

ISSUE 592
SUMMER 2010



the lifeboat



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Lifeboats

THE RNLI

A charity registered in England and Wales (209603) and Scotland (SC037736). Charity number CHY 2678 in the Republic of Ireland. The Royal National Lifeboat Institution was founded in 1824 as the National Institution for the Preservation of Life from Shipwreck. Today, it provides the 24-hour on-call search and rescue service out to 100 nautical miles from the coast of the UK, RoI, IoM and CI; on the tidal reaches of the River Thames; and on selected inland waterways plus a seasonal lifeguard service on appropriate beaches in England and Wales. The RNLI is independent from Government and continues to rely on voluntary contributions and legacies for its income.

Chairman: Admiral the Lord Boyce CCB OBE DL
Chief Executive: Paul Boissier

SUPPORTING THE RNLI

If you're not already a subscriber, you can help save lives from the beach to the open sea by becoming a regular supporter of the RNLI. Find out more from the Supporter Care Team.

CONTACT DETAILS

- RNLI Headquarters: telephone 0845 122 6999, email info@rnli.org.uk or write to RNLI, West Quay Road, Poole, Dorset, BH15 1HZ
- Supporter Care Team, for membership, donations, Lifeboat Lottery enquiries: telephone 0845 121 4999, email supporter_care@rnli.org.uk or write c/o Headquarters address above
- Legacies Team, to find out about gifts in Wills: telephone 01202 663032, email mark_allwood@rnli.org.uk or write to him c/o Headquarters address
- Family association, for retired staff and operational volunteers: telephone 01202 662222
- Lifeboat Enthusiasts' Society: email john_francis@rnli.org.uk
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Cover picture: The RNLI's beach safety work. See pages 13 and 20.

Dear Reader

'There's no need to worry. The RNLI will always be there to look after us!' That's the oft-heard mantra of many a sea or beach goer – and a dangerous assumption to be tackled.

The costs of maintaining a comprehensive 24-hour search and rescue service around the whole of the UK and RoI are vast. Pleased to be free from Government interference, the charity relies instead on donations and legacies to meet the bill – and its supporters do it proud. (Find out more on page 6.)

But in a time of belt-tightening for all, and widespread mistrust of those who lead corporations and countries, how can you be sure of what the RNLI is doing with your money? Thankfully, the Institution's core values remain solid in a world of uncertainties. I've included the latest formal wording of these values (right) – let me know what you think!

Liz Cook
Editor

RNLI Vision: To end preventable loss of life at sea.

RNLI Values: Our work is based and driven by our values. Our volunteers and staff strive for excellence and are ...

Selfless: willing to put the requirements of others before our own and the needs of the team before the individual, able to see the bigger picture and act in the best interests of the RNLI. Prepared to share our expertise with organisations that share our aims.

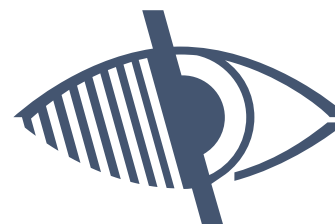
Dependable: always available, committed to doing our part in saving lives with professionalism and expertise, continuously developing and improving. Working in and for the community and delivering on our promises.

Trustworthy: responsible, accountable and efficient in the use of the donations entrusted to us by our supporters, managing our affairs with transparency, integrity and impartiality.

Courageous: prepared to achieve our aims in changing and challenging environments. We are innovative, adaptable and determined in our mission to save more lives at sea.



Photo: RNLI/Nigel Millard



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.

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Photo: Steve Bicknell/Iconus

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Photo: Paul Edwards

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Photo: RNLI/Newquay

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Photo: Jon Stokes

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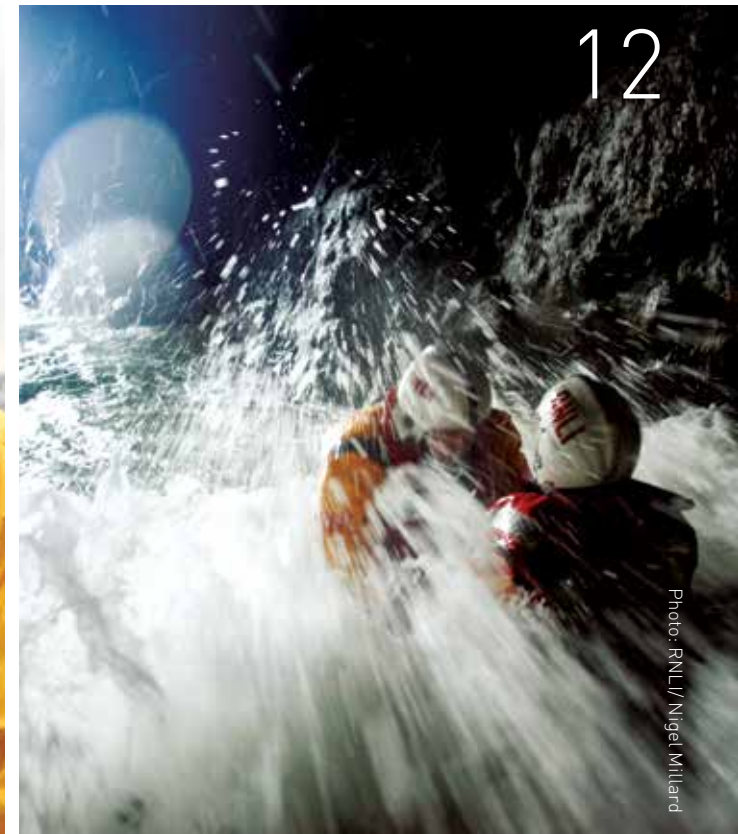


Photo: RNLI/Nigel Millard

the Lifeboat

SUMMER 2010 ISSUE 592
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FSC logo here please



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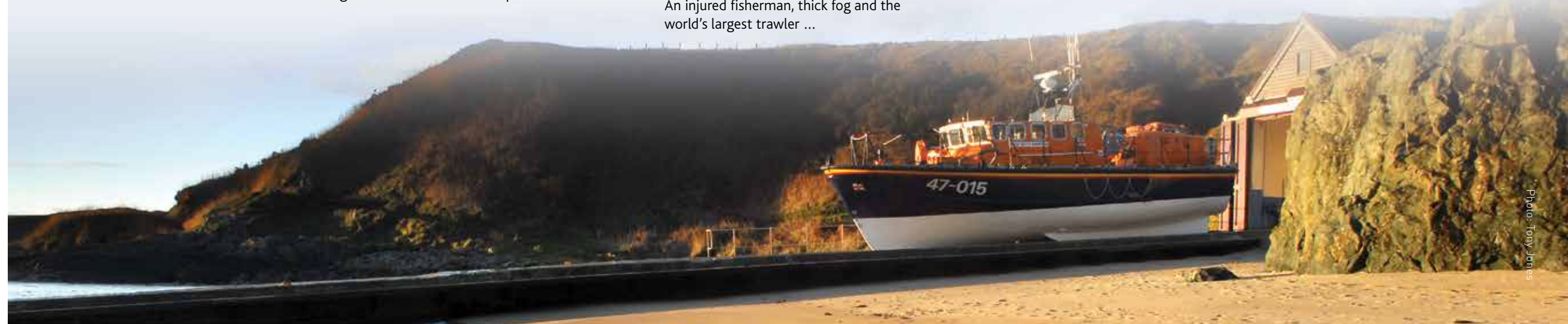


Photo: Tony Jones

Insight



1 BOW WOW WOW

Poppy the Springer Spaniel had a lucky escape on Valentine's Day after chasing a seagull and falling 90m down a cliff into the sea. Amazingly, she survived and managed to swim back to huddle at the cliff base. Newhaven's Severn class lifeboat crew were out on exercise when they got the call and, launching their Y boat, picked her up. Coxswain Ian Johns says: 'Poppy was lucky. I urge all owners to keep their dogs on a lead while near cliffs.' Watch the rescue at rnli.org.uk/poppy.



2 KEEPING WATCH

Portsmouth lifeboat volunteers Peter Slidel and Tina Parkinson were going about their daily lives on 27 February when a drama started to unfold before them. Peter says: 'I was enjoying a coffee at Tina's burger van when I noticed a dismayed yacht struggling against the tide. Her engines failed and she started drifting rapidly out of the harbour. This had the potential to become a serious incident so I initiated a lifeboat launch. The rest of the crew responded quickly and the yacht was berthed safely.'



3 BUSMAN'S HOLIDAY

Paul Benney proved that lifeguards too are never off duty. In March, he saved a tourist – while on holiday in Welhengoda, Sri Lanka! Paul explains: 'I know Ahangama Beach very well and noticed a man swimming close to the permanent rip current there. He duly got caught and was struggling to keep afloat. I left my meal, picked up a surfboard and paddled out. Another surfer helped me get the casualty onto the board and I brought him into shallow water. He was in quite a bad way and I don't know how much longer he would have lasted.'



4 TANGLED IN NETS

On 3 March, 2 days into the scallop fishing season, a trawler crew member suffered serious head and neck injuries while trying to operate lifting gear. New Quay's Mersey class lifeboat crew were called out to prepare him for an RAF airlift to hospital but found a more complicated scenario that took 8 hours in all to tackle. Cardigan lifeboat assisted by bringing divers to free the trawler's fouled propeller and rudder. The fisherman made a good recovery.



5 REAL-LIFE TRIAL

A brand new, state-of-the-art lifeboat arrived at Appledore station at the end of March but she was saving lives weeks before while on trials off the south Devon coast. During sea trials, in force 6–7 winds, a mayday call came over the radio. The yacht *Polly Agatha* had lost power and the wind was blowing her towards the coast with five people onboard. The Tamar class towed the yacht to Plymouth, where she was transferred into the care of Plymouth lifeboat (pictured). Watch this at rnli.org.uk/pollyagatha.

6 MEDEVAC IN A BLIZZARD

In a February blizzard, four sick people needed to be evacuated from the Isle of Mull. The local ferry was unable to dock in the conditions, which were also too much for the air ambulance. Oban all-weather lifeboat was the only option. Coxswain Ronnie McKillop said berthing conditions were the worst he'd ever experienced – he opted to use the old pier because it would be more sheltered but knew it would be shallow. The tide was falling rapidly and the ambulance arrived just in time to get the patients onboard for a difficult journey back to Oban, from where the four were transferred to hospital.



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

Words: Mairéad Dwane and Jon Jones
Photos: RNLI/(Newhaven, John Feltham, Paul Benney album, New Quay, Appledore, David Riley)

Priceless support

More rescues than ever, a stormy economic climate, and plans to save more lives in the future: the RNLI's AGM in May addressed a host of challenges ...

'Ladies and Gentlemen, set against everything we do is that continuing myth that we absolutely must dispel – the myth that we have more money than we need,' said RNLI Chairman Admiral the Lord Boyce, speaking to RNLI Governors and members at the charity's 2010 AGM in the Barbican, London, on 27 May.

The Chairman was referring to members of the public who may have seen the RNLI's impressive new stations or well-kept lifeboats and accuse the charity of being profligate. But, as he pointed out, lives are at stake, and the RNLI's lifeboat and lifeguard services are massive 24-hour operations. The charity's equipment, lifeboats and facilities have to be of the highest standard if lifeboat crews and lifeguards are

to continue to save lives around 19,000 miles of coastline.

Thanks to the RNLI's generous supporters and fundraisers, the RNLI receives considerable funds. Despite the recession, raised voluntary income reached £51.8M last year (1.1% less than in 2008), and legacies totalled £93.8M. But those funds are needed to meet running costs, which were £147.7M in 2009. 'We must keep our volunteer crew members – who are based at 235 lifeboat stations – fully equipped and trained if they are to respond round the clock, throughout the year,' said the Chairman, reminding the audience that 2009 was the RNLI's busiest on record, with lifeboat crews launching 9,223 times.

Preparing lifesavers is not cheap, explained the Chairman, adding that the prospect of volunteers going without the skills and equipment they need does not bear thinking about. 'We give our crews the best, so they can save themselves, as well as others,' he said, recalling the capsizing of the Wexford inshore lifeboat off the south east coast of Ireland in November 2009 in rough seas. In that incident, two of the three volunteer crew members managed to stay with the lifeboat and were picked up by the Irish Coast Guard helicopter. The third, though, was separated from the lifeboat and, over the following 2 hours, the helicopter and other lifeboats searched for him. Rosslare RNLI lifeboat crew eventually spotted him and pulled him to safety. The Coast Guard helicopter winched him aboard and he made a full recovery. 'The fact that all three crew members survived the incident was thanks, in no small part, to the excellent standard of training and equipment we're able to provide,' said the Chairman. 'The crew had the lifejackets, protective clothing and knowledge to keep them safe. And that, in turn, is thanks to support we have from you.'

Another misinterpretation that can lead people to think the RNLI has more than it needs is the amount of money allocated to its free reserves. These guarantee the future of the RNLI's lifesaving service and, as *the Lifeboat* went to press, the free reserve balance was at £86M. This is a lot of money – but it's only enough to run the RNLI for 8 months.

