was important to get the correct dimensions.'

She used soldier dolls to work out the proportions and angle of the figures on the plinth and a life model to make sure of the action element and the muscle and ligament definition. She built a full-size template plinth in wood and five versions of the boat in steel before she was happy with the shape.

Sam produced the 2.5m-high figures in her studio without having to outsource the work. The boat, however, was too large to fit so was produced by steel fabricators, working to her specifications. The original plan was to make the real plinth in concrete

but the size and angle of it made it too difficult and costly to produce a good-quality finish without air bubbles. The solution was for the firm that makes the RNLI's lifeboat fuel tanks to produce the plinth in rolled steel.

Meanwhile on site, deep excavations were made to allow the diversion of a 40,000V electricity cable, the building of adequate foundations and the installation of the lighting. The future of the wider location had to be borne in mind too: the memorial stands at the landside edge of the RNLI's boatyard, which the RNLI plans to raise by 1m to combat the flooding, once funds are available.

As the project moved into its last year, adjustments were made to the footprint of the plot and the typography of the names, readers of *the Lifeboat* helped to choose a quotation to add to the names, and a poem was contributed by Nick Jenkins. One constant, however, was Sam's commitment. RNLI Display and Interpretation Manager Maureen La Frenais says: 'Sam, her assistant Audrey Robins and fellow sculptor Fliss Watts worked especially hard over the 2 weeks following the sculpture's arrival at Poole, determined to make sure everything was just as she'd planned.'

'Sam had a clear vision throughout the project, kept on time and to budget – and

was great fun to work with too. We certainly made the right choice!' It is thanks to all those involved in its creation that this beautiful landmark successfully celebrates all those who are unflinching in their resolve to save lives at sea. As the memorial quotes the RNLI's founder Sir William Hillary: 'With courage, nothing is impossible.'

[Thank you to the many readers who, together, have already made the largest single contribution to the Heritage Trust's memorial fund. It is not too late to donate: please contact the RNLI Supporter Care team for details.]

If you have any information that might help the ongoing research please contact the RNLI Heritage Trust c/o RNLI Headquarters.]

**Page 21:** top L-R: Former CE Andrew Freemantle completes some gruelling fundraising; a page from the RNLI memorial book; the sculptor at work; detail of the 778 names; bottom L-R: The memorial site takes shape

**Above:** The opening ceremony underway

Words: Anne Millman, Liz Cook  
Photos: RNLI/(Nigel Millard, Rory Stamp, Laura Wiltshire, Nathan Williams)



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Photo: RNLI/Derek King



Photo: Paul Holland



Photo: RNLI/Rory Stamp

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# Through the worst

Dunbar's lifeboat and crew took a hammering on their way to saving two lives in May – would their resilience win the day?

Jonas and Ingrid Åkerblom had built the yacht *Ouhm* themselves. They planned to take a year out of their lives in Gothenburg, Sweden, to sail around Europe and out to the Azores. But disaster struck on their first leg in the form of extreme weather off the east coast of Scotland.

Coxswain Gary Fairbairn and Mechanic Kenny Peters were already at Dunbar lifeboat station when the pagers went off at 5.07pm on Friday 15 May. Volunteers converged on the station, but Gary waited 10 minutes for his most experienced crew members. Once Brian Cleator, Kevin Keillor, Stuart Pirie and John Watt had arrived, it was time to get onboard, and the Trent class *John Neville Taylor* launched at 5.30pm.

Strapped into their seats, the crew knew the 42-mile passage would be rough – a force 8 gale was blowing, with a 5–7m swell. Going further offshore, the swell grew higher, while the wind showed no mercy, increasing to a severe gale force 9. Several massive breaking waves thumped the lifeboat, tearing away fendering, unlatching the bow fairlead and twice dislodging the salvage pump.

At one stage, the lifeboat plummeted 10m from the crest of a wave. Minutes later, she was pounded through 90° by another monster wave, submerging the port side briefly before coming upright. By the time they arrived at *Ouhm's* reported position at 7.45pm, the lifeboat was battered and her crew bruised. Gary says:

'The conditions were especially bad as we got nearer. I worked on fishing trawlers for 15 years before becoming Coxswain, but I've never seen anything like that.'

It was difficult to spot the 8m yacht straight away in such awful conditions. However, the tug *Magic* was standing watch nearby, staying upwind in an attempt to shelter *Ouhm* from the worst of the waves. She had already been knocked down twice. All the lifeboat crew could make out was her masthead light shining occasionally between walls of water. A makeshift drogue was holding her stern to sea.

It was obvious that the Åkerbloms would have to abandon their beloved vessel, as a tow would be impossible. They did not have a liferaft, so Gary would have to take the lifeboat alongside. They asked for a couple of minutes to collect their most treasured possessions. Jonas says: 'It was not a hard decision when we were told we had to leave the boat. But it was very sad as she took us 6 years to build and we did not know if we would see her again. We were very happy to be alive'

Ingrid wore their only lifejacket, while the RNLI crew lined up along the lifeboat's starboard side in preparation for Gary's first approach. Gary had been at the helm for the entire shout and his boathandling was about to be tested yet more.



## THE DETAIL

### THE LIFEBOAT:

Trent class ON-1266 *John Neville Taylor*  
Placed on service in the relief fleet in 2002. Station duties at Ramsgate, Whitby, Great Yarmouth and Gorleston, Exmouth, Blyth, Broughty Ferry, Invergordon, Sheerness, Dunmore East, Arklow and Hartlepool before being allocated permanently to Dunbar.  
On station at Dunbar 3 May 2009  
Funded by the legacy of John Neville Taylor

### THE CREW:

Coxswain Gary Fairbairn (38)  
Mechanic Kenny Peters (28)  
Crew Member Brian Cleator (45, Environmental Consultant)  
Crew Member Kevin Keillor (26, Lobster Fisherman)  
Crew Member Stuart Pirie (32, Fisherman)  
Crew Member John Watt (23, Electrical Maintenance Technician)

## Close up manoeuvres

Now would have been a good time for *Ouhm* to hold position, but the operation was about to become even more challenging. Her drogue was overwhelmed by the conditions, causing the yacht to turn beam on to the sea. Gary began his first approach but, just as he was nearing, *John Neville Taylor* took a big hit from a wave. Applying full power astern, Gary avoided a collision that could have damaged or even sunk the smaller *Ouhm*.

The second approach was more successful – a sharp, last-minute turn allowing Stuart to snatch Ingrid and drag her to safety, while her husband was thrown a lifejacket. A similar manoeuvre on the third approach let Stuart grab Jonas, pulling him over the lifeboat's guardrail. Ingrid says: 'We could both have died out there; that is quite clear. It was very frightening and we are extremely grateful to the lifeboat crew for rescuing us.'

The casualties settled into the wheelhouse and, thanking *Magic's* Captain, Gary headed for home, while the crew offered the couple first aid, including oxygen, and hot drinks. It was still rough, and the Trent class was recording speeds of 32 knots surfing down the waves, 28% above her usual maximum.

The now penniless Jonas and Ingrid were back on dry land at 10.15pm. A whip-round at the lifeboat station

paid for a night at a local hotel, while the Chaplain from Eyemouth Fishermen's Mission stepped in to help the couple. But the RNLI's role in this story wasn't over yet.

The next day, a yacht was reported drifting towards rocks near Arbroath, creating a possible danger to shipping. *Ouhm's* progress towards oblivion was only stalled when her drogue snagged the bottom. She was held in clear but shallow water until Arbroath's Mersey class lifeboat *Inchcape* and D class *Duncan Ferguson*, arrived to set up a tow in what was still a near gale and 4m swell.

For his courage, judgement and exemplary boathandling in extreme conditions, Coxswain Gary Fairbairn will be awarded the RNLI's Bronze Medal for Gallantry. Kenny Peters, Brian Cleator, Kevin Keillor, Stuart Pirie and John Watt will be awarded Medal Service Certificates, while *Magic's* Captain Marcel van Honk will be presented with a Chief Executive's Letter of Appreciation for his initiative and compassion.

[Readers of *Offshore* will find lessons learned from this incident.]

L–R: A Trent class lifeboat proving her worth; grateful survivors back on dry land; courageous awardee Coxswain Gary Fairbairn

Words: Mairéad Dwane  
Photos: RNLI/(Kelly Allen, Arbroath), Tom Keene



**RNLI** LIFEBOATS,  
LIFEGUARDS  
LIFE FIRST.

An RNLI photographer was aboard the *Lincolnshire Poacher* during a training exercise when this real-life drama unfolded

## A lucky escape

The new RNLI lifeguard service at Skegness, Lincolnshire, unexpectedly joined forces with the local lifeboat crew when a swimmer was at risk of drowning

On Monday 20 July, at 5.45pm, Lifeguard Ross Noble was preparing to pack up the beach flags and rescue equipment. It had been a relatively quiet day but Ross was keeping his eye on a man who was swimming 250m offshore. Initially, he had been swimming strongly and confidently. But at around 5.50pm, he clearly started to tire. Although the sea was calm, the ebbing tide and the current from an outfall pipe was going to make it difficult for him to swim back.

Ross grabbed his rescue board and paddled towards the man. 'He was a long way out,' remembers Ross. 'As I got nearer I could see he was having trouble keeping his head above water. All that was going through my mind was what I would need to do when I got to him – how I was going to get him onto the board and take him back to the beach.'

Ross's fellow lifeguards radioed the Coastguard to inform them that a rescue was taking place. Meanwhile, a mile to the north, both Skegness lifeboats, Mersey class *Lincolnshire Poacher* and D class *Tom Broom*, were out on exercise. This had already become a real rescue experience for *Tom Broom*'s crew, who had pulled three teenagers from an inflatable dinghy drifting offshore and taken them back to land. Now, the volunteers heard of the lifeguard rescue unfolding over the radio, and Coxswain John Irving decided they should head to the scene and offer assistance.

Ross was nearing the swimmer. 'He was exhausted, shaking with the cold and ready to give up,' recalls Ross, who managed to pull the man onto the front of the rescue board. As he did so, the all-weather lifeboat approached. 'I could see the casualty was in need of urgent medical attention,' says John, 'so I asked Ross to bring the casualty alongside and told my crew to deploy the recovery net that can be lowered off the side.'

However, with the help of the lifeguard and lifeboat crew, the man managed to use his last ounce of energy to climb aboard. By now, the D class had arrived on scene too, and Ross was pulled aboard her with his rescue board. But, on the *Lincolnshire Poacher*, the casualty was not out of danger. As he was assisted into the wheelhouse, he collapsed.

'He was still conscious when he first came aboard, but he was in shock and I think it was a classic case of someone giving up when they realise they're safe,' explains John. 'We gave him first aid including oxygen, put him on a stretcher and headed to the shore.' An ambulance had been alerted but it could not cross the deep, sandy Skegness beach to the water's edge. There was only one vehicle that could quickly take a casualty across such terrain: the lifeboat launching tractor.

