

ISSUE 599
SPRING 2012



the lifeboat



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Day 5: To Budapest. Journey by train to Budapest for a three night stay. Following our mid-afternoon arrival, you are free to begin your exploration of the city.

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Day 7: A day at leisure. A chance to explore enchanting Budapest and view some of the city's main sights and magnificent architecture. Then enjoy a dinner cruise on the Danube and an evening tour.

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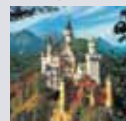
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Lifeboats

SPRING 2012 ISSUE 599

Cover photo: Crew training in Poole Bay wearing the RNLI's new-design lifejackets. See pages 30–33.

Credit: RNLI/Nigel Millard

Welcome photo: New lifesavers in Cameroon. Credit: RNLI
The Lifeboat is published quarterly by the RNLI.

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For all enquiries, including to request the audio version of the magazine, update your details or find out about other ways to support the RNLI, please contact our Supporter Care Team: **0845 121 4999**, email supporter_care@rnli.org.uk or post c/o RNLI Headquarters, West Quay Road, Poole, Dorset, BH15 1HZ.



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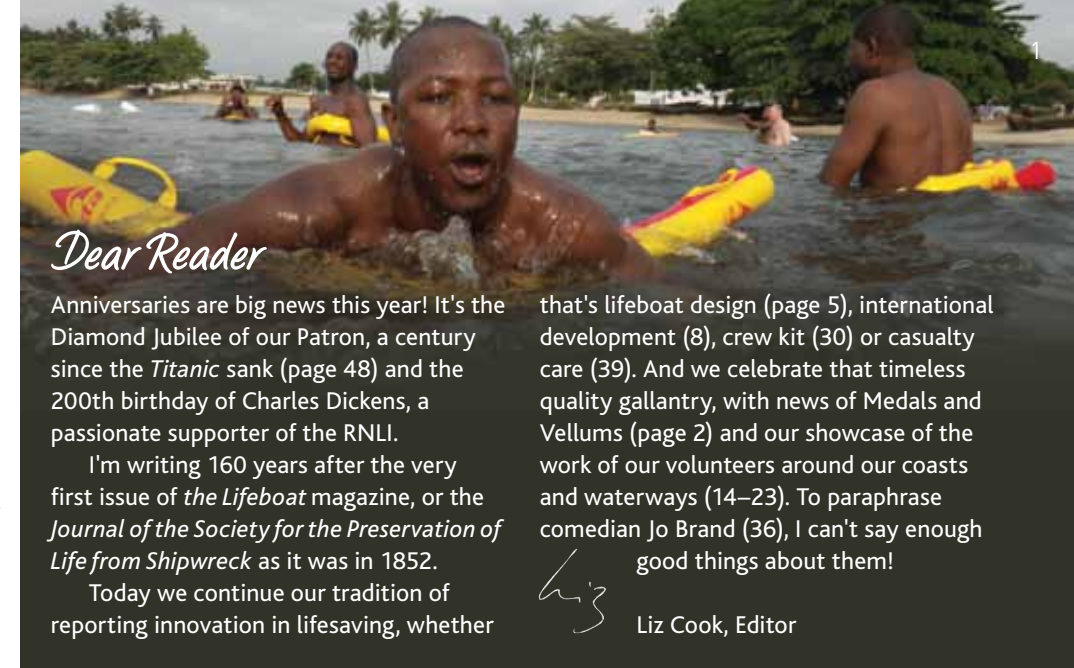
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The RNLI was founded in 1824. Today it provides a 24-hour search-and-rescue service out to 100 nautical miles from the coast of the UK, RoI, IoM and CIs; on the tidal reaches of the River Thames; and on selected inland waterways, plus a seasonal lifeguard service on appropriate beaches in England, Wales, NI and CIs. The RNLI is independent from Government and relies on voluntary contributions and gifts in Wills for its income. It is a charity registered in England and Wales (209603) and Scotland (SC037736). Charity number CHY 2678 in the Republic of Ireland.

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



Dear Reader

Anniversaries are big news this year! It's the Diamond Jubilee of our Patron, a century since the *Titanic* sank (page 48) and the 200th birthday of Charles Dickens, a passionate supporter of the RNLI.

I'm writing 160 years after the very first issue of *the Lifeboat* magazine, or the *Journal of the Society for the Preservation of Life from Shipwreck* as it was in 1852.

Today we continue our tradition of reporting innovation in lifesaving, whether

that's lifeboat design (page 5), international development (8), crew kit (30) or casualty care (39). And we celebrate that timeless quality gallantry, with news of Medals and Vellums (page 2) and our showcase of the work of our volunteers around our coasts and waterways (14–23). To paraphrase comedian Jo Brand (36), I can't say enough good things about them!

Liz Cook, Editor



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A year of exceptional courage

Dungeness lifeboat Crew Member Garry Clark is to receive the RNLI's Silver Medal for his bravery and determination during the rescue of seven people from the yacht *Liquid Vortex* on 3 January this year.

In a long and gruelling service in winds that reached violent storm force 11, Garry boarded the yacht, set up several tows, took care of casualties and worked with the skipper to eventually guide *Liquid Vortex* into harbour under tow.

Alongside him at our Annual Presentation of Awards ceremony in May will be Exmouth Crew Member Roger Jackson, who will receive a Bronze Medal for his part in rescuing four people from a capsized powerboat on 23 October 2011. The accolade recognises Roger's 'command and leadership, boathandling skills and tenacity in exceptional conditions'.

A Bronze Medal will also be awarded to St Abbs Helm Darren Crowe for saving the life of a man trapped in a flooding cave, as featured in the Autumn 2011 issue of *the Lifeboat*. We will cover the other medal services in detail in future issues. Meanwhile, see opposite for details of how to get your ticket for the ceremony.

Hot on the heels of these exceptional awards are several Thanks of the Institution

Inscribed on Vellum for others involved in the Medal rescues plus: Redcar Helm Mike Picknett, Cullercoats Helm Robert Oliver, Whitby Lifeguard Supervisor Shaun Messruther, Workington Coxswain John Stobbart, Divisional Maintenance Manager Andy Rodgers, Penarth Helm Jason Dunlop and Penarth Crew Member Aran Pitter.

The services celebrated in this special way are the tip of the iceberg for the RNLI. Figures for 2011 have now been verified and a selection are shown here. For more detail, see our Operational Statistics Report 2011 online or study our Launches listings on page 42 – much loved by many readers (see page 40)!

RNLI Operations Director Michael Vlasto commented on the statistics: 'Our lifeboat volunteers and lifeguards have once again demonstrated their dedication to saving lives at sea. But they wouldn't be able to save lives without the incredible generosity of the public.'

'I would like to say a huge thank you to all those who support the RNLI, by volunteering their time or by making a donation. Our charity receives less than 2% of its income from Government sources, so we absolutely depend on the support of the public.'



Lifeboats
8,905 launches
7,976 people rescued

Busiest stations (launches)
Overall:
Tower 522
Scotland:
Broughty Ferry 104
Wales
Beaumaris 77
Northern Ireland:
Enniskillen 52
Republic of Ireland:
Howth 48

Lifeguards
on 163 UK beaches
17,671 people assisted
84 lives saved
major first aid given
978 times

You are invited to ...

The Annual Presentation of Awards at 2.30pm and the Annual General Meeting at 11.30am at the Barbican Hall, London, 17 May 2012.

Join us for a truly inspiring, emotive and joyous occasion. Come and celebrate the outstanding dedication and skill of our voluntary crew and supporters. Our annual award ceremony applauds the endeavours of all who help save lives at sea and make the RNLI an exceptional charity – and tickets are free.

The Annual General Meeting allows you to learn more about the RNLI's year in detail. It also gives our governors the opportunity to take an active role in the organisation's decision-making. (Call 0845 121 4999 to find out more about becoming a governor.)

RSVP
You are welcome at either or both events but places are limited so please complete the form below to apply for tickets and return it to **AGM office, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ** by 27 April 2012. Tickets are free and will be dispatched to you upon receipt of your request. We would prefer that Governors use the form on the personal invitation previously sent under separate cover.

We look forward to seeing you on 17 May.

Tickets

- ☐ I/We wish to attend the Annual Presentation of Awards on Thursday 17 May 2012 at 2.30pm
Please indicate number of tickets required _____
- ☐ I/We wish to attend the Annual General Meeting on Thursday 17 May 2012 at 11.30am
Please indicate number of tickets required:
by governors _____ by non-governors _____

Documents

- ☐ I/We would like to receive a copy of the *Annual Review 2011*, and *Report and Accounts 2011* in advance of the AGM (NB It will save the RNLI money if you can collect your copy at the meeting.)
- ☐ I/We cannot attend either meeting but would like to receive a copy of the *Annual Review 2011* and *Report and Accounts 2011* (NB both documents will also be available online at RNLI.org.)

Your details

Your name(s) _____
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Postcode _____
Membership number _____
Phone number _____
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By giving us your email address you agree that we may send you information about the RNLI by this method. We never pass on your data to other organisations.

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Property Ref: IGS



Credit: RNLI/Vaughan Lawson

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*At least 5% of the purchase price of each holiday purchased will be paid in support of the RNLI. Payments are made to RNLI (Enterprises) Ltd (which pays all its taxable profits to the RNLI, a charity registered in England and Wales (No. 209603) and in Scotland (No. SC037736). Charity number CHY 2678 in the Republic of Ireland.



Next generation is born

Sea trials of the prototype Shannon class lifeboat are underway. She is pictured here proving her ability to selfright.

This new all-weather lifeboat class, due to go into service next year, will be powered by waterjets, capable of 25 knots, and equipped with the latest electronics.

We're appealing to the public to raise £1.5M for the first Shannon, which will join the relief fleet.

Visit rnli.org.uk/newlifeboatappeal to donate and keep up to date with the Shannon's development.

Recycling raises £185,000

You can do your bit for the planet while raising funds for the RNLI. Recycle your old mobile phones, printer cartridges and gadgets (such as satnavs and digital cameras) with The Recycling Factory, and the company will make a donation to the RNLI for every item received.

In 2011, RNLI supporters raised almost £185,000 with The Recycling Factory. That's more than enough to fund a B class lifeboat, and all from things that might have ended up in the bin!

If you contributed, thank you. If you'd like to start recycling with The Recycling Factory, call 0800 091 0696 or visit therecyclingfactory.com/rnli.



Stay safe this Summer

RNLI lifeguards will be on patrol on all the usual beaches in England, Wales, Northern Ireland and Jersey this Summer. We're in negotiations to take on some more beaches too – watch this space!

With the Olympics and the Queen's Diamond Jubilee celebrations coming up, we're all hoping for a long, hot Summer. If you're planning a trip to the beach this year, make the most of your day out and stay safe by following our top tips:

- Where possible, swim at a lifeguarded beach. See goodbeachguide.co.uk for a list of RNLI lifeguarded beaches.
- Always read any safety signs, usually found at the entrance to the beach.
- When on a lifeguarded beach, swim between the red and yellow flags.
- Never swim alone.
- If you get into trouble, stick your hand in the air and shout for help.
- If you see someone in difficulty, tell a lifeguard or call 999 and ask for the Coastguard. Don't attempt a rescue yourself.

Hands-on history of lifesaving

A 2-year interactive exhibition on search and rescue has opened at the National Maritime Museum Cornwall in Falmouth.

We've loaned the museum a B class lifeboat, a lifeguard all-terrain vehicle and a range of collection boxes spanning 150 years of fundraising history. Visitors can climb aboard a Sea King helicopter, or take command in a virtual Coastguard operations room.

Meanwhile, the RNLI museum at Eastbourne, East Sussex, has been brought right up to date with a fresh new look and reopened (pictured).

Admission is free; find opening times on rnli.org.uk.



The LRET supports new crew

The Lloyd's Register Educational Trust (The LRET) generously donated £174,000 to the RNLI in 2011, helping us train 258 crew members in sea survival and firefighting.

The LRET is an independent charity working to achieve advances in transportation, science, engineering and technology education, training and research worldwide for the benefit of all. It also funds work that enhances the safety of life and property at sea, on land and in the air.

When someone joins a lifeboat crew, it's vital that we get them trained to save lives at sea as quickly as possible. These days, with only 1 in 10 new crew members joining the RNLI from a professional maritime occupation, this training is more important than ever.

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



Photo: Chris Walker

When a family member or close friend dies, it can be terribly hard to come to terms with what's happened. The fact is, our loved ones mean the world to us – and it's devastating to lose them.

An RNLI Forever by the Sea fund is one way of finding comfort at this difficult time.

It works like this: you ask us to set up a fund in the name of someone who has passed away and invite relatives, friends and colleagues to join in this special tribute. They can make contributions themselves or raise funds through events or on special anniversaries to make the fund grow. We'll take care of all the paperwork and put regular updates online and in the post to show how it's growing.

In this way, a Forever by the Sea fund becomes a wonderful way of helping save lives at sea while paying tribute to a very special person and ensuring their memory never fades.

To start your fund or to find out more please visit rnli.org.uk/foreverbythesea. Alternatively, please don't hesitate to call Gemma Spencer, Tribute Fund Coordinator on 01202 663504, or complete the coupon below.



The RNLI is the charity that saves lives at sea



Please complete and return this form to: Gemma Spencer, Tribute Fund Coordinator, RNLI, FREEPOST BH173, West Quay Road, Poole, Dorset, BH15 1HZ

Your Title	Forename	Surname
Address		Postcode
Telephone		Email (optional)

☐ Please send me a Forever by the Sea fund information leaflet.

By giving us your email address you agree that we may send you information about the RNLI.

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Life savings with Yorkshire Building Society

We're a few months into our Charity of the Year partnership with Yorkshire Building Society – and their fundraising is already making a splash!