Moving forward

Advancements in marine technology have made it possible for the RNLI's craft to be safer and faster than ever. The RNLI's 25-knot £2.7M Tamar class lifeboat is the most capable craft of its kind, and Lord Boyce reported that three Tamars were placed on service in 2009. He emphasised that bringing the charity's all-weather fleet up to 25 knots is an operational priority, but the RNLI cannot yet afford to provide lifeboats of this calibre to all the crews who need them. 'Next time you meet someone who says we have lots of shiny, expensive new lifeboats, you might like to tell them this: the average age of our all-weather fleet is 14 years. Twenty eight of our all-weather lifeboats are more than 20 years old. And yes, they are all shiny.'

That's because they're maintained proudly by the crews whose lives, and the lives of others, may one day depend on them! A well-maintained boat saves money too – it's out of respect to the generous donors who provided them.'

New lifeboats cannot be effective without the right shore facilities, such as boathouses, pontoons and slipways, and the Chairman pointed out that the cost of building, maintaining and adapting shoreworks can be high. After all, they are built to last for 60 years or more in locations that are often remote, exposed or in areas of special status. This all adds to design, construction, material and maintenance costs.

Another lifesaving priority for the RNLI is the expansion of its lifeguard service, which is this year patrolling beaches in the north west of England for the first time. 'Our lifeguards have assisted more than 84,000 people since they first patrolled, 9 years ago,' said the Chairman. 'Many would have drowned were it not for the lifeguards, so it is an essential, core RNLI service ... they aided almost 16,000 people last year, but reached even more through their vigilance. Their advice, their warnings, their safety flags – they undoubtedly prevented tragedies.'

So the RNLI has two urgent, costly priorities: more capable lifeboats and more lifeguard patrols. To meet these targets, the RNLI is relying on supporters and fundraisers more than ever, while its staff is working hard to make the charity even more efficient and effective. 'We are doing this with the help of an improvement programme, known as Lean,' explained Lord Boyce. 'It's a management practice



Above, opposite and overleaf: RNLI members at the 2010 AGM heard the Chairman explain that replacing lifeboats and stations, and expanding the lifeguard service do not come cheap

The Lizard Lifeboat Station, set to be rebuilt for a Tamar





Invitation to collectors

Be the first to own a limited-edition miniature model of the RNLI memorial sculpture

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This striking figurine measuring 33 x 16 x 25cm is made of stainless steel and white metal on a black resin base.

The memorial pays tribute to those who have lost their lives saving others at sea and serves as an inspiration to today's lifesavers. Each model comes with a certificate of authentication, including the 778 names listed on the actual memorial, and a DVD of the ceremony of dedication at RNLI Headquarters in Poole, Dorset, in 2009.

Only 150 models are being made so call RNLI shop on 0870 600 1824 to pre-order yours today!
www.rnlishop.org.uk

Models will be available for delivery from October 2010. Price includes delivery.



Baltimore is one of the first Irish stations due to receive a Tamar

that will allow us to become very much more efficient and flexible in what we do. For example, at first, it took SAR Composites Ltd – our all-weather lifeboat hull construction company – 18,000 staff hours to build a Tamar hull. Following the Lean transformation, it now takes only 13,500 hours. So, starting this year, every area of the RNLI is going to be examined using the Lean methodology. This is to ensure we remain efficient, effective and use our resources in the best possible way to meet our objectives.' (See the Autumn 2009 issue of *the Lifeboat* magazine for more on Lean.)

The resources that are saved through Lean will help the RNLI achieve a third, longer-term priority: to step up prevention work, and reach more people with

safety messages before they go to sea. This is reflected in the RNLI's new Vision: 'to end preventable loss of life at sea.' (See Welcome on page 1 for the RNLI's new Vision and Values in full).

Lord Boyce ended his address by thanking supporters and volunteers for helping the RNLI to answer the call time and time again. 'You have already shown a great deal of commitment to our cause,' he said. 'With your continued support, we will save many more lives at sea.'

Words: Rory Stamp

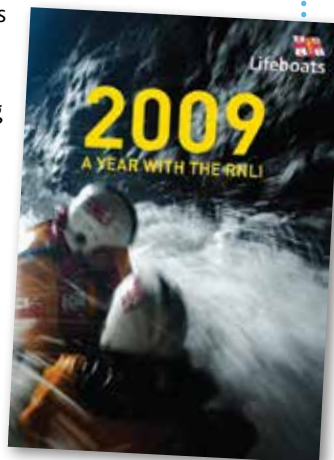
Photo: RNLI/Nigel Millard, Jon Stokes, Kirstin Prisk, Nicolas Leach, Harry Page, Steve Bicknell/Icarus

Membership subscription increase

RNLI Governors were notified of a rise in supporter minimum membership subscriptions at the AGM, with effect from October 2010. Last year, any increase was postponed in recognition of the recession's impact on supporters. It has therefore been almost 3 years since the last increase. The new rates from 1 October 2010 will be:

Grade	New minimum subscription	
	Per month	Per year
Shoreline	£2.33 / €3.33	£28.00 / €40.00
Joint Shoreline	£4.17 / €5.83	£50.00 / €70.00
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Joint Offshore	£9.67 / €14.17	£116.00 / €170.00
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Joint Governor	£11.67 / €16.67	£140.00 / €200.00
Life Governor (one off payment)	£1,850.00 / €2,650.00	

- A DVD featuring films shown at the RNLI Annual Presentation of Awards – including Review of the Year, Supporter Awards and Gallantry Award rescue reconstructions – is available, priced at £10. If you would like to order a copy, contact Nathan Williams on 01202 663335
- The RNLI's *Annual Review and Report and Accounts* are available to read online at rnli.org.uk/2009



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St John's Wort – 300mg providing 900mcg Hypericin	120 tabs	£5.95	
Selenium + A, C & E – 200mcg	360 tabs	£9.95	
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A time to celebrate!

Both crew gallantry and supporter dedication were celebrated at the RNLI's Annual Presentation of Awards at London's Barbican Centre on 27 May. Guest of Honour this year was HRH Prince Michael of Kent.



Dunbar Coxswain Gary Fairbairn was awarded the charity's Bronze Medal for Gallantry for his part in rescuing a man and a woman from a badly damaged yacht in a severe gale (see *the Lifeboat* Autumn 2009 for the full story).



The Bronze Medal for Gallantry was also presented to **Portrush Mechanic Anthony Chambers**, who swam to the rescue of two boys trapped in a cave (this story appears in *the Lifeboat* Winter 2009–10 and is illustrated opposite).

Dozens of branch and guild members received Gold Badges, Bar to Gold Badge or Honorary Life Governorship in recognition of their stalwart contribution. (See more details in the regional supplement *Compass* accompanying this magazine and, for all seven editions, online at rnli.org.uk/compass.)

And the individual supporter award category winners this year were:



Nigel Millard is a talented professional photographer who shoots stunning images for the RNLI at a fraction of the commercial rate. His commitment to the charity is such that he has now joined the volunteer crew at Torbay in Devon.



Fred. Olsen Cruise Lines

Passengers and crew of Fred. Olsen Cruise Lines have funded three lifeboats, three mobile training units, kitted out three Lifeboat College seminar rooms, and more, over a 40-year relationship with the RNLI. Mike Rodwell received the award on the day. Operations Director Matt Grimes is pictured.



Newhill Primary School

Staff and pupils at this small school in rural Perthshire raised over £700 on SOS Day 2009, and have regular involvement with the RNLI throughout the academic year despite their inland location.



The Lloyd's Register Educational Trust

The LRET has donated £625,000 over the last 3 years towards sea survival training at the RNLI's college in Poole – over half the total bill. Michael Franklin received the award.



Lyme Regis Lifeboat Station Shop

This Dorset team of volunteers raised their RNLI shop income by 22% in just 1 year. Alix Fairly received the award.



Talisker

Scotch whisky maker Talisker has raised over £100,000 for the RNLI over the past 3 years, including through sponsorship of *Offshore* magazine and strong participation in SOS Day. Kirsty Templeton appears in the awards film, and Juliet McInnes and Harry Meakin received the award on the day.



Seaside Rescue

BBC 1's prime-time series brought RNLI lifeboats and lifeguards into millions of living rooms over six seasons, powerfully raising public awareness of the charity's work.

Congratulations to all!

You can join in the celebrations even if you couldn't attend on the day by ordering a copy of the RNLI's DVD of award films (see page 9 for details).

Earlier in the day, the RNLI held its Annual General Meeting. In his keynote speech, Chairman Admiral the Lord Boyce said: 'Despite the conditions they faced last year, our supporters, fundraisers, lifesavers and staff robustly took on every challenge. And let's not forget that most of these people give their time and resources voluntarily.'

On land, they secured donations and support when the public were tightening their belts. On the water, they saved the lives of people they had never met.'

Read more about the RNLI's finances and what was said at the AGM on page 6.



Photos: RNLI/[Nigel Millard, Richard Horobin, Nathan Williams]

Luxury cruising with Lamb's

Lamb's Navy Rum has teamed up with Fred. Olsen to offer RNLI supporters the chance to win a luxury cruise while enjoying a Summer cocktail.

Pick up a promotional bottle at Tesco, Sainsbury's, Asda, Morrisons or a participating independent off-licence, and you could win a 2-week cruise of your choice from Fred. Olsen's 2011–12 brochure.

You can also enter online until 31 October at lambsnavyrum.com.



Presidential visit

HRH The Duke of Kent, President of the RNLI, visited Sheringham Lifeboat Station on 25 March. The Duke met the crew, saw the launch and recovery of the Atlantic 85 lifeboat *The Oddfellows*, signed the visitors' book and called in on the RNLI shop. He was in Sheringham to open a new museum, which celebrates the town's long association with the sea.



Safe Havens

With 35 holiday parks around the UK, Haven Holidays has offered the RNLI a great opportunity to get its beach safety messages out to thousands of families this Summer. RNLI *On the Beach* leaflets and *Spot the Dangers* activity sheets are included in Haven's *Learn to Swim* packs. Meanwhile, RNLI lifeguards at Exmouth and Tenby ran Hit the Surf lifesaving skills sessions from nearby Haven parks over the late May Bank Holiday week (pictured).

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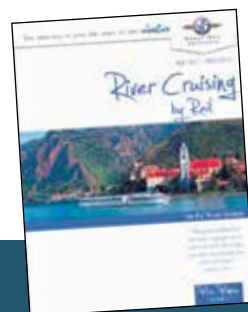
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D class is top class

The roll out of the latest generation of D class inshore lifeboat, the IB1-type, looks likely to be complete by the end of the year. As soon as a new boat is built for and delivered to Teddington Lifeboat Station, every D class on active service around the UK and RoI will be an IB1-type.

The IB1 has a more powerful engine than its predecessor, giving improved performance and handling, with a higher top speed of 25 knots – and an electric start. A single reinforced nose pod contains all the electronics and equipment, ready and to hand for immediate use, including an enhanced GPS navigation system with integrated plotter. Due to its build materials, the IB1-type D class should also have a longer life and cost less to maintain.

For the boat spotters among our readers, IB1s can be easily distinguished from their predecessors by their numbering – anything from D-600 upwards is an IB1-type D class.



Photo: RNLI/Nigel Millard

Lifeboat in the making

Tower and Chiswick Lifeboat Stations are consistently among the busiest in the RNLI. Their E class lifeboats are among the fastest in the fleet, with a top speed of almost 40 knots, and are powered by waterjets for extra manoeuvrability in the fast-flowing waters of the River Thames.

After consulting with crew members and maintenance staff, the RNLI's naval architects and engineers are now finalising the design of the E class Mk II. Priorities for the new lifeboat include increased operational effectiveness, improved crew comfort and ergonomics, and reduced maintenance costs and environmental impact.

The first of the Mk II is now in production with Marine Specialised Technology Ltd (MST), with the hull made from composite glass-epoxy instead of aluminium.



Tamar on trial

The Tamar class is the RNLI's newest and most sophisticated all-weather lifeboat, and its roll out continues. This year, Ireland's first Tamar arrives at Kilmore Quay. Bembridge and Shoreham Harbour are also on the 2010 Tamar list and, in 2011, Tamars are scheduled for Baltimore, The Lizard, Walton and Frinton and Portpatrick.

Appledore Lifeboat Station volunteers took formal delivery of their brand new Tamar class lifeboat on 22 March. But, during sea trials and training, they had already carried out two rescues onboard the *Molly Hunt*, in (see page 5) incidents off the Devon and Cornwall coasts.



Photo: RNLI/Appledore

A perfect match

The National Association of Round Tables of Great Britain and Ireland has supported the RNLI since the 1970s, funding 10 lifeboats. Now it has made the RNLI its Presidential Charity of the Year, May 2010-11.

The partnership, which aims to raise over £150,000, was launched at the Round Table's national conference, where guests of honour included RNLI Crew Members Nick Botham from Whitby and David Warburton from Blackpool.

