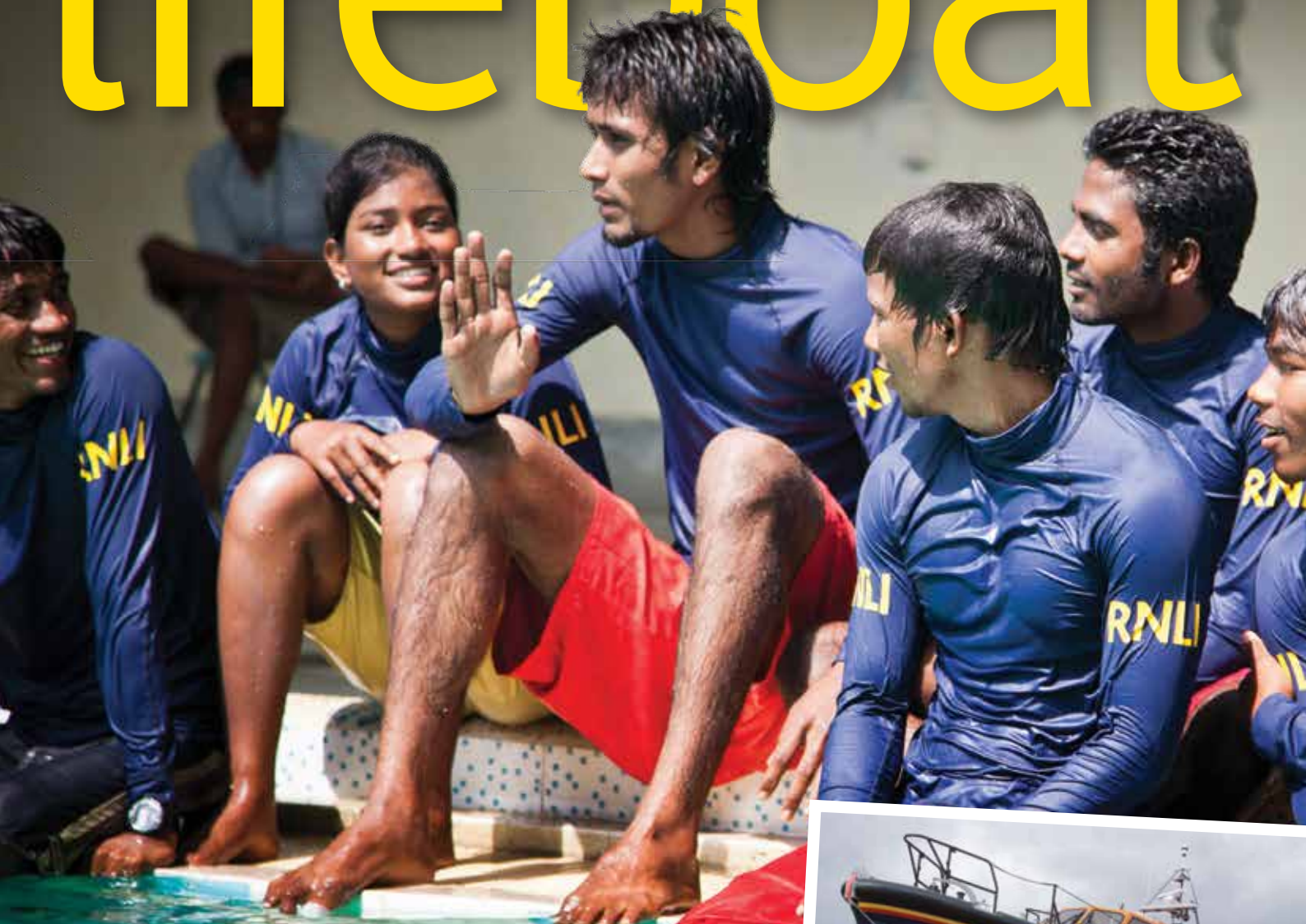


ISSUE 600
SUMMER 2012



the lifeboat



LO- AND HI-TECH MILESTONES

Back to basics in Bangladesh
and the space-age Shannon class



PLUS

OCEAN ADVENTURER
CLEANING UP OUR WATERS

YOUR ACHIEVEMENTS
2011 IN NUMBERS

LEAP OF FAITH
SILVER SERVICE IN A STORM

OUR PATRON'S 60 YEARS
EXTRAORDINARY COMMITMENT

The journey is just the start of the *adventure*



Discover

INDIA'S GOLDEN TRIANGLE

Discover vibrant colours, astonishing beauty and a wealth of history on a tour that visits many of India's most famous and exciting places and gives you a flavour of the true magnificence of this awe-inspiring country.

Days 1-2: Fly to Delhi. Leave London on an overnight flight to Delhi. Arrive on Day 2 for a sightseeing tour, exploring the white, busy avenues and admire the impressive British colonial architecture of New Delhi.

Day 3: To Shimla. Board the Shatabdi Express to Kullu, changing to the narrow-gauge Toy Train, usually awarded UNESCO World Heritage status, into the Shivalik mountains en route to Shimla. Spend those nights at the fabulous 5-star Cliveden Hotel.

Days 4-5: Explore Shimla. Join a tour to explore this beautiful city, taking us past the lovely Calvary Temple, the Victorian Gothic-Cliveden Church and Scandal Point. Day 5 is free to explore at your leisure.