The Come Rain or Shine campaign was launched on 27 January – SOS Day. Yorkshire's Chief Executive, Chris Pilling, is pictured celebrating the launch with Humber lifeboat crew.

Look out for events and promotions at

a Yorkshire, Barnsley or Chelsea Building Society branch near you. Throughout the year, they'll be selling cute aquatic products to raise cash, such as rubber ducks, chocolate pieces of eight and RNLI welly-shaped air fresheners.

The Society is aiming to raise £100,000 for the RNLI in 2012, as well as helping us spread our safety messages to a whole new audience.

Aberdeen supports Cowes



Aberdeen Asset Management is supporting the Cowes Lifeboat

Station appeal, which is raising funds to establish a new site four minutes closer to Solent – the stretch of water between the south coast of England and the Isle of Wight. Aberdeen has contributed £30,000, and as a thank you we're going to name the balcony after them. Martin Gilbert from Aberdeen says: 'As title sponsor of the Cowes Week regatta, Aberdeen is delighted to support the construction of the new station and be part of this important legacy.'

Learn more about the new station at rnli.org.uk/cowesappeal, or text **RNLI Cowes** to 70300 to donate £5.

Solar flair

Solar panels on the roof of RNLI College in Poole, Dorset, are reducing our carbon footprint and saving money.

Within 3 weeks of installation, the panels had generated their first megawatt hour of power – worth £430. Head of Estates Management Howard Richings says: 'This should accelerate once the days lengthen and end up bringing in over £17,000 a year.'

'The power generated will reduce the RNLI's carbon footprint by some 23 tonnes of CO₂ per year – the equivalent of a Severn class lifeboat cruising at 20 knots for 30 hours. The pay back on our investment is estimated at 6–7 years.'



New Year Honours

Three RNLI lifesavers were recognised in the Queen's New Year Honours 2012.

Retired Newhaven Coxswain Ian Johns received an MBE for services to maritime safety. Ian was on the lifeboat crew for 37 years.

Arran Lifeboat Operations Manager Geoff Norris was awarded the MBE for his many years' voluntary service with the RNLI. Geoff first started volunteering at the station in 1973.

Val Nixon was honoured for her fundraising efforts. She retired last year after 43 years' service, having helped raise millions of pounds. She says:

'I had no idea when I joined the RNLI at the age of 16 that I would still be there more than 40 years later, but it just got into my blood and became such a big part of my life.'



Facts and figures

The *Lifeboat Enthusiasts' Society Handbook 2012* is now available, priced £6 (including postage and packaging).

It lists the names, numbers and locations of all RNLI lifeboats and station equipment, after-service details on former all-weather lifeboats, and stations (open and closed) in geographic order.

Get your copy from Tony Denton at Dawn, Upper Battlefield, Shrewsbury, SY4 4AA. Please make any cheques payable to 'RNLI/Lifeboat Enthusiasts' Society'.

Words: Mairéad Dwane

Photos: Nicholas Leach, RNLI/(Dave Manship, Nigel Millard, Nathan Williams), Jon Stokes, Tim Woodcock





SAVING LIVES OVERSEAS

An estimated 1.2M people drown every year across the world – about the same number who die of malaria. Despite the scale of the problem, relatively little has been done to tackle it – until now

Above:
Thanks to the RNLI,
these volunteers from
Cameroon now have the
skills and knowledge to
deliver swim survival
training to others

The RNLI is stepping-up its overseas work to help developing search and rescue-related organisations and prevent more international drowning tragedies globally, whether by membership of the International Maritime Rescue Federation (formerly the International Lifeboat Federation), selling lifeboats abroad, developing new craft and kit, or sending lifeguards on international exchanges, but there is plenty more to be done, as Steve Wills, the RNLI's International Development Manager, explains:
'There is still a significant number of people worldwide – especially in low and middle income countries – who have no access to any kind of rescue service. A lot of the drownings happen in floods, large bodies of water, or at the coast – all areas in which we have expertise in saving lives and can help

to reduce these sad losses. The RNLI runs one of the most effective and dependable lifeboat and lifeguard services in the world and there is a great demand for us to share our knowledge and skills.'
Steve explains that the charity is focusing on helping others to help themselves: 'It's definitely not about dropping an RNLI lifesaving model into another country, for example, by setting up a service of our own. We're finding ways to guide communities to run and fund their own sustainable service.' This means working with embassies, charities, non-governmental organisations, local groups and schools.
'Many deaths by drowning happen through simple accidents when living and working close to water and we've already shown a grass-roots approach can help. In 2008, our lifeguards trained locals as lifesavers on a beach in Kenya. Drownings there have since dropped

The RNLI is currently working with ...

China	Kenya
Finland	Brazil
Iceland	Uruguay
France	St Lucia
Bangladesh	British Virgin Islands
Cameroon	... and many others.

from an average of three every month to zero.'

Yet such one-off programmes can only go so far, which is why Steve has introduced an international development strategy, giving the charity a framework for assessing international projects and ensuring they are scalable and sustainable. After researching and considering the many requests for help received, Steve has identified Asia, Africa and South America as priorities, based on their need and the RNLI's ability to fulfil that need.

The work will be mainly self-funding, through income from third party organisations and any profit from sales of consultancy, equipment and training to search and rescue organisations in developed countries. Steve will also start seeking some government grants, corporate donations and support from interested individuals.

Steve says: 'I've seen how so little can make a massive impact. For example, two staff members recently spent a week in Cameroon delivering swim survival instructor training to a group of volunteers. From one week's tuition, those volunteers now have the skills and knowledge to deliver vital swim survival training to others wherever they are based in the country.'

'There doesn't seem to be anywhere we are not needed,' he says. 'It's not all plain sailing as there is a serious amount of red tape and politics to wade through, and we're being very careful to assess all possible risks. But it's worth it, to see the difference we can make – I truly hope the programmes the RNLI is delivering can start to save lives immediately.'

Since Steve's visit, the RNLI has set up the first ever volunteer lifeguard service in Bangladesh and delivered training to the Coastguard. See Steve's diary overleaf ...



- 1: These Kenyans became lifesavers following an RNLI visit in 2008
- 2: Ex-RNLI lifeboats on exercise in Shanghai as part of the China Rescue and Salvage Bureau fleet
- 3: A Cameroon instructor practises rescue techniques
- 4: International Development Manager Steve Wills with the British Defence Attaché at Bangladesh Coast Guard Headquarters in Dhaka
- 5: Bangladesh is devastated by annual monsoons and cyclones, resulting in large-scale flooding

>> *A week in Bangladesh - Steve's diary*

Sunday

I'm here in Bangladesh to meet key stakeholders, assess their needs and see how we can help. As it's an ordinary working day here, the few miles from airport to hotel take over an hour – without doubt the worst driving experience I have ever had. No wonder they average 17 road-related deaths a day.

Monday

On to my first meeting with Dr Amin Rahman of the International Drowning Research Centre (IDRC). I start presenting about the RNLI and its international work before 8am and it's already well over 40°C and nearing 100% humidity. The power fails and the lights go out. Everyone else acts as though nothing has happened (it can be 10 times a day) so I keep going in the dark.

Tuesday

At the British High Commission this morning, I meet with representatives of the UK's Department for International Development and the High Commission. An armoured car takes me to meet the Director General of the Bangladesh Coast Guard and the Director of Operations.

With sirens blaring and blue lights flashing we make little headway in the traffic, despite driving the wrong way down the highway! Both men are open about the need to develop Bangladesh's search and rescue capabilities and are keen to develop structured training.

Wednesday

A 5am wake-up call for a trip north. I witness several serious road accidents en route, with children riding on the roofs of buses and rickshaws competing for space with trucks. We get a puncture but eventually make it to an Anchal (crèche) where women teach their pre-school children life skills including water safety.

Next a village that is running SwimSafe, a programme of 20 lessons in survival swimming, rescue skills and water safety knowledge for children. The concept is simple yet effective and the children seem to love it! Lastly, a resuscitation course in someone's house. The village leaders go on to train other volunteers in first response and emergency care.

Thursday

A flight down to Cox's Bazar (Bangladesh's answer to Blackpool) and an embryonic lifesaving club. It's supported by the IDRC and sponsored by an eco-tourism travel company. The entire club meets us, holding huge bouquets of flowers. They're aged 15–22 and are clearly respected in the community, reminding me of how lifeboat crews are respected back home.

Bangladesh

- has the highest drowning rate in the world
- drowning is the leading cause of death for children aged 1–5 years
- approximately 45 children drown every day
- monsoons can inundate half of the country
- large fishing fleet has no means of calling for help
- half of the people live on less than \$1 a day.

Formal meetings with the District Commissioner and Chief of Police, then I'm asked to provide a half-day practical session! Although I used to be a lifeguard, I haven't done so for many years – concerned about my own skill fade, I discover that IDRC's Tom Mecrow lifeguarded in Woolacombe for the RNLI! With a quick call to RNLI headquarters for a few ideas (thanks!) and a night market visit to get a few props, we're ready.

Friday

We meet at the clubhouse at 9am to run the session, which goes really well and is an obvious activity for the RNLI to help develop further. I offer a small donation to the club as they have paid for everything since I arrived. After much resistance, they accept but tonight four of them knock on my door and ask if they may use some of the money to buy food for two of their families who haven't eaten properly for several days. I realise now that the club really is part of the community.

Saturday

I wake up to find the hotel under 1m of water due to heavy rains overnight. This is normal so no one bats an eyelid. Amin, Tom, the guys from the club and I take a jeep along the incredible Bangladeshi coast, including the world's longest beach (approx 70 miles), to assess what the lifeguard needs might be for the rest of the area.

Sunday

The flight home gives me time to reflect and prepare my recommendations for what action we could take to help this amazing country. The people I've met in Bangladesh may have little material wealth, but what they do have is warmth, generosity, real community and determination to reduce the country's massive drowning rates.



Words: Valerie French and Steve Wills
Photos: RNLI

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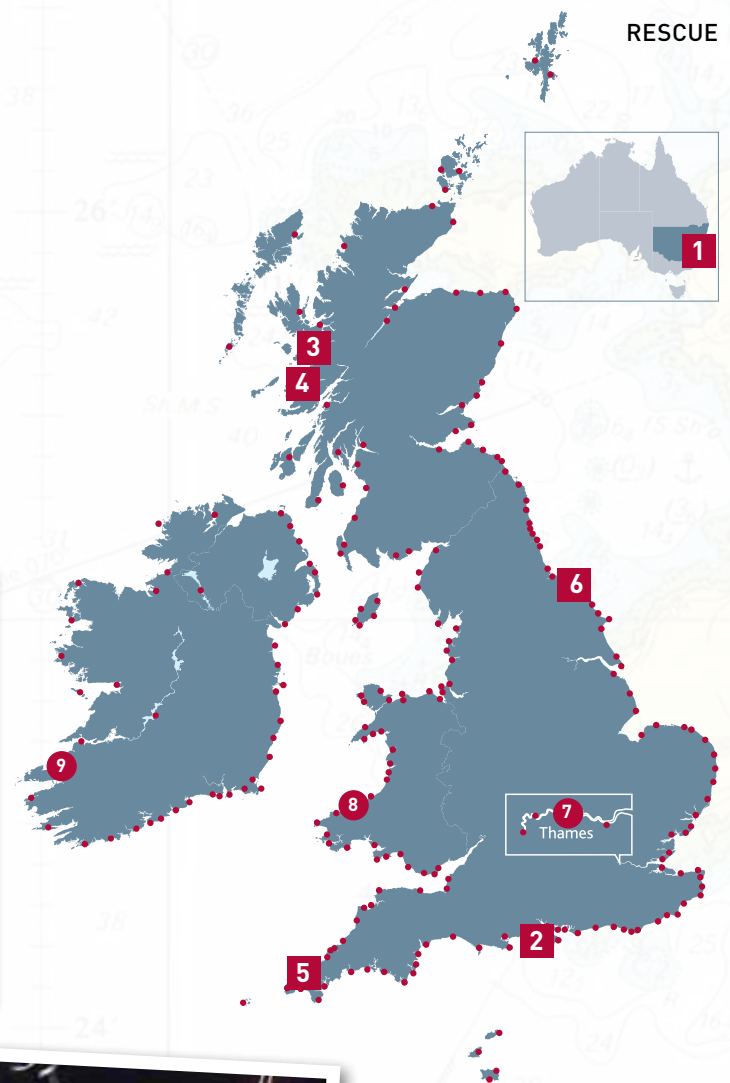
1 WIZARD OF OZ

5 January 2012: RNLI Lifeguard Ross Leighton saved a family of four from a dangerous rip current off Bennett's Beach in New South Wales, Australia. He was lifeguarding down under for our Winter, but is usually part of the team that keeps the beach goers of Weymouth, Dorset, safe.



2 MYSTERY WRECK

1 November 2011: A fouled net is quite a common problem for fishermen around our coasts, but the crew of the trawler *Sally-Jane* were shocked to find that their nets had snagged on a wrecked yacht. Fearing for the yacht crew's safety, the trawlermen called the Coastguard. Lymington's B class lifeboat *Victor 'Danny' Lovelock* and Yarmouth's Severn class lifeboat *Eric and Susan Hiscock (Wanderer)* joined the Coastguard helicopter in a search. Nothing was found, and it turns out the yacht's owners were on holiday abroad at the time their craft disappeared from her mooring in Keyhaven. Watch video at goo.gl/iY0wO.



3 SALTY SEA DOG

13 October 2011: Mallaig lifeboat crew rescued a family of four people and two dogs from a tidal island, after their dinghy had drifted away. One four-legged family member really enjoyed his trip on the Severn's daughter boat. Watch video at goo.gl/JvnXX.