President of the Association John Kilshaw explains: 'Our social movement gives men

a place to make friends and exchange ideas while doing good in the community. So I wanted to support a charity that covers Great Britain and Ireland, relates to our members and affects each and every one of us. Even the average crew member's age is similar to that of a Round Tabler.'

In 1977, the Round Table funded the Waveney class *Louis Marchesi of Round Table*. During the next 20 years, she and her crews saved 264 lives while serving at Newhaven, Alderney, Exmouth, Ramsgate and Courtmacsherry Harbour. The last

B class Atlantic 21 lifeboat ever built, *Falmouth Round Table*, served from 1994 to 2007, saving 32 lives and rescuing 341 others.

Now, John is encouraging his members to support crew training: 'My aim is to raise enough money to offset the cost of training at least 100 volunteer crew members from across the UK and RoI for 1 year, and to support one inshore lifeboat course and one sea survival course.' Fundraising will be carried out by Round Table's 5,850 members based at 575 clubs. For more information, please see rnli.org.uk/roundtable.

Photo: RNLI/Nathan Williams



President John Kilshaw experiences RNLI crew training first hand



Surge of commitment

Members of the RNLI's Flood Rescue Team added to their existing lifeboat and swift-water rescue training commitments by running in the Virgin London Marathon on 25 April, aiming to raise £20,000 and the RNLI's profile.

In the most ambitious of efforts so far, Crew Members Brian Cleator (Dunbar),

Robin Goodlad (Aberdovey), John McCaig (Sunderland), Tobi O'Neill (Portsmouth) and Terry Webb (Southend-on-Sea) ran the Virgin London Marathon, joined by RNLI staff Julie Maskell and Brett Shepherd, and Martin Hall of Goodyear, which financially supported the FRT last year. They were among 210 people running for the RNLI.



Soup-er shopping

New Covent Garden Food Co's Smoked Haddock Chowder is now on sale with an extra 'ingredient'.

Look out for the eye-catching cartons featuring Padstow's Tamar class lifeboat and RNLI information in UK branches of

Tesco, Sainsbury's and Waitrose. New Covent Garden is aiming to raise at least £10,000 through sales of the soup.

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New RNLI award

Lifeguards Nick Dowrick, Gareth Howarth, Tom Burgess and Emma Williams are to be presented with the inaugural Alison Saunders' Lifeguarding Award this Summer.

The new annual award is for the most meritorious rescue by RNLI lifeguards in the previous season. It consists of a glass trophy, certificates for each lifeguard and for the appropriate lifeguard area support centre, and a sum of money to be shared among the lifeguards to be used to further their lifesaving skills.

The eponymous sponsor of the award, Alison Saunders, recently retired as Deputy Chairman of the RNLI after 27 years' service. She has generously pledged the award's continued funding until 25 years after her death.

The Langland Beach Team saved the lives of two injured men at risk of drowning on rocks below a cliff. See the Spring 2010 issue of *the Lifeboat* for the full story.



RNLI/Nathan Williams

Sofa so good



RNLI/Gaynor Jehu

RNLI supporters using internet auction site eBay raised £55,597 for the charity last year. Among them was Martin Craig from St Ives, Cornwall, who raised £99 by selling some old furniture.

He was helping his partner's mother

dispose of a three-piece suite when he saw its potential: 'I hate throwing things away, and when we lifted it into the skip I noticed the G Plan label. I know they're collectable so I thought someone might want it. My brother was a trawlerman, so the RNLI is my favourite charity.'

The set was snapped up by Trevor and Linda Taylor (pictured enjoying her purchase). Linda says: 'It's made us very happy. It's replacing a similar one we got rid of a few years ago that was sorely missed, so it'll take pride of place in my living room. I'm also so happy that the money's gone to such a good cause – what a wonderful idea!'

If you sell on eBay, you can donate some or all of your profits to the RNLI through ebay.co.uk/ebayforcharity. Since forming in 2006, the RNLI eBay community has raised almost £113,000. Thank you!

Little Ships

This year saw the 70th anniversary of the mass evacuation of Allied troops from Dunkirk during the Second World War. On 30 May 1940, the RNLI received a call from the UK Ministry of Shipping, asking for as many lifeboats as possible to be sent to Dover at once.

Lifeboats from 18 stations in south and east England, from Gorleston in Norfolk to Poole in Dorset, sailed for Dover, where they were commandeered by the Royal Navy to form part of the flotilla of 'Little Ships' that rescued over 338,000 people from the beaches.

Margate and Ramsgate lifeboats, however, had been asked to launch earlier and head straight for Dunkirk, meaning that it was the volunteer lifeboat crew themselves who were under Luftwaffe fire as they rescued more than 3,000 men.



The Lord Southborough (Civil Service Lifeboat No.1), Margate's lifeboat that saved thousands of lives at Dunkirk with a volunteer lifeboat crew

Words: Mairéad Dwane

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Lifesaving with class

Part of a lifeguard's role is to prevent accidents before they happen by giving safety advice – usually on the beach, but sometimes in the heart of the city ...

'Help, help,' shouts an 11-year-old girl to her friend. 'I'm drowning! Help me!' Luckily, her friend knows exactly what to do. He doesn't try and carry out a rescue himself – he quickly finds an RNLI lifeguard, who springs into action.

Fortunately, this is not a real-life emergency on the beach. In fact, we're a long way from the sea. It's an inner-city school, and pupils are acting out a scenario as part of the RNLI's Beach to City programme. The scheme brings lifeguards and their lifesaving safety messages inland to urban school pupils, who have been highlighted as among those most likely to get into difficulty at sea.

Each Beach to City Team is made up of an operational RNLI lifeguard and a beach safety supervisor. Their task is not an easy one – in 40 minutes they have to deliver key beach safety messages that children will listen to and retain. So the sessions are designed to be as memorable and fun as possible with plenty of play-acting to take part in and equipment to get to grips with.

In March and April 2010, the Beach to City teams gave safety messages to children in Birmingham, London and, for the first time, Coventry. Duncan Wood, a former RNLI Lifeguard and current Beach Safety Supervisor, toured schools in all three cities. 'I'd like to think we've saved lives with these talks,' says Duncan. 'We know the children pass the messages on – they go home and talk about their day to their families and share what they've learned.'

Each session begins with an introduction to the RNLI charity and its lifeguard service. Children are taught how to identify lifeguards and where to find them. Then it's time for beach safety messages. First, sun protection: slip on a T-shirt, slap on a hat, slop on

the sun cream. Next up are the beach flags and their meanings. Some pupils get a chance to hold flags while others (acting as swimmers or watercraft users) have to put themselves in the right zone. 'Many of the children show an impressive knowledge of the flag system already, given that they live so far from the sea,' says Duncan. 'But when it comes to the red flag – which means the water is dangerous and should not be entered – a lot of them seem to think that it means there's a shark about!'

While sharks do not pose a threat to young beach users around our shores, toy inflatables do, so guidelines on their use forms a key part of the Beach to City programme. 'I used to patrol as a lifeguard in North Cornwall,' says Duncan, 'and there were days where the majority of what we did involved rescuing children from drifting inflatables. So it's vital we get the message across that they can be dangerous – we would prefer it if they weren't used at all. If they are, we recommend that they should be supervised by grown-ups, and not used at all when the orange windsock is flying, signifying an offshore wind.'

This year's sessions have also seen a focus on the use of public rescue equipment (PRE), especially in Birmingham, with its extensive canal network. 'The RNLI has been involved in testing coastal PRE and providing guidelines on its use,' explains Duncan. 'And we've taken the opportunity to share what we've

learned with the inner-city children. Respecting and using equipment such as liferings, throw lines and emergency communications is very important, especially as some of these children may come across it at their local waterways.'

The PRE advice has also been aimed at schoolchildren in London, where the Beach to

'I'd like to think we've saved lives with these talks'



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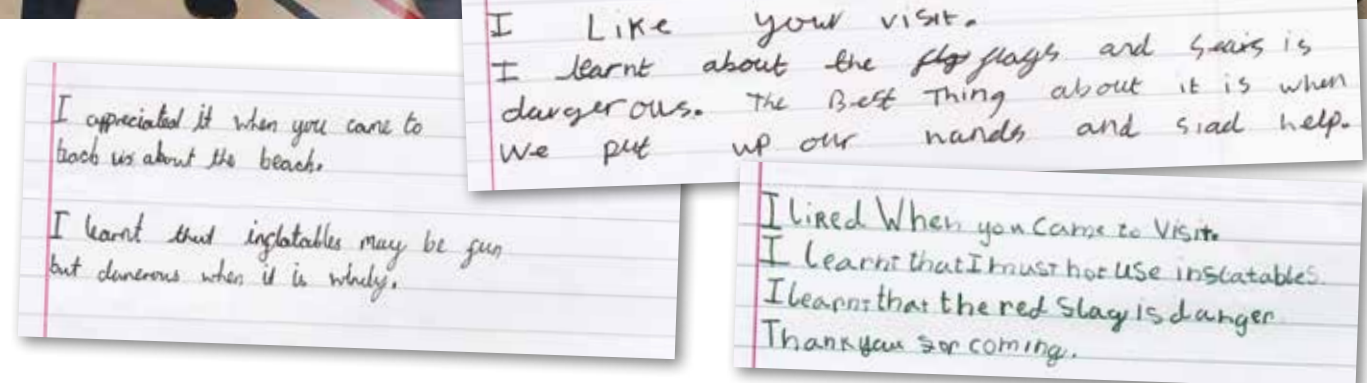
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City programme visited 30 schools in Lewisham, Greenwich, Southwark, Newham, Bromley, Hackney, Lambeth and Tower Hamlets. The London Beach to City visits in 2009 and 2010 were funded by the John Lewis Partnership, which has donated a total of £10,000 towards the project.

Each Beach to City session ends with a trip into the playground to look at – and listen to – the lifeguard truck. 'That is always the children's favourite bit,' says Duncan. 'They hear the siren, see the lights flashing and, if they've been really good, we let them speak into the PA system and make safety announcements! It really is a break from the norm for them, which makes the whole experience all the more memorable.'

In 2011, the RNLI's Education Team aims to add a fourth city to the Beach to City tour, and plans to continue adding more in the coming years. 'You can't put a price on how important this advice could prove to be,' says the charity's Youth Engagement Manager, Nathan Palmer. 'Many of these children will now be heading to the beach with their families, and they are much better equipped to deal with seaside dangers than they were before. We have been giving many of

them before-and-after quizzes, to test what they've learned, and their awareness of our black and white flags, for example, has gone up 40%.'

'[This was] an excellent presentation ... giving children the knowledge they need. Thank you.'

Teacher, Tidbury Green School

There are other added benefits for the RNLI, too, says Nathan. 'Many children haven't heard of the RNLI, so a whole new audience is becoming aware that we are the charity that saves lives at sea. And we leave quite an impression on them, so I fully expect many of them to be our supporters of the future – and perhaps, one day, lifeguards!'

Words: Rory Stamp
 Photo: Paul Edwards



Nerves of steel

In a nail-biting service, Donaghadee lifeboat crew battled to save three lives. Would the Coxswain keep cool and reach the sailors in time?

Rudely awoken at 2.15am on 13 September 2009, the County Down crew sprang into action. Within just 7 minutes of the pagers going off, the Trent class lifeboat *Saxon* launched.

Coxswain Philip McNamara had already spoken to Belfast Coastguard. A yacht, *Bentim Buoy*s, had run hard aground on a stretch of rocks near Ballywalter, notorious for shipwrecks. Her crew of three men were sailing upwind to Bangor when they had run off course, 5 nautical miles south of Donaghadee. The trio were described as elderly.

Conditions at the harbour were fair but it would be a different matter for the yacht on the exposed shoreline of Craigbrain Rocks. Philip was familiar with the area's hazards, the shallow waters and outlying rocks. He formulated a plan to get the men off *Bentim Buoy*s before she broke up.

Sure enough, once the lifeboat cleared the harbour, conditions deteriorated: winds of force 5–6, a swell of up to 2m and breaking waves. On making VHF contact with the yacht, Philip recalls: 'They were very glad to hear from us. I outlined my plan

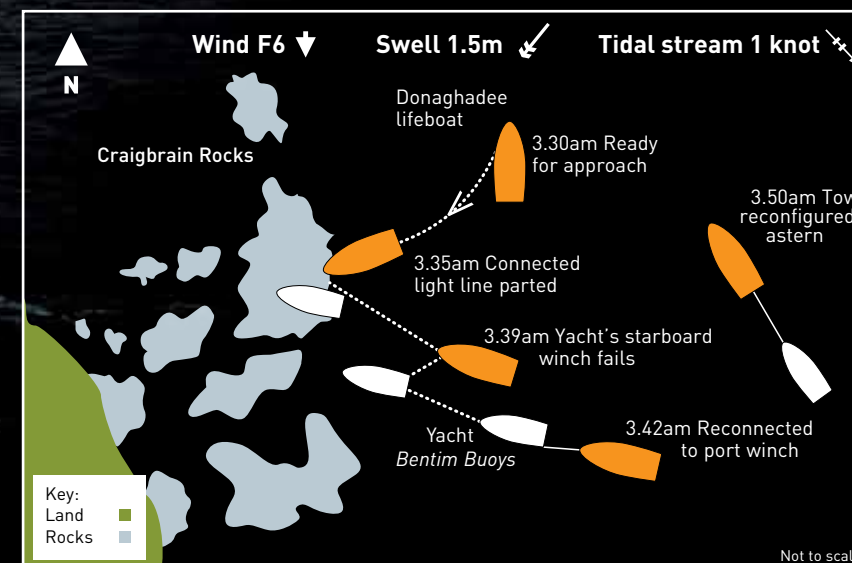
and they were cooperative, but reluctant to abandon their yacht. I made it clear to them that their lives were my priority, so I would take them off the yacht if that's what I had to do.'