John deliberately beached the Mersey class and the shore helpers passed the stretcher and casualty to the waiting tractor, which carried him to the top of the beach. The man was transferred to the waiting ambulance, which took him to Pilgrim hospital. He was treated for hypothermia and made a full recovery.

'It didn't really hit me that I'd saved someone for a while,' recalls Ross, who was in the midst of his first season as a lifeguard. 'We packed away the kit and had a debrief, where we discussed the rescue. And then I was on the way home, and I realised I'd put my training into practice and rescued someone who could have drowned. It's a nice feeling.'

John was full of praise for all involved: 'This was a great example of a joined-up RNLI rescue. It involved lifeguards, lifeboat crew, and shore crew. It was lucky for the casualty that the RNLI was on hand.'

Life first is the RNLI's campaign that aims to double the size of the charity's lifeguarding service over the next 3 years so that every UK region that needs lifeguard cover on its beaches has seasonal patrols. This year has already seen the service expanding to cover beaches in Lincolnshire, Durham, Tyneside and Yorkshire for the first time, with additional beaches in Devon and Wales. Find out more at [rnli.org.uk/lifefirst](http://rnli.org.uk/lifefirst).

Words: Rory Stamp  
Photo: Nigel Millard

# Slick rescue

In the midst of an ecological disaster, St Mary's and Penlee volunteers helped keep 35 people safe

The crude oil supertanker *Torrey Canyon* left Kuwait on 19 February 1967 for Milford Haven in Pembrokeshire. Her crew were on a tight schedule and navigating by autopilot and charts. All was well until 18 March when the tanker reached the Isles of Scilly.

The crew thought that they were passing with the isles to starboard. In fact, the tanker was in the channel between them and the mainland. On realising their mistake, the crew woke the Master who gave the order to continue on their course in what was after all a 7-mile-wide channel. At 297m long and 38m wide *Torrey Canyon* could not turn easily and, as she was carrying 120,000 tonnes of oil and travelling at around 17 knots, she would have taken a full 5 miles to stop.

But there were other vessels about: fishing boats busy working their nets. The Master gave orders to avoid them only to discover his ship was much closer to the hazard of the Seven Stones than he had anticipated. An autopilot error meant the ship didn't respond correctly to an emergency change of course and the tanker hit the submerged Pollard's Rock.

St Mary's lifeboat, the Watson class *Guy and Clare Hunter*, launched with Coxswain Matt Lethbridge at the helm. Drawing alongside the tanker at around 10.35am he learned that the Master was awaiting tugs. At 12.10pm the lifeboat transferred two men from the tug *Utrecht* onto the *Torrey Canyon*. At about 1.30pm the tanker began to discharge oil and the lifeboat moved to stand by. The tug, meanwhile, made repeated attempts to get a line aboard until 9.20pm when operations were discontinued. The lifeboat continued to standby. It was going to be a long night.

Matt recalls the incident: 'We were just steaming around her and even above the noisy engines you could hear all her plates groaning and creaking. Her after part was afloat and she was pivoting and grinding on the rocks. At about 3am there was a crash and all her lights went out. We thought she had broken in half.'

By around 7am the next morning, *Torrey Canyon* was listing severely, her starboard deck was awash and her bow pointed down. The wind grew to force 6 and at 8am her Master asked the lifeboat crew to transfer

14 men to the Trinity House tender in attendance. The ship then started to shift from side to side and the Master decided that 18 more of his crew should be taken off for safety.

The lifeboat came alongside her main deck as conditions rapidly deteriorated. With a 5m swell and the sea thick with oil, the *Guy and Clare Hunter* was made fast alongside the tanker and, as she listed heavily, her port fender was damaged. *The Life-boat* journal of the time said:

*'At times she was lifted to the level of the tanker's main deck rails, and the Coxswain continually used helm and engines to maintain position. One at a time, eight men jumped aboard the lifeboat as she rose to the tanker's main deck. The ninth man misjudged his jump and fell into the sea, and Coxswain Lethbridge ordered the lifeboat full astern to avoid crushing him. The man managed to grab the lifeboat's outside lifeline and was recovered with a scrambling net.'*

The Watson took off nine of the ship's crew but the rest waited for a helicopter. Just after 2pm a helicopter removed five men with a second taking four more. This

left the Master, three tanker crew members and two officers from the tug still aboard. Matt did not want to leave them so the lifeboat remained until relieved by the Penlee lifeboat *Solomon Browne* at 5pm. St Mary's returned to station shortly after 6.30pm with an exhausted crew.

*Solomon Browne* and her crew stayed throughout the night and most of the next day until she was relieved by the returning *Guy and Clare Hunter* at 5pm. Back on duty, the St Mary's lifeboat was in situ all night until, at 7.15am on 21 March, she returned to station – the weather had improved enough for the helicopters to cover and the volunteers needed rest.

But just after midday the Coastguard advised the station that the tanker was now on fire. The volunteers launched again, with their Lifeboat Medical Adviser, and by 1.12pm they had taken everyone off the *Torrey Canyon*. In all, the St Mary's lifeboat had been at sea for 54 hours and Penlee's for 30.

A Chairman's Letter of Thanks was sent to St Mary's lifeboat crew and monetary awards were given to both lifeboat crews.

The tanker's crew left money to produce a plaque of thanks to the RNLI and the community of Hugh Town for their assistance and hospitality.

## Lasting impact

At the time, the grounding of the *Torrey Canyon* was the worst ever UK environmental disaster. Attempts to burn the slick were unsuccessful and the Government gave orders for the military to destroy the vessel by aerial bombardment in the hope that any oil left onboard would be burnt off. This was only partly successful and did not stop oil reaching many parts of the coast.

In all 119,000 tonnes of oil were lost and over 7,000 birds were destroyed as well as other marine wildlife. Such was the impact of the loss of the *Torrey Canyon* that it led to the 1973 International Convention for the Prevention of Pollution from Ships. [Read more about the international shipbuilding industry on page 34.]

Words: Carol Waterkeyn

Photos: RNLI, Getty Images, Lalouette Photographers, Gilbert Hampton

Main: The *Torrey Canyon* wallows in oil and foam after being bombed

Inset: In 40 years both stations have moved from the wooden Watson class (left), with a maximum speed of 9 knots, to the fibre reinforced composite Severn class (right), capable of 25 knots. See page 34 to learn more about how the charity's lifeboats are designed and built by in-house specialists



## THE DETAIL

### THE LIFEBOATS:

**St Mary's**  
ON-926 all-weather Watson motor class  
*Guy and Clare Hunter*

### THE CREWS:

Coxswain Matt Lethbridge Jnr (pictured above)  
Second Coxswain Ernest Roy Guy  
Bowman Richard Lethbridge  
Mechanic William Burrow  
Assistant Mechanic William Harry Lethbridge  
Crew member L Green  
Crew Member Rodney Terry  
Crew Member George Symons

### Penlee

ON-954 all-weather Watson motor class  
*Solomon Browne* (pictured above)

### THE CREWS:

Coxswain JT Worth  
Second Coxswain Lewis Frederic Brown  
Bowman David Ivor Brown  
Mechanic John Batten Drew  
Assistant Mechanic N Bowden  
Crew Member Brian Carey  
Crew Member S Madron\*  
Crew Member Nigel Brockman\*

\* Both perished in the *Solomon Browne-Union Star* disaster 14 years later. See page 18 for more on remembering lost lifesavers' lives.



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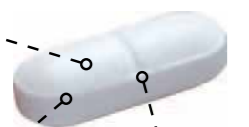
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# REVIEW



Photo: Subzero Images



## Against the flow – the first woman to sail solo the 'wrong way' around the world

by Dee Caffari

Review by Tim Robertson

The comparisons are inevitable I suppose – two women competing solo in a 'man's world', both taking on terrifying mast climbs, lonely Christmas celebrations, and tear-inducing exhaustion. But while I recall Ellen MacArthur as a little scary in her single-minded drive to achieve her ambition, Dee Caffari exhibits here a self-doubt and vulnerability that make her someone whom we might be able to relate to, an 'everyman's' hero'.

Dee tells of early family boating on the River Thames and the canals of France, her short career in teaching and the sudden double loss of her father, with whom she was very close, and a colleague at school. Forced to look at her own life and ambitions, she chooses to 'seize the day'. Thus begins a remarkable chain of events that will see her enter the record books and become a household name. In a radical departure from working in a Dorset school, Dee signs up for a course at the UK Sailing Academy, joins Mike

Golding's racing team in Southampton, then secures a position as the only female helm on the 2004-5 Global Challenge.

Taking a novice crew round the world the 'wrong way', that is against all the prevailing winds, involves surviving frightening conditions, many disappointments and a dangerous injury to a crew member. But it also confirms her love of ocean racing. Through her work with Chay Blyth, the first man to sail solo the 'wrong way', she is introduced to the idea of becoming the first woman to do so and, using the same 72' class (22m) yacht that she had previously raced fully crewed, she sets out on a gruelling 178-day voyage, entirely alone. As we know, it ends in success, fame – and membership of the Cordon Rouge Club of great adventurers (see page 15).

This is a good read with daring do aplenty but also with an accessible and

very human heroine who, just maybe, given the opportunity, we could see ourselves trying to emulate.

[Readers of the *Offshore* supplement will find an interview with Dee, just back from another record-breaking sail, this time with an all-woman crew around the British Isles.]

Paperback book  
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**How to order:**  
Unless other details are stated, all products reviewed in the *Lifeboat* are available from good bookshops and online from Amazon via the RNLI website at [rnli.org.uk/amazon](http://rnli.org.uk/amazon). (Amazon will donate a minimum of 5% of the value of all such orders to the RNLI but you must access Amazon via the RNLI website and not go direct.)

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→ The surfing tribe – a history of surfing in Britain



Norfolk maritime heroes and legends

by Mark Nicholls  
Review by Carol Waterkeyn



Riders of the storm – the story of the Royal National Lifeboat Institution

by Ian Cameron  
Review by Carol Waterkeyn



Mark Nicholls is an award-winning journalist with the *Eastern Daily Press* and a critically acclaimed defence correspondent. He clearly also has a fascination with both Norfolk and maritime history, in particular the battle of Trafalgar.

The opening chapters cover Myngs, Narborough and Shovell, the three 'fighting admirals' of north Norfolk. Then there are the explorers such as Vancouver of King's Lynn and Cresswell, who battled his way through the North West Passage that links the Atlantic and Pacific Oceans. Two dedicated lifeboat coxswains, Henry Blogg of Cromer (inevitably) and William Fleming of Gorleston are also featured. But the book wouldn't be complete without its references to Nelson, who is credited as saying: 'I am a Norfolk man and glory in being so.'