Day 6: Return to Delhi. Leave by Toy Train for the journey back down the mountain, through stunning landscapes to Kullu, joining the Shatabdi Express to Delhi for another overnight stay.

Day 7: Exploring Old Delhi. This morning we visit fascinating and colourful Old Delhi, where we enjoy authentic sight around the monumental, peaceful Shah Jahan, a World Heritage site, and the Jama Masjid – the largest mosque in India.

Day 8: The Taj Mahal and Agra Fort. Join the Shatabdi Express to Agra, visiting the incredible Red Fort, built over a hill above Agra, then travel across the city to the Taj Mahal. Transfer to the 5-star Mughal Sheraton for the night.

Day 9: Fatehpur Sikri. Journey to Fatehpur Sikri, a perfectly preserved ancient walled city, then continue north to the Pink City of Jaipur for three nights at the 5-star Sheraton Rajpootana Palace.

Days 10-11: Jaipur. Visit to the City Palace – still home to the Maharaja, the spectacular observatory and the colour-filmed. Day 11 is free to explore to further explore Jaipur at your leisure.

Day 12: The Amber Fort then return to Delhi. Into the hills to the Amber Fort, passing the Taj Mahal water park along the way. Admire the incredible facade, intricate interior and views of the Aravalli mountains then visit the pink-walled Palace of the Winds. The afternoon free to explore to explore before the evening journey back to Delhi for a final overnight stay.

Day 13: To London. Transfer to Delhi airport for our return flight to London arriving late afternoon.

India's Tigers & Palaces



11 days from £1,528
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- * Dinner every day (packed dinner on Day 6 and on the final evening)
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- * Visits to the Taj Mahal, Fatehpur Sikri and the Amber & Jaigarh Forts
- * 2 rail journeys on the Toy Train and the Shatabdi Express
- * All transfers
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- * Accompanied by a professional Tour Manager and a local guide throughout

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Incredible India



Lifeboats

SUMMER 2012 ISSUE 600

Main cover photo: See page 5. Trainee lifeguards in the world's drowning hotspot (RNLI/Mike Lavis) Inset photo: See page 24. Our newest all-weather lifeboat on her trials (RNLI)

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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 GCBE OBE DL
Chief Executive: Paul Boissier

Dear Reader

I've just experienced almost every kind of weather in one week. No, I've not been globe trotting, just holidaying in Cornwall. Waking variously to hot sunshine, chilly pea-souper, or lashing hail, I knew that whatever I chose to do, I'd meet the RNLI.

An RNLI flag flew outside the cycle hire shop; a collection box graced the counter of both the pub and the post office; lifeguards patrolled the vast expanse of beach at low tide; and a lifeboat station stood at the heart of many communities.

Everyone knew whom and what I meant when I said I worked for the RNLI. Some were excited and some solemn. But all spoke with pride and respect for the lifesavers who risk their own lives at sea.

In this 600th issue of *the Lifeboat*, in the 60th Jubilee of our Patron, you'll find some outstanding examples of courage and selflessness. Timeless qualities to celebrate, wherever you live.

Liz

Liz Cook, Editor

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Including an unforgettable 2011

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LIFEBOAT LOTTERY

LAUNCHES



Securing futures

How did we fare in 2011 – a year when sea conditions and the economic climate were equally challenging? Supporters, volunteers and staff gathered to find out the latest facts and figures

Speaking at our AGM on 17 May, Chairman Admiral the Lord Boyce (pictured below) reported that our lifesavers had shown their commitment and courage time after time. Lifeboat crews rescued nearly 8,000 people, and lifeguards aided over 17,500. ‘So that’s how we’ve been securing futures at sea, but what about securing the future of our charity?’

Mike Boyce went on to explain: ‘Using a methodology called Lean, we set out to reduce waste, improve efficiency and save money. And it’s working, because we have made cost savings of £8.4M. A huge saving, nearly 5% in fact, that we will go on to make every year.’



Photo: RNLI/Nigel Millard

‘This is despite a few years of heavy inflation, expanding our lifeguarding service, and building a stream of new lifeboats and lifeboat stations. We are squeezing every last halfpenny’s-worth of value out of the funds that our donors give us. We have made sure the charity is agile and ready for anything, whatever the climate.’

And what about income, the other half of the equation? Mike highlighted the superb generosity of donors and hard work of fundraisers: ‘Thanks to them, raised voluntary income reached £52.2M in 2011. Legacies reached £97.7M last year, thanks to those people who remembered the RNLI in their Wills.’

‘Every pound and euro donated is essential, as equipping and training lifesavers to cover 19,000 miles of coastline has a huge cost attached, more than £140M.

Lord Boyce concluded by thanking people like you, our readers, for your role in keeping the RNLI afloat. ‘I would like to pay tribute to you,’ he said, ‘for all you have done to secure the future of this lifesaving charity – and the futures of all those rescued last year.’

See page 38 for our report of the annual awards ceremony.

