

ISSUE 591
SPRING 2010



the lifeboat



No simple save

Anglers rescued from the edge

House and home

Old lifeboathouses reborn

THE BIG PICTURE

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- Family association, for retired staff and operational volunteers: telephone 01202 662222
- Lifeboat Enthusiasts' Society: email john_francis@rnli.org.uk
- The Editor: telephone 01202 662254, email thelifeboat@rnli.org.uk or write c/o Headquarters address above
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Cover picture: Weston-super-Mare D class lifeboat being launched through the surf. Photo: Howard Evans (see pages 18–19)

Dear Reader

Careful! You're holding something very valuable in your hands. It's something you helped to make.

Thanks to the many letters and emails that readers send me, I have a pretty good idea of what you think is important about *the Lifeboat* magazine. It should be informative, clear and inspiring. More maps and diagrams in the all-important rescue section would be useful (see what you think on page 25). Opportunities for questions and answers are welcome (see page 51) and behind-the-scenes profiles of people and places a favourite (6).

But why do we print the magazine? Wouldn't electronic publishing do? Well, please do sign up at rnli.org.uk for online updates if you're a keen email and web user. But if you enjoy settling down for a good read (or listen – see below) with some great pictures (18) then I hope you'll keep subscribing. And once you've finished? Why not pass it on and spread the word while reducing waste (20).

As ever, let me know what you think!

Tracy Carey

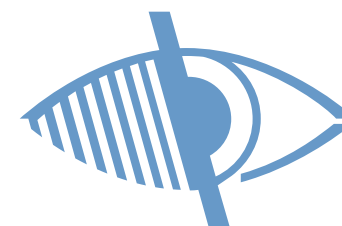


Photo: Carmarthenshire County Council

Corrections

Thanks to James Cowan, former Hartlepool lifeboat Crew Member, for pointing out our errors in 'Ring of safety' (Winter 2009–10 page 18). We omitted the RAF SAR Sea King helicopter base at Lossiemouth and UK charity the Civil Air Patrol. Each RN and RAF base has two helicopters, totalling 12 plus reserves, and the Channel Islands Air Search charity is based at Guernsey, not Jersey.

John Hallett of the Middleton (Manchester) RNLI Branch revealed my overzealous editing of the original feature by Carol Waterkeyn on page 36 of the same issue. We stated that Sir William Hillary earned two Gold Medals for Gallantry but he earned *three* plus a recognition Gold Medal in March 1825 as founder of what later became the RNLI.



Blind and partially sighted readers can choose to receive an audio tape or CD version as well as the magazine – this is a free service. Please contact Tracy Carey on 01202 662254 or email tracy_carey@rnli.org.uk.



Photo: Terry Mooney

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Photo: Grahame Farr Archives

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Photo: Paul Cornwell

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Photo: RNLI

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Painting: Glyn Macey

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the Lifeboat

SPRING 2010 ISSUE 591
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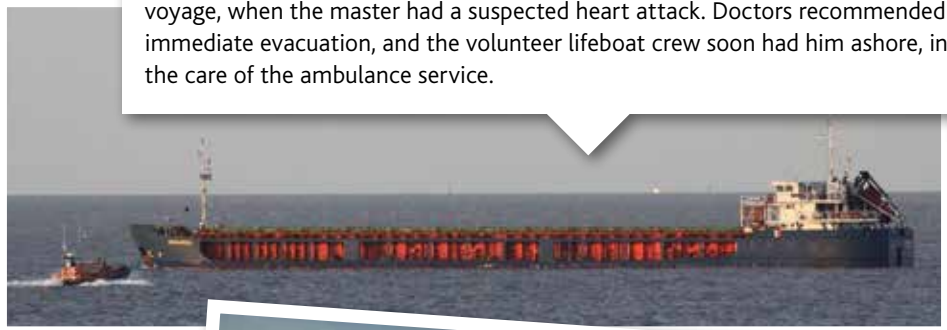
Photo: RNLI/Nigel Millard

Insight

1 GROUP RESCUE
Two walkers out for a Saturday stroll on 5 December spotted a drifting oyster punt, with someone struggling in the water nearby. When Falmouth lifeboat crew arrived, onboard their B class *Eve Pank*, they went into the water to drag the man onto the rocks and give him first aid ashore before transferring him to the lifeboat. The casualty was quickly airlifted to hospital by the Navy helicopter from Culdrose. [\[watch this at rnli.org.uk/falmouthdec09\]](http://rnli.org.uk/falmouthdec09)



2 EMERGENCY EVACUATION
Margate's all-weather lifeboat, the sturdy 12m Mersey class *Leonard Kent*, was dwarfed by the vessel to which she was called out on 2 December. A Russian cargo ship was anchored, waiting for better weather to continue her voyage, when the master had a suspected heart attack. Doctors recommended immediate evacuation, and the volunteer lifeboat crew soon had him ashore, in the care of the ambulance service.



4 SAVED FROM THE FREEZING SEA
A couple made a desperate call for help in the early hours of 20 December 2009 when their motorboat got into difficulties in near-gale conditions and snow showers off the mouth of the Humber. The batteries to their VHF radio had frozen and, with no heating or compass, the man was suffering from hypothermia and seasickness. In rough seas and with snow on deck, the crew of Humber's all-weather Severn class lifeboat *Pride of the Humber* (seen here in better weather) had a challenging journey to the scene, using landmarks and a weak mobile phone signal to pinpoint the casualty's position. The man was wrapped in blankets before the lifeboat towed the vessel back to Grimsby where he was stretchered into a waiting ambulance.



3 RESCUED FROM ROCKS
Two boaters stranded on a small pinnacle of rocks in choppy seas were glad to see Trearddur Bay's B class lifeboat *Dorothy Selina* on 23 October. Their boat had suffered engine failure, smashed against the rocks and sunk.

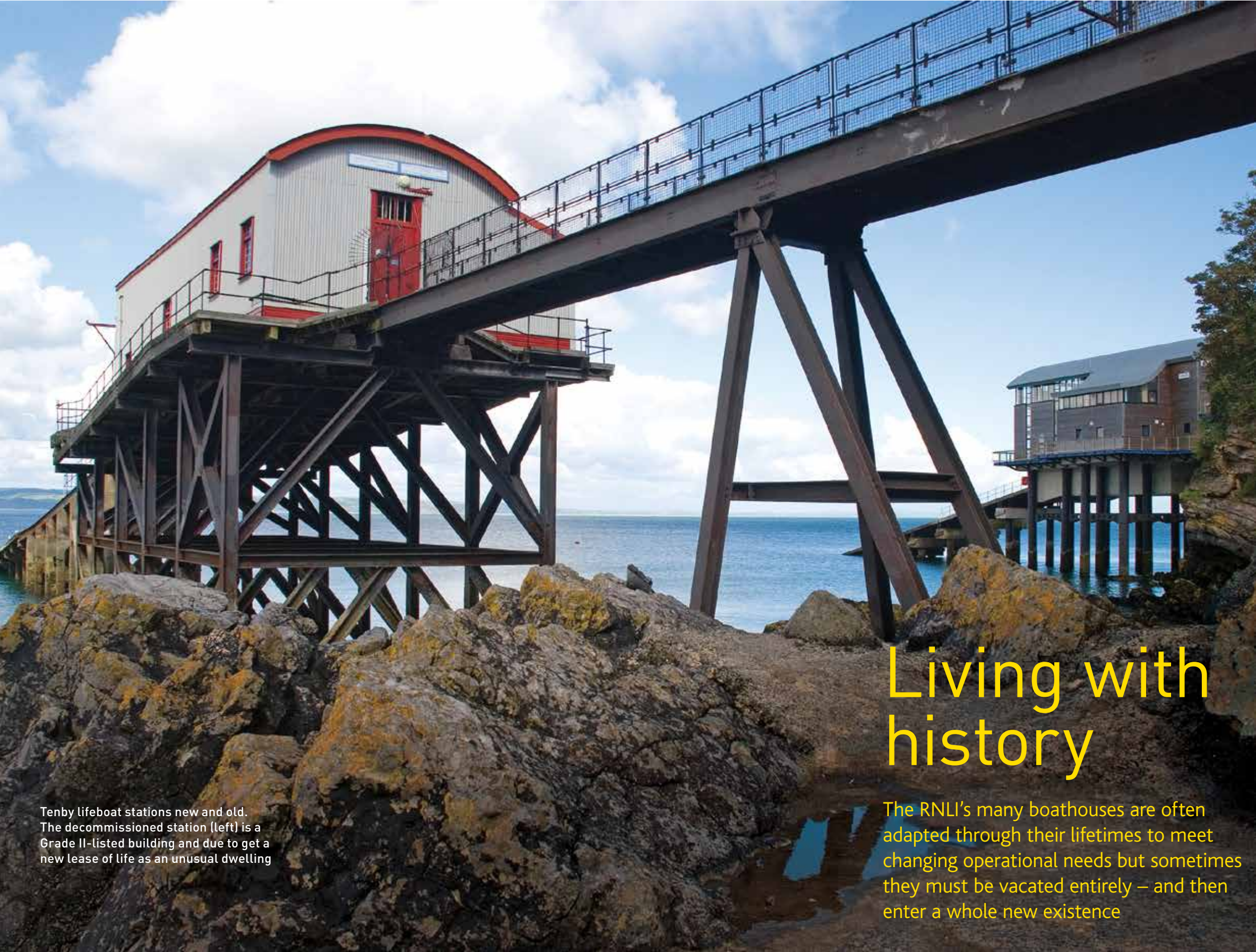


5 STUDENT ROWERS SWAMPED
Crosshaven lifeboat, the B class *Miss Betty*, was out on exercise on 6 December when it happened upon an overcrowded dinghy at Lough Mahon. It was the UCC Rowing Club safety boat, struggling in rough conditions with a number of casualties onboard, after one of the club's rowing boats had been swamped. The lifeboat crew treated the rowers for hypothermia and shock, before taking them to a local boat club for hot showers and drinks.

6 BRAVING THE BLIZZARD
Newbiggin's Atlantic 75 CSMA 75th Anniversary was just one of many RNLI lifeboats scrambled during the Winter cold snap. Her volunteer crew members braved horrendous conditions during an incident on some nearby cliffs on 6 January. The lifeboat was called to assist around 5.40pm and was on scene within minutes. Her three crew stood by in support of shore rescue units and were joined by Amble all-weather lifeboat, which arrived to offer further support. Both RNLI crews endured rough seas, blizzards and extreme cold until they stood down 2 hours later.



The RNLI's lifeboat crews and lifeguards carry out thousands of rescues every year (see page 12 of News, and Launches on page 40). Here are just a few caught on camera and see pages 24–29 for more in-depth reports from Kirkwall, Portsmouth and Swansea.



Tenby lifeboat stations new and old. The decommissioned station (left) is a Grade II-listed building and due to get a new lease of life as an unusual dwelling

Living with history

The RNLI's many boathouses are often adapted through their lifetimes to meet changing operational needs but sometimes they must be vacated entirely – and then enter a whole new existence

If walls could speak, those of old lifeboat stations could surely tell some tales of the past – of the sailing and pulling lifeboats they housed, of the courageous people they sheltered, of the hard-working lifeboat launchers, and the wives and families who waited for news of difficult rescues.

Many lifeboathouses are in hard-to-reach, awe-inspiring locations. All are on the cusp of land and sea, exposed to the elements. As well as centres of lifesaving activity, they are unique buildings from which to observe the vastness of the sea and the ever-changing weather.

To vacate a lifeboat station is never a decision to be taken lightly but there can be good reasons for doing so. Howard Richings, Estates Manager for the RNLI, explains: 'The RNLI has generally had excellent value from buildings dating back to Victorian times but, from time to time, boathouses and slipways reach the end of their operational or economic lives. Even the best-constructed and maintained buildings finally succumb to the ravages of storms and salt spray: steel corrodes, reinforced concrete spalls [flakes or fragments], and timber is attacked by gribble worm and other marine borers.

'The surrounding environment can change too. Channels can silt up and accretion or erosion can leave boathouses remote from the sea or stranded offshore. And the continuous development of ever-more-powerful lifeboats, and changes in marine traffic, can lead to a change to the type of lifeboat and thence boathouse required – or even end the need for a station at all.'

The statistics bear this out. The first half of the 20th century saw a dramatic reduction in the number of lifeboat stations, from well over 300 to about 150, largely due to the introduction of motorised lifeboats in the 1930s. But this trend was spectacularly reversed throughout the remainder of the century, starting with the introduction of inshore lifeboats in the 1960s. In a number of cases, old stations were reacquired by the RNLI (for example North Berwick and Port Isaac) but many found new leases of life as private residences, restaurants, post offices, community halls and even public conveniences.

One person who understands the atmosphere of a lifeboat station well is Sam Sixton. Sam has been a volunteer lifeboat crew member at Fowey for 8 years. He is a restaurateur by trade, running the eponymous Sam's restaurant in the town. Recently he has opened a second restaurant, this time housed in an old lifeboathouse a couple of miles along the coast, nestled right on the waterside in the village of Polkerris. Sam and his wife have lovingly restored the boathouse, trying to capture the history and soul of the building by mixing their own artwork with original RNLI launch and rescue boards dating back to 1859 (see photos overleaf).