Paperback book  
Published by Poppyland Publishing  
ISBN 9780946148851  
Price: £13.95 (Available from the usual sources – see How to order on previous page – and from the RNLI shop at Cromer or direct from the publisher at poppyland.co.uk.)

This is a new edition of the hardback book published in 2002. Many changes have occurred within the Institution since the book was first written, so the author has set about bringing it up to date.

There are still the poignant tales of daring rescues, the amazing history of the RNLI through both good and more difficult times, and wonderful photographs of the charity's people carrying out their lifesaving work. But the introduction of new classes of lifeboat, RNLI lifeguarding and the Lifeboat College are all included too.

Disappointingly, most of this new content is presented as a plain-text appendix rather than being woven into the main fabric, and some factual errors remain. Nevertheless, Mr Cameron gives a stirring account of the work of the charity and its personalities over its 185 years' history that will remain a classic.

Paperback book  
Published by Orion Books  
ISBN 9780752883441  
Price: £14.99 (The author has very kindly donated to the RNLI 10% of his royalties from this book. The RNLI can benefit even more if you get your copy from the selected RNLI shops. Find your nearest at [rnli.org.uk/nearestshop](http://rnli.org.uk/nearestshop).)

This is no simple coffee-table beauty, but an almost academic study of the beaches, boards, techniques and people of British surfing from its beginnings in the 1930s. A series of intimate profiles illustrated by a wealth of contemporary photos draws us into the tribe.

The 'father of British surfing', Bill Bailey, has only recently died aged 76. His story is told here. Bill combined RAF search and rescue experience, engineering skills and a passion for watersports by becoming a lifeguard and making wooden rescue boards. He went on to experiment with foam and fibreglass, mixing the chemicals and shaping the results himself according to aeronautical principles. In time, the Bilbo factory became a world leader.

We're told that nowadays 500,000 people surf in Britain. Unbeknown to most of them, they have a rich heritage – this book should be their compulsory text.

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Jersey surfboard club, 1959. Photo: John D Houellebecq/Roger Mansfield collection

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# HIDDEN TREASURE

Our islands have a great heritage of constructing ocean-going vessels. But their shipbuilding glory days are fading – except where the RNLI is concerned



At the end of the 1800s, the UK was constructing over half of the world's shipping. It was a golden era: shipbuilding towns were growing and Britain's Merchant Navy was the largest in the world. British 'tramp' steamers and cargo liners traded around the globe. Cunard and the White Star Line dominated the lucrative north Atlantic route to New York with majestic passenger ships built in Northern Ireland and Scotland.

'There is not a Briton anywhere who ought not to feel proud that this launch has placed Great Britain firmly at the forefront of marine architecture,' said Sir Charles McLaren, Chairman of John Brown & Co at Clydebank, West Dunbartonshire, at the launching of the *Lusitania*. Built for the Cunard line, she was the world's largest passenger ship. She had a maximum speed of 26 knots, was 239m long and weighed 31,550 tonnes. In October 1907 the *Lusitania* crossed the Atlantic in 4 days and 19 hours, earning the Blue Riband – an unofficial accolade held by whichever liner had crossed the ocean in the quickest time. It was an achievement celebrated as a victory for the British shipbuilding industry – German ships had previously held the Riband for nearly a decade.

A year later, the White Star Line ordered the construction of a passenger ship to rival Cunard's *Lusitania*. The new liner, to be

named *Titanic*, was constructed by Harland and Wolff in Belfast. At 269m and 46,328 tonnes, she became the largest active liner in the world when she sailed on 10 April 1912. Yet, just 4 days later, the *Titanic* struck an iceberg and sank – 1,517 people were lost. 'If the largest, most modern "unsinkable" ship was lost on her maiden voyage, what hope was there for others?' writes Richard De Kerbrech in *Ships of the White Star Line*. 'The travelling public lost confidence in the company and its ships.'

## **Ships of war**

In May 1915, a year after the outbreak of the First World War, *Lusitania* set out from New York. As she neared Queenstown off the south of Ireland, she was struck by a torpedo from a German U-boat and began to sink. The news quickly reached the shore and a voluntary crew made up of farmers and fishermen launched Courtmacsherry Harbour's pulling (oar-driven) lifeboat. Named *Kezia Gwilt*, she was the first rowing boat on scene and her crew helped recover survivors. But 1,198 of the 1,959 people aboard the liner died. The tragedy turned public opinion against Germany in several countries not yet at war with her including, crucially, the US.

The hostilities permanently altered the face of the British shipbuilding

industry. Shipbuilders that had previously built passenger liners turned to warship construction, while those who already produced warships prospered. JI Thornycroft had played a key role in developing high-speed craft at the turn of the century and its yard in Southampton, Hampshire, completed its first Royal Navy ship in 1906. The firm went on to build 37 destroyers in the build-up to the war and a further 26 during.

Similarly, Palmers Shipbuilding and Iron Company in Jarrow, Tyne and Wear, was busy producing battleships, destroyers and cruisers. Around 80% of the town's working population were employed by the yard. But, by 1936, the jobless men of Jarrow were marching on London.

## **Eclipse**

Following the end of the First World War in 1918, there was an inevitable slump in demand for naval ships. Meanwhile, competition had increased from abroad: foreign yards had begun to develop improved techniques and facilities, including the use of covered yards allowing work to be carried out regardless of the weather.

Some British yards including Harland and Wolff and John Brown & Co, fell back to building passenger liners. Thornycroft also managed to stay afloat by fulfilling some of the few remaining warship orders from



**Above: The *Lusitania* in New York after her maiden voyage in 1907. These great ships dwarfed the men who built them – and the lifeboats that went to their aid**

**Opposite: Type 45, HMS *Daring* at the BAE Scotstoun Yard on the River Clyde, Glasgow, the latest air defence destroyer built for the Royal Navy**



### Specialist skills

A glowing exception to the trend of decline in UK shipbuilding can be found in the thriving world of RNLI lifeboats.

The charity's lifesaving craft evolved from rowing and sailing boats to those powered by steam, motor and waterjet. Wood gave way to aluminium, steel, plastic and carbon. Nowadays, crew may occupy computerised wheelhouses and impact-absorbing seats. Engines grow ever more powerful, responsive and efficient. But such innovation is inevitably costly.

Lifeboats were once built to the RNLI's exacting requirements by external shipyards but now more and more work is being carried out by the charity's own in-house specialists. The hulls of B class and Tamar class lifeboats are made by a subsidiary of the RNLI, SAR Composites Ltd, in Lymington, Hampshire, while the charity's B and D class lifeboats are built, refitted and repaired at its own Inshore Lifeboat Centre (ILC) in East Cowes, Isle of Wight. All-weather lifeboat refits and repairs are carried out at Headquarters in Poole as well as several commercial yards around the UK and Rol.

### Lean manufacturing

In 2008, the RNLI's Engineering and Supply department, under the leadership of Director David Brook, undertook a review of working practices and adopted a new approach to production flow and quality. 'Lean manufacturing' was invented by the Japanese company Toyota and applied to dramatic effect in its car factories. It has now had an impressive impact in the RNLI's boatyards, increasing efficiency and eliminating waste.

Refits of Atlantic 75s and 85s now take 12 weeks instead of 18, and that of D classes 2 weeks, down from 9–10 weeks, without any compromise on quality. As a result, the RNLI's fleet of relief lifeboats can safely be reduced in size. The physical space and time saved at the ILC has in turn allowed lifeguard inshore rescue boats to be constructed under licence from

Arancia of New Zealand, saving on expensive imports.

All in all, the average time taken to complete a task has fallen by 35%, paperwork has reduced by 50%, and savings to the Institution have already reached £2M.

### Assuring supply

Until early 2009, the construction of lifeboat hulls was outsourced to Green Marine so when the company was put up for sale, the RNLI had a difficult decision to make. Green Marine was the only manufacturer in the UK with the capabilities required by the RNLI and the materials used were only made by a few companies in the world. Should the RNLI look for an alternative source of hulls for its lifeboats, which might mean going abroad, or make an even bolder move?

After gaining the go ahead of its Trustees, the RNLI took on Green Marine's lifeboat hull facility itself in April this year, under the name SAR Composites Ltd – the supply of lifeboat hulls is assured. Operations Manager Paul Halliwell describes what has happened since: 'We have already reorganised the shop floor areas to enable a "Leaner" approach to manufacturing. Curing ovens have been constructed and we've used them successfully. We are now developing our processes for greater efficiencies.'

As the RNLI's founder Sir William Hillary said: 'With courage nothing is impossible'. The charity has demonstrated both courage and foresight to adapt in sometimes-unexpected ways to secure its future and so make the best use of its supporters' donations.

[See page 12 for news of how the RNLI plans to extend the operational life of its Severn class lifeboats. Readers of the supplement *Offshore* can find out more about the materials and techniques used in building modern lifeboats.]

Words: Rory Stamp and Carol Waterkeyn  
Photos: RNLI/(Paul Halliwell, Laura Wiltshire), Keith Fuller – KF Photography 2009, NW Penfield

Opposite: Tamar class lifeboat under construction in Lymington, Hampshire

Top left: Repair and refurbishment work at the Inshore Lifeboat Centre, Isle of Wight

Top right: Inside a lifeboat hull

Below: SAR Composites Ltd Operations Manager Paul Halliwell



→ the Admiralty – and building destroyers for export. But, overall, there was not enough work to go around, and many yards began to struggle in the 1920s. The beginning of the Depression in 1929 added further woe.

In response, the National Shipbuilders Security (NSS) was formed in 1930. It aimed to increase the competitiveness of the industry by closing down some shipyards and encouraging investment in others. By 1937, the NSS had closed 28 firms. Among them was Palmers of Jarrow, which sparked a protest that saw 200 men march 300 miles from the town to Parliament, demanding poverty relief and employment.

It was not long, though, until war loomed again. A renewed demand for battleships meant a return to profitability for several British firms, throughout the Second World War – and beyond. There was a growth in export trade following the end of the war, competition from Japan and Germany having initially been removed.

But those two nations soon caught up, building millions of tonnes of shipping between 1948 and 1958. They began to dominate along with the US, where the world's first supertankers were being built (see page 28 to learn the fate of one such vessel). Slowly but surely, Britain was losing its position as a shipping world leader.

### Faster, cheaper

The rise of air travel in the late 1950s was a further blow, as it caused a decline in demand for the ocean liners that had once formed the business backbone for many British yards. Yard closures and job losses increased in the early 1960s. Thornycroft responded by joining forces with Vosper & Co, to become Vosper Thornycroft. Shipbuilders based on the Clyde, such as John Brown & Co, amalgamated into Upper Clyde Shipbuilders Ltd, but this collapsed in 1971. The Government advanced loans to shipyards in a bid to preserve jobs and, aided by a boom in orders for oil tankers, there was a reprieve – but it was only temporary. The increase in oil prices in 1974 caused the tanker market to collapse.