5 HEAVY METTLE

16 October 2011: RNLI lifeguards on Perranporth Beach, Cornwall, were called to help three surfers stranded in 1½m surf with a heavy backwash from nearby cliffs. Lifeguard Adam Taylor says: 'We made our way to the casualty at the base of the cliff in the inshore rescue boat and we made several attempts to pick him up, as there were large sets of waves coming in.' Adam and fellow Lifeguard Giles Collyer brought the first surfer to shore before heading out to pick up the second, who was much further out to sea. The third surfer made his own way to safety.



4 FIRST TIMER

4 November 2011: It was a big moment for 17-year-old Matt Ratcliffe, Tobermory lifeboat's newest and youngest crew member, when his pager went off for the first time. The crew towed home a fishing vessel that had lost engine power and was drifting close to the treacherous coast of the Isle of Coll. Watch video at goo.gl/PfyzZ.



6 HIGH, BUT NOT DRY

5 November 2011: Whitby's D class lifeboat *OEM Stone III* sped to the cliffs west of Whitby Harbour, where two people cut off by the tide had tried to climb to safety and got stuck. A lifeboat crew member went ashore and climbed up to them, but it was too slippery for them to come back down and they were brought up the cliff by the Coastguard. Watch video at goo.gl/dyCLa.



The RNLI's lifeboats and lifeguards carry out thousands of rescues every year (see pages 2 and 42). Here are just a few caught on camera and see the list below for more in-depth reports.

- 7 Tower pages 16–19
- 8 Cardigan, pages 20–21
- 9 Fenit, page 23

Words: Mairéad Dwane
Photos: *Newcastle Herald* (Australia), RNLI (Holly De Roy, Lymington, Mallaig, Tobermory, Whitby)

Rush hour

One breezy Autumn evening at dusk, a passenger vessel travelling along the River Thames collided with Tower Pier in central London. Upriver at Chiswick, another incident unfolded

At 7pm on Wednesday 5 October 2011 the E class lifeboat *Ray and Audrey Lusty* arrived first on scene at the pier, on the north side of the river near Tower Bridge. Despite taking on water, the 25m catamaran *Moon Clipper* remained afloat but had clearly hit the pier with some force.

Helm Stu Morrison, Mechanic Stanley Todd, Crew Member Keith Cima and trainee Crew Member Steve O’Flaherty were greeted by a chaotic and messy scene. Of the 30 sightseers, commuters and crew they needed to evacuate, they assessed that 14 were injured. This was an unusually large number to deal with in one incident but Stu and his crew quickly took control of a daunting situation until London Ambulance Service personnel arrived.

Typically highly trained in casualty care, the lifeboat crew carried out a swift triage before tending to one elderly man who had been thrown from his wheelchair striking his head; then a passenger with a broken jaw; onto another with a deep gash in his forehead; to several with suspected spinal injuries; others with abrasions and many in psychological shock, and with some already behaving hysterically.

The first two ambulance crew arrived on bicycles before their counterparts in ambulances, and the Police and Port of London Authority (PLA) responded too. Four of the passengers were taken to hospital and

the others were advised to visit their doctor the next day. After a frantic hour of activity, the lifeboat and crew returned to their station, ready for the next call.

Pending an investigation by the Metropolitan Police Marine Policing Unit, the PLA and the Marine Accident Investigation Branch, the Chairman of the RNLI’s Medical and Survival Committee, Professor Charles Deakin, wrote to the Tower crew with his appreciation: ‘I would like to commend the professional and efficient teamwork involved in treating the casualties and dealing with the situation promptly. The RNLI places much emphasis on first aid (casualty care) training for our crew members and such events serve to justify the study time and practical effort that I know you devote to it.’

Janet Kelly, Lifeboat Station Manager, states: ‘This was an unusual rescue. These passenger boats have a very reliable record and they are a very pleasurable way to get around London. We don’t yet know the outcome of the enquiry. Tower lifeboat was first on scene and was confronted with quite a few casualties. Luckily



Operation Orangetree – the multi-agency exercise underway

none had life-threatening injuries. I am proud of the way the crew did the initial triage and dealt with so many people while they were waiting for ambulance personnel to arrive.

Meanwhile ...

On the same day, at the same time, a lifeboat from Chiswick was answering the call to another passenger vessel. The *Kingwood* had broken down near Richmond lock – she had suffered engine failure thanks to debris stuck in the cooling water intake. She had anchored but as the tide turned, her anchor started dragging and she began heading uncontrolled towards the bank.

Intercepting her swiftly, Crew Peter Knight, Wayne Bellamy and Ann Farmilo then evacuated the 16 passengers onto E-006 *The Joan and Kenneth Bellamy* and landed them safely with assistance from two lock-keepers who were on hand. Peter helped clear the blockage caused by a discarded builder’s sack so the *Kingwood* was then able to proceed safely under her own power.

Prepared for the worst

Almost exactly a year prior to the day, lifeboat crews from Tower, Chiswick and Gravesend had taken part in Operation Orangetree, a major search and rescue exercise on the Thames. Coordinated by the Maritime and Coastguard Agency, it simulated a collision between two vessels, one passenger and one commercial. The scenario involved a fire and severe damage, with weighted dummies as casualties.

It was staged to test the responses of the RNLI; Police, Fire and Ambulance services; London Coastguard; PLA; the Passenger Boat Association and other agencies, and was the first such exercise to be held during the hours of darkness. At the time, RNLI Divisional Inspector Andrew Ashton had commented presciently: ‘The Thames is an extremely busy river and it is quite conceivable that a major incident could happen that requires a coordinated approach by several agencies.’





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>> A decade of service

Lifeboats have been stationed on the Thames since January 2002. They were introduced as part of the measures to prevent a repeat of the 1989 disaster in which the pleasurecruiser *Marchioness* was hit by the dredger *Bowbelle*, sinking with the loss of 51 lives.

The requirement was for craft that would be able to get to casualties within 15 minutes and the RNLI quickly ordered six 9m aluminium-hulled boats from a commercial yard and adapted them. Dubbed the E class, they entered service in 2002. After a formidable number of rescues over the intervening decade, they are coming to the end of their serviceable life but this time RNLI engineers have had the time to create and build the best possible successor, the E class Mark 2.

These craft have a maximum speed of 40 knots, are 10.5m in length, have improved manoeuvrability, can take 2-5 crew in ergonomically designed seats and provide a larger deck space for casualty care. *Hurley Burly*, *Dougie* and *Donna B*, and *Brawn Challenge* will duly operate from Tower and Chiswick this year but the trusty Mark 1s are not to be pensioned off just yet. They are likely to be helping out with two huge events in the capital this year: the Diamond Jubilee celebrations and the Olympics, when extra safety cover will be needed.

Tower Lifeboat Station, now based at Lifeboat Pier on the Embankment next to Waterloo Bridge, is consistently the busiest in the whole of the RNLI, with 522 launches in 2011, followed by Chiswick (228). The river is not only thronging with a variety of leisure, commercial and official craft but it is characterised by fast currents, a powerful tide and occasional debris, so anything from collisions and breakdowns to medical emergencies, people stuck in the mud or falling into the river are common. A particularly difficult part of

RNLI life here is dealing with those attempting to take their own life. Never judgmental, our crews do what they have to do quietly, efficiently and with integrity.

Further upriver again, Teddington station operates D class inflatable lifeboats while down near the mouth of the river, Gravesend operates an Atlantic 85 RIB, equipping them for rescue at sea too. As with most other RNLI stations, Teddington is crewed by volunteers, on call 24 hours a day, while the other three Thames stations have a mixture of paid and volunteer crew on station in shifts – if need be, sleeping in their kit. This allows the exceptionally fast launch times required to save the lives of people who are often already in the water – just like our lifeguards patrolling a beach.

Aside from the full-time crew, volunteers at the Thames stations have a variety of 'day' jobs, from emergency workers in the Police, Fire and Ambulance services, to medical students, office workers, those with their own businesses, bankers, an outdoor pursuits trainer and there's even a butler!

Words: Carol Waterkeyn
Photos: RNLI/(Janet Kelly, Nigel Millard), Sinister Pictures, Ian Boyle simplonpc.co.uk



Above:
Helm Stuart Morrison with volunteer Keith Cima of Tower, and Chiswick Helm Peter Knight, all of whom were on duty that evening

Below:
The Houses of Parliament light the Thames for another roll call of the Tower crew in 2009



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On the rocks

Two sailors clung to a ledge beneath Welsh cliffs, lashed by waves with the tide rising around them

THE DETAIL

B CLASS LIFEBOAT
Atlantic 75 B-752 *Tanni Grey*

ON STATION
1999, funded by the Wales and West Mercia appeal

THE CREW
1. Len Walters, 45, Helm, Fisherman
2. Owen Butler, 41, Holiday Park Manager
3. Steven Ladd, 37, Postman

D CLASS LIFEBOAT
D-709 *Elsie Ida Meade*

ON STATION
2009, funded by the legacy of Mrs Elsie Ida Meade

THE CREW
4. Gemma Griffiths, 24, Helm, Classroom Assistant,
5. Sarah Griffiths, 21, Royal Navy Seaman Specialist
6. Simon Mansfield, 36, NHS Project Manager

With the sea and wind driving directly onto the rocky shoreline, this would be an extremely hazardous rescue. The wind was blowing force 6–7 and gusting over 40 knots and the lifeboat crews would have to deal with angry seas, submerged rocks and overfalls.

Cardigan has two inshore lifeboats: the D class *Elsie Ida Meade* and the Atlantic 75 *Tanni Grey*. Both crews were dispatched when the call came.

At 2.30pm on Saturday 30 April 2011, a 4m catamaran with four sailors aboard had capsized and damaged its rig. Two of the crew had managed to climb back onboard and steer the boat ashore but had been unable to pick up their friends.

The remaining crew, a man and a woman in their mid-20s, had swum towards the shore between Aberporth and Tresaith and managed to pull themselves up onto a rock. 'It was just a little ledge, I don't know how they managed to scramble onto it', says Gemma Griffiths, Helm of *Elsie Ida Meade*.

The Coastguard Cliff Rescue Team were the first to arrive on the scene but couldn't reach the casualties. Len Walters, Helm of *Tanni Grey*, who was next to arrive says: 'It was quite a precarious position and it wouldn't have been long before they were washed off.'

'We couldn't get the anchor to hold so the only option we had was to try to go in with the nose to the cliffs.' With heavy waves driving over the stern, 'the boat was awash continually.'

All the time the Helmsman had to be aware of large waves approaching from behind, the cliffs ahead and submerged rocks to the side of the boat, which restricted the area that he had to manoeuvre. Although many seasoned seamen would find this an almost impossible position, Len says that his day job helps: 'I'm a full-time fisherman, so I'm used to being close to rocks and I'm quite comfortable in those

environments.' An in-depth knowledge of the area and its rocks and currents had been a great help.

With the sea driving the boat onto the rocks it took considerable skill to keep it steady. Len quickly formulated a plan and instructed his crew to take their positions, with Owen Butler at the stern on the look out for dangerous waves and Steven Ladd at the front to try to help the sailors jump on.

The first rescue attempt had to be aborted and Len had to reverse out and turn the Atlantic 75 head on to the oncoming seas. This was the safest thing to do to avoid the boat being capsized, engulfed or thrown against the rocks.

Len then took the opportunity to nip back in to the ledge so the woman could be grabbed and helped onto the lifeboat. Another attempt had to be aborted due to heavy seas but finally, on the fourth attempt, the second sailor was able to jump down from the ledge and onto *Tanni Grey*.

This proved to be the most dangerous moment of the rescue. The crew and the rescued sailors came close to being dashed against the rocks when *Tanni Grey's* two 75hp engines met their match in the power of the waves and were unable to reverse away.

Len explains: 'As the man jumped over the bow we had a really rough spell again. Both engines were flat out in reverse but we were still going down the wave and hit the rock. It was the force of the boat hitting the rock that actually pushed us back over the top of the wave.'

This enabled the Helmsman to finally manoeuvre the boat away from the rocks and out into the safety of open water. As it would be a long, rough journey back to Cardigan he decided to land the sailors on the nearby beach since they were well and suffering no injuries.



Left and above: Cardigan's B and D class lifeboats and their crews battled heavy waves together to rescue the sailors from a small rock ledge. See opposite for crew details

They were transferred to the care of Gemma Griffiths and her crew, Simon Mansfield and her sister Sarah Griffiths, on the D class to be taken ashore as their boat was better suited to land on the beach. Gemma says: 'We had to keep an eye on the waves and turn the boat as quickly as possible once on the beach, to avoid capsizing but it all went smoothly.' Once ashore the sailors were handed into the care of the Coastguard team. Although the man was a skilled sailor, it was his companion's first experience and she made it very clear that she would not be going out again!

The crews of both boats have been commended by RNLI for their work. Len says: 'It was an excellent job all round, everyone played their part. Steve was up front helping the people jump on and Owen was

at the stern keeping us posted about the waves. Gemma did a really good job in those conditions and it proved a value having two different boats.' Lifeboats are in the blood for the Griffiths family with four members on the current crew list. Gemma and Sarah's brother Alex also helps out when home from the Navy and their father Clifford is Cardigan's Lifeboat Operations Manager. Found out more about Cardigan's lifeboat history on pages 24–27.

Words: Jo Roche
Photos: RNLI/Cardigan



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A phenomenal day

On a day when the highest wave ever recorded off the western shores of Ireland tipped 20.4m, Fenit lifeboat crew were called into action

On 13 December 2011, with a violent storm force 11 raging, the Trent class lifeboat *Robert Hywell Jones Williams*, with Coxswain John Moriarty in charge, headed into turbulent seas at 1.03pm. Nobody thought that anyone would be at sea and Lifeboat Operations Manager Gerard O'Donnell recalls: 'These were the most severe weather conditions I can ever remember a lifeboat putting to sea in from Fenit Harbour.'

Sheltering from the atrocious conditions, just 14 miles away in Brandon Bay, was the 91m chemical tanker *Forth Fisher* but its anchor had started to drag. The tanker's nine crew tried to haul the anchor up but then discovered an engine-room fire. As they fought the fire they alerted Valentia Coast Guard and then gingerly made their way northwards at 4 knots towards the entrance to the River Shannon.

In just the first few hundred metres between their afloat mooring in Fenit Harbour and Little Samphire Island Lighthouse, the six lifeboat crew, seated and belted, were battling through the ferocious winds and 9m swell. An hour later, just off Kerry Head, the seas were over 12m high and visibility was down to 1 mile in the heavy hail showers. Coxswain Moriarty says: 'We could just see the tanker in the murky conditions but even then, as we were pitching and rolling in the phenomenal seas, we kept losing sight of her so we made contact with the Captain on the radio.'

Fortunately they had managed to extinguish the fire but the Coast Guard asked if the lifeboat could

escort them back into the Shannon Estuary in case they encountered further mechanical difficulties. After another hour the tanker reached the sheltered waters close to Scattery Island. At 3.15pm the lifeboat headed back home through the unabated weather.

As it entered Tralee Bay, the huge swell knocked the lifeboat down on its port side, temporarily losing steerage and swamping the decks. The Coxswain quickly regained control and a short time later, at 5.51pm, the crew arrived safely back at their berth, although the Trent had suffered some damage to the forward deck and anchor stowage. Mercifully the crew were none the worse for wear.

In a Letter of Appreciation, the RNLI's Chief Executive Paul Boissier congratulated the crew 'for their courage in putting to sea in such terrible conditions'.

Gerard O'Donnell concluded: 'Thankfully the crew didn't come face to face with the 20.4m wave but the conditions were still extremely hazardous and the violent conditions were too severe for the crew to go on deck. Bearing in mind what the crew had just been through, it was unbelievable that their main concern when they returned was whether the lifeboat had suffered any damage. I felt humbled and proud to be part of the Fenit lifeboat team that day.'

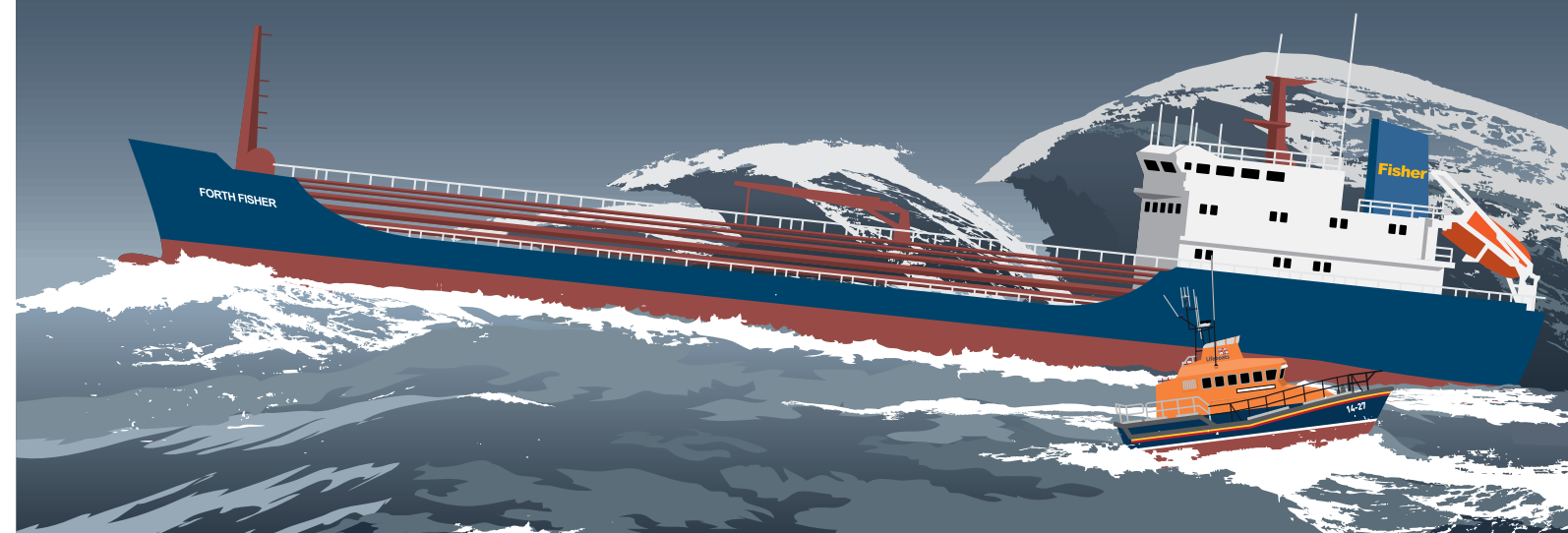
Words: Anne Millman

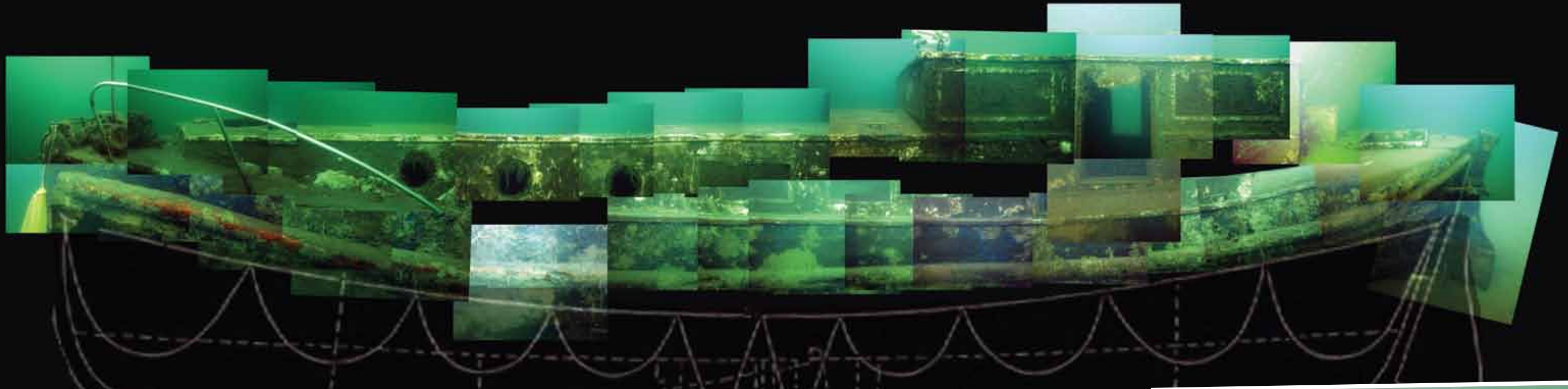
Illustration: Billy Allinson

LIFEBOAT CREW:

Coxswain John Moriarty, 47, Trawler Skipper
William Moriarty, 43, Fisherman
Lee Sugrue, 34, Block Layer
Mechanic Kevin Honeyman, 35, full-time RNLI Mechanic
John Moriarty, 54, Trawler Skipper
Anthony Stack, 43, Trawler Skipper
Lifeboat Operations Manager Gerard O'Donnell

Below:
An artist's impression of Fenit lifeboat assisting *Forth Fisher* in the turbulent seas of 13 December 2011. The bigger wave gives some idea of the maximum swell recorded that day.





Beneath wind and wave

Sport diver and RNLI supporter Brian Minehane gets bitten by the maritime archaeology bug thanks to a sunken antique lifeboat ...



I am an Irishman from Dublin, born in Kent, England, and who now lives in London. I am also a scuba diver. My love for the sea developed at an early age during family holidays spent in Cobh (pronounced Cove), Ireland – my mother’s birthplace as well as the final sailing port of the *Titanic* (see page 48) and where the *Lusitania* survivors were brought after their rescue in 1915 – and Bantry – my father’s birthplace and scene of the Whiddy Island oil disaster in 1979, which claimed 50 lives. My grandfather was a fisherman/pub owner and my father was a radio officer during the 1950s, sailing out of Liverpool on a merchant ship called the *Liverpool Packet*. Today, one of my cousins is Captain of an Irish naval vessel.

As such, I have always had a love of the ocean, which has followed me into my adult life. For over a decade I have dived and taken underwater photos and video in Australia, South Africa, the Red Sea and Israel among others, but I love cold water and most of my diving is in England and Ireland. Spending so much time in and around the ‘briny wave’, and having been left in open Atlantic water by a dive boat at one point (luckily, my

buddy and I were picked up by another boat), I am more than aware of, and greatly appreciate and support, the work of the RNLI. So what’s that got to do with a 106-year-old lifeboat you may ask?

Well, while I work in the Information Technology industry full-time I will finish a degree in Oceanography and Archaeology with the Open University (OU) in October this year. I am also undertaking a Nautical Archaeology Society (NAS) certification for practical experience. In seeking a project for my NAS Part II qualification I wanted a subject both dear to my heart, formed part of national heritage, required both practical and research aspects and was pertinent to modern life at sea. I could find no better subject than RNLI lifeboat ON-547, *Elizabeth Austin*.

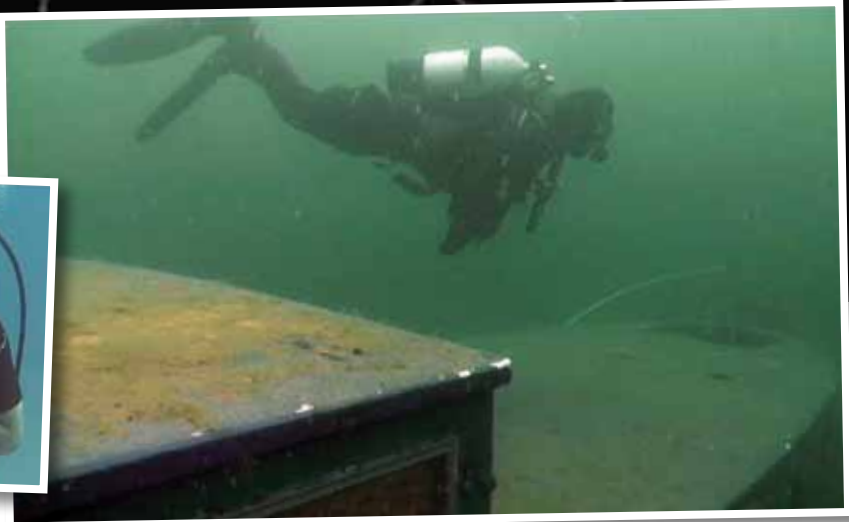
Archaeological survey

The NAS Part II requires me to carry out a survey on a submerged or semi-submerged structure. This survey builds on previous studies focused on locating, assessing, planning then recording, measuring, photographing and writing a report. There are not many easily accessible/permissible submerged subjects of antiquity around London

Above:
Brian created this montage of *Elizabeth Austin* as part of his study, superimposing his dive photos over the original line drawing of the lifeboat

Left:
Brian taking a breather on dry land (top) and practising his underwater survey methods in a dive training pool

Right:
Enjoying a warm sea dive in Egypt and (far right) the cool, silty waters surrounding *Elizabeth Austin* at Wraysbury



but I happened to remember a vessel I dived on at Wraysbury Dive Centre in Middlesex (close to Heathrow) in 2008. I didn’t know it at the time, but she was the *Elizabeth Austin*.

I revisited the site in September 2011 and asked Richard Major, who owns the dive centre at the lake, about her history. He had been told that she is the last of a few self-righting lifeboats from the early 20th century. That made my mind up. The *Elizabeth Austin* would allow the perfect mix of history, importance to maritime heritage and research required for me to undertake my NAS Part II survey.

The challenge

Wraysbury is a 15-acre freshwater, spring-fed lake with a silty mud bottom. The water temperature on my first survey dive in September 2011 was

18°C but had dropped to 8°C on my last survey dive on 4 December 2011. This meant drysuit diving throughout the project. Depth was not an issue since the lifeboat lies in 8.2m of water, which meant that I could get two or three 1-hour dives each day. Visibility could be an issue, especially if other divers were in the water at the same time but the good news is that the dive season tends to ease off towards the end of the year so not that many divers were around.

The biggest challenge of all for me was planning and completing an archaeological survey before my self-imposed Christmas deadline. I live close to London Bridge and work in the City so free time is limited so, with my OU and NAS studies as well, the survey dives would have to be opportunistic. Fortunately I had completed my Scuba Diving International solo diver qualification >>

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» at Wraysbury Dive Centre so had permission to dive there on my own. That was the easy bit. The question was how to carry out tape measurements with one person! The answer was simple.

NAS training dictates that you place control points on your target survey site and then measure between them. By including strong plastic ties at the control points I could connect a tape to one point and then carry out a direct line of sight measurement to the other. By taking multiple two-dimensional measurements off a baseline, and through trilateration as well as three-dimensional measurements from other control points, I could carry out detailed measurements over multiple dives.

In total I completed 13 dives on the *Elizabeth Austin*, took 396 photographs and recorded over 317 measurements. What's more, between my dives in May 2008 and December 2011, she has accumulated sediment but suffered very little other damage or degradation. Some of her original colours still exist.

The report

ON-547 (Official Number), named the *Elizabeth Austin*, was a standard design self-righter pulling lifeboat built by the Thames Ironworks and Shipbuilding Company (1837-1912) located on Bow Creek (Blackwall), London. Built and paid for at a cost of £846 11s and 4d through a legacy left by Ms Sarah Austin of Tottenham in London, she was 10.8m (35' 6") in length with a beam of 2.6m (8' 6") and held a crew of 13 with 10 oars.

She saw service from 1905 to 1932, operating out of Cardigan from a lifeboat station at Poppit

Sands. She launched 16 times and saved 23 lives, the largest rescue being the 10 crew of the steamship *Conservator* in March 1919.

The Bowen family has a long connection with the *Elizabeth Austin*. Tom Bowen was awarded the RNLI Bronze Medal as Coxswain for his part in the rescue of the *Conservator* crew and Tony Bowen, his grandson, still lives in St Dogmael's, Cardigan, and has photographs of the boat from the early 1900s in his private collection (below).

After her years of service she was sold into private hands and was a cabin cruiser in Conwy, Castleford and Hull. She was renamed *Meridian*, then *Jeanie* and finally back to *Elizabeth Austin*. However, there is very little information on her between 1932 and 1989.

She now lies at ordnance grid coordinates 500009/170745 at Wraysbury Lake and Dive Centre and lies 49m off the floating pontoon at a compass bearing of 40° and a depth of 8m. My survey measurements confirm her dimensions, and along with photographs and reference points from the Lifeboat Enthusiasts' Society, the RNLI archives, Lloyd's Register and Tony Bowen, I aim to complete my report for submission to NAS by the end of March 2012 – wind and wave permitting.

Divers can find more features, practical and technical information and sea safety advice in the pages of *Offshore* magazine. Go to rnli.org.uk/offshore to sign up today.

Words: Brian Minehane, 2011

Photos: Brian Minehane, Tony Bowen Private Collection, pembrokeshirepictures.co.uk

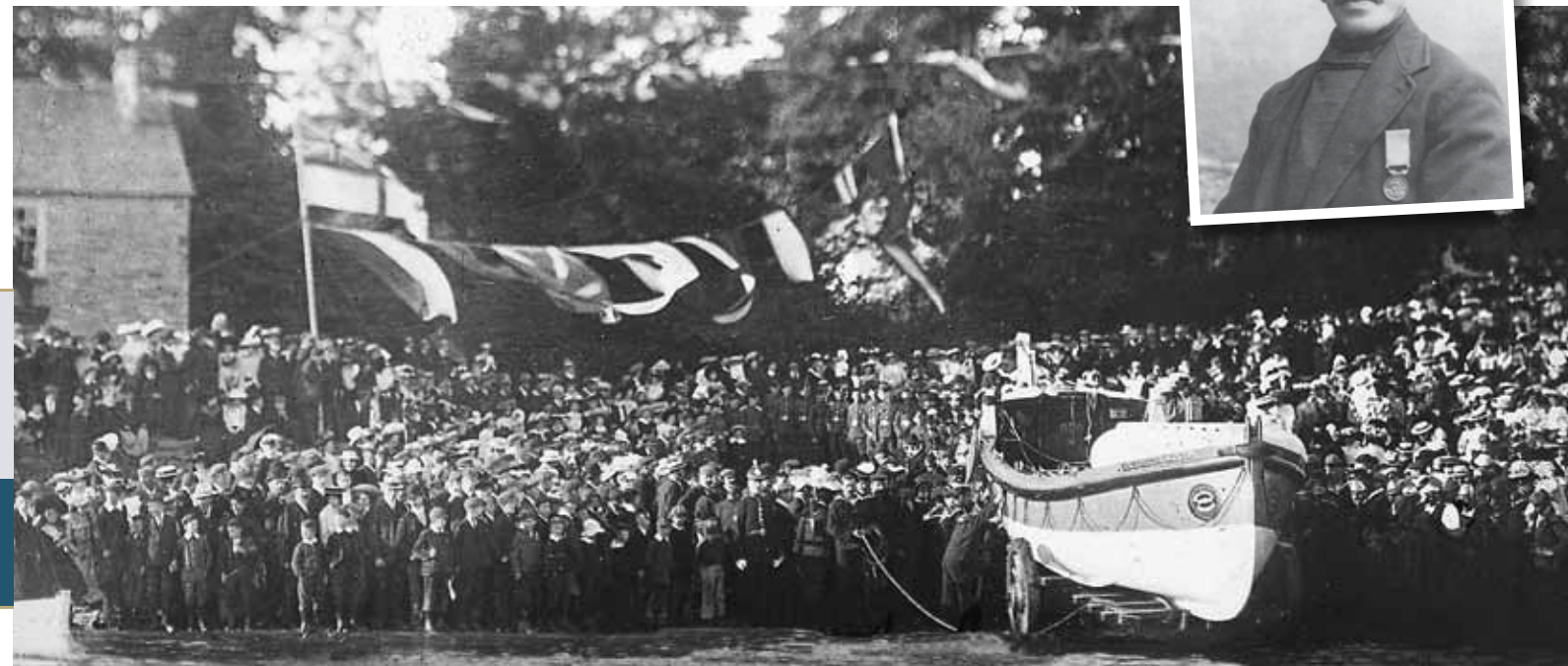


The Nautical Archaeology Society is a voluntary organisation providing training and resources for anyone interested in underwater cultural heritage.

Mark Beattie-Edwards, NAS Programme Director says: 'Sport divers most often undertake an NAS course out of curiosity. Many are bitten by the maritime archaeology bug and go on to obtain greater knowledge and experience ...'

Bottom: Crowds gather for the launch of *Elizabeth Austin* at Netpool, Cardigan in 1906

Below: Coxswain Tom Bowen was awarded the RNLI Bronze Medal for his part in the rescue of the *Conservator* crew in 1919



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REVIEW

The Voyages of the Princess Matilda

by **Shane Spall**
Review by Carol Waterkeyn



This candid account, written by the wife of actor Timothy Spall, is the story of the couple's televised journey on a Dutch barge from the Thames, to the Medway, and out to open sea.

Theirs was a very personal quest following Timothy's battle against leukaemia. Told he literally only had days to live, he resolved to buy a boat and sail it to Wales if he managed to beat the illness. By their own admission they were ill-equipped. They realised their folly early on and took pains to acquire the equipment they needed. There were definitely some hairy moments on their journey.

The book tells how the Spalls (pictured below) met up with lifeboat crews, and struck up friendships. Interspersed are stories of Timothy's acting roles and catch ups with close friends.

This is a story of adversity, endurance, affection, family, and friendship. I found it very heart-warming and I absolutely loved it!

Paperback book (also available for Kindle)
Published by Ebury Press
ISBN 9780091941802
Price: £11.99

We have two copies of the book to give away. For your chance to win one, send your name and address on a postcard to: The Editor, *the Lifeboat*, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ by 27 April.



The winners will be the first two drawn. One entry per person. The RNLI cannot be held responsible for entries lost, delayed or incomplete. Winners will be notified by 15 May.

Rescued by the Brooding Tycoon

by **Lucy Gordon**
Review by Bethany Hope



While the other two featured books are true stories, this fictional tale follows the love-life of an athletic and beautiful widow, Harriet, and a tycoon, Darius. *She's* on the lifeboat crew on the remote English island of Herringdean.

The author's done her research on lifeboats – in fact she's a loyal supporter. At a critical moment when Harriet and Darius' passions are roused, the pager goes off, illustrating how volunteers can be called out at inopportune moments!

As you would expect, the tale's mostly about how Harriet and Darius get together, but there's other action in the book, including a lifeboat rescue in a storm. For my first foray into Mills & Boon it was as I imagined: light reading, somewhat clichéd but fun and romantic with a nautical twist. There is a second story, which I didn't read: *Fixed up with Mr Right?* by Marie Ferrarella.

Paperback book
Published by Mills & Boon
ISBN 9780263889024
Price: £5.30

Shane's book tells of Timothy's worries navigating *The Lizard*

Titanic – The Last Night of a Small Town

by **John Welshman**
Review by Carol Waterkeyn



Since the sinking of *Titanic* on 15 April 1912, there have been many books written about the demise of this glorious liner. However, this recent depiction by historian John Welshman – published in March to coincide with the centenary, certainly fills in some of the gaps.

Using impeccable research and with great humanity, John reconstructs the individual stories of 12 passengers and crew as we see the tragedy unfold through their eyes. We read of their background before they embarked on the ill-fated voyage, how they survived the sinking, and the way their lives were completely transformed by the disaster. There were far-reaching consequences for all onboard that night – as well as sea travel in general, following official enquiries on both sides of the Atlantic.

There are some poignant photographs and personal recollections (See page 48 for other *Titanic* memorabilia). Even though in essence I thought I knew how this real-life story ended, I couldn't put this book down.

Hardback book
Published by Oxford University Press
ISBN 9780199595570
Price: £18.99

The Review section is compiled by Carol Waterkeyn

How to order:

Unless other details are stated, all books/CDs reviewed here are available from good bookshops and online from Amazon via the RNLI website at rnli.org.uk/amazon. [Amazon will donate a minimum of 5% of the value of all such orders to the RNLI but you must access Amazon via the RNLI website and not go direct.]

Lifejackets for lifesavers

Four years in the making, the RNLI's new lifejackets are a milestone in maritime innovation

A lifejacket is the one item of personal protective equipment (PPE) that our crews must wear: their lives, and the lives of others, may depend on it.

Our volunteers take pride in their kit and maintain it well but, even with regular maintenance and servicing, vital safety gear like this doesn't last forever. And with the majority of stock now at its 10-year limit, it's increasingly expensive to maintain.

Innovation has always been at the centre of the RNLI's work so, just over 4 years ago, the charity started to investigate new designs.

The process was lengthy, taking time to look at what we wanted the new lifejackets to do operationally and technically; making sure they're appropriate for different

lifeboats, weather and sea conditions; consulting our crews; and conducting coastal trials to ensure they perform for a range of crew – from little to large!

As the purpose of lifejackets remains unchanged since the RNLI's first design in 1854, some of the previous requirements are still valid: they should be quick and simple to put on, enable crew members to go into the water on a split-second decision, immediately provide enough buoyancy to support them and another person, and be hard wearing.

An investigation into the effectiveness of existing designs was a vital first step. Allen Stevens, RNLI Senior Engineer for Safety Equipment, approached the users

first: 'I carried out informal interviews to ask crew, without prior briefing, what they liked, didn't like, what they wanted and didn't want. They unanimously complained about the weight around the neck area and found the current ones uncomfortable after long periods; they thought it would be useful to have pockets to store items such as casualty care check cards and gloves; and the inshore lifeboat (ILB) crew also wanted a grab handle on the back of the lifejacket so they could be pulled out of the water easily.'

Compiling this feedback with that from RNLI trainers and other staff, Allen developed new specifications for bespoke RNLI lifejackets. He drew up two new lifejacket specifications, one for all-weather

and Thames lifeboat crews and the other for ILB crews. The very nature of inshore rescue means that crews are more likely to be in the water so inherent buoyancy is key to an ILB lifejacket.

Comparing these new specifications with lifejackets already available on the open market, Allen and his colleagues found nothing fit for their purpose. They duly invited 5 of the possible 15 manufacturers to tender to make a product that would suit. In December 2008, the challenge began.

Testing, testing and more testing

As well as providing a technical brief, the RNLI invited the potential suppliers to an event that vividly demonstrated the operational circumstances in which a lifejacket would be used. Allen and his colleagues rated each company against a range of commercial and technical criteria, assessing how well they would work with the charity. Finally, in August 2009 they

judged the resulting prototypes in action in the wave tank at RNLI College.

All testing involved crew wearing helmets, drysuits or jackets and trousers, and boots, swimming 25m in calm and rough conditions. Allen explains: 'This requirement goes beyond the British Standard (BS EN ISO 12402) and is not normally part of lifejacket testing but I believe it's essential to prove that the kit works in the most demanding conditions that our crews encounter.'

This brought the initial shortlist down to two but there were still areas to improve upon. Allen needed to know that a fully kitted crew member could get out from under a capsized Atlantic lifeboat. After more testing, changes were incorporated into the designs – but there was still one area that no company had yet overcome.

Sizing up the problem

The in-water performance of all lifejackets is dependent on the wearer's body mass,

size and shape. This was particularly apparent when it came to testing the prototypes' ability to turn over a wearer who was lying face down in the water. They proved inadequate for individuals of less than 50kg or more than 150kg, yet RNLI crew range from 43–185kg and 1.5–2.15m. The project was halted for the RNLI's specialists and the two suppliers to carry out further research and development.

In June 2010, the resubmission from one supplier, Crewsaver, crossed this final hurdle and the RNLI declared them preferred designer and supplier.

Nigel Parkes, Design Manager at Crewsaver, commented: 'It has been a challenge to meet the exacting requirements of the RNLI but we worked hard to achieve this and are delighted to be selected.'

Approval to CE Standard came in February 2011 and Allen's team gave Crewsaver the go-ahead to produce lifejackets for 6 months of coast trials.

1854
Cork lifebelt



1904
Kapok lifejacket



1970
Beaufort lifejacket



1993
All-weather lifeboat lifejacket



1997
Inshore lifeboat lifejacket



2011
New design of all-weather and inshore lifeboat lifejackets





Trainer Iain Davis joins Liz poolside to reveal the full size of both lifejackets



Right: Editor Liz Cook demonstrates the function of the new inshore crew lifejacket in the wave tank at RNLI College

Opposite and below: Glimpses of the parts and processes that go into making one of these world-class pieces of kit



More than 80 volunteers at 14 lifeboat stations put the kit through its paces. Their feedback was positive but revealed the quick-burst zip around the inside of the lifejacket to be too weak. The lifejacket inflates through three of these burst points, using the same technology as car air bags. Modifications were again made and coast trials resumed for a further 3 months before the final design was agreed and Crewsaver was awarded the contract in July 2011. In recognition of many years of collaboration, the RNLI also made Crewsaver our Supplier of the Year.

A unique achievement

Allen brings us up to date: 'The culmination of our 4-year project saw the first of the production lifejackets arrive at stations in Scotland in January and all stations around the service should receive them by the end of the year.'

Word will soon spread that both performance and comfort have improved: 'Although the lifejackets are slightly heavier than the previous design, the harness holds this weight at the waist rather than the neck – and the kit is more compact. The shaping gives freer movement for the arms and ensures that heads are kept well clear of the water and at the optimum angle.

It's unique in providing 290 Newtons of buoyancy when inflated, achieved using a

60g gas cylinder rather than the previous 28g. And dual side adjusters allow crew to quickly customise to a perfect fit.'

Other features include a water-activated flashing light, flare pockets and a spray hood that can be easily deployed. With reinforced tubing to stand proud, the hood makes crew more visible in the water and reduces the risk of spray being inhaled.

Allen concludes: 'The lifejackets provide a new benchmark in the field of search and rescue, which is hugely rewarding for everyone involved. It's wonderful to see these innovative designs in use by our extraordinary lifesaving volunteers.'

Cost and funding

The RNLI has secured the new lifejackets at less than the cost of our current kit and negotiated a royalty of 20% on every sale to a third-party. (The designs stimulated much interest at last year's meeting in Shanghai of the International Maritime Rescue Federation, further cementing our reputation for world-leading technology.)

Many supporters have contributed to our regional lifejacket appeals – thank you! Find out more in your issue of *RNLI Compass* or online at rnli.org.uk/compass.

Words: Anne Millman
Photos: RNLI/Nigel Millard

Not at the mercy of the sea

Inherent buoyancy in inshore lifeboat lifejackets provides instant reassurance and security for the wearer, something required by both crew and casualty during a rescue in June 2011.

Bronze Medal Helmsman Darren Crowe (see page 2) rescued fisherman Simon Haston, trapped in a cave at low tide. Darren swam through a narrow fissure to reach the terrified man, who was at the mercy of the powerful swell, cold, and clinging to a half-submerged rock.

Simon put his trust in Darren and his lifejacket, tightly gripping him around the neck. Darren added extra buoyancy by manually inflating the additional bladder in his lifejacket and the pair swam towards the tunnel's entrance before being recovered by the station's lifeboat. Simon reflects: 'If the RNLI had not been there I would have died that day.'



LIFEBOAT LOTTERY

WINTER 2011
Congratulations to Theresa Clayton of Dorset who scooped the £5,000 first prize in the Winter Lifeboat Lottery. Theresa and her brother Michael recently enjoyed a VIP tour of Weymouth Lifeboat Station in January to celebrate her win.

The other cash prize winners were:
2nd prize: £2,000; Mr J Willetts, Worcestershire
3rd prize: £500; Mr KE Walker, Aberdeenshire
4th prize: £250; Mrs JC Plummer, Devon
Five prizes of £100 each: Mrs NM Dobb, Nottinghamshire; Mr B Wiggins, North Yorkshire; Mrs D Moulton, Staffordshire; Mrs M Phillips, London; and Mrs S Currie, Staffordshire.

SUMMER 2012
Why not try your luck with the Lifeboat Lottery this Summer? Not only will you be helping to save lives at sea but you'll be in with a chance of winning £5,000 or one of the other eight cash prizes.

Tickets will be mailed to supporters on 25 April. If you don't usually receive tickets and would like to, please call 0845 121 4999 or email lottery@rnli.org.uk.

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



Above:
Weymouth RNLI crew give Theresa and her brother a tour of their lifeboat and station: (L-R) Crew Member Alice Higgins, Michael Clayton, Theresa Clayton and Second Coxswain Tye Shuttleworth

Below:
Weymouth's Severn class lifeboat Ernest and Mabel in action



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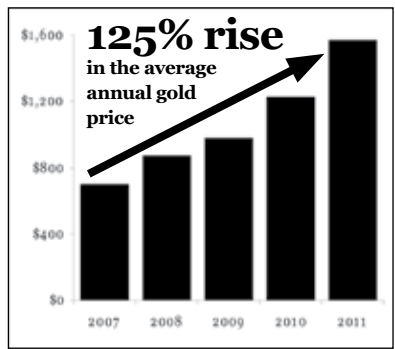
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Application Ref. C23 975L o

No ordinary Jo

She made a comedy career from pouring scorn, but when it comes to the sea and those who rescue people from it, Jo Brand is positively gushing

It's Jo Brand's turn to jump in. She grabs her nose and falls 4m into the clear, cold waters of the RNLI's Sea Survival pool. Surfacing with an excited smile, she swims towards a group of volunteer crew members. They form a line like a fluorescent synchronised swimming team, and make for a liferaft. As she is helped onboard, Jo's smile disappears: it's stuffy and cramped in there, and the wave machine has kicked in. The raft begins to sway and bob. 'Shall we sing a song?' suggests one of the lifeboat crew members, cheerfully. Jo's face turns green. She is well and truly out of her comfort zone.

The experience was all captured by a TV crew for *Jo Brand's Big Splash*, a comedy series broadcast on the Dave channel last year. The programme often revealed the 53-year-old comedienne's vulnerable side as it plunged her into a variety of water-based challenges, including a 457m mud race, outdoor swimming, and an exploration of a London sewer. 'It was very physical and challenging,' says Jo. 'The worst was the Molden Mud Race in Essex – there were thousands of people laughing at me as I was up to my neck in mud!'

Anyone who watched the programme may have been surprised to see Jo caring what people think – or smiling. After all, she built a successful comedy career with a demeanour that suggests she couldn't care less. But that, she reveals, is all part of the act.

'I started as a stand-up doing places like the Comedy Store in London,' she explains. 'The audience

were so drunk that you really got it in the neck.' Jo had an ace up her sleeve, though: a decade of experience as a psychiatric nurse. 'I had come from a clinic where I was used to dealing with drunks, people wanting drugs, psychotic people. And they gave me a much better quality of abuse than comedy club hecklers – more eloquent, more imaginative. So I had learned not to show any chink in my armour, whatever insults were coming my way.'

Something else that Jo says worked in her favour, as she left nursing behind and focused on comedy, was her gender. 'On the alternative comedy circuit they were desperate to get a change from the usual middle-class white blokes that were performing, so they always said yes when I asked for a slot.' With successful Edinburgh Festival shows and stand-up tours under her belt, she began to get television work. Her style divided opinion – for many, she was too rude, too grumpy, and appeared to hate men.

But that was also part of the act – an act that has mellowed over the years, while her career has diversified. The married mother of two has since published eight books, has been seen cracking a smile on TV panel shows such as *QI*, and she wrote and starred in the BBC sitcom *Getting On*, which earned her a BAFTA in 2011.

Whether she is writing for screen or print, Jo draws heavily on her own experiences. As *the Lifeboat* was going to press, she was about to start filming the third series of *Getting On*, in which she plays a nurse in an



elderly patients' hospital ward. And, in addition to two autobiographies, she penned *It's Different for Girls*, a coming-of-age novel about two teenagers living in Hastings, the East Sussex seaside town where she spent her adolescent years. 'I absolutely loved it in Hastings because of the contrasts between Summer and Winter. Winter I loved because it was empty and dramatic on the seafront. And in Summer it would fill up with European language students, which was quite exciting!'

Jo's connection with the sea and her hometown led her to sign up as a member of the RNLI. 'Everybody knew about the lifeboat in Hastings. We saw the sea every day and how powerful it is.

'It's always in the back of your mind. I have always loved the sea but been wary of it. I love stories like Grace Darling rowing to rescue those people. And I love that hymn – *Eternal Father, Strong to Save*, with the words "For those in peril on the sea". I wanted it at my wedding but the vicar didn't think it was appropriate because we were miles inland!'

So when *Jo Brand's Big Splash* brought her to RNLI College in Dorset last year, she was delighted to meet lifeboat volunteers face to face. She later wrote a message of support for RNLI fundraisers, which was emailed to them as a thank you for taking part in the charity's events. 'I can't say enough good things about the RNLI,' adds Jo.

So, given her connection with the sea and taste of crew training, would she fancy joining a crew herself?

We saw the sea every day and how powerful it is. It's always in the back of your mind.

'If I didn't get seasick, maybe I would have tried to do more on lifeboats,' she muses. 'Although I'd probably cause trouble!'

Words: Rory Stamp
Photo: Dave TV channel

ARE YOU READY TO JUMP FOR JUBILEE WITH THE RNLI?

To celebrate the Jubilee of our Patron, HM The Queen, the RNLI is looking for daredevils across the UK to take on an extraordinary challenge of their own!

Here's your chance to take part in a parachute jump from a plane and raise funds for the RNLI, the charity that saves lives at sea. Choose from dates all year round, jumping at any one of 21 UK locations. For more information, call 01202 336080, email events_sw@rnli.org.uk, or sign up at rnli.org.uk/jump

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



CELEBRATE EXTRAORDINARY COMMITMENT

RNLI COLLEGE | **Lifeboats**

SUMMER SEASIDE SPECIAL

Why not visit the Dorset seaside this Summer? Stay at RNLI College in Poole for 2 nights' bed and breakfast or more in June, July or August 2012 and receive a complimentary bottle of wine* upon arrival.

Rooms from:

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Please quote 'Summer Offer' when booking.
We look forward to seeing you!

Every £1 spent at RNLI College, helps the RNLI save lives at sea
RNLI College, West Quay Road, Poole, Dorset, BH15 1HZ

A charity registered in England and Wales (209603) and Scotland (SC037736).
Charity number CHY2678 in the Republic of Ireland



Professor Charles Deakin

MA MD FRCP FRCA FERC FFICM

- Chairman Medical and Survival Sub-Committee since September 2011 (member since 2003).
- Joined the RNLI Council in 2011.
- Chair, Advanced Life Support Committee, European Resuscitation Council.



Sir Roger Vickers KVCQ

- Chairman Medical and Survival Sub-Committee 2006–11 (member since 1992).
- Trustee Board member since 2006.
- Joined the RNLI Council in 1999.
- Orthopaedic Surgeon to HM The Queen 1992 and Serjeant Surgeon from 2006 until his retirement in 2010.

Call the doctor!

The RNLI's responsibilities demand medical expertise not only in emergency care – lifeboat crew and lifeguards are often first on scene – but also for the health of our staff and volunteers ...

The panel of doctors providing this expertise is the RNLI's Medical and Survival Sub-Committee. Comprising medical professionals with backgrounds from sea survival to occupational health, these volunteers share their knowledge to help save lives.

Outgoing Chair, Sir Roger Vickers, highlights two major achievements overseen by the committee. The first is the fitness standards for lifeboat crew and lifeguards, devised under the guidance of sea survival experts Surgeon Rear Admiral Frank Golden and Professor Mike Tipton. The other is the ratification of a maritime casualty care course designed by RNLI Clinical Lead and Coastal Training Manager Paul Savage.

The ideal successor to Sir Roger would be a practising doctor, preferably an expert in emergency care and a former lifeboat crew member. Cue: Committee Member Professor Charles Deakin, Consultant in Cardiac Anaesthesia and Critical Care at University Hospital Southampton.

'He is exactly the right person since he's in the unique position of being a distinguished practising anaesthetist and an emergency care doctor,' says Sir Roger. 'He served as Medical Adviser and a crew member at Calshot Lifeboat Station and is Divisional Medical Director of South Central Ambulance Service.'

Charles is clearly passionate about pre-hospital care. In addition to his demanding professional role, he volunteers as an emergency doctor to the Ambulance service – averaging 150 call outs a year. He received the Queen's Award for Voluntary Service in 2007.

'I have always found pre-hospital care rewarding: patients are often very poorly, with complex problems and you have to diagnose quickly and accurately. Your actions can make a great difference to the patient.'

Charles is looking forward to working with the RNLI in developing the new Casualty Care course further. 'Other organisations may be keen to use this course due to its novel approach. In the past most first aid courses required learning lots of symptoms for specific medical problems,' explains Charles. 'However, this training takes a "big sick, little sick" approach, a prioritising method offering easy-to-recall general principles and is therefore more effective.' At the core of the course are a set of acronyms and a pack of waterproof check cards (see page 16 to read about it in action).

A keen sailor from a nautical family, Charles laughs when asked how he manages voluntary work alongside his career.

'A lot of people ask me that! The RNLI is a very worthwhile organisation. They're also a great bunch of people – it's a privilege working with them.'

Words: Valerie French

Photos: Professor Charles Deakin, Sir Roger Vickers



Your shout

Keep our launches!

In response to Christopher Hansen’s comment last issue, please do *not* give up the lifeboat launchings summary. You can’t possibly feature more than a very few high-profile rescues in detail. But every single launching represents some people’s volunteer effort. And so I think every single launching deserves to be put on public record.

Please continue to give thousands of your supporters – dare I say the majority? – the pleasure of handling your well-produced paper magazine as they read the RNLI stories, features, advertising. Of course the launchings can go on the website, lots of room for that and more there. But I am one of many people who work on computers to earn their living and who do *not* want to spend their leisure hours staring at a screen.

The Lifeboat as it is makes inspiring reading – the Winter 2011–12 issue especially, with the two contrasted stories from December 1981, the *Bonita* rescue and the *Solomon Browne* disaster. Please, whatever else you do, keep the printed magazine going out to your supporters, essentially as it is.

Michael Loughridge

Please keep your listings of launches. It’s one of the most interesting pages in your very interesting magazine. It’s fascinating to compare up North with down South West as the weather moves around and launchings are necessary in deteriorating conditions in different regions. Living near the sea I am fascinated watching the changing conditions, and as a Shoreline Member support and admire all the brave crews who are prepared to keep others safe.

Joan Johnson

I always read the listings of launches, looking particularly at those close to where I live or am staying at the time, or indeed those near to family or friends living on the coast.

Penny Taylor

Each magazine, I look to see how the lifeboats and stations I have visited have got on. This year I was on holiday in Newquay and watched the 25 September rescue. To me it shows lifeboating is a 24/7 job as, while I enjoyed a week’s holiday, Newquay lifeboat crew launched 9 times.

**Cath Swann
Birmingham**

Those pages tell me what the RNLI has been doing for the quarter, and how worthwhile my tiny support is to the lives of seafarers. Your many articles are always of interest, but one glance at those pages shows why I support you. Please keep them.

Frank Nance

These pages give us clear useful information of where we can find lifeboat stations if we are travelling near the coast, which type of boat we may see if we visit the stations, and the number of launches they have made.

Gordon and Joan Smith

.....

The above letters and emails are only a small selection from one of our largest postbags ever – almost all of you want Launches to remain. We have taken note of your suggestions for improvement too and hope you find the map on page 44 useful as a first step.

On the night of Monday 19 September 2011 it was necessary to summon urgent medical assistance. We are writing to express our sincere gratitude to the St Davids RNLI crew for coming to our rescue and for the calm and professional way they took charge of the situation.

A 65-year-old residential volunteer was taken ill at 9.23pm. He was receiving oxygen from the lifeboat crew by 10pm and removed from the island within 20 minutes.

Considering the slippery and rocky conditions underfoot, the crew did a very safe and professional job of carrying the casualty from the farmhouse into the harbour and onto the lifeboat. We have nothing but admiration for the way that the boat was manoeuvred safely into harbour in the dark and rain for the transfer.

This is the first time in our 6 years of being wardens that we have had to request assistance but we are always thankful to have the lifeboat station as our nearest neighbour. If there is anything that we can ever be of assistance with please do not hesitate to get in touch.

**Greg and Lisa Morgan
RSPB Ramsey Island Wardens, Pembrokeshire**

Last Autumn, my father Roy Connor died. He was a lifelong supporter of the RNLI and had been a member of the fundraising committee in Newport. The interest my father had in the RNLI rubbed off on all the family and wherever we go, we always make a point of visiting the local station.

Following his death the committee sent a touching letter to my mother explaining how his fundraising exploits would be sorely missed. We decided that in lieu of flowers at his funeral we would ask people to donate money to the RNLI. I am pleased to say that in total we collected £228. I know my father would be so pleased.

**John Connor
Pontypridd, Rhondda Cynon Taff**

.....

After reading Friends of the RNLI [see page 45] I notice you do not mention the Co-op. Perhaps people do not realise they can donate their ‘divi’ to charity – in my case of course the RNLI.

**Eileen Sang
Newent, Gloucestershire**

.....

Let us know of any other easy ways to support your favourite charity.

To add *your* shout, especially any stories that might fit our Then and Now section [see page 48], 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.

CORRECTION
In our book review of *The Mousehole Cat* in the previous issue, we mentioned that the current Penlee lifeboat was stationed in Mousehole. This was incorrect. The old lifeboat station was located nearby at Penlee Point. The current station is, of course, located at Newlyn. We apologise for any confusion or distress this may have caused.

St Davids Lifeboat Station, good neighbours with RSPB wardens in Pembrokeshire

Photo: Tony Dunmore

1,401 RNLI RESCUE CRAFT LAUNCHES

OCTOBER–DECEMBER 2011

ABERDEEN
ON-1248(17-24):Oct10, Nov27,Dec11
D-694:Oct20,Nov3,13,27
D-695:Dec9,11

ABERDOVEY
B-758:Oct2

ABERSOCH
B-790:Nov27,Dec14

ABERYSTWYTH
B-807:Oct13
B-822:Oct26,Dec23
RR-20:Oct2

ACHILL ISLAND
ON-1210(14-12):
Nov3,4(x2),5,30

AITH
ON-1232(17-14):Oct21

ALDEBURGH
ON-1193(12-34):Nov9

ALDERNEY
ON-1199(14-04):Oct21
ON-1253(14-32):Nov12

AMBLE
ON-1176(12-19):Oct20

ANGLE
ON-1291(16-11):Oct7,13,29, Nov10,23

ANSTRUTHER
ON-1148(12-11):Dec4,17
ON-1174(12-17):
Oct10,25,29
D-667:Oct29

APPLEDORE
ON-1296(16-16):Nov18

B-742:Oct1,Nov3,9,18,27, Dec23

BB-502:Nov9

ARAN ISLANDS
ON-1217(17-06):Nov7(x2), 19,21,Dec12,18,22,29

ARBROATH
ON-1194(12-35):Nov8

ARKLOW
ON-1223(14-19):Nov4, Dec7

ARRANMORE
ON-1244(17-22):Oct20, Nov9,16,17,27,30,Dec5,15, 16,17,20,24,25,28

BALLYCOTTON
ON-1233(14-25):Nov30

BALLYGLASS
ON-1201(17-02):Oct1, Dec5

BALTIMORE
ON-1137(47-024):
Nov9,Dec7,11

B-708:Dec11

BANGOR
B-805:Nov5,12,22,Dec3
B-815:Oct25,28

BARMOUTH
D-678:Oct1

BARRA ISLAND
ON-1230(17-12):Nov17,22

BARROW
ON-1288(16-08):Oct26
D-733:Oct30

BARRY DOCK
ON-1245(14-29):Oct3

BEAUMARIS
B-838:Oct1,5,16,17,23,28, 29,Nov2,30,Dec17,25

BEMBRIDGE
ON-1290(16-10):
Oct5,Nov21

ON-1297(16-17):Oct1

D-649:Oct5

BERWICK-UPON-TWEED
D-639:Oct2

BLACKPOOL
B-748:Oct2,26(x2)
D-729:Oct26,30,Nov3
D-732:Oct30,Nov3

BLYTH
D-606:Oct2(x2),23,24, Nov12,Dec4

BORTH
D-622:Oct1

BRIDLINGTON
ON-1169(12-12):Nov20

D-721:Oct15,Nov3,27

BRIGHTON
B-852:Oct1(x2),8,9,13,16, 22,30,Nov19,28,Dec3

BROUGHTY FERRY
ON-1252(14-31):Oct1,2,6, 14,16,18,26,Nov14,20, Dec3,28

D-698:Oct1,2,6,14,16,18,26, 30,Nov10,14,20,Dec3,28

BUCKIE
ON-1268(17-37):
Oct27,Dec8

BUDE
D-617:Nov6

BUNDORAN
B-834:Oct8,12

BURNHAM-ON-CROUCH
B-849:Oct2,8,26,Nov25,28
D-672:Nov28

BURNHAM-ON-SEA
B-795:Oct25
D-664:Oct25,Nov1

BURRY PORT
B-768:Oct1

D-611:Oct1

ON-1157(47-039):Oct8,16, Nov27,29,Dec12

D-609:Oct3,12,Nov6

D-748:Nov13,Dec12

CAMPBELTOWN
ON-1241(17-19):Oct12,13, Nov6,Dec26

D-737:Nov4,Dec26

CARDIGAN
B-752:Nov27,30,Dec17

D-690:Nov27,Dec17

D-709:Oct1

CASTLETOWNBERE
ON-1277(17-44):Oct12,26, Dec22

CHISWICK
E-003:Oct1,2(x2),3,4,5,7,9, 10(x2),Nov25,28,30(x3), Dec11(x2),13,23,26,27(x2), 28(x2)

E-006:Oct14,19(x2),20,26, 27(x2),30,Nov3(x3),6,9,12, 18,21,22,Dec20

CLACTON-ON-SEA
B-744:Oct1(x2),7,9,15(x2), Nov5,12,20,23

D-723:Nov20,23

CLEETHORPES
D-618:Oct1,2(x2),14,15(x2), Nov19,Dec7

CLIFDEN
B-751:Oct6,25,Nov6

D-679:Oct6,Nov6

CLOGHER HEAD
ON-1184(12-25):Oct11

CONWY
D-627:Dec3,31

D-700:Oct1,8,16

COWES
B-810:Oct1(x3),9,11,28, Dec5,18,30

CRICCIETH
A-76:Oct7,9,10,Dec28

B-823:Oct7,9,Dec28(x3)

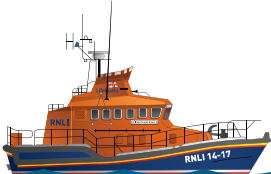
CROMER
ON-1287(16-07):Nov8

CROSSHAVEN
B-782:Oct6,23,Nov14, 15(x2),Nov30,Dec4

D-672:Nov28



ON-####(12-##)
Mersey class
last built: 1993
annual maintenance
cost: £38,500



ON-####(14-##)
Trent class
last built: 2003
annual maintenance
cost: £69,100



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



ON-####(17-##)
Severn class
last built: 2004
annual maintenance
cost: £78,600



ON-####(47-###)
Tyne class
last built: 1990
annual maintenance
cost: £75,500



B-###
B class
Atlantic 75 or 85
new cost: £180,000



D-###
D class
new cost: £39,000



E-###
E class MK1 or 2
E class MK2
new cost: £400,000



H-###
Inshore rescue hovercraft
new cost: £200,000

Additional rescue craft:	BB-### Boarding boat	Y-### Y boat	X-### X boat	XP-### XP boat	A-## Arancia inshore rescue boat	RWC-### Rescue watercraft	RR-### Flood Rescue Team boat
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The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 16 January 2012

FISHGUARD
ON-1198(14-03):
Oct21,Dec21

D-652:Oct21,Nov21,Dec21

FLAMBOROUGH
B-820:Oct1,22

FLEETWOOD
ON-1156(47-038):
Oct2(x2),4,9,29,Nov26

D-719:Oct4,9,15,16,29, Nov26

FLINT
D-658:Oct11,Nov25, 26(x2),Dec9,20(x2),27

FOWEY
ON-1222(14-18):Oct13,15, Dec6,11,30

D-681:Oct15,Dec2,6

FRASERBURGH
ON-1225(14-21):Oct21

ON-1259(14-34):Oct29

GALWAY
B-853:Oct13,Nov13, Dec22(x2)

GIRVAN
ON-1196(12-37):Nov17

GRAVESEND
B-827:Oct1,4(x2),5(x2),10, 11,15,16,28,31,Nov2,7,9,20, 22,25(x2),27,28,Dec7,12, 31(x2)

GREAT YARMOUTH AND GORLESTON
ON-1208(14-10):
Oct2(x2),24,Dec5,8

B-786:Oct2,27,Nov8,28, Dec8,22,31

HARTLEPOOL
ON-1225(14-21):Dec12

ON-1274(14-37):Oct12,24, 26,Nov16,20

B-766:Oct4,13,22,24,30, Nov5,18,Dec2,3,11

HARWICH
ON-1202(17-03):Oct23, Nov19,25,27

B-772:Oct3,15,21,23

B-789:Nov18,Dec15,16

HASTINGS
D-640:Oct29(x2)

D-699:Oct1,2,3

HAYLING ISLAND
B-829:Oct1,2,7,11(x2), Nov6(x2),13,Dec4

D-642:Oct1,2,Nov13

HELENSBURGH
B-791:Oct13,22,24(x2), Nov30

HELVICK HEAD
B-760:Oct2,5,Nov7

HOLYHEAD
ON-1272(17-41):
Oct2,29,Nov27

D-654:Nov25,Dec11

HORTON AND PORT EYNON
D-688:Oct1,9

HOWTH
D-659:Oct9,Nov20,24

HOYLAKE
ON-1163(12-005):Dec20

HUMBER
ON-1216(17-05):Oct15, Nov5,9,13,18,Dec5,7,22,27

HUNSTANTON
B-848:Nov20,29

H-003:Oct1,Nov20

ILFRACOMBE
ON-1165(12-007):Oct27,29

D-710:Oct23,29,Nov2

INVERGORDON
ON-1206(14-08):Nov5(x3)

ISLAY
ON-1219(17-08):Nov4,29, Dec12,15

KESSOCK
B-771:Nov5(x2),Dec10,11, 12,14

KILKEEL
B-812:Oct9,10,11(x2),12,13, 17,30

B-815:Nov23

KILMORE QUAY
ON-1298(16-18):
Oct1(x2),27,Nov6

KINGHORN
B-836:Oct8,9,30,Nov4,11, 12,Dec4(x2),20,27

KINSALE
B-728:Dec30

B-796:Oct3,8,Nov9,18

KIPPFORD
D-718:Nov13

KIRKWALL
ON-1254(17-27):
Oct3,24,Dec20

KYLE OF LOCHALSH
B-740:Oct9,21,24,28

LARGS
B-854:Nov13,22

LERWICK
ON-1221(17-10):Nov11

LITTLE AND BROAD HAVEN
D-628:Oct15,Nov3

LITTLEHAMPTON
B-779:Oct2,10,14,18,21,30, Nov15

D-631:Oct11,Nov23,24

LITTLESTONE-ON-SEA
B-785:Nov9,12

LLANDUDNO
ON-1164(12-006): Dec9,31

D-656:Oct16,27,Dec1,9

LOCHINVER
ON-1271(17-40):
Oct14,Dec25

LONGHOPE
ON-1284(16-05):
Nov4,12,13

LOOE
B-793:Oct3,8

D-741:Oct5

LOUGH DERG
B-736:Oct16

LOUGH SWILLY
ON-1142(47-029):
Oct7,22,29,Dec14,17

B-802:Oct22,29

B-819:Dec17

LOWESTOFT
ON-1132(47-020):Oct8,13, 14(x2),25,28,Dec17

LYME REGIS
B-741:Oct7,9,22,23

LYMINGTON
B-784:Oct1,2,3,8,Nov1,5

LYTHAM ST ANNES
ON-1189(12-30):Oct17,24

D-657:Oct2,14,17,24(x2), 26(x2),29(x2),30

MABLETHORPE
B-778:Dec2,25

D-653:Dec25

MACDUFF
B-804:Nov19

MALLAIG
ON-1250(17-26):Oct13,28, Nov15,24,Dec5,8

MARGATE
ON-1177(12-20):Nov20,22, Dec17

D-706:Oct2(x3),26, Nov22,25

MINEHEAD
B-824:Nov12,21,Dec3,12

D-712:Nov27

MOELFRE
ON-1116(47-013):Dec30

D-689:Oct9,15,Dec30

D-700:Nov22

MONTROSE
ON-1152(47-034):Nov1,2

D-626:Oct22,Nov1,Dec29

MORECAMBE
D-722:Oct2,16,18,29,Dec3

H-002:Oct1,29

MUDEFORD
B-806:Oct1(x2),3,15,20, Nov15,20,22,25

NEW BRIGHTON
B-837:Oct1,2(x3),29, Nov21,Dec11

NEW QUAY
ON-1172(12-15):Dec23

D-616:Oct23

D-645:Dec21

NEWBIGGIN
B-745:Oct29,Nov5

NEWCASTLE
ON-1188(12-29):
Oct30,Nov10,26

D-637:Nov10

NEWHAVEN
ON-1243(17-21):Oct1,5,6, 11,16,17,20,21,25,28,29, Dec2

NEWQUAY (CORNWALL)
B-821:Oct1,8,11,25, Nov2,20,27,Dec7,18

D-636:Oct11,25,Nov2,9,27

NORTH BERWICK
D-619:Oct28

OBAN
ON-1227(14-23):Oct1,3, 9,28,Nov3,Dec8,11

PADSTOW
ON-1283(16-04):
Oct2,Dec21

PEEL
ON-1181(12-22):Oct29

PENARTH
B-839:Oct14,16,Nov17, Dec29

D-692:Oct3

PENLEE
ON-1265(17-36):Oct9,22, 23,Nov13,14,Dec15

B-787:Oct30,Nov13,20, Dec10,15

PETERHEAD
ON-1280(16-01):
Nov14,22,30,Dec1,8

PLYMOUTH
ON-1264(17-35):Oct1,2,3, 5,15,Nov12,17,26,30, Dec3,20,21

B-775:Oct2,3,8,13,14, Nov17,23,26,30,Dec2,11,18

POOLE
ON-1131(47-023):
Oct9,14,15,Nov6,27

B-825:Oct1,2(x2),3,6,7,9, 11,14,15,23,24

B-826:Nov6,11,12,14,18, 25,27,30,Dec12

PORT ST MARY
ON-1234(14-26):Oct4

D-742:Oct4

PORT TALBOT
D-713:Oct1,Nov6,12

PORTAFERRY
B-833:Nov21,26

PORTHCAWL
B-832:Oct2,3,16,25, Nov12,Dec4,27

PORTHDINLLAEN
ON-1120(47-015):
Oct14,27,28,30,Dec14,26

PORTPATRICK
ON-1301(16-21):Nov22

PORTRUSH
ON-1257(17-30):
Oct7,15,21

ON-1269(17-38):Dec18,22

D-738:Oct2,15,21

PORTSMOUTH
B-846:Oct1(x2),3,5,9,13,14, 15,16,23,30,6,20,27,Dec11, 18,24

D-716:Oct1(x2),9,16,23, Nov27,Dec7,18

PWLLHELI
ON-1168(12-010):Nov27

D-676:Oct7,Nov26,Dec18

QUEENSFERRY
B-735:Oct9,16,28,31, Nov1,12,13,15,19,26,Dec27

RAMSEY
ON-1171(12-14):Nov18

RAMSGATE
ON-1197(14-02):
Oct1,12,30,Nov11,17, Dec11,15(x2),19

B-765:Oct2,16,29,Nov2,9, Dec25

RED BAY
B-843:Oct27

REDCAR
B-777:Oct1,2(x2),10,11, 24(x2),29,Nov6

D-677:Oct1(x4),2,10,11(x2)

RHYL
D-632:Dec9

ON-1183(12-24):Nov6

D-632:Oct25,28,Nov6, Dec8

ROSSLARE HARBOUR
ON-1267(17-43):Oct26, Dec7

RYE HARBOUR
B-842:Oct14,22,Nov13,27, Dec26

SALCOMBE
ON-1289(16-09):
Oct7,Nov17

B-794:Oct7,23,Dec16

SCARBOROUGH
ON-1175(12-18):Dec5,7

D-724:Dec22

D-730:Oct9

SEAHOUSES
ON-1173(12-16):Oct1,30, Nov12

D-686:Oct10,Nov3,12(x2)

D-730:Nov27

SELSEY
ON-1146(47-031):
Oct29(x2),Dec21

D-640:Oct1

D-691:Oct29,Nov19,Dec21

SENNEN COVE
ON-1294(16-14):Nov20, Dec3

SHEERNESS
ON-1211(14-13):Nov6(x2), Dec13

D-662:Oct1(x2),3,9,28, Nov3,24,30,Dec29

SHERINGHAM
B-818:Oct30

B-845:Oct2,3

SHOREHAM HARBOUR
ON-1295(16-15):Oct13,17, Dec18

D-660:Oct1,2,27,Nov9

SILLOTH
ON-1282(Oct2(x2),8,18

SKEGNESS
ON-1166(12-008):
Oct2,Dec11

D-739:
Oct1(x3),2(x5),7,11,21

SKERRIES
B-747:Oct2,8,23, Nov20,24,Dec11

SLIGO BAY
B-781:Nov6,13,22,Dec27

SOUTHEND-ON-SEA
B-776:Oct1,7,16,18,30, Nov6

D-633:Oct20,23

D-685:Oct19

H-004:Nov17

SOUTHWOLD
B-750:Dec30

B-773:Oct1,7

ST BEES
B-831:Oct10

ST CATHERINE
B-830:Oct8,23,Nov6

ST DAVIDS
ON-1139(47-026):Nov3

D-704:Nov29

ST HELIER
ON-1292(16-12):Oct16

B-816:Nov12,Dec22

ST IVES
ON-1167(12-009):
Nov3,Dec17,21

D-668:Nov3

ST MARY’S
ON-1229(17-11):Nov4

ST PETER PORT
ON-1203(17-04):Nov12

ON-1260(17-31):Dec16,28

STORNOWAY
ON-1238(17-18):Oct30, Nov7,Dec11,31

STROMNESS
ON-1236(17-16):
Oct8(x2),30

SUNDERLAND
B-817:Oct1,10,12,28, Nov6(x2),10,16,20

B-830:Dec15,23

D-608:Oct1,2(x2),12,27,28

D-747:Nov20,Dec27

SWANAGE
ON-1162(12-004):
Oct14,16,17

ON-1182(12-23):
Oct1,Dec6,17

D-613:Oct14,16(x2),Dec17

TEIGNMOUTH
B-807:Oct15(x2),17,25, Dec2,25,29,31

B-809:Oct5(x2),9

XP-32:Oct5,Dec31

TENBY
ON-1286(16-06):Oct3, Nov14,16,Dec30

D-727:Oct28,Nov14,16,20

THE LIZARD
ON-1300(16-20):
Oct22,Nov20

THE MUMBLES
ON-1127(47-019):
Oct2,Nov6

D-623:Oct2,8,Dec22,26

THURSO
ON-1273(17-42):
Oct27,Nov28

TIGHNABRUACH
B-743:Oct12

TOBERMORY
ON-1270(17-39):Nov4,19

TORBAY
ON-1255(17-28):Oct1,8, Nov2,23,26

D-651:Oct3,7,8,27, Nov17,26,Dec9

TOWER
E-002:Oct16(x2),18,22,23, 24(x2),27,28(x2),29,30(x2), Nov3,5(x2),6,7,28,Dec3(x4), 6,7,8,9,10(x3),12(x2),13(x2), 16,17(x2),22,23

E-004:Oct1(x7),2(x3),3, 4(x3),5(x2),6,7(x3),15

E-005:Oct10(x2),11(x2),13, 15(x3),21,22,29,Nov7,11(x2), 14,17(x2),19,24(x2),29(x2), Dec1

E-07:Nov11,20,21(x2), 23(x2),25(x4),26(x3),28,29, Dec3(x2),20,21,23,26, 29(x3),31(x2)

TRAMORE
D-643:Dec12

TREARDDUR BAY
B-847:Oct1,12,Nov27(x2)

TROON
ON-1275(14-38):Oct1,15, 25,28,Nov2,4,14,21,27, Dec8,9,17,26

D-684:Oct1,15,24, Nov4,14,Dec26

TYNEMOUTH
ON-1278(17-45):
Oct2,3,14,Dec13

ON-1279(17-46):
Oct24,Nov5,9

D-693:Oct1

D-730:Oct28,30

WALMER
B-803:Oct15,Dec27,28

D-663:Oct1,2

WALTON AND FRINTON
ON-1299(16-19):Nov6,20

WELLS
D-661:Oct2(x2),12,30,Dec3

WEST KIRBY
D-612:Oct18, Dec21,23,24,28

WEST MERSEA
B-761:Oct1,2(x2),16(x2),22, 29,Nov19,25,Dec13,27

WESTON-SUPER-MARE
B-767:Oct15,30(x2)

D-696:Oct1(x3),15,18,30(x2)

WEXFORD
D-644:Oct14,20, Nov17,18,19

WEYMOUTH
ON-1261(17-32):Oct1(x2), 2,4,26,31,Nov1,8,19,25,26, Dec10(x2),30

B-746:Oct1,2,13,20,23,31, Nov10,19,25,26,Dec3

WHITBY
ON-1212(14-14):Oct2,3,15, Nov20

D-674:Oct4,15,Nov5

WHITSTABLE
B-764:Oct18,23,Dec17,19

WICK
ON-1224(14-20):Oct11, Nov6,Dec5,10

WICKLOW
ON-1153(47-035):Oct30

D-650:Oct27,30,Nov26

WITHERNSEA
D-701:Nov13,24

WORKINGTON
ON-1138(47-025):Oct2,8, 23,Dec7,22

D-629:Oct8

YARMOUTH
ON-1249(17-25):
Oct2,14,Nov1

YOUGHAL
B-780:Oct14,23, Nov27,Dec1

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NAMING CEREMONIES
D-744, **Laurence and Percy Hobbs**, Eastbourne, 7 December 2011
D-750, **Yeoman of the Guard**, East Cowes, 9 December 2011

ON STATION
B-737, **Thelma Glossop**, Loch Ness, 13 September 2011
B-853, **Binny**, Galway, 5 October 2011
(B-738 has been withdrawn)
B-850, **Edna May**, Relief Fleet, 20 October 2011
B-854, **RA Wilson**, Largs, 6 November 2011
(B-739 has been withdrawn)
D-747, **Myjo**, Sunderland, 8 November 2011
(D-608 has been withdrawn)
D-748, **Willett**, Calshot, 11 November 2011
(D-609 has been withdrawn)
ON-1301(16-21), **John Buchanan Barr**, Portpatrick, 13 November 2011
(ON-1151(47-033) has been withdrawn)
D-750, **Yeoman of the Guard**, Relief Fleet, 30 November 2011.
D-749, **Diane Hilary**, Burry Port, 7 December 2011
(D-611 has been withdrawn)
B-856, **Spirit of Fred. Olsen**, Kyle of Lochalsh, 15 December 2011
(B-740 has been withdrawn)
B-855, **Eric C Guest**, relief fleet, 20 December 2011



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The long view

One hundred years on from the sinking of RMS *Titanic* we are reminded of the continuing perils of the sea with the recent with the *Costa Concordia*

Right:
See what young RNLI supporters have been finding out about life aboard the *Titanic* from Kezia's letter at rnli.org.uk/sf108letter

Below:
In 2012, *Costa Concordia* lies stricken with her lifeboats in the foreground

Bottom:
An artist's impression of survivors escaping the sinking *Titanic* in 1912

Both incidents involved loss of life, with friends and families waiting anxiously for news of their loved-ones. Then and now, the public at large found it unimaginable that a vast, state-of-the-art passenger vessel could fail to detect – and then be wrecked by – an inert object in its path.

Although far outside the RNLI's ring of safety around the UK and RoI, these disasters are of great significance to the charity's work of saving lives at sea worldwide (see page 8). And we have some surprising direct connections with *Titanic*.

Our Headquarters library holds an original letter (right) by *Titanic* Stewardess Mary Kezia Roberts that she wrote to her husband 2 days before the ship hit the iceberg. She was lucky enough to be among the 712 survivors – 1,495 perished*.

A couple of years later Kezia was working aboard the hospital ship *Rohilla* when it too met disaster, sinking off Whitby. Incredibly, she survived again – along with 228 others who were saved by six RNLI lifeboats.

The Countess of Rothes, Lucy Noël Martha, was a *Titanic* survivor from the other end of the social spectrum. Her father was so relieved by her safe return that he funded a new RNLI lifeboat for Fraserburgh.

The legendary tale of the *Titanic* and the unfolding story of the *Costa Concordia* hold a fascination for many.

In 1985, *Titanic*'s remains were located 3,800m down, after a search of 12 years by a team led by Dr Robert Ballard. Poignant artefacts include jewellery, clothing and crockery, some of which are to be exhibited this year in Belfast, Liverpool, Southampton and the National Maritime Museum in Greenwich. Memorial cruises will follow the White Star liner's ill-fated route, even visiting the site of the infamous berg.

Yet cruise ships remain one of the safest ways to travel. Each, rare, incident goes on to inform better boat design and safety procedures and the RNLI is right there, working at local, national and international levels. Our researchers and engineers tackle both technical and human issues to help make our maritime activities the safest they can be.

Words: Jon Jones
Illustration: Philcold
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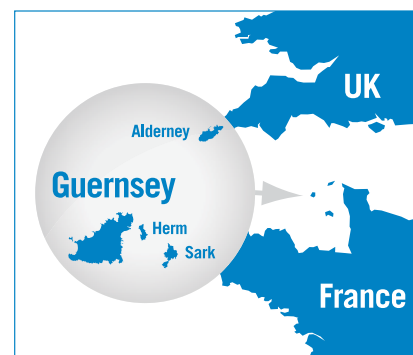
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