Sam says: 'We acquired the lease from the Rashleigh Estate at the beginning of 2009 after many years of taking an interest in the building. It was converted in the early 1950s to a family home and beach café. Several owners ran seasonal cafés before we were offered the lease. We wanted to be sympathetic to the history of the building so have kept the infrastructure where possible, such as the crew room and its ladder access, and the slipway and glass frontage. »



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Boathouses in fact and fiction:

Daphne du Maurier

- Her father bought a boathouse at Bodinnick, Cornwall, to convert into a holiday cottage.
- She wrote sections of *Frenchman's Creek* in a Coastguard hut above Lantic Bay.
- Her character Rebecca met her lover in a boathouse, staged at Polridmouth for the film of the book.

Dylan Thomas

- Wrote *Under Milk Wood* and more in a boathouse at Laugharne, Carmarthenshire.

Agatha Christie

- Had a small boathouse at her home, Greenways, on the banks of the River Dart in Devon.

- The home where Christie died, in Wallingford, Oxfordshire, was demolished but its boathouse remains.
- Her character Marlene Tucker is found strangled in a boathouse.

Two architectural specialists have recently published books on this subject under the same title. *Boathouses* by Adam Mornement (Frances Lincoln Publishing, ISBN 9780711228689) and *Boathouses* by Clare Sherriff (Unicorn Press, ISBN 9780906290972) are available at good bookshops and via rnl.org.uk/amazon.

Look in our Classified section (page 43) for any chances to stay in a former lifeboathouse yourself.



Lifeboathouses reincarnated:

- Aberystwyth, Funeral director's cars
- Alnmouth, Golf club store
- Ballycotton, Garage
- Boarhills, Cowshed
- Blackpool, Amusement arcade
- Blakeney, University accommodation
- Bude, Holiday apartments
- Burnham-on-Sea, Scout hut
- Dartmouth, Rowing club
- Dover, Ski supplies
- Holyhead, Wine bar
- Lossiemouth, Bottle store for brewery
- Mevagissey, Aquarium
- Port Erin, Public shelter

Information thanks to the Lifeboat Enthusiasts' Society.

- Poole, Museum
- Porthleven, Diving centre
- Portloe, Church
- Port Isaac, Post office and stores
- Port Logan, Store and village hall
- Redcar, The Zetland Museum, housing the oldest lifeboat
- Salcombe (South Sands), Sailing school
- Sheringham, Craft shop
- Watchet, Library
- Whitby, RNLI museum housing the last pulling lifeboat
- Withernsea, Welfare benefits office

Customers can dine looking onto the beach and in bad weather you can see just how testing launching on a Winter's night might have been!

A very prominent lifeboathouse in Pembrokeshire is the latest to have changed hands. When the RNLI decided to locate a Tamar lifeboat at Tenby it knew this latest class of craft wouldn't fit the boathouse or the slipway. Also, the coastline had shifted over the years, leaving the station high and dry at some low tides. An entirely new structure had to be built. But the old one was such a landmark that the local authority did not want it to be dismantled. (See pictured on previous page.) It was eventually sold to Mr T O'Donovan, who has plans to turn it into a highly unusual dwelling.

The RNLI is thrilled to have found someone willing to take over the building. Had no alternative use been found then the charity would have had to pay £100,000s for its demolition or maintenance.

Supporter Margaret Duffy wrote to *the Lifeboat* magazine in 2004 to say: 'In 1995 I bought a disused RNLI boathouse at Greencastle, Co Donegal, on the shore of Lough Foyle. It had last been used by the RNLI in 1928 and had since been a store for cattle fodder and farm machinery. It was just four walls and a roof.' Margaret enlisted the help of an architect and a builder to retain the building's original features.

She continued: 'It has been hard work but is now what many have called "a little piece of heaven". There is an air of peace and calm within the house, on which all who have visited have remarked. I feel this is like a scent, almost sacred, of the dedication of the many generous and courageous men who gave their time in service of those in danger.' A remarkable home indeed.

The RNLI's most recently constructed boathouses are built to withstand the extreme marine environment for at least 50 years. Projects are underway at Shoreham and Bembridge, with plans to start at The Lizard after April. Providing shelter for the charity's lifeboats and facilities for their crews is an evolving process but these special buildings will always be places that capture the imagination.

Words by Carol Waterkeyn
Photos: Robert Neild, Carmarthenshire County Council

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BUSIEST YEAR ON RECORD

The number of annual lifeboat launches has topped 9,000 for the first time in RNLI history. Statistics for 2009 show that volunteer crews launched 9,223 times, rescuing 8,235 people. The charity's lifeguards also had their busiest year ever, responding to 13,591 incidents and assisting 15,957 people.

RNLI Operations Director Michael Vlasto said: 'The record-breaking figures may be, in part, due to people holidaying at home

instead of abroad during last year's financial uncertainty. However, we look at long-term trends and, as we start a new decade, the figures for the last 10 years show our lifeboats have launched close to 80,000 times, rescuing 76,539 people. These 10-year statistics show that coastal recreation is the increasing reason for RNLI lifeboat launches.'

The busiest RNLI lifeboat station overall in 2009 was Tower, on the River Thames,

launching 379 times and rescuing 147 people. The busiest coastal station was Poole in Dorset, where the crews launched 200 times, rescuing 242 people. The busiest lifeguarded beach was Weymouth's Main Beach, with 647 incidents.

See your issue of *RNLI Compass* for figures in your area and the RNLI's full *Operational Statistics Report 2009* online at rnli.org.uk.



Photo: RNLI/Nigel Millard



Photo: JP Trenque

ROYAL WELCOME

Her Majesty The Queen, Patron of the RNLI, is pictured meeting crew members at Tower Lifeboat Station on the River Thames on 24 February.

Meanwhile congratulations to Coxswain Robin Castle (Sheerness), Coxswain Francie Morgan (Newcastle), Mrs Faith Harvey (Cheltenham) and Mrs Agnes Wright (Kirkcudbright), all of whom received the MBE in The Queen's New Year's Honours list, for voluntary service to the RNLI.



New craft in north Wales

Criccieth, Gwynedd, is the first RNLI lifeboat station to take delivery of an Arancia inshore rescue boat.

She is on an extended trial to assess her capabilities, and has been called on for a number of rescues, including a search for and the rescue of a man from a grounded trimaran. She was brought to Criccieth as she copes better with the shallow waters of the Glaslyn and Dwyryd estuaries than the station's permanent B class lifeboat.

The inflatable Arancia is already an established member of the RNLI fleet, introduced in 2001 for use by lifeguards. It originated in New Zealand as a surf rescue boat, and new Arancias are built at the RNLI Inshore Lifeboat Centre in East Cowes, Isle of Wight.

Photo: Peter Williams

Launch the Launch with mywineclub



MyWineClub is proud to announce the launch of a new partnership with the RNLI and a brand new website where you can find great value wines from all over the world and help raise funds for the RNLI. MyWineClub will donate 10% of the value of your first purchase and 5% of every subsequent purchase to help the RNLI in its invaluable work.* So log in, set up an account, enjoy the wines and, together, let's see how much we can raise. For starters, try our introductory "Best Sellers" case for just £59.99!†



 **Lifeboats** **Raise a glass to raise funds at www.mywineclub.co.uk/rnli**
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*Not inclusive of VAT and delivery. Payments are made to RNLI (Enterprises) Ltd, which pays all its taxable profits to the RNLI, a charity registered in England and Wales (209603) and in Scotland (SC037736). Charity number CHY 2678 in the Republic of Ireland. †Plus delivery £5.99 to UK mainland.

Staying safe this Summer

Summer is almost here, and RNLI lifeguards on 150 beaches in England and Wales are getting ready for the crowds that will flock to the seaside in the glorious weather (here's hoping!). This year, the RNLI will provide lifeguard cover for the first time on beaches in the north of England (Ainsdale, Crosby, Formby, Southport, East Runton, Whitley Bay, Cullercoats, Tynemouth Longsands and King Edwards Bay) and Wales (Aberavon).

There are established RNLI lifeguard units on the most popular beaches in Cornwall, Devon, Dorset, Ceredigion, Pembrokeshire, Carmarthenshire, Swansea, Norfolk, Yorkshire, Lincolnshire and Tyne and Wear.

The majority of a lifeguard's work is preventing incidents occurring. Look out for the RNLI Beach Safety roadshow at events and beaches in Cornwall, Dorset, Wales and the north east of England throughout the Summer.

The RNLI's 2010 beach safety programme will be sponsored by Goodyear. This £50,000 donation is in addition to £70,000 the tyre manufacturer has given to the charity over the past 3 years. (Also see page 43.)

Another big name supporting the RNLI's work on the beaches this Summer is Helly Hansen, official supplier to RNLI lifeguards. The company is providing high-quality clothing to lifeguards on selected beaches. The kit is designed to perform under the challenging conditions faced by lifeguards.

We look forward to seeing you at a lifeguarded beach soon!



Now in Tesco and Asda

Supporting the RNLI's lifeboat crews can be as simple as sitting down for a cup of tea. Lifeboat Tea is already available in Waitrose, and from March you'll be able to pick up a box in Tesco and Asda stores. For every pack sold, the RNLI gets 7p – which can really add up in a community of tea lovers! If your local store isn't stocking it yet, you could suggest it to the manager.

Even better, if you live near an RNLI shop, buying your Lifeboat Tea there means all profits will come to the RNLI.

Lifeboat Tea comes in Classic, English Breakfast, Earl Grey and Green blends – why not give them a try? Download a 25p off coupon at www.rnli.org.uk/teavoucher.



Water works

Southern Water donated over £33,000 to the RNLI in 2009. The money was raised through a charity ball and a race day. The company will continue to support the RNLI through 2010, and hopes to repeat the success of the Annual Charity Ball at Effingham park in June, and the Super Irish Race Day at Fontwell Park in October.

The RNLI is one of eight charities supported by Southern Water staff.

YOUR GUIDE

The *Lifeboat Enthusiasts' Handbook 2010* is now out and available for £6. Essential for all who want to know the numbers, names and locations of RNLI lifeboats, launching tractors and more, it can be ordered from Tony Denton at tony.exboat@virgin.net or by writing to him at 'Dawn', Upper Battlefield, Shrewsbury, SY4 4AA. Please make your cheque out to 'RNLI'.



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Photo: Dave Martin

Lost crew remembered

Wreaths were laid to mark the 50th anniversary of the Broughty Ferry lifeboat disaster on 8 December.

Eight crew members lost their lives while going to the aid of the North Carr lightship off St Andrew's Bay. They were Coxswain Ronald Grant (28), Second Coxswain George Smith (53), Bowman George Watson (38), Mechanic John Grieve (56), Assistant Mechanic James Ferrier (43), and Crew Members David Anderson (42), Alexander Gall (56) and John J Grieve (22).

The flag at the lifeboat station was lowered to half mast as family and friends of the lost crew, and the Lord Provost (on behalf of the city of Dundee), presented today's lifeboat crew with the memorial wreaths to take out to sea.

George Anderson, David's son, said: 'This has been a fitting tribute to the crew of 1959. It has brought back many memories of that day and, as a 9-year-old, I remember the crowd gathered at the lifeboat shed.'

'The local branch has done a fitting job in organising the tributes to a very brave crew.'

Ken Miller, who was onboard the lightship that night, said: 'You go through life thinking of these guys after that terrible night. It's impregnated in your mind. It is very important to remember them.'

Stacks of Support



Photo: Barry Mee

Selling Our Secrets, Silly Odd Socks, Soup Or Sandwiches ... once again, lifeboat crews, lifeguards and supporters got into the spirit of SOS Day on 29 January.

Celebrity supporters included stars of *Emmerdale*, the Llanelli Scarlets Rugby Team and Olympic Rower Greg Searle.

To drum up support for our biggest fundraising day, the RNLI sent out a message in a giant bottle. The bottle washed up all over the UK and Rol in the weeks leading up to the day, attracting lots of attention from passers by and the media.

With your help, the RNLI is on target to reach £500,000. Thank you for making it a really fun day – we hope to make it even bigger and better next year!



Water and wine

If you appreciate a glass of red, white or rosé, mywineclub offers an exciting range of quality wines from around the world. Buy from mywineclub.co.uk/rnli and 10% of the value of your first order will come to the RNLI and 5% of any orders thereafter.

RNLI Fundraising and Communications Director David Brann said: 'We've worked very closely with mywineclub to come up with a bespoke offering that differs from run-of-the-mill wine clubs. We think our supporters deserve a fresh and innovative approach – an opportunity to interact and learn about the wines they enjoy. So the member benefits will include tasting events, competitions, recipes, food and wine matching and some very palatable special offers.'

Find out more on pages 13 and 43.

Tireless travels of former cox

Martin Woodward is the former Coxswain of Bembridge Lifeboat Station. Now in his 60s, he could be forgiven for taking it easy after years of dedicated service. Not a chance!

In 2009, Martin climbed Kilimanjaro, Africa's highest mountain, reaching the summit on 8 October. Just 2 weeks later, he arrived in Auckland for his next challenge – cycling the length of New Zealand, a 2,000-mile route from the top of the North Island to the tip of the South. He arrived in Dunedin on 14 December after 54 days of glaciers, sealions, and large sandwiches.

Martin said: 'The ride was also against strong prevailing winds, and the worst Spring and Summer weather New Zealand has experienced for over 60 years. We [he and his friend Clive Rogers] did the ride totally unsupported and were self-sufficient, carrying over 50kg each



Photo: Clive Rogers

of tents and equipment on the bikes.'

The climb and ride were both fundraising events for the RNLI's Bembridge Lifeboat Station appeal and the Isle of Wight Historic Lifeboat Trust. You can help achieve the target of £10,000 at justgiving.com/martinwoodward1 or find out more at rnli.org.uk/bembridgeappeal.