In 1977, the state again responded with a major intervention: the Labour Government bought the industry into public ownership, creating British Shipbuilders. 'With nationalisation, the long eclipse of Britain's shipbuilding was tacitly recognised,' writes Antony Slaven in *The shipbuilding industry: a guide to historical records*. But 6 years later the Conservative Government privatised British Shipbuilders. Without Government support, many merchant shipyards disappeared, and the subsequent end of the Cold War reduced naval orders too. As

the end of the 20th century neared, the UK shipbuilding industry all but disappeared.

Today, South Korea and China dominate the global shipbuilding industry. South Korea produced more ships than the rest of the world combined in 2008, while Chinese shipbuilding is rapidly expanding. 'From a cheap manufacturing base ... China has become what Great Britain was becoming 2 centuries earlier: the workshop of the world,' writes Richard Woodman in *The history of the ship*.

Harland and Wolff is one of the few surviving names from the UK's shipbuilding heyday, although it has diversified into other areas of engineering, including the manufacture of wind turbines. Vosper Thornycroft became VT Group in 2002, and last year joined forces with BAE Systems (which owned what was left of the former Upper Clyde Shipbuilders yards) to form BVT, now the UK's leading builders of warships.

In July, the first of a new generation of destroyers, HMS *Daring*, was commissioned, having been built by BVT in several sections at different UK yards. As *the Lifeboat* went to print, the same company began construction of the first of two UK aircraft carriers at a shipyard on the Clyde – a project that represents today's only major activity in an industry once led by UK firms.



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# LIFEBOAT LOTTERY



**Summer 2009 winners**  
1st prize: Peugeot 107 Urban 3-door hatchback, Mr D Lowman, London (pictured on his VIP visit to Tower lifeboat station)  
2nd prize: 13-night cruise onboard *Balmoral* to the Canary Islands for two adults, Mr MJ Durant, Suffolk  
3rd prize: £500, Mr RJ Hurst, Warwickshire  
4th prize: £250, Mr JRR Turner, East Sussex  
Five prizes: £100 each, Miss E Peach, Warwickshire; Mrs JF Adamthwaite, Northamptonshire; Mrs JM Dunn, Berkshire; Mr RH Wilshire, Mid Glamorgan and Mr EH Monks, Lincolnshire.

## New cash prizes for Winter 2009

This Winter sees the launch of new prizes for the Lifeboat Lottery. Instead of offering cars and holidays as previously, the 1st and 2nd prizes will now be £5,000 and £2,000 in cash respectively. The other prizes will not change: 3rd prize: £500; 4th prize: £250; and five further prizes: £100 each.

Switching to cash will save the RNLi money as obtaining sponsored prizes has become increasingly difficult in recent times. It also means that all winners will be able to enjoy their prizes – in the past, some have found cars or holidays unsuitable, though you can read about one particularly happy winner left. These changes will ensure that the Lottery continues to be one of the RNLi's most effective fundraising activities.

Winter 2009 tickets will be mailed to supporters at the end of October. If you don't usually receive tickets and would like to, please call 0845 121 4999 or email [lottery@rnli.org.uk](mailto:lottery@rnli.org.uk). (Please note that due to differing tax and gaming laws, Lifeboat Lottery tickets are only available in England, Scotland, Wales and Northern Ireland.) For full details (including terms and conditions) please go to the website at [rnli.org.uk/lottery](http://rnli.org.uk/lottery) or see your Lottery letter.

*Having won second prize in the Autumn 2008 Lifeboat Lottery, my wife and I boarded the P&O Ventura on 17 April for a 7-night cruise of France and the Iberian Peninsula.*

*The Ventura is the largest of the P&O fleet and this year she took her maiden voyage. It is a beautiful ship. We had a wonderful time aboard during the voyage and were very well looked after by all members of the crew.*

*Because I am registered disabled we could not take advantage of all the land excursions at Vigo, Lisbon and Bilbao but were able to visit Quimper when we put in at Brest on our return journey. It was a beautiful place.*

*The enclosed photograph is of my wife Patricia, Ventura's Captain Alistair Clark and myself taken at the formal reception onboard.*