Visibility was good and the crew spotted the lights of *Bentim Buoy*s easily. They found the yacht hard aground, being pounded by breaking waves. The yachtsmen were in real peril, as Philip explains: 'No vessel could have withstood the battering for long.'

As part of Philip's forward thinking, the crew were ready with *Saxon*'s XP boat, a small inflatable with an outboard engine. It could be used to pick up the men on the yacht, while the all-weather lifeboat provided shelter from the wind and waves. It was 'borderline' whether the XP boat was within its operational limits and Philip didn't make the decision lightly to deploy the vessel.

The first attempt

At 3am, Philip manoeuvred *Saxon* 30m to the east of *Bentim Buoy*s, as close as possible to the outlying rocks. He turned the lifeboat beam (side) on to the



weather to provide a lee, and Crew Members David McCormack and Richard McGimpsey launched in the XP boat.

But to their dismay, within seconds, the XP stalled. Richard and Dave attempted to restart the engine but had no luck. Before they had drifted too far away from the mothercraft, the pair grabbed the oars and paddled strongly back to *Saxon*. Why the XP boat failed was a mystery: 'Until this day we don't understand why it stalled,' muses Philip. 'Next day we tested it and it started first time.'

Philip had to think of another way to save the yachtsmen. One option was a breeches buoy (a lifebuoy with canvas seat that, when suspended from a rope, can slide from one vessel to another). But *Bentim Buoy*s was so unstable that the technique was deemed too dangerous.

If at first ...

What could be the next course of action? From a similar position 30m from *Bentim Buoy*s, a lifeboatman would fire a speedline rocket. They could then pass a light tow rope to try and ease the yacht, with the men onboard, off the rock. The main danger was that *Bentim Buoy*s would be damaged but they couldn't leave the men where they were.



The first speedline missed the yacht as the wind didn't carry it as expected. The second looked perfect but became entangled high on the mast and wouldn't budge.

The Coxswain had to think again. Everybody knew that time was running out for the men on *Bentim Buoy*s. It wouldn't be long before she broke up. Philip comments: 'We all remember the noise from that night, the hammering, the thumping of the boat on the rocks and the jingling of the rigging ... wild!'

Special delivery

Philip resolved to take the lifeboat closer to the yacht, so they could throw a line to the yachtsmen. He knew the rock-strewn path would be hazardous, but was confident in his own ability and that of the crew and the lifeboat.

While Mechanic Shane McNamara readied the heaving line, Deputy Second Coxswain John Ashwood down in the wheelhouse called out the depth via the intercom so that Philip could concentrate on the boathandling from the upper steering position.

At 3.30am, in an amazing display of technique and composure, the Coxswain threaded his way through the rocks to within 5m of *Bentim Buoy*s. >>

THE DETAIL

THE LIFEBOAT

Trent class ON-1267
(14-36) *Saxon*

ON STATION

17 April 2003, funded by the legacy of Mrs Freda Rivers in memory of her late husband

THE CREW

Coxswain Philip McNamara (48, Fisherman),
Deputy Second Coxswain John Ashwood (36, Joiner),
Full-Time Mechanic Shane McNamara (45),
Crew Members Stephen McComiskey (41, Fisheries Officer),
David McCormack (22, Ambulance Despatcher),
Richard McGimpsey (38, Bread Deliveryman) and
John Petrie (41, Security Officer)

The manoeuvre took just a few minutes but at times the lifeboat came within a whisker of calamity.

With no time to waste, the lifeboatmen at the bow expertly threw the line to one of the yachtsmen, who then secured the tow rope to his starboard cockpit winch. *Saxon* took the strain but, just as the yacht was starting to lift, the tow parted. Undeterred, everyone tried again. With the tow rope secured to the winch, the lifeboat reversed, the yacht lifted – and was suddenly free. But, as Philip recalls: 'She came off with a big thump, hit some more rocks and her winch sheered off.'

The Coxswain reacted immediately, making another approach to the yacht. Momentarily, the lifeboat skimmed rocks but remained undamaged. Philip took *Saxon's* bow right up to *Bentim Buoys* and Shane passed the tow rope directly into the hands of the yacht's crew.

Once more, the tow was secured and at last the lifeboat cleared the rocks. With more sea room, the crew transferred the tow from bow to stern and then checked the condition of the three yachtsmen. They were shaken but amazed to report that the yacht had remained watertight. After a relatively smooth passage of over an hour, the lifeboat and *Bentim Buoys* reached the safety of Donaghadee at 5am.

Recognition

When asked about his pivotal role in this lifesaving service, Philip deflects the attention: 'I couldn't say enough about the crew – outstanding. And back at the station, Crew Member George Thomson sorted bacon butties for all of us in the early hours of the morning, so he deserves a mention too!'

Philip's enthusiasm and humour is infectious, but he's serious about lifesaving. It was announced in April that he is to receive the Thanks of the Institution Inscribed on Vellum. Philip admits the recognition makes him feel: 'a wee bit overwhelmed. I didn't expect it. I got thanks from the three guys; I thought that was it.'

In this, the centenary year of Donaghadee Station, volunteer Lifeboat Operations Manager Alan Couser stresses that generations of lifeboatmen have passed down their experience and local knowledge to the current crew, resources so vital in this rescue. Alan has high praise for his volunteer Coxswain: 'Philip's absolutely devoted to the lifeboat and the crew. And he's super cool in an emergency.'

Words: Bethany Hope

Photos: RNLI/(Nigel Millard, Colin Watson)



Learn your lines

To set up a tow, a lifeboat crew member throws a heaving line to the casualty vessel. This lightweight line, weighted at one end, is easy to throw and easy for the casualty crew to handle.

A tow rope from the lifeboat is attached to the heaving line. It's thicker, heavier and stronger than the heaving line. The casualty crew haul this onboard and secure it to their vessel, ready for the tow.

If the casualty crew can't handle the heavy tow rope, a lighter tow rope may be used instead.

If the lifeboat is too far from the casualty to manually throw a heaving line, a Speedline 250 rocket can fire a connecting line from up to 250m.



With *Forever by the Sea* funds a treasured life is never forgotten



Photos: Chris Walker

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FBT510

Surf's up!

With enormous surf breaking violently around them, how could two hypothermic men possibly escape their rocky prison?

Whipsiderry Bay is one of Cornwall's 'hidden gems' that sees surfers catching waves all year round. So it was little surprise that two boarders decided to go there one chilly January day. What they didn't expect to see were two people, dressed in vests and shorts, stranded on rocks at nearby Fern Cove.

These men, originally out for a run, had been trapped for 2 hours and, with an air temperature of just above freezing, were suffering seriously from the cold. The surfers agreed to separate, one heading ashore to raise the alarm, the other, Craig Sommerville, heading into the cove to help.

Coastguards received the 999 call at 12.42pm and requested the launch of RNLI Newquay's D class lifeboat, *Valerie Wilson*. She took to the water just 10 minutes later, under the command of Helmsman Mark 'Magnum' Morris who was joined by Crew Members Aaron Trebilcock and Richard 'Rouge' Martin.

Mark remembers thinking: 'I hope they're not where I think they are ...' He knew the area well and that there was no easy way in or out. But the men were exactly where he had feared. To make matters

worse, a powerful swell was combining with a tide just 2 hours from high water. This was churning up a cycle of 3m surf that was breaking fiercely.

Craig had managed to guide the men to a slightly safer position where the lifeboat crew quickly spotted them. Expertly placing the D class on the back of a wave, Mark steered towards them to get a better view. 'We managed to get within about 100m,' he says. 'But the danger to my boat and crew became obvious. There were rocks coming out of the surf everywhere.'

Meanwhile, the local Coastguard Cliff Rescue Team had established itself at the top of the cliff. Now it radioed down a warning about an approaching set of waves. Mark spun the lifeboat to face what was coming. The *Valerie Wilson* punched through all 12 waves, many of which completely swamped her, before she could get clear of the danger zone. Back onshore and hearing the radio conversations, volunteer Lifeboat Operations Manager Gareth Horner authorised the launch of B class Atlantic 85 *Gladys Mildred* in support.

Undeterred, Mark carefully timed another approach. He skilfully threaded the lifeboat through rocks to an area of relative safety, 20m from the casualties. He reassessed the situation: the rocks were backed by 70m cliffs and the sea was treacherous. 'I thought a helicopter lift was the safest option, he says. 'So I shouted over to the casualties to "stay fast" while I radioed through.'

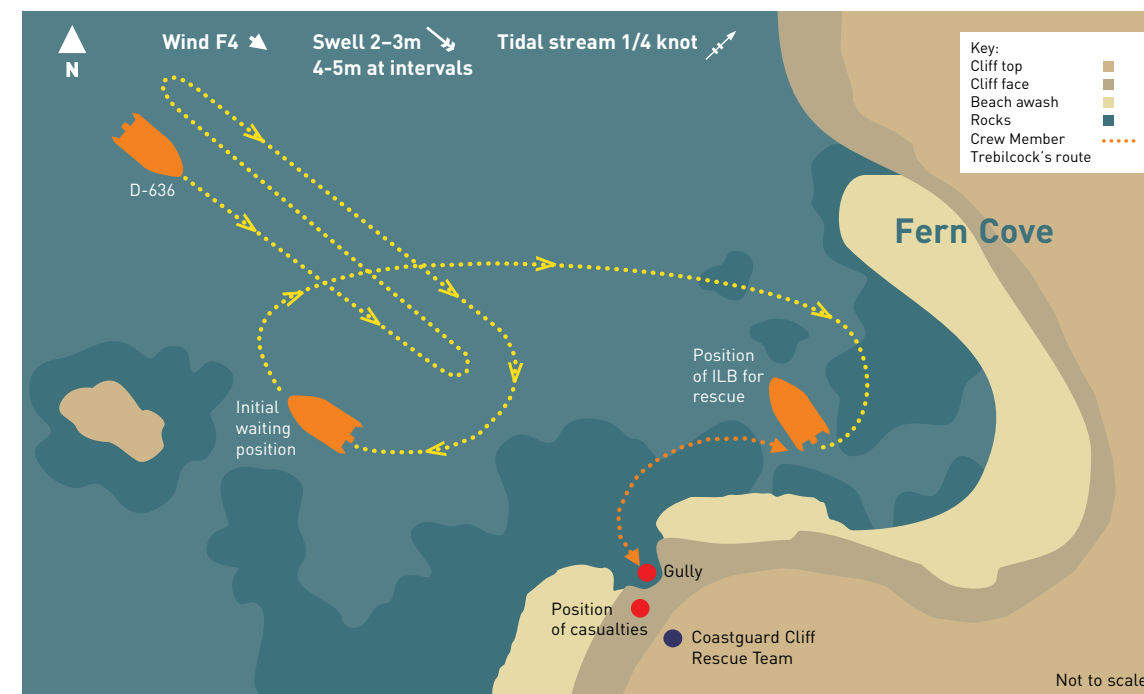
It was then that things took a turn for the worse. Assuming the lifeboat could get no closer, Craig and the casualties jumped into a gully, intending to swim out to meet her. But, weak from their ordeal and with lacerations to their legs, the two runners were now literally out of their depth and in serious trouble. Crew Member Aaron Trebilcock remembers the scene well: 'They were in grave danger. I knew that if we didn't get to them quickly, we would be dealing with bodies.'

'This really upped the ante,' says Mark. 'We had to take immediate action.' He took the lifeboat back and around to the mouth of the cove, about 30m from the casualties, and all three volunteers climbed out. The final leg of their journey was completely inaccessible by lifeboat and the casualties needed help through the hazardous rocks. Aaron made for them while Mark and Richard held the 436kg lifeboat. One minute they were waist deep in water, the next being knocked off their feet while holding the lurching craft.

Swimming, wading and scrabbling over rocks, Aaron reached the casualties who were both exhausted and suffering from hypothermia. He fought his way back to the lifeboat with one man at a time, carrying and pushing them around the hidden hazards en route. 'They'd both gone stiff and were in quite a bad way,' he says.

