

ISSUE 593
AUTUMN 2010



the lifeboat



LIFESAVING WITHOUT LIMITS

THE INTERNATIONAL FACE OF THE RNLI

PLUS

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

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- 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
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Liz Cook – Editor



Photo: RNLI/Nigel Millard

Dear Reader

With the passing of the equinox, the temptation can grow to withdraw into the Autumnal gloom. But if you curl up for a good read with this issue of *the Lifeboat*, you will find yourself transported across land, sea and time.

Memories of a sizzling Summer, and the millions of beach goers watched over by RNLI lifeguards (page 24), jostle with a summary of the laws of the sea, from local to international, and their impact on the work of RNLI lifeboats (32).

We dedicate an extended Spirit feature to the fascinating and sometimes poignant tale of the RNLI's activities across the island of Ireland (6) and present a history of women in the RNLI (30).

Saving lives at sea is at the heart of this magazine and of the charity that it represents (18, 51) and we plan to bring you more rescue accounts in future issues. Meanwhile, thank you for playing *your* part in this vital mission.

Liz Cook – Editor



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.

Cover picture: Siblings Máire Scanlon and Eolan Walsh from Ballycotton, one the RNLI's 43 stations in the island of Ireland. See page 6. Photo: RNLI/Nigel Millard

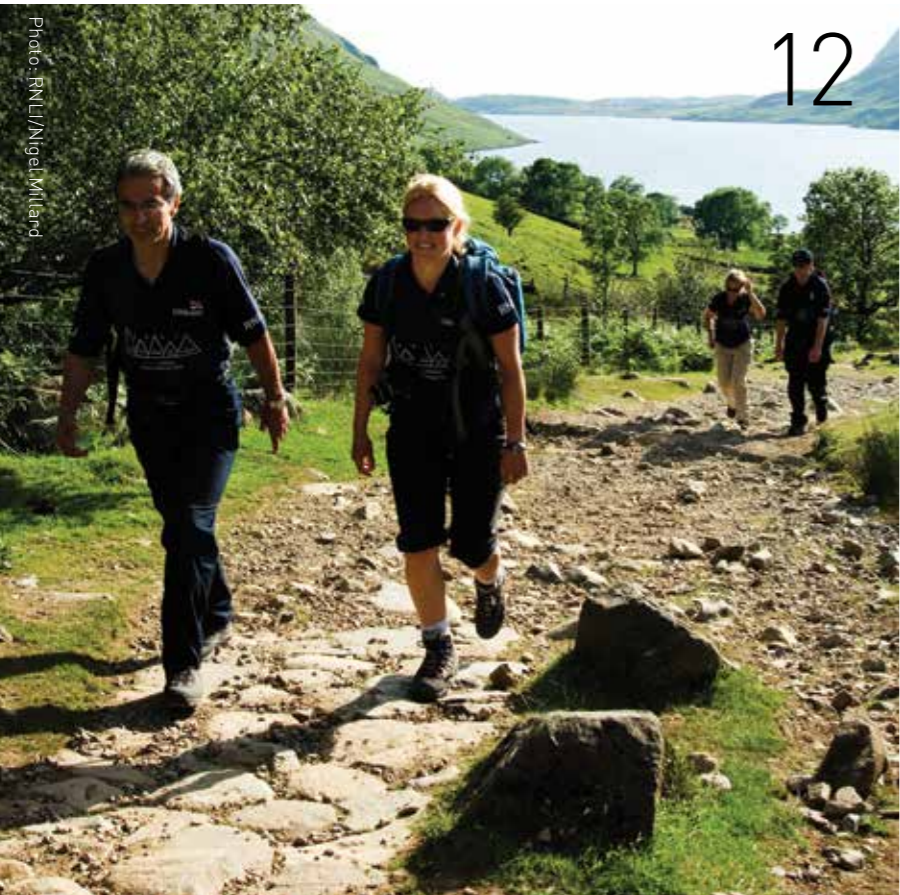


Photo: RNLI/Nigel Millard

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Photo: RNLI/Nigel Millard

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Photo: RNLI/Nigel Millard

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Photo: RNLI/Eleanor Driscoll

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Photo: RNLI/Kayle Allen

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the Lifeboat

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Recruiting the volunteers and staff we need

Longhope, Thurso and Wick lifeboats prepare for a rescue demonstration at John O'Groats Harbour Day in July 2010



Photo: John Dollenmore-Hunt

Insight

1 STICKY SITUATION

Weston-super-Mare's lifeboats were needed on 31 May when a family of nine, including six children, got stuck in mud at the mouth of the River Axe. The crew of the D class lifeboat were forced to beach her alongside the family and begin first aid, as the children, one of whom was only a baby, were showing signs of hypothermia. Four of the family members were then airlifted to safety by RAF helicopter, while the five others were sped to shore on the B class lifeboat.



2 SAD LOSS OF SAIL TRAINING VESSEL

Portrush and Red Bay lifeboats were launched when the sail training vessel *The Lord Rank* ran aground off the coast of Co Antrim on 8 June. There were six people onboard the 21m yacht – five radio DJs and the skipper. In a 4-hour rescue operation, the Portrush all-weather lifeboat's daughter Y boat and the Red Bay inshore lifeboat fought a strong running current to get all six off the yacht. They were brought to Ballycastle onboard the Portrush lifeboat (pictured). Sadly, *The Lord Rank* sank a few hours later.



3 FREQUENT FLYER

Southend-on-Sea's hovercraft crew had a busy day on 23 May. Their first job, with the local Coastguard team, was to search an area of low water for an unexploded mine. They found it, marked it with a buoy and informed a bomb disposal team. In the afternoon, the crew picked up two people in danger of being cut off by the tide. Later, the hovercraft was out again, freeing six people who had got stuck in mud. They were treated for cuts and bruises.



4 PULLING POWER

When a man was washed off Whitley Bay promenade into a very lively sea on 20 June, the B class lifeboat from Cullercoats was sent to help. The man was being repeatedly thrown against the promenade, but the water was too shallow for the lifeboat, and too rough for an RNLI lifeguard who had tried to swim to the rescue. He was saved eventually in the old-fashioned way, when he was thrown a rope from the lifeguard truck and pulled to safety, with the help of police, the Tynemouth Volunteer Life Brigade and members of the public.



5 GIRLS RESCUED FROM CHILLY LOCH

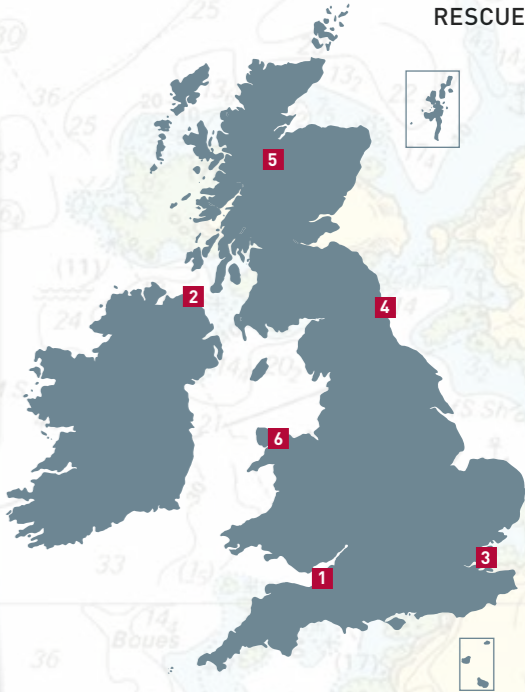
Two young girls playing in a dinghy on 19 May found themselves drifting into open water and jumped overboard to try to swim to shore. A honeymooning couple spotted them struggling and called the Coastguard. Loch Ness lifeboat launched within 7 minutes but the girls had been in the water for almost 30 minutes when they were pulled onboard. Shivering uncontrollably and having ingested water, they were wrapped in survival bags and sped to shore, where a paramedic and RNLI shore helpers continued first aid until an ambulance arrived. The girls were discharged from hospital later that evening. Watch this at rnli.org.uk/chillyloch.



6 JUST IN TIME

Beaumaris lifeboat was called out to a mayday on 25 May. A 7m boat had a rope caught around her propeller. Without power, she was drifting fast – when the lifeboat arrived on scene she was just 3m away from the rocks off Puffin Island. The lifeboat towed the casualty vessel towards the Welsh mainland, and was met en route by Conwy lifeboat. During the tow, the powerboat's propeller was freed, so she was able to motor under her own power to Conwy Marina, accompanied by that town's lifeboat, while the Beaumaris crew made their way home.

Words: Mairéad Dwane
Photos: RNLI, Graeme Sweeney,
John Millard, RNLI/Loch Ness,
Keith O'Brien



Gael Force

Tá na báid ar snámh san fharraige, Slán abhaile go dtaga na fir.
The boats are floating on the sea, May the men come safely home.
Irish folk song

An island on western Europe’s extreme, Ireland is defined by the sea. Battered by the Atlantic and beguiled by the treacherous Irish Sea, she has seen more than her fair share of maritime tragedy – but also of daring rescue.

The first official, dedicated lifeboat in Ireland was stationed at Clontarf by the Dublin Ballast Board in 1801. Dublin Bay was notorious for shipwrecks, and by 1820 the board, which was in charge of improving safety and navigation in the bay, was operating five lifeboats (Clontarf, Dalkey, Pigeon Dock and two at Poolbeg). These boats formed the first organised lifesaving service in European waters, saving many lives.

When the RNLI was founded in 1824, the whole island was part of the 'United Kingdom of Great Britain and Ireland', and the first RNLI lifeboat station in Ireland was established in Arklow, Co Wicklow, in 1826. Over

the next 100 years, more stations sprang up all round the island, crewed, as is still the case, by local volunteers. By the time the Irish Free State was established in 1922, there were 24 Irish RNLI lifeboat stations. British Government agencies, such as HM Coastguard, withdrew services from the free state, but the RNLI’s independent, volunteer-driven services remained.

In the March 1926 issue of *the Lifeboat*, an article on the roll out of motor lifeboats reads: 'This work in Ireland has not been affected by the political changes and the setting up of an Irish Free State Government with the status of a Dominion. At the express wish of this Government the Institution is continuing to maintain the Service in the Free State as well as in Northern Ireland.'

Lifeboat stations in the 26-county free state (which was declared a fully independent republic in 1949) and in

Northern Ireland, carried on saving lives under the RNLI banner. Today, around the island’s coastline (and indeed at the RNLI’s inland lifeboat stations at Lough Derg and Enniskillen), lifeboat crews are getting busier year on year. In 2009, Irish lifeboats launched 978 times, a 13% increase on 2008, and rescued more than 1,000 people.

Ireland’s first Tamar class lifeboat is scheduled to arrive at Kilmore Quay, Co Wexford, by the end of the year, and in 2011 Ireland’s first RNLI lifeguards begin their patrols on some of Co Antrim’s most popular beaches.

Let’s meet some of the people who help make the RNLI in Ireland what it is today.



Dick Robinson (67) is a former crew member from Valentia Lifeboat Station, Co Kerry, the RNLI’s most westerly lifeboat station. He is now President of the Ennis RNLI Fundraising Branch in Co Clare, a sea safety adviser and a member of the Lifeboat Enthusiasts’ Society.

'Valentia was a special place to grow up. My mother’s father went there from Swansea as a cable operator. When islanders left to find work elsewhere, I remember him saying to them: "I don’t know how you

can leave such beautiful scenery." One woman said back: "Mr Renwick, you can’t eat scenery." The sea is a big part of life there. I went to school by boat for 6 years, and what I learned on the boat was the only lesson that was in any way interesting!

'The sea is a bitterly cold and dangerous place but when there’s a shout you jump to it just the same. You never lose sight of the fact that lifeboating is about pulling someone out of the water.

'Through the dark years, the dedication to the lifeboat and to doing the job was absolute, though the royal connection was seen as rather elitist. My father was Honorary Secretary of Valentia Lifeboat Station, and he was sometimes afraid to wear his badge, because of the crown.

'But things have changed. When the Lifeboat College in Poole was opened in 2004, The Queen was taken for a trip around Poole Harbour on the lifeboat that was due for Castletownbere, by the Castletownbere crew. At the naming ceremony back in west Cork, a poem to commemorate that day was recited. The poem was framed and put in the boathouse. When the station and the area accept that, you can fairly take it that people have moved on and the bad old days are dead and buried and no loss.

'The RNLI in Ireland is going to thrive. As long as the sea is there, people will be drawn to it.' >>



Ballycotton's Trent class lifeboat

»



Kelly Allen is a volunteer crew member at Portrush, Co Antrim, and also works full time for the RNLI as Camera Project Implementation Manager. The project aims to provide suitable cameras and training to lifeboat crew and lifeguards, so they can generate the action photographs you see in *the Lifeboat*, as well as video footage of real rescues.

'I'm Portrush born and bred, a local through and through. Some people call Portrush the Blackpool of Northern Ireland – it's a small touristy seaside resort, set on stunning coastline, blessed with beautiful beaches, near the Giant's Causeway and the Carrick-a-Rede rope bridge. It seemed, when I was younger, like everyone in Northern Ireland came on holiday here! We serve three countries [Northern Ireland, Republic of Ireland and Scotland]. From my house, I can see Donegal to the west, and I can see Islay from my bedroom window.

'During the Troubles we had a lot fewer foreign tourists. Now we see a lot more Europeans and Americans coming to visit the station and the town.

'Managing the camera project and travelling around the coast is an amazing opportunity to combine my two passions – photography and lifeboats. Everyone is always so friendly. There are some people I meet, though, who don't realise the RNLI's in the Republic of Ireland as well. Some people are surprised by that. But as far as we're concerned, it's one RNLI. Politics and borders don't come into it.'



Terry Johnson, from Dublin, is former Deputy Chairman of the RNLI and a retired Trustee. Galwayman John Coyle is a current RNLI Trustee.



TJ: 'RNLI Ireland operates around the whole coast, and has done so since Arklow Lifeboat Station's foundation. Obviously, there was the political division of Ireland in 1922, but the RNLI, because it's always been a community-based organisation, just kept doing its job. 'In 1923, the RNLI approached the Free State Government and said: "We're doing this job, we're a charity, are you happy for us to carry on doing it?"

'We still have the letter from the Irish Free State stating the government would be very glad for the institution to carry on, and giving its support. But they did ask that an Irish Council be formed, so that they could liaise with someone resident, and we still have this all-Ireland Council, of which John and I are members. The Irish Fundraising Manager and Divisional Inspector report to the Council twice a year, so we keep a watching brief on the RNLI throughout Ireland, and can then answer questions if anything is brought up at an RNLI Council meeting or a Trustee meeting. We also represent the RNLI at naming ceremonies, funerals, awards ceremonies and other functions across Ireland.

'The RNLI in Ireland is run to exactly the same standards as the rest of the organisation. The training is done centrally, and the regulations of operations are set out centrally. Branches and fundraising are run in exactly the same way. It is the RNLI.'

JC: 'As regards the future of RNLI Ireland, the fundraising side will go from strength to strength, because now we have dedicated fundraisers, whereas before it was a bit of somebody's job, a bit of somebody else's. Now that has been improved, the raised voluntary income has shot up. There's a huge opportunity there – mention the RNLI and people are so generous.'

TJ: 'We always say that if the crews are the heart of the RNLI, then the supporters are the lungs!'

JC: 'We're pretty well crewed everywhere, but the exciting thing is that the age profile of our other volunteers, people who help out, is quite young by charity standards – often 30s and 40s – which is great for the future.'



Ronan King joined Clogher Head lifeboat crew in Co Louth just 9 months ago. In July he made his first trip to the Lifeboat College in Dorset, for a Sea Survival course.

'I'm a mechanical fitter for Irish Rail, so I repair trains, fix engines ... that kind of stuff. But I worked on a trawler for a while and, once, the lifeboat had to come out and pull it in. I've done a good bit of pleasureboating as well, so it was nice to know that there was somebody there to come to your aid if you got into distress. I'm from the village and I knew a good few of the crew before joining up.

'We've done a few joint training exercises with Kilkeel lifeboat [just across the border in Co Down], and there's a good bond between crew members.

'Even if you're on Dun Laoghaire Pier and you see some of the guys from the crew there, you'd have a chat with them – the RNLI's a little family within itself. Here in Poole it's great to meet a lot of crew from the other stations, all around the UK as well, everywhere!

'It's very exciting coming to the College. You're a bit nervous at first but, once you get here and settle down, the training is second to none. It's a great experience, and you learn a lot that you can apply back in your home station.

'We get huge support from the local community, absolutely huge. It's only when you join and see what goes on behind the scenes that you realise how big this thing is in Ireland. There's a fundraising committee and flag days; we had an open day last Sunday that had a huge turnout and a lot of support from crew, shore crew, supporters and the public in general.

'It's a community thing, but we always feel part of the RNLI as a whole. We get *the Lifeboat* and *Offshore* magazine at the station and, every time we go down there, there's a new poster gone up on the noticeboard – there's a lot to be read and a lot to be learned! It's all very open and well communicated. They always make sure to tell you: "This is new, lads, make sure you read this!"

Words: Mairéad Dwane
Photos: RNLI/(Nigel Millard, Lough Swilly, Tommy Dover, Mairéad Dwane, John Rafferty)



The RNLI has lifeboat stations in the UK (Great Britain and Northern Ireland), Republic of Ireland, Channel Islands and Isle of Man



BBC *Coast*'s Neil Oliver met volunteers at Arranmore lifeboat station, including Press Officer Nora Flanagan, while investigating the RNLI's history in Ireland



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RNLI-MOT



IN DEVELOPMENT

The RNLI's naval engineers are developing a new class of all-weather lifeboat, currently codenamed FCB2 (fast carriage boat 2). The FCB2 will replace the Mersey class lifeboat, and the first is expected on station in 2013.

The prototype hull was produced at the RNLI's new SAR Composites boatbuilding facility in Lymington, Hampshire, in May. FCB2 will be the first all-weather lifeboat built by the RNLI's own staff, rather than commissioned externally. This will save money while making doubly sure that the lifeboats are produced to the RNLI's high standards.

FCB2 will be powered by waterjets rather than propellers, making it more manoeuvrable in shallower waters, and limiting damage should the need arise for it to be driven straight onto the beach, for example in rough weather conditions. The 25 knots the RNLI requires of new all-weather lifeboats will be easily attained by the Scania engines selected. The SIMS system, which allows crew members to monitor and operate many of the boat's functions from the safety of their seats, currently only available in the Tamar class lifeboat, will also make an appearance in FCB2.

The SAR Composites Team is now manufacturing the remaining internal and external structures, such as the wheelhouse and the deck. The brand-new prototype is due in the water for sea trials next Summer.



Photo: RNLI/Hamish Campbell



Salmond visit

Scottish First Minister Alex Salmond called into Queensferry Lifeboat Station on 22 June. He was shown around the station, introduced to the crew and presented with a framed photo of Queensferry's Atlantic 75 lifeboat *Donald and Ethel Macrae*.

Lifeboat Operations Manager Tom Robertson said: 'The visit went very well; everyone was delighted to meet the First Minister. I was most impressed that he took time to speak to everyone and showed a great deal of interest

in plans for the new station.'

The RNLI is planning a new lifeboat station for Queensferry, with enough space for an Atlantic 85 lifeboat and more modern crew facilities. Planning consent has been given. The Atlantic 85 lifeboat is bigger and faster than the station's current lifeboat, with more advanced search and rescue technology.

On 9 June, Mr Salmond had presented Dunbar Coxswain Gary Fairbairn with a Brave@Heart community award.

5 mountains, 2 days

Five crew members from Tower Lifeboat Station took on a gruelling challenge in June, climbing the highest mountains in each of the countries the RNLI serves – England (Scafell Pike), Scotland (Ben Nevis), Wales (Snowdon), Northern Ireland (Slieve Donard) and the Republic of Ireland (Carrauntuohill).

The group, ably supported by a logistics team of RNLI colleagues and friends, set out to raise £30,000 for a new E class lifeboat for the River Thames. They aimed to reach all five summits within 48 hours – and succeeded, with just over half an hour to spare!

Richard Abbott, Kelly Allen, Keith Cima, Matt Leat and Antonia Scarr climbed more than 5,000m in the 2-day period, sleeping in the minibus as they were ferried (sometimes literally) from one peak to the next. After a brief and well-deserved holiday in the Carrauntuohill area, the team are now back on RNLI duty.

The RNLI's fast, waterjet-powered E class lifeboats have been on service on the Thames for 8 years, and are consistently the busiest in the fleet. They are nearing the end of their operational lives, and a next-generation lifeboat is being developed by RNLI engineers.



Photo: RNLI/Nigel Millard

RADIO FEES SUCCESS

The RNLI will spend significantly less money on radio licensing fees, following Ofcom's announcement on new pricing for the maritime sector.

Our lifeboat stations and lifeguards rely on maritime VHF radio channels to communicate quickly and effectively with other lifeboats, maritime rescue organisations and emergency services.

For 2 years, Ofcom has worked closely with stakeholders and users of the radio spectrum to introduce a new charging

system for shore-based maritime VHF radio channels. At first, the RNLI was concerned that this might result in increased licence fees; this gave significant concern to our supporters.

However, after a collaborative consultation and negotiation process, the RNLI and Ofcom have come to a satisfactory solution, reducing licensing fees for all the radios used ashore in our boathouses and by shore launch crews and lifeguards. Licences for afloat use of radios are already free of charge for all sea users.

RNLI Staff Officer Peter Bradley says: 'Achieving this overall reduction in licensing fees would not have been possible without the tremendous support the RNLI has received from its supporter base, interested members of the public and members of parliament. We would like to thank everyone who contributed with letters, petitions and emails of support.

'The RNLI would also like to place on record its sincere thanks to Ofcom for producing a satisfactory solution for charities.'



Photo: RNLI/Nathan Williams

Safe in the surf

Surfsports are becoming ever more popular, and leading to more and more lifeboat and lifeguard rescues. With this in mind, the RNLI has published *In the Surf*, a guide to surfsport safety. Packed with simple tips for novice surfers, bodyboarders, windsurfers, kayakers, canoeists, kitesurfers and stand-up paddleboarders, look out for the booklet in surf-hire outlets and lifeguard units around the UK. Or phone 0845 122 6999 for your free copy.



Photo: RNLI/Nathan Williams

Good with Food

Staff and customers at The Co-operative Food stores in Scotland, Northern Ireland and the Isle of Man took up the challenge of raising £90,000 in 90 days earlier this year, from SOS Day to the end of April. From a 'Wear your wellies to work' theme on SOS Day, through a phenomenally successful rubber duck countertop appeal and lots of local fundraising events, the target was smashed, with a final total of more than £190,000. The money raised will fund crew training in 2011 at Campbeltown, Kessock, Stornoway, Bangor, Larne, Douglas and Port St Mary lifeboat stations, as well as lifejacket maintenance at 24 stations and three daughter boats for the RNLI relief fleet.

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HIGH STAKES

Lifeboat crews have noticed that jumping into water from a height is becoming ever more popular around our coasts. The craze, known as tombstoning, has led to 139 incidents for emergency services in the past 5 years, including 12 fatalities and many more spinal and limb injuries. Risks include variations in water depth due to the tide; hidden submerged objects, such as rocks; cold-water shock, and strong currents.

The RNLI's advice is not to take part in this dangerous activity at all.

Taking a pragmatic approach, if people insist on tombstoning, there are steps they can take to reduce the risk: check for hazards and water depth, check for access as it may not be possible to get out of the water after your jump, and remember that conditions can alter rapidly and other people watching may try to copy what you're doing.

For more information and advice about tombstoning – and to see some very thought-providing videos on the subject – go to rnli.org.uk/tombstoning.

Run up to Christmas

It's time to get in training for a Reindeer Run near you (just think how many mince pies you'll burn off in advance)!

This year, the RNLI's most festive fundraiser will take place at 13 different venues in late November and early December. You can run a 5K or 10K fun run, or take the whole family on a 1K Santa Saunter (depending on what's on offer at each particular venue).

Join the stampede in London, Merseyside, North Yorkshire, West Midlands, Dorset, Essex, Bedfordshire, Norfolk, South Wales, Angus, Stirling, Kilmarnock or Dublin.

Two-time Olympian and Commonwealth Games medallist Liz Yelling is a regular reindeer. She says: 'My husband and I have done the RNLI Reindeer Run with a group of friends for the last 2 years. I simply enjoy it as a great day out and a bit of fun, helping raise some funds for the RNLI.'

Every runner gets antlers and a flashing red nose for the run itself, and a hot drink and mince pie at the finish line. If you'd like to keep fit while helping us raise mega-'bucks' and lots of 'doe', please visit rnli.org.uk/reindeer, for more information or to register.



Groombridge Award

The Walter and Elizabeth Groombridge Award for the most meritorious rescue by an inshore lifeboat crew in 2009 has been given to Whitstable Helm Jonathan Carter and Crew Members Tony Martin and Henry Thomson. The crew saved the life of a man who had fallen overboard from his yacht in a near gale, and was very close to drowning in rough seas. See *the Lifeboat* Winter 2009–10 for a full account of this rescue.

Flexible tribute funds

An RNLI Forever by the Sea fund is a positive and powerful way to honour the life of someone special who has passed away. Friends and family can donate in memory of their loved one, for example on a birthday or anniversary, and watch the fund grow.

You can now set up and manage a fund online, at rnli.org.uk/foreverbythesea.

With an online fund, you can donate with minimum fuss, share the link with friends and family, and post photos and personal memories.

Forever by the Sea funds have been running for 2 years, raising over £100,000. Thank you to everyone who has already set one up or contributed.

Cheers!

For the more discerning palate on your Christmas list, look out for special packs of 10-year-old Talisker single malt with the Lifeboats logo.

These extra-special packs of award-winning Scotch whisky are now on sale in selected stores, including Tesco, Asda, Sainsbury's, Morrisons and Waitrose at a recommended price of £32.

The company will donate £1 to the RNLI for each pack sold, which should amount to over £50,000, such is the popularity of this Christmas dram.





LOVIN' SUMMER

We had so much fun at fundraising events around the UK and RoI over the Summer, we had to share some of the photos with you!

Thank you so much to everyone who took part or donated. To find out what's coming up over the next couple of months, see your copy of *Compass* or visit rnl.org.uk/events.

Clockwise from top left: A pair of lucky RNLI runners meet distance running legend Haile Gebrselassie at the Great Manchester Run on 16 May.

Helm Derek Sutton shows young visitor Ruairidh around a B class at Queensferry Lifeboat Station Open Day on 20 June.

Local lifeboat Crew Member Denis Levins takes the plunge at the Clogherhead Prawn Festival bungee jump in aid of the RNLI on 18 July.

Olympic swimmer Sharron Davies and *EastEnders* star Steve McFadden after the Castle-to-Castle swim across Cornwall's River Fal on 6 June.



Virtual gifts make a real difference

Have you considered giving an RNLI virtual gift this Christmas?

Show your support for our lifesavers, and share the generous spirit of the festive season, by making a donation in a loved one's name.

We need donations for the price of a vital piece of kit, from yellow sea boots to first aid kits. You get a card and certificate to present on Christmas morning, and also a set of postcards for yourself, as a thank you from us.

An RNLI virtual gift is a great present for a sea lover, a work colleague, or just the person who has everything.

The range is available on our website: rnlshop.org.uk/virtualgifts.

Fyne dining

Loch Fyne restaurants, long-standing supporters of the RNLI, are redoubling their efforts with a fundraising push this Autumn. The company is challenging each of its 44 restaurants to raise £500 by the end of November.

Restaurants are being encouraged to raise money in lots of different ways, from 'Fish of the Day' deals to dressing up as sailors or pirates. So if you're in the mood for a fresh seafood dinner, please support the appeal at your nearest branch (find locations on the website: lochfyne.com).

This fundraising drive, dubbed Challenge 500, is part of Loch Fyne's appeal to raise £125,000 for a new Atlantic 85 lifeboat for Lyme Regis. The appeal has already raised almost £90,000.

Loch Fyne's Richard Morris said: 'We wanted to help the RNLI keep our waters safe for the fishermen who catch the mouth-watering fish served in our restaurants. Loch Fyne is dependent on the sea and we wanted to support the admirable work of the RNLI's volunteers.'

Words: Mairéad Dwane



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There's always a warm welcome from Souvenir Secretary Brian Cursley at the RNLI shop in Lyme Regis



People *and profit*

Christmas is a time when many people choose to support the RNLI by buying cards and gifts from the charity – but what makes these purchases different?

You might be familiar with the RNLI's mail order catalogue, but did you know that the charity also runs stalls at fundraising events, and shops at its stations and museums, as well as a sales website?

From every one of the millions of items sold by the RNLI each year, every penny of profit is ploughed back into the RNLI and spent where it is needed most. Added to that, the 7M or so RNLI Christmas cards exchanged each year result in increased public awareness of the charity – internationally!

This complex business is masterminded by the charity's daughter company RNLI Sales Ltd. Based at the RNLI Headquarters site in Poole, Dorset, it now trades under the name RNLIshop.

An enduring ethos

RNLIshop is headed by Clare McDermott, an experienced senior retail manager from the commercial sector. She joined the RNLI in 2009 seeing the potential for increasing charitable income by changing the range of products sold and rebranding and improving the retail outlets.

Clare enthuses: 'I have been lucky enough to visit many of our shops and meet the volunteers who run them and without whom we just could not operate.'

'Together, we plan to make RNLIshop even more profitable because every penny and cent goes towards the work of saving lives at sea. 2009 was our best year ever with shops and branches alone achieving a turnover of £1.3M. We are hoping that we will do even better in 2010.'

For many people, buying something from RNLIshop is the first time they come into contact with the institution so it's important to have a recognisable brand that will appeal. Clare and her team want to create a shopping experience where every purchase reinforces the customers' relationship with the wider charity. They aim to give staff, volunteers and customers alike the sense that they are playing a part in the mission to save lives at sea. The challenge is to represent the values of the wider RNLI in everything RNLIshop does.

Claire explains: 'There is a distinctive ethos behind the way RNLIshop people behave, whether they are managing a stall, answering a customer's phone call or choosing a new line of products – "lifesaving shopping" is at the heart. The added twist is that we're unique among even lifesaving charities in also bringing an authentic coastal community experience to our customers.'

The coastal community

The emergence of RNLI retailing was initially through cake stalls run by volunteers hoping to raise money for their local lifeboat stations. Commemorative RNLI products appeared from around 1920, quickly followed by souvenirs and Christmas cards. Now, the RNLI's 132 shops attract almost 1M visitors annually.

Hundreds of volunteers and a small number of staff serve in RNLI station and museum shops, at Headquarters and in approximately 700 fundraising branches; and every lifeboat cap, T-shirt and pencil that is sold counts.



RNLI shop


Lifeboats

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biscuit tin

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» Brian Cursley can vouch for that. He volunteers at Lyme Regis RNLIshop and has been Souvenir Secretary since he moved to the area 3 years ago. He explains: 'Prior to helping out here, I was a volunteer at a hospice in Staffordshire for 25 years. When I moved to Dorset, I thought that that, and my professional retail experience, might be helpful to the RNLI – so I offered my services.'

'Our shop is on the famous stone Cobb [harbour wall]. We're open all year and have 43 volunteers working a variety of hours and shifts. I enjoy helping out: I serve 2 days behind the counter and the rest of the week either filling shelves, ordering stock or unpacking boxes.'

'Our customers range from families who've come to Lyme Regis for their bucket and spade holiday to our core supporters who'll pop in regularly.'

From trestle table to internet

Brian's shop operates reduced hours in Winter and many shops only open for the Summer or for Christmas trading. A few do a roaring trade all year. Temporary RNLI shops at large events like the London International Boat Show add significantly to funds on the day but also enhance mail order and online income by creating new regular customers.

The first RNLI mail-order catalogue was produced in around 1969 and was called the *Watermark* gift catalogue until 2005. Today, its modern counterpart is received by over 100,000 customers – but online shopping is growing the fastest. Around 25% of all orders are placed in this way, helping to reduce administration costs for the charity.

Tiny local stalls continue to be important, however. At small events, volunteers are the face of the institution as they meet members of the public who might not otherwise venture into an RNLI shop or station.

If you'd like to sample their merchandise for yourself, see the RNLI events calendar in your copy of *Compass*, find your nearest RNLI shop at rnli.org.uk/nearestshop, sign up for RNLIshop emails at rnlishop.org.uk, or phone for the latest catalogue on 0870 600 1824 if not included in this magazine. See the advert opposite for some seasonal offers.

Words: Carol Waterkeyn

Photos: Simon Kreithem, RNLI/Eleanor Driscoll

Breach of the peace

When two teens were swept into a rough sea on 28 December 2009, one was washed straight back to safety. The other wasn't so lucky, but help was on its way

A south easterly force 6 was blowing on the south Devon coast. Seas were rough and daylight was fading as the people of Teignmouth settled into the Christmas bank holiday evening. Among them, Richard Boss was watching a movie, Kevin Clifton was about to go shooting with his father, Dave Matthews was cooking tea for his son and Will Burton was opening presents with his nieces. But their comfort and joy was rudely interrupted when the lifeboat pagers sounded at 4.13pm and these four men, volunteer crew members, rushed to the lifeboat station.

Two teenage boys had been out walking along the sea wall when a large wave swept them into the water. One was fortunate enough to be washed straight back ashore, but the other, Marcus Paz (16), got caught up in a seriously turbulent sea some 30m from the sea wall at Sprey Point. The breaking waves in this spot were 2–3m high at intervals of 4–5m, rebounding off the sea

wall and clashing with the next set. Marcus clutched his rucksack, which helped him keep his head above water, while a passer-by called the Coastguard.

Just 4 minutes after the pagers sounded, the relief Atlantic 85 inshore lifeboat Peterborough Beer Festival III was launched, with Will at the helm and Richard, Kevin and Dave as crew. Time was of the essence, and the Atlantic is capable of high speeds, but racing to the scene in rough seas would have been extremely dangerous, and Will put crew safety first. The lifeboat had to cross the shallows of the Teignmouth Bar, which throws up steep, unpredictable waves when the weather turns nasty. Kevin says: 'We knew it was going to be a bumpy ride, especially over the bar, but the boat performed very well as she always does.' With great care and skill, Will brought his lifeboat and crew to Sprey Point in about 5 minutes, but the job had only just begun.

Marcus was still visible on the surface, having been in the water for just over 10 minutes, and coastguards ashore were able to point him out. Recovering him to the lifeboat was not going to be easy. Approaching from the seaward side



Waves smashing into a sea wall near Teignmouth Lifeboat Station creating similar conditions

meant going in stern-first, as massive waves breaking over the stern would have swamped the lifeboat and made it even more difficult to control in the challenging conditions, or worse. Richard says: 'If we lost our head-to-sea position during the various manoeuvres, then we would in all likelihood have capsized.'

While Will watched ahead for dangerous waves, Kevin took up a position in the lifeboat's bucking bow, giving Will a running commentary on Marcus's position in the water. On the second attempt, they very nearly managed to get the lifeboat's port side alongside the boy but just then, another enormous dumping wave appeared ahead and Will had to square the lifeboat up to it, so the crew were again separated from their target.

It was a case of third time lucky as the next approach was a success and Richard and Dave were able to haul Marcus aboard. He seemed to lose consciousness as he was laid down on the foredeck, and Kevin began to assess his condition. But there was barely time to begin first aid before another huge wave hit the lifeboat and filled her with water, pushing him and Kevin towards the engines at the stern. Will steered away from the maelstrom of clashing waves and, in slightly calmer seas, the lifeboat drained of water. The crew helped Marcus, who was now much more alert but very cold, onto a crew seat for the bumpy ride back to station. Richard says: 'Taking care of the casualty was difficult. During the return journey, due to the rough sea state, accessing lockers

for first aid kit was close to impossible, so offering hypothermic relief simply involved forming a human blanket around the casualty to protect him from wind and spray, and heading for home asap.'

They headed back out over the treacherous Teignmouth Bar and reached the station at 4.29pm. The Coastguard had arrived by land with the other boy, and both teens were taken to hospital. They were released later that evening, a little shaken but remarkably well, considering their ordeal.

Will, who has been on the crew for almost 20 years and skippers a local trawler, says: 'It was the worst-weather shout I've been on as a helm, and the most challenging, but I've been on worse as crew years ago, sat behind my father looking for a windsurfer off Dawlish in a force 7! I think that all the years I spent sat behind my father and other helms of that era taught me a lot – picking up bits from their vast experience.'

Richard adds: 'Training undoubtedly helped, as we've undertaken man overboard exercises in extreme conditions and under stressful situations. It ran very smoothly really, we worked well as a team and no one doubted our ability or mission. Only upon return to station did we consider that the conditions were more testing than usual and that the casualty was indeed lucky to have survived. We were very pleased to have been able to help.'

Words: Mairéad Dwane
Photos: Tony Watson



Above: Marcus has repeatedly expressed his interest in becoming a lifeboat crew member, and saving lives himself, when he turns 17. He has done some training with Teignmouth lifeboat crew, and is pictured with them as they show off the official letters they received from the RNLI in recognition of this rescue

Far left: Teignmouth's own Atlantic 85 lifeboat in action

THE DETAIL

THE LIFEBOAT

Relief B class B-815 *Peterborough Beer Festival III*

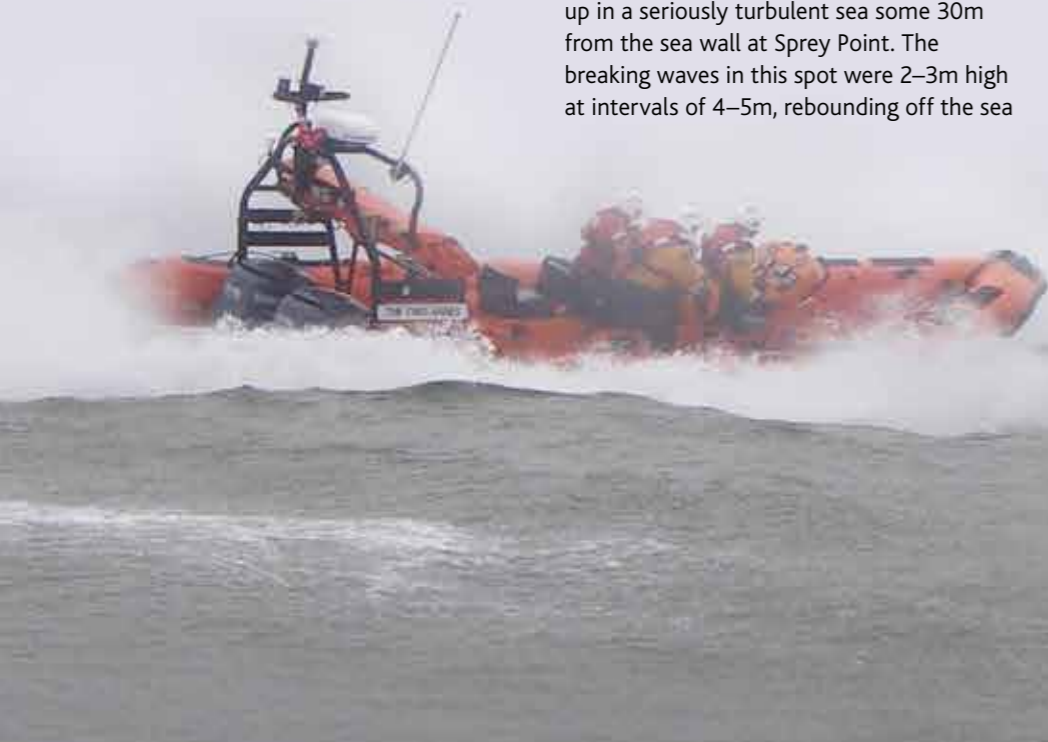
THE CREW

Helm Will Burton (36, Fisherman)

Richard Boss (44, Landscape Gardener)

Kevin Clifton (28, Deck Officer, Royal Fleet Auxiliary)

Dave Matthews (31, Construction Company Director)



A week in the sun

The south of England saw some gorgeous weather in June and early July, with crowds flocking to the Dorset coast. But it wasn't fun in the sun for everyone, as RNLI lifeguards found while patrolling the beaches ...

The unbroken 7-mile stretch of award-winning golden beaches of Poole Bay provides the perfect place for sunbathing, building sandcastles, paddling, swimming, surfing and other watersports. The last weekend of June 2010 saw thousands of people hitting Poole and Bournemouth and the RNLI lifeguards patrolling the 14 beaches were kept busy passing on advice and preventing many incidents from happening – as well as dealing with all kinds of incidents, from minor first aid to lost children.

The RNLI lifeguard team at Bournemouth was especially busy on Sunday 27 June and volunteer lifeguards from Bournemouth Lifeguard Corps also assisted. Among the rescues, RNLI lifeguards rescued two men

who had been drinking and had jumped from Bournemouth Pier into deep water and could not reach the shore by themselves. A group of four other men, who were also struggling out of their depth and tiring very quickly, were picked up in the Bournemouth Lifeguard Corps' patrol boat and brought back to shore.

Later in the day, because of the good weather and the number of people still in the water at 6pm, RNLI lifeguards extended their usual patrol hours to 7pm and Lifeguard Andy Reakes joined the RNLI team from further along the bay as back-up.

But it wasn't going to be a calm end to the day as Andy soon found out. He noticed a swimmer in trouble about 100m offshore

and responded immediately to bring him back to the beach on his rescue board. As other lifeguards on the shore took care of him, Andy immediately paddled back out to rescue another struggling swimmer who was going under the water.

Not long after, two men in their mid-30s messing around on a bodyboard hadn't noticed that they'd drifted out of their depth. As they let go of the board, one, who was a non-swimmer, was immediately in trouble and the other, a weak swimmer, tired quickly. Andy rushed out to them, giving the swimmer his rescue board to cling to while he grabbed the other man from under the water and pulled him to the surface. Lifeguard Supervisor for Poole and

Bournemouth Ed Stevens swam out to assist and brought the man on the rescue board ashore while Andy, who was left without any equipment, used a lifesaving technique to bring the other man back to the beach. Both casualties needed oxygen until paramedics arrived to take them to hospital.

Ed says: 'With the good weather, young adults not only soak up the sunshine but drink and get into trouble when they cool off in the water. Also, many rescues were to weak swimmers who had drifted out of their depth and if the RNLI lifeguards hadn't been there, some of them may well have drowned.'

Bay watch

Most people think that being a lifeguard is all about glamour and rescues (thanks to a popular 1990s TV show and the media) but what doesn't make the headlines is the myriad of tasks that lifeguards do as part of their day-to-day work.

Every day starts at 10am and, before the patrols start, all the kit is checked to make sure it's in good condition and in the right place. Shoreline checks also make sure there's nothing on the beach that shouldn't be there.

Patrols are organised for the day, which rotate about every 20–30 minutes to keep the lifeguards fresh and alert. A daily log is filled in every hour, recording the lifeguard's general activities, the weather conditions, wave height, tide times, the state of the equipment and any incidents. But most of the time is spent observing (surveillance) and giving advice to the hordes of beach goers. As much as 95% of lifeguards' work is preventative – over one weekend in early July over 7,500 preventative actions were carried out on the Poole and Bournemouth beaches.

Bournemouth East Beach is ethnically diverse with many eastern European or Asian visitors. Ed Stevens says: 'This multi-cultural mix can present many challenges to us as many speak very little English. Lifeguards may even show them photographs or even draw pictures in the sand to highlight any dangers and hazards.'

He continues: 'We are kept busy making people aware of the hazards and helping them before they get into trouble and need rescuing but a small minority sadly choose to ignore it. It's often those that we pull out of the water an hour or two later.'



Above (L–R): Lifeguard Supervisor for Poole and Bournemouth Ed Stevens with Bournemouth Lifeguard Andy Reakes

Below: A hot, sunny day on Bournemouth Beach always brings out the crowds



RNLI SOS

join our biggest fundraising day



January
28
2011

SOS Day 2010 raised over £500,000 for equipping and training our volunteer crew members and lifeguards. In 2011 you can get involved at school, at work – anywhere! So join in the fun this year by requesting your SOS fundraising kit and show your support for the RNLI's biggest fundraising day.

rnli.org.uk/sos
rnli.ie/sos

>> Vital vigilance

Vigilance is essential and speed, stamina and strength are vital too. Their intensive induction programme before the season starts, along with their weekly training sessions and fitness tests that lifeguards must pass every 30 days, all help towards honing their skills and fitness. Lifeguards never know when they may need to spring into action – from one minute observing or patrolling along the beach to the next sprinting into the sea to carry out a strenuous rescue.

Saturday 3 July saw one such incident when Lifeguards David Pearce and Mickey Delahunty raced quickly to the scene after a 20-year-old Australian sustained severe spinal injuries, badly breaking his neck and three vertebrae in his back. When he dived through the waves into shallow water near a groyne at Sandbanks Beach in Poole, he hit his head on the bottom and as he surfaced he couldn't feel anything in his arms or legs.

The lifeguards used a special technique (a 'take-down') to secure the casualty and stabilise his head and neck before carefully moving him out of the water. Colleagues Craig Needham and Lewis Bacon helped to strap him carefully to a spinal board before passing him over to an ambulance crew who took him to hospital.

Dani Piovan, Senior Lifeguard on Sandbanks Beach says: 'The lifeguards' professional first aid training and fitness really came to the fore here and quickly helped to prevent any further injury.'

No two days were ever the same as the lifeguards put all their skills and training into practice over this busy 7-day period early this Summer, but they can be proud that they dealt with over 180 incidents, saved 3 lives and carried out thousands of preventative actions – and lost no one.

Lifeguards often say that a bad day at the beach is when you have to go in and rescue someone, or worse, lose someone, but a good lifeguard goes home at the end of the day knowing they have stopped countless numbers of beach users from getting into trouble.

Words: Anne Millman
Photos: RNLI/(Nathan Williams, Owen Howells, Nigel Millard)

Incidents in 2009: 1,307 on Bournemouth beaches and 688 on Poole beaches

	Bournemouth (10 beaches)	Poole (4 beaches)
Lives saved	3	0
Rescue/assistance	85	45
First aid	957	586
Search	5	4
Near miss/other	15	5
Missing/found	242	48
Total	1,307	688



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Double jeopardy

Two mayday calls in quick succession put Walton and Frinton lifeboat crew on high alert

A motoryacht's two crew issued a mayday just before 1pm on Monday 21 June, after suffering engine failure. The boat was drifting towards a sandbank, 6 miles east of Walton, Essex, in waters too deep to anchor.

Working at the station, lifeboat Mechanic Karl Bigwood recalls: 'The mayday got an instant response – the lifeboat crew were on their way.' Within minutes, a second mayday from the same vessel was transmitted. A woman onboard the motoryacht had fallen and sustained a spinal injury.

It took just 8 minutes from paging the Walton and Frinton crew to launching the lifeboat. The conditions were fair, force 3–4; the Tyne class lifeboat *Kenneth Thelwall II* made good speed at 18 knots. Coxswain Gary Edwards comments: 'It was potentially very serious – if the boat had hit the bank with the woman in that condition ...'

A search and rescue helicopter from RAF Wattisham in Suffolk, on exercise nearby, was diverted to the incident. As the lifeboat joined the helicopter on scene, 35 minutes after launching, Karl recalls: 'We found the motoryacht rolling in the shallows of the sandbank. It was tricky.'

This constant movement made it too risky to winch the injured woman directly from the motoryacht into the helicopter and the option of transferring her to the lifeboat first might aggravate her condition. Between them, the RAF Pilot and the Coxswain devised an alternative plan and quickly put it into action.

First Gary manoeuvred the lifeboat alongside the yacht to transfer two crew. He picked two experienced lifeboatmen,

Trevor Halls and Simon Berry, to assist onboard the yacht. As soon as they jumped safely across, Gary whisked the lifeboat away. It was a textbook manoeuvre, often practised in training.

Trevor and Simon then checked over the boat and the couple onboard. They learned that the woman's condition was complicated – she had a tumour on her spine. She was stable, however, and the crew set about establishing a tow.

Avoiding any sudden jerks that might cause the casualty more pain, the lifeboat towed the motoryacht out of the swell into smoother waters. The Coxswain headed into the wind at a steady 5 knots.

Now that the motoryacht was more stable, the helicopter hovered over her and, keeping pace, lowered a winchman safely aboard. Trevor and Simon helped the winchman manoeuvre the woman carefully into a double strop (two ropes around waist and legs). Within seconds she was safely in the helicopter and on her way to Ipswich Hospital, about 9 minutes by air.

The two lifeboatmen remained on the motoryacht with the skipper while the lifeboat towed them to Levington Marina, within easy reach of the hospital. At 5pm, after a 45-minute passage home, the lifeboat was made ready for service once again.

The crew were pleased to have helped the pair, but Karl is matter of fact about the key role they played in the rescue: 'You just get on and do your job.'

Words: Bethany Hope

Photos: Nigel Pepper, Nicholas Leach



THE DETAIL

THE LIFEBOAT

Tyne class ON-1154 (47-036) *Kenneth Thelwall II*

ON STATION

12 May 1996, funded by a gift in the Will of Kenneth Thelwall

THE CREW

Coxswain Gary Edwards (Shipwright), Full-time Mechanic Karl Bigwood, Second Coxswain Trevor Halls (Boat Yard Proprietor), Assistant Mechanic Richard Wyatt (Boat Yard Proprietor), Crew Members Matthew Oakes (Window Cleaner), Simon Berry (Freelance Skipper), John Hale (Independent Stock Trader)

Hidden Depths: Women of the RNLI

by Sue Hennessy
Review by Jayne Woods

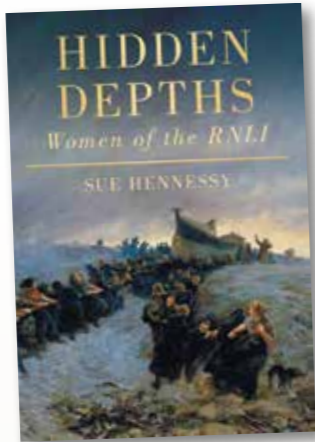
Gentle, informative and entertaining, *Hidden Depths: Women of the RNLI* is a charming collection of bite-sized portrayals of the often-unsung heroes of the RNLI: its women.

Interspersing stories of courage and physical stamina with tales of ingenuity and skill, Sue Hennessy's book illustrates how women have played, and continue to play, a vital role in the RNLI story over almost 2 centuries. From the women who went up to their necks in the water to launch the lifeboats in the days before tractors, through to the women breaking new ground in the lifesaving service today, there are references to people from all walks of life in this honest-to-goodness account, with an emphasis on community being at the very heart of what the RNLI stands for.

Among those featured are some of the women who have made their mark as crew members, lifeguards, fundraisers and donors, although special tribute is also paid to the scores of women who have supported the charity tirelessly in the background while their family members served the RNLI at sea.

Finishing with a short section on the author (the first Principal of the Lifeboat College in Poole) giving a clear insight into what inspired her to write the book, *Hidden Depths* is immensely readable and will appeal to anyone who loves history (or should that be *her*story?) and the RNLI.

Paperback book
Published by The History Press
ISBN 9780752454436
Price: £14.99
(The author has kindly donated a quarter of her royalty to the RNLI and the publisher is paying £1 per copy.)



The RIB: The Rigid-hulled Inflatable Lifeboat

by David Sutcliffe
Review by Carol Waterkeyn

This is the unusual record of a very special college created from the vision of Educationalist Kurt Hahn in 1962; the determination and steadfastness of first Headmaster Rear Admiral Desmond Hoare; and health and safety practices that certainly wouldn't be allowed today!

Author David Sutcliffe was a member of staff at Atlantic College in south Wales, and Headmaster from 1969 to 1982. He is uniquely positioned to write about the development of the Atlantic rigid inflatable lifeboat at the college and the trials and tribulations of bringing the lifeboat design from paper to reality. Add to that a bunch of international sixth-form students, many prototype boats along the way, and the craft's later adoption by the RNLI and other lifeboat services, and the whole account becomes a strange melting pot of influences.

The RIB has transformed boating the world over, not just at the RNLI. The College also continues to exist today with a new name – the United World College of the Atlantic. Since 1964 it has, in addition, been the location of one of the RNLI's lifeboat stations. Situated on the edge of the Bristol Channel, and with a tidal range of up to 15m, it is one of the most challenging locations to sail in the world.

Lifeboats there are still crewed by the students and staff – some of whom were the charity's first-ever female crew.

As well as being a fascinating historical record on the development of lifeboats, this book is also a heart-warming story, sometimes so surprising you could be forgiven for thinking it was fiction – but I promise it isn't.

Paperback book
Published by Granta Editions
ISBN 9781857571035
Price: £15



Charles Dixon and the Golden Age of Marine Painting

by Stuart Boyd
Review by Carol Waterkeyn

Charles Dixon was one of the greatest maritime artists, living from 1872 to 1934, during a most prolific period for Britain's seagoing culture. It culminated in the time of the great ocean liners and, throughout, British shipbuilding was admired and respected the world over.

Charles Dixon therefore had a huge range of subjects to paint and draw and he exhibited at the Royal Academy of Arts and the New Watercolour Society for many years until his passing. This book brings together many of his most iconic works, including *The Royal Yacht Britannia Winning at Cowes* of 1933, *Clearing the Dockside at Southampton* (RMS *Titanic*); *The Battle of Jutland*; and *Britain's First Two Ironclads* (HMS *Warrior* and HMS *Black Prince*).

The artist favoured The Solent and the Thames as locations but there are also works included in this wonderful book emanating from the Netherlands, Egypt, and other, mostly nautical, locations.

The RNLI is lucky enough to have several of Charles Dixon's paintings in its Heritage Collection, including notably one of a Cromer lifeboat rescue entitled *The Coxswain Driving the Cromer Lifeboat on to the Deck of the Barge*. This painting appears in Stuart Boyd's book and depicts the Silver Medal service of Coxswain Henry Blogg to the *Sepoy* in 1933, in which he rescued her two crew members.

This is a beautifully produced book, well researched, written and illustrated and an inspirational gift for those interested in maritime art.

Hardback book
Published by Halstar
ISBN 9781906690151
Price: £29.99



Do Whales Get the Bends?

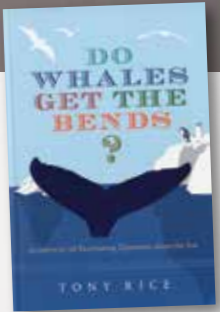
by Tony Rice
Review by Lucie Grisdale

Tony Rice is a former marine biologist who now spends his time lecturing about his experiences and knowledge of the ocean on cruise ships.

Since retiring he has been able to spend more time exploring the sea – and life in the sea – for himself. This book records over 100 of the most frequently asked sea-related questions, including What is scampi, What causes ocean currents, and Does drinking seawater drive you mad? Tony Rice goes into detail in answering each but in an informal and light-hearted manner. He also uses a range of useful diagrams throughout to illustrate particular aspects of the sea, for example: Is the sea flat?

Rice has written the book in a format that considers those people who may not be interested in reading all of it at once, dipping into questions that interest and relate to them at the time. Because of this, he has made sure any one section makes sense alone. This makes it easy to pick up and read a few points of particular interest while having a cup of tea but with the downside that many things are repeated if you were to read the book straight through. That said, it would make a novel present for older children and adults alike.

Paperback book
Published by Adlard Coles Nautical
ISBN 9781408113264
Price: £9.99



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.)

Whose sea is it anyway?

The RNLI's lifeboats operate to 100 miles from shore – but who controls the waters they navigate?

Freedom of the Seas

Across the world, land has been divided by mankind through war, conquest, colonisation and treaty, while rivers and mountains form timeless natural boundaries. The sea, however, has no distinctive surface features – it is a vast, briny expanse. How can it be defined?

In the early 1600s, Dutchman Hugo Grotius formulated the principle of *Mare Liberum*: all waters were free to all nations but belonged to none of them. This Freedom of the Seas gave mariners legal rights to roam the high seas.

A century later, fellow national Cornelius van Bynkershoek argued that coastal states have a territorial right to the adjoining waters to the distance that a cannon could fire from shore – about 3 nautical miles. It wasn't until the 20th century that commercial activities like fishing and mining had an economic impact on the oceans and nations extended this limit. By the mid 1960s, only 25 nations still used the old 3-mile limit, while 66 had set a 12-mile territorial limit and 8 a 200-mile limit.

But all was not peaceful. Offshore oil quickly became the centre of attention in the North Sea, and the UK, Denmark and Germany were in conflict as to how to share the continental shelf with its rich resources. Fishing rights were even more heavily contested, resulting in the infamous 'Cod Wars' between Iceland and the UK. The seascape was generating a multitude of disputes.

Law of the Sea

In 1967, Malta's Ambassador to the United Nations (UN) urged members to discuss the fair and responsible use of the world's oceans. The UN Convention on the Law of the Sea was the result in 1994. It set limits on how much coastal water and seafloor a nation could claim. Navigation, mining and protection of the environment were also included.

The territorial sea – the aquatic boundary along a nation's coast that extends its terrestrial boundaries – was at last set at 12 miles. To the present day, countries bordering the North Sea all claim the 12 miles for their exclusive fishing rights.

Lifeboat coxswains must adhere to international, national and local regulations while at sea

Contentious zones

For the most part, the UK's territorial sea does not adjoin that of any other state. Where, however, the sea is narrower than the 12-mile limit different rules apply. In the Dover Straits, as in all straits, the UN Convention determines the waters are international. A specific UK–France agreement set the practical territorial sea limits in the English Channel but between the UK and the RoI, the situation is more complex. What to do adjacent to the border of Northern Ireland and the Republic? No boundary has ever been decided. Instead, there is joint management of the sea loughs by the Foyle, Carlingford and Irish Lights Commission's Loughs Agency.

Looking beyond territorial sea limits, the Convention also set exclusive economic zones (EEZs) out to 200 miles. In areas of sea smaller than 200 miles across, the convention specifies that EEZs can extend to a line midway between neighbours. Each coastal nation has sole exploitation rights over all natural resources in its EEZ. The UK, for example, has claimed exclusive rights to the production of energy from water and wind.

RNLI lifeboats will sometimes pass into foreign EEZs while on a rescue mission, especially if they are based in such far-flung places as the Channel Islands or Shetland Isles (see diagram).

It's mine, for(e) shore!

Moving closer to home, what of the foreshore? In most of the UK, this is defined as the area between mean high water and mean low water, though in Scotland it is the spring tidal range. In the RoI, the foreshore extends to the full 12-mile territorial limit.

Around 55% of the foreshore and approximately half of the beds of estuaries and tidal rivers in the UK are owned by The Crown Estate. The other 45% is owned by bodies including the Duchies of Lancaster and Cornwall, local and port authorities, statutory environmental bodies, Government departments and others. The National Trust owns nearly a tenth of the coast of England, Wales and Northern Ireland. In the RoI, the entire foreshore is presumed state owned unless proven otherwise.

Beyond the UK foreshore, The Crown Estate also owns virtually the entire seabed out to the 12-mile limit. It grants leases, licences and consents for activities such as harbour development, dredging, routes for cables and pipelines – and lifeboat stations!

The RNLI holds access and foreshore licences, and leases ranging from 1–999 years in length, from a multitude of owners. Some facilities have long, single leases with local councils, as with the new lifeboat stations at Padstow and Tenby. Having spent £Ms in construction, this brings stability for the charity.

Others involve several parties, for example Sennen Cove lifeboathouse is owned by the RNLI but part of the two slipways at this unusual station is owned by The Crown Estate and part by the Duchy of Cornwall, which retains the right to hunt there!

Harbour waters and beyond

Every statutory harbour authority regulates activities within their jurisdiction, attempting to balance the needs of safety, conservation, industry and development. But the *Port Marine Safety Code* has been developed to improve safety and to manage marine operations to nationally agreed standards. It gives harbour authorities the power to enforce byelaws and ensure the safety of harbour users. Speed limits are usually low but lifeboats can request 'best speed with caution' when departing for a rescue.

Authorities may also be subject to the European Habitats Directive and have a statutory duty to balance nature conservation with their other duties. Many harbours and ports are within marine protected areas, special protection areas and sites of special scientific interest and some areas have World Heritage Site status.

As a result they are required to follow strict guidelines when issuing licences for works that could affect the harbour. When the Lifeboat College in Poole was built, the RNLI had to decontaminate the land, previously the site of a chemical works, and gain consent from Natural England to dredge and place piles in the seabed.



Approximate position of exclusive economic zones. Lifeboats can sometimes cross these boundaries en route to a rescue

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» International regulations

Beyond the confines of harbour and ports, the water can be an extensive and unregulated environment. Whoever owns the foreshore or the seabed doesn't own the water above it, nor do they govern access. In tidal navigable waters 'ships of all States ... enjoy the right of innocent passage through the territorial sea' but vessels must navigate in accordance with the *International Regulations for Preventing Collisions at Sea* (COLREGS), produced by the International Maritime Organization (IMO). These set out the 'rules of the road' to be followed by ships and other vessels at sea – including lifeboats. One important innovation in the COLREGS was the recognition of traffic separation schemes at sea. Following a series of collisions, the first such scheme separated shipping into two lanes in the Dover Strait, which is the busiest international seaway in the world. So strict is this scheme that a Coastguard spotter plane patrols for miscreants, and cross-Channel swimmers must book their exploits with the Channel Swimming Association and the Channel Swimming and Piloting Federation.

Other international laws in operation that affect RNLI crews, leisure boaters and oil tanker skippers alike include the 1974 Safety Of Life At Sea (SOLAS)

Convention and the 1978 (amended 1995) Standards of Training, Certification and Watchkeeping for Seafarers (STCW). (The RNLI's first aid, sea survival, firefighting and approved engine courses are all STCW approved.)

But the RNLI is no passive recipient of regulation. Through membership of the International Maritime Rescue Federation (IMRF), with its Director of Operations as Chairman, the charity helps to formulate international policy and regulations to ensure the safety of all water users. Currently, one such co-sponsored project is to produce a rescue boat code to be adopted internationally. The RNLI is also a founder member of the National Water Safety Forum in the UK and of Irish Water Safety, and is represented on various watersports' governing bodies. These strive to change the attitude and behaviour of those using the sea by improving knowledge and training through education and awareness initiatives.

There are still no statutory requirements for safety signage, public rescue equipment or lifeguards at the coast but the charity is leading the way in providing free coastal risk assessments. These identify hazards above and below the tide lines and recommend appropriate safety measures.

Sennen Cove's Tamar class lifeboat launches down a slipway owned by both The Crown Estate and the Duchy of Cornwall

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» Protecting the seas

Part of the UK Government's Maritime and Coastguard Agency's remit is to minimise the risk and impact of pollution of the marine environment from ships – its motto is 'Safer lives, safer ships, cleaner seas'. The RNLI duly makes sure it maintains its craft for both speed and good stewardship of the environment. The UK is also party to several international agreements that provide for cooperation in dealing with major marine pollution incidents, including the Mancheplan (English Channel), UK-Ireland and Anglo-Isle of Man agreements, which also cover search and rescue operations. Fishing quotas and exploitation of resources have always incited lively debate but initiatives such as no-take zones and marine conservation zones play an important part in maintaining the long-term health and sustainability of the oceans.

However, less than 1% of UK coastal waters are fully protected so the Government has planned a network of Marine Protected Zones by 2012. The Marine Conservation Society (MCS) has suggested 73 sites. The public can nominate their own or vote for or against the MCS sites where activities like fishing, dredging and construction would be banned.

The MCS also publishes an annual *Good Beach Guide*, recommending only those beaches with the very best water quality in the UK. For the last few years, the RNLI has been working with this charity towards both cleaner and safer beaches.

As island nations, we have a rich and complex relationship with the sea, with its all-embracing presence in the UK and RoI. Moving on the 17th-century principle that all waters are free to all nations but belonging to none of them, the 21st-century aim is to provide 'clean, safe, healthy, productive and biologically diverse oceans and seas' that will be sustainable for everyone. Governments, international organisations and stakeholders from the public, private and voluntary sectors, including the RNLI, are continually working towards this goal.

Words: Anne Millman

Photos: Steve Bicknell/Icarus, Tim Stevens, RNLI/Nigel Millard

Above: The RNLI trains its volunteer crews in both day and nighttime navigation

Below: The RNLI works with the MCS on its annual *Good Beach Guide*, where you can find lifeguarded beaches



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Moleskin Trousers	MT20					
Moleskin Trousers	MT20					
Colours: Pine, Fox, Gunmetal, Loden, Indigo					p&p	£5.00
Waist: 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56					Total	
Inside Leg: 28, 30, 32, 34						

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Card No	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Valid From	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Expiry Date	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Maestro Issue No	3 Digit Security No

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Lottery winner
Ms Oke on her VIP visit to
the new multi-million pound
Hoylake Lifeboat Station
with RNLI Area Fundraising
Manager Mark Harding and
station Mechanic Andy Dodd

Photos: RNLI/Kayte Allen

LIFEBOAT LOTTERY

SUMMER LOTTERY

Ms Oke of Cheshire scooped the £5,000 first prize in the Summer Lifeboat Lottery and enjoyed a visit to Hoylake Lifeboat Station to celebrate her win. The other cash prize-winners were:
2nd prize: £2,000, Mr S Hill, Derby
3rd prize: £500, Mrs M Brooksbank, South Humberside
4th prize: £250, Mr WI Paul, Isle of Arran
Five prizes: £100 each; Mrs M Potts, Cumbria; Mrs Bottomley, London; Mrs P Foster, Cornwall; Mr MG Stribbling, Kent; Mr J Englefield, Berkshire.

IT'S A SUPERDRAW!

The Winter Lifeboat Lottery is a Superdraw with bigger cash prizes. So help the RNLI save lives at sea and be in with a chance of winning £7,500! Second prize is £4,000; 3rd is £1,000; 4th is £500; and there are five prizes of £250.

Tickets will be mailed to supporters on 15 October. If you don't usually receive tickets and would like to, please call 0845 121 4999 or email lottery@rnli.org.uk.

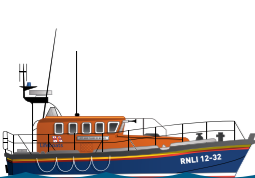
Please note that due to differing tax and gaming laws, Lifeboat Lottery tickets are only available in England, Scotland and Wales. For full details (including terms and conditions) please go to rnli.org.uk/lottery or see your Lottery letter.

2,039

LIFEBOAT AND HOVERCRAFT LAUNCHES

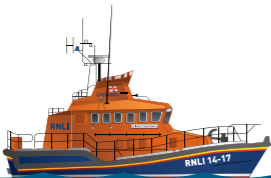
April–June 2010

ABERDEEN
ON-1248(17-24):Apr4
D-694:Apr1,22,May10,20,
Jun2,12,27(x2)
ABERDOVEY
B-758:May1,9
ABERSOCH
B-790:Apr11(x2),14,16,
17,24,May22,24,30,31,
Jun5,7,8,12(x2),27
ABERYSTWYTH
B-822:Apr11,24,
May1,3,9,12,Jun4,6,22
ACHILL ISLAND
ON-1240(14-28):
May10,Jun20
AITH
ON-1278(17-45):Apr2,24
ALDEBURGH
ON-1193(12-34):May20
D-673:Apr25,May30
ALDERNEY
ON-1213(14-15):
May14,Jun3,7,22
AMBLE
ON-1176(12-19):Apr30,
May23,26,Jun15
D-569:Apr30,May18,23,
26,Jun15,26
ANGLE
ON-1291(16-11):Apr2,3,
11,18,May1,28,Jun7,26(x2)
D-638:Apr18,May3,
Jun3(x2),5,10,13,28(x2)
ANSTRUTHER
ON-1174(12-17):
Apr10,Jun19,29
D-667:Apr16,Jun7,26
APPLEDORE
ON-1296(16-16):Apr15,
May16,20,Jun4
B-742:Apr15,16(x2),19,
May3,24,Jun4,8,13,19,30
BB-502:May2,12,16,
Jun8,23,29
ARAN ISLANDS
ON-1217(17-06):
Jun8,12,15,18,28(x2)
ON-1263(17-34):Apr5,10,
May9,29,30,Jun3(x3),5
ARBROATH
ON-1194(12-35):Apr25,27,
May22,23,Jun6,22,29
D-621:Apr25,27,May1,23,
Jun6,14,18,22(x2),29



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

ARKLOW
ON-1223(14-19):Apr30,
Jun6,19
ARRAN (LAMLASH)
B-770:May8,23
ARRANMORE
ON-1244(17-22):
Apr8,24,25,May12,20,21,
26,31,Jun5,6,8,19
BB-015:Jun19
ATLANTIC COLLEGE
B-763:May23,Jun27
BALLYCOTTON
ON-1228(14-24):Jun11
ON-1234(14-25):Apr10,
May4,8,9,Jun11,17
BALLYGLASS
ON-1235(17-15):
May14,22,26
BALTIMORE
ON-1137(47-024):
Jun19,30
D-721:Apr9,
B-708:Apr8,May19,30,
Jun11,19,20,21
BANGOR
B-805:Apr11,19,29,
May2,17,23,31(x2),Jun4
BARMOUTH
ON-1185(12-26):
May2,Jun12,26
D-678:Apr23,24,25,
May2(x2)
D-720:May23,27,29,30(x2),
Jun3(x4),26(x2),27
BARRA ISLAND
ON-1230(17-12):
Apr25,May18
BARROW
ON-1288(16-08):Apr13,17,
May25
D-567:Apr13,17,May8,
Jun6,27
BARRY DOCK
ON-1245(14-29):Apr15,18,
May30,Jun2,3,18,21,25,26,
27(x2),28
BB-450:Apr15(x2),
Jun25,27
BEAUMARIS
B-838:Apr2,3,18(x2),19,25,
May2,3(x2),15(x2),22,
23(x2),24,25(x2),26,31(x5),
Jun4,9,11,12,20(x4),25(x2),
26,27,28,30



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

BEMBRIDGE
ON-1124(12-001):
Apr15,24,May2,7(x2),18,
20,Jun6,18,19(x2),21
D-649:Apr4,10,
Jun3,19(x4),27
BERWICK-UPON-TWEED
ON-1191(12-32):Jun7
D-639:Apr2,26,
May16(x2),Jun22,25
D-705:May26,Jun7
BLACKPOOL
B-748:Apr10(x2),11,May17
D-729:Apr11,30,May3,12,
15,17
D-732:Apr11,30,May3,12,
15,17,Jun15
BLYTH
D-606:Jun2,5
BRIDLINGTON
ON-1169(12-12):May2,25
D-721:Apr9,
May8,22(x2),24
BRIGHTON
B-737:Apr24,25,
May10(x2),15,16(x2),22,
23(x3),24,25(x3),Jun3,12,
18,22,26,Jun27(x2),29
B-768:Apr17,18
BROUGHTY FERRY
ON-1252(14-31):Apr12,16,
May18,Jun12,25,28,29
D-695:Apr10,12
D-698:Apr16(x2),19,
May5(x2),9,12,17,18,20,
Jun12,28,29
BUCKIE
ON-1268(17-37):Apr17,
May2,28,Jun2,4,11,25,30
BUDE
D-617:Apr11,Jun28
RWC-010:Apr11
BUNDORAN
B-834:Apr6,May13,23,
27,30
BURNHAM-ON-CROUCH
B-733:Apr16(x2),20,29,
May6,8,10,14,16,23,29,
Jun5,15
D-672:Apr16,Jun26(x2)
BURNHAM-ON-SEA
B-795:Apr11,18,May22,
23,30(x2),Jun16
D-664:Apr9,18,
May22,23,30

BURRY PORT
D-611:May2,15,23(x3),
31(x2),Jun23,27
D-625:Apr13(x2)
CALSHOT
ON-1157(47-039):Apr5,8,
13,17,27(x2),29,May2,10,17,
26,30,Jun4,7,11(x2),19(x3)
D-609:Apr8(x2),11,13,15,
17,29(x2),May1,10,17(x2),
26,29,30,Jun2,3,4,7,11(x2),
15,19
CAMPBELTOWN
ON-1241(17-19):May20
D-571:May2,Jun19
CARDIGAN
B-752:Apr6,10
B-754:May11,16,21,28,
Jun3,5(x2),11,16,18(x2),22
D-604:Apr6
D-709:May11,21,
Jun3,5,8,18,21,22,23
CHISWICK
E-002:Apr3,11
E-003:Apr10(x2),11(x3),
16(x2),17(x3),18,20,23,
24(x2),26,29,May2,3,4,
5(x2),6,7,14(x2),23(x3),
Jun22,23(x4),26,27,28,
29(x3)
E-006:Apr4(x3),5,22(x2),
May8,11,12,17(x2),18,
21(x3),24(x2),28,Jun1,2(x2),
5,7(x2),9,11,12(x2),
16,17(x2),19(x2),20(x2)
CLACTON-ON-SEA
B-744:Apr26,May15,22,
30(x2),31,Jun5,12,29
D-723:Apr15,26,May31,
Jun1,5,29
CLEETHORPES
D-618:Apr18,19,22,27,
May23,24,Jun1,7,8,12,13,
14,16,19,22,30
CLOGHERHEAD
ON-1190(12-31):May23,
Jun13,15
CONWY
D-627:Apr9,May5,24,25,
28,Jun3,5(x2),16,24,26
COURTMACSHERRY
HARBOUR
ON-1205(14-07):Apr12,19,
25,May2,Jun2,19



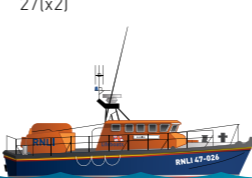
ON-####(16-##)
Tamar class
introduced 2006
new cost: £2.7M

COURTOWN
D-711:May22,Jun4,24
COWES
B-810:Apr15,30,May17,19,
24,31,Jun19
CRASTER
D-703:May22
D-705:May14
CRICCIETH
A-73:Apr14,May22,26,
Jun3,26,27
B-823:Apr10,17,18,
May4,8,22,26,Jun3,5,17,
26(x3),27
CROMER
ON-1287(16-07):
Apr26,Jun26
CROSSHAVEN
B-782:Apr12,13,14,15,
May2,4,9,16,17,23,29,
Jun10,13
CULLERCOATS
B-811:Apr6,19,28,May22,
Jun3(x3),11(x3),20
DART
D-702:Apr27,May2,17,22,
27,30,Jun11,13,15,20,21
DONAGHADEE
ON-1267(14-36):Apr5
DOUGLAS
ON-1147(47-032):Apr15
DOVER
ON-1220(17-09):Apr12,21,
26,May3,14,18,Jun5,12,19,
23,25
DUN LAOGHAIRE
ON-1200(14-05):Apr4,13,
May5,17,23,Jun5,21,28
D-532:Apr9,10,25,
May13,22,Jun1(x2),4
D-731:Jun12,20(x2),21,
26,27
DUNBAR
ON-1266(14-35):Apr25,
Jun13,19,24
D-635:Apr22,25(x2),
May1,Jun13,24
DUNGENESS
ON-1186(12-27):
Apr11,May8
DUNMORE EAST
ON-1215(14-17):
May29,Jun6(x2),7



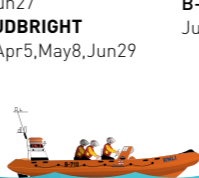
ON-####(17-##)
Severn class
last built: 2004
refit cost: £255,000

EASTBOURNE
ON-1187(12-28):Apr11,17
ON-1195(12-36):
May1,2(x2),10,15(x2),21,
25(x2),Jun13,29(x2)
D-605:Apr17,20,28,29,
May2,15,19(x2),23(x3),
24(x2),25(x2),Jun2,4(x2),
5(x2),13(x2),23,24,25,
26,29
ENNISKILLEN
B-702:Apr4,5,May23(x2),
26,Jun5,24,27
B-703:Apr5,22,29,30,
May3,8,Jun11,17
RWC-052:May23,26,Jun5
RWC-054:Apr22,29,30,
May8,Jun11,17
EXMOUTH
ON-1178(12-21):Apr3,4,
May16,26,Jun6
D-602:Apr11,18,30,
May1,2
D-669:May15(x2),28,
Jun3,6,7,10,13,15,20,22,27
EYEMOUTH
ON-1209(14-11):
May12,14,30
FALMOUTH
ON-1256(17-29):Apr18,22,
23,27,May4,21
B-756:Apr2,11,17,18,19,28,
May21,23,28,Jun3,10,12
FENIT
ON-1239(14-27):Apr28,
May6,16(x2),24,Jun4,13,
17,19
D-726:May16,18,Jun13,19
FETHARD
D-683:Jun7,12,14,16,21
FILEY
ON-1170(12-13):May16,22,
Jun12,14,16,22
B-736:Apr19,May3,13,
22(x2),24,28,Jun9,14,17
21,22,Jun12,23,26,28
FISHGUARD
ON-1198(14-03):Apr11,15,
Jun19,27
D-603:Apr23
D-652:Apr1,Jun19
FLAMBOROUGH
B-820:Jun5,9,17,23
B-825:Apr11,17,25,May25



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

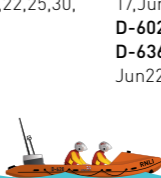
FLEETWOOD
ON-1122(47-017):Apr2,15,
May24,25
D-719:Apr3,11,13,28,
May2,23,Jun5(x2),8,16
FLINT
D-655:May10,21
D-658:Apr16,25,May27,
Jun3,14
FOWEY
ON-1222(14-18):Apr3,
May2,6,9,Jun10,12,13
D-681:Apr16,May2,9,31,
Jun5,13,28
FRASERBURGH
ON-1180(14-01):Apr13
ON-1259(14-34):Apr22,
May7,24,Jun21
GALWAY
B-738:Apr9,May14,Jun19
GIRVAN
ON-1196(12-37):Apr11,
May16,Jun4,12
GRAVESEND
B-807:Apr2,4(x2),18,23,
24,May1,2(x2),12,16,17,
18(x2),19,22,23,25,26,
27(x2),30(x2),31,Jun1,
2(x2),4,8,15(x2),16,19(x2),
24,26,27(x2),28,29(x2)
GREAT YARMOUTH
AND GORLESTON
ON-1208(14-10):May28
B-786:Apr9,16(x2),18,
May22(x2),29(x2),30,
Jun4,14,19,23,29(x3)
HAPPISBURGH
B-710:May28
B-755:Jun19
HARTLEPOOL
ON-1274(14-37):Apr17,22,
May16,31,Jun12,26
B-766:Apr22,27,May16,18,
29,Jun11,13,21,27(x2)
HARWICH
ON-1202(17-03):Apr24,
May4,23,28,30,Jun4,5
B-736:Apr19,May3,13,
22(x2),24,28,Jun9,14,17
B-789:Apr1,2(x2),6,Jun26
HASTINGS
ON-1125(12-002):Apr8,18
D-699:Apr16,25,29,May23,
25,30,Jun1,2,4,12,20,24,30
HAYLING ISLAND
B-829:Apr2,7,21,May2,3,
7,30(x3),Jun3,11(x2),19(x3),
22(x2),26,27(x3)
D-642:Apr11(x2),12,20,25,
May2,3(x2),16,20,21,23,30,
Jun3,16(x2),19(x2),26,
27(x2)



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

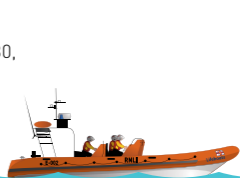
HELENSBURGH
B-725:Jun1,14(x4),18,30
B-791:Apr2,10,25,
May5(x2),10,11,23
HELVICK HEAD
B-760:May23,24(x4),25,
Jun27
HOLYHEAD
ON-1272(17-41):Apr22,
May2,7(x2),29,Jun12,17,19
D-654:Jun27
HORTON AND
PORT EYNON
D-688:Apr10,May27,29,31,
Jun20,25,27(x2)
HOWTH
ON-1258(14-33):Apr12,24,
May4,22,Jun22,27,29
D-659:May3,Jun4,11,13,18
HOYLAKE
ON-1162(12-004):May30
ON-1163(12-005):Jun11
HUMBER
ON-1201(17-02):Apr2,22
ON-1216(17-05):May25,28,
30,Jun10(x2),12,19,26,30
HUNSTANTON
B-749:Apr4,May9,24,30,
Jun12,30
H-003:May27,Jun2,27
ILC, COWES
B-782:Apr13
ILFRACOMBE
ON-1165(12-007):Apr25,
May12,17,30,Jun12
D-717:Apr15,25,May13,24,
Jun12,14
INVERGORDON
ON-1225(14-21):
May22,Jun27
ISLAY
ON-1219(17-08):May23
KESSOCK
B-763:Apr24,May7,17,
Jun15
B-771:Jun29
KILKEEL
B-812:Apr19,May26,
Jun15,18(x2),19,30
KILMORE QUAY
ON-1133(47-021):Apr10,
20,May4,10,15,19,20,Jun3,
4,8(x2),11,24(x2),29,30
KILRUSH
B-729:May16,17
KINGHORN
B-836:Apr7,11,17(x2),
May2,8,9,14,15,19,22,
23(x2),Jun5(x2),6,19
KINSALE
B-724:Apr12,19,May4,23,
24,29,Jun27
KIRKCUDBRIGHT
B-814:Apr5,May8,Jun29

KIRKWALL
ON-1231(17-13):Apr19,
May18,Jun17,24(x2)
KYLE OF LOCHALSH
B-740:Apr2,7,16,29,
May24,Jun6,9,12(x2),27
LARGS
B-739:Apr11,Jun25,26,27
LARNE
ON-1246(14-30):
Apr3,5,11,May8,9,Jun17
D-646:Apr3,11,May8,9,
Jun17
LERWICK
ON-1221(17-10):Apr2,10,
May25,Jun20,30
LITTLE AND
BROAD HAVEN
D-628:Apr13,24,May28,
Jun12,24,28
LITTLEHAMPTON
B-779:Apr3,8,9(x2),28,
May23(x4),24,27,Jun3,
14,18,21,22(x2),23,24,
25,26(x2),28,29
D-631:Apr3,8,17,May20,
22,23(x3),24,28
LITTLESTONE-ON-SEA
B-785:May18,Jun17,26,
27,29(x2)
LLANDUDNO
ON-1164(12-006):
May2(x2)
D-656:
May25,Jun1,12(x2),14,16
LOCH NESS
B-707:May8,19,23,
Jun9,12(x2),19
LOCHINVER
ON-1237(17-17):Apr25,30
LONGHOPE
ON-1284(16-05):Apr8
LOOE
B-793:Apr13,28,
Jun12(x2),19
D-574:Apr3,28,Jun12,15,
18,21
LOUGH DERG
B-705:May2(x2),16,
Jun27(x2)
LOUGH SWILLY
B-819:Apr15,May4(x2),
22,23,Jun4,5
LOWESTOFT
ON-1132(47-020):
May11,18,Jun8,22
LYME REGIS
B-741:Apr8,11,13,21,25,28,
29,May24,Jun2,9,14(x2),
17,24
LYMINGTON
B-773:May1(x2),22,25,30,
Jun5,19(x4)



D-###
D class
new cost: £31,000

LYTHAM ST ANNES
ON-1189(12-30):
Apr15,May13
D-657:Apr14,15,25,27(x2),
Jun12(x2),30
MACDUFF
B-804:Apr15,May14,20
MALLAIG
ON-1250(17-26):
May1,15,20,24,28,Jun12
MARGATE
ON-1177(12-20):Apr10,18,
May3,13,21,26,29(x2)
D-706:Apr29,May15,16,
29(x2),Jun10,15,26,28
MINEHEAD
B-824:May11(x2),24,
25(x2),Jun14,18,22,30
D-712:Apr1,8,May11(x2)
MOELFRE
ON-1116(47-013):Apr17,
May31,Jun12
D-689:May23,30,31,
Jun26(x2),29
MONTROSE
ON-1126(47-018):
Apr26,May13,24
D-626:Apr4,May13
MORECAMBE
D-722:Apr16,27
H-002:Apr9,24,
May14,Jun1
H-007:Jun21
MUDEFORD
B-806:Apr4,16,18(x2),26,
May1,10,15(x2),16,23,28,
30,Jun1,9,13,19,21,30(x2)
NEW BRIGHTON
B-837:Apr2,9,May1,21,
Jun11(x2),16,21,24,26(x2),
26(x2),27
PORT ERIN
B-813:Apr15,May22
PORT ISAAC
D-707:May21,Jun3,21
PORT ST MARY
ON-1234(14-26):
May20,22,30
D-575:Apr15
PORT TALBOT
D-645:Jun17,20(x2)
D-713:Apr10,27
PORTAFERRY
B-833:Apr1,May6,9,10,17,
23,25,Jun3,12,15,20,26,27
PORTHCAWL
B-830:Apr4(x2),8,16,
May8,15,21,Jun2,12(x3),
13(x2),14,20
B-832:Apr22,Jun27,29,30
PORTHDINLLAEN
ON-1117(47-014):May9
ON-1120(47-015):
Jun12,20,25,30



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

NORTH BERWICK
D-619:May4,Jun15,30
OBAN
ON-1227(14-23):Apr1,15,
16,17,May18,Jun3,4,13,29
ON PASSAGE
ON-1139(47-026):Apr29
PADSTOW
ON-1283(16-04):Apr15,
Jun14
PEEL
ON-1181(12-22):
May29,Jun5
PENARTH
B-839:Apr17,30,May15,28,
30,31,Jun4
D-692:Apr9,30,May15,
Jun9,12
PENLEE
ON-1265(17-36):Apr17,
Jun5,20,24,25,28,30
B-787:Apr7,9,10,21,May15,
16,25,Jun3,11,15,20
PETERHEAD
ON-1282(16-03):Apr13,
May2,24,Jun6,7,8,13,16
PLYMOUTH
ON-1264(17-35):Apr11,16,
20,27(x2),May23(x2),
30,Jun6,11,14,17(x2),20
B-775:Apr5,10(x2),27,
May9
POOLE
ON-1131(47-023):Apr25,
May15(x2),Jun26
B-826:Apr11,15,24,25(x2),
May3,11,15,21,22,24,30,
Jun3,4,24,25,26(x2)
RED BAY
B-728:Apr10,19,25,May13,
14,16,25,26,Jun8,24,
26(x2),27
REDCAR
B-777:Apr5,17,May3,5,23,
31(x3),Jun3,4,5,9,15,16,22,
26,27(x2)
D-677:Apr26,May3,5,23,
31(x2),Jun3,9,15,27
RHYL
ON-1183(12-24):Apr2,
Jun6
D-632:Apr2,May22,
23(x2),Jun23(x2),26(x2)
D-655:May31,
Jun3(x4),6,15(x2)
ROCK
D-634:May2,31,Jun3
ROSSLARE HARBOUR
ON-1269(17-38):
May12,15,17,Jun5
RYE HARBOUR
B-727:Apr20,May27
B-842:Jun24

PORTPATRICK
ON-1151(47-033):Jun24
PORTTREE
ON-1214(14-16):Apr2,
Jun7,13,25(x3),28
PORTRUSH
ON-1257(17-30):May16,
Jun8,19,27
D-572:Apr10,24,
May15,16,22,Jun27
PORTSMOUTH
B-723:Jun19,23,24(x2),28
B-730:Apr1,3(x2),4,7(x2),
9,16,May18,20,22,26,29,
30(x2),Jun3,5,6,10,11,13,16
D-716:Apr3(x2),May22,26,
29,30,Jun5,19,23,25
PWLLHELI
ON-1162(12-004):Jun19
ON-1168(12-010):Apr14,15,
May4,20,24,31,Jun8
D-6

SALCOMBE
ON-1286(16-06):
Apr24,26,May16(x2)
ON-1289(16-09):Apr5,
May23,30(x2),Jun6,24
B-794:Apr5,24,May2,7,
Jun2,3,12,13,17,28(x2)
BB-054:Jun27
SEAHOUSES
ON-1173(12-16):Apr3,6,21,
May4,6,15,30,Jun6,17,24
D-620:Apr9,14,May3,6,
22,26,Jun3,6
D-686:Apr3
SELSEY
ON-1146(47-031):Apr8,
May1,31,Jun5,8,19(x5)
D-691:Apr16,May29,31,
Jun12,19,21
SENNEN COVE
ON-1294(16-14):Apr11,
Jun2,3,5
D-624:Jun8,15,30
SHEERNESS
ON-1211(14-13):Apr11,
17(x2),18,May2,20,22,
23(x2),25,26,Jun3,13(x2)
D-601:Apr3,11(x2),19
D-662:Apr24,25(x2),
May3,10,13,19,25,30(x2),
Jun26,27
SHOREHAM HARBOUR
ON-1155(47-037):Apr28,
May9,22,24,31,Jun2
ON-1158(47-040):Apr3,9,
11,21
D-647:Apr10,21,24,May16,
24(x2),25,Jun5,11(x2),12,
19,27
SKEGNESS
ON-1148(12-11):May28,
Jun10,11,26,27,28
ON-1166(12-008):Apr4
D-538:May23,30,Jun24,
26,27,28(x2)
SKERRIES
B-747:Apr21,May17,22,
24,Jun5,16,17,20,30
SLIGO BAY
B-781:May15,30,
Jun7(x2),26
SOUTH BROADS
D-714:May1,Jun2,5,29
XP-42:May1,Jun2,5
SOUTHEND-ON-SEA
B-776:Apr11,30,May2,3,
15,18,22(x3),25,28,29(x2),
30,Jun6,7
D-633:May14,May18,
Jun16,17,20
D-682:Apr17,30,May24,
Jun19,20,22
H-004:Apr24,May2,22,
23(x4),24,Jun25
SOUTHWOLD
B-750:Apr7,Jun26
ST ABBS
B-783:Jun11
ST AGNES
D-641:Apr5,9,10,13,26,
Jun28
ST BEES
B-831:Apr20,Jun5

ST CATHERINE
B-772:May8
ST DAVIDS
ON-1139(47-026):May2,9,
21,28,Jun28(x2)
D-685:May21,28,Jun12,
27,28(x2)
D-704:Apr2,May2,18
ST HELIER
ON-1292(16-12):Apr18,
May9,14,31,Jun13,26,28
B-816:Apr18,May18,
Jun25,26
ST IVES
ON-1167(12-009):
Apr19,May2
D-668:Apr4,19,
Jun17,21,30
ST MARY'S
ON-1229(17-11):
Apr27,May4
ON-1262(17-33):Jun17
ST PETER PORT
ON-1203(17-04):Apr20,
May18,Jun30
STAITHES AND
RUNSWICK
B-788:Jun26
STORNOWAY
ON-1238(17-18):Apr30,
May25,Jun5
STRANRAER
D-697:Apr18,Jun16
STROMNESS
ON-1236(17-16):
May15(x2)
SUNDERLAND
B-817:Apr9
B-835:Apr21,22,23(x2),
May11,22,26,Jun2,6,8,14,
17,22,23,27
D-608:Apr1,9,10,17,22,23,
26,May1,7(x2),Jun10,14,28
SWANAGE
ON-1182(12-23):
Jun9,14,26
ON-1192(12-33):Apr27
D-613:Apr12,14,May7,30,
Jun3,9,20,21,26(x2)
TEDDINGTON
D-648:Apr5,8,10,13,21,25,
May4,5,12,15,16,20(x2),28,
29,Jun3,20(x2),26,28(x2)
TEIGNMOUTH
B-809:Apr24,25,May3(x2),
23(x2),25(x2),29,30(x2),31,
Jun6,12(x2)
TENBY
ON-1293(16-13):Apr17,
26(x2),May31(x3),Jun3,
5,13,25
D-670:Jun14
D-727:Apr22,26(x2),
May10(x2),16,23,31
THE LIZARD
ON-1145(47-030):
Jun4,19,23
THE MUMBLES
ON-1127(47-019):Apr10,
29,May3,Jun1,3,13,26,27
D-623:Apr3,12,19,May3,17,
23(x2),29(x2),Jun1,11(x2),
26(x2)

THURSO
ON-1273(17-42):Apr23,25,
29,May10
TIGHNABRUAICH
B-743:Apr5(x2),8,May23,
Jun26
TOBERMORY
ON-1270(17-39):Apr18(x2),
24,May24,Jun1,14
TORBAY
ON-1255(17-28):
Apr4,10,11,12,18,29,
May27,Jun6(x2),12
D-651:Apr5,7,18,26,27,
May1,5,23,Jun6,8,17,20,
29,13,22(x2),23(x4),24,30,
Jun5,6(x2),10,14,17,20,
26(x3),27,30
TOWER
E-002:May12,13(x3),
14(x3),15,16(x2),22,
23(x2),24(x3),Jun10,13(x2)
E-004:Apr7(x2),8(x3),9(x2),
12,13(x3),14,15(x2),16(x3),
17(x2),18(x3),May28,29(x3),
30,31(x3),Jun1,2,3, 4(x4),
5(x3),6(x2),7(x3),25(x2),
26(x4),27,28(x2),30(x2)
E-005:Apr1,2(x3),3(x3),
4(x3),5,19(x3),20(x3),21,
23(x2),24,25,26,28(x2),
29,30(x2),May1(x2),2(x2),
4,5,6(x2),7,8,10,11,12,17,18,
19(x3),20(x2),21(x2),22,
25(x2),26(x2),28,Jun15,
16(x2),19(x4),20(x2),21,
22(x4),23(x2),24(x2)

TRAMORE
D-643:Apr8(x3),May4,
Jun24
TREARD DUR BAY
B-731:Apr21,28,29,May2,
6(x2),8,9,23,Jun18
D-630:May2,6(x2)
TROON
ON-1275(14-38):Apr2,
13(x2),18,23,26,May22,30,
Jun19,20
D-684:Apr9,13,18,23,
May22,30,Jun5,12,19,
20,25
TYNEMOUTH
ON-1201(17-02):May5,11,
Jun5,11,20(x2)
ON-1242(17-20):Apr12,29
D-693:Apr19,May7(x2),16,
22,25,Jun3(x2),11,20,27,30
VALENTIA
ON-1218(17-07):
Apr20,27,May7,28
WALMER
B-808:May15,Jun27
D-663:Apr6,Jun27
WALTON AND FRINTON
ON-1154(47-036):May3,
23,24,30(x2),Jun21,24(x2)
WELLS
ON-1161(12-003):May5,17,
30,Jun20
D-661:Apr10,28,May23,
30,Jun2,26
WEST KIRBY
D-612:May23(x3),Jun1,19,
22(x2),30

WEST MERSEA
B-761:Apr10,11(x2),16,20,
30(x2),May1,4,9,22,23,24,
27,30,Jun5,18,19,24,26,27
WESTON-SUPER-MARE
B-769:Apr20,26,29,May1,
9,31,Jun9,16,20(x2)
D-696:Apr26,29,May1,2,
23,31,Jun16
WEYMOUTH
ON-1261(17-32):Apr15,27,
May9,16,30,31,Jun8,19,20,
22,29
B-746:Apr4,11,18,27(x2),
30,May1,8,18,25,29,31,
Jun22,23,29
WHITBY
ON-1212(14-14):Apr8,23,
May20,23,Jun2,9,26
D-674:Apr17,26,May20
WHITSTABLE
B-764:Apr11,17,27,May13,
15(x2),16,20,21,23,26,27,
29,30(x2),Jun4,5,13(x2),
14,16,25,28,30
WICK
ON-1224(14-20):
Apr10,May8,Jun13,14
WICKLOW
ON-1140(47-027):
Jun20,24,26(x2)
D-671:May26,Jun2,26
WORKINGTON
D-629:Jun5,7
YARMOUTH
ON-1249(17-25):Apr1,4,
23,25,30,Jun5,17,19,20,
25,29

The official
naming
ceremony of
D class lifeboat
*Margaret Mary
Timpany* at
Morecambe
in June



NAMING CEREMONIES
B-840, *Harold Baines*, East Cowes, 6 June 2010
D-728, *Braund*, Filey, 2 July 2010
D-707, *Copeland Bell*, Port Isaac, 13 June 2010
D-722, *Margaret Mary Timpany*, Morecambe, 12 June 2010
B-837, *Charles Dibdin [Civil Service No.51]*, New Brighton, 24 July 2010

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Current affairs

Ireland’s ‘voice of the sea’ may have stepped away from the microphone – but Tom MacSweeney is as vocal as ever when it comes to marine matters

For two decades, Tom MacSweeney’s voice has been synonymous with Ireland’s maritime culture. His popular *Seascapes* radio programme on RTÉ 1 has propelled marine news, views and tales over the Irish airwaves since 1979. Tom retired from the show in 2009, having built up a fan base that went way beyond professional mariners. ‘When *Seascapes* was new we wanted to encompass everyone who has a marine interest and any member of the public with a sea story to tell,’ says Tom. ‘When I left the show, housewives and children were listening to it, as well as fishermen, sailors and the like. The thing is, the Irish are an island people. I would always say: “We are all islanders. Let’s be proud of that.”’

It’s this focus on Ireland’s tightly knotted bond with the sea that has often led Tom to criticise Irish politicians. ‘I believe all Irish governments since the 1960s have failings when it comes to marine policy. Many politicians fail to recognise we are an island nation. We are not in the centre of Europe – we are a western outpost. We have no chunnel or bridge, so we are reliant on the sea. I pointed out several times on the radio that 95% of Irish imports and exports are by sea. So our ports and shipping are vital arteries, and yet they have been neglected.’

Tom is keen to highlight positive developments too, though. ‘There have been some moves towards developing the seafood industry recently. The Marine Institute [set up in 1991] is very positive too, because they have research vessels and carry out some very important scientific and environmental work,’ he points out. ‘Plus there was the formation of the Irish Coast Guard. For a number of years, the Republic of

Ireland was dependent on the RAF and Royal Navy helicopters to do search and rescue work here. But since the 1990s the Coast Guard has developed and got its own helicopters, which have assisted in Northern Ireland and other areas. So the Coast Guard gives help as well as receives it, which is very healthy. We marked 10 years of *Seascapes* with a visit from the 911 Squadron of the Royal Navy, and they marched in a Kinsale D-Day parade. It was one of the first times that you had the Royal Navy and Irish Navy together like that. It underlined the fact that rescue at sea knows no barriers.’

That powerful sentiment is also echoed in the RNLI’s cross-border work, according to Tom. ‘I’ve

met many lifeboat crew members through the show. And I mean it when I say that I am lost in admiration for them,’ he says. ‘The service they provide is wonderful and so is the RNLI’s interaction with sailors. That education side is really important. I think the message from the RNLI and other organisations about lifejackets is getting across. I rarely see racing sailors without lifejackets now. Now we just need to remind them to wear their crotch straps!’

Tom began his career as a print journalist before moving into broadcasting, and he still writes regular press columns. He’s still involved in broadcasting too – as *the Lifeboat* went to print, *Skippers* had begun, an RTÉ TV fishing documentary that Tom worked on as

script consultant. He’s also planning to set up a marine book publishing company. Despite his busy media career, though, Tom still finds time to go afloat. ‘I was a late starter with sailing but I’ve grown to love it. It’s a sport for life, a sport for all – whatever your age or ability. I’m a great advocate for boating because, in Ireland, we are all part of the family of the sea. That’s why the politicians should be looking at the oceans, not looking inward. You’ll never find me moderating my views about that.’

Words: Rory Stamp

‘We are all islanders. Let’s be proud of that.’



Above: Tom MacSweeney, broadcaster, proud recipient of an RNLI Supporter Award and fiery advocate for the Irish maritime industry, takes the wheel of the *Green Dragon* racing yacht

Show of strength

The RNLI's history is full of dramatic twists and turns – and Alan Tyson's mission to weave them into a play is an interesting yarn in itself



'Now hear ye all of this, good men of Bamburgh,' shouted the cloaked man over the rumble of storm thunder. The audience peered into the darkness. What came next was history in the making: he announced plans for a local lifesaving service. It was the opening chapter of a story that ends with the RNLI as we know it today.

Two hours later, after an emotional journey, the audience filled collection buckets and filed out of the hall into the village. This wasn't 18th-century Bamburgh in Northumberland, but 21st-century Cranham, a tiny community in Gloucestershire. The play they had just seen – *Out of the Mist* – brought key moments in the RNLI's history to the stage: the first days of lifeboating, the formation of the RNLI and the deeds of famous rescuers. Four performances raised £4,000 for the RNLI. Now the play could become a full theatre production.

Retired father of three Alan Tyson (pictured), who wrote *Out of the Mist*, spent much of his career at seaports as a customs officer, but it was a sailing trip with a family friend in 2001 that gave him his first face-to-face experience of the RNLI. Royal Marine Jason Ward had been posted to Norway and planned to sail there. Alan accompanied Jason along with some other pals, and they were sailing off the Norfolk coast when the Great Yarmouth and Gorleston RNLI all-weather lifeboat drew close.

'They explained that they had been out training when they saw us in dangerous shallow water,' says Alan. 'They kindly escorted us to the station and showed us around. It made me realise that lifeboat crews are unsung heroes: all down-to-earth, and extremely professional.'

After leaving a donation with the lifeboat crew, Jason and Alan

continued their journey across the North Sea, each carrying a lasting memory of the selflessness of lifeboat crew members. Jason championed the RNLI for the rest of his life, which was sadly ended 2 years later. He was killed in a helicopter crash while serving in the Iraq War. Salcombe lifeboat crew scattered his ashes at sea – a request from Jason's family that remembered his support for the RNLI.

'That whole experience really planted a seed of support for the RNLI that grew and grew,' says Alan. 'I initially wanted to create a small presentation that would help raise funds, but, as I read about the history, it fast became a stage docu-drama. There were some times when I thought I would never finish the play – but I got a lot of support from my family and friends.' Among those who encouraged Alan was marine biologist Monty Halls, Jason Ward's best friend (see *the Lifeboat* Summer 2009 for more on Monty and the RNLI). 'Monty gave me some valuable advice,' recalls Alan, 'which was "just persevere".'

After 6 months of perseverance *The Cranham Players* – 10 adults and 6 children from the village – were ready to take to the stage, earning plaudits and crucial RNLI funds. Now Alan has submitted *Out of the Mist* for production at the Cheltenham Playhouse Theatre in July 2011. He also hopes other RNLI supporters will put the play on in their local venues. 'What I'd really like to do is raise more money for the RNLI with the play,' he explains. 'I can provide the script and other guidance to anyone who would like to put *Out of the Mist* on themselves. It's a different, wonderful way to get the community together and raise funds.'

If you would like more information about putting on a production of *Out of the Mist*, email the playwright himself at tyson679@btinternet.com.

Words: Rory Stamp
Photos: Mark Edwards

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your shout

Dear Editor

My husband and I had a rather unusual experience on 7 August. We were enjoying a really good break, staying at the RNLI's college in Poole for 3 nights. (Your accommodation is excellent and the food delectable!) On our last morning we walked to the quay and decided to take a short boat trip.

As we neared Old Harry Rocks, the skipper of the Solent Scene cut the engine for a 'scattering of the ashes' ceremony by a family onboard. But as the engine restarted we heard a crunching and grinding noise. Yes, we were grounded!

We donned lifejackets and then the RNLI inshore lifeboat from Swanage sped round the point. This was followed by the all-weather lifeboats from both Swanage and Poole. The crews were so helpful and professional in taking off more than 30 of us, including one elderly gentleman in his wheelchair, all in good humour.

Our trip took 5 hours rather than 1, but it did provide my husband some excitement on his birthday! We walked back to the college and had a welcome cup of tea before collecting our car, surprised and relieved not to receive a parking fine.

We wish to say a big thank you to you all – hospitality, caterers, administrators and of course the lifeboat volunteers.

Yours appreciatively

Jo and Jon Day

Hampshire

See more on this incident in the south west edition of *RNLI Compass* at rnli.org.uk/compass. And you too can stay at the Lifeboat College – see the advert opposite.

Dear Editor

I read your editorial on page 1 of the Summer 2010 issue in which you state that the RNLI Vision is 'to end preventable loss of life at sea'. I hope not. To prevent loss of life by any means is noble. To cease to save lives that could have been saved is not such a good idea. This double negative sends out the wrong message about this commendable organisation.

Best wishes
Rona Tait
Lanarkshire

The expression 'preventable loss of life' is difficult to quantify and in my opinion should simply be 'to prevent loss of life at sea'. If loss of life at sea is preventable we should be fostering that aspect and not preventing it!

Yours sincerely
James H Tonge
North Staffordshire RNLI Branch

The RNLI's Vision is of course just that: a vision – a dream that can never come true as long as human beings put to sea. The informal mission statement slipped in at the end is more realistic: 'to save more lives at sea'.

Ian Hourston
Orkney

Apologies for the confusion! To clarify: the RNLI wishes the end of *all* loss of life at sea. It works towards this through both active rescue and proactive education and campaigning work to improve safety and change behaviour. But – it is realistic enough to admit that some loss of life is not preventable, most notably when a person is intent on ending their own life – a tragically frequent occurrence. Hence the Vision 'to end preventable loss of life at sea'.

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

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All hands!

Thousands of volunteers and hundreds of staff are needed to provide back-up to the RNLI's lifesavers – so how does the charity find the right people for the job?

'The Institution is very anxious to form or develop Branches in the following places,' reads the February 1931 edition of *the Lifeboat*, listing areas of London and the Midlands in need of fundraising volunteers. It was a stark reminder that, even if RNLI volunteers live a long way from the sea and never set foot on a lifeboat, their time and talents are essential to the charity. As a result of that appeal, branches were developed that still raise lifesaving funds today.

Almost 80 years on, the need to find new volunteers is stronger than ever. The RNLI is enlisting the help of the internet to recruit people who can give a few hours here and there, to play their part in saving lives at sea. Those who sign up online will be able to say how much time they can give, where they can give it, and the kind of volunteering they are interested in – from helping out at fundraising events to giving talks (more information on this new scheme will follow in future issues).

The internet also plays a key part in recruiting new RNLI staff, in a way that saves time and money. Historically employers have had to strike a tricky balance



of queries) or large, colourful advertisements that are very costly to place. The RNLI has overcome this problem by advertising very basic job details – such as title, remuneration and location – along with a website address directing them to the RNLI's online recruitment zone. Interested candidates can read the full advert, view further vacancy details and, if they wish, apply for the position online. This reduces the cost of advertising space and the postage and paperwork needed to send application forms through the mail. A rebrand of the RNLI's job advertisements (shown left) has also made them more eye-catching and emotive – despite the two-colour design, which again saves money. So they are getting a better response than ever, even though they are smaller and cheaper. Just the job!

Words: Rory Stamp
Photos: RNLI, RNLI/Nigel Millard

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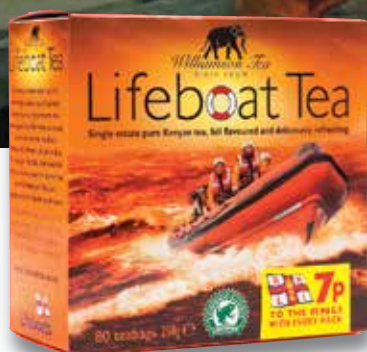
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