*Yours sincerely  
George Spring*



# LAUNCHES 1,435

## LIFEBOAT AND HOVERCRAFT LAUNCHES APRIL-JUNE 2009

<p><b>ABERDEEN</b>  <b>ON-1248(17-24):</b> Apr13,May15  <b>ON-1260(17-31):</b> May28,Jun20  <b>D-694:</b>Apr17,May24,28  <b>ABERSOCH</b>  <b>B-790:</b>Apr11,May2,14,24(x2),25,31(x2),Jun8,12,23  <b>ABERYSTWYTH</b>  <b>B-753:</b>May15,20,28,30,31(x3),Jun1(x4),2,4,15,16,24(x2),25  <b>B-822:</b>Apr5,23  <b>B-825:</b>May10,11,12  <b>D-535:</b>May31,Jun2,3  <b>ACHILL ISLAND</b>  <b>ON-1240(14-28):</b> Apr21,May10  <b>ALDEBURGH</b>  <b>D-673:</b>May11,28,30,Jun18,20  <b>ALDERNEY</b>  <b>ON-1199(14-04):</b>Apr10,May2,15,20,22,28,Jun5,24  <b>AMBLE</b>  <b>ON-1176(12-19):</b> Apr15,19,26,May20,Jun1,9  <b>D-569:</b>Apr15,19,26,Jun1,9,10  <b>ANGLE</b>  <b>ON-1291(16-11):</b>Apr12,May9,11,20,31,Jun7  <b>D-638:</b>Apr1,24,May9,30(x2),Jun2,3,8,16  <b>ANSTRUTHER</b>  <b>ON-1174(12-17):</b> Apr3,4,9,19,20,22,May27,Jun10,11,13  <b>D-667:</b>Apr4,9,19(x2),20,22,May23,27,30,Jun10,11,13  <b>APPELDORE</b>  <b>ON-1122(47-017):</b>Apr9,10  <b>ON-1140(47-027):</b>May17,Jun20,28  <b>B-742:</b>Apr8,9(x2),12,14,May3,7,9,25,29,Jun1(x2),9,13,14,15,16,18,21(x2),27,28(x3)  <b>BB-060:</b>Apr2,5,18,Jun13,21,28  <b>ARAN ISLANDS</b>  <b>ON-1217(17-06):</b>Apr10,May7,8,10,11,13,Jun2,8,19,21,24,29(x2)  <b>ON-1279(17-46):</b> May27(x2),Jun9(x2)</p>	<p><b>ARBROATH</b>  <b>ON-1194(12-35):</b>Apr3,May1,11,16,30  <b>D-621:</b>Apr3,May1,11,16,30  <b>ARKLOW</b>  <b>ON-1228(14-24):</b>May28,Jun10,13(x2)  <b>ARRAN (LAMLASH)</b>  <b>B-757:</b>Apr21,28  <b>B-770:</b>Jun6(x2),21,22,28,29  <b>ARRANMORE</b>  <b>ON-1244(17-22):</b> Apr14,17,23,May11,28,31,Jun3,7(x2)  <b>ATLANTIC COLLEGE</b>  <b>B-763:</b>Jun3  <b>BALLYCOTTON</b>  <b>ON-1233(14-25):</b> May20,27,Jun14(x2)  <b>BALLYGLASS</b>  <b>ON-1235(17-15):</b> Jun11,25(x2)  <b>D-687:</b> Apr5,12,23,Jun18  <b>BALTIMORE</b>  <b>ON-1137(47-024):</b>Jun17  <b>B-708:</b>May23,Jun1(x2)  <b>BANGOR</b>  <b>B-805:</b>Apr12,24,28,May7,9,24,28,Jun3,5(x2),10,11,24,26(x2)  <b>BARMOUTH</b>  <b>ON-1185(12-26):</b> May10,30,Jun22  <b>D-678:</b>May17,30,Jun3,7  <b>D-705:</b>Apr12  <b>BARRA ISLAND</b>  <b>ON-1230(17-12):</b> May15,Jun20  <b>BARROW</b>  <b>ON-1288(16-08):</b>Apr17,26  <b>D-567:</b> Apr10,11(x2),25,May9,16,Jun5  <b>BARRY DOCK</b>  <b>ON-1210(14-12):</b> Apr1,7,16,May23  <b>ON-1245(14-29):</b> May31,Jun24  <b>BEAUMARIS</b>  <b>B-768:</b>Apr3,8,11,12,17,18,26(x2),May2,7,9,16,24,25,29,Jun3(x2),4,10(x2),11(x2),13(x2),16,20,22,24(x2),25,28,30  <b>BEMBRIDGE</b>  <b>ON-1124(12-001):</b> Apr6,19(x2),May15,16,Jun14,16,23  <b>D-649:</b>Apr19,May30(x2),Jun14,21(x3)</p>	<p><b>BERWICK-UPON-TWEED</b>  <b>D-639:</b>Apr6,May25,Jun20  <b>BLACKPOOL</b>  <b>B-748:</b>Apr17,May11,Jun7  <b>D-558:</b>Apr11,17,18,May11,Jun2,7,8  <b>D-566:</b>Apr11,17,18,May31,Jun2,8  <b>BLYTH</b>  <b>D-606:</b>May25  <b>D-680:</b>Apr5,May12  <b>BORTH</b>  <b>D-622:</b>May15,24,Jun3,11  <b>D-705:</b>Apr13  <b>BRIDLINGTON</b>  <b>ON-1169(12-12):</b> Apr25,May5  <b>D-557:</b>May2,4,7  <b>BRIGHTON</b>  <b>B-737:</b>Apr12(x2),13,21,May3,4,11,24,25,Jun1(x2),4,7,13,28,30  <b>BROUGHY FERRY</b>  <b>ON-1252(14-31):</b>Apr10,11(x2),14,19(x2),20(x2),May1,10(x4),17,24,Jun27(x2)  <b>D-698:</b>Apr5,10,11(x2),14,19(x2),20,May1,10(x4),17,24,28(x2),29,31,Jun12,23,27(x2)  <b>BUCKIE</b>  <b>ON-1268(17-37):</b> Apr12,30,May30,Jun2,5,8  <b>BUDE</b>  <b>D-617:</b>Apr10,11,19,28,May10,Jun12  <b>BUNDRAN</b>  <b>B-711:</b>Apr13,25,May2,10(x2)  <b>BURNHAM-ON-CROUCH</b>  <b>B-724:</b>Jun14,22,25,26,29,May9,16,Jun5  <b>B-733:</b>Apr13,15,18,19,23(x3),May4,21,24,28,31  <b>D-672:</b>Apr15,18,23(x2),24,26,May24,31,Jun17,25,29  <b>BURNHAM-ON-SEA</b>  <b>B-795:</b>Apr18,30,May4,25,Jun24(x2)  <b>D-664:</b>Apr30,May4,25,31,Jun2,11,24(x2)  <b>BURRY PORT</b>  <b>D-611:</b>Apr10,11,12,May10,24(x2),31,Jun13</p>	<p><b>CALSHOT</b>  <b>ON-1112(47-010):</b>May14  <b>ON-1155(47-037):</b> May3(x3),7,27,29(x2),Jun8,10,19  <b>D-609:</b>Apr8,26(x2),May7,Jun6,8,10  <b>D-705:</b>May7,11,30,Jun2  <b>CAMPBELTOWN</b>  <b>ON-1241(17-19):</b> Apr6,12,15,May18,20  <b>D-571:</b>Apr6  <b>CARDIGAN</b>  <b>B-752:</b>Apr12,May1,2,9,15,20,25,Jun3,8,23,30  <b>D-709:</b>Apr3,May1,15,25,Jun3,14  <b>CASTLETOWNERE</b>  <b>ON-1277(17-44):</b> Apr8,15,May13,27,30,Jun8  <b>CHISWICK</b>  <b>E-003:</b>Apr4,5,6,7,8,12(x3),13,16,17(x3),18,19(x2),21,22(x2),26,28,30(x2),May3,8,9,10,Jun4,12,14(x2),24(x2),26  <b>E-006:</b>Apr1,26,May11,13,18,22,23(x2),24,26,31,Jun1,2,3(x2),8,15(x3),20,27,28(x3),29(x2),30  <b>CLACTON-ON-SEA</b>  <b>B-744:</b>Apr8,12,21,27,Jun7(x2),8  <b>D-759:</b>Apr21,27,May4,5,6,22,29  <b>CLEETHORPES</b>  <b>D-645:</b>Apr2,May7,10,31(x3)  <b>CLIFDEN</b>  <b>B-751:</b>Apr21,12,16,22,26  <b>D-679:</b>Apr21,May8,16,22,26  <b>CLOGHER HEAD</b>  <b>ON-1148(12-11):</b> Apr1,May3  <b>CONWY</b>  <b>D-627:</b>Apr7,12,May24(x2),25,29,30,Jun3,5(x2)  <b>COURTMACSHERRY HARBOUR</b>  <b>ON-1205(14-07):</b>Apr2,May20,Jun8,12,21  <b>COURTOWN</b>  <b>D-548:</b>Apr11,Jun14  <b>COWES</b>  <b>B-801:</b>Apr11,12,May4,15,28,30,Jun4,6(x3)  <b>CRASTER</b>  <b>D-703:</b>Jun13  <b>CRICCIETH</b>  <b>B-823:</b>May24,25,26,Jun11,13,23</p>	<p><b>CROMER</b>  <b>D-568:</b>Jun8,14  <b>CROSSHAVEN</b>  <b>B-782:</b>Apr11,12,13,18,May2  <b>CULLERCOATS</b>  <b>B-811:</b>Apr13,18,May21,30,31(x2)  <b>DART</b>  <b>D-702:</b>Apr9,10,13,May8,Jun20(x2)  <b>DONAGHADEE</b>  <b>ON-1267(14-36):</b>May23  <b>DOUGLAS</b>  <b>ON-1115(47-012):</b> Apr10,May31,Jun1,2,7  <b>ON-1147(47-032):</b>Jun11  <b>DOVER</b>  <b>ON-1220(17-09):</b> Apr9,10,16,18,26,May2,8,11,17,22,23,27,Jun3,5,15,18,20,21,27,29  <b>DUN LAOGHAIRE</b>  <b>ON-1200(14-05):</b> Apr12,May3,9,21,24,Jun11,13,14(x2)  <b>D-565:</b>May20,21(x2),24,Jun3,5,14  <b>DUNBAR</b>  <b>ON-1180(14-01):</b>May21  <b>ON-1266(14-35):</b> Apr7,8(x2),12,May13,14,15,31,Jun14,19  <b>D-708:</b>Apr7,8(x2),19,May13,14,24,26,29,Jun14,16,26  <b>DUNGGENS</b>  <b>ON-1186(12-27):</b> Apr19,21,May4,Jun11,28,Jun9,28  <b>DUNMORE EAST</b>  <b>ON-1215(14-17):</b> Apr19,Jun5,7  <b>EASTBOURNE</b>  <b>ON-1195(12-36):</b> Apr2,12,19,May1(x2),28,Jun2,12,15,18  <b>D-605:</b>Apr2,5,6,12,19,May14,17,19,20,23,24,28(x2),30,31,Jun15,25  <b>ENNISKILLEN</b>  <b>B-702:</b>Apr6,May2,3,10(x2),Jun2,3(x2)  <b>B-703:</b>May2,23,24,28,30,Jun21,25  <b>EXMOUTH</b>  <b>ON-1178(12-21):</b>Jun14,16  <b>ON-1192(12-33):</b> Apr10,11,21,May4(x2),9,20  <b>D-669:</b> Apr5,11(x2),12,13,14,17,22,25(x2),May4,9,10,11,30,31,Jun2,14(x2),28</p>	<p><b>EYEMOUTH</b>  <b>ON-1209(14-11):</b>Apr7,8,27,May3,8,19,29,Jun21  <b>FALMOUTH</b>  <b>ON-1256(17-29):</b> Apr13,14,18,20,26(x2),May2,10,24,Jun5,23  <b>B-756:</b>Apr1,12,14,20,May2,8,15(x2),22,28,Jun1,11,23,24  <b>HAPPISBURGH</b>  <b>D-607:</b>Jun19,23  <b>HARTLEPOOL</b>  <b>ON-1274(14-37):</b> Apr1,11,19,26(x2),May2,15,18,24,27,Jun12(x2),20,21  <b>B-766:</b>Apr10,12,26,May10,29,Jun9(x2),12(x2),16,22,24,29(x2)  <b>HARWICH</b>  <b>ON-1201(17-02):</b>Apr5,May9,16,17,18,29,30(x2),31,Jun27  <b>B-736:</b>Apr11(x2),12(x2),18  <b>B-789:</b>Apr27,29,May7,16(x2),17,25,26(x2),28,30,31(x3),Jun6,10,15(x2),20  <b>HASTINGS</b>  <b>ON-1162(12-004):</b> Apr5,6,Jun6(x2),13,18  <b>D-699:</b>Apr6,10(x2),May11,12,31(x2),Jun6,Jun1,2,13,16,17,27  <b>HAYLING ISLAND</b>  <b>B-829:</b>Apr1,5(x3),23,25,26(x2),May4,24(x2),27,31(x5),Jun17,25(x2)  <b>D-642:</b>Apr1,5(x2),8,21,25,26(x2),29,May4,10,23,24(x2),29(x3),31(x8),Jun14,17,25  <b>HELENSBURGH</b>  <b>B-791:</b>Apr18,20,30,May5,6,9,11,12,22,23,Jun7,9  <b>HELVICK HEAD</b>  <b>B-760:</b>May30,Jun27,28  <b>HOLYHEAD</b>  <b>ON-1263(17-34):</b>Jun28  <b>ON-1272(17-41):</b>Apr17,29,May25(x2),31,Jun4,8  <b>D-654:</b>Apr12,14,Jun27  <b>D-655:</b>May31(x2),Jun24  <b>HORTON AND PORT EYNON</b>  <b>D-688:</b>Apr13,May10,26(x2),30,Jun3(x3),9,13,18,24  <b>HOWTH</b>  <b>ON-1258(14-33):</b>May30  <b>D-659:</b>Apr1,25,May7,26,Jun1,3(x2),17,18  <b>HOYLAKE</b>  <b>ON-1163(12-005):</b> Apr19,May23,26,Jun19</p>	<p><b>GREAT YARMOUTH AND GORLESTON</b>  <b>ON-1208(14-10):</b>Jun22  <b>B-786:</b>Apr2,7,13,23(x2),28,29,May9,17(x2),21,23,24(x2),30,31,Jun9,13,18,21,22,24  <b>HAPPISBURGH</b>  <b>D-607:</b>Jun19,23  <b>HARTLEPOOL</b>  <b>ON-1274(14-37):</b> Apr1,11,19,26(x2),May2,15,18,24,27,Jun12(x2),20,21  <b>B-766:</b>Apr10,12,26,May10,29,Jun9(x2),12(x2),16,22,24,29(x2)  <b>HARWICH</b>  <b>ON-1201(17-02):</b>Apr5,May9,16,17,18,29,30(x2),31,Jun27  <b>B-736:</b>Apr11(x2),12(x2),18  <b>B-789:</b>Apr27,29,May7,16(x2),17,25,26(x2),28,30,31(x3),Jun6,10,15(x2),20  <b>HASTINGS</b>  <b>ON-1162(12-004):</b> Apr5,6,Jun6(x2),13,18  <b>D-699:</b>Apr6,10(x2),May11,12,31(x2),Jun6,Jun1,2,13,16,17,27  <b>HAYLING ISLAND</b>  <b>B-829:</b>Apr1,5(x3),23,25,26(x2),May4,24(x2),27,31(x5),Jun17,25(x2)  <b>D-642:</b>Apr1,5(x2),8,21,25,26(x2),29,May4,10,23,24(x2),29(x3),31(x8),Jun14,17,25  <b>HELENSBURGH</b>  <b>B-791:</b>Apr18,20,30,May5,6,9,11,12,22,23,Jun7,9  <b>HELVICK HEAD</b>  <b>B-760:</b>May30,Jun27,28  <b>HOLYHEAD</b>  <b>ON-1263(17-34):</b>Jun28  <b>ON-1272(17-41):</b>Apr17,29,May25(x2),31,Jun4,8  <b>D-654:</b>Apr12,14,Jun27  <b>D-655:</b>May31(x2),Jun24  <b>HORTON AND PORT EYNON</b>  <b>D-688:</b>Apr13,May10,26(x2),30,Jun3(x3),9,13,18,24  <b>HOWTH</b>  <b>ON-1258(14-33):</b>May30  <b>D-659:</b>Apr1,25,May7,26,Jun1,3(x2),17,18  <b>HOYLAKE</b>  <b>ON-1163(12-005):</b> Apr19,May23,26,Jun19</p>	<p><b>HUMBER</b>  <b>ON-1216(17-05):</b> Apr8,10,13,May24,30,31(x2),Jun14(x2),21  <b>ON-1269(17-38):</b> Apr26,May3(x2),4,7  <b>HUNSTANTON</b>  <b>H-007:</b>Apr11,20  <b>B-749:</b>Apr25,May9,24,31,Jun27,28,30  <b>H-003:</b>Jun10,27,28,30  <b>H-006:</b>May20  <b>ILC COWES</b>  <b>E-005:</b>May28  <b>ILFRACOMBE</b>  <b>ON-1165(12-007):</b>Apr8,May24(x2),Jun20,22,24  <b>D-555:</b>Apr8,11,May24,25,Jun11,23,27  <b>INVERGORDON</b>  <b>ON-1206(14-08):</b>Apr7,May8,20,Jun5,8,10  <b>ISLAY</b>  <b>ON-1219(17-08):</b>Apr27,May27,30,31,Jun24  <b>KESOCK</b>  <b>B-771:</b>Apr8,25,27,28,May4,7,14,Jun7,11(x2)  <b>KILKEEL</b>  <b>B-812:</b>Apr5,May12,30,Jun25  <b>KILMORE QUAY</b>  <b>ON-1133(47-021):</b>Apr28,May17,Jun9,14(x2),17,20  <b>KILRUSH</b>  <b>B-729:</b>Apr12,Jun5  <b>KINGHORN</b>  <b>B-720:</b>Apr5,8,11,22(x2),26(x3),May2,3,5,29,30,31,Jun3,10  <b>KINSALE</b>  <b>B-796:</b>Apr15,May10,11,13,Jun3,15,17,21,28  <b>KIPPFORD</b>  <b>D-553:</b>May3,Jun27  <b>KIRKCUDBRIGHT</b>  <b>B-814:</b>Apr5,May31  <b>KIRKWALL</b>  <b>ON-1231(17-13):</b>Apr23,25,26,May10,Jun10,15(x2),27,17,22(x2),26,31,Jun18,20  <b>LYTHAM ST ANNES</b>  <b>ON-1189(12-30):</b> Apr28,Jun20  <b>LARGS</b>  <b>B-739:</b>Apr9,12,13,15,18,27,29,May4,12,15,16,30,31,Jun2,9,Jun25  <b>LARNE</b>  <b>ON-1246(14-30):</b>Jun25  <b>ON-1253(14-32):</b>Apr12  <b>D-615:</b>Jun1,13  <b>D-646:</b>Apr12,May26,30  <b>LERWICK</b>  <b>ON-1221(17-10):</b>Apr3,May22</p>	<p><b>LITTLE AND BROAD HAVEN</b>  <b>D-628:</b>Apr7,May23,25,Jun24  <b>LITTLEHAMPTON</b>  <b>B-779:</b>Apr5(x4),10,14(x2),17,27,May3,6,22,25,28,30,31(x3),Jun6(x2),14,15,19,29(x2),30  <b>D-603:</b>Apr5,10,13  <b>D-631:</b>Apr27,May6(x2),14,21,22,28,31  <b>D-710:</b>Jun4,14,15,19,24,29  <b>LITTLESTONE-ON-SEA</b>  <b>B-785:</b>May4,24,29,31(x2),Jun15,18,24(x3)  <b>LLANDUDNO</b>  <b>ON-1164(12-006):</b> Apr4,Jun13  <b>D-656:</b>May2,15,25,29,Jun2,4,24,28  <b>LOCH NESS</b>  <b>B-707:</b>Apr7,9(x2),10,11,12  <b>B-722:</b>May17,31  <b>LOCHINVER</b>  <b>ON-1271(17-40):</b> May7,12,22,Jun7  <b>LONGHOPE</b>  <b>ON-1284(16-05):</b>Jun9,18  <b>LOOE</b>  <b>B-793:</b>Apr5,7(x2),17,Jun3,14,19,28  <b>D-574:</b>Apr7,May22,24,26,30,Jun7,20  <b>LOUGH DERG</b>  <b>B-705:</b>Apr13,23,May2,5,15,17,21,Jun6,9  <b>LOUGH SWILLY</b>  <b>ON-1117(47-014):</b>Apr2  <b>B-819:</b>Apr2,Jun5,6  <b>LOWESTOFT</b>  <b>ON-1132(47-020):</b>Apr8,May2,Jun2,13,14,25  <b>ON-1138(47-025):</b>May25  <b>LYME REGIS</b>  <b>B-741:</b>Apr10(x2),11,25,May1,2,23(x2),25,31(x3),Jun7,12,14,19,27  <b>LYMINGTON</b>  <b>B-784:</b>Apr9,26(x2),May9,17,22(x2),26,31,Jun18,20  <b>LYTHAM ST ANNES</b>  <b>ON-1189(12-30):</b> Apr28,Jun20  <b>D-657:</b>Apr4,28,30,May10(x2),Jun6,23,24(x2),30  <b>MABLETHORPE</b>  <b>B-778:</b>Apr2,21,May17,24  <b>D-653:</b>Apr2,Jun14  <b>MACDUFF</b>  <b>B-804:</b>Apr4,12,28,Jun1,5,12  <b>MALLAIG</b>  <b>ON-1250(17-26):</b> Apr6,15,29,May27,Jun2,10(x2),11,12,16,25</p>	<p><b>MARGATE</b>  <b>ON-1177(12-20):</b> May4,8,20,29,30,Jun21,23  <b>D-706:</b>Apr8,30,May1,4,12(x2),16(x3),18,30(x3),Jun13,19,23  <b>MINEHEAD</b>  <b>B-824:</b>Apr2  <b>D-549:</b>Apr2,May3  <b>MOELFRE</b>  <b>ON-1116(47-013):</b> Apr8,11,Jun5  <b>D-689:</b>Apr4,May2,3(x2),9,23(x2),24,28,30(x3),31,Jun1(x2),5,14(x2),22  <b>MONTROSE</b>  <b>ON-1152(47-034):</b>May4  <b>D-626:</b> Apr28,May3,4,7,21,27,Jun3,4,21,22,24  <b>PETERHEAD</b>  <b>ON-1282(16-03):</b> Apr1,2,14,Jun4,14  <b>PLYMOUTH</b>  <b>ON-1264(17-35):</b> May3,10,23,25,Jun9,11,12,13,14(x2),24  <b>B-723:</b>Jun16  <b>B-806:</b>Apr1,May2,5,9(x2),10,11,22,26,30(x3),31(x7),Jun3,4,9,14(x2),19,21,24,28,May25,26,31,Jun25  <b>H-002:</b>Apr12(x2),18,29,May30,Jun1(x2),23,27  <b>H-000:</b>Apr12(x2),18,29,May30,Jun1(x2),23,27  <b>MUDEFORD</b>  <b>B-775:</b>Apr12,19,25,29,Jun9,10  <b>POOL</b>  <b>ON-1131(47-023):</b>Apr21,May3(x2),17,22,23,Jun21  <b>B-826:</b>Apr1,2,21,May3(x2),10(x3),16,19,21,22,23(x2),30(x2),Jun6(x2)  <b>PORT ERIN</b>  <b>B-813:</b>Apr12,17,20,22,May30  <b>PORT ISAAC</b>  <b>D-546:</b>Apr5,May16  <b>D-616:</b>May16,31,Jun25,28  <b>NEWBIGGIN</b>  <b>B-745:</b>Apr2,Jun5,6  <b>NEWCASTLE</b>  <b>ON-1188(12-29):</b> May28,Jun6  <b>D-637:</b>Apr1,May28,Jun16,19,25  <b>NEWHAVEN</b>  <b>ON-1254(17-27):</b> Apr17,21,29,May2,19,20,21,22,24,28(x3),31,Jun1,5,6,9,14,19,21  <b>NEWQUAY (CORNWALL)</b>  <b>B-821:</b>Apr17,May9,29(x2)  <b>D-636:</b>May31,Jun26,30  <b>NORTH BERWICK</b>  <b>D-619:</b>Apr5,26,May3,10,14,24,25  <b>OBAN</b>  <b>ON-1226(14-22):</b>Apr30,May1,3,10,11,Jun12,22,24,25  <b>ON-1227(14-23):</b>Apr9  <b>ON-PASSAGE</b>  <b>ON-1112(47-010):</b>May11  <b>ON-1226(14-22):</b>Apr11</p>	<p><b>PADSTOW</b>  <b>ON-1290(16-10):</b> Apr5,12(x2),Jun6  <b>PEEL</b>  <b>ON-1181(12-22):</b>Jun14  <b>ON-1184(12-25):</b>Apr19  <b>PENARTH</b>  <b>B-725:</b>Apr7,19,25(x2),May3,11,16,22,Jun5,9,17  <b>D-692:</b>Apr7,25,May10,22,25,Jun7,24,28,29  <b>PENLEE</b>  <b>ON-1265(17-36):</b>Apr5,May16,22,24,26,Jun13,19  <b>B-787:</b>Apr5,10,24,May3,9,21,27,Jun3,4,21,22,24  <b>PETERHEAD</b>  <b>ON-1282(16-03):</b> Apr1,2,14,Jun4,14  <b>PLYMOUTH</b>  <b>ON-1264(17-35):</b> May3,10,23,25,Jun9,11,12,13,14(x2),24  <b>B-723:</b>Jun16  <b>B-775:</b>Apr12,19,25,29,Jun9,10  <b>POOL</b>  <b>ON-1131(47-023):</b>Apr21,May3(x2),17,22,23,Jun21  <b>B-826:</b>Apr1,2,21,May3(x2),10(x3),16,19,21,22,23(x2),30(x2),Jun6(x2)  <b>PORT ERIN</b>  <b>B-813:</b>Apr12,17,20,22,May30  <b>PORT ISAAC</b>  <b>D-546:</b>Apr5,May16  <b>D-616:</b>May16,31,Jun25,28  <b>NEWBIGGIN</b>  <b>B-745:</b>Apr2,Jun5,6  <b>NEWCASTLE</b>  <b>ON-1188(12-29):</b> May28,Jun6  <b>D-637:</b>Apr1,May28,Jun16,19,25  <b>NEWHAVEN</b>  <b>ON-1254(17-27):</b> Apr17,21,29,May2,19,20,21,22,24,28(x3),31,Jun1,5,6,9,14,19,21  <b>B-832:</b>Jun3,4,11,21,24  <b>PORTHDINLLAEN</b>  <b>ON-1120(47-015):</b>Apr7,May30,Jun7,8(x2),12,17  <b>PORTPATRICK</b>  <b>ON-1130(47-022):</b> Apr5(x2),25,May9  <b>ON-1151(47-033):</b> Jun22,25  <b>PORTREE</b>  <b>ON-1214(14-16):</b> May23,Jun4,18</p>	<p><b>PORTRUSH</b>  <b>ON-1257(17-30):</b>Apr7,May5,Jun12  <b>D-572:</b>Apr3,13,May13,Jun3,6,23,26,29  <b>PORTSMOUTH</b>  <b>B-730:</b>Apr8(x2),13(x2),14  <b>B-755:</b>Apr19,26,May4,9,10(x2),26,30,31(x3),Jun6,13,14(x2),22,24,27  <b>D-554:</b>Apr8,May1,3,25,27,31,Jun18,20,26,27  <b>PWLLHELI</b>  <b>ON-1168(12-010):</b> Apr11,May2,Jun6,8,25  <b>D-655:</b>May11  <b>D-676:</b>Apr19,Jun9,19  <b>QUEENSFERRY</b>  <b>B-735:</b>Apr9,11,22,24,May3(x2),7,11,12,17(x3),19,20,26,28,Jun5,14,20,21  <b>RAMSEY</b>  <b>ON-1171(12-14):</b>May3  <b>RAMSGATE</b>  <b>ON-1197(14-02):</b> Apr1,11,23,May7,12,15,17,18,19,Jun13,20  <b>B-765:</b>Apr22,26,29,May4,7,24,Jun1,12,13,23  <b>RED BAY</b>  <b>B-728:</b>Apr12  <b>B-754:</b>May26,28,31,Jun6(x2),13  <b>REDCAR</b>  <b>B-777:</b>Apr12,25,26,May7(x3),22,25,27,30,Jun2,15,21(x2),27  <b>D-602:</b>Jun21,27  <b>D-677:</b>Apr25,May7(x2),25,27  <b>RHYL</b>  <b>ON-1183(12-24):</b> Apr21(x2),</p>
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SEAHOUSES