LASTING LEGACIES

The RNLI was left two extraordinarily generous gifts in Wills – £1M each – over the Winter.

Hugh and Molly Brown from Kinghorn (pictured) were longtime supporters of the RNLI. Their friend Charles Ritchie said: 'Hugh and Molly had a bungalow built with uninterrupted views of the Forth. The Kinghorn lifeboat was a regular sight on the river, either out training or on a call out, and Hugh himself had been helped by the RNLI on a couple of occasions. Their roots were firmly with the sea, hence their bequest to the RNLI in support of others.'

Meanwhile, after a lifetime of watching lifeboats in action from her clifftop home in Walton-on-the-Naze, an Essex woman also left just over £1M. Her family have requested that her identity not be revealed.

Six out of ten lifeboat launches are made possible by gifts in Wills. The vast majority of these gifts are for smaller sums but they make a real difference.

RNLI Legacy Enquiries Manager Mark Allwood said: 'I'm more than happy to help



OLYMPIC DREAMS

RNLI Lifeguard Kerry Blewett has been selected to train for the 2012 Olympics as part of Team GB. Kerry entered a UK Sport and English Institute of Sport talent recruitment drive to find female athletes to take up sprint kayaking. She

says: 'Growing up, I was always involved in a lot of sports, and had played water polo to national level, and of course as an RNLI lifeguard I have to meet strict fitness criteria. However, I felt I could go further if I found the right sport for me, so this opportunity is just amazing.' In the Summer, Kerry patrols beaches in Cornwall.



Photo: RNLI

SPARE US A SHARE?

Thank you to everyone who donated shares to the RNLI in 2009 – your generosity helped raise over £63,000. Looking ahead to a new financial year, the RNLI would be delighted to accept donations of shares, no matter their value. For more information, visit rnli.org.uk/sharegiving or call Rhys Parker on 01202 663285.

COWES WEEK 2010

After last year's success, the RNLI has again been named as the official charity partner for Cowes Week 2010. The internationally famous sailing regatta has been staged each August since 1826 and attracts participants and spectators from all over the world. Michelle Warner, Sales and Marketing Director for Cowes Week Limited, said: 'We are delighted to continue our partnership with the RNLI in recognition of their outstanding service to the sailing community and the invaluable support given to Cowes over many years. We look forward to building on last year's success.'

Words: Mairéad Dwane

RNLI through a lens

Howard Evans, a fundraiser from Weston-super-Mare, is the 2009 RNLI Photographer of the Year. His photo, shown on the front cover, was taken at the station's open day and demonstrates the cruel conditions under which lifeboat crew often find themselves working. David Anderson, Lifeboat Press Officer at Peterhead Lifeboat Station, is the RNLI Filmmaker of the Year – see his dramatic footage of the rescue of a Norwegian catamaran at rnli.org.uk/filmoftheyear.

- 1 Steve Jones, runner up, landscape category.
The sea hits the breakwater near Porthcawl Lifeboat Station, just before high water, with winds gusting force 8–9.
- 2 Martin Douglas, winner, rescues category.
Loch Ness lifeboat, with a 1960s sailing yacht secured alongside, making for home in strong winds.
- 3 Gavin Hughes, winner, people category.
RNLI lifeguards learn rescue watercraft skills and lifesaving techniques during a training session at Scarborough.
- 4 David Forshaw, runner up, fleet category.
Lytham St Annes' all-weather lifeboat heads out on exercise, as seen from inside the launching tractor.
- 5 Carl Schofield, winner, landscape category.
Tower lifeboat on patrol on the Thames at sunrise – spotted by Crew Member Carl on his way to start his shift at the station.
- 6 Matthew Cox, runner up, rescues category.
St Davids volunteers evacuate the crew of the *Vital Spark*, which had run aground and was taking on water.
- 7 Matthew Gibbons, runner up, people category.
North Berwick lifeboat crew out in their D class lifeboat.



RESPONSE AND RESPONSIBILITY

For the hard-pressed citizens of 1940s Europe, the truth of the slogan ‘waste not, want not’ was proven every day. In 2010, the message is being embraced anew by the RNLI to help it meet its responsibilities and to stretch donations ever further

Uppermost in everyone’s mind during the Second World War was the need to be sparing in the use of meagre resources. This generation economised on raw materials, saved on energy and salvaged waste commodities.

As late as the 1970s, the visit of the rag and bone man with his horse-drawn wagon came with a loud cry of ‘rag bone’ or ‘any old iron’. Children would pester their mother for whatever she had, because the rag and bone man gave away balloons, goldfish and even a few coppers in exchange for old clothes and scrap metal.

But the development of the ‘throw-away society’ saw the demise of such characters, and the tide of waste grew. Eventually, in fear of drowning in landfill, and in recognition of the disastrous impact our waste has on the natural environment, legislation brought recycling back into fashion. For some individuals and organisations, it’s all a bit of a hassle, time consuming and not worth the effort. For others, high-profile news items or simple financial incentive has spurred them on.

Wildlife Camerawoman Rebecca Hosking was so shocked by the sight of marine animals dying from ingesting plastic bags that she worked to convince her Devon community to stop their use. In May 2007, the small town of Modbury became the first in Europe to ban carrier bags. The idea echoed the Rol’s 15-cent ‘plastax’ on carrier bags. Introduced in 2002, it led to a 90% reduction in use.

Waste is wasteful
In legal and business terminology, waste is defined as anything that you discard, intend to



discard or are required to discard, including materials sent for recycling or prepared for reuse. To state the obvious – waste is wasteful! It required materials and energy to create and will require more to dispose of, so avoiding the creation of waste in the first place is key to saving resources and money.

This is the first step in the ‘waste hierarchy’, followed by the reuse and refurbishment of goods, and then value recovery through recycling. The Organisation for Economic Co-operation and Development (OECD) defines these steps collectively as waste minimisation and advises that disposal is the last resort.

The RNLI is classed in law as a ‘waste producer’. It is therefore required to comply with a growing raft of environmental legislation. For example, treating waste before sending it to landfill is expected. Separating for reuse or recycling counts as treatment as do other processes that change the waste’s characteristics.

The environmental impact of all organisations is increasingly coming under scrutiny – including from within. At the RNLI, a groundswell of concern among staff and volunteers in 2007 led to the formation of an environmental project group. Following research and consultation, its members devised a policy for improving the RNLI’s environmental performance and recommended the appointment of an environmental manager. The Executive Team endorsed it and Jo Jones was recruited in 2008.


Saving lives comes first
Jo faced a real challenge. She explains: ‘While environmental improvements need to be made, they should be cost effective and not impact on the RNLI’s primary purpose of saving lives at sea. We need to balance this purpose with our wider responsibilities.’

Her first year was spent analysing the RNLI’s electricity and gas consumption, lifeboat fuel use, road miles, flights, paper and water use, and landfill waste production – at all sites across the UK and Rol.

This allowed her to calculate the RNLI’s carbon footprint for the first time and provide a benchmark for future performance. Energy conservation and waste minimisation are priority areas for improvement. As Jo says: ‘2010 is going to be waste year!’

A complex task
Jo is leading the adoption of an environmental management system (EMS) for the RNLI, to the requirements of ISO 14001: ‘This international standard allows us to identify and control the environmental impact of all our activities and continually improve our performance. It’s a systematic approach to setting targets, achieving them and demonstrating that they have been achieved.’

If this sounds excessive, the need for an EMS is demonstrated by the apparently simple task of identifying types of waste. The European Waste Catalogue List of Waste (EWC 2002) is 20 chapters long! Municipal waste alone comprises 30 types, including paper and cardboard, glass, kitchen waste, textiles, solvents, fluorescent tubes, detergents, batteries, wood, plastics and metals, all of which the RNLI uses. Some of these are then classed additionally as hazardous or special waste.



All RNLI activities that produce waste and have an impact on the environment will be dealt with but the larger sites are being tackled first. For example, waste produced at Headquarters in Poole is classified as general mixed municipal waste, including hazardous and special waste. It is minimised or disposed of using specialist waste disposal companies.

During the past 3 years, landfill waste from the Poole site has been reduced by nearly 2,500m³ (approximately 137 tonnes) by improving controls and by increasing recycling. No paper waste is sent to landfill. All in-house printed materials are produced on material that is recycled and recyclable. In 2010, the RNLI expects to recycle 40 tonnes of paper.

Hazardous or special waste comprises a range of substances, materials and electrical components that

are likely to affect the health of humans, animals and the environment. This includes oils and oily filters, batteries, computer monitors and other electronic equipment (EU *Waste Electrical and Electronic Equipment Regulations* apply), non-water-based paints, plasterboard and clinical waste.

Bulk it
If a site annually generates more than 500kg of hazardous waste it must be registered with the environmental authorities. RNLI Headquarters and all RNLI divisional bases have their own hazardous waste registration, and divisional technicians are licensed to take hazardous waste from lifeboat stations and lifeguard units back to base.

By bringing this waste from over 300 sites back to just 6, it can be ‘bulked up’ and disposed of through specialist contractors. Oil and fuels, for example, are separated from water and recovered and the water phases are treated before being discharged to sewers.

Sites don’t even have to be land-based. Lifeboat crews accumulate food and paper waste, rags, cans, glass, metal, and bottles when at sea and all must be brought ashore to be disposed of in line with port and harbour legislation.

Clean it
Rescue craft and equipment need to be cleaned. Sometimes elbow grease alone is not enough but cleaning products may end up in the marine environment to damaging effect. They often contain chlorine, ammonia, potassium hydroxide and solvents, all potentially harmful.

‘Friendly’ alternatives are available but not always cost efficient. A recent trial by the RNLI using an eco-friendly cleaning agent on slipways found that greater quantities had to be used. The Environment Agency stated that this was more damaging to the environment.

Fresh water must be used too and often ends up in the sea rather than being recycled unless interceptors are used. Making seawater usable by removing salt is difficult and expensive but a handful of newer lifeboat stations have rainwater harvesting.

Reuse IT
A desire for the latest, fastest, shiniest piece of kit means that every year up to 220M computers are disposed of worldwide. This mountain of ‘e-waste’ contains just over half a million tonnes of lead, making it a major health hazard. The *Waste Electronic and Electrical Equipment* legislation dictates that EU organisations dispose of their unwanted computers more carefully. Indeed, the RNLI considers this to ➤

THE FIVE STEPS OF WASTE MINIMISATION

1

Eliminate

Avoid producing waste in the first place

2

Reduce

Minimise the amount of waste you produce

3

Reuse

Use items as many times as possible

4

Recycle

Recycle what you can, only after you have reused it

5

Dispose

Dispose of what’s left in a responsible way

be an integral part of its IT equipment lifecycle management.

For example, in 2005–6, the RNLI contributed 200 of its old computers to Computer Aid International (CAI), a charity that refurbished, tested and then sent them on to developing countries where access to computers is beyond the reach of most. Unusable equipment went to the CAI's recycling partner to strip the 95% recyclable parts and dispose safely of the rest. This year, a complete renewal of ageing PCs at every lifeboat station and lifeguard area support centre is underway. As part of the deal, the old computers will be sent back to the supplier where they will be refurbished for reuse or recycled.

Generate it

As in days gone by, waste can still generate cash. Readers may be familiar with the RNLI's programme to turn discarded inkjet and toner cartridges and mobile phones into funds to help save lives at sea. By participating you also help to reduce the production and disposal of non-renewable materials. From 2003–8, supporters helped raise over £34,000

sell the last Arun class lifeboat to the Montevideo Pilots Association along with a large amount of parts. In 2010 we will continue to work with IMRF organisations, including those in Iceland, Chile and Uruguay, to support them with sales of ex-service lifeboats.'

The future

The challenges ahead are daunting. Improvements must bring cost benefits, mustn't ask too much of volunteers and must take nothing away from the RNLI's core purpose.

A full audit of waste is underway. The various waste minimisation options will then be considered. Reviewing waste contracts and contractors is equally important – would the RNLI get a better deal by using one waste management provider, despite working across so many geographical and political borders? Should food waste be sent to energy-producing companies? And what improvements can be made from the mixed municipal waste recycling services?

Communication is vital for the success of any such scheme and Jo Jones is reassuring: 'Wherever possible,

Ex-RNLI lifeboats are sold out of service to save more lives overseas or recycled for their useable parts



in this way. In 2009 alone, almost as much again was raised from just cartridges thanks to The Recycling Factory who will be also recycling phones this year. (See page 43.)

Income is also generated from the careful disposal of old boats, vehicles, equipment, clothing, and any other items no longer required by the RNLI. The charity's Disposals Coordinator Adrian Frogley is kept busy organising sales, in particular to other members of the International Maritime Rescue Federation (IMRF). In 2008, 17 all-weather and 2 inshore ex-service lifeboats were sold to the China Rescue and Salvage Bureau.

Adrian says: 'The global financial climate meant it was a tough year for boat sales in 2009, but we did

environmental improvements within the RNLI will be achieved in consultation with staff and volunteers. Our working methods must produce viable results – a short-term gain that is neither sustainable nor beneficial in the long-term is not an option.'

She concludes: 'All of us have a vital role to play to reduce waste and generate cost savings, so suggestions from volunteers, staff and supporters are always welcome.' As Edmund Burke, the orator and political thinker, said in the late 1700s: 'Nobody made a greater mistake than he who did nothing because he could do only a little.'

Words: Anne Millman

Photo: Mike Lang, Illustration: James Stayte



THE LIFEBOAT COLLEGE

FANCY A SUMMER BREAK BY THE SEA?

COME AND STAY WHILE THE CREWS ARE AWAY

This Summer, when there's no training for the RNLI's lifeboat crews, harbour-view bedrooms are available for booking at the Lifeboat College.

Sizzling Summer rates 1 July–4 September for bed and breakfast:

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For offers and special breaks throughout the year, keep an eye on the website at rnli.org.uk/tlc_offers.

Stay during the Bournemouth Air Festival from 19–22 August to see the amazing air displays; Brownsea Island Open Air Theatre Festival from 21 July–6 August to see Shakespeare's *Taming of the Shrew*, or visit anytime to see the many other attractions on the scenic Dorset coast.

The Royal National Lifeboat Institution, West Quay Road, Poole, Dorset, BH15 1HZ
A charity registered in England and Wales (209603) and Scotland (SC037736). Charity number CHY 2678 in the Republic of Ireland



Photo: Image courtesy of Poole Tourism

Saga of Stronsay

When their pagers woke them in the early hours of Sunday 25 October 2009, Kirkwall lifeboat crew didn't know they were to face 9 hours at sea and an injury of their own

Stronsay, looking like a missing piece of some Norse god's giant jigsaw puzzle, is one of 67 islands that form Orkney. Its several beaches include that in Mill Bay with its central rock 'seat'. The Mermaid's Chair is where (so folklore says) storm witch Scota Bess sits and casts her spells – perhaps this was one of them.

The tale began 4 days earlier when a 16m Bermudan sloop *Inanna* and her three crew left Stavanger in Norway to sail to Denmark. After about 100 miles, a south easterly gale in the North Sea had simply ripped their sails to shreds, leaving them with no other option than to head for shelter under motorpower, eventually arriving at Stronsay at 2am on the Thursday.

The fuel gauge showed they were running low and their GPS battery hadn't long either so they dropped anchor in Mill Bay. But at dawn, huge waves were still entering the bay with a wall of broken water across the entrance. Waking up to see the yacht with its torn sails and no sign of any crew, a local resident was so concerned that they called Shetland Coastguard.

Unable to contact *Inanna* by radio, the Coastguard tasked both their own helicopter *Rescue 102* and the RNLI's Severn class lifeboat at Kirkwall to investigate. Arriving first, the helicopter crew saw the treacherous conditions and warned the lifeboat, which duly abandoned its approach. The helicopter finally made radio contact with the yacht's skipper and advised him to evacuate – but he and his crew were unwilling, wanting to sit out the weather.

Falling off a cliff

And so they waited. But by the early hours of Sunday it was certainly not the place to be – the wind direction had changed. An easterly force 10 storm was now pounding straight into the bay and *Inanna's* crew were

woken by a loud crashing sound. The force of the sea had ripped the windlass (an anchor winch) from the bow of the yacht. The crew immediately dropped their second anchor but were forced to let that go too. For fear of running aground, they sent out a mayday.

The Coastguard helicopter scrambled and Kirkwall Lifeboat Operations Manager Christopher Irvine paged the crew at 12.56am. Just 13 minutes later the *Margaret Foster* launched with Second Coxswain Stewart Ryrie and four crew members onboard. 'To avoid the worst of the weather and the tidal overfalls [steep, breaking seas caused by opposing currents and wind], I took the lifeboat through the buoyed channel in Wide Firth before passing north of Green Holm,' explains Stewart. He kept the lifeboat in deeper water but a heavy swell made going slow. An hour later, the lifeboat was still encountering 4–6m breaking seas with a 5m swell.

Shortly after 2am, the lifeboat hit a very steep wave and launched off the crest. Stewart says: 'It was like the sea had disappeared and we fell into a hole.' For up to 5 seconds she was in freefall before crashing into a deep trough. Shockwaves went through the lifeboat. Stewart heard an agonising scream from one of his crew: 'They were all strapped into their seats of course but one, Iain Seatter, was in a great deal of pain – he had some kind of back injury.' There was no choice but to divert to Stronsay Harbour, where they were met by a doctor. He diagnosed soft tissue injuries only but Iain's shout was over. Shetland Coastguard retasked the helicopter to airlift the injured lifeboatman to hospital.

Volunteer recruit

The noise of the rotor blades had woken Bill Miller, a retired Scotland Yard Detective, turned local fisherman and RNLI fundraising





THE DETAIL
THE LIFEBOAT:
Severn class, 17-13 (ON-1231) *Margaret Foster*
ON STATION:
26 March 1998, funded by the legacy of Miss Margaret E Foster
THE CREW (pictured L-R):
Second Coxswain Stewart Ryrie (44, Ferry Chief Officer)
Crew Member Magnus Croy (37, Apprentice Electrician)
Navigator Paul Turner (48, Environmental Officer),
Second Mechanic Graham Campbell (45, Driver)
Crew Member Iain Seatter (45, Driver),

ADDITIONAL CREW:
Bill Miller (66, Fisherman, RNLI Branch Member,
Retired Scotland Yard Detective)

Branch Secretary. He went down to the pier and helped the Harbour Master with the winchman’s transfer. The strong winds made the manoeuvre dangerous, Bill explains: ‘We were concerned that the line would get caught in the helicopter’s rear prop with dire consequences for the helicopter or the winchman.’ After some difficulty, at 3.50am, Iain was successfully winched up in a stretcher.

But this left the lifeboat with just four men onboard – not enough for safe operation in such severe weather. So Stewart asked Bill if he would be willing to go with them. He agreed immediately even though he knew he’d be risking his own life. Stewart comments: ‘His invaluable local knowledge made Bill an ideal choice.’ Divisional Inspector of Lifeboats for Scotland, Wave Crookes, applauds Stewart’s ‘commendable leadership and determination’, adding: ‘He motivated his remaining crew to continue despite the conditions. And Bill is a fine example of the spirit that the institution is built on.’

Although there was still a heavy swell and the occasional large wave, the lifeboat made 6–7 knots, making the trip leading up to Mill Bay as comfortable and safe as possible. The Coxswain and his crew were, however, all aware of the severity of what they would face. With the wind blowing towards the shore there would be little room for error and they needed all their courage

and commitment to cross the entrance to the bay with a reef each side. Stewart’s concentration was crucial in steering the boat through the breaking seas. Bill recalls: ‘Visibility ahead was zero and it was impossible to see what was following on behind too. Suddenly we got hit by a massive following wave, which spun the lifeboat

Suddenly we got hit by a massive wave, which spun us around 180°

around 180° so we were facing out to sea again!’ The lifeboat broached twice but Stewart kept his nerve and persevered until they were in the relative shelter of the bay.

A waiting game
Meanwhile *Inanna*’s crew had fortunately found their fuel gauge to be faulty and had been motoring back and forth in the calmer west of the bay to keep clear of the shore. Now the skipper shone a light towards the lifeboat whose crew threw a line to secure the yacht to their stern. Stewart knew it would be unwise to leave the bay in the continuing severe gale and darkness and so dropped anchor for 2 hours, allowing both crews to take stock and get some rest. When first light came at 7.18am, the lifeboat released the line before hauling up its anchor. *Inanna* followed under its own power. The entrance to the bay was still a maelstrom but miraculously there was now a 100m gap of clear water to navigate

through. The lifeboat led the yacht clear of Papa Stronsay towards Whitehall Pier where they arrived safely at 8.20am, to be greeted by Bill’s wife Breda with hot food and drinks. Kirkwall’s lifeboat eventually returned to station at 10.10am. Wave says: ‘The only damage to the *Margaret Foster* was sheared pipe mounting brackets. Unfortunately, Iain damaged a bone in his back, although he is now back at work on light duties.’ Bill is full of praise for: ‘the cool, calm and professional manner in which Stewart handled the lifeboat and the professionalism and dedication of the crew members. When you witness something like this at first hand as I did, it makes you proud.’ Official recognition came in February with Second Coxswain Stewart Ryrie being awarded the Thanks of the Institution Inscribed on Vellum.



Words: Anne Millman
Photos: Terry Mooney, Paul Collins, RNLI/Kirkwall

An unexpected catch

When six teenagers fished into the early hours of a Summer morning, they suddenly became caught themselves



THE DETAIL
THE LIFEBOAT:
D class D-554 *Heyland II*
On station at Portsmouth 2000–9
Funded by Frank Warren, Chairman of Portsmouth Lifeboat Station Management Group. Now serves as a crew training lifeboat at the Lifeboat College, Poole, Dorset.

THE CREW (pictured L-R):
Helmsman Gareth Davies (27, Physiotherapist)
Justin Strain (38, Physiotherapist)
James Seed (34, Media Training Manager)

The group, aged 14–16, began night fishing from disused oyster beds at the north end of Langstone Harbour, Hampshire, on 26 June. They were still fishing in the early hours of the following morning when the incoming spring tide began to cover the concrete structure where they were based. Realising they were trapped, the teenagers dialled 999 on a mobile phone. The Coastguard alerted Portsmouth RNLI. Crew Members Justin Strain and James Seed and Helmsman Gareth Davies were woken by their pagers and rushed to the station. The trio launched the D class lifeboat at 2.47am, and their fellow volunteers prepared to launch the B class. Meanwhile, at the oyster beds, the sea began to flow over the walls. The frightened teenagers tried to climb away from the oncoming waves to a higher position on the concrete structure. Then, as they heard the roar of a lifeboat engine approaching the area, they shone their torches to indicate their position. Arriving at the scene first aboard the D class, Gareth assessed the situation. It was very dark and the incoming tide was creating a weir effect as the sea cascaded over the lower part of the concrete structure. Gareth spoke over the radio to the Helmsman of the approaching, larger Atlantic 75, Tobi O’Neill, and they agreed that the D class was the more suitable craft to make an approach. Its

shallow draught and smaller size makes the inflatable ideal for rescue work near man-made hazards. Despite the turbulent waters, Gareth managed to bring the D class alongside the concrete structure, just close enough for James and Justin to pull three teenagers aboard. He then headed to the Atlantic 75 lifeboat, which was standing by, and transferred them aboard. Repeating the process was easier said than done in the confused seas, but Gareth used superb boathandling to again get close enough for his crew to reach the three remaining teenagers. With all six people rescued and unharmed, the two lifeboats headed for Hayling Bridge, where the teenagers were put ashore and handed into the care of a mobile Coastguard unit. By 3.35am, both lifeboats were back at the lifeboat station. The RNLI’s Operations Director Michael Vlasto wrote a Letter of Appreciation to Portsmouth Lifeboat Station, saying: ‘Gareth, Justin and James are to be thanked on my behalf for their actions during this brief, but very effective service. Gareth’s seamanship was most commendable, and the teamwork displayed shows the spirit of the station. Well done, and thank you!’

Words: Rory Stamp
Photos: RNLI/(John Feltham, Nigel Millard)



NO SIMPLE SAVE

Injured and stranded on rocks at the bottom of a sheer cliff: for two fishermen there seemed to be no route to safety. But RNLI lifeguards and lifeboat crew found one ...

Thursday 6 August 2009 was more than a typical busy day on Langland Beach, Swansea, for Senior Lifeguard Nick Dowrick and his colleagues. Despite cloud, there were more than 1,000 people enjoying the beach and, as Nick scanned the bathers, his radio sprang to life. It was Swansea Coastguard: a member of the public thought they'd seen a boat capsize at Rams Tor, east of Langland.

Leaving Lifeguards Tom Burgess and Gareth Howarth to manage the beach, Nick grabbed his rescue tube and ran. 'My radio went off again and the Coastguard confirmed there were two casualties, but access to Rams Tor is tricky. The area is just cliffs and rocks that get battered by swell and strong rips. There's no real access to the water,' explains Nick.

'About a mile along the coastal path, I spotted someone climbing down to help. Below, one person was lying face-down on the rocks with waves washing over him. The other casualty was sitting on a rock close by. Immediately I radioed for lifeboat and helicopter assistance.'

Through exposed rock and dense vegetation Nick clambered 100m down the cliff face, carrying oxygen cylinder, defibrillator, rescue tube and more. 'I caught up with the person I'd spotted earlier. He told me that the man face-down on the rock was not responding to shouts – this casualty was my priority.'

Meanwhile, thanks to off-duty Lifeguard Emma Williams volunteering to help

maintain the safety of the beach, Gareth had been released by Supervising Lifeguard Tom Burgess and was scrambling down the cliff too. Nick continues: 'We shouted to both casualties. The man sitting on the rock waved but there was still no response from the other. Keeping Swansea Coastguard updated via radio, I learned that RAF *Rescue 169* was on its way.'

When Nick finally reached him, the first casualty was breathing, conscious but in pain and unable to move. Nick had to assume a neck injury but also somehow lift his face clear. Kneeling behind the man, Nick slipped his arms under the man's and gripped the sides of his head to keep the upper spine aligned and preserve his airway.

'The capsized boat was washing ever nearer with each wave but I managed to fend it off with my foot while keeping the man stable,' remembers Nick. 'Then Gareth arrived and took over securing the man's head. We agreed not to move him until the helicopter arrived.' However, they were still in constant danger from the surf, rising tide and the boat: 'I held onto Gareth and the casualty to stop them being washed away, and waited.'

Meanwhile, RNLI volunteers at The Mumbles had launched their D class lifeboat and now arrived on scene. But they were unable to get close due to the surf. Less than 5 minutes later the RAF helicopter arrived and lowered its winchman. Nick explains: 'The space was tight and



evacuation needed to be quick so we fitted the man with a spinal collar and he was winched to safety simply on a strop, not a stretcher.'

Nick and Gareth now turned their attention to the second man. Gareth swam to reach him while Nick climbed further up the rocks to get a radio signal. The casualty was alert but had a large fishing hook through his foot. Gareth decided to leave it in place for fear of serious bleeding. 'We now had to think of a way of evacuating him,' says Nick. 'The helicopter had no fuel for a second run, the man couldn't climb and the lifeboat couldn't reach him.'

'With the other services, we came to the joint decision that lifeboat Crew Member Dan Wright would swim in and help Gareth swim the man out to the lifeboat. We secured him with a rescue tube but, once in the water, he panicked.' Dan and Gareth worked to reassure him as they fought their way out through a narrow gully and 50m

of surf. At one point he got entangled in submerged fishing gear but they eventually reached the safety of the lifeboat, which sped him ashore.

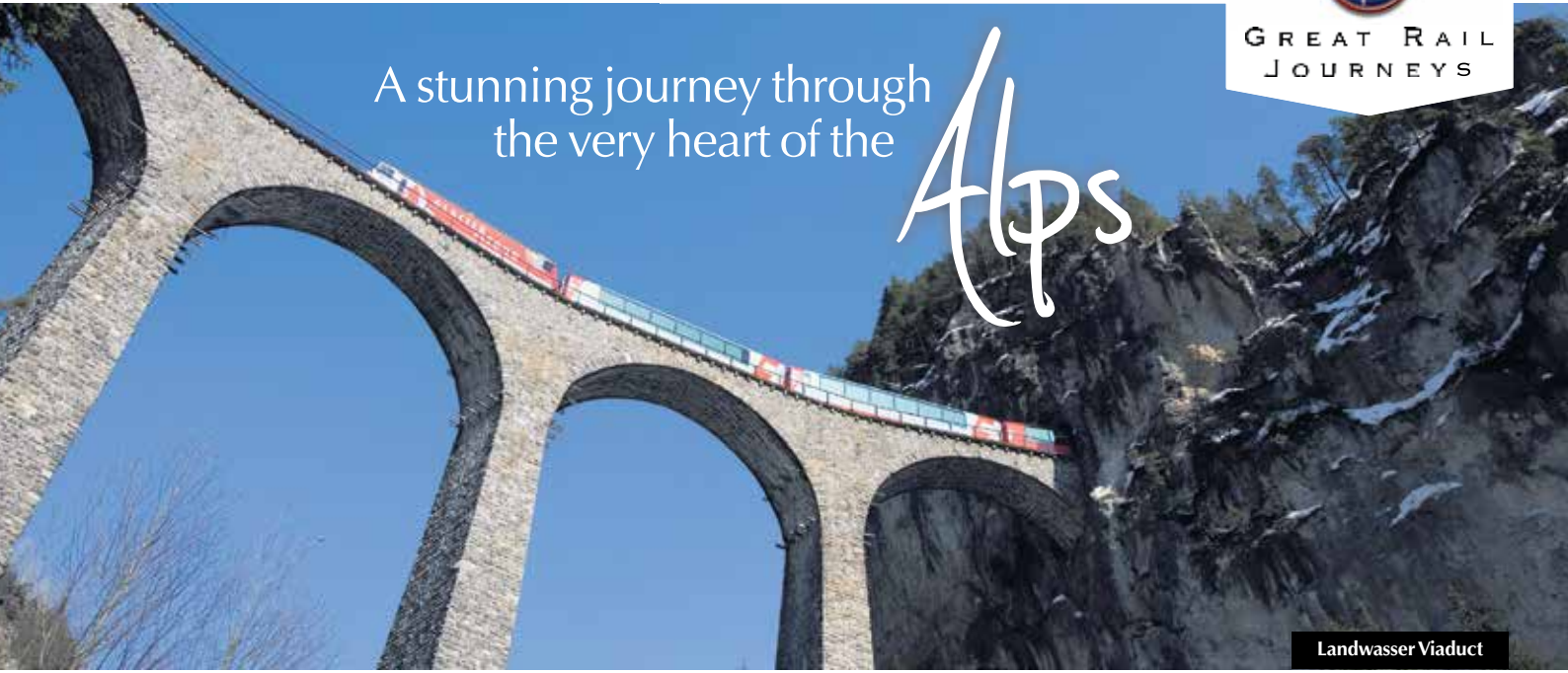
Thanks to the quick thinking, skill and selflessness of this diverse team of lifesavers, the two casualties made a full recovery. RNLI Lifeguard Supervisor Chris Vaughan comments: 'It's fairly treacherous at Rams Tor but their local knowledge enabled Nick and Gareth to negotiate a path down to the injured people. They showed huge courage in tackling the cliff to deal with two traumatic cases in a rocky cove in lots of surf. It was a fantastic job under very stressful conditions.'

Words: Valerie French
Photos: Chris Vaughan



RNLI Chief Executive Paul Boissier praised Nick Dowrick and Gareth Howarth's efforts in Letters of Appreciation and they are to receive the first Alison Saunders' Lifeguard Award for the most meritorious lifeguard service of 2009. (See next issue for more.) Tom Burgess and Emma Williams received thanks from RNLI Operations Director Michael Vlasto for safely managing the beach during the rescue.

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REVIEW

Peyton – the World's Greatest Yachting Cartoonist

by Dick Durham
Review by David Brann

Mike Peyton's cartoons have wrung a wry smile from many a yachtsman. We may laugh or wince as we empathise with the undeniable and sometimes uncomfortable truth they reflect.

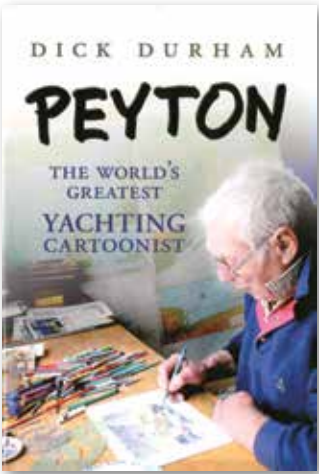
Much of Mike's creativity is spawned from his keen skills of observation, but Dick Durham's book describes how it is also fuelled by the artist's experience of learning to sail by trial and error – in boats that would have an RNLI's SEA Check adviser reaching for the tranquilisers.

During the war, Mike's talent for drawing saw him recruited into Intelligence, where his incredible experiences were turned into amusing ideas for his early cartoons. Back in England he went to art college where he met his wife Kath and work was commissioned by titles such as *Corsetry and Underwear* and *Horse and Hound*. Around that time, he had his first experience of boating in a leaky sailing canoe on the Thames and it was in this that Mike and Kath began their honeymoon. While Kath shared Mike's enthusiasm for the great outdoors, it is fair to say that she never took to boating with quite the same passion or disregard for personal safety.

Peyton is a thoroughly enjoyable read, describing the life of an extraordinary man, rightly described as the world's greatest yachting cartoonist. It shows how grit and determination can fire any one of us to fulfil our dreams and demonstrates that the joy of boating bears no relation to the amount of money one spends.

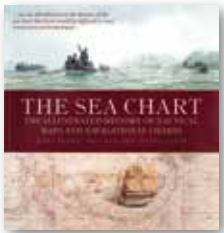
Hardback book
Published by Adlard Coles Nautical
ISBN 9781408124406
Price: £16.99

Reader offer: *the Lifeboat* readers can purchase the book at the special price of £13.59 (plus free p&p in the UK) by calling 01256 302699 and quoting offer code 3QF.



The Sea Chart: the Illustrated History of Nautical Maps and Navigational Charts

by John Blake
Review by Tim Corke



The history of Great Britain has been governed by the sea and maritime exploration. Her explorers led the way in the science of navigation and continue to do so today through the worldwide production of Admiralty charts.

John Blake's in-depth history of navigational charts and how Admiralty became the world leader in this field is fascinating, following the early pioneers who mapped harbours around the world for the purposes of conquest and trade.

The introduction shares early discoveries and advances in navigational history that, to a landlubber like me, provides a basic knowledge and a context for the rest of the book. Each chapter then focuses on a different part of the world, bringing together the challenges of how that particular coastline was documented.

The delivery of the content, balanced with beautiful illustrations of early charts, makes *The Sea Chart* a great addition to any seafarer's nautical library.

Paperback book
Published by Conway Books
ISBN 9781844860630
Price: £16.99



"AND REMEMBER IN FUTURE YOU DON'T CHUCK THE BUCKET"

Titanic –
The Ship That
Never Sank?

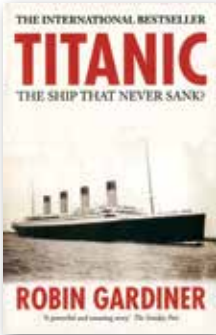
By Robin Gardiner
Review by Jon Jones

In 1912 the unthinkable happened – the unsinkable *Titanic* sank after hitting an iceberg. Or did it? It seems that for every major historical event there is a least one alternative story and much public speculation.

This intriguing account of the *Titanic's* demise seems more than just opinion though. Gardiner reveals fresh evidence supporting the controversial theory that it was the *Titanic's* fatally wounded sister ship *Olympic* that went down in her place – an insurance scam perpetrated by White Star lines, with the possible collusion of the British Government in the cover-up. I found it rather convincing. There are countless examples of where the original story doesn't seem to hold water, including contradictory passenger and crew accounts; a lifeboat from an unknown ship; the strange behaviour of the Master of the nearby *Californian*; a secret boiler-room fire and, most importantly, the damage being inconsistent with that of the famous berg.

Titanic – The Ship That Never Sank? is beautifully written, albeit heavily detailed in places. I initially skimmed the slavishly finer points about deck arrangements and the timings of wireless messages and distress flares until I realised their significance and reread the whole book. Whether you like conspiracy theories or not, this is a fascinating read. I'll leave you to decide whether it's fantasy or not.

Paperback book
Published by Ian Allan Publishing
ISBN 9780711034860
Price: £8.99



Beating the
Blowfish

By Emma Pontin
Review by
Julie Maskell

Beating the Blowfish is the real-life account of one woman's battle with breast cancer while continuing her career as a professional yachtswoman. Emma Pontin gave up her career in the City of London at the age of 32 to become an ocean-racing skipper and instructor. Four years later she was diagnosed with breast cancer (which she calls her 'blowfish'), receiving the devastating call on her way to the start of a transatlantic race.

The book follows Emma's severe ups and downs after an initial mastectomy and the essential lifesaving treatment that followed. The frustration at having to place her life in the hands of medical professionals becomes clear and is in stark contrast to the control she feels as she skippers her crew across the seas.

This book will appeal to both sailors and non-sailors alike, as Emma's account of her fight with her 'blowfish' is inspiring. She manages to retain her humour throughout her illness and packs more into this time than most do over many years. She gets married, skippers her first ocean yacht race, runs a marathon and, oh yes, battles cancer ... truly amazing!

Paperback book
Published by Seafarer Books
ISBN 9781906266158
Price: £9.95

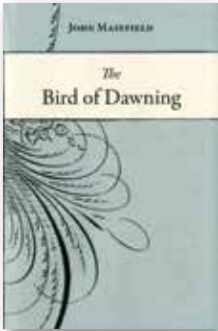


The Bird
of Dawning

by John Masefield
Review by
Carol Waterkeyn

The Bird of Dawning is a classic from 1933, recently republished by the National Maritime Museum with an introduction by Southeby's Specialist, Dr Philip W Errington. The setting is an 1860s tea-clipper sea race from China to London and is a gripping tale of 16 men's fight for survival. The leading character is 'Cruiser' Trewsbury, the 22-year-old second mate who finds himself thrust into the role of 'Captain' when disaster strikes their ship. The book was a runaway success when first published and it is easy to see why. It is a compelling read from cover to cover and you so want the sailors to survive their dreadful ordeal and make it back to London. Although a fast-paced story, some of the language is quaintly old-fashioned and it would be really helpful to realise from the beginning that there is a glossary of old nautical terms at the back. This way you would be able to tell your rickers from your scuttle-butts!

Hardback book
Published by the National Maritime Museum
ISBN 9781906367244
Price: £10.99



How to order:
Unless other details are stated, all books reviewed here are available from good bookshops and online from Amazon via the RNLI website at 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. See page 51.)

Books selected and reviews compiled
by Carol Waterkeyn

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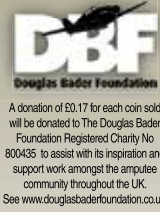
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An art for all seasons

What home is complete without a seascape on the wall?

The sea provides a backdrop to all our lives – even in our homes, for we seem to have an indefatigable appetite for seascapes. Romance, beauty, danger and power are all part of this enduring fascination with and appreciation of the sea.

Joseph Mallord William Turner (1775–1851), one of the most-loved painters of seascapes, spent his formative years on the waterfront. He was brought up by the River Thames, then schooled at Margate on the Kent coast. From his first-exhibited oil painting entitled *Fishermen at Sea* in 1792, waterscapes run through the heart of his prolific oeuvre. So obsessed was Turner with capturing the truth of the elements, he allegedly had himself tied to the mast of a ship in a storm – an experience that gave birth to *Snowstorm Steam-Boat Off a Harbour Mouth* in 1842 (above).

Though an accepted genius today, Turner’s abstract style drew criticism from contemporary figures, not least Queen Victoria. Not at all amused by his heroic endeavours, Her Majesty is said to have considered the artist mad and declared that *Snowstorm* looked as if it had been painted with ‘cream, chocolate, eggs and jelly’ and depicted nothing but ‘soap suds and whitewash’.



Even now, interpreting his works is not without its problems. Ian Warrell, Art Curator at the Tate, discovered in 2003 that two Turner paintings, presumed to have been of Venice in all its romantic glory, infact depicted the Solent and the dock city of Portsmouth on the south coast of England. As a result, *Festive Lagoon Scene, Venice* (1840–5) and *Procession of Boats with Distant Smoke, Venice* (1845) have been renamed *The Arrival of Louis-Philippe at Portsmouth, 8 October 1844* and *The Disembarkation of Louis-Philippe, 8 October 1844* respectively.

An artist at work

A talk with Cornish Artist Glyn Macey reveals that painting seascapes today retains all the mystery and fascination that so captivated Turner. Glyn explains: ‘I love working outside in all weathers – to capture that exhilaration is a joy. It comes down to trying to capture the fleeting light, the wave crashing, the energy that the moment contains.’

Glyn, who works in whatever media are to hand, continues: ‘I love to really explore a particular location throughout the year,



and experience all of its various moods. The challenge of trying to capture those differences is what gets me up in the mornings. Most of the paint is swept on using my hands and fingers; I can get much more movement into the work than I can with a brush.’

Born and raised on the coast, Glyn grew up watching the Penlee lifeboat launch. ‘Those sights, sounds and smells stay with you. I still have drawings of the *Solomon Browne* that I made when I was about 8.’ Glyn was 12 when that lifeboat was lost with all hands. ‘I remember some of my friends at school had relatives in the crew. Fast-forward almost 30 years and my best friend at school is now Coxswain.’

Last year Glyn painted at 180 locations from Aldeburgh to Berwick-upon-Tweed, Bournemouth to Dungeness, Jersey to Lindisfarne. ‘It seemed to make sense to use the project as an RNLI fundraiser and I’m delighted that it raised over £22,000,’ says Glyn.

Shipwrecks on the shore

The opening article of the very first *Life-boat journal* was written a year after Turner’s death. It is a stirring call to arms to enlist the

Left: This Turner seascape did not impress Queen Victoria!

Below: Cornish Artist Glyn Macey and one of his works





'sympathy of a maritime country' to help protect those 'whose business is in the great waters' against the 'horrors of shipwreck'. The statistics that follow are a solemn reminder of why the RNLI was founded. In 1850 alone, 692 vessels were shipwrecked with a loss of over 780 lives. Wreck figures from single storms follow: we learn that 103 vessels were lost on 13 January 1843.

It is perhaps easy to think of paintings depicting rigging disappearing under mountainous waves as something of a cliché. But the figures sharply remind us how real a scene this was. It is little wonder that it fired the imagination of artists and was such a recurrent theme in paintings. The advent of lifeboats and cork-lifejacketed crew rowing to the rescue could only add to the drama.

Value of the visual

The RNLI's subsidiary charity the RNLI Heritage Trust has in its care over 116 such paintings. Heritage Manager Dr Joanna Bellis and Heritage Collections Officer Carolyn Anand have a vast challenge of a job that sees them restoring, preserving and archiving everything 'lifeboat' from the minutiae of a lock of hair to a whole boat.

'Archival information is incredibly important,' asserts Carolyn. 'Every organisation must have a sense of where it's come from, and the RNLI's sense of identity and its past is one of its biggest strengths.' The archive documents the technical progression in boats, stations and kit, but it's also the best source for emotive stories that capture the heart.

Film and Image Manager Eleanor Driscoll agrees: 'A picture really is worth a thousand words.' Eleanor has responsibility for the RNLI's 26,000-strong library of photographs dating from 1863 to the present day. 'Images inspire, motivate and renew interest in a way that words alone can't.'

RNLI images are used within the charity's Christmas cards and calendars, in newspaper articles and television programmes. Direct mail, information leaflets, posters and of course *the Lifeboat* are all brought alive by images old and new. Artworks are loaned out and reproduction rights are sold to publishers.

The RNLI collection

Some paintings are hung within the charity's Headquarters in Poole for the inspiration of staff while others are at relevant public locations, where conditions are appropriate. For example, Grace Darling and Henry Blogg pictures have found their natural home in the respective RNLI museums in Northumberland and Norfolk.

Currently hung in the Lifeboat College in Poole is one of Carolyn's favourite works, *Launching of Hoylake Lifeboat*, 1933 (shown opposite, left). 'We received it from the artist's estate in 1992,' she explains. 'Gwendoline Violet Turner [no relation] was just 13 years old when she painted it and won a competition. It perfectly captures the time and has so much detail. You can just feel the two men pulling the lifeboat, and the crowd is so vivid!'

The college also offers a public space for current artists who have an interest in the maritime and the RNLI. Exhibitions are quarterly and the best-selling artists donate a proportion of their sales. In 2009, the college had its first artist in residence. Minna Harvey observed lifeboat crews training and recorded her year in a series of pastel sketches.



A source of sadness for Carolyn is that bequeathed artworks more often arrive with no background information and their identity unknown. But sometimes fate intervenes ... The RNLI received a painting of Grace Darling (above right) as a legacy from BBC Radio Archivist and Producer Madeau Stewart. The work was familiar – a copy was already on display in Bamburgh – but there was a key difference. This one was acknowledged as a copy of a painting by Charles Achille d'Hardivillier.

Carolyn takes up the story: 'This was a name I recognised from the inscription on some books sent to Grace. I knew him to be the French art master who accompanied to Scotland the young Duc de Bordeaux, the pretender to the throne of France. He'd obviously heard about this young heroine who was the absolute media star of her day. From there I found out that the original was sold at Sotheby's in 1990.'

Embracing digital

We now live in a digital age, bombarded with images and information from every quarter, and it's been vital that the RNLI establishes its own place within this. Where once a rescue was captured in a single painting, today we have video caught by a passer-by and immediately disseminated to a vast array of media.

The RNLI is now able to supply superb images itself from those in the thick of the action. With the help of Pentax in 2005 it provided every lifeboat station and lifeguard unit with a waterproof hand-held digital camera so that they could generate their own imagery when appropriate. This has now developed into a phased roll out of video cameras on lifeboats, and helmet cameras for lifeguards and inshore lifeboat crew.

The RNLI's Photographer of the Year competition was born out of this initiative and is now in its fifth year. Eleanor describes its success: 'We have 200–300 images sent in by our volunteers each year that we can then catalogue into our library and keep for future



use. Local media are always keen to run stories about the winners too, so it's a good-news story all round.'

That's not to say the RNLI doesn't need to commission works from professionals. When something special is required, Eleanor has a reliable list of suppliers. Among them is Nigel Millard, whose many photo credits eager readers of *the Lifeboat* magazine may have noticed. Based in Devon but working internationally, Nigel has been involved with the RNLI since 2004.

By undertaking commissions at a tiny fraction of the daily rate he'd normally charge, and giving the RNLI full rights to reproduce the results, Nigel has saved the charity £10,000s as well as creating a distinctive and high-class portfolio for both parties. His heartfelt interest in the charity even led him to volunteer for his local lifeboat station and, after full training, he is now a crew member. In recognition of his considerable contribution, Nigel will be receiving the RNLI's Individual Supporter Award at the Annual Presentation of Awards ceremony in May.

Of course, despite all technological advances, the sea hasn't changed. It is just as captivating and unpredictable as it ever was. It will never cease to amaze, thrill and frighten. And we will never tire of enjoying its timeless essence at a safe distance in our art.

- See winning images from the 2009 RNLI Photographer of the Year competition on page 18.
- Buy RNLI images via the online print store rnli-photostore.co.uk or make individual requests by email to images@rnli.org.uk, by phoning 01202 663335 or by post to the Film and Image Unit at RNLI Headquarters.
- See Glyn Macey's work at sailingart.co.uk.

Words: Claire Vandvik
Photos: RNLI, Bob Berry

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LIFEBOAT LOTTERY

Mr and Mrs Cowan of Lanarkshire scooped first prize in the Winter 2009 Lifeboat Lottery and met the staff and volunteers of Troon Lifeboat Station when they picked up their prize of £5,000.

Mr Cowan says: 'It's all very exciting. We enter because the money helps to save lives at sea and this is the first time we have won something. We had such a warm welcome at Troon and were very impressed with the technology onboard both the lifeboats.'

The other Winter 2009 cash prize winners were:

2nd prize: £2,000, Mrs B Rose, Surrey

3rd prize: £500, Mr W Logan, Morayshire

4th prize: £250, Mr JA Rae, Perthshire

Five prizes: £100 each; Mr KW Blakemore, Hertfordshire;

Mr and Mrs A Kemp, Co Durham; Mr J Grant, Berkshire;

Mr L Sutcliffe, West Yorkshire; Dr PG Lemon, Hampshire.

Summer lottery prizes

Why not try your luck with the Lifeboat Lottery this Summer? You too could win one of the nine cash prizes – includes the first prize of £5,000!

Tickets will be mailed to supporters in July. If you don't usually receive tickets and would like to, please call 0845 121 4999 or email lottery@rnli.org.uk.

Please note that due to differing tax and gaming laws, Lifeboat Lottery tickets are now only available in England, Scotland and Wales. For full details (including terms and conditions) please go to the website at rnli.org.uk/lottery or see your Lottery letter.

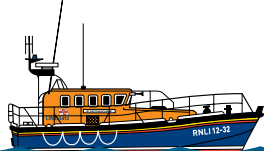


Lottery winners Mr and Mrs Cowan with Coxswain Joe Millar of Troon lifeboat

1,210 LIFEBOAT AND HOVERCRAFT LAUNCHES

OCTOBER–DECEMBER 2009

ABERDEEN D-694:Nov8 ABERDOVEY B-758:Oct17 ABERSOCH B-790:Nov5 ABERYSTWYTH B-822:Oct23 ACHILL ISLAND ON-1240(14-28):Oct26, Nov8 AITH ON-1232(17-14):Nov3,29 ALDEBURGH D-673:Oct30 ALDERNEY ON-1199(14-04):Oct5,8, Dec2,7,10 ANGLE ON-1291(16-11):Oct29, Nov6 D-638:Dec30 ANSTRUTHER ON-1174(12-17):Oct6,15, Dec22 D-675:Oct6,15 D-690:Dec26 APPLEDORE ON-1140(47-027):Oct3,15 B-742:Oct3,5,24,Nov5,17 BB-060:Oct3,6,13 BB-502:Oct30,Dec12 ARAN ISLANDS ON-1217(17-06):Nov6,7,11, 13,14,17,21,26,Dec9,13, 27(x2),29 ARBROATH ON-1194(12-35):Nov18 D-621:Oct8,Nov18,20 ARRAN(LAMLASH) B-770:Oct11 ARRANMORE ON-1244(17-22):Oct3,5,8, 11,17,24,Nov7,17,Dec5,6 ATLANTIC COLLEGE B-763:Oct31 BALLYGLASS ON-1235(17-15):Oct17,18 D-687:Oct18 BALTIMORE ON-1137(47-024):Oct11, Nov25 BANGOR B-805:Oct17,23(x2),30, Dec6,20,24 BARMOUTH D-678:Oct27	BARRA ISLAND ON-1230(17-12):Oct5,25 BARROW ON-1288(16-08):Oct13,18 BARRY DOCK ON-1245(14-29):Nov3, Dec30 BB-450:Nov3 BEAUMARIS B-768:Oct4,15,24,26, 31(x2),Nov6,11(x2) BEMBRIDGE ON-1124(12-001):Oct7, Dec8,24 BERWICK-UPON-TWEED ON-1191(12-32):Nov29 D-639:Nov29 BLACKPOOL B-748:Oct30,Nov2,Dec8 D-558:Oct29,Nov2,Dec1, 5,8,13 D-566:Oct14,29,30,Nov2, Dec1,5,8,13 BLYTH D-606:Oct30 BRIDLINGTON ON-1169(12-12):Oct3,4,11, Nov19 D-721:Oct5,Nov15 BRIGHTON B-737:Oct2,4,7,11,21,26, Nov4,11,29,30,Dec28 BROUGHTY FERRY ON-1180(14-01):Nov25 ON-1252(14-31):Nov6 D-698:Oct11,Nov6,25, Dec8,17 BUCKIE ON-1268(17-37):Oct6, Nov4,25,Dec1,15 BUDE D-617:Oct1 RWC-010:Oct1 BUNDORAN B-834:Oct12 BURNHAM-ON-CROUCH B-723:Nov25,Dec1 B-733:Oct7,18,25, Nov14,15(x2) D-672:Nov15(x2),24,25 BURNHAM-ON-SEA B-795:Oct17,25,Dec8 D-664:Oct25,Dec8 BURRY PORT D-611:Oct13 CALSHOT ON-1155(47-037):Oct3, Nov3(x3),5,15,16,28,29, Dec30 D-609:Oct6,Nov5,15, 28,29,Dec1 D-630:Dec28	CAMPBELTOWN ON-1241(17-19):Oct7,9,20, Nov6,Dec31 D-571:Nov6,21 CARDIGAN B-752:Oct11,16,Nov14,22 D-709:Oct17,Nov22 CASTLETOWNBERE ON-1277(17-44):Nov4 CHISWICK E-003:Oct15,25,29,Nov6,7, 11,16,29,Dec3(x2),5(x2), 6(x2),7,9,10,12(x2),13,15,30 E-004:Oct3,10 E-006:Nov13,14,15,20, 24,26,27(x2),Dec17(x2), 20(x2),23 CLACTON-ON-SEA B-746:Oct10 D-723:Oct14 CLEETHORPES D-618:Oct5,11,20,25,26, Dec15 D-645:Dec8 CLIFDEN B-751:Oct17,Nov15 D-679:Nov15 CLOGHER HEAD ON-1190(12-31):Dec2 CONWY D-627:Oct2 D-695:Oct26,Nov5 COURTMACSHERRY HARBOUR ON-1228(14-24):Oct11, Nov16(x2),17 COWES B-801:Oct3 B-810:Oct9,24,Nov29, Dec6 CRICCIETH A-70:Oct17,Nov20,Dec4 B-823:Oct10,17,Dec4(x2) CROMER ON-1287(16-07):Oct15 D-568:Nov11 CROSSHAVEN B-782:Oct7,11,16,17, Nov14,18,Dec2,6,10, 13(x2),29(x2) CULLERCOATS B-811:Oct4,17,Nov24, Dec2(x2),13,20 DART D-702:Oct8,18,25, Nov1(x2),17,24(x3), Dec10,13 DONAGHADEE ON-1267(14-36):Nov8,9,21 DOVER ON-1269(17-38):Oct19	DUN LAOGHAIRE ON-1200(14-05):Oct3,4,5, 8,31,Nov29,Dec20 D-532:Nov8,Dec20,26 D-565:Oct2,3,18,21 DUNBAR ON-1266(14-35): Oct24,Nov5 D-615:Nov5 D-708:Oct29 DUNGENESS ON-1186(12-27):Nov7 DUNMORE EAST ON-1215(14-17): Oct16,Nov21 EASTBOURNE ON-1192(12-33): Dec7,29,30 ON-1195(12-36):Oct3 D-605:Oct3,12,13,Dec4, 29,30 ENNISKILLEN B-702:Nov20,28,29 B-703:Nov11,21(x2) RWC-052:Nov28,29 RWC-054:Nov11 EXMOUTH ON-1178(12-21):Oct10,20, Nov12 D-669:Oct8,10,12,19, 20(x2),24,27,Nov9(x3),28, Dec28 EYEMOUTH ON-1209(14-11):Oct3,13, 24,Nov6 FALMOUTH ON-1256(17-29): Oct13,15,25 B-756:Oct4,7,10,13,15,24, Nov1,Dec5,26,Dec28 FENIT ON-1239(14-27):Oct3 FILEY ON-1170(12-13):Oct7,10, 31,Nov19 D-570:Oct10,Nov15, Dec28 FISHGUARD ON-1198(14-03):Oct20,24, Dec1 D-652:Oct24,25,Dec5 FLAMBOROUGH B-820:Oct4,Nov8,9,19 FLEETWOOD ON-1156(47-038):Dec16 D-556:Oct11,31 D-719:Dec23 FLINT D-658:Oct30,Dec1 FOWEY ON-1210(14-12):Oct24, Nov3,14,Dec27 D-681:Oct17,27
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ON-####(12-##)
Mersey class
last built: 1993
refit cost: £190,000



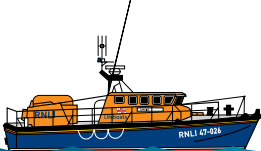
ON-####(14-##)
Trent class
last built: 2003
refit cost: £220,000



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



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



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



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



D-###
D class
new cost: £31,000



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



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

The launches listed here are for those for which returns had been received at RNLI Headquarters and processed by 11 January 2010.

LOOE B-793:Oct7,Nov20,Dec1 D-574:Nov20 LOUGH DERG B-705:Oct24,Nov22 LOUGH SWILLY ON-1117(47-014):Oct24 B-835:Oct24 LOWESTOFT ON-1132(47-020): Nov13(x2),Dec28 LYME REGIS B-741:Oct4,Nov5 LYMINGTON B-784:Oct6,8,Nov13,25, Dec1 LYTHAM ST ANNES ON-1189(12-30):Oct4 D-657:Oct20,22,23,26, Nov20 MACDUFF B-804:Oct6,Nov11 MALLAIG ON-1237(17-17):Dec2,21 ON-1250(17-26):Oct2,12, 26,Nov16,21 MARGATE ON-1177(12-20):Oct26,30, Nov1,17,Dec2,11,Dec31 D-706:Oct22,Dec1 MINEHEAD B-824:Oct7 MOELFRE ON-1116(47-013): Oct24,Nov11 D-695:Dec5 MONTROSE ON-1152(47-034):Oct3,10, Nov3 D-626:Oct3 MORECAMBE D-564:Oct3,Nov12 D-722:Dec17 H-002:Nov12 MUDEFORD B-806:Oct13,23,25, Nov8,26,Dec1,3,7,13 LERWICK ON-1221(17-10):Nov3,24 LITTLE AND BROAD HAVEN D-628:Oct29 LITTLEHAMPTON B-779:Oct2,4,17,29, Dec3,19 D-631:Oct4(x2),13,17 D-640:Dec25 LITTLESTONE-ON-SEA B-785:Nov7,22 LLANDUDNO ON-1164(12-006):Oct4,26 D-656:Nov17 LOCHINVER ON-1271(17-40):Oct10, Nov2

NORTH BERWICK D-620:Nov5,15 OBAN ON-1227(14-23):Oct17,23, Nov7,13,18,Dec7,15 ON PASSAGE ON-1180(14-01):Oct4 PADSTOW ON-1283(16-04):Oct1 ON-1286(16-06):Oct25, Nov6 PEEL ON-1181(12-22):Oct13, Nov6,28 PENARTH B-725:Oct8,24,Dec21 D-692:Oct18(x3),24,31 PENLEE ON-1262(17-33):Oct29, Nov8,11,20,Dec9,18 B-787:Oct5,10,Dec18,30 PETERHEAD ON-1282(16-03):Nov6 PLYMOUTH ON-1264(17-35):Oct6,9,17, 22,Nov6,11 B-753:Oct9,22,25, Nov14(x2),26,Dec23 POOLE ON-1131(47-023):Oct2,17, Nov25,29,Dec6(x2) B-826:Oct2,13,17,23(x2), 28,30,31,Nov1(x2),6,10,25, 29,Dec6(x3),17,26,28,30 PORT ISAAC D-546:Oct2,13 PORT ST MARY ON-1234(14-26):Oct23, Nov28 PORT TALBOT D-713:Oct7,12,Dec18 PORTAFERRY B-833:Oct8,10,Nov7, Dec28 PORTHCAWL B-832:Oct2,10,12,18,25, Nov5,9,22,Dec10 PORTHDIINLLAEN ON-1120(47-015):Oct15 PORTREE ON-1214(14-16):Nov10,21, Dec15,25 PORTRUSH ON-1257(17-30): Oct20(x2),Nov7 D-572:Oct15,Nov7 PORTSMOUTH B-730:Oct14,Nov2,14 D-716:Oct14,25,Nov14 QUEENSFERRY B-767:Oct3,4,5,6,18,19,28, Nov19,23,Dec26 RAMSEY ON-1171(12-14):Dec7

RAMSGATE ON-1197(14-02):Oct24, Nov19,25,Dec1 B-765:Oct13,16,Nov19,25, 26,Dec1,10,26 RED BAY D-728:Oct1 REDCAR B-777:Oct31,Nov2,7,8, 12,27 D-677:Nov12 RHYL ON-1183(12-24):Oct11 D-632:Oct7,12,13,18(x2), 24,25,30,31 ROCK D-634:Oct6,17,Nov1,13, Dec7 ROSSLARE HARBOUR ON-1276(17-43):Nov22, 26,30(x2),Dec10(x2) RYE HARBOUR B-727:Dec12 B-762:Oct15,25,Nov16 SALCOMBE ON-1289(16-09):Nov1,7, 13,Dec14 B-794:Nov17 SCARBOROUGH ON-1175(12-18):Oct22, Dec4 D-555:Oct21,22 SEAHOUSES D-686:Oct1 D-700:Nov6 SELSEY ON-1146(47-031):Oct11, 13,21,24,Nov28 D-601:Oct21,24 SENNEN COVE ON-1290(16-10):Dec15 SHEERNESS ON-1211(14-13):Oct3,11, 24,Nov1,30 D-662:Oct8,11,28, Nov1,4,8,22,26 SHOREHAM HARBOUR ON-1158(47-040):Oct2, Nov6,16,27 D-647:Oct1,3,4,17,Nov6 D-660:Nov27,Dec5 SILLOTH B-802:Oct17(x2) SKEGNESS ON-1166(12-008): Oct22,26,Nov12(x2) D-538:Oct10,13,Nov12 SKERRIES B-747:Oct8,21,Nov1,22 SLIGO BAY B-781:Nov30,Dec24 SOUTH BROADS D-514:Nov1

SOUTHEND-ON-SEA B-774:Oct3,8,10(x3),28 ON-1278(17-45):Oct18,23, Dec25 TIGHNABRUAICH B-743:Nov25,Dec18 TOBERMORY ON-1260(17-31): Oct2,21,31 SOUTHWOLD B-750:Oct19 ST ABBES B-783:Oct24,Nov6 ST BEES B-831:Oct1,6 ST CATHERINE B-772:Oct4(x2) ST DAVIDS ON-1139(47-026):Oct5 ST HELIER ON-1292(16-12):Oct3,4,11, Nov29 ON-1293(16-13):Dec30 B-816:Oct8,Dec19,31 ST MARY'S ON-1229(17-11):Dec31 ST PETER PORT ON-1203(17-04):Oct3, Nov14,20 STORNOWAY ON-1175(12-18):Oct3,4, 24,Nov5,23 STRANRAER D-697:Oct3 STROMNESS ON-1236(17-16):Oct4,9, Nov28,Dec13,23 SUNDERLAND B-817:Oct11,12,14,18, 19(x2),28,30,Nov22,23,24, 25,27,Dec1,10,11,26,29 D-608:Oct12,18,Nov13,24, Dec1(x2) SWANAGE ON-1182(12-23): Oct10,19,Nov25 D-613:Oct10,24,30 TEDDINGTON D-576:Nov30 D-648:Oct8,15,20, Nov22,30,Dec2,8,15,17 TEIGNMOUTH B-809:Oct19,25,Dec2 B-815:Dec28 TENBY ON-1281(16-02):Oct13, 26(x2),28,30,Nov8,29, Dec15 D-562:Oct10,30,Dec6 D-727:Dec13,16,20 THE LIZARD ON-1114(47-011):Nov23, Dec9 THE MUMBLES ON-1127(47-019):Oct17 D-623:Oct8,30,Nov20(x2), Dec12

THURSO ON-1273(17-42):Oct7,8 ON-1278(17-45):Oct18,23, Dec25 TIGHNABRUAICH B-743:Nov25,Dec18 TOBERMORY ON-1260(17-31): Oct2,21,31 TORBAY ON-1255(17-28):Oct3,11, 23,24,Nov8,12,18,24, 27, Dec13 D-651:Oct24(x2),Dec6,10, 25(x2) TOWER E-002:Oct3(x2),17, Nov3,4,5,6 E-004:Dec3,4,5(x4),7, 10(x2),11,12,13(x2),31 E-005:Oct4,6,8,9,10,11(x2), 13,15(x2),18,19(x2),20(x2), 21,23,24(x2),25,26,28,29, 30(x2),Nov1(x2),2,6,11(x2), 13,14,15,16(x2),18(x2), 23(x2),24,25,26,28(x2),29, 30,Dec14(x2),16(x2),18, 23(x2),24(x2),25(x2),31 TREARD DUR BAY B-731:Oct17,18(x2),21,23, 24,31 D-614:Oct17,18 TROON ON-1275(14-38):Oct11,21, 22,28,Nov9,11,28,30,Dec6 D-684:Oct11,21,28,Nov28, Dec6 TYNEMOUTH ON-1242(17-20):Oct2, Nov15,28,Dec17 D-693:Oct10,12, Nov5,10,15,Dec17 D-700:Nov28

ON STATION B-836, <i>Tommy Niven</i> , Kinghorn, 22 October 2009 (B-720 has been withdrawn) D-719, <i>Mary Elizabeth Barnes</i> , Fleetwood, 5 November 2009 (D-556 has been withdrawn) D-718, <i>Catherine</i> , Kippford, 10 November 2009 (D-553 has been withdrawn) D-722, <i>Margaret Mary Timpany</i> , Morecambe, 19 November 2009 (D-564 has been withdrawn) D-707, <i>Copeland Bell</i> , Port Isaac, 23 November 2009 (D-546 has been withdrawn) D-727, <i>Georgina Taylor</i> , Tenby, 8 December 2009 (D-562 has been withdrawn)

NAMING CEREMONIES D-706, <i>Tigger Three</i> , Margate, 9 October 2009 D-716, <i>Brian's Pride</i> , Portsmouth, 10 October 2009 B-830, <i>Douglas Murray</i> , Poole, 16 October 2009 D-710, <i>Charles Blankstone</i> , Poole, 16 October 2009

VALENTIA ON-1218(17-07):Oct25, Nov10,Dec7 WALMER B-808:Oct5,29 WALTON AND FRINTON ON-1154(47-036):Oct5 WELLS D-661:Oct14,27 WEST KIRBY D-612:Nov5 WEST MERSEA B-761:Oct3(x2),30, Nov1,20,27,Dec31 WESTON-SUPER-MARE B-769:Oct10,Nov25 D-696:Oct10 WEXFORD D-680:Nov30 WEYMOUTH ON-1261(17-32):Oct27,28, Nov3,Dec13,31 B-746:Oct27,Nov3,Dec31 WHITBY ON-1212(14-14): Nov6,Dec9,28 D-674:Oct8,12,31 WHITSTABLE B-764:Oct1,7,30,Nov14,15, Dec11(x2),20 WICKLOW ON-1153(47-035): Dec11,23 D-671:Oct11 WORKINGTON ON-1141(47-028):Nov8,20 D-629:Oct1,17,Nov13(x2), 19,20(x2) YARMOUTH ON-1201(17-02): Nov7,Dec2 ON-1249(17-25): Oct6,8,28,30