Once crew and casualties were all safely aboard, Mark took the lifeboat back through the surf. 'Under normal circumstances we'd wait for a lull,' says Mark. 'But we had to get them ashore fast.' The crew wedged themselves forward to give the casualties best protection from the crashing surf on the ride back.

The first wave broke over them, completely filling the lifeboat. 'We work in surf a lot but it can be quite scary if you're not used to it. So we counted the waves



with the casualties and kept them chatting.' Even with five heavy men aboard, the lifeboat handled impeccably. 'I'd never put her under such pressure before,' says Mark. 'But she handled superbly. I remember looking at her bow flicking straight as we came out the other side – just like ping-pong!'

The Helmsman expertly guided the lifeboat through a full 21 waves, making best use of the outboard engine. 'That was a big set,' he remembers. 'But I was able to ease off, then power through each one so we didn't become airborne. Put me in the middle of a busy shipping lane and I'd have a panic on but I'm comfortable reading the surf – it's what we train in every weekend.'

Clear of the waves at last, the casualties were transferred to the *Gladys Mildred* for a speedy return to Newquay and a waiting ambulance. It was 1.20pm. Before leaving the scene themselves, the D class crew made sure that Craig was able to return to Whipsiderry Bay safely.

And the outcome? Both runners made a full recovery. 'It was a great result,' says Aaron. 'Training and local knowledge were priceless in this situation and it was great teamwork from everyone involved.' Mark and Aaron both received the Thanks of the Institution Inscribed on Vellum while Richard received a Framed Letter of Thanks from the RNLI's Chairman and Craig a Letter of Appreciation from the RNLI's Chief Executive.

THE DETAIL

THE LIFEBOAT:
D class, D-636, *Valerie Wilson*
On station at Newquay 2005
Funded by the Freemason Lodge of Harmony

THE CREW
Helmsman Mark Morris
(42, Telecoms Opts Manager)
Aaron Trebilcock (21, Fisherman)
Richard Martin
(23, Royal Navy Engineer)

Words: Jon Jones

Pictures: Bernard White, *Cornish Guardian*

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Out of the gloom

A fisherman lay injured onboard the world's largest trawler, 200 miles offshore of County Galway

It was just after 7pm on 23 January 2010 and the crew of the 144m trawler *Annelies Ilena* had caught 50 tonnes of scad (horse mackerel). But now her nets, the size of a football stadium, were tangled. The vessel lurched and one fisherman fell into the gear. His fellows dragged him clear but not before he sustained shoulder, collar bone and ligament injuries.

Thick fog made helicopter flight impossible so, at 7.40pm, Shannon Coast Guard requested the launch of Fenit RNLI all-weather lifeboat with Lifeboat Medical Adviser Tom McCormack onboard. Second Coxswain Gaff Moriarty and his crew launched 10 minutes later, reliant on electronic navigation aids. Communications were a challenge too: the trawler had a foreign crew, and the lifeboat was quickly out of VHF range with the Coast Guard, requiring the use of the MF set.

A course was set to rendezvous midway with the *Annelies Ilena*, which was making best speed from the fishing grounds, and it was just before midnight and 107 miles later that Trent class *Robert Hywell Jones Williams* came out of the gloom by the trawler. The fog had lifted but the lifeboat was dwarfed so transferring a casualty would demand ingenuity.

There was a 10m drop between decks so a crane was rigged to lower the injured man

in a steel basket. Gaff needed all hands on deck to avoid damage to the lifeboat's radar and radio aerials. With the swell, it took four attempts and 40 minutes to get alongside just at the right time for the basket to hit the deck. The casualty received entonox and his arm was immobilised before he was strapped into a seat for the 3½-hour return passage through what were again misty, murky waters.

Just after 4am, the fisherman was finally transferred to an ambulance and taken to hospital. But the night wasn't over for the volunteers. Having refuelled and restocked the lifeboat, they launched again to search for a missing person but she was found safe and well 30 minutes later, and the crew finally left the station for home at 5.30am.

As the Director of the Irish Coast Guard and RNLI Operations Director both said in Letters of Appreciation to the station in January: 'It was a job well done.' Local volunteer Lifeboat Operations Manager Gerard O'Donnell added: 'Working over 100 miles from shore, the Coxswain and crew had every confidence in the RNLI's lifeboat and her equipment.'

Words: Anne Millman

Photos: WOLde: trawlerpics.net

The *Annelies Ilena* and RNLI *Robert Hywell Jones Williams* (inset) shown roughly to scale

THE DETAIL

THE LIFEBOAT:
Trent class ON-1239 (14-27) *Robert Hywell Jones Williams*

ON STATION:
28 February 1999, funded by the bequest of Robert Hywell Jones Williams

THE CREW:
Second Coxswain John Moriarty (53, Fisherman)
Mechanic Kevin T Honeyman (Full-time Mechanic)
Navigator Finbarr O'Connell (53, Jeweller)
Lifeboat Medical Adviser Tom McCormack (58, Doctor)
Crew Members John McGibney (53, Marina Attendant);
Kevin Moriarty (36, Carpenter); Adrian O'Mahoney
(31, Carpenter); and John J Williams (37, Lorry Driver)

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Review

Reviews Editor Carol Waterkeyn has selected five fascinating books – the first with an added twist. Carol explains ...

'In 1989, an aircraft flying from London Heathrow to Belfast crashed on the M1 motorway near Kegworth in Leicestershire. Forty seven people lost their lives but Alan Johnston was one of the lucky people who survived. Barely conscious, he was saved by a man who pulled him through a hole in the fuselage.

'Among those driving on the M1 that day were members of the RNLI Withernsea lifeboat crew, travelling home from the London Boat Show. On seeing the disaster they pitched in to help, evacuating and caring for survivors, working at the scene for several hours in dark and difficult conditions.

'Alan only found out that his rescuer was lifeboat Crew Member Barrie Brigham, when he came face to face with him at Belfast Airport, some 20 years later!'

'Should I Bring an Umbrella?'

Celebrating weather in photographs

By Alan Johnston
Review by Tim Corke

Alan Johnston's personal portfolio of photographs captures the delights of weather, and people, from all angles: from glorious sunny Summer days to downright gloomy Winter.

His final couple of pages surprise with a portrait in words and pictures of Portaferry's new lifeboat station, which opened in June. This completes an album of beauty, and 80 years of experiences in different weather in different landscapes, from his home in Northern Ireland, across Europe to Africa and the Middle and Far East.

Johnston's imagery is so inspiring and his commentary so delightful that you just want to drop everything and join him.

Hardback book
Published by Booklink
ISBN 9781906886219
Price: £20

Can be ordered direct from the author (+ £3.50 p+p)
by email to: sealcottage50@btinternet.com.



The Fourth Part of the World

By Toby Lester
Review by Peter Bradley

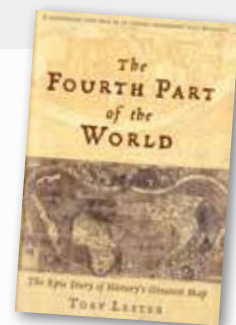
In ancient times the Earth, placed at the centre of the cosmos, was known to have three parts: Asia, Europe and Africa. Later, it was assumed that another, fourth, part of the world existed but beyond the known oceans. This book centres on a map that illustrates the world view of German-born Martin Waldseemüller and a group of cartographers and monks in Lorraine, France, published in 1507. Of the 1,000 copies made, all disappeared, until one was rediscovered in 1901.

It would have been so easy for an author to write a technical history of the map and to marvel at its mathematics and cartography. But what is truly remarkable is the way that the author sees beyond the map and ties in the social, cultural and economic developments of mankind from that era. He goes a long way to uncover the mysteries of the Middle Ages, all linked to a developing understanding of the world.

Very early 'route maps' of pilgrims' travels to the Holy Land, the protracted invasion and settlement by the Mongols from the east and the quest of the western civilisation through the likes of Marco Polo to make peace with the great Khans are all covered masterfully by Lester. He also brings to light the many questions about who discovered America, when and how.

This complex book is one of discovery and challenge, uncovering the ambitions, successes and failures of adventurers through the ages. Toby Lester's writing will appeal to a wide audience but particularly to historians and mariners.

Hardback book
Published by Profile Books
ISBN 9781861978035
Price £25



The Natural Navigator

By Tristan Gooley
Review by David Price

Let this book take you back to navigational basics with some intriguing techniques.

It is immediately apparent that the author is both well qualified in every sense to write such a book and has an unlimited and infectious enthusiasm for his subject.

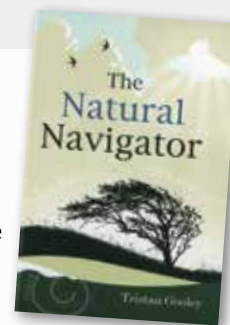
The result is a fascinating tiptoe through the history of natural navigation ('the art of finding your way using Nature') to practical examples and methods of using Nature's clues and our own oft-forgotten powers of observation and deduction. Theories and guidance are interspersed with interesting anecdotes, and references to both human travel experiences and how some other members of the animal world orientate themselves using the sun and stars.

The narrative is light and readable and the approach to some of the heavier topics such as the Celestial Sphere and the planets is refreshingly clear. This enjoyable book should appeal to a broad market rather than just to 'navigators'. While it would be wrong to claim that, having read the book, readers could immediately discard compass, map and GPS, there is little doubt that they will approach their travels in a different light and who can tell where that might lead?

Hardback book
Published by Virgin Books
ISBN 9781905264940
Price: £14.99

Reader offer:

Receive 35% off when you purchase *The Natural Navigator* from rBooks. Simply visit www.rbooks.co.uk/naturalnavigator, click 'Add to Basket' and enter the code RNLIOFFER before making your purchase. Offer expires 31 December 2010 and cannot be used in conjunction with other promotions.



Storms and Wild Water

By Dag Pike
Review by Carol Waterkeyn

This well-illustrated book brings storms at sea to life.

Have you ever wondered how storms are created, about the different effects of storms on the sea, or how some vessels have survived terrible conditions while others have not? If so, this is the book for you. *Storms and Wild Water* demystifies the science and explains what can happen and why.

Dag Pike began his career in the Merchant Navy. He went on to test RNLI lifeboats for buoyancy and structural integrity, heading into the storms that everyone else was trying to avoid. He has spent 60 years on the waves. Nowadays he is a successful boating journalist and author and uniquely placed to give us the benefit of his vast experience of storms.

Paperback book
Published by Adlard Coles Nautical
ISBN 9781408112311
Price: £16.99



Outrageous Grace

Taking the long way home

By John Otterbacher
Review by Michael Masters

Outrageous Grace tells the true story of the author's struggle against death – and his desire to fulfil a lifelong dream.

John has had seven operations on his heart in 8 months, and his doctors are beginning to give up on him. They start to talk about a transplant and a slower pace of life, but Otterbacher has a bigger dream: to sail around the world, laughing in the face of danger and ignoring any possibility of his body giving up on him.

This is a truly inspiring tale of one brave man who is willing to risk it all; throughout the book there are sentences such as: 'I am not sure I will get through this day.' Despite his knowledge of the peril he will face, Otterbacher soldiers on.

It is a solid account of one man's simple determination to do better than simply survive. The book is incredibly moving and beautifully written, and will change the way you view life – and death.

Paperback book
Published by Adlard Coles Nautical
ISBN 9781408112786
Price £8.99

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.)





Free range

With the recession, volcanic ash, and concerns for the environment, more people are taking holidays closer to home, especially to walk our coastal paths. What is the impact on the RNLI?

Waves crashing on a sandy beach or rocks; the clink of yacht rigging; seals bobbing in the water; seabirds calling and diving for fish; bees buzzing sleepily from wild coastal flowers and the salty seaweed aroma of the sea: if we're lucky we might even catch a glimpse of a dolphin. All can be experienced while roaming our coastal fringes. Coastal walking allows us to get back to Nature, to enjoy the sea air, flora and fauna and to notice things that we can easily miss from our car windows. But how do we stay safe and also make sure that we are not trespassing or breaking the law when we go off the beaten track?

A right to roam

Where are we allowed to go? Organisations such as The Ramblers Association have long been campaigning vociferously and now successfully for this right to roam. 'The freedom to roam' refers to our access to both public and private land for recreation and exercise. It mostly relates to uncultivated land. Developed space, gardens and a large proportion of agricultural land are excluded. The requirements of the *Countryside and Rights of Way Act* of 2000 (CRoW) for England and Wales have been gradually implemented and came into effect across England in October 2005. In Scotland, the *Land Reform (Scotland) Act* of 2003 put into law the right to go onto land for recreation and education and to cross land for access, but this must be done responsibly. This right has developed over centuries. In the RoI, much of the land is in private ownership and access is only possible with the goodwill of the owner. Most, however, do not object to the occasional walker.

New legislation, though, was introduced last year with the *Marine and Coastal Access Act 2009*. This Act is the equivalent to CRoW for access to the coast.