ON-1173(12-16):Apr12,26, May9,Jun13(x2),19,28  
 D-686:Apr5,6,12,May9, Jun9,13,25  
 SELSEY  
 ON-1146(47-031):Apr17, May15(x2),23,31,Jun15  
 D-691:Apr30,May15,21,24, Jun24,25,30  
 SENNEN COVE  
 ON-1121(47-016):Apr12, May11,29,Jun22,23  
 D-624:Apr12,May2(x2),4, Jun23  
 SHEERNESS  
 ON-1211(14-13): Apr3,12,10(x2), May14,17,29,31,Jun10  
 D-662:Apr10,19,May2,4, 10,17,25,30(x2),Jun11,13, 17,18,28  
 SHERINGHAM  
 B-803:May10  
 SHOREHAM HARBOUR  
 ON-1138(47-025):Jun15  
 ON-1158(47-040): May2,3,7,27  
 D-647:Apr23,26,30, May2,4,7,11,27,28,31(x2), Jun13(x3),14(x2),15, 24(x2),25,27,30  
 SILLOTH  
 B-802:Apr27  
 SKEGNESS  
 ON-1166(12-008):May3,30  
 D-538:Apr3,25,May3,27, Jun5,13,14  
 SKERRIES  
 B-747:Apr18,May1  
 SLIGO BAY  
 B-781:Apr12  
 SOUTH BROADS  
 D-514:May6,7,10(x2), Jun27  
 XP-42:May6,7,28

