

ISSUE 587
SPRING 2009



the lifeboat

THE RNLI IS THE CHARITY THAT SAVES LIVES AT SEA



Don't
be late

LIVING WITH THE RNLI

Tides of
change

PLUS

TAKING THE WHEEL
PAGE 6

2008 IN PICTURES
PAGE 14

FORCE 10 RESCUE
PAGE 26

DIMBLEBY'S DARTMOUTH
PAGE 46



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We enjoy one of the highlights of the holiday today. After embarking on a journey on the Bernese Oberland Railway, via Lauterbrunnen to Kleine Scheidegg, we join the Jungfrau Railway for the sensational journey tunnelling through the Eiger to Jungfraujoch, Europe's highest railway station at 11,333 feet (3,454m). We also visit the glacier, with its labyrinth of ice caves and sculptures carved inside, before returning to Meiringen via Grindelwald and Interlaken.

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

SUPPORTING THE RNLI

You can help save lives from the beach to the open sea by becoming a member or other regular supporter of the RNLI. Find out more from the Supporter Care team.

CONTACT DETAILS

- RNLI Headquarters: telephone 0845 122 6999, email info@rnli.org.uk or write to RNLI, West Quay Road, Poole, Dorset, BH15 1HZ
- Supporter Care team, for membership, donations, Lifeboat Lottery enquiries: telephone 0845 121 4999, email supporter_care@rnli.org.uk or write c/o Headquarters address above
- Legacy Enquiries team, regarding gifts in Wills: telephone 01202 663032, email jmarshall@rnli.org.uk or write to John Marshall c/o Headquarters address
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rnli.org.uk



Cover picture: An unusual view of Arbroath lifeboat station (see page 15) Photo: Allan Russell

Dear Reader

How many times a week or a month would you expect a lifeboat volunteer to be called out on a shout or a lifeguard to intervene on a beach? Of course the answer depends on many factors, including time of year, weather and location. In fact the RNLI as a whole engaged in more than 8,000 lifeboat launches and more than 9,500 lifeguarding incidents in 2008 (see page 10).

These stark if startling statistics can't bring home the full reality of saving lives at sea so I hope that this magazine will bridge

the gap for you. Evocative photography (pages 4, 14 and 26 in particular) and powerful testimony (16, 24 and 49) all come from the heart of the RNLI and its wider family.

The charity is now looking to expand that family to encompass those supporters who enjoy the newer watersports – kayaking, windsurfing and so on. Look out for more in a future issue.


Liz Cook
 Editor



Friends of the RNLI

Some special offers that can benefit you and the RNLI

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Bishop Skinner Marine

You get discounted insurance and the RNLI receives 2.5% of sales and renewals www.bishopskinner.com 0800 783 8057

NEW! Goodyear tyres

RNLI members can receive a 5% discount online using code 'RNLI09' at www.hiqonline.co.uk (see page 11)

Lifeboat Tea

4p is paid to the RNLI for every pack sold, or all proceeds if bought at an RNLI shop www.williamsontea.com 01582 813810

Loch Fyne

Various promotions in all Loch Fyne restaurants, see www.lochfyne.com/lifeboatappeal

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This successful partnership has raised £8,000 for the RNLI in its first year – that's 16 lifejackets for volunteer crew. If you are looking for a new car please support this scheme by calling 0845 680 1305 or visit rnli.org.uk/volvo.



4



34



49



16



24



51



12

the Lifeboat

SPRING 2009 ISSUE 587
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Blind and partially sighted readers can choose to receive an audio tape version as well as the magazine – this is a free service.

All recipients of *the Lifeboat* also receive *RNLI Compass* for their region. News in other regions can be viewed at rnl.org.uk. Offshore members, and those Governors who opt to, receive *Offshore* too. Members of the children's club Storm Force receive *Storm Force News*. Other donors receive *Lifeline*.

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NEWS including

- 10 Annual statistics announced
- 11 Lifeguards head north
- 12 SOS call is answered
- 15 RNLI Photographer of the year

FEATURES

- 6 **SPIRIT**
Taking the wheel
 Clocking up life savings in the city
- 16 **CLOSE UP**
Living with the RNLI
 Why volunteering is all relative
- 34 **COASTAL LIFE**
A coastal living
 Tides of change in seaside communities

RESCUE

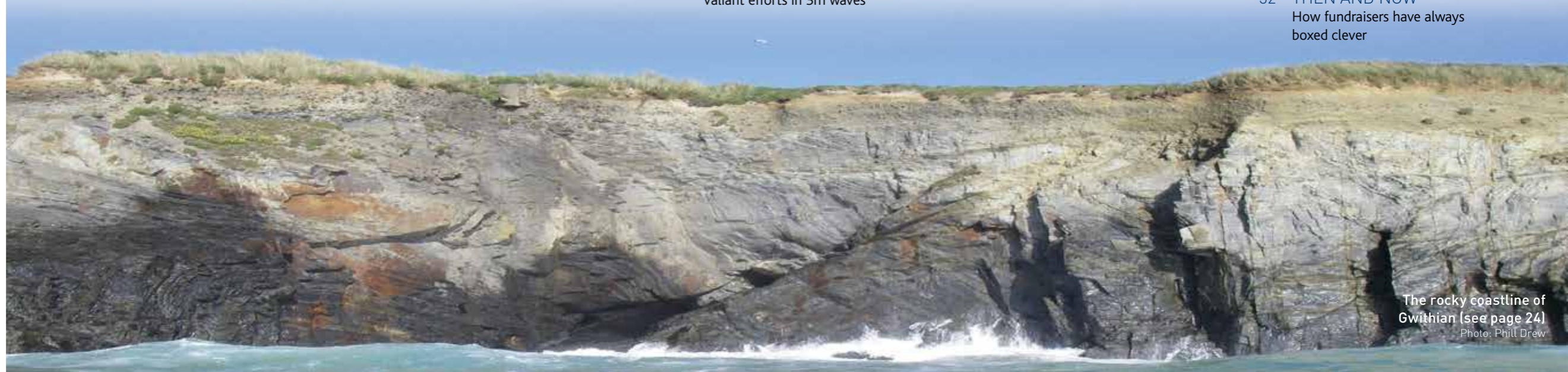
- 4 **INSIGHT**
 Rescues from Penlee to Sunderland
- 24 **AT THE END OF THE DAY**
 Lifeguards' skills save a surfer
- 26 **FEELING THE FORCE**
 Lifeboat crew members face 80-knot winds
- 29 **NEVER GIVE UP**
 Valiant efforts in 3m waves

VOICES

- 46 **ANCHOR MAN**
 It's question time for David Dimbleby
- 49 **HEART AND SOUL**
 Dick Robinson's lifetime of lifeboating
- 51 **YOUR SHOUT**
 Reader letter

REGULARS

- 31 **REVIEW**
 Including naval slang, a story of deception and some gallant tales
- 39 **LOTTERY**
 Lucky winners and future prizes
- 40 **LAUNCHES**
 Three months of lifeboating activity at a glance
- 52 **THEN AND NOW**
 How fundraisers have always boxed clever



The rocky coastline of Gwithian (see page 24)
 Photo: Phill Drew

Insight

6 FISHING COMMUNITY

This is the scene that greeted the crew of Exmouth's relief Mersey class lifeboat *Fisherman's Friend*, responding to a shout on 26 November 2008. The fishing vessel *Aleyna* had overturned 26 miles south east of the Devon town and her crew of two had been thrown into the sea. Luckily for them, another fishing boat, the *Girl Debra*, was nearby at the time of the capsize and plucked them from the water and put in the call for assistance. The two men were airlifted to hospital while the lifeboat collected debris, which may otherwise have become a danger to shipping, after *Aleyna* sank.



Photo: RNLI/Exmouth

1 A BEAUTIFUL MORNING

This view of the Cornish sunrise was taken from Penlee's Severn class lifeboat *Ivan Ellen* on 12 October 2008. The crew were returning to shore with a 15m fishing vessel in tow. The *Sowenna* had suffered steering failure 5 miles south of her home port of Newlyn, in thick fog and with five people onboard.



Photo: RNLI/Paul Oliver

5 SEA TIME RUNNING OUT

The yacht *Sea Time* was running out of fuel, 18 miles from shore. She had been battling gale-force conditions for 16 hours on 9 September 2008 when Llandudno's Mersey class lifeboat *Andy Pearce* was launched. A lifeboat crew member went onboard the yacht and a tow was established for the slow but steady journey to Conwy marina.



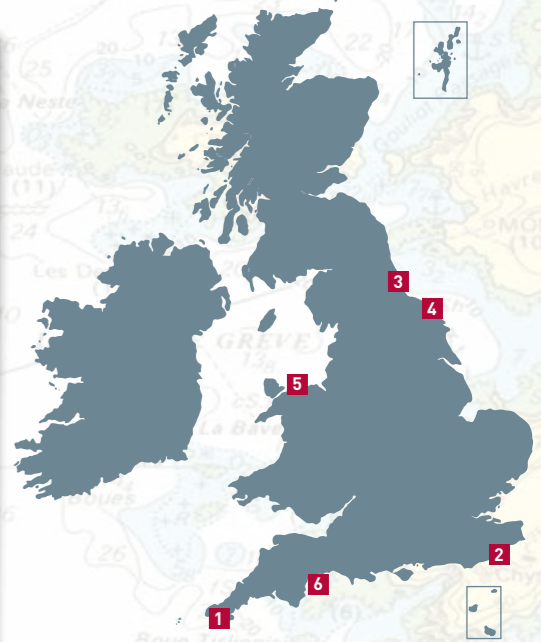
Photo: RNLI/Llandudno

4 NO FEAR FOR THE REAPER

Whitby's Trent class lifeboat was launched on 20 July 2008 at 11.30pm to help the historic fishing vessel *Reaper*, which had suffered engine failure and was taking on water. In force 7 winds and a 4m swell, the volunteers transferred their pump onboard. Second Coxswain Nick Botham followed, before *Reaper* was taken under tow. As conditions were too rough to return to Whitby harbour, the lifeboat headed north and the tow was transferred to Hartlepool's Trent class (pictured). The Whitby crew arrived home at 6.15am.



Photo: RNLI/Tom Collins



The RNLI's lifeboat crews and lifeguards carry out thousands of rescues every year (see page 10 and 40). Here are just a few caught on camera and see pages 24–29 for more in-depth reports from Gwihian beach, Lerwick and Teignmouth.

2 TRACTOR TRANSFER

A lone fisherman made a mayday call on 3 December 2008 after catching his hand in his boat's winch 5 miles off the Kent coast. When the Dungeness lifeboat, the Mersey class *Pride and Spirit*, arrived, he had freed himself but had serious arm injuries. Four crew members (including two from Rye Harbour's inshore lifeboat) went onboard to give first aid and transfer the man to the lifeboat on a stretcher. As the tide was out on the return to shore, the station's tractor was used to transport the man to the waiting ambulance.



Photo: RNLI/Dungeness

3 RECOVERY POSITION

Sunderland's Atlantic 85 *Wolseley* is shown being recovered by davit on 15 November 2008. Her shout turned out to be a false alarm with good intent. A member of the public had reported a fishing boat in difficulty to the Coastguard but when the lifeboat volunteers spoke with the crew of the coble in question, they found that no help was needed. The rigid inflatable lifeboat is housed in the former Northumbria Police marine unit, extended and refurbished in 2007 at a cost of £250,000.



Photo: RNLI

Taking the wheel

Rory Stamp meets a lifeboat crew member who's steered her way from a desk job by the sea to a high-octane position in the capital

'Being able to do something for someone – giving them that extra chance – you just feel pleased that you've done it,' says Jennie Court, before our interview is brought to a sudden halt. We're interrupted by the shrill ringing of a bell from the lifeboat station behind us. She turns and runs.

No two stations are the same, but this one, Tower at Lifeboat pier, is very different from the RNLI's coastal facilities. It's a floating structure on the River Thames in the heart of London. From my position, the Millennium wheel and Houses of Parliament are just visible in the misty distance, framed by Waterloo bridge. Water taxis, barges and pleasure cruisers glide past, the moored E class lifeboat rocking gently in their wake. The bell continues to ring, doing the same job as the beeping alert on a coastal volunteer's pager. Tower lifeboat crew, the RNLI's busiest team of lifesavers, are being summoned for an immediate launch.

Jennie is already wearing her drysuit and simply has to grab a lifejacket and helmet to be ready. Like all crew members here, full-time and volunteer alike, Jennie works shifts at the station, dressed in her drysuit at all times. It helps them to meet their 90-second response target. People who find themselves in London's cold, surging river are rarely wearing lifejackets. Without immediate help, they will inevitably succumb to the speedy tide, hidden

debris, busy traffic or man-made obstructions. In Summer especially, Tower crew also deal with many 'medevacs' – incidents involving ill or injured people stranded on watercraft or the foreshore.

Jennie's two fellow crew members are now aboard the E class lifeboat and she joins them, taking the helm, roaring the waterjets into life and heading off under the bridge. Within 15 minutes, they return: it was a false alarm. A well-meaning member of the public had seen someone peering over Lambeth bridge only to see a figure wearing similar clothes on the foreshore below a moment later. They raised the alarm. 'Thankfully, no one had fallen or jumped off the bridge after all,' says Jennie. 'We discovered a beachcomber taking advantage of the low tide!'

London calling

Jennie's unpredictable, all-action role as a full-time helm on the Thames is a far cry from her first job with the RNLI. She joined in 2002 as an administrator at the charity's Headquarters in Dorset. 'That job involved organising lifeguard training, but working for the RNLI inevitably raised my interest in the lifeboat side of things too,' says Jennie. 'I wanted to pursue that and,' she mentions modestly, 'I managed to qualify as a sea survival trainer in 2005.'





Above: Jennie and colleague take a well-deserved break at Tower lifeboat station
Photo: Nigel Millard

Below: Jennie gets to grips with firefighting with Trainer Rob Smith at the RNLI's Lifeboat College in Poole

→ She soon got a job at the RNLI's own Lifeboat College, teaching first aid, sea survival and firefighting to volunteers from across the UK and RoI. 'That was a great job, but it also confirmed that I desperately wanted to be a crew member myself, saving lives on the "front line",' recalls Jennie. 'I live in Bournemouth, though, which is too far away from even Poole or Mudeford to meet their response times.'

But Jennie was not to give up so easily. When she heard that Thames lifeboat crews included volunteers who were 'on station' for 12-hour shifts, she came up with a solution. When not working in Poole, she could travel to London and volunteer at Tower! Accepted onto the crew, weren't her first experiences on station something of a shock, swapping the controlled conditions of the College for the hectic Thames? 'No, it worked really well. My first aid knowledge proved really useful with the medevacs.'

Rather than taking a well-earned rest during the College's Summer break, Jennie used the opportunity to fill in as the Tower lifeboat full-time Mechanic in 2007. 'I enjoyed that taste of being a full-timer so much that I applied to be a helmsman,' says Jennie,

who successfully took on the role last year. She remembers her first shout behind the wheel of the E class vividly: 'You're always thinking: "Am I going to get it right?" but it went well. We were called to Southwark bridge where a woman had jumped into the River. She was very distressed, the water was a bit lumpy and – that's the thing with London – it was 5pm on a sunny day so we had quite an audience. It was very nerve-wracking.'

Despite such an intimidating first rescue in charge, Jennie says she has loved her job since day one. 'I'm the only full-time female member of the crew, but we've got eight female volunteers – and Janet Kelly our Station Manager takes the helm too if she's needed. Women aren't treated any differently from the men. At the end of the day, as long as someone can do what they are required to do on the lifeboat, there's no issue.'

With the interview over, Jennie can get back to helping her crew mates ready the lifeboat for the next launch. There's no telling to whom or what they'll be called next but one thing's certain: here at the busiest station in the service, that bell will be ringing again sooner rather than later.



Photo: RNLI/Derek King

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Photo: RNLI/Nathan Williams

Statistics to believe in

As *The Lifeboat* went to print, RNLI rescue data for 2008 were announced.

Every one of the charity's lifeboat stations and lifeguard units routinely reports its operational activities to Headquarters, where the Service Information section processes and analyses the data. *The Lifeboat* reports lifeboat launches by station each quarter (see page 40) and detailed statistics for all operational and preventative work are released annually.

Headline figures for 2008 are as follows: RNLI lifeboats launched 8,293 times, rescuing 7,612 people, including saving 288 lives that would otherwise have certainly been lost, while RNLI lifeguards were involved in 9,536 incidents, providing first aid to 7,153 people and saving 49 lives.

You can find out figures for your area of the UK and Rol by looking at the accompanying *RNLI Compass*.

Come take a look

RNLI open days give supporters the chance to get up close and personal with state-of-the-art lifeboats and the volunteers who crew them.

The charity's Headquarters and Lifeboat College in Poole open their doors to the

public on 5–6 September this year. As well as the usual stands, demonstrations and hands-on experiences, there will be an opportunity to see the RNLI memorial, dedicated to those who have lost their lives at sea while trying to save others.

Keep an eye on your *Compass* supplement for lifeboat station open days near you.

STATION UPGRADES

Further to our previous coverage of RNLI shoreworks, we can report that the charity is wrapping up its appeal to fund a new boathouse at Exmouth, Devon, now that it has reached its target.

Exmouth's facilities are much in need of an update. The existing boathouses, for the all-weather and inshore lifeboats, are 1km apart. One is temporary, the other is 100 years old.

The new boathouse (pictured under construction) will have many improved facilities, including crew changing and training rooms and a mechanic's workshop. Thanks are due to fundraisers in south Devon and all around the UK and Rol, who reached a total of £2.1M in January.

Meanwhile, in West Sussex, building work has begun at Shoreham Harbour lifeboat station. A new boathouse is needed for the Tamar class lifeboat earmarked for the station, and fundraising is ongoing for this project. To find out more visit rnli.org.uk/shorehamappeal and for other station projects in your area, see *RNLI Compass*.



Photo: Greg Williams

Getting the message

The RNLI is preparing for Summer with its updated beach safety messages.

Last year's Beachwise message – to always swim at a lifeguarded beach – reached more than 25M people through its radio launch. At the end of the season, 37% of people surveyed remembered hearing RNLI beach safety messages, while 68% recognised that red and yellow flags mean a lifeguard-patrolled area.

For the past 2 years, Beachwise has focused on the south west of England. The campaign will be expanded in 2009.



Photo: RNLI/Nigel Millard

New beaches

RNLI lifeguards are heading north this Summer, and will be patrolling beaches in Lincolnshire for the first time. The beaches – in Skegness, Mablethorpe and Sutton on Sea – were covered by council-employed lifeguards. The local council will continue to fund the lifeguards, while the RNLI will be responsible for training and equipping them to the highest possible standards.

Meanwhile, patrols in Devon expand to include Teignbridge. Cover in Wales also expands to include beaches at Aberystwyth, Aberporth, Borth, Clarach, Llangrannog, New Quay, and Tresaith in Ceredigion; and Pendine and Cefn Sidan in Carmarthenshire.

A Goodyear for flood rescue

The RNLI Flood Rescue team, which responds to flooding emergencies at home and abroad, has teamed up with tyre manufacturer Goodyear – and supporters can benefit too.

The Flood Rescue team is made up of RNLI crew members and staff, specially trained in swift-water rescue techniques, and has been deployed in central and northern England, as well as Guyana in South America.

Goodyear has been working with the RNLI for over a year, already raising

£20,000 for the charity through sales of their specialist wet-weather tyres. Now RNLI members can receive a 5% online discount when buying tyres by entering code 'RNLI09' at hiqonline.co.uk.

Goodyear Marketing Manager Ben Crawley says: 'We are absolutely delighted to be directly supporting the Flood Rescue team. We are very keen that this be just the beginning, and hope that people involved with Goodyear at all levels will really get behind the RNLI and make this a massive success.'

College principal



Geraldine Grainger is the RNLI's new College Principal and Head of Training.

Geraldine joined the charity from the John Lewis Partnership, where she was responsible for the training, learning and development of 28,000 partners. She also has a long involvement with the Riding for the Disabled Association.

Geraldine now has the job of running the Lifeboat College in Poole and overseeing the training of thousands of RNLI volunteers and staff. She says: 'When I heard about this opportunity, I was drawn to learn more by the RNLI's reputation for excellence, and I feel very fortunate to have a chance to take on such a role.'

Definitive guide

The Lifeboat enthusiasts' handbook 2009 is now out and available for £6. Essential for all who want to be sure of numbers, names and locations of every RNLI lifeboat, launching tractor and more, it can be ordered from the Enthusiasts' Society's Hon. Treasurer Tony Denton by email at tony.exboat@virgin.net or by writing to 'Dawn', Upper Battlefield, Shrewsbury, SY4 4AA. For details of the Society, see page 41.



Photo: Kelly Allen



1. Hanna Nuuttila, New Quay lifeboat station – Adrenalin and action category winner and overall winner
2. Dennis Eddie, Mallaig lifeboat station – Mean machines category runner-up
3. Mark Laughlin, Calshot lifeboat station – Dedicated teams category winner
4. Tom Wakenshaw, Berwick-upon-Tweed lifeboat station – Wildlife category winner
5. Steve Medcalf, Withernsea lifeboat station – Sun, sea and sky category runner-up
6. Paul Marsh, Minehead lifeboat station – Mean machines category winner
7. Howard Fields, Flood Rescue team – Dedicated teams category runner-up
8. Allan Russell, Arbroath lifeboat station – Sun, sea and sky category winner
9. Cathal Cottrell, Baltimore lifeboat station – Adrenalin and action category runner-up

THE CREW-EYE VIEW 2008 IN PICTURES

Hanna Nuuttila, RNLI Crew Member from New Quay, Cardiganshire, is the RNLI Photographer of the year 2008. Hanna's winning entry shows Pwllheli's Mersey class lifeboat *Lilly and Vincent Anthony* going to the aid of the yacht *Galasma* in force 8 conditions on 6 September 2008.

Hanna says: 'I'm totally surprised to win because my fellow crew mates in New Quay entered the image on my behalf! It's an honour to be recognised

for the photo but this award is really to be shared with all the crew who were out on the shout that day in very difficult conditions.'

Barry Perrins from Plymouth lifeboat station won in the new category of Film maker of the year, with his short piece on why he gives up his time and comfort to be part of the lifeboat crew.

Watch Barry's film and see the photographic category winners and runners up at rnli.org.uk/photooftheyear.



Living with the RNLI

Being a volunteer means missing family events, running out on work and even putting your own life at risk. Claire Vandvik asks crew and family members why and how they embraced the RNLI

Photo: Lanphaurgh Museum Service

A wife's tale

The Stanburys, Appledore lifeboat station

Gary, 45, volunteer Helmsman and Marine Engineer and Lindsay, 42, Assistant General Manager, District Hospital

On the role:

L: 'I'm immensely proud of Gary's role with the RNLI and am behind him 110%. I believe the commitment has to be from the families as well or it's not possible to do it.'

G: 'I've now been on the crew for 17 years. It started when the maroon went off only a few days after we moved to Appledore. I didn't have any boating experience but a couple of days later I went down to the station, which is only about 100m down the road, and got chatting. I can't remember now if I volunteered or got press-ganged!'

On getting to shouts:

L: 'I've been left in local pubs and restaurants to eat my dessert and pay the bill! There have also been times when we've stayed home because we've known they're short of crew. We don't have children so Gary's role doesn't have a massive impact in that way but we sometimes have to put our plans on hold or cancel them.'

G: 'My current workplace is about 10 minutes' drive from the station so during working hours I usually only get to the station in time to go out on the all-weather lifeboat though I'm a helm for the inshore.'

On work life:

L: 'Most of Gary's employers have been really understanding. Currently he's working for the former Second Coxswain so he's very supportive.'

G: 'He's brilliant – but in these financial times it does begin to make you think twice about leaving a job unfinished. Lindsay's job involves long hours too so sometimes we're like ships that pass in the night.'

On the commitment:

G: 'Appledore is having its busiest year so far with an average of one shout a week. We exercise every Tuesday evening for 2–3 hours. Then there's radio communications, first aid and other training sessions but as these stretch over many nights they can be difficult to commit to. On occasions I've found it easier to take a week's unpaid leave from work and do a full-time course at Poole. I and other senior crew also invest a lot of time in passing on our local knowledge to younger crew members.'

On the potential danger:

L: 'I can watch the lifeboat and cringe at some of the sea conditions but I know they have every type of equipment and training they need. The danger is always there but we have a marine scanner at home and hearing the communication between the lifeboat and the Coastguard is a real reassurance – it's my comfort blanket.'

G: 'There's so much going through my mind when we're out on a shout that I don't have time to think about the danger. It usually takes a few days and then it hits you: "Did I really do that?" or "I was lucky that night." But I have so much confidence in the boat and the RNLI training that I don't worry at the time. When I've been seasick out on the all-weather lifeboat and it's turned out to be a false alarm or a hoax then I have thought: "What am I doing here?" But when you do something for somebody and they need you ...'

On the medal rescue:

L: 'When Gary got the RNLI's Bronze Medal for Gallantry [see *the Lifeboat* Autumn 2005] I was absolutely bursting with pride and excitement. He called me at work with the news and I screamed – everyone wondered what had happened. He'd been on the crew 14–15 years and there'd been some pretty hairy experiences. I was so pleased for him to get this recognition.'

'I was listening to the whole rescue and for the first time ever, we heard panic in the younger crew member's voice and knew it was bad out there. I had the pleasure of meeting Stephen [the casualty] knowing that Gary had saved his life. And, of course, I cried the whole way through the medal ceremony in London.'

G: 'Fellow 2006 medallists Gavin Forehead [St Agnes], Mark Pollard [Falmouth] and I are now best buddies and see each other regularly. We'd never met before the medal ceremony. In fact, Lindsay and I now have bonds with other lifeboat stations including Tower. It's about being a family within a family.'

Final word:

L: 'I still get that buzz when I tell people that my husband's an RNLI lifeboat crew member.'

G: 'It's too easy to sit back and do nothing. Sometimes people think we're paid and on good money so we have to educate them. Being an RNLI volunteer is about putting something back into the community.' →



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A rookie's view

Skerries lifeboat station

Cara McAuley, 22, trainee Crew Member and Airline Check-in Agent

On getting started with the RNLI:

'I have always lived by the sea and in Skerries. I previously owned a boat and do a lot of sailing and this is a tight-knit town so I already knew a lot of the crew. Also, living right beside the station I'd always seen the lifeboat go out, especially on a Sunday morning. But I held back as I thought it was only lads on the crew. When I realised a woman I knew was already volunteering, it gave me the extra push to join up. I've now been an RNLI volunteer for several months and I've some way to go before I'm a fully qualified crew member.'

On family support:

'My parents taught me the importance of giving time to others and encouraged me to do things with my spare time. They appreciate what I'm doing and are very supportive.'

On work:

'I work varying shifts at Dublin airport, which can be difficult, especially when I have to finish RNLI training on a Sunday morning and go in for an evening shift. I work with a lot of people and teamwork is a necessary skill to have in both my job and at the station.'

'My work colleagues don't see how I can fit it all in but I tell them that being an RNLI volunteer is something that I really enjoy doing and that I get great fulfilment out of it.'

On the commitment:

'I haven't got a pager yet but when I do, with the possibility of it going off at any time of the day or night, it will always be at the back of my mind. I suppose I may feel a bit restricted having to stay within a certain distance of the station but it is just part of the role.'

On the potential danger:

'I'm not too worried about it. I know the training I receive will set me up for practically every situation that I'll face. The best approach is to assess the danger, make well-judged decisions and not dwell on it too much.'

On being part of the team:

'A few months ago I was on shore-helper duty and we had a call to a small cabin boat drifting between the rocks with no engine and two men onboard. It wasn't very dangerous, conditions were relatively calm, but it was good to see the crew at work. I was impressed by how they instantly switched into RNLI mode, into speedy and efficient action – learning from them first-hand is the best training.'

Final word:

'I've always had a great respect for the RNLI and for anyone who would go out of their way to help someone in need, particularly at sea. It can involve very difficult circumstances ... I just hope I can do as much as I can when faced with something like that!' →



A family affair

The Davies, Burry Port lifeboat station

Spencer, 67, volunteer Lifeboat Operations Manager

Owain, 37, volunteer Helmsman and self-employed Mechanical Engineer

Michelle, 38, Theatre Staff Nurse

On getting started with the RNLI:

S: 'When I read in the local press that a lifeboat station was opening I knew almost nothing about the RNLI but I was interested in boats so signed up to join the crew. It was 1973 and I became the station's first Helmsman. Today, after years of being the Deputy Launching Authority on and off, I'm the Lifeboat Operations Manager and my son Owain is Helmsman.'

O: 'Being brought up alongside the sea and the lifeboat was fantastic. I was always excited to hear my father's rescue stories. It was only natural to follow in his footsteps. I joined as soon as I could at 17 and have just received my badge for 20 years' service.'

M: 'Owain and I met aged 18 so the lifeboat has always been part of our life together – it was also probably part of the initial excitement!'

On the commitment:

S: 'I come to the station every day of the week. There's a tremendous local community here and I'm very proud to be part of it.'

O: 'The crew exercise for 2 hours once a week in the Winter and, when we haven't had a shout, for 2–5 hours a week through the Summer. We've also just completed a first aid training course. At 4 evenings a week over 3 weeks it demanded quite a commitment.'

On the support from home:

S: 'I must admit my wife's put up with quite a lot, being left on our way out to dinner or a dance.'

O: 'My wife has been very supportive, as my mother was for my father. I've had my pager go off during a New Year's eve get-together. And it's hard when I've



Photo: Paul Kelly



Left: Michelle, Owain and Spencer with budding future crew members Ffion and Aron

promised the kids ... Once I left them stranded at school but thankfully one of their teachers is on the crew too so they knew where I was and were looked after.'

M: 'There have been times when I've said: "Enough's enough" because of the worry of not knowing if he'll be home in time to pick the kids up or even if he'll be coming home at all ...'

On work life:

S: 'Now I'm retired and my son runs the engineering business.'

O: 'There's no denying the pager can go off at a bad moment. At one time there were five of us from the firm on the crew and I had to come up with a rota because we couldn't keep losing that many people from the workforce whenever there was a shout!'

On the danger:

S: 'In the main we've had a lot of fun here over the years. I remember being called out to a young couple who'd been skinny-dipping and lost their clothes when the tide came in. I said: "Come on boys, one of you take your jacket off!" and they said they couldn't because it was against RNLI policy!

'The fatalities drive it home though. At one point

we had attended 4 deaths in 10 days and I'll always remember bringing back to shore a 12-year-old boy who had been lost at sea for 12–14 days.'

O: 'I had quite a challenging call out recently on a very rough night when I left home at 2am and wasn't back until 9am. We saved four men on a trawler and they were mighty glad to see us but I can honestly say it was the first time I've considered turning back because it was so bad.'

M: 'I really feel it when there's a call out in the middle of the night. It's dark and you think it's going to be so hard for them to see anything, to find people ... it's not a nice experience.'

Final word:

S: 'I've enjoyed doing what I do with the RNLI. The camaraderie is superb. RNLI people are always good and helpful.'

M: 'The RNLI is in every part of our lives – it's so family orientated and we've made many friends over the years.'

O: 'My son Aron (10) is mad on boats and my daughter Ffion (6) is probably even more keen to follow in my footsteps so there's probably going to be a third generation Davies on the crew.'

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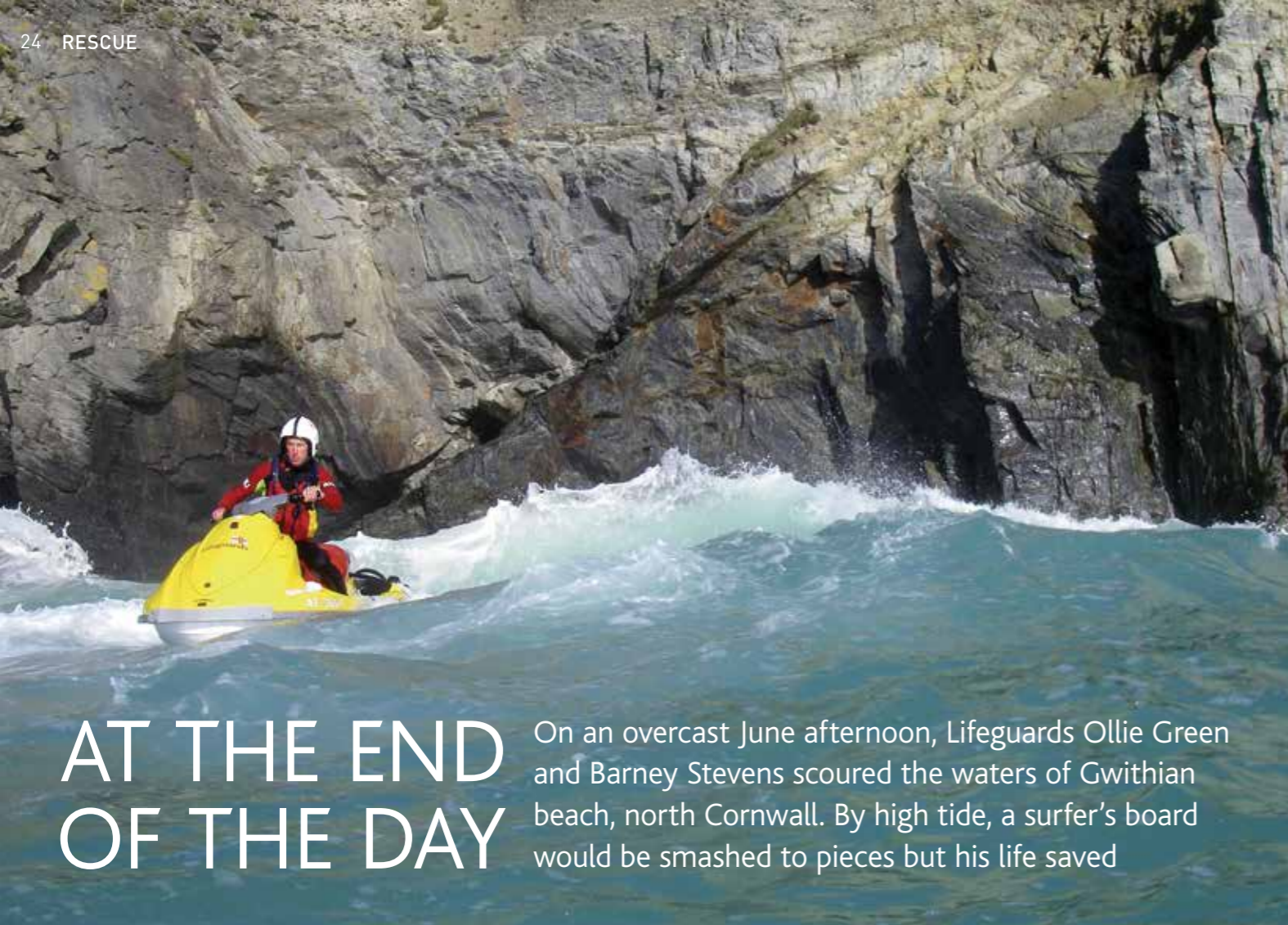
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AT THE END OF THE DAY

On an overcast June afternoon, Lifeguards Ollie Green and Barney Stevens scoured the waters of Gwithian beach, north Cornwall. By high tide, a surfer's board would be smashed to pieces but his life saved

It was 5.20pm and an hour from high tide so the beach was almost covered and waves were breaking into the coves beneath the cliffs. For some time now, the lifeguards had been keeping an eye on a large group of surfers. When Ollie's attuned gaze caught one of the bunch being carried into a rocky cove some 300m from the beach he primed himself for possible action.

As soon as it became clear that the man was struggling to paddle out, Ollie (25) and Barney (39) lost no time getting into their wetsuits. They also called for backup from fellow Lifeguard Dan Lathan at a neighbouring unit. Meanwhile, the surfer moved out of view.

The pair sped off into the 1.5m surf on the rescue watercraft (RWC) and Dan, after helping with the launch, took the all-terrain vehicle up onto the cliffs to the best possible observation and communication point above the cove.

Barney manoeuvred the RWC (pictured) to get a clear view of the cove. Surfer Ivor Gallicott had managed to make his way up onto a ledge at the edge of the cliffs. As he stood there his board

was being shredded in the unforgiving surf around him. This was no place for the RWC to venture further: the only way to reach Ivor would be for Ollie to swim to him.

Armed with a rescue tube, Ollie fought his way over. He then set about persuading Ivor to jump down so that he could tow him out into deeper water. But the exit was going to be very difficult and dangerous. Ollie signalled to Barney to bring the RWC closer.

Displaying great skill and courage, Barney decided to reverse the RWC in so that Ollie and Ivor could be taken out of the worst of the surf. Miraculously he managed to hold it upright as Ollie hauled Ivor onto the sled and followed behind him, holding him tight as Barney set off through the large surf.

Back on the safety of the beach it was a relief to find that Ivor, though severely shaken by his ordeal, had escaped with only minor cuts to his hands. He had had a lucky escape – the shattered remains of his surfboard, later recovered, told it all.



Ivor Gallicott has Lifeguards Ollie and Barney to thank for his survival

Photos: Phill Drew



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Feeling the force

Gusts of 80 knots took their toll on two vessels off the Shetland Islands last Autumn but didn't deter the Lerwick lifeboat, as Julian Gollogly describes



THE DETAIL

THE LIFEBOAT:
All-weather
Severn class lifeboat
ON-1221 (17-10)
Michael and Jane Vernon
On station at Lerwick in 1997,
funded by legacies of
Miss Eleanor Rennie and
Ronald Fee, a gift from
Mr J Young and the Lerwick
lifeboat appeal

THE CREW:
Coxswain Bruce Leask
(53, Handyman)
Second Mechanic Ian Leask
(54, Docker)
Fourth Mechanic Marcus
Thomason (37, Mechanic)
Crew Member Robert Garrick
(30, HGV Driver)
Crew Member John Drummond
(41, Offshore Well Service
Supervisor)
Probationary Crew Member
John Best (44, Barman)

Photos: RNLI/Kevin Ritch

Shetland Coastguard contacted Lerwick Lifeboat Operations Manager Malcolm Craigie at around 1.45pm on the afternoon of Saturday 25 October 2008. Two large fishing boats were in trouble in Baltasound, 40 miles north of the station – could the RNLI assist?

Malcolm paged the crew and the *Michael and Jane Vernon* launched from her berth within 12 minutes. The wind was blowing a force 8 gale with rain showers but was expected to increase sharply and reach its peak at around 4pm.

Sleigh ride

As the wind built and the sea rose rapidly, the narrow passage between the islands became what Coxswain Bruce Leask described as 'a sleigh ride'. He remembers: 'At times our speed reached in excess of 30 knots as we surfed down the back of the swells of the breaking seas, reducing to just 10 knots as we climbed the face of the next.' By the time Bruce and his crew of five had passed north of Fetlar, the wind was a full storm force 10, creating a 5m breaking sea.

During what proved to be an extremely arduous and winding journey, radio transmissions from the Coastguard's local rescue team explained that one of the fishing vessels, the 26m *Shemarah* had broken her mooring lines in the severe conditions and had been driven onto a sandbank to the east of Baltasound pier. In an attempt to assist, the second vessel, *Valhalla*, had fouled a rope in her own propeller, severely damaging her gearbox in the process: she too was driven aground.

Still while the lifeboat was en route, local fishing boat *Alison Kay* managed to get a line to the *Valhalla*, pull her off the sandbank and assist her to safety. But the attempt to similarly shift the *Shemarah* failed and the tow parted.

Securing a tow

After almost 2 hours at sea, the Severn class reached Baltasound. This enclosed harbour area with its small entrance and outlying island was nonetheless exposed to the heightening winds. The *Alison Kay* was making a second attempt, her crew having tied her securely to the pier. With the assistance of a small lobster boat, they passed one of their trawl wires to the *Shemarah* with the intention of winching her in, but this too failed.

Now it was the turn of the lifeboat to pass a tow to the 301-tonne *Shemarah*, just as the

storm reached its worst. The local weather station was frequently recording hurricane force 12 wind speeds while gusts of over 80 knots were felt at the scene. Exposed to the wind's full ferocity on the lifeboat's heaving deck, the volunteers were forced onto their hands and knees to make the 65mm-thick rope ready, attaching a lighter heaving line for throwing.

Second Mechanic Ian Leask recalls: 'I saw the sea flooding across the stern of the lifeboat and I was frantically holding on to the grab rail on the foredeck to stop myself getting knocked down by the force of the wind. I was soaked to the skin.' Yet, with great skill, the crew were successful first time in passing the tow over the bow of the lifeboat.

'It could not have been worse conditions or visibility,' Bruce comments. 'Due to the sheer force of the wind blowing across the harbour and the restricted area within the harbour it was difficult to manoeuvre and we could hardly see the casualty at the end of the rope due to the driving sea spray.'

Eventually, the combined efforts of the lifeboat and the *Alison Kay* were successful in pulling the *Shemarah* free. It took some time to hold the vessel in position while the *Alison Kay* winched her alongside where she was made secure. The 100m tow rope was released and the rope retrieved shortly before 4.30pm.

Hazardous return

The RNLI's job done, still the danger was not over. The conditions were so severe that there was risk of damage to the lifeboat and crew, but returning to Lerwick face into the wind would be even more difficult. There was no vacant berth on the pier so Bruce chose the lesser of the evils: to remain in Baltasound until the wind either moderated or changed direction.

The low-pressure weather system was forecast to pass in 1–2 hours and, sure enough, by almost 6pm the wind had veered sufficiently for shelter to be provided by the land to the west. Now in darkness, the passage home remained hazardous and slow, the high seas reducing the lifeboat's speed to 8 knots at times. At 8.50pm, she finally moored, some 7 hours after responding to the call for help.

In his formal Letters of Appreciation, the RNLI's Operations Director commended Lerwick's crew on their great determination, stamina, skill and judgement.

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Main Photo: Sue Selger

Never give up

The Lifeboat reports on a brief but first-class service that proved both physically and emotionally exhausting for a Devon crew

During the afternoon of Thursday 24 July 2008, Teignmouth's Atlantic 85 lifeboat *The Two Annes* launched in dreadful conditions to search for two swimmers, a 15-year-old boy and his father, missing from the beach. A full complement of four volunteers were onboard.

There was an easterly force 5 wind and an ebbing tide that combined to provide steep and unpredictable standing and breaking waves, 2–3m in height. They tossed the RIB about as her crew conducted an extensive search of the beach, pier area and river mouth. This entailed passing back and forth across the Teignmouth Bar four times, a hazardous manoeuvre in any conditions.

It was then that the boy was found on the beach, safe but shaken and confirming that his father was still in the sea. Eventually,

with guidance from a Police helicopter, the crew found a man in the water 300m off the pier and in a critical state. Frustrated by the violent seas, and after three attempts to get close enough, Helmsman Humphrey Vince allowed Adam Truhol to enter the water himself to help recover the casualty.

Once dragged onboard the man was unresponsive and not breathing so, in cramped and very bumpy conditions, Charlie Woolnough and Nicola White started resuscitation immediately. Meanwhile, Humphrey took the lifeboat as quickly and as safely as possible back to the station. There, three waiting volunteer crew members took over resuscitation efforts while the lifeboat was recovered. Moving to the boathouse floor, volunteers and two visiting staff

continued the attempt, as holiday makers gathered to watch.

Valiantly and relentlessly, they continued until the arrival of paramedics. RNLI, Coastguard and Police personnel joined in carrying the man to the beach for transfer to hospital by Coastguard helicopter. But several hours later, to everyone's dismay, it was announced that he had died.

Despite the tragic outcome, the volunteers received formal Letters of Thanks and Appreciation, signed by the Chairman and Chief Executive of the RNLI at a local ceremony in February. These recognised their teamwork, professionalism and the collective performance under difficult circumstances. They had acted in the finest traditions of the RNLI.

THE DETAIL

THE LIFEBOAT

Atlantic 85 B class lifeboat B-809 *The Two Annes*
On station 2006. Funded by Miss Anne Bache

THE CREW

On the lifeboat:

Helmsman Humphrey Vince (Harbour Assistant)
Crew Member Adam Truhol (Decorator)
Crew Member Charlie Woolnough (Green Keeper)
Crew Member Nicola White (Civil Servant)

At the station afterwards:

Crew Member Mathew Moses (Firefighter)
Crew Member Paul Wright (Tree Surgeon)
Crew Member Alan Edwards (Landscape Gardener)
Deputy Launching Authority James Trout (Ferry Operator)
Divisional Base Engineers Malcolm Richardson and Simon Morrish

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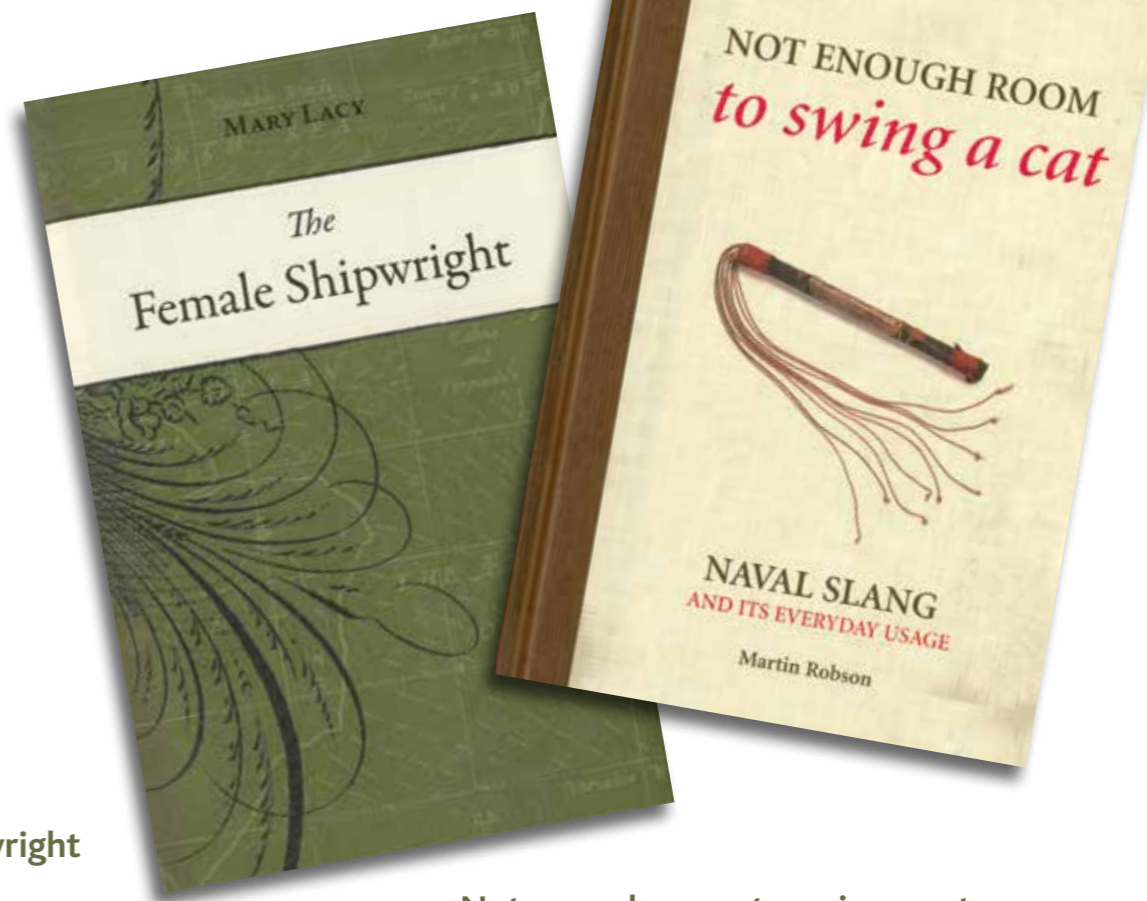


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REVIEW



The female shipwright

by Mary Lacy

Review by Joanna Bellis

This is a tale of that old cliché, running away to sea. The difference here is that the escapee is an 18th-century young woman, who reinvents herself as 'William Chandler' and keeps up the deception successfully for some 13 years. This is Mary's own account of her adventures, taking in life on a warship and 7 years' study to train as a shipwright.

The narrative is most engaging in the glimpses it gives of the time's sensibilities. Mary's disguise allows her to experience at first hand the privations of life at sea. The regular beatings, hard drinking and physical illness she encounters as a 'man' compare vividly with her previous life of polite conversation and drinking tea in the company of ladies. That Mary avoided discovery seems astonishing; perhaps a blind eye was turned because she was a well-liked companion and hard worker.

Mary obviously wrote her account with a view to publication and what could have been sensationalist falls the right side of lurid. Even though it is written in the style and grammar of 1773, this is still easily readable and enjoyable today. Perhaps, however, we should take the story itself with just a little pinch of (sea) salt.

Hardback book
 Published by National Maritime Museum
 ISBN 9781906367015
 Price: £8.99

Not enough room to swing a cat

by Martin Robson

Review by Jon Jones

The English language is one of the most expressive and widely used in the world. Author Martin Robson 'nails his colours to the mast' here, proving that speakers of this tongue have naval slang to thank for making it all the more colourful.

Not enough room to swing a cat (that's a cat o' nine tails, a whip) is both fascinating and funny, explaining how many everyday sayings were born from a life on the sea. Readers will be 'taken aback' with some real gems. For instance, 'to fathom something out' reasonably enough comes from the practice of measuring water depth, 'being in the doldrums' recalls the equatorial regions of the Atlantic and Pacific oceans where sailing ships can lose propulsion, but 'sweet FA' implies that onboard rations consist of an 8-year-old girl murdered by a psychopathic solicitor's clerk!

Suffice to say, not all sources prove pleasant and there's some very blue language here. Also, don't expect an exhaustive A-Z: it's organised by subject matter. So definitely not one for the scholar or faint hearted but it does make excellent 'heads' (toilet) reading.

Hardback book
 Published by Conway Maritime Press
 ISBN 9781844860739
 Price: £7.99



→ The story of Lowestoft lifeboats, part three: 1924–1968

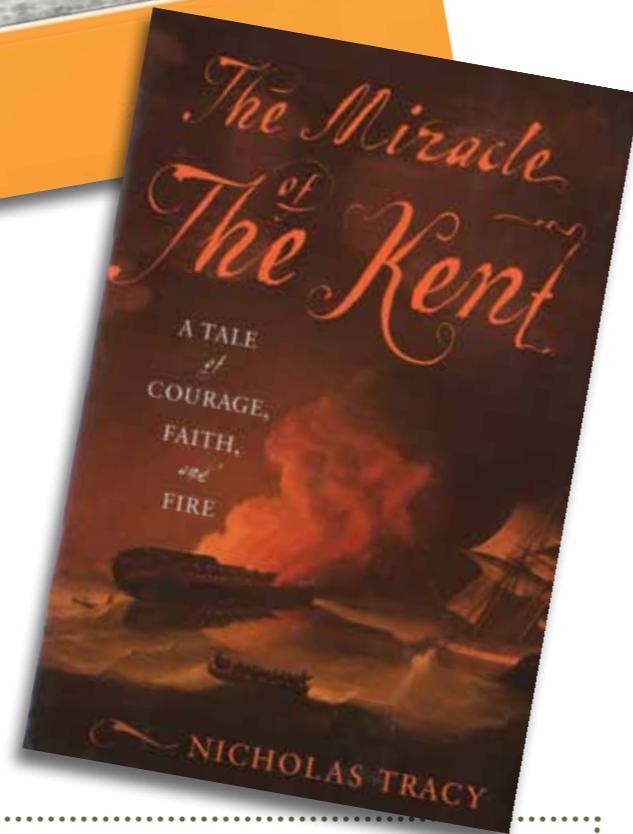
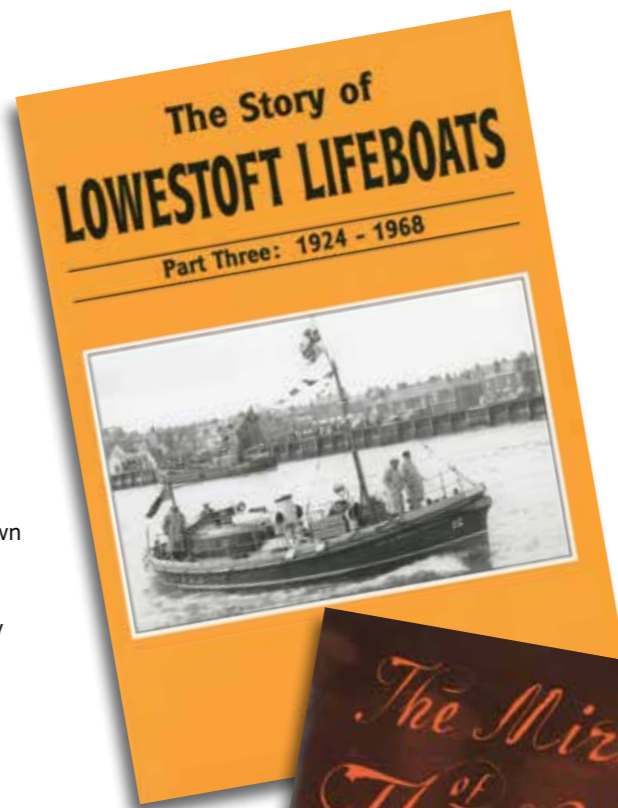
by Stuart Jones
Review by Claire Vandvik

Complementing parts published in 1974 and 1996, this book covers the period of Coxswains Spurgeon and Burgess.

You couldn't ask for a more thorough and detailed account of all their lifesaving endeavours. The facts and figures are balanced by log-book entries and contemporary excerpts that provide a real insight into the men themselves. We are told, for example, that upon receiving his Silver Medal for Gallantry, Albert Spurgeon urged HRH The Prince of Wales to visit his town with the promise: 'We have some very nice ladies in Lowestoft Sir, I am sure you would like them.'

Between them, these two men and their crews saved many lives. Their story is sure to satisfy those with a keen interest in lifeboats or Lowestoft local history.

Paperback book
Published by the Port of Lowestoft Research Society
ISBN 9780950531144
Price: £6.00 (incl p+p, cheques payable to PLRS)
This and previous parts available from:
PLRS, 2 The Gardens, Carlton Colville, Lowestoft, NR33 8LQ



The miracle of the Kent

by Nicholas Tracy
Review by Alison O'Neill

This is the true story of the loss of the *Kent*, one of the greatest ships of the East India Company, on her voyage from Gravesend to India in 1824 – the year of the RNLI's founding.

In a raging storm off Biscay, as a sailor inspects the hold for damage, a spark from his lantern ignites a cask of spirits and fire spreads rapidly through the ship. Two hundred miles from shore and with no other vessel in sight, the crew and passengers face an impossible choice – stay aboard a burning vessel or plunge into the ferocious sea. What happens next is quite remarkable and leaves the reader reeling from the contrasting feelings of horror at the plight of the casualties and joy at their prevailing hope of survival.

Tracy's account is crammed with historical and technical detail. Some readers may find this distracts from what is a most amazing human story of seamanship, leadership and endeavour. However, it does give context and, through first-hand accounts from survivors, the reader learns much about life onboard a merchant ship in the early 19th century. Although at times difficult, this is a thoroughly inspiring read.

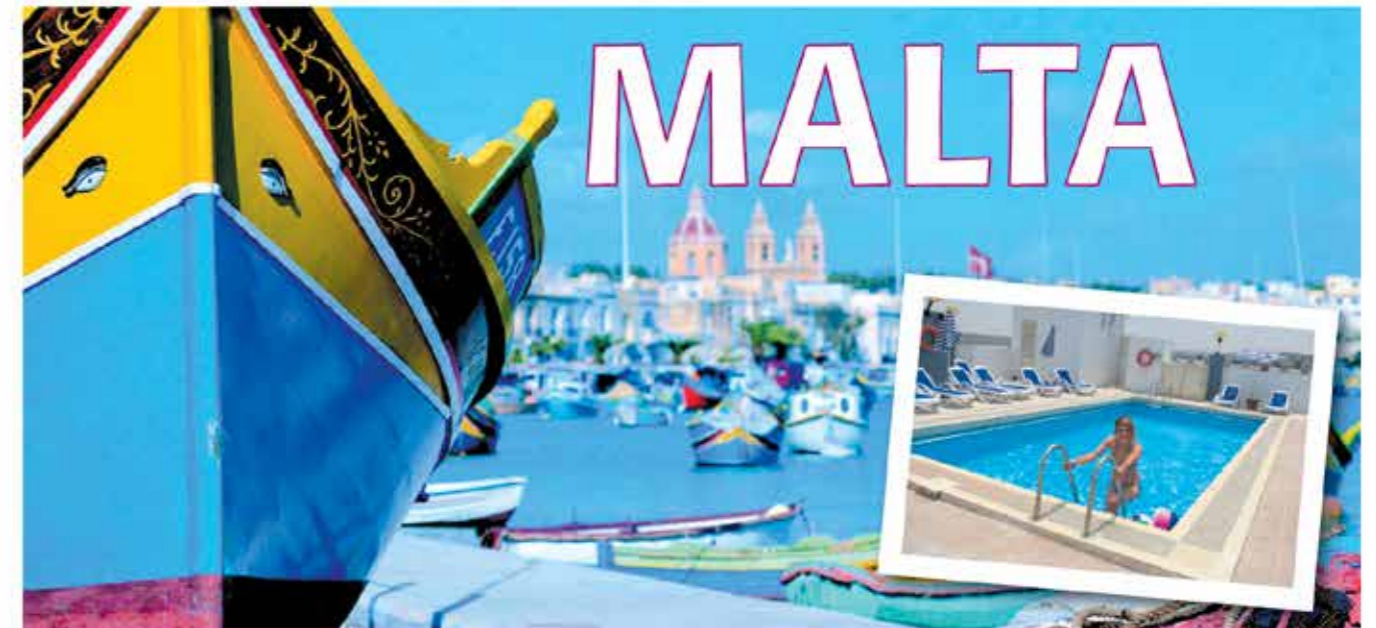
Hardback book
Published by Westholme Publishing
ISBN 9781594160721
Price: £18.95

Coming soon!

Look out for reviews of *Riders of the storm* second edition by Ian Cameron and *Lifeboat heroes* by Edward Wake-Walker.

How to order

Unless other details are stated, all products reviewed in *the Lifeboat* are available from good bookshops and online from Amazon via the RNLI website at rnli.org.uk/amazon. (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.) Offshore members can find further reviews in their supplement.



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A coastal living

For coastal communities through the centuries, fishing, shipbuilding and the export and import of goods have provided a valuable income. But the means of earning a living are as dynamic as the sea. Valerie French explores how some cope with the economic ebb and flow



Whitby lifeboat station has been at the heart of its local community for over 200 years. Its volunteer crews have a remarkable history of bravery, receiving 49 awards for gallantry.

Photo: David Beetham

Communities have naturally evolved on the coast due to their very proximity to the sea and the riches it brings. However, fluctuating demand, depleting natural resources and the discovery of new ones, have meant that coastal peoples have had to be innovative and flexible in order to flourish. Often this means taking a leap into unknown territory, learning new skills and a change in lifestyle.

Many coastal areas that once relied on a specific industry have had to diversify in order to survive. Known as the Silver City in the 19th century due to its granite industry, Aberdeen has had many economic faces: textiles, shipbuilding, whaling and mining all contributed to its economic welfare. But experimental drilling and the subsequent

discovery of North Sea oil in 1970 changed its fortunes. It became known as the oil capital of Europe. Today, as oil supplies start to dwindle, Aberdeen is beginning to concentrate on the development of new, renewable energy sources.

Some industries come or go on a grand geographical scale. UK commercial fishing, for instance, has seen a consistent decline in the numbers employed: from more than 100,000 at the beginning of the 20th century (when the population of the whole country was a fraction of what it is today) to just over 12,000 in 2007.

Solutions to such mass change sometimes come from the centre. To ensure the viability of its fishing industry, the RoI is investing

over €23M on coastal infrastructure, reducing harbour congestion and improving safety. Castletownbere's fishing harbour alone received €9.5M in 2008 for the construction of a new quay.

By the seaside

Whether it's the fascination of the wave, the opportunities for freedom and play, the beauty of the coastline, the refreshing salty air or the sheer awesome energy of the sea, there's no doubt we're all drawn to it. But the potential of the coast as a holiday destination didn't become a reality for most people until well into the 20th century.

George IV initiated the tourist trend in the early 19th century when he built his pavilion

at Brighton. But a holiday by the seaside was a privilege enjoyed by the few, who went for rest and recuperation or maybe something a bit more racy. However, by the end of the 1930s, 15M inland residents of the UK were going away to the coast for 1–2 weeks and the seaside resort flourished.

This growth was rudely interrupted by the Second World War, when beaches were fenced off with barbed wire and mined against invaders. Post war, tourism was once again a welcome visitor to many UK and RoI coastal areas. The picturesque village of Clifden, Galway, was one of the communities to benefit. 'My father was the vet in Clifden from 1946 when it was quite isolated,' says Donal O'Scanail, shop owner and volunteer

Lifeboat Press Officer. 'The economy was mainly agricultural and it suffered from emigration. But when tourism came in the '60s, the economy improved dramatically and for the first time the young people were able to find work locally.'

In the early 1970s more than 40M people were holidaying within the British Isles but the burgeoning of packaged foreign holidays decimated the home holiday industry. Excess capacity in the '80s led to homeless unemployed people from inland towns being housed in coastal B&Bs, what some newspapers cruelly branded the Costa del Dole. With the arrival in the '90s of budget flights and minibreaks abroad, the domestic holiday seemed doomed.

However, inlanders were discovering the joys of new, exciting and accessible watersports: windsurfing, kitesurfing, kayaking and the like. And residents old and new were becoming more creative in their pursuit of a living.

Seasonal swings

When the weather plays a huge role in the expectations of the tourist, prosperity can be highly seasonal. The Lincolnshire coast, its resorts once patronised by DH Lawrence, is a bustling paradise in the Summer when the weather is good. Long favoured by workers from the industrial towns of the English midlands and north, Skegness is home to the first Butlin's holiday camp, opened in →



Old and new industries
keep the coast alive

(see pages 16–21). The huge financial cost incurred was, of course, the spur to the charity's Train one, save many campaign.

'The knock-on effect of fewer communities being employed in maritime activities is that the traditional waterfront businesses such as boatbuilding, chandlery and marine engineering have also decreased. Often the vacated land is regenerated for tourist or housing schemes. Even so, it is becoming more difficult to buy homes near lifeboat stations so, on occasions, people have to travel further to crew the lifeboat,' says George. 'Every station is unique and dynamic,' says RNLI Human Resources Administrator for volunteers, Richard Adams. 'Despite everything, the number of volunteers willing to risk their lives to save others has remained virtually the same for the past 35 years.'

To the rescue

Changing seaside economics means patterns of sea use are also shifting, particularly from commercial to leisure, so the type of sea rescue service required must adjust. Recognising this, the RNLI conducts reviews of all 235 lifeboat stations every 5 years.

Four times a year, members of the RNLI's Operations Advisory Committee visit a stretch of 12–15 stations. They talk to operational volunteers at the stations, coastguards and other search and rescue service representatives. They analyse the number and types of service carried out, casualty history and potential, commercial and leisure activity in the area and the efficiency and suitability of the existing lifeboat, equipment

and buildings. 'It's a real health check of the stations and our service,' George adds.

The result is that stations can be reconfigured. For instance, following a review in 2004, Sunderland lifeboat station received an Atlantic 75 (now an 85) in place of its Trent class because it was found more suitable in that location.

George agrees this requires understanding and flexibility on the part of the station volunteers but explains: 'Many of the basic skills for operating a lifeboat are generic and the crew can be sure we'll provide the training they need to adapt to their specific class of boat.'

'The RNLI has been in a period of change since its founding in 1824. We've been opening and closing lifeboat stations to meet the needs of the maritime world for 185 years. One of the reasons we flourish is that we meet changing needs.'



Photo: Mike Searle



Copyright Wardell's

→ 1936 and this year sees the RNLI providing a lifeguarding service on Mablethorpe, Skegness and Sutton on Sea beaches in the county (see page 11).

However, in the Winter, the number of holidaymakers dwindles, and earning a living becomes harder. Rising to the challenge, Lincolnshire county council is encouraging the growth of micro businesses and has been instrumental in setting up the Coastal Communities Alliance (CCA). Chair of the CCA, Nicola Precious, is confident that even the current recession will not adversely affect the area because so much income is derived from these new businesses. 'One of the CCA's tasks now is the production of a handbook of guidelines for keeping coastal resorts economically healthy throughout the year,' says Nicola.

The south west of England has already benefited from such a move, drawing visitors to year-round attractions like the Tate St Ives and the Eden Project in Cornwall. Opened in 1993, the Tate is proposing to build an extension due to the volume of gallery

goers while, since its opening in 2001, the Eden Project has had more than 8M visitors. Pending the long-awaited artificial reef, surfers are increasingly drawn to Boscombe in Bournemouth, Dorset, through all four seasons, justifying RNLI lifeguards on the beach 365 days a year.

Only too aware of the need to sustain tourism, the RoI is investing over €4.3M for cycle and walking routes, angling facilities and a national coastal path as part of its 2007–13 National development plan. Meanwhile, proposals for a national coastal path in the UK have been resurrected.

A current trend is 'sustainable' tourism, which aims to have the lowest possible negative impact on local culture and environment. Visit Wales/Cymru is advertising its locally sourced food and promoting holidays where the visitor feels part of the natural environment.

In a surprising move, Pontins is banking on Britons staying at home in a recession by creating thousands of jobs and planning to invest £50M to update and expand its

holiday camps. Bookings for key holiday periods are already high.

Living by the sea

Having sampled the delights of holidaying by the seaside, there has been a trend for many to move lock, stock and barrel to the coastal idyll, perhaps to work remotely, if broadband allows, perhaps to retire.

The risk is that, in very popular areas, this may reduce availability of housing for locals or skew the age profile of populations, pressuring local authority and health services. On the other hand, a fresh intake of vibrant, relatively wealthy, residents, even if part-time, can rejuvenate an ailing, isolated community.

Some localities have come up with a creative solution to housing shortages. People in Appledore in Devon, Worth Matravers in Dorset and Holy Island, Northumberland, are all involved in the forming of not-for-profit property and land trusts. Their aim is to build 'affordable' housing for locals. Steve Bendle, a director of Wessex Community Assets that

supports these trusts, says: 'Housing like this is achievable through a combination of free or low-cost land, minimum build costs and subsidies from the Government.'

Butcher, baker, candlestick maker

If the face of coastal towns is changing, so are RNLI volunteers. 'The RNLI draws from the population that lives or works near the lifeboat stations, which means in some areas we are attracting a very different crew profile,' says George Rawlinson, RNLI Head of Coast Operations. 'Today, with the contraction of the fishing and merchant fleets, only 1 in 10 crew members joining the RNLI come from a professional maritime occupation.'

In 2001, the RNLI introduced a competence-based training programme to meet the needs of volunteers with occupations as diverse as teachers, plumbers and graphic designers. The opening of the Lifeboat College in Poole, with its specialist facilities, is the most visible face of this extensive work but, week in week out, crew members take part in training on station

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For full details of the Spring 2009 lottery (including terms and conditions) go to: rnli.org.uk/lottery.

Winter 2008–9 winners

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- 2nd prize: 14-night Moorish Adventure cruise, Mr H Lockey, Bedford
- 3rd prize: £500, Mrs Davis, Essex
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- Five prizes: £100 each, Mr R Hurford, Essex; Mr AG Clark, Aberdeen; Mr S Horne, Cheshire; Mr WJ Hartley-Peters, Cornwall; Mr RC Mathers, Aberdeen.

1ST PRIZE



2ND PRIZE

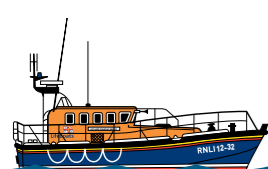
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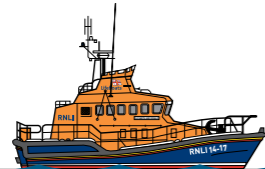
LAUNCHES 1,043 LIFEBOAT AND HOVERCRAFT LAUNCHES OCTOBER-DECEMBER 2008

<p>ABERDEEN ON-1248(17-24): Oct22,Nov9,Dec5,6 D-694:Nov9</p> <p>ABERDOVEY B-758:Oct1,4,13,27, Nov8,30</p> <p>ABERSOCH B-790:Oct18</p> <p>ABERYSTWYTH B-822:Nov8,Dec15</p> <p>AITH ON-1232(17-14):Nov23</p> <p>ALDERNEY ON-1199(14-04):Oct24</p> <p>AMBLE ON-1187(12-28):Oct13,26, Nov5,23,Dec17,31 D-569:Oct26,Nov23,Dec17</p> <p>ANGLE ON-1112(47-010):Nov4 D-638:Oct12</p> <p>ANSTRUTHER ON-1174(12-17):Oct22, Nov13,15,Dec8 D-667:Oct22</p> <p>APPLEDORE ON-1140(47-027):Nov27 B-742:Oct2,5,11,12 B-754:Nov15,Dec7,14 BB-060:Nov14,15</p> <p>ARAN ISLANDS ON-1217(17-06): Oct7,22,Nov5(x2),6,16(x2) ON-1262(17-33):Dec12,14</p> <p>ARKLOW ON-1223(14-19): Oct1,Nov13,20</p> <p>ARRAN (LAMLASH) B-770:Nov19,26</p> <p>ARRANMORE ON-1237(17-17): Nov2,13,16,24,30, Dec4,19,21,25,27,28</p> <p>BALLYCOTTON ON-1233(14-25): Oct6,Nov21,27</p> <p>BALLYGLASS ON-1235(17-15):Dec27,28</p> <p>BALTIMORE ON-1137(47-024):Dec5 B-708:Nov22,Dec5</p> <p>BANGOR B-805:Oct17,23,24, Dec6,15</p> <p>BARROW D-527:Oct28 D-567:Dec30</p> <p>BARRY DOCK ON-1245(14-29):Oct6,20, Dec18</p> <p>BB-447:Oct6</p>	<p>BEAUMARIS B-757:Oct3,6,12,18,19(x2), 26,Nov17,26,30,Dec12,28</p> <p>BEMBRIDGE ON-1126(47-018):Oct8, 11,18(x2),Nov15,Dec13</p> <p>BERWICK-UPON-TWEED ON-1191(12-32):Dec16 D-639:Dec23</p> <p>BLACKPOOL D-655:Oct25</p> <p>B-748:Oct10,Nov18,29, Dec12,22</p> <p>D-558:Oct10,Dec22</p> <p>D-566:Oct10,Dec12,22</p> <p>BLYTH D-606:Oct10,12,Dec18</p> <p>BRIDLINGTON ON-1169(12-12): Nov16,Dec8</p> <p>ON-1112(47-010):Nov4 D-638:Oct12</p> <p>BRIGHTON B-737:Oct3,5(x2), 13,14,29,Nov5,30,Dec22</p> <p>BROUGHVY FERRY ON-1252(14-31): Oct26,Nov15,Dec14,15 D-698:Oct6,26,Nov15, Dec7,14,15</p> <p>BUCKIE ON-1268(17-37):Oct7 ON-1278(17-45):Dec31</p> <p>BUDE D-617:Oct28</p> <p>BUNDORAN B-711:Dec15</p> <p>BURNHAM-ON-CROUCH B-733:Oct3,Dec14 D-630:Dec14</p> <p>D-672:Oct3</p> <p>BURNHAM-ON-SEA B-795:Oct21,Nov14 D-664:Oct2,21</p> <p>BURRY PORT D-611:Oct14,Nov22</p> <p>CALSHOT ON-1117(47-014): Dec12(x2),21</p> <p>ON-1155(47-037): Oct4,5,9,12,14,21,25,27, Dec23</p> <p>D-609:Oct1,2,6,25, Nov3,19,21,Dec11,21,23</p> <p>CAMPBELTOWN ON-1241(17-19):Oct16, Nov8,28</p> <p>CARDIGAN B-752:Oct11,31 D-547:Nov26</p> <p>CASTLETOWNBERE ON-1277(17-44): Nov24,Dec3,5</p>	<p>CHISWICK E-001:Nov19,28, Dec9,11,12</p> <p>E-003:Oct2,4(x3),6,8(x3), 23,25,Nov9(x2)</p> <p>E-006:Oct10(x2),14,15,16, 20,Nov9,14,23, Dec7,17,18,28(x2)</p> <p>CLACTION-ON-SEA B-704:Dec17 D-559:Nov21,Dec30</p> <p>CLEETHORPES D-690:Oct11,12,Nov16,21, 23,Dec2</p> <p>CLIFDEN B-751:Dec13,30 D-679:Dec30</p> <p>CONWY D-627:Oct12,17,Nov7</p> <p>COURTMACSHERRY HARBOUR ON-1205(14-07):Oct4</p> <p>COURTOWN D-548:Oct1,2,3,9,26,27, Nov1,13(x2),15</p> <p>COWES B-802:Oct20,Nov22, Dec11</p> <p>B-810:Oct5(x2)</p> <p>CRASTER D-703:Oct13</p> <p>CROMER ON-1287(16-07):Dec2</p> <p>CROSSHAVEN B-782:Oct28,Nov1,8,14,27, Dec30</p> <p>CULLERCOATS B-811:Oct9,10,Nov15,23, Dec17,20</p> <p>DART D-702:Oct26,Nov12,30, Dec18</p> <p>DOVER ON-1201(17-02):Nov13,17</p> <p>ON-1220(17-09):Oct7,13, Nov2,Dec14</p> <p>DUN LAOGHAIRE ON-1200(14-05): Oct17,Nov17</p> <p>D-565:Nov18,26,Dec5, Dec23</p> <p>DUNBAR ON-1266(14-35): Oct13,17,26,Nov26</p> <p>D-544:Oct13,Nov26</p> <p>DUNGENESS ON-1186(12-27):Dec3</p> <p>DUNMORE EAST ON-1213(14-15):Oct12 ON-1215(14-17):Nov30, Dec16,24</p>	<p>EASTBOURNE ON-1195(12-36):Oct4,9, Nov3,16,30,Dec19</p> <p>D-605:Oct25,Nov3,16, Dec30</p> <p>ENNISKILLEN B-702:Nov25</p> <p>EXMOUTH ON-1178(12-21):Oct17 ON-1192(12-33):Nov26, Dec3,13</p> <p>D-669:Oct15,17, Nov1,8,14,18, Dec3,13,22,28</p> <p>BB-036:Dec3</p> <p>EYEMOUTH ON-1209(14-11):Oct24</p> <p>FALMOUTH ON-1256(17-29): Nov4,19,30,Dec4</p> <p>B-756:Oct1,2,25, Nov8(x2),9,Dec4,7</p> <p>FENIT ON-1228(14-24): Oct18,Nov2</p> <p>D-561:Nov2</p> <p>FETHARD D-683:Dec24(x2)</p> <p>FILEY D-570:Oct15,Nov15</p> <p>FISHGUARD ON-1198(14-03): Oct11,Nov1</p> <p>D-652:Oct3,Nov1</p> <p>FLEETWOOD ON-1156(47-038): Oct25,Nov18</p> <p>D-556:Oct25,Nov18,27, Dec9</p> <p>FLINT D-658:Oct9,11,26,Nov14, Dec9</p> <p>FOWEY D-681:Oct26,Nov4</p> <p>FRASERBURGH ON-1259(14-34): Oct15,Nov8</p> <p>GALWAY B-738:Oct8,9,Nov15, Dec5,31</p> <p>GRAVESEND B-827:Dec12(x2),21,30(x2) E-002:Oct14,17(x2),24,25, 30,31,Nov1,8,11,14,16(x2), 19,23,24</p> <p>GREAT YARMOUTH AND GORLESTON ON-1208(14-10): Oct10,15,17,Nov22,Dec2</p> <p>B-786:Oct2,Nov9, Dec2,21,22,28</p>	<p>HARTLEPOOL ON-1274(14-37):Oct25,30, Nov16,27,Dec19,22</p> <p>B-766:Oct3,8,26,Nov8,27, Dec30</p> <p>ON-1202(17-03):Oct15,18, Nov28,Dec18,21</p> <p>B-789:Oct6,8,28,29, Nov23,28(x2),Dec6,18,21</p> <p>HASTINGS ON-1125(12-002):Oct19 D-699:Oct18</p> <p>HAYLING ISLAND B-712:Oct1,7,25,Dec27 D-642:Oct1</p> <p>HELENSBURGH B-791:Oct2,6,11(x2), Nov2,Dec7</p> <p>HELVICK HEAD B-760:Oct1,12</p> <p>HOLYHEAD ON-1272(17-41): Oct5,Dec29(x2)</p> <p>D-654:Nov6,Dec21</p> <p>HOWTH ON-1258(14-33):Dec5 D-659:Oct12,18,27,Nov17</p> <p>HOYLAKE ON-1163(12-005): Nov12,Dec13</p> <p>HUMBER ON-1216(17-05):Oct4,6,11, 12,Nov16,Dec2(x2),8</p> <p>ON-1260(17-31): Oct17,27,30,Nov3</p> <p>FLEETWOOD ON-1156(47-038): Oct25,Nov18</p> <p>D-556:Oct25,Nov18,27, Dec9</p> <p>FOWEY D-681:Oct26,Nov4</p> <p>FRASERBURGH ON-1259(14-34): Oct15,Nov8</p> <p>ISLAY ON-1219(17-08):Dec24</p> <p>KESSOCK B-717:Oct26 B-771:Dec1</p> <p>KILKEEL B-713:Oct27,Nov3</p> <p>KILMORE QUAY ON-1133(47-021): Oct12,31,Dec15</p> <p>KILRUSH B-729:Oct25,26,Nov3</p> <p>KINGHORN B-720:Oct7,13,16,22(x2), 23,26(x2)</p> <p>B-755:Dec5,8(x2)</p>	<p>KINSALE B-796:Oct22,24</p> <p>KIRKCUDBRIGHT B-718:Nov23</p> <p>KYLE OF LOCHALSH B-740:Oct19,Dec11</p> <p>LARGS B-739:Oct4,5,11,18,Nov1, Dec13,23</p> <p>LARNE ON-1246(14-30):Oct2 D-646:Oct2</p> <p>LERWICK ON-1221(17-10):Oct25,29, Dec7</p> <p>LITTLEHAMPTON B-773:Oct9,12,Nov10,18, Dec9</p> <p>B-779:Dec25</p> <p>D-631:Oct9,12,Dec9,25</p> <p>LITTLESTONE-ON-SEA B-785:Oct5,16</p> <p>LLANDUDNO ON-1164(12-006):Dec6</p> <p>LOCH NESS B-707:Oct21,Dec17,30</p> <p>LOCHINVER ON-1271(17-40): Nov26,Dec10</p> <p>LONGHOPE ON-1149(52-43):Oct5</p> <p>LOOE B-793:Nov13,15 D-574:Nov13</p> <p>LOUGH DERG B-705:Dec14</p> <p>LOWESTOFT ON-1132(47-020):Oct7,12 ON-1138(47-025):Oct17, Nov14,Dec2,12</p> <p>LYME REGIS B-741:Oct8,9,12(x2),13, Nov29,Dec14</p> <p>LYTHAM ST ANNES ON-1189(12-30): Oct18,Dec31</p> <p>D-657:Oct1,6,18,Dec22,31</p> <p>MABLETHORPE B-778:Oct12,22</p> <p>MACDUFF B-804:Oct12,Dec21</p> <p>MALLAIG ON-1250(17-26): Oct7,13,15,Nov1,7,16</p> <p>MARGATE ON-1177(12-20): Oct4, Nov19,21,Dec14</p> <p>D-545:Nov21</p> <p>MINEHEAD B-824:Oct5,Nov22(x2) D-546:Dec27</p>	<p>MOELFRE ON-1116(47-013): Oct4,Dec23 D-665:Oct8</p> <p>MONTROSE ON-1152(47-034):Oct19 D-626:Oct19,29,Dec9</p> <p>MORECAMBE B-564:Oct8,12,30 H-002:Oct8,30,Nov20,26, Dec11</p> <p>MUDEFORD B-806:Oct5, Nov1,11,23,25,Dec18</p> <p>NEW BRIGHTON B-721:Oct3,12,Nov12</p> <p>NEW QUAY (CARDIGANSHIRE) D-616:Oct5,11</p> <p>NEWBIGGIN B-745:Nov15</p> <p>NEWCASTLE ON-1148(12-11):Nov29 ON-1188(12-29):Nov2</p> <p>NEWHAVEN ON-1243(17-21): Oct5,Nov16,Dec13</p> <p>NEWQUAY (CORNWALL) B-821:Oct4,12,14,16,26,29, Nov16,Dec27</p> <p>D-636:Oct4,14,16,24,26, 29,Dec27</p> <p>NORTH BERWICK D-619:Oct25</p> <p>OBAN ON-1227(14-23): Oct1,4,18,25,28, Nov1(x2),20,27,Dec7,19,25</p> <p>ON PASSAGE ON-1114(47-011):Nov27 ON-1276(17-43):Nov13(x2)</p> <p>PEEL ON-1181(12-22):Oct6,26 PENARTH D-692:Oct11,Dec5,7</p> <p>PENLEE ON-1265(17-36): Oct12,Nov10,11,Dec12</p> <p>B-787:Nov10,11</p> <p>PETERHEAD ON-1122(47-017):Nov27 ON-1282(16-03): Oct3,Nov8</p> <p>PLYMOUTH ON-1254(17-27): Oct27,29,30,Dec4(x2)</p> <p>B-775:Nov4,Dec4(x2),12</p> <p>POOLE ON-1131(47-023): Oct3,8,11(x2),19,Nov4,Dec8</p> <p>B-736:Oct3,8,11,12(x3),19, 20(x3),28,Nov4,8,9,14</p> <p>B-826:Dec8,9,30</p> <p>PORT ISAAC D-546:Dec27</p>	<p>PORT ST MARY ON-1234(14-26):Oct17</p> <p>PORT TALBOT D-550:Nov16</p> <p>PORTAFERRY B-706:Oct19,Nov2(x2), Dec9</p> <p>PORTHCAWL B-726:Oct11,Dec28</p> <p>PORTHDLINLLAEN ON-1120(47-015): Oct10,Dec29(x2),30</p> <p>PORTPATRICK ON-1151(47-033):Oct18</p> <p>PORTREE ON-1253(14-32): Oct19,25,27,29,Nov14</p> <p>PORTRUSH ON-1257(17-30):Oct25</p> <p>PORTSMOUTH B-730: Oct1,11,12(x2),13,19(x3),26, Nov14,Dec3,14,25 D-554:Oct1,13,15, Dec3,14,25</p> <p>PWLLHELI ON-1168(12-010):Oct10 ON-1184(12-25):Oct27,29</p> <p>QUEENSFERRY B-735:Oct10,11,23,25, Nov8,20,29,Dec9,10,30</p> <p>RAMSEY ON-1171(12-14): Oct11,Nov2</p> <p>RAMSGATE ON-1197(14-02): Oct12(x2),19,Dec26,29(x2)</p> <p>B-753:Oct13,Nov29, Dec29(x2)</p> <p>RED BAY B-728:Oct12,Dec30</p> <p>REDCAR B-777:Oct24,Nov14</p> <p>RHYL ON-1183(12-24):Dec22 D-645:Oct12,Nov27 D-665:Dec22</p> <p>ROCK D-634:Oct11</p> <p>ROSSLARE HARBOUR ON-1276(17-43): Oct15,Nov7</p> <p>RYE HARBOUR B-722: Oct11,18,19,Dec3</p> <p>ST ABBS B-783:Nov17</p> <p>ST AGNES D-641:Oct12</p> <p>ST BEES B-719:Nov2,Dec23</p> <p>ST CATHERINE B-732:Dec7</p> <p>ST DAVIDS ON-1139(47-026):Nov9 D-543:Nov9</p>	<p>ST HELIER ON-1157(47-039): Oct4,12(x2),Nov12,Dec28</p> <p>B-816:Oct12,Nov1,7,12,19</p> <p>ST IVES ON-1167(12-009):Oct27, Nov11</p> <p>D-668:Oct5,13,27,Nov11</p> <p>ST MARY'S ON-1229(17-11): Oct2,Nov16</p> <p>ST PETER PORT ON-1203(17-04):Oct16 ON-1260(17-31): Oct5,Nov20</p> <p>SALCOMBE ON-1289(16-09):Dec3 ON-1290(16-10): Dec10,12,14</p> <p>B-794:Oct4,8,Nov1,6, Dec3,10,14</p> <p>SCARBOROUGH ON-1175(12-18):Nov14,20 D-560:Nov20</p> <p>SEAHOUSES ON-1173(12-16): Oct5,21,26,Dec14,17</p> <p>D-686:Oct30</p> <p>SELSEY ON-1146(47-031):Oct4,8,9 D-691:Nov22</p> <p>SENNEN COVE ON-1121(47-016):Oct8,18 D-624:Oct13,18,27</p> <p>SHEERNESS ON-1204(14-06):Dec8,29 ON-1211(14-13): Oct18,25,Nov3(x2),10,16</p> <p>D-662:Oct8,Nov15, Dec2,20,29(x2),30</p> <p>SHERINGHAM B-818:Oct12,Nov27</p> <p>SHOREHAM HARBOUR ON-1158(47-040): Oct12,14,15,Nov23</p> <p>D-647:Oct4,5,7</p> <p>D-650:Oct14,15,22</p> <p>SKEGNESS ON-1166(12-008): Oct20,Dec2,8</p> <p>D-522:Dec8</p> <p>SKERRIES B-747:Dec13</p> <p>SLIGO BAY B-781:Oct19,Nov8,12</p> <p>SOUTH BROADS D-514:Oct4 XP-42:Oct4</p> <p>SOUTHEND-ON-SEA B-776:Oct6,12,14,16,18(x2), 29,Nov10,11,16(x2),Dec23</p> <p>D-633:Oct9,18,21,Nov4,11</p> <p>D-682:Oct12,Nov10,11,13</p> <p>H-004:Nov10</p>	<p>SOUTHWOLD B-750:Oct12,14 ON-1203(17-04):Oct16 ON-1260(17-31): Oct5,Nov20</p> <p>STAITHES AND RUNSWICK B-788:Oct11,24</p> <p>STORNOWAY ON-1238(17-18): Nov6,Dec2,23</p> <p>STROMNESS ON-1236(17-16): Oct8,Dec28</p> <p>SUNDERLAND B-817:Oct12,18, Nov1,5,7,15,16,18,Dec1,15</p> <p>D-615:Oct12(x2), Nov14,16,18</p> <p>SWANAGE ON-1124(12-001):Nov27 ON-1182(12-23): Oct25,Nov16</p> <p>D-613:Dec18</p> <p>TEDDINGTON D-576:Oct10(x2),11,12,16, 23,29,Nov1,14,Dec28,31</p> <p>D-648:Oct7</p> <p>D-685:Nov15,25,Dec9</p> <p>TEIGNMOUTH B-809:Oct11,18(x2)</p> <p>TENBY ON-1280(16-01): Oct18,19,30,Nov29</p> <p>D-562:Oct6,18,19,26</p> <p>THE MUMBLES ON-1127(47-019):Nov30 ON-1130(47-022): Oct1,13,18,19</p> <p>D-623:Oct19,Nov16,26,30, Dec26</p> <p>VALENTIA ON-1218(17-07): Oct26,Nov16</p>	<p>THURSO ON-1273(17-42): Oct18,19,22,Dec11</p> <p>TOBERMORY ON-1270(17-39): Oct22,23,Nov7</p> <p>TORBAY ON-1255(17-28): Oct7,18(x2),30,31(x3), Nov5,24,26,Dec18,23</p> <p>D-651:Oct11,18,Nov2,27, Dec11</p> <p>TOWER E-001:Nov12(x2),14,16, Dec19,22,23,25,26</p> <p>E-002:Dec11,12,15(x2),18, Dec31</p> <p>E-004:Oct9,10,11(x2),12,13, 14(x2),15(x4),16,17,22,24, 25,Nov3,6(x2),21,22,26, 27(x2),29(x2),30,Dec2,3, 4,15,28,31</p> <p>E-005:Oct1(x3),3(x2),4(x2), 6(x2),9,26(x2),27,28,29(x2), 30(x3),Nov1(x3)</p> <p>E-006:Dec10(x2)</p> <p>TREARDUR BAY B-731:Oct13,Dec26</p> <p>TRON ON-1275(14-38): Oct6,12,22,Nov26, Dec23,28</p> <p>D-684:Oct6,12,22,Nov26, Dec28</p> <p>TYNEMOUTH ON-1242(17-20):Oct15 ON-1269(17-38): Nov15,Dec17,26</p> <p>D-675:Dec10,17</p> <p>D-693:Oct5,15</p> <p>VALENTIA ON-1218(17-07): Oct26,Nov16</p>	<p>WALMER B-808:Nov13</p> <p>WALTON AND FRINTON ON-1154(47-036): Oct11(x2),18,Nov1, Dec2,6,31</p> <p>WELLS ON-1161(12-003): Nov16,Dec2</p> <p>D-680:Oct12,13</p> <p>WEST KIRBY D-612:Oct1,Nov13</p> <p>WEST MERSEA B-761:Oct7,10,12,16,25, Nov2,16,Dec2</p> <p>WESTON-SUPER-MARE B-769:Nov15</p> <p>D-696:Nov15</p> <p>WEXFORD D-644:Nov10,15, Dec18(x2),20,26</p> <p>WEYMOUTH ON-1261(17-32): Oct12,22,23,Nov16,18,19 B-746:Oct19,22,Nov5</p> <p>WHITBY ON-1212(14-14): Oct17(x2),27,Nov15</p> <p>D-674:Oct17(x2),18,27, Nov16</p> <p>WHITSTABLE B-762:Oct5,Nov3,12, Dec10,30</p> <p>WICK ON-1226(14-22):Oct27</p> <p>WICKLOW ON-1115(47-012):Oct5</p> <p>YARMOUTH ON-1249(17-25): Oct16,Dec8,30(x2)</p>
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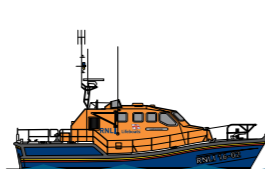
ON STATION
 D-703, *Joseph Hughes*, Craster, 9 October 2008
 [D-542 *AB-One* has been withdrawn to relief fleet]
 D-705, *Northern Light*, relief fleet, 28 October 2008
 B-828, *Elaine and Don Wilkinson*, Silloth, 15 November 2008
 [B-714 *Spirit of Cumbria* has been withdrawn to relief fleet]
 D-695, *The Pat*, relief fleet, 18 November 2008
 D-704, *Myrtle and Trevor Gurr*, St Davids, 24 November 2008
 [D-543 *Saint David Dewi Sant* has been withdrawn]
 B-827, *Olive Laura Deare II*, Gravesend, 26 November 2008
 B-826, *Sgt Bob Martin (Civil Service No.50)*, Poole, 4 December 2008
 [B-710 *Friendly Forester II* has been withdrawn]
 D-706, *Tigger Three*, Margate, 17 December 2008
 [D-545 *Tigger Too* has been withdrawn]
NAMING CEREMONIES
 D-700, *Bobby's Boat*, relief fleet, 14 November 2008
 D-703, *Joseph Hughes*, Craster, 11 October 2008
 D-705, *Northern Light*, relief fleet, 29 October 2008
 H-007, *Samburgh*, relief fleet, 29 January 2009
 D-698, *Sheila Barrie*, Broughty Ferry, 25 October 2008
 D-697, *Stranraer Saviour*, Stranraer, 15 November 2008



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



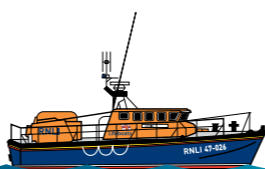
ON-####(14-##)
Trent class
last built: 2003
refit cost: £220,000



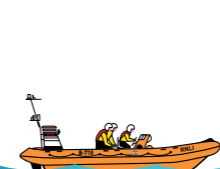
ON-####(16-##)
Tamar class
introduced 2006
new cost: £2.7M



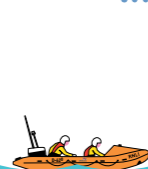
ON-####(17-##)
Severn class
last built: 2004
refit cost: £255,000



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



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



D-###
D class
new cost: £31,000





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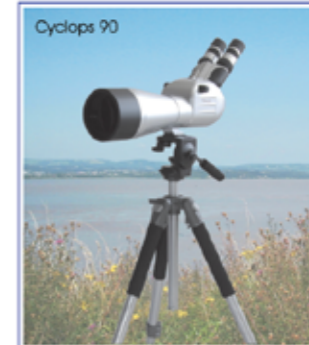
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Anchor man

Keen sailor and respected broadcaster David Dimbleby tells Rory Stamp why he's grateful for the RNLI's presence

There's something about Dartmouth, Devon, that keeps people coming back. Many are content to walk the narrow streets down to the picturesque shore of the River Dart, still guarded by the 15th-century castle that gazes out to sea. Others like to use the river to venture further, sailing out into the open water, exploring nearby beaches and escaping everyday life.

David Dimbleby is one of the latter. His broadcasting career continues to take him the length and breadth of the British Isles, yet he will always return to Dartmouth. 'It is the perfect escape from our crowded island,' says David, who keeps a boat on the river and has a house nearby. 'We race occasionally and fish and swim from beaches. Once a year we go for a short cruise, usually towards Falmouth. Although we often don't get that far!'

As *the Lifeboat* goes to press, though, there isn't much time for sailing. In his role as Chairman of the BBC's flagship current affairs programme *Question time*, David's in a different town every week, and is also filming a new documentary, *Seven ages of Britain*. 'The programme is a history of Britain over 3,000 years seen through the things we have made: art of all kinds from painting and jewellery to sculpture and illustrated manuscripts,' he explains. It's the latest in a trio of documentaries on British arts presented by David. *A picture of Britain* saw him celebrate the landscape as seen through the eyes of artists, writers and composers. 'I remember particularly a visit to Northumberland, when we filmed a sequence at the RNLI Grace Darling museum,' he muses. The second series, 2006's *How we built Britain*, explored the buildings that define the nation's culture.

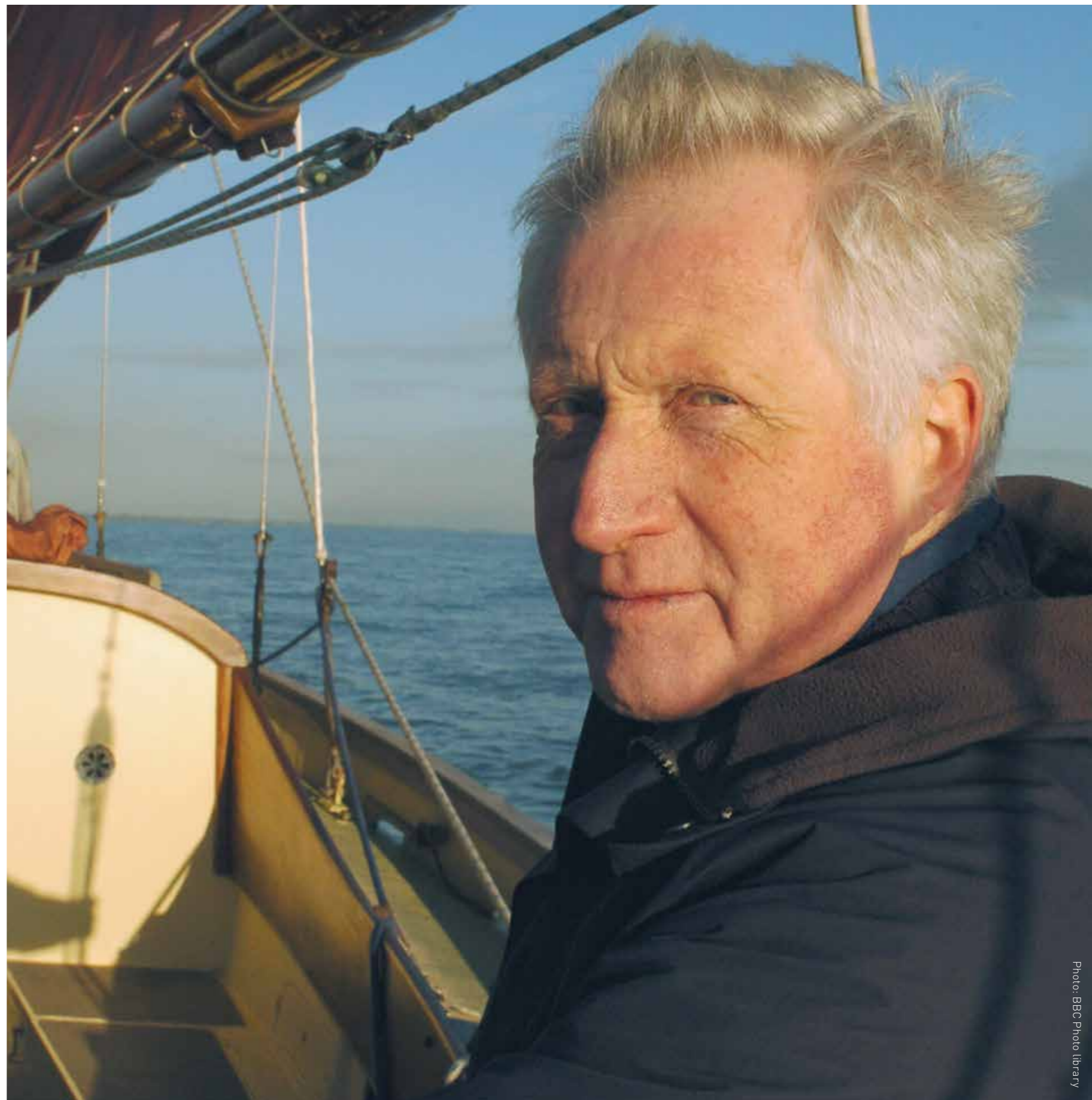
It was that year that David offered to help the RNLI establish a new important building in Dartmouth – the town's first lifeboat station since 1896. A leaflet was sent to the local community appealing for support, and he felt compelled to respond. 'I am well aware of the hazards of the river and the coast so I was really delighted when it was decided for Dart to have a lifeboat station,' says David, who gave a generous donation to, and became

patron of, the appeal. 'I have always been impressed by the RNLI and the fact that the lifeboats are crewed by volunteers.'

David's arts documentaries are a departure from the current affairs broadcasts with which he has become synonymous. During his career he has presented topical programmes such as *Panorama*, commented on state occasions including the funeral of Diana, Princess of Wales, and has been the BBC anchor man for UK general election coverage since 1979. He has therefore followed in his father's footsteps: Richard Dimbleby was the leading current affairs presenter of his day and also presented *Panorama*. Was there an onus on David to do the same? 'I came into broadcasting because I saw how much my father enjoyed his work. Like a surgeon's son who becomes a surgeon, I suppose his example was powerful. There was no pressure, however,' says David. 'He tried to divert me into all kinds of other careers, in fact, but to no avail. I have no regrets about my choice.'

There's no sign that the 70-year-old broadcaster plans to completely swap the cut and thrust of topical programmes for arts documentaries. 'I particularly enjoy the "difficult" programmes, where you have to be on your toes all the time. I don't plan to break out into some other sphere of broadcasting beyond the series about the arts, which have taken me to all kinds of places in Britain – places that I, like many viewers, always meant to visit but never did.'

David will inevitably be drawn back to Dartmouth when his current flurry of filming is complete. Nowadays, thanks to RNLI supporters, the town's castle isn't the only building offering protection. Dart lifeboat station opened in 2008 (as reported in the Winter 2008–9 issue of *the Lifeboat*) and David hopes that younger generations will appreciate the crew's presence as much as he does. 'It is wise to remind young sailors that, even if they are prudent, they may sometimes need the RNLI and ought to spend a small proportion of the cost of boating on supporting the charity. I only hope I will never need the RNLI's help, but I shall always support them.'



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Photo: Chris Walker



Heart and soul

Dick Robinson has worn pink trousers, leaped out of bed at 3am and used many a tin of Brasso – all because he's mad about lifeboats. He explains his passion to Valerie French

A crew member at last! On the *Peter and Sarah Blake* in 1960

Photo: RNLI

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In 1946, the lifeboat station on Valentia Island reopened after more than 50 years. 'I was just 3 years old,' remembers Dick. 'Sitting high on my daddy's shoulders, the vision of the lifeboat and the knowledge that its volunteer crew were going to be saving lives, enthralled me. From that day I was hooked!'

Throughout Dick's childhood nothing could beat the adrenaline of a shout: 'The whole town would be woken by the ear-splitting alert. Then there were all these guys running, pulling on their gear – it was excitement with a capital E.'

But his first lifeboating role wasn't quite what he expected: 'I hung around the station

Cleaning the anchors of tar was a yearly but messy task. Ever resourceful: 'We found we could de-tar our kit using spray from the station's fire extinguishers. But empty extinguishers and no recorded fire puzzled the fire officer. He secretly added dye to the spray and our trousers ended up a lovely shade of pink!'

Dick got accustomed to leaping out of bed early in the morning to the sound of the maroon or pager. He believed he was doing something noble: 'The sea is a bitterly cold and dangerous place but next time there's a shout, you jump to it just the same. You never lose sight of the fact that lifeboating is about

the door in the hope their son will return. You never forget. Every Easter he comes to my mind and I say a prayer for him.'

So far Dick Robinson has spent 54 years in voluntary service to the RNLI. He started rattling his collection box at 11, spent 7 years as Chairman at Listowel and 16 years as Honorary Secretary at Ennis where he is currently President. He is also an RNLI sea safety adviser and in 2008 celebrated his 65th year with a visit to the Lifeboat College.

A retired court clerk, Dick jokes his job made him 'a prisoner to detail'. His knowledge of lifeboats is detailed and extensive – a room in the home he shares with wife Tess is devoted to 'lifeboat stuff'.

Dick has travelled thousands of miles attending naming ceremonies and is in demand as a speaker. He contributes regularly to RTE's Radio 1 programme *Seascapes* and is a published author. His own library includes nearly 100 books, 29 scrapbooks with cuttings and photographs, Lifeboat Enthusiasts' newsletters, and *the Lifeboat* digital archive.

There's no hiding the sparkle in Dick's voice or the passion with which he tells his lifeboat stories. In his words: 'Valentia Island has a grip on your heart and the sea has a grip on your soul. That never leaves you.'

'It's about pulling someone out of the water: that's what drives me on.'

from the age of 11, longing to join the crew.' Harnessing this enthusiasm, Coxswain Jack Sugrue and Mechanic John Dore rounded up Dick and his friends to polish all the brass fixtures. 'Even today, if I see a tin of Brasso, I walk the other way!'

Dick eventually became a volunteer crew member at Valentia in 1959, where another maintenance task nearly got him and his crew into deep water.

pulling someone out of the water. That's what drives me on now to know more about the history and to actively raise funds.'

Inevitably, the person in the water cannot always be pulled out alive: 'Easter 1967 we had a diver missing. We made a ring round where he was last seen but we didn't find him. When someone's lost there's a terrible greyness from the sea and you know there's a mother and father waiting for a knock on

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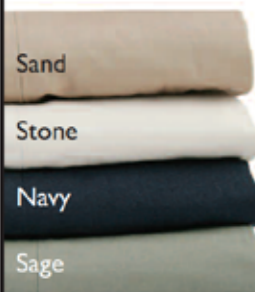
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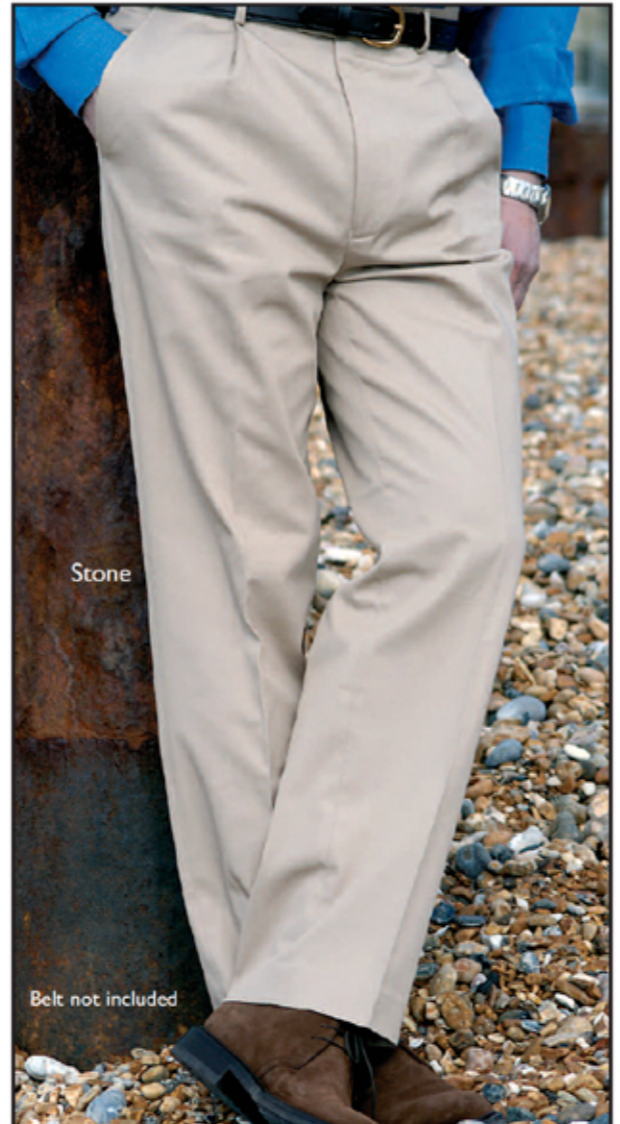
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Dear Editor

I read the Winter 2008-9 account of the opening of Dart station with interest but some confusion.

The appeal was for £259,000 but a D class lifeboat costs £31,000 – why was the target so high? And why does a D class cost that much anyway? To me, a four-stroke engine would not be over £5,000 and the hull £10,000. How does it get to £31,000 even with spare oars, a radio and rescue equipment?

I should be most grateful if you could satisfy this supporter's interest.

Yours faithfully

WJ Howard
Kibworth Harcourt, Leicestershire

David Hannah, responsible for the Dart appeal, explains the background:

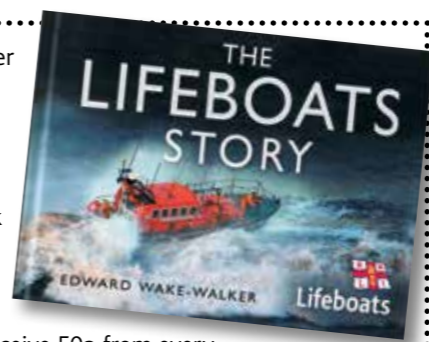
'The £259,000 included the following: the wooden boathouse (purchase, manufacture off site, assembly on site, ground works, mechanical and electrical work, fitting out), the lifeboat, trailer, tractor and fuel bins, and clothing and equipment for 25 volunteers. The excess funds raised through the appeal will be used to offset annual running costs and training.'

Glyn Ellis, of the RNLI's Inshore Lifeboat centre, which builds the charity's B and D class lifeboats, adds:

'The D class cannot be compared with a standard commercially available pleasure inflatable as it has been specially designed and built to withstand a harsh environment at a high level of performance while keeping our volunteers safe.

'For example, the engine has a unique system to allow it to be restarted after capsize and righting. The sponson and floor fabric is a minimum-stretch material to ensure shape is maintained longer. The forward pod alone costs £11,000 and houses the anchor gear, battery, navigation electronics and first aid equipment. It is made of composite over a honeycomb alloy core to ensure it is lightweight but strong enough to withstand the enormous impacts it will be put through. The two flexible fuel tanks are specially made to ensure the safety of the crew. The internal mattress protects the crew's knees and, in a capsize, will float as a liferaft ...

'However we are always looking to reduce our costs, without reducing the performance of the craft. As a result of new "lean manufacturing" processes we can now build a D class in 2 weeks instead of 8.'



As this quarter's star letter writer, Mr Howard will receive a copy of *The lifeboats story* by Edward Wake-Walker. This pocket-size hardback book is also available to buy for £8.99 from all good bookshops and via Amazon. The RNLI will receive 50p from every copy sold by any route and an additional percentage if bought via rnli.org.uk/amazon.

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.



A collector's item

The RNLI has made bold advances since its foundation in 1824. But one area that has seen little change is the double-ended lifeboat collection box (right). This iconic design, based on the pulling and sailing lifeboats of yesteryear, came to the public eye in late Victorian times and has been used widely ever since. Many unusual and interesting designs have come and gone but this trusty RNLI classic has seen little modification and is still going strong today.



Top: Young Jose Tansley helps her local collecting station during lifeboat day in 1939.
 1: The lifeboat box gets a facelift in the early 1990s. 2: A metal lifebuoy collection tin from 1895. Only 1,000 were ever made. 3: The slipway box from the early 1970s is still a favourite today.
 4: A coin-operated 'swinging' lifeboat box from the 1980s. 5: A wooden box for 'ship half-pennies' from the 1960s. 6: The classic lifeboat design lives on through this latest incarnation
 All photos: RNLI, except main picture HH Tansley



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 We depart St Pancras International by Eurostar for Lille and continue by TGV to Lyon. On Day 2 we enjoy a tour of the main sights of Lyon. Highlights include the stunning Basilica Notre-Dame de Fourvière, the Renaissance Old Town and the 'presqu'île' formed by the Rhône and Saône rivers.

Day 3 ♦ Lyon to Anney
 Today we depart Lyon and journey into the Savoy Alps with the scenery becoming ever lovelier. We stay in charming Anney for three nights.

Days 4-5 ♦ Lake Anney lunch cruise
 Day 4 is the highlight of our visit to Anney, as we take a lake cruise on board MS Libellule: on the crystal clear waters, which in turn reflect vistas of Alpine peaks. You are free to spend the day at your leisure on Day 5.

Day 6 ♦ Anney to Chamonix
 Today we make the journey from Anney to the mountain town of Chamonix-Mont-Blanc by coach. We enjoy gorgeous scenery as we edge ever closer to Mont Blanc and arrive in one of the most picturesque locations in Europe. We stay for two nights in the Grand Hotel des Alpes, situated in the centre of Chamonix, enjoying spectacular views of the surrounding mountains.

Day 7 ♦ The Montanvers Railway
 We journey on board the Montanvers Mountain Railway, which climbs from the valley floor through the pine forests above Chamonix to Montanvers at 6,275 feet (1,913m). We have lunch, whilst enjoying fabulous views over the Mer de Glace glacier, surrounded by some of Europe's most majestic peaks and rock spires. We descend by cable car to the glacier itself and visit the ice grottos inside the glacier's glimmering crevasses.

Days 8-9 ♦ The Mont Blanc Express
 On Day 8 we depart Chamonix for Lake Geneva on the narrow-gauge Mont Blanc Express travelling to Martigny. From here we change to descend through Aigle and Montreux on our way to Lausanne for a free afternoon. Perhaps take a stroll or enjoy a steamer cruise on Lake Geneva. On Day 9 we depart Lausanne by TGV to Paris. After crossing the city by coach, our journey then continues by Eurostar for St Pancras International.

4 departures between 11 Jun 09 and 12 Sep 09 Prices from £1,278 to £1,298

Dates and prices are subject to availability. Prices are Per Person. Conditions apply.

The benefits of travelling with Great Rail Journeys include

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