MONEY IN 2011

Income: £162.9M

Legacies	£97.7M
Fundraised income	£52.2M
Net investment income	£4.0M
Net merchandising and other trading	£5.4M
Lifeguarding and other income	£3.6M

Revenue expenditure: £140.6M

Rescue	£65.4M
Operational maintenance	£43.0M
Cost of generating voluntary income	£22.8M
Prevention (coastal safety)	£4.3M
Innovation (lifeboat design)	£4.4M
International	£0.2M

Capital expenditure: £31.8M

Lifeboat stations	£10.9M
Lifeboats and launching equipment	£17.0M
Other equipment/property	£3.9M
(Capital expenditure represents payments made for any assets of an enduring nature costing over £10,000 each.)	

HOW WE SPEND DONATIONS

It costs us over £140M each year to run our lifesaving service and, in 2011, we also spent over £30M on capital items such as lifeboats and lifeboat stations.

85p
in every pound
donated goes to
the rescue service



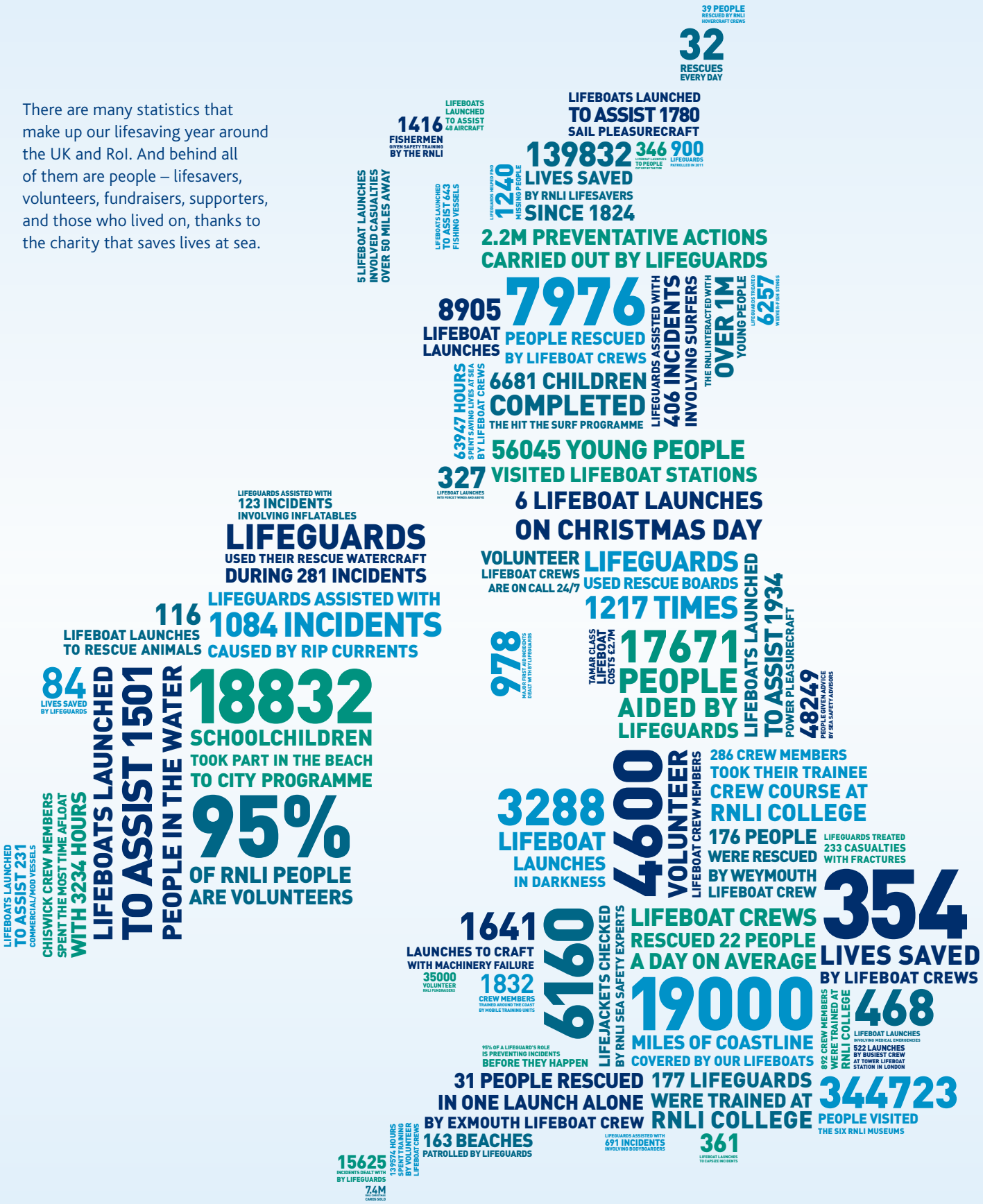
15p
in every
pound
donated is
reinvested
to generate
more funds

2011 FINANCIAL SUMMARY

Despite the tough financial climate, the RNLI achieved a surplus of income over expenditure of £22.3M, which, together with investment growth of £3.5M, has already been committed to fund our capital expenditure on lifeboats and lifeboat stations for the future.

- Free reserves stood at £93.6M at the end of 2011, equivalent to just 9 months’ expenditure.
- In 2011 the RNLI paid the UK Government £2M in irrecoverable VAT.

There are many statistics that make up our lifesaving year around the UK and RoI. And behind all of them are people – lifesavers, volunteers, fundraisers, supporters, and those who lived on, thanks to the charity that saves lives at sea.



This summary is intended to give an understanding of the overall financial position of the RNLI for 2011 and has been taken from the full audited accounts for the year ended 31 December 2011. To receive a copy, download from the website at rnli.org.uk or contact RNLI Headquarters.

cottages4you



This summer why not take a holiday with cottages4you? Is your idea of heaven heading off to the coast for sandcastles and paddling or a harbour walk and visiting one of the many RNLI lifeboat stations? Maybe you prefer riverside walks, theme parks, zoos or castles – Whatever you fancy, a cottage holiday gives you the freedom to make your holiday dreams come true.



For every holiday booked you will get 5% discount and cottages4you/Howseasons will pay 5% in support of the RNLI and its work!

Howseasons

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Visit www.cottages-4-you.co.uk/mliiholidays to find your perfect holiday accommodation. For cottages4you call 0845 268 8694 or for Howseasons call 0844 561 8399 and quote "RNLI5" when booking to ensure you receive your 5% discount and 5% goes to the RNLI.



Saving lives in Bangladesh

An RNLI team travelled to Bangladesh in March to help set up the country's first lifesaving club. And, on 16 April, club member Mohammed Abdul Sukkur saved his first life, rescuing a drowning tourist from a rip current.

Bangladesh has one of the world's highest drowning rates, with 18,000 deaths a year.

Lifeguards Darren Williams from Swansea and Scott Davidson from Norfolk went to Cox's Bazar in southern Bangladesh and spent a week with 15 local volunteers – including the country's first female lifeguard.

For 5 days they covered the basics of being a lifeguard:

- personal fitness
- beach surveillance
- risk assessment
- recognising when someone is in distress
- rescue equipment
- wind, waves and currents
- reaching, retrieving, assessing and treating a casualty.

They spent the final 2 days on a Train the Trainer course to help the volunteers pass on their new skills to others.

As we saw in our last issue, the drowning problem in Bangladesh is huge, particularly among children. International Development Manager Steve Wills says: 'We are sharing our knowledge to prevent more lives being tragically lost to drowning.'

'Cox's Bazar is a very popular beach and the volunteers have been doing their best with what little training and equipment they have. The people I've met in Bangladesh have a real sense of community and an absolute determination to reduce the massive drowning rates.'

See a video at rnli.org.uk/international.

Engine upgrades

We're replacing the engines on our Severn class lifeboats to make them even more reliable while reducing maintenance costs and emissions.

The new diesel engines will be able to reach our desired top speed of 25 knots but without having to work as hard as their predecessors. We worked with MTU UK to modify the engines for lifesaving purposes – they come with a bespoke sump and a capsized-proof breather system.

Eleven lifeboats will have the new engines by the end of this year, with four more a year being fitted from 2013 onwards.

Irish public answers MAYDAY

On 1 May, the people of Ireland got behind their volunteer lifeboat crews as part of the MAYDAY campaign, supported by food company John West. We asked the public to donate or hold a fundraising event – and the support blew us away. So much so, that we now hope to do this every year.

Crew members from Howth and Newcastle Lifeboat Stations launched the campaign on Dublin's Grafton Street. Newcastle's Sharon Pollock is pictured.

John West Managing Director Brendan Murphy says: 'We are hoping that 1 May will become synonymous with Irish people playing their part in saving lives at sea. We appreciate any donations that are made to the RNLI, no matter how small.'



Which way is the beach?

Summer’s here, and our lifeguards are back on patrol. This year, they’re on more than 180 beaches around the UK.



New beaches with RNLI lifeguard patrols this year include Cranfield, Murlough and Tyrella in Co Down; Whitmore Bay/Barry, Southerndown, Ogmere and Llantwit in the Vale of Glamorgan; and Redcar, Saltburn and Sandsend in North Yorkshire. RNLI lifeguards will also be on duty for the first time on 10 beaches in Kent: Botany Bay, Broadstairs/Viking, Joss Bay, Margate Bay, Minnis Bay, Ramsgate, Stone Bay, St Mildred’s, West Bay and Westbrook Bay. Full details of these and all our beaches can be found on rnli.org.uk. But you won’t always be near a computer when the sun comes out and you fancy hitting the beach. That’s why we’ve launched a free app for

- Apple and Android phones. Features of RNLI Beach Finder include:
- an easy way to find your nearest lifeguarded beach
 - live weather information
 - lifeguard patrol dates and times
 - water quality details (with the help of our friends at the Marine Conservation Society)
 - fun quizzes
 - sandcastle competition
 - virtual postcards to share on your social networks.

It’s now available at the Apple Store and Google Play. See you on the beach!

Spirit of Fred. Olsen

The new B class lifeboat for Kyle of Lochalsh, in the Scottish Highlands, has been named *Spirit of Fred. Olsen*. She is pictured after her naming ceremony, being taken from the station to the water for a display. The lifeboat was funded by guests onboard Fred. Olsen’s four ships *Balmoral*, *Black Watch*, *Braemar* and *Boudicca*. The company has been supporting the RNLI for 40 years, and last year alone its generous passengers raised £95,424. The new lifeboat’s first rescue came on 27 March, when her crew were called to a walker who had fallen and dislocated her shoulder on the Isle of Skye. See Fred. Olsen’s latest offers for RNLI supporters opposite.



Olympic spirit

Looking forward to the Olympics? We are, and we’re lucky enough to be involved in a number of ways. Lifeboat crews will provide additional safety cover during the Olympic and Paralympic sailing events off the Dorset coast, while RNLI lifeguards will watch over competitors in the triathlon and marathon swim events in London. We’re also involved in the torch relay. It has already travelled onboard *Beaumaris* and *Douglas* lifeboats, and on 18 July Dover lifeboat crew will take the torch from a tall ship at sea. A number of RNLI people will be carrying the torch as it makes its journey around the UK – including Crew Members Kathy Batts (Gravesend), Emma Knight (Poole) and Anthony Chambers (pictured in Portrush).



Words: Mairéad Dwane
Photos: RNLI/(Mike Lavis, Nigel Millard, Rhyl, Tony Roddam), Nicholas Leach

CRUISE SALE

From Fred. Olsen Cruise Lines



15% of the price of these selected cruises will be paid in support of the RNLI

Our smaller ships bring you closer to some of the world’s most fascinating places – from sun-kissed beaches of the Mediterranean or the Canaries to the awe-inspiring treasures of the Baltic Capitals. Why not try one of the cruises below and experience the Fred. Olsen difference for yourself, and with prices from £249pp these sailings are all the more irresistible.



Antwerp Overnight

Departs 25th Aug 2012 – 3 nights
From Southampton – *Balmoral* – L1214

Prices from £249pp*

Southampton, overnight stay in Antwerp (Belgium), Southampton

FREE: £30 On Board Spend or parking

Baltic Capitals

Departs 12th Sep 2012 – 13 nights
From Dover – *Black Watch* – W1214

Prices from £1,099pp*

Dover, Warnemunde (Germany), Tallinn (Estonia), overnight stay on board in St. Petersburg (Russia), Helsinki (Finland), Turku (Finland), Copenhagen (Denmark), Aalborg (Denmark), Dover

FREE: £130 On Board Spend or parking

Spanish Discovery

Departs 26th Sep 2012 – 15 nights
From Newcastle – *Boudicca* – D1222

Prices from £1,099pp*

Newcastle, Ferrol (Spain), Gibraltar, Cartagena (Spain), Palma (Mallorca), Alicante (Spain), Malaga (Spain), Lisbon (Portugal), Newcastle

FREE: £150 On Board Spend or parking

The Canaries & North Africa

Departs 6th Oct 2012 – 14 nights
From Dover – *Braemar* – M1224

Prices from £999pp*

Dover, Funchal (Madeira), San Sebastian (La Gomera), Santa Cruz (Tenerife), Las Palmas (Gran Canaria), Arrecife (Lanzarote), Agadir (Morocco), Lisbon (Portugal), Dover

FREE: £140 On Board Spend or parking

Coastal Spain & Algiers

Departs 23rd Oct 2012 – 16 nights
From Dover – *Black Watch* – W1216

Prices from £1,149pp*

Dover, Cadiz (Spain), Castellon (Spain), Palamos (Spain), Mahon (Menorca), Algiers (Algeria), Almeria (Spain), Gibraltar, Dover

FREE: £160 On Board Spend or parking

Islands of the Atlantic

Departs 8th Nov 2012 – 14 nights
From Dover – *Black Watch* – W1217

Prices from £1,069pp

Dover, Lisbon (Portugal), Arrecife (Lanzarote), Santa Cruz (Tenerife), Santa Cruz (La Palma), Praia da Vitoria (Azores), Ponta Delgada (Azores), Dover

FREE: £140 On Board Spend & parking

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Royal Favour

As the UK celebrates The Queen’s Diamond Jubilee, we look back at 188 years of royal support

Sixty years ago, when HM The Queen succeeded her father, she became the eighth sovereign to take on the role of RNLI Patron. For nearly 200 years, successive kings, queens and consorts have acted as figurehead for the institution.

They have brought attention to the charity’s work, bolstering fundraising endeavours. Numerous visits by members of the royal family help to keep the institution’s work in the news and boost the morale of crews and their families.

Although the ‘Royal’ prefix did not come into use until 1854 when the National Institution for the Preservation of Life from Shipwreck (or National Shipwreck Institution for short) became the Royal National Life-boat Institution, King George IV served as Patron from the outset in 1824. King William IV followed for his 7-year reign.

In 1837, Queen Victoria took on the role on her accession to the throne. Her husband Albert, Prince Consort, later joined her in the supporting role of Vice-Patron, and the couple were said to have been ‘liberal annual subscribers.’

Queen Victoria gave permission for two lifeboats to be named in her honour. The first was *Queen Victoria* in 1887, the year of her Golden Jubilee. The second, *The Queen*, was for her Diamond Jubilee.

It was during Queen Victoria’s reign that the RNLI’s house flag first came into use, although it was not formally adopted until 1908. It was designed in 1884 by Leonora Preston, whose brother and stepfather had been rescued by the RNLI, and bore an image of a tudor-style crown. This was altered in 1953 to the St Edward’s crown used for the coronation.

The Royal Charter of Incorporation, which sets out the rules and authority under which the charity is governed, was granted by Queen Victoria in April 1860. Supplementary charters have since been issued, with amendments by King George V and Queen Elizabeth II.

Queen Victoria’s eldest son, who became King Edward VII, was the first member of the royal family to take a more active role and presided at several of the RNLI’s annual meetings. Speaking to the assembly as

Prince of Wales in 1893 he said:

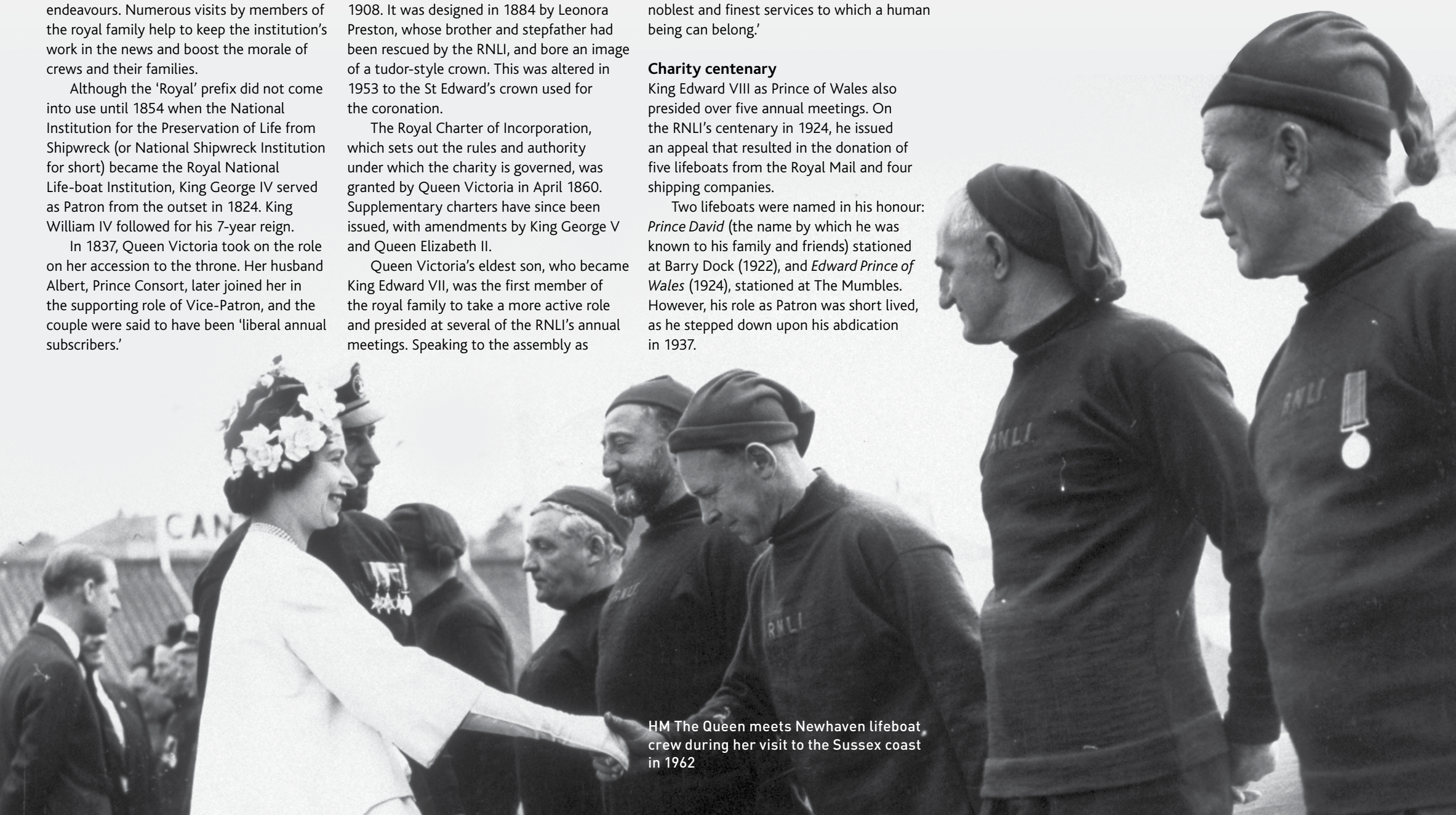
‘I do not consider that in this world there can be a finer service than this one in which men are called upon at all hours of the day and night to give their services, frequently at imminent risk to their lives, to save their fellow creatures from the frightful death of drowning. This is to my mind, one of the noblest and finest services to which a human being can belong.’

Charity centenary

King Edward VIII as Prince of Wales also presided over five annual meetings. On the RNLI’s centenary in 1924, he issued an appeal that resulted in the donation of five lifeboats from the Royal Mail and four shipping companies.

Two lifeboats were named in his honour: *Prince David* (the name by which he was known to his family and friends) stationed at Barry Dock (1922), and *Edward Prince of Wales* (1924), stationed at The Mumbles. However, his role as Patron was short lived, as he stepped down upon his abdication in 1937.

HRH The Queen Mother, then Duchess of York, also began her association with the RNLI in the 1920s, when she joined in celebrations of the institution’s 100th birthday. Two years later, an estimated crowd of 10,000 turned out at Montrose to see her name and take a trip aboard the new lifeboat, *John Russell*. >>



HM The Queen meets Newhaven lifeboat crew during her visit to the Sussex coast in 1962

6 decades of commitment



1954 Legendary lifeboatman

Henry Blogg, still the most decorated crew member and coxswain, dies aged 71, having saved 873 lives during 53 years’ service at Cromer.



1959 Gallant rescue

Moelfre lifeboat aids the *Hindlea* amid 100mph winds and 15m waves. Coxswain Dic Evans and crew rescue all hands and receive medals from The Queen.



1963

Little workhorses
Inflatable lifeboats are introduced to the RNLI fleet to help deal with the growing number of incidents close to shore.



1968 Students design lifeboat

The first rigid inflatable rescue boat is developed for the RNLI at Atlantic College, under the supervision of Headmaster Rear-Admiral Hoare.



1975 Milestone in lifesaving

Stuart Nixon, aged 13, becomes the 100,000th person to be saved by the RNLI, after drifting out to sea in a rubber dinghy.



1979 Bronze, Silver and Gold

Superintendent Coxswain Brian Bevan deals with three storm force rescues in as many months and becomes the first person to be awarded all three medals in one ceremony.



1981 Disaster at sea

All hands are lost aboard Penlee lifeboat *Solomon Browne* while attempting to rescue the crew of the coaster *Union Star* in 100mph winds and 18m waves.

» As Queen Elizabeth, she became Patron alongside her husband King George VI in 1937. Throughout her life she continued to support the charity and was said to have been an avid reader of *the Lifeboat*. She made many visits to lifeboat stations. At the age of 89, in 1989, she named the Thurso lifeboat *The Queen Mother* and went aboard to inspect her. In September 2001, just 6 months before her death, Broughty Ferry's *Elizabeth of Glamis* was named in her honour.

Queen Elizabeth II's association with the RNLI dates back to her days as Princess Elizabeth when she made donations to the institution from funds given to her as wedding gifts and from proceeds raised by exhibitions of her wedding dress and gifts. On her succession, she became Patron alongside both her mother and grandmother, Queen Mary.

HM The Queen became the first reigning monarch to name a lifeboat in July 1972, when she Christened *The Royal British Legion Jubilee* at Henley-on-Thames, Oxfordshire. Since then, she has named another four lifeboats: the Waveney class *The Scout*, Mersey class *Her Majesty The Queen*, Severn class *Richard Cox Scott*, and Severn class *Sybil Mullen Glover*.

In 2004, HM The Queen, HRH The Duke of Edinburgh and HRH The Duke of Kent presided over the opening of RNLI College in Poole, while In November last year the royal couple visited Margate Lifeboat Station.

Into the future

All The Queen's children have followed their mother in showing support for the charity. HRH Princess Anne has been particularly active. Most recently, she dropped in to meet crew and fundraisers at Macduff Lifeboat Station in Lothian, while last year

she opened the new Bembridge Lifeboat Station and named the Tamar class *Alfred Albert Williams*.

HRH Charles Prince of Wales and HRH Camilla Duchess of Cornwall enjoyed a trip to Salcombe Lifeboat Station last July, while in April this year the couple visited Peel station on the Isle of Man.



The Duke of Kent shares a smile with Peter Bougourd of St Peter Port lifeboat in 1985

Now, a new generation of royals is also continuing the tradition of supporting the RNLI. Crew at Trearddur Bay, Anglesey, were delighted last year when Prince William and his then fiancée Catherine Middleton chose to make the naming of an Atlantic 85 lifeboat their first official joint engagement.

The Duke of Cambridge's work as a search and rescue pilot gives him a closer affinity to the work of the RNLI than any royal before him. He has been called on to work alongside the charity on rescue missions including that to the *Swanland* in November last year, when he co-piloted a helicopter in rescuing two men.

At Trearddur Bay he said: 'I realise, as we all do at RAF Valley, what a vital part this new lifeboat plays in our combined effort to save people from the sea.'

'I know that I join everyone here in

praying that *Hereford Endeavour* will keep them safe while they save others. God speed you in your dangerous and gallant work.'

Presidential office

Alongside our royal patrons, a long line of dukes and earls have taken on the more active role of President. In the last century,

this position has been taken on by the Dukes and Duchesses of Kent. HRH George Duke of Kent, brother of King George VI, served from 1936 until 1942 when he was killed in a plane crash on active service. His widow, HRH Princess Marina, quickly took

over his duties and became a very active supporter of the charity.

Her son, HRH Prince Edward, Duke of Kent, became President of the RNLI in 1969 and still serves the charity to this day. His sister HRH Princess Alexandra has also taken a keen interest, including joining her brother in the dedication of Shoreham Harbour's new station and lifeboat in June 2011.

Last year alone, the Duke, now aged 76, made visits to seven stations and a divisional base and attended his 18th RNLI Annual Presentation of Awards. In 2005, a Severn class all-weather lifeboat was named *The Duke of Kent* in recognition of his service to the charity.

Jubilee hat-trick

This Summer is the third time that the RNLI has participated in celebrations for Queen



Prince William and Catherine Middleton name Trearddur Bay's Atlantic 85 lifeboat in 2011

Elizabeth II's jubilees. During her Silver Jubilee in 1977, three lifeboats took part in the pageant on the River Thames, including Sheerness's Waveney class, *Helen Turnbull*, which acted as the Lord Mayor of Westminster's barge for the procession.

Twenty five years later, when the country celebrated the Golden Jubilee, RNLI lifeguards and staff proudly escorted the Mersey class *Pride and Spirit* up the Mall as part of the Services Parade.

Just before we went to print, Eastbourne's new lifeboat *Diamond Jubilee* and 20 lifeboats from across our Thames and East Division stations took part in the 1,000-boat flotilla in London, acting as safety boats for participants and onlookers alike.

Turn to page 13 to find out how to order your own limited-edition pewter model of RNLB *Diamond Jubilee* and to see photographs of the day. See page 35 for how to order copies of our photographs.

Words: Jo Roche
Photos: Brian Green, TM Carter, Margaret Murray, Lalouette Photographers, RNLI/(Jon Jones, Derek King, Mike Lavis, Robin Sharp, Nathan Williams), *Scottish Daily Record*, *The Times*, Gerry Thomasen CC BY 2.0



The Queen is joined by The Duke of Edinburgh for the naming of Hartlepool's new lifeboat in 1977



HRH Duchess of Kent at the Wells lifeboat naming ceremony in 1990



HRH The Duke of York meets Penarth lifeboat crew in 1994



The Queen Mother at the Thurso lifeboat naming ceremony in 1989



1988
Mersey lifeboat
The first Mersey class all-weather lifeboat is introduced. She is twice the speed of her predecessors.



1993
Safer crew
The RNLI introduces a lifejacket that inflates automatically when the wearer enters the water.



1998
Saving lives inland
Crews from Weston-super-Mare and Penarth assist after severe flooding from Shrewsbury to Tewkesbury.



2001
New lifeguard service
RNLI lifeguards begin patrolling beaches in Dorset and Cornwall.



2002
London launch
Tower Lifeboat Station opens on the River Thames following an inquiry into the *Marchioness* disaster. Stations are soon established at Teddington, Chiswick and Gravesend.



2004
A home for training
HM The Queen and The Duke of Edinburgh officially open RNLI College in Poole.



2009
Memorial sculpture
HRH The Duke of Kent unveils the RNLI memorial at Poole. Crews observe a minute's silence for all those lost in the attempt to save others at sea.



2012
International innovation
The RNLI continues to expand its work overseas, helping other organisations to save more lives.

SUMMER LIFESAVING SALE

www.rnlishop.org.uk



Beach Hut Solar Light

Add a light, nautical touch to your garden or front porch with this beach hut. You can change the rechargeable battery each year to keep it at its best. Size: 35 x 14 x 13cm (14 x 5 1/2 x 5 1/8").

Was: £29.95
Now: £19.95
Order code: 122660



Time for Tea DOL Set

Includes coordinated ceramic tea, cookie and cookie mug. Mug capacity 350ml.

Was: £9.95
Now: £6.95
Order code: 74 1095



Water Wall Light

It looks just like a standard, rain-protected outdoor light, but features six ultra-bright LED lights within the bulb. Size: 41 x 30 x 21cm (16 x 12 x 8 1/2").

Was: £29.95
Now: £24.95
Order code: 122664



Bill Brown Fish Bag

This lightweight cotton bag from designer Bill Brown is ideal for everyday use. 40 x 40cm (16 x 16"). Handle length: 33cm (13").

Was: £9.95
Now: £7.95
Order code: 873279



Beach Sign

Beach is the word – an artistic little sign for your shelf or window sill. Cream painted, with a distressed finish. Size: 10 x 43 x 6cm (4 x 17 x 2 3/8").

Was: £14.95
Now: £7.95
Order code: 764132

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Lifeboats

Media Code: LBA12

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By royal appointment

Here are just a few pictures of the proud day our newest Tamar lifeboat *Diamond Jubilee* became the official safety boat for the Royal Barge in the Thames Pageant on 3 June.

extraordinary, a once-in-a-lifetime moment that none of us will ever forget.



The RNLI has played a consistently prominent

role, with no fuss or fanfare – just being

there where we are needed.'

Over 20 of our inshore lifeboats were in charge of search and rescue for the other 20,000 people taking part and over 1M spectators. Many historic lifeboats were in the pageant too, including *Stenoa* (former Watson class *Cecil* and *Lilian Philpot*) which helped to save 51 soldiers during the Dunkirk evacuations.

RNLI Chief Executive Paul Boissier says: 'The event was

Your own limited-edition pewter model

Diamond Jubilee is beautifully portrayed in this celebratory collectors' item (pictured). Only 150 have been made and each comes with a certificate of authenticity. Order yours today for £295 at rnlishop.org.uk or call 0845 126 699.



RESCUE



1 HELICOPTER DOWN

10 May: Aberdeen and Peterhead's all-weather lifeboats were called upon when a helicopter carrying oil rig workers crashed into the North Sea. All 14 of the helicopter's passengers and crew made it to the liferafts. Aberdeen lifeboat picked up nine people, while the rest were airlifted to safety. Peterhead's Tamar and Y boat are pictured here. See video at goo.gl/Rq7Hi or scan the QR code.



2 PUMPING POWER

13 February: This catamaran was holed on rocks, and her owner was struggling with the ingress of water with his own pump. Sunderland lifeboat crew were called upon to help, and launched both lifeboats – D class and B class – with pump at the ready. The water level was soon under control, and the lifeboats towed the catamaran to Corporation Quay in Sunderland Port. Port workers used a crane to lift the vessel out of the water for repairs. See video at goo.gl/yxCty