SOUTHEND-ON-SEA

H-007:Jun13  
 B-776:Apr24,25,27(x2), May4,11,19(x3),23,25, 31(x2),Jun6,14  
 D-633:Apr27,May3,19, 22,29,31(x2),Jun2(x2),11, 25,30(x2)  
 D-682:Apr23,May6,19(x3), 25(x2),31,Jun6,14  
 H-004:May4(x2),25,Jun27  
 H-007:Jun6,14(x2)  
 SOUTHWOLD  
 B-750:Apr7,19,25,May28, Jun21(x2)  
 ST ABBS  
 B-783:Apr7,8,May3,29  
 ST AGNES  
 D-641:Apr26, May2,24(x2),26  
 ST BEES  
 B-831:Apr3(x2),12,23, May22,Jun24,28,30(x2)  
 ST CATHERINE  
 B-772:Apr18,May9,17,22, Jun27,28  
 ST DAVIDS  
 ON-1126(47-018): May9,Jun4,6  
 ON-1139(47-026): Apr12,May2  
 D-704:Apr12,May2,9,Jun6  
 ST HELIER  
 ON-1157(47-039):Apr12  
 ST IVES  
 ON-1167(12-009):Apr4,10, 25,26,May24,Jun16  
 D-635:May24  
 D-668:Apr4(x2),10,14,26  
 ST MARY'S  
 ON-1229(17-11):May28,30, Jun16,17,24  
 ST PETER PORT  
 ON-1203(17-04):Apr5, 6,8,13(x3),14,20,21,22, 23(x2),May15,17,23  
 STAITHES AND RUNSWICK  
 B-788:Apr5,9,19,25,26, May11,Jun15

STORNOWAY

ON-1238(17-18): Apr4,12,15,18,25  
 STRANRAER  
 D-697:Apr5,May4,22,31  
 STROMNESS  
 ON-1236(17-16): May18,Jun3,27  
 SUNDERLAND  
 B-817:Apr13, May6(x2),8,10,15,22,25, 24,30(x3),Jun7,20  
 D-651:Apr8(x2),14, May18,30,Jun17(x2),20(x3)  
 D-700:Apr26(x2),May4  
 TOWER  
 E-001:May1(x3),2,3,5(x2), 6,7,9,10,11(x2),12(x3),15, 16,17(x2),20(x2),22(x2), 23(x4),27(x2),28,29(x2), 30(x2),31(x3),Jun1(x2),3, 6(x3),7,8(x2),9(x2),12(x2)  
 E-002:Apr6,7,8(x4),9,11, 12,22,24,26(x2),May18, Jun13,14(x5),15,16(x2),17, 18,19(x5),20(x3)  
 E-004: Apr3,4(x2),5,6, 15(x3),16,17(x2),19(x4),21, Jun24,25(x4),26(x2), 27(x3),28(x3)  
 E-005:Jun29  
 TRAMORE  
 D-643:Jun6  
 TREARDUR BAY  
 B-731:Apr12,9,12,24(x2), 31(x2),Jun1,3,8  
 D-614:May31

THURSO

ON-1273(17-42):Apr29  
 TIGHNABRUAICH  
 B-743:Apr15,May11,16, Jun7,16,28  
 TOBERMORY  
 ON-1278(17-45):Apr29, May3,8,18  
 TORBAY  
 ON-1255(17-28):Apr8(x2), 26,May3(x2),4,20,21,23, 24,30(x3),Jun7,20  
 D-651:Apr8(x2),14, May18,30,Jun17(x2),20(x3)  
 D-700:Apr26(x2),May4  
 TOWER  
 E-001:May1(x3),2,3,5(x2), 6,7,9,10,11(x2),12(x3),15, 16,17(x2),20(x2),22(x2), 23(x4),27(x2),28,29(x2), 30(x2),31(x3),Jun1(x2),3, 6(x3),7,8(x2),9(x2),12(x2)  
 E-002:Apr6,7,8(x4),9,11, 12,22,24,26(x2),May18, Jun13,14(x5),15,16(x2),17, 18,19(x5),20(x3)  
 E-004: Apr3,4(x2),5,6, 15(x3),16,17(x2),19(x4),21, Jun24,25(x4),26(x2), 27(x3),28(x3)  
 E-005:Jun29  
 TRAMORE  
 D-643:Jun6  
 TREARDUR BAY  
 B-731:Apr12,9,12,24(x2), 31(x2),Jun1,3,8  
 D-614:May31

TROON

ON-1225(14-21):Apr16,25  
 ON-1275(14-38): May10,12(x2),26,27,28(x2), Jun1,5,6(x2),24,25,26  
 D-684:Apr16,25,May10, 12(x2),26,27,Jun24,26  
 TYNEMOUTH  
 ON-1242(17-20):May9, Jun2,3,20  
 D-693:Apr11,May2,15,16, Jun3,6(x2),8,14,22  
 VALENTIA  
 ON-1218(17-07):Apr13  
 ON-1237(17-17):May3, Jun16  
 WALMER  
 B-830:May20,22  
 D-663:May29  
 WALTON AND FRINTON  
 ON-1154(47-036):Apr5, May5,17,29,Jun5,8  
 WELLS  
 ON-1161(12-003):Jun26  
 D-661:Apr5,10,15,25, May3,23,24,26(x2),27, Jun5,8,9,19,26  
 WEST KIRBY  
 D-612:Apr5  
 WEST MERSEA  
 B-761:Jun17,21,26,29  
 B-773:Apr5,11,12,17(x2), 25,26,27,May9,25,30(x3), Jun1,3,7  
 WESTON-SUPER-MARE  
 B-769:Apr7,May27(x2), 30(x2),Jun23,24,26  
 D-696:Apr7,24,May2, 27(x2),30,Jun3,23,24

WEXFORD

D-644:May31  
 WEYMOUTH  
 ON-1261(17-32):Apr5, 11(x2),14,23(x2),24, May2,23,24,25(x2),28, Jun6,14,23  
 B-746:Apr7,May2(x2),3, 24,25,26,Jun4,15,20,24  
 WHITBY  
 ON-1212(14-14): May11,Jun6  
 D-645:Jun20  
 D-674:Apr5,May23,28,29, Jun6,10  
 WHITSTABLE  
 B-764:Apr5,13,14(x2), 18(x3),26,May14,17,20, 25,26,29(x3),30(x3),31, Jun1,2,21,24  
 WICK  
 ON-1224(14-20):May17  
 WICKLOW  
 ON-1153(47-035):Jun7,24  
 D-671:May11,Jun7(x2)  
 WITHERNSEA  
 D-701:Apr4,May7,24,25, Jun2,14  
 WORKINGTON  
 ON-1141(47-028):Apr18, May3,22,26,Jun4  
 D-629:May31  
 YARMOUTH  
 ON-1249(17-25): Apr24,26,29(x2), May2,9,24,26,29,30, Jun2,3,6,18,20(x3)  
 YOUGHAL  
 B-780:Apr10

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 D-710, **Charles Blankstone**, Relief fleet, 11 May 2009  
 B-832, **Rose of the Shire**, Porthcawl, 20 May 2009  
 (B-726 has been withdrawn)  
 ON-1292 (16-12), **George Sullivan**, St Helier, 14 June 2009  
 (ON-1157 has been withdrawn)  
 D-723, **Damarkand IV**, Clacton-on-Sea, 25 June 2009  
 (D-559 has been withdrawn)  
 B-834, **William Henry Liddington**, Bundoran, 29 July 2009

**NAMING CEREMONIES**  
 D-708, **Jimmy Miff**, Dunbar, 23 May 2009  
 B-829, **Derrick Battle**, Hayling Island, 25 April 2009  
 D-701, **Hentley Eight**, Withernsea, 20 June 2009  
 ON-1288 (16-08), **Grace Dixon**, Barrow, 16 May 2009  
 B-826, **Sgt Bob Martin (Civil Service No. 50)**, Poole, 6 June 2009

Photo: Andrew Green

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# Testing her mettle

The new RNLI memorial sculpture at Poole encapsulates the charity's heritage and purpose – but who is behind its design?