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I am delighted with my HOKY and expect it to outlive me!! Mrs Blyth, Dorset - 2007

Hooray for HOKY! - I have 2 hairy dogs, but can't manage a large vacuum. I wouldn't change my HOKY for anything. Miss Beel, Somerset - 2007

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My HOKY is better than any of my 3 vacuums. Mrs Watkins (90 years of age), Middlesex - 2007

Had my HOKY 23t for well over 20 years and it still cleans the same as it did when it was new. Mrs Short, West Sussex - 2007

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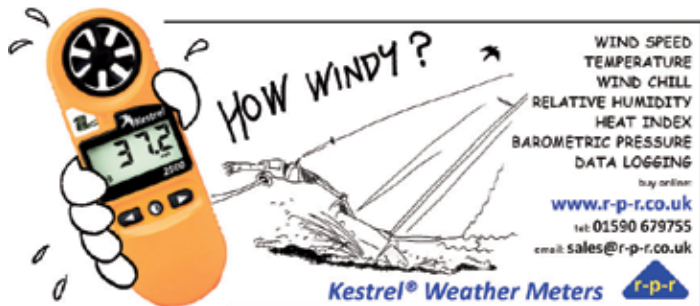
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Griff's hidden depths

He was once best known as a TV funnyman, but these days Griff Rhys Jones is serious about theatre, documentaries and indulging in his passion for sailing

Griff is enjoying treading the boards. After a spate of television shows that have seen him skipper boats, climb mountains and explore the world's greatest cities, he's taken to the stage. 'It's really full on – I'm enjoying it though,' he enthuses, speaking to me by telephone from his London home. His role as Fagin in the West End production of *OLIVER!* involves eight performances a week, each one preceded by intensive physical and vocal warm-ups and 45 minutes of make-up. But he's relishing the challenge.

The rave reviews for the Cardiff-born 57-year-old's theatre performances suggest he has added yet another string to his bow: Griff's now a musical star as well as a TV comedian, actor and presenter. He rose to fame in the 1980s through his performances in the BBC's *Not the Nine O'Clock News* and *Alas Smith and Jones* sketch shows. Since then, he's presented a host of factual programmes. But what made him step out of his comfort zone and tackle the uncharted territory of singing and dancing?

'It's part of the challenge of whether I can do it or not,' explains Griff. 'When I was young, my dad was always asking me what I was going to do with my life, how was I going to earn money? So I've always said "yes" to things and given them a go. And I didn't want to lose touch with being a performer after all the outdoor stuff,' he adds, referring to on-screen marine exploits such as *Rivers* – a documentary exploring Britain's 'routes into the past' – and a series of programmes with comedians Rory McGrath and Dara O'Briain.

Three Men In ... followed the trio's exploits aboard a variety of craft. 'I wasn't so much a TV presenter as a sailing instructor,' recalls Griff who was the only experienced sailor of the three. 'That caused a bit of friction because they are middle-aged men who don't like to be told to do things in a certain way. It led to some comical moments, really – especially with Rory deliberately winding me up.'

One of Griff's fondest memories of *Another Three Men In a Boat* was the look on Dara's face during a helicopter exercise with the Yarmouth all-weather lifeboat off the Isle of Wight. 'He was so impressed to see the crew member get winched up to the helicopter that he fancied a go himself.' So, when the trio were reunited for their next show, they were grateful for

the chance with the Penlee lifeboat crew off Cornwall. 'We were in a smaller inshore lifeboat this time and it was quite choppy. I don't think Dara was prepared for how quickly he was winched up – we all went upwards in the lifeboat with one large wave and he never came back down!'

Privilege, power and prevention

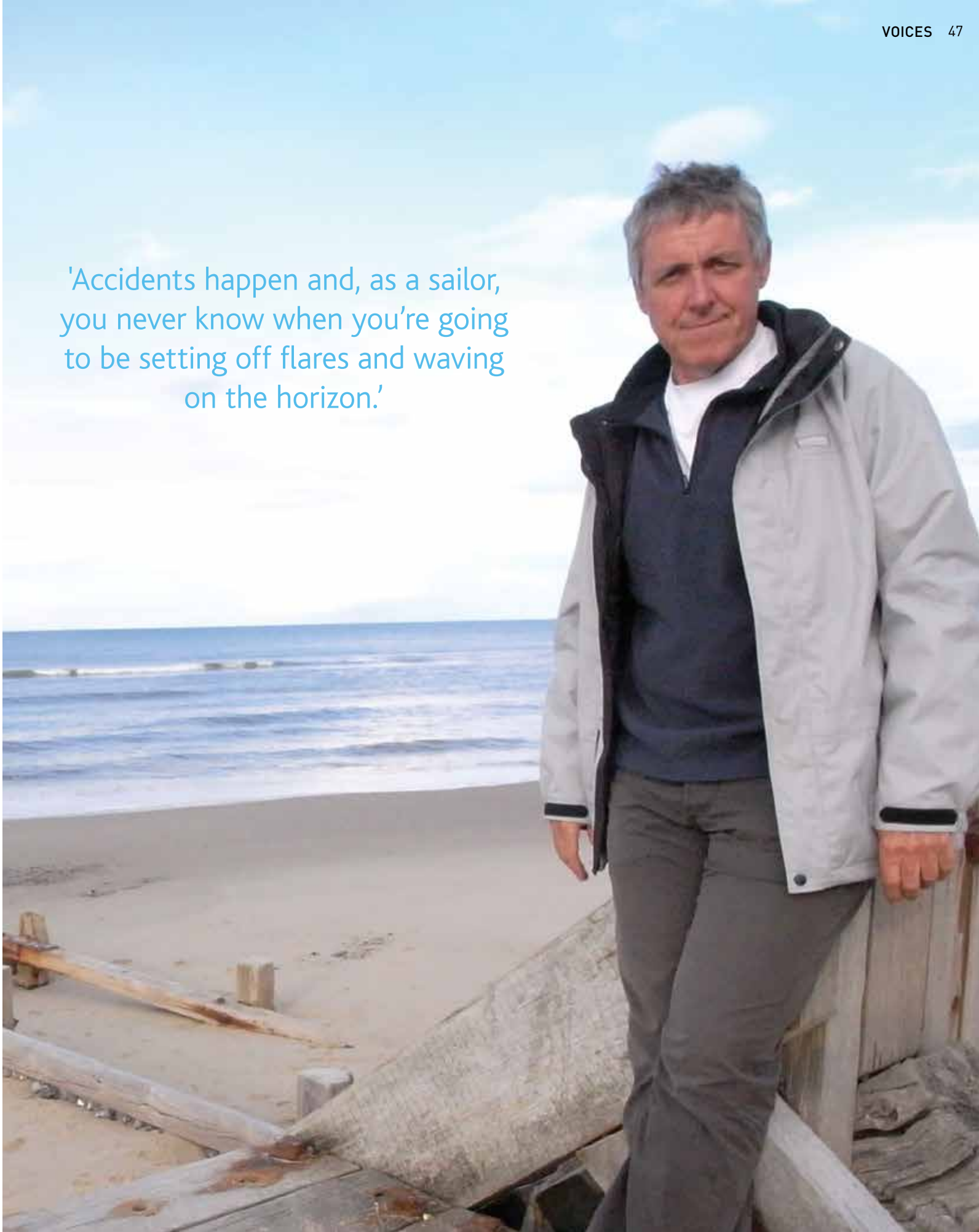
As a child, Griff spent many hours sailing with his father, who encouraged him to support the RNLI: 'I was always taught to respect the crews and to support the extraordinary work that the charity does. Accidents happen and, as a sailor, you never know when you're going to be setting off flares and waving on the horizon.' But, even as an RNLI supporter, nothing could prepare him for the skills of the crew and the capabilities of the lifeboats when he saw them for real. 'It was a privilege to experience how well equipped and trained the volunteers were. The power of the lifeboats made me feel safe – certainly more safe than I would have done on a rowing lifeboat 150 years ago!'

Griff is also supportive of the RNLI's preventative safety messages. 'Whether you're in a canoe inland or sailing offshore, there's a chance that you'll lose control of your boat or get knocked out of it – even on the calmest day. And if you're wearing a lifejacket, you increase your chances of survival by hundreds of percent. I know they're cumbersome and can make you look a bit silly, but after doing *Rivers* and the sailing programmes, I always make sure people are wearing them on my boat.'

So, as someone who's grown acutely aware of the sea's dangers, could Griff imagine joining a lifeboat crew? 'To be honest, no,' he says without much pause for thought. 'I was speaking to [Broadcaster, Columnist and RNLI Supporter] Libby Purves about sailing and discovered I'm like her in that, the more I do on the water, the more prone I am to anxiety about it. I don't think: "I've been through big storms and big seas, I can handle anything." Storms are noisy, and exhausting. The responsibility for your crew and boat weighs heavy. That makes me all the more grateful for and supportive of the RNLI.'

Words: Rory Stamp
Photo: Paul Cornwell

'Accidents happen and, as a sailor, you never know when you're going to be setting off flares and waving on the horizon.'



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Photo: Chris Walker

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I was interested to read your article 'Wind power in Shetland'. At a time when wind power, in the form of a proposed 150-turbine wind farm in Shetland, is the subject of much debate, I believe that smaller units to make individual operations self sufficient is a more environmentally friendly way forward.

However, while applauding the fact that Aith Lifeboat Station will be powered by its turbine, I do not understand how it will be able to sell excess electricity to the grid, since Shetland is not connected!

Regards
Mike Bennett

Shetland is not connected to the UK grid, but it does have its own grid, to which the turbine at Aith is 'tied'. Any power not used at the station can therefore be exported, rather than being wasted.

I just bought one of the books advertised in your recent *Offshore* email. I clicked the link you provided and followed the normal Amazon process. I was a bit surprised that there was no mention of the 5% order value going to the RNLI. Is this done on some kind of trust system or was there some auditing I missed?

Regards
Mike Pearce

This query has been raised by several readers following the instructions in our Review section (see page 32).

You can be reassured that the RNLI *does* receive a minimum 5% donation of the value of all orders made through the link at rnli.org.uk/amazon. The RNLI is a member of Amazon.co.uk Associates Programme and receives the earnings on a monthly basis. However this lack of transparency is being followed up with Amazon.

Photo: RNLI/Aith

your shout

Iust catching up ... on page 24 of your Autumn 2009 issue [in the account of the medal-winning rescue by Dunbar crew], you say of the survivors: 'Ingrid wore their only lifejacket' ... I found this just totally and absolutely in - cre - di - ble!

As a skipper, I've frequently encountered resistance to wearing lifejackets despite my yacht being very small (less than 7m), with little to fall off and liable to unpredictable behaviour especially in any kind of sea.

While you may not want to preach overmuch to your readers, might you consider emphasising such points?

Very best
Elizabeth Forbes
London

Those of our readers who use the sea themselves can upgrade to receive *Offshore* magazine alongside *the Lifeboat*, which includes lessons learned by rescuees and techniques to adopt for safe enjoyment of the water.

Meanwhile the RNLI works by various means to convince wider audiences of the importance of lifejacket use, including providing free advice and materials at shows, clubs, slipways and online, and placing adverts in publications to promote its lifejacket campaign message, Useless unless worn.

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



Main: Tynemouth Crew Member Paul Henderson rescued Snatch the terrier from the River Tyne in 2008
Above, left: Dunbar lifeboat on her horse-drawn carriage at the start of the last century
Middle: Shoreham Harbour's Coxswain John Fox saved three cats from the barge *Varcena* in 1970
Right: Perranporth lifeguards help a porpoise in 2005

Ever since the days of horse-drawn launches, the RNLI has been great friends with the animal kingdom. Lifeboat crews and lifeguards have saved dogs, cats, sheep, cows, horses, deer and dolphins.

Although the RNLI's priority is to save *human* lives at sea, stranded animals can often cause a humanitarian risk. Many a dog owner has got into trouble in a bid to rescue their beloved pet.

One recent example involved two people who got stranded trying to reach their dog, which had chased a sheep down a cliff. All four were trapped but were brought to safety in a joint operation by Fishguard lifeboat crew and local coastguards.

Then there was Toby the Jack Russell, who was rescued by lifeboat crews after he was seen on a runaway speedboat. Two men had been thrown from the boat outside Hartlepool Marina and were trapped

while it circled them with Toby still aboard. (See some video of this at tiny.cc/tobydog.) And, let's face it; horses cut off by the tide in Holkham Bay or a bottle-nosed whale lost in the River Thames were at the very least a shipping hazard!

The charity's lifesavers will inevitably come into contact with the occasional ship's cat or stumble across a sick porpoise. Maybe, in some small way, they're repaying a debt to those noble creatures that helped launch the lifeboats and save human lives in years gone by.

Words: Jon Jones
Photos: RNLI/(Tynemouth, Perranporth)

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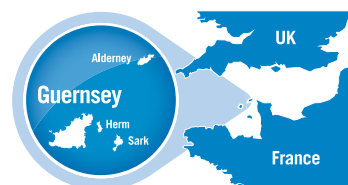
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