Access to our beautiful coastlines has never been easier

This gives public right of way to areas of coastline that were previously inaccessible, with a view to establishing a coastal path around the whole of the English coastline. Natural England is in the early stages of implementing the Act and the approved scheme for access is to go through a period of consultation with interested parties (including the RNLI). The Act will also apply to Wales but not Scotland, Northern Ireland or the Rol.

The Countryside Code for England and Wales remains to help members of the public respect, protect and enjoy the countryside. For example shutting gates behind you, taking litter home, following signs and keeping your animals under control.

Getting out there

Having carefully checked the weather forecast and armed with a good walking guide, Ordnance Survey map, mobile phone, a drink, something to eat, torch, first aid kit, the right footwear and protective clothing for the conditions, plus sunscreen in good weather; we shouldn't go far wrong. By using a walking guide and map we won't fall foul of the law unless we read the map incorrectly. Paying attention to designated byeways, paths, bridleways (usually indicated by a broken red or green line on Ordnance Survey maps) and indicated rights of way should keep us out of trouble. A right of way means you have right of passage over usually private land, but you must keep to the line of path and not stray. When you wander off, you are technically trespassing if on private land. If there are obstructions, you are permitted to move them just enough to get past. And if there are farmers' crops growing over the right of way you need to

decide whether to pick your way through while trying not to trample them or make a detour, which is trespassing!

Other paths, permissive or concessionary, are created by landowners. As their names imply, there is no legal right for the owner to supply them and they are subject to change. You also have free access to country parks, canal towpaths, most beaches, some mountains and some Ministry of Defence land – but watch out for firing notices and red flags! The Forestry Commission and National Trust usually allow access to their land; in fact the National Trust is one of the biggest landowners in England, Wales and Northern Ireland and is caretaker of over 500 miles of coastline. The Scottish National Trust was set up in 1931 and the Trusts hold the properties and land for the nation, making them available for public access, but charges may apply.

Access and the RNLI

RNLI coastal locations sometimes inevitably have practical problems regarding public rights of way but the charity works hard to address these issues. Particular concerns relate to public access to RNLI lifeboat station slipways and quays. Because of the size and speed of lifeboats being launched down a slipway, there are serious hazards associated with members of the public having right of access seaward of the boathouses. This safety risk is most significant when station volunteers and personnel are actively launching or recovering vessels. The RNLI feels it should have the right to restrict access at such times and more generally for security. Other considerations include the area surrounding a lifeboat station. Due to

the nature of RNLI operations, there is the potential that visitors could disrupt the charity's rescue work. Currently, problems are avoided through a variety of means including putting up signs or asking for public cooperation face to face. There is also a need to have clearance for other emergency vehicles such as waiting ambulances, police and coastguard vehicles.

At times of poor weather or sea conditions, there is an increased risk to people accessing slipways; for example there is the possibility of being swept into the sea by large waves.

However, this is not meant to deter people from visiting lifeboat station. Check out Visiting stations at rnli.org.uk/nearyou for those that are easily accessible.

Being responsible

If you take your dog with you on your ramble, there may be areas where you cannot walk, particularly on farmland. You should keep your dog on a lead and be especially careful when there are other animals nearby or when venturing near cliffs. The RNLI receives many call outs each year to dogs that have fallen over cliffs. While the RNLI is not an animal rescue organisation, crews *will* respond if they feel there is a danger of the owner attempting their own rescue and injuring themselves.

When walking by the water's edge, you should be aware of the tides. Last year the RNLI's lifeboats rescued 277 people cut off by the tide. Other hazards to watch out for are falling rocks, marshy areas or quicksand, tripping hazards such as tree roots, or being bitten or stung by snakes or insects.

Walking further

If you yearn for something a bit more challenging than a saunter along the seafront, then there are opportunities to walk or run by the sea and raise money for the RNLI at the same time. The RNLI organises welly walks and Summer sprints, which are short, fun ways of getting together to raise money. Some people, however, are tempted to take things further. In 2008, Jannina Henderson walked 1,400 miles of the British coastline with her two dogs and raised thousands of pounds for Lizard Lifeboat Station's proposed new lifeboat and station.

At the time of writing, keen walker and teacher Sara Lyons from Cornwall had just completed a sponsored walk from Dover to Land's End to raise money for RNLI lifeguards and another charity. She says: 'RNLI lifeguards do an amazing job. They are ready to respond to any problems on the beach and in the water. They teach children and young people to respect the sea, preventing incidents from occurring in the first place. I think they also provide good role models for young people, which is important nowadays. I know the presence of lifeguards is reassuring for anyone using the beaches ... from parents with young children to surfers.'

The health benefits of walking are well documented so do enjoy your right to roam but be careful when your walk takes you near the water's edge.

Words: Carol Waterkeyn

Photos: Lyons family album



Long-distance walker and RNLI fundraiser Sara Lyons

Useful contacts:

RNLI Summer Sprints	rnli.org.uk/summersprint	01202 336026
RNLI Welly Walks	rnli.org.uk/wellywalks	01473 822837
The National Trust	www.nationaltrust.org.uk	0844 800 1895
The National Trust for Scotland	www.nts.org.uk	0844 493 2100
The Ramblers Association	www.ramblers.co.uk	020 7339 8500
Ramblers Scotland	www.ramblers.org.uk/scotland	01577 861222
Ramblers Cymru	www.ramblers.org.uk/wales	029 2064 4308
Coillte Ireland	www.coillteoutdoors.ie	
Natural England	www.naturalengland.co.uk	0845 600 3078
This supersedes the Countryside agency and Countryside Commission		
Forestry Commission	www.forestry.gov.uk	0131 334 0303
Ordnance Survey	www.ordnance-survey.gov.uk	0845 605 0505
Ordnance Survey Ireland	www.osi.ie	1 802 5300
Local Tourist Offices are also helpful with providing maps, guides and advice.		



769 rescue craft launches January–March 2010

ABERDEEN
ON-1248(17-24):Jan10
D-694:Feb3,16,Mar27

ABERDOVEY
B-758:Jan2

ABERSOCH
B-790:Mar20

ABERYSTWYTH
B-822:Feb21,25,Mar21

AITH
ON-1232(17-14):Jan21
ON-1278(17-45):Mar23

AMBLE
ON-1176(12-19):
Jan6,31(x2),Feb11
D-569:Jan31,Mar11

ANGLE
ON-1290(16-10):Feb20
ON-1291(16-11):Mar5
D-638:Jan14,Feb25

ANSTRUTHER
ON-1174(12-17):Jan18
D-667:Mar31
D-690:Feb5

APPLEDORE
B-742:Jan1,5,Mar1,6,17,29
BB-502:Jan4,5,Mar8

ARAN ISLANDS
ON-1217(17-06):
Jan8(x2),17,23

ON-1263(17-34):Feb1,
Mar1,9,14,28

ARBROATH
ON-1194(12-35):Feb4
D-621:Feb4,11

ARRAN (LAMLASH)
B-770:Jan26,27,Feb1,
Mar27

ARRANMORE
ON-1244(17-22):Jan23,
Feb17,27,Mar7,13,17

ATLANTIC COLLEGE
B-763:Feb12,Mar16

BALLYCOTTON
ON-1233(14-25):
Jan5,16,17,23,Feb4

BALLYGLASS
ON-1235(17-15):Feb6,
Mar11,19

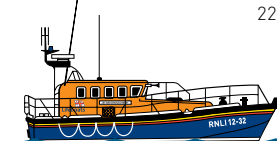
BALTIMORE
ON-1137(47-024):
Feb13,14,Mar20

B-708:Jan5,31,Feb13,
Mar20,21,22

BANGOR
B-805:Feb13,Mar17

BARMOUTH
ON-1185(12-26):Mar27
D-678:Jan17,Feb28

BARROW
D-567:Jan4,Mar1,7



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

BARRY DOCK
ON-1245(14-29):Jan23,
Mar6,16

BEAUMARIS
B-838:Jan16,19,Feb10,
Mar15,24,26

BEMBRIDGE
ON-1124(12-001):Mar30

BERWICK-UPON-TWEED
D-639:Mar27

BLYTH
D-606:Feb2,20,Mar1

BRIDLINGTON
ON-1169(12-12):Jan5,
Feb13,Mar4

D-721:Jan24,Feb13

BRIGHTON
Y-154:Feb14

B-768:Feb6,14,19,20,Mar2

BROUGHTY FERRY
ON-1180(14-01):Jan28,
Mar1

D-695:Mar27

D-698:Jan28,Mar1

BUCKIE
ON-1268(17-37):Jan23,
Feb1,12,14,Mar9

BUNDORAN
B-834:Jan31,Feb26,
Mar2,17

BURNHAM-ON-CROUCH
D-672:Mar28

BURNHAM-ON-SEA
B-795:Mar26,28

BURRY PORT
D-611:Jan2

D-625:Mar27

CALSHOT
ON-1121(47-016):Feb23,
Mar16,19

ON-1155(47-037):
Jan18,20

ON-1157(47-039):
Feb8,11,13,23,Mar24(x2)

D-609:Jan20,Feb11,13,22,
23,Mar13,16,24

CAMPBELTOWN
ON-1241(17-19):Jan7(x2)

CARDIGAN
B-752:Mar23

D-604:Jan16,Mar23

CASTLETOWNBERE
ON-1277(17-44):Feb13,
Mar14

CHISWICK
E-002:Feb3,13,20,Mar27
E-003:Jan1(x3),2,3,12,
13(x2),17,21,24,25,28(x2),
31,Feb1,2

E-006:Jan4,7,9,Feb7,
15(x3),24,25,Mar3,4,14,17,
22,23,27,28,30(x2)



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

CLACTON-ON-SEA
B-744:Jan12

CLEETHORPES
D-618:Jan17,Feb21

CLOGHER HEAD
ON-1190(12-31):Feb2

CONWY
D-627:Mar5

COWES
B-810:Feb18,23,
Mar10,11,22

CRICCIETH
A-73:Feb20,Mar28

B-823:Mar28

CROSSHAVEN
B-762:Jan12,31,Feb14,16

CULLERCOATS
B-811:Jan3,Mar1,7(x2),
14,24

DART
D-602:Mar7,16,27

D-702:Jan16(x2),21

DONAGHADEE
ON-1267(14-36):Feb12

DOUGLAS
ON-1147(47-032):Feb22,
Mar6,10

DOVER
ON-1220(17-09):Feb10,
Mar7,13,23

DUN LAOGHAIRE
ON-1200(14-05):Mar11

DUNBAR
ON-1266(14-35):Jan4,24

D-635:Mar21

D-708:Jan4

DUNGENESS
ON-1186(12-27):Feb10

DUNMORE EAST
ON-1215(14-17):Jan5,26,
Mar30

EASTBOURNE
ON-1187(12-28):Feb27(x3)

D-605:Feb15,27

ENNISKILLEN
B-702:Mar17(x2)

EXMOUTH
ON-1178(12-21):Mar17

D-669:Jan11,31,Feb15,24

EYEMOUTH
ON-1209(14-11):Jan18

FALMOUTH
ON-1256(17-29):Feb2

B-756:Jan17,Feb1,19,21,
Mar7

FENIT
ON-1239(14-27):Jan23,24,
Mar17

D-726:Mar17



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

FETHARD
D-683:Mar9,20,27,30

FILEY
D-728:Feb24

FISHGUARD
ON-1198(14-03):
Mar11,15,20

D-652:Feb8,Mar11,15

FLAMBOROUGH
B-825:Mar3

FLEETWOOD
ON-1156(47-038):
Jan1,24,30,Feb6,12,14

D-719:Jan24,30,31,
Feb14,20,27,Mar13

FLINT
D-658:Jan2,Feb10,15,
Mar3,16(x2),21(x2)

FOWEY
ON-1222(14-18):
Feb27,Mar2

D-681:Mar2,14

FRASERBURGH
ON-1267(14-34):Jan13

GALWAY
B-738:Jan16,29,Feb24

GIRVAN
ON-1196(12-37):Feb20

GRAVESEND
B-807:Jan13,18,23,31,
Feb12(x2),15,18,21,23(x2),
28,Mar1,19,26,31

GREAT YARMOUTH
AND GORLESTON
ON-1208(14-10):
Jan14,Feb13

B-786:Jan12,31,Mar23,26

HARTLEPOOL
ON-1274(14-37):Jan17,
Feb4,Mar6

B-766:Jan17,31,Mar9,28

HARWICH
ON-1202(17-03):Feb20,
Mar6,7,9,11

B-789:Feb8,20(x2),
Mar9,21,22,30

HASTINGS
ON-1125(12-002):Mar22

HAYLING ISLAND
B-829:Jan2,18,31,
Mar7,17,21,30

D-642:Jan2,Feb7,27,
Mar17,21

HELENSBURGH
B-791:Jan5,24,Feb7,19,
Mar1,14,22,28

HELWICK HEAD
B-760:Mar14



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

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 9 April 2010.

HOLYHEAD
ON-1254(17-27):Feb13

ON-1272(17-41):Jan1,
Mar21

D-654:Jan2,Feb13

HORTON AND PORT EYNON
D-688:Feb13,27,28

D-710:Jan2

HOWTH
ON-1258(14-33):Jan2,30

D-659:Jan20,Feb22

HOYLAKE
ON-1162(12-004):Jan31,
Feb20,Mar31

HUMBER
ON-1201(17-02):Mar29

ON-1216(17-05):Jan23

HUNSTANTON
B-749:Mar9,18

ILFRACOMBE
ON-1165(12-007):Feb22,
Mar2,21(x3)

D-717:Feb9,Mar8,14

INVERGORDON
ON-1206(14-08):Feb1

ON-1225(14-21):Mar12

ISLAY
ON-1219(17-08):Jan29

KESSOCK
B-767:Mar13

B-771:Feb15

KILKEEL
B-803:Jan27

KILMORE QUAY
ON-1133(47-021):Jan23,
30,Feb18,Mar10,28,30

KILRUSH
B-729:Jan1,2,Mar4

KINGHORN
B-836:Jan30,Feb11,
Mar7,9,10,13,14,15,17,
20,22,23,24,27

KINSALE
B-796:Mar11,26,28

KIRKCUDBRIGHT
B-814:Jan23

KIRKWALL
ON-1231(17-13):Jan10,17,
Feb2

KYLE OF LOCHALSH
B-740:Mar17

LARGS
B-739:Jan9,15,Mar7,14,20

LERWICK
ON-1221(17-10):Jan6,14,
16,21,Mar11,12,13,25

LITTLE AND BROAD HAVEN
D-628:Mar20,26



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

NEWBIGGIN
B-745:Jan6,Feb1

NEWCASTLE
ON-1188(12-29):Feb13,
Mar7

D-637:Feb13(x2),Mar7

D-685:Jan8

NEWHAVEN
ON-1243(17-21):Jan3,8,
13,18,Feb14(x2),Mar23,28,
29,30

NEWQUAY (CORNWALL)
B-821:Jan1,27,Mar7,27

D-636:Jan1,27,Mar24,27

D-619:Feb6,Mar27

OBAN
ON-1227(14-23):Jan16,
Feb7,14,16,18,25,Mar25,31

XP-36:Mar28

PADSTOW
ON-1283(16-04):Feb16

PENLEE
ON-1262(17-33):Jan1,3,17,
Feb8,21,22

B-787:Jan3,Feb10,13,22

PETERHEAD
ON-1282(16-03):Jan16,
Mar7,19

PLYMOUTH
ON-1264(17-35):Feb28,
Mar1,3,7,18,22

B-753:Feb23

B-775:Feb27,Mar16,18,22

POOLE
ON-1131(47-023):Feb22

B-826:Jan9,14,24,
Feb19,22,27,28,Mar16,23

POOLE CREW TRAINING CENTRE
ON-1296(16-16):Feb15

PORT ERIN
B-813:Feb26,Mar6

PORT ISAAC
D-707:Mar14

PORT ST MARY
ON-1234(14-26):Mar6

PORT TALBOT
D-713:Jan23,Feb1,
Mar6,16

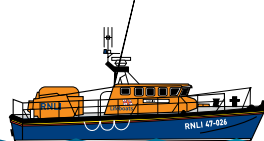
PORTFERRY
B-833:Mar1

PORTHCAWL
B-830:Mar14,19,20

B-832:Jan23(x2),
Feb12,19

PORTHDINLLAEN
ON-1120(47-015):
Feb6(x2),8,Mar24

PORTPATRICK
ON-1151(47-033):Jan24



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

PORTREE
ON-1214(14-16):Feb13,20,
Mar26

PORTRUSH
ON-1257(17-30):Jan23

D-572:Feb18,27

PORTSMOUTH
B-730:Jan31,Feb11,25,
27(x2),Mar3,24,30(x2),31

D-716:Jan20,31,Mar3,24

PWLLHELI
ON-1168(12-010):Feb7,
Mar6,20

D-676:Feb13

QUEENSFERRY
B-735:Feb16,19,20,22,
Mar1,6,7,9,20(x2)

B-767:Jan3,19,27,28,31

RAMSGATE
ON-1197(14-02):Jan3

ON-1253(14-32):Feb28,
Mar10,23

B-765:Jan11,Feb19,Mar5

RED BAY
B-728:Mar2

B-773:Jan18,19,Feb6,22

Mar30

RED CAR
B-773:Jan18,19,Feb6,22

Mar30

RHYL
ON-1183(12-24):Jan31

D-632:Jan1,18,31,
Mar3,7(x2)

RYE HARBOUR
B-727:Jan17,Mar1

SALCOMBE
ON-1289(16-09):Feb13,
Mar7,13,15

B-794:Feb6,Mar7,13,27

SCARBOROUGH
ON-1175(12-18):Jan14,
Feb10

D-724:Jan1,14

SEAHOUSES
ON-1173(12-16):Jan2,4,
Feb28

D-686:Feb28

SELSEY
ON-1146(47-031):Jan4

D-691:Mar24

SENNEN COVE
ON-1294(16-14):Mar21

SHEERNESS
ON-1211(14-13):Jan2(x2),
Mar6

D-601:Mar28

D-662:Jan2,25,30,31,
Feb8,14,21,Mar6

SHOREHAM HARBOUR
ON-1158(47-040):
Feb14,24,Mar18

D-647:Mar18,27(x2)

D-660:Jan24



D-###
D class
new cost: £31,000

SKEGNESS
ON-1166(12-008):
Mar16,29

D-538:Feb16,17,24,
Mar3,15,18,29

SKERRIES
B-747:Feb21,Mar10

SLIGO BAY
B-781:Jan4,Mar12

SOUTHEND-ON-SEA
B-776:Feb6,18,21,28,
Mar27(x2)

D-633:Feb21,Mar14,28

H-007:Jan10,21,23

ST ABBS
B-783:Mar20

ST AGNES
D-641:Mar14

ST BEES
B-831:Feb27,Mar30

ST CATHERINE
B-772:Jan2,21,Feb20

ST DAVIDS
ON-1117(47-014):Feb6

ON-1138(47-025):Jan1

D-704:Jan1,Feb6

ST HELIER
ON-1292(16-12):Jan31,
Feb10,11,16,20,Mar25

B-816:Feb7,11,16

ST IVES
ON-1167(12-009):
Feb8,16,19

D-668:Jan31

ST PETER PORT
ON-1203(17-04):Jan19,
Feb8,24,Mar10

STAITHES AND RUNSWICK
B-788:Jan15,Feb25

STORNOWAY
ON-1238(17-18):Feb3

STRANRAER
D-697:Jan9

STROMNESS
ON-1236(17-16):
Jan11,12,17

SUNDERLAND
B-817:Jan19,23,30,
Feb25,27,Mar5,15,17

D-608:Jan3,Feb12,24,
Mar13,18

SWANAGE
ON-1182(12-23):Feb25

ON-1192(12-33):Mar21,31

TEDDINGTON
D-576:Jan9,17,23,Mar21

D-648:Jan9,17,23,26,
Feb1,23,28,Mar2,21,31

TEIGNMOUTH
B-809:Mar28

B-815:Jan20,25,
Feb21,Mar16

XP-32:Mar28

TENBY
ON-1293(16-13):Feb10,
Mar9,10,17

D-727:Jan30,Feb15

THE LIZARD
ON-1114(47-011):Feb2,9

THE MUMBLES
ON-1127(47-019):Mar7,11

D-623:Jan14,Feb26,
Mar11,16

THURSO
ON-1278(17-45):Feb2

TIGHNABRUAICH
B-743:Mar9

TORBAY
ON-1255(17-28):Jan1,
Feb10,13,Mar10,13,17,
26,27

D-651:Jan5,25,31(x2),
Feb6,Mar26

TOWER
E-004:Jan1(x4),2,4,19(x2),
21(x2),22,Feb4(x2),5,7,
14(x2),20,25,27,Mar3,5,
7,8,14,24,25(x2),26,27

E-005:Jan1,9,10(x2),11,12,
13,14(x2),27(x2),31,Feb1,
16,18,20,Mar1(x2),2,8(x2),
17,18,19,20,21(x4)



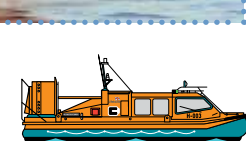
ON STATION
ON-1157, *Alexander Coutanche*, Calshot, 21 January 2010
(ON-1155 has returned to the relief fleet)
D-728, *Braund*, Filey, 25 January 2010
(D-563 has been withdrawn)
D-715, *Leicester Tiger*, relief fleet, 21 January 2010
B-839, *Maureen Lilian*, Penarth, 23 February 2010
(B-725 has been withdrawn)
B-840, *Harold Baines*, relief fleet, 24 February 2010
D-730, *Constance Green*, relief fleet, 17 March 2010
ON-1296, *Molly Hunt*, Appledore, 29 March 2010
(ON-1140 has been withdrawn)
D-729, *Eileen Mary George*, Blackpool, 1 April 2010
D-732, *Basil Eric Brooks*, Blackpool, 1 April 2010
(D-558 and D-566 have been withdrawn)
D-720, *Norma and Bill Burleigh*, relief fleet, 6 March 2010

NAMING CEREMONIES
D-720, *Norma and Bill Burleigh*, Poole HQ, 19 February 2010
B-836, *Tommy Niven*, Kinghorn, 20 March 2010
D-730, *Constance Green*, Poole HQ, 16 April 2010
D-718, *Catherine*, Kippford, 17 April 2010
ON-1294 (16-14), *City of London III*, Sennen Cove, 24 April 2010
B-828, *Elaine and Don Wilkinson*, Silloth, 1 May 2010
D-680, *Marjorie Wilkinson*, Silloth, 1 May 2010

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



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



Additional rescue craft: BB-### Boarding boat Y-### Y boat X-### X boat XP-### XP boat A-## Arancia inshore rescue boat RWC-## Rescue watercraft

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Fred. Olsen Cruise Lines

Book a selected Fred. Olsen cruise and the RNLI receives 10% of the price. See the inside front cover of this issue to find out more or call 01473 742 424, quoting 'RNLI FOCL'.

Goodyear

RNLI members get a 5% discount on tyres from www.hiqonline.co.uk, using code 'RNLI10'.

Lamb's Navy Rum

Buy a promotional bottle in stores from June for a chance to win a Fred. Olsen cruise. The RNLI will receive £1 for each of the first 25,000 entries.

Lifeboat Tea

The RNLI gets 7p for every pack of Lifeboat Tea Original, Earl Grey, Green Tea and English Breakfast sold. Available in leading supermarkets, independent stores and RNLI shops. Download a money-off voucher at www.rnli.org.uk/teavoucher.

Loch Fyne

Look out for special RNLI events at your local Loch Fyne restaurant. Loch Fyne is aiming to raise £125,000 to pay for an Atlantic 85 lifeboat. Find out more at www.lochfyne.com/lifeboatappeal.

mywineclub

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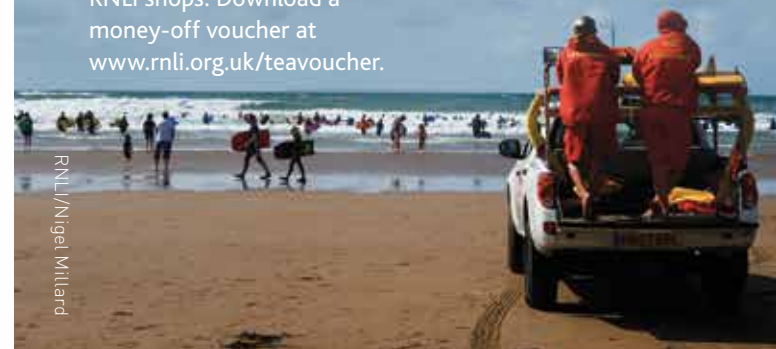
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Lifeboats

A Brawn leader

He's engineered glorious victories for the best drivers in the world – and now Ross Brawn's formula for success is helping the RNLI build a new lifeboat

Ross Brawn is no stranger to spending hours watching teams pit their skills against one another. Since joining the Williams Formula One racing team as a mechanic in 1977, the now 54-year-old has become one of the sport's most successful and highly respected figures. His mastery of both mechanics and race tactics were instrumental when his Brawn GP team won the Formula One Driver and Constructor Championships in 2009. Equally important were his business nous and inspirational leadership skills – and it is those qualities that he has freely given to the RNLI on the day that I meet him.

In a fundraising competition titled The Brawn Lifeboat Challenge, Ross has joined forces with the RNLI to raise £350,000 towards the charity's own new, speedy vehicle: an E class lifeboat for the River Thames. Today, 11 teams from the UK's leading companies have been nervously presenting fundraising ideas to Ross at the RNLI's London Office. Each team has come up with an innovative way of using a £1,000 starter fund, donated by their respective companies, to raise as much as possible by the end of 2010. After listening carefully to each 'pitch', Ross has been offering his advice on how to best set about those projects.

'I've long been an RNLI supporter, but must admit it was a bit of a surprise when I found out there are lifeboats on the Thames,' says Ross, who began this day in the heart of London by meeting members of the Chiswick and Tower lifeboat crews. 'Until now, my main experiences of the RNLI were seeing the Padstow lifeboat launch – I have a holiday home in Cornwall near that lifeboat station, and as a family we watch the crew



in action and follow what they've been up to on the website. Then I heard how busy the London crews are too, and what a huge range of rescues they carry out. So I'm really proud to be involved in the challenge and glad to be able to help.'

Ross listened to pitches from two Barclays teams, Clifford Chance, Zurich, Charles Russell, Southern Electric, JP Morgan, Lloyd's Register, Capital International, John Lewis and M&G Investments. 'This challenge combines many of my passions: competition, the desire to be the best, and, of course, innovation,' enthuses Ross. 'But, more than that, it's about people. Working together to bring the best out in one another, and supporting each other through the highs and lows.' As this magazine hits supporters' doormats, Ross will be preparing to scrutinise the teams' first quarterly reports of their progress. So, how does Ross think the teams will fare – and is he willing to say who is likely to raise the most money and win the challenge?'

'We'll have to wait and see!' he smiles. 'Some of the pitches were really exciting and shooting for the moon with ambitious projects, others were simple but potentially very effective. The great thing is that many of the ideas were sustainable, so they could raise money for the RNLI long after the challenge is over. But the key to their success will be teamwork.'

It's this emphasis on teamwork that has earned Ross so much praise from his Formula One colleagues, including the reigning World Champion Jenson Button, and the most successful driver of all time, Michael Schumacher. Having won a host of driver and constructor titles while working with Schumacher under the Benetton and Ferrari teams in the 1990s and 2000s, Ross set up his own team, Brawn GP, in 2009. This year, as Team Principal of MERCEDES GP PETRONAS Formula One Team, Ross was reunited with Schumacher

when the German came out of retirement. Formula One is a glamorous business, with drivers competing for glory and cold, hard cash – a million miles away from the world of voluntary lifesaving. But both lifeboat crews and racing teams rely on well-engineered machines and excellent leadership to succeed in potentially dangerous circumstances. Safety has to be paramount: 'You never cut corners on safety. If we were in a race that we could win, but the car could fail, I would stop the car because a race isn't that important,' explains Ross. 'It's a golden rule.'

So, assuming the car is as safe as possible, how does Ross go about making those mid-race tactical decisions from the pit wall that could spell the difference between victory and failure for his drivers? 'My decisions are not these sudden moments of inspiration, or big gambles. Usually you map out the scenarios beforehand and prepare for them.'

It's been a long day and, after nearly 12 hours of pitches and media interviews, Ross is ready for a rest – but he is keen to sing the praises of the RNLI. 'When I see the lifeboats launch on a rescue, and meet people like the Thames crew members I met today, you can just tell that they are part of a fantastic team,' says Ross. 'The RNLI's engineers have used their skills to design this new lifesaving boat for the Thames [see page 15], and they rely on the rest of the team to realise that vision. And that's where this challenge comes in. I told all the teams that pitched today that they will learn from it and enjoy it but, more than that, they are now part of the RNLI's team and, from here on in, they are in the business of saving lives.'

You can follow the competition's progress at rnli.org.uk/brawn.

Words: Rory Stamp
Photo: Jon Stokes

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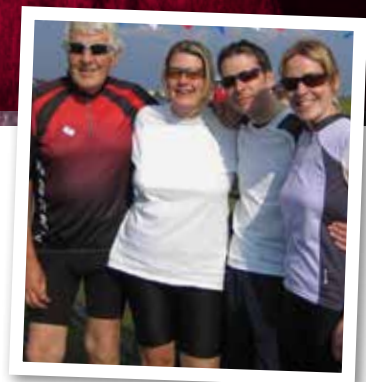
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'I know Mum would be so pleased that we are doing something positive in her name,' says Sarah Gammon, fresh from her honeymoon in Vietnam. 'For our wedding day, Rob and I donated £50 to her tribute fund instead of favours. We've raised over £2,000 altogether now.'

Judith had spent most of her childhood holidays in Filey, North Yorkshire. She later enjoyed many holidays there with her husband David and daughters Jane, Susie and Sarah. 'We'd always go to Mum's favourite chippy and go on the 2p machines at the amusements,' remembers Sarah. 'And without fail she would go to the lifeboat station and buy a souvenir from their shop and pop a donation into the collection box. She'd usually buy a tea towel, thimble or fridge magnet to add to her collection!'

Judith passed away in May 2008 aged just 61. 'We miss her more and more with each day that passes,' says Sarah. 'She was such a loving mum and so supportive; always there for us, no matter what. And she had a wicked sense of humour – we always used to have a laugh!'

It was some time later that Sarah discovered that her mum had a monthly direct debit to the RNLI. 'I looked on the website to see how I could carry this on and found the page about setting up a Forever by the Sea fund in memory of loved ones. It was easy to arrange and now I send donations for her birthdays, Mother's Day, Christmas and sometimes just when I am missing her more than usual.'

Sarah and her dad are keen cyclists and have completed several sponsored rides together. 'Mum would always cheer us on. She loved the day,' says Sarah. 'So when we did one in 2009, to raise money for her fund, my husband Rob (who hates physical exercise!) and sister Susie did it with us. We all found it hard, physically and emotionally. I found it upsetting not to see her waiting for us at the finish line but I know she would have been proud.'

Sarah, David and Rob plan to do another sponsored cycle this year. Sarah is also looking into getting a place in the 2011 London Marathon to run for the RNLI. 'I'd definitely recommend it as a charity,' she

says, 'simply because of the important work the crews do; they are so brave. Also, the RNLI looks after its supporters. I really appreciated the remembrance service it held in December for all the various tribute fund families and was touched to receive the Christmas tree bauble engraved with Mum's name.'

'It feels good to be continuing Mum's generosity. It also really helps with the grief we all feel; the Judith Ann Lunan Forever by the Sea fund is keeping her memory alive.'

[If you would like to find out how to set up an RNLI tribute fund in memory of a loved one, go to rnl.org.uk/inmemory or contact Gemma Spencer on 01202 663504.]

Words: Jon Jones
Photos: Gammon family album



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You asked for comments on the regional supplement *Compass*. I like to read about people, rescues, events and other RNLI activities in my broad area and I think the mix of content is about right.

The most interesting item for me in the Spring issue was mention of Tower lifeboat crew launching more times than any other. I think there's an opportunity to seek a bit more corporate sponsorship from Thames-side businesses!

Mike Dean
Andover, Hampshire

Reading your feature *Response and Responsibility* on waste management, it was reassuring to see that 'avoid producing waste in the first place' was the priority. How disappointing that the magazine turned up in a polythene bag with five pieces of direct marketing, a reply envelope and a covering letter that repeated information in the magazine.

Paul Astbury
Hertford

I would like to read the news and information that is contained in *the Lifeboat* online. You could notify supporters by email that the latest mag is available – surely a cheaper option.

Mike Walker
by email

your shout

The Editor responds:

Great minds think alike Mr Dean! See page 46. And from this quarter, all seven versions of *Compass* are available online too at rnli.org.uk/compass.

Meanwhile, we know that many readers feel similarly to Msrs Astbury and Walker but here's some background that might change your mind.

Our supporter publications are heavily subsidised by sponsorship (Tunnock's for *Compass* and Talisker for *Offshore*) and advertising, both internal pages and inserted leaflets.

The cover sheet to *the Lifeboat* package has a variety of purposes. Special thanks to those readers who have donated to an RNLI appeal carried here. Income from this source has far exceeded the cost of production many times over.

Producing electronic publications in place of printed, though saving on printing, incurs the same costs of research, writing, photography and design plus all the associated IT costs, including substantial investment in the purchase and maintenance of infrastructure.

The environmental impact of printed materials is clear but also manageable – we only use recycled or Forest Stewardship Council certified paper for example, and are researching alternatives to the poly wrapper – while electronic publishing involves the use of large amounts of energy to power servers and make the hardware, all out of our control.

As to the purpose of the whole enterprise, our publications are designed to inform and enthuse *you*. Though growing in number, only a proportion of RNLI supporters have access to email and internet, so some form of printed publication must remain.

Further, our printed publications have a long life in the home and then are passed to family, friends, schools, libraries and beyond, expanding their readership and influence.

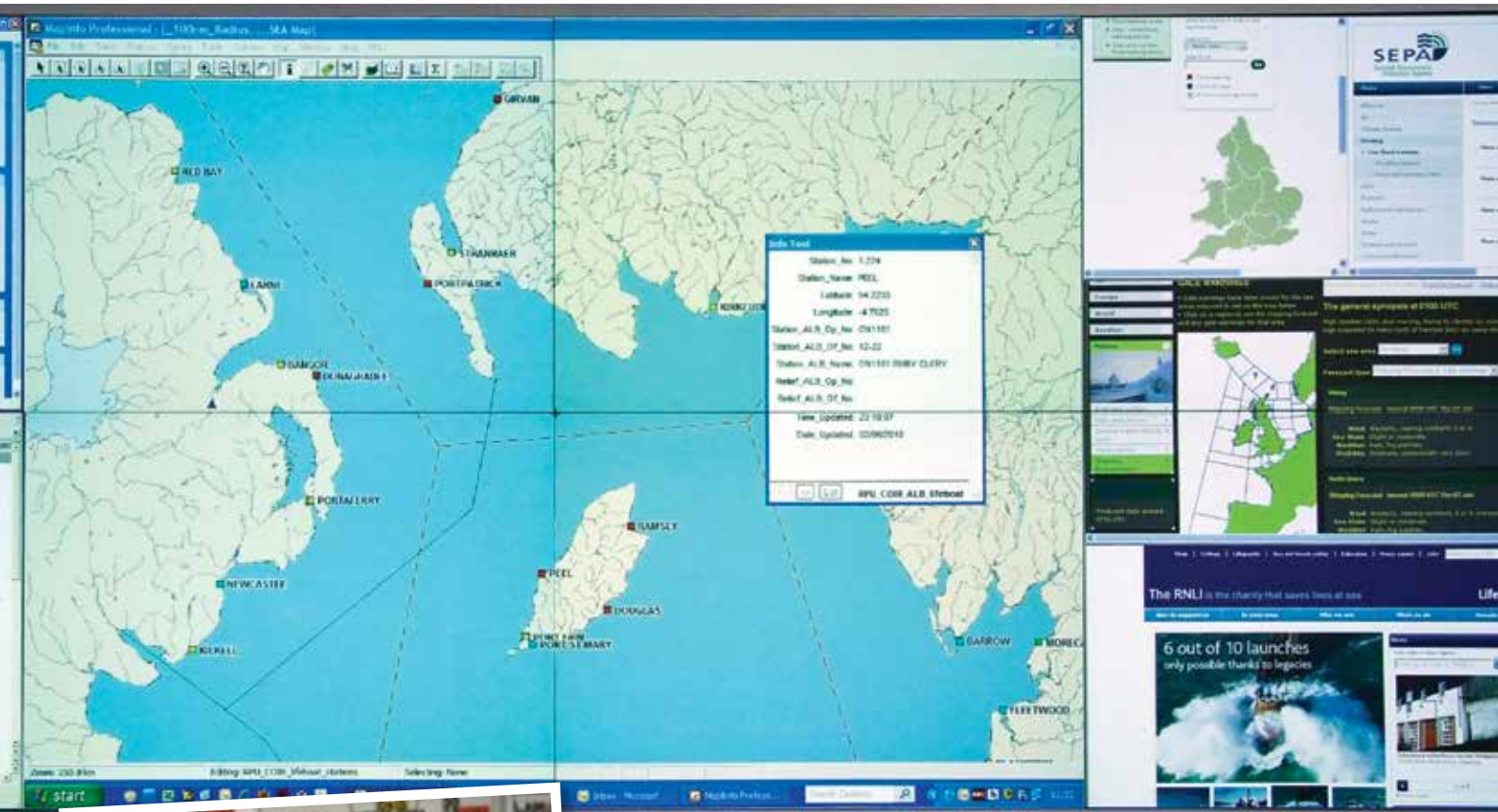
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The Operations Room operates around the clock, 365 days a year with a rota of personnel taking turns to work overnight and weekends – a small bedroom and kitchen are provided so they can be self-sufficient, even within a locked and alarmed building. The Duty Officers field 'out-of-hours' telephone calls, dealing with requests for urgent dispatch of relief lifeboats and spares. They regularly liaise with the lifeboat stations as well as external agencies such as HM Coastguard and it here that request to deploy the Flood Rescue Team are received from the Fire and Rescue Service local to the incident.

Words Carol Waterkeyn
Photos: RNLI/(Derek King, Patrick Roach, Nathan Williams)

Top: Just some of the live information feeding into the Operations Room 24/7

Middle: Former Operations Room Manager Roger Smith with the whiteboards back in the 1990s

Bottom: A view of the Operations Room today with its state-of-the-art monitoring systems

RNLI shop

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