It's 7am and there's a salty breeze blowing across the flats of Sittingbourne at the edge of the Medway Estuary. Sam Holland has already emerged from her houseboat and mucked out the horses; now she's walking her two dogs through the dewy fields. It's a peaceful scene, but sculptor Sam's mind is elsewhere, frantically poring over the logistics of engineering steel. 'The mornings are when I think about whatever project I'm working on, and how I'm going to do things,' she explains. 'I get completely and utterly obsessed.' With the dogs suitably exercised and resting in the houseboat, Sam climbs aboard a very different vessel moored next door: an old ammunition barge, converted into a floating studio. She pulls on her overalls and sets to work.

As someone who lives and works on the water, Sam was an ideal candidate to design the new RNLI memorial sculpture – especially as it wasn't her first project associated with saving lives at sea. In 2004 she completed a sculpture of Dic Evans, the late Moelfre lifeboatman who received two RNLI Gold Medals for Gallantry during his time as Coxswain from 1954–1970. Following his death in 2001, the local community started to raise funds for a fitting tribute to its well-loved hero.

'I met Dic when I was a child,' recalls Sam, who often visited her father's hometown of Moelfre when she was growing up. 'My grandfather was a sea captain and was great friends with Dic. I was delighted to be selected to work on his sculpture, and it was a very emotional journey for me. Although I knew Dic when I was young, I didn't appreciate then how brave you have to be to go out in the seas he went out

in and save people.' Inspired by Coxswain Evans's bravery, Sam created a towering bronze figure of the man bracing himself against the wind and looking out to sea from the Moelfre cliffs.

The larger-than-life nature of Sam's RNLI projects (the Dic Evans sculpture stands at over 3.5m high; the memorial is over 4.5m) is a theme that runs through much of her work. 'My art is about power, movement and scale,' she explains. 'I'm better at doing things on a large scale, which gives a sense of power anyway, but it's also about showing the tension and tautness in the muscles. That can give a sense of movement.' It's a technique that Sam developed while studying fine art sculpture at the City and Guilds London Art School. After gaining a First Class degree, she began to teach life modelling and drawing, while undertaking private sculpture commissions.

After she moved to Kent and set up a studio in the mid 1990s, the demand for Sam's work grew. She was welcomed into the Royal Society of British Sculptors in 2001, and by now had established her own style of bronze portraits. But she was also fascinated by steel as a material. 'Working in stainless steel gives you a simple strength,' she enthuses. 'The metal also works differently in natural and artificial light. It has a very bright appearance even on the duller day, but then changes completely at night to give a dramatic glowing effect with the use of appropriate lighting.'

Sam's portfolio of work now includes several steel sculptures created using her own technique: the interweaving of steel bands to create figures with long, sinewy limbs. It's an instantly recognisable style,

created through no small amount of graft. 'Working on these projects is not all enjoyable,' says Sam. 'Much of it is organising, welding and heavy lifting. There are moments when you're just doing the art and it's pure joy but the rest is hard work.' Sam also admits she's a perfectionist, almost to the point of distraction. 'I'm driven to get it completely right and if I don't I start again,' she explains. 'And often I'll have an idea that will change everything. The problem with that is reaching the point where you say: "Enough changing, it's not going to get any better – time to move on." I find that difficult!'

With the memorial complete and unveiled, Sam is turning her attention to another project. She's been commissioned to create a life-and-a-quarter-sized bronze sculpture of William McGregor – the founder of the football league – for Aston Villa football club. She is also tendering for more work. 'I don't know what will come next but I hope it's big!' she says.

In the meantime, her timeless image of one person reaching to save another at sea will inspire all who visit the home of the RNLI. And what about Sam – has she been inspired by the project? 'You can't really imagine putting your life on the line in the way that the people named on the memorial did, and the way that people continue to do to save lives at sea,' she says. 'It makes you feel humble, really. I want people to make up their own minds about the sculpture, but it will be fantastic for them to be inspired by it as a beacon of hope. It could well be.'

[See Sam at work at [rnli.org.uk/memorialcreation](http://rnli.org.uk/memorialcreation).]

Words: Rory Stamp  
Photo: Paul Holland



**'My art is about power, movement and scale'**



# Looking fore and aft

What's it like to take a lifeboat through stormy seas while saving supporters from the muddy waters of legalese? Solicitor and former Coxswain John Stewart explains

'I'm adjusting well but want to get used to being away before dipping back in,' admits John Stewart as he muses over a possible new volunteering role for him. The gallantry medallist recently hung up his hat as volunteer Coxswain of Campbeltown lifeboat and is fresh from a well-earned sailing holiday in Croatia. Still senior partner of his family firm of solicitors, life continues to be hectic for John but the break has given him some time to reflect.

Home is a small fishing town at the remote end of the Kintyre Peninsula, famed for its whisky and a hit song by an ex-Beatle. 'It's quite isolated here so there's an obvious sea connection,' he explains. 'I've always had a love for sailing and when the Longhope lifeboat disaster hit the headlines in '69 it really affected me. I was only 17 but knew that I would be involved with the lifeboat one day.'

John pursued a legal career and started a family of his own before making a commitment to the RNLI. 'By '79 I'd found my feet workwise and was ready to join up,' he says. 'I was made very welcome.'

With all of those commitments, some juggling was necessary. 'There's no denying that being a crew member eats into your personal life but my wife and family have always been supportive,' he explains. 'Our children are grown up now but we always tailored our lifestyles around the lifeboat. I've been lucky to have the understanding of my business partners, staff and clients too. I remember running out of a meeting to go on a shout. My poor client had no idea what was going on but I found her patiently waiting for me on my return!'

John remembers his first shout: 'A yacht had run aground and was sinking. We got her crew off, patched her up, refloated her and took her in. I was so proud of my crew. The

yacht's skipper said that if she had a dozen employees who worked as hard as my crew she'd be a millionaire by now! Appreciation like that is a good enough reward in itself.'

It was the 6-hour service to two fishermen in 2000 that earned John his Bronze Medal: 'The weather was so bad that the rescue helicopter had to withdraw. I knew that we were the only people capable of saving those men. As Coxswain, I really felt that responsibility. But thanks to my crew's training and the power of the Severn class lifeboat it was a great result.'

The RNLI was able to fund that lifeboat thanks to a generous gift in a supporter's Will. John specialises in this area of law and has firm views: 'Everyone needs to make one - it's important to know what will happen to your estate when you die. Those who do think ahead usually leave something to family, friends and a charity - it's easy to nominate who gets what percentage. I always get asked for advice and there's no prizes for which worthy cause I recommend!'

Looking ahead, John is confident about the RNLI's prospects. 'It's a really switched-on organisation and has responded well to changing times. Things are tough financially at the moment but I'm pretty sure that with the public's support it can weather the storm.' And what next for John? 'I'll continue in my legal work for a few years yet and hope to squeeze in some more sailing. I hope to stay involved with the RNLI in some capacity or another too ...'

[If you would like more information on leaving a gift to the RNLI in your Will, please contact Mark Allwood on 01202 663032 or email mallwood@rnli.org.uk.]

Words: Jon Jones  
Photo: Jane Stewart

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# your shout

## Dear Editor

I wonder if you can pass on my good wishes to those three lifeguards who saved the lives of the 40 children and teachers on the beach with the disappearing sandbank. The Summer holidays would have been overshadowed by this incident.

Years ago we used to have public information interludes on television. Rip currents, moving sandbanks, tides etc should be shown nationally as it is not only people who live on the coast who go to the beach. When there was a recent death I said to my wife: 'Doesn't everybody know how to deal with rip currents?' and then realised that I knew about it from *the Lifeboat*.

Where would the average beach goer and sailor be without the RNLI?

Regards,  
Clive Groves  
Offshore Member

## Dear Editor

I've just heard about Steve McFadden and your Swim a mile events. [See page 12.]

You might be interested to know that I was a council lifeguard on Portrush beaches in Northern Ireland from 1965 and was billed in the press at the time as the first female lifeguard. My name then was Una Henderson. It was a great Summer job for a schoolgirl.

The Portrush lifeboat was nearby and I developed huge admiration for the RNLI as a consequence. I'm now inspired to send off for details of the Swim a mile event. All good wishes to everyone at the RNLI.

Una Mulrenan

## Dear Editor

I'm a lifeguard. Until last Winter, if asked had I ever given 'mouth to mouth' or CPR for real, my answer was always no. My girlfriend Jess and I were surfing in Chile. One morning we drove with three Argentineans to find waves. It was 5.30am when we saw sparks, heard a screech, and then silence.

We found a broken fence, an upturned car and a man lying still. It was grotesque. The man was drowning in his blood and showed no signs of life. I cleared his airway and after a few seconds he began to breathe on his own, so I put him in the recovery position. Jess took control of him, monitoring, observing and reporting to me.

There were five people: the man, his wife, her brother, another guy, and the driver. He had been partying all night, fell asleep at the wheel, missed a turn, clipped an oncoming car and drove off the side of the road, landing upside down in the ditch. He had been pulled out by the Argentineans, was talking to them and seemed healthy, until in the middle of a sentence he fell to the floor and stopped breathing.

This is what I'd been trained for, and I went through the procedures. Over the next 45 minutes I proceeded with CPR without any medical gear, covered from head to toe in sick, blood and booze. It took the emergency services just over an hour to arrive and I handed over responsibility.

From that day, all involved made promises to themselves whether it be to learn first aid, not to touch alcohol and drive, or to lifeguard for another few seasons. It opened up something in me that I cannot close and I like that. To my previous senior lifeguards, supervisors, managers and trainers: thank you from my heart for everything you have taught me – I was able to save two lives.

Matt Smith  
Penwith, Cornwall



Photo: Chris Kevern

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



## A hint to parents



Top: In 1971, Val Singleton, John Noakes and Peter Purves show the lives saved by the RNLI's Blue Peter lifeboats

Above: Winner of the 1932 lifeboat essay competition, Patricia Kellehar, now in her 90s. Her son is a shore helper at Eastbourne and a sea safety adviser

Lifesaving is not just about pulling people out of the water. Saving lives by changing the attitudes and behaviour of children and young people has always played a vital role in the RNLI's work.

As early as 1860 *the Life-boat* journal recorded 'A hint to parents' about the importance of children (both boys and girls) learning to swim. By the early 1900s the charity was working with education authorities to engage children to write about subjects such as 'Why does our country need a life-boat service?' as part of an annual lifeboat essay competition. The winner's charity shield became a much sought-after prize!

In 1966, the RNLI collaborated with the iconic children's TV programme *Blue Peter*

to run an appeal for a lifeboat. Viewers went on to fund 1 all-weather and 25 inshore lifeboats, helping to save 1,068 lives so far.

Today, the RNLI's education managers, their volunteer teams, lifeboat stations and lifeguards all work with schools and youth groups to teach beach and water safety and to raise awareness of volunteering and fundraising. Young people, after all, will be the crews, lifeguards, engineers, trainers and supporters of tomorrow.

Words: Jon Jones  
Top photo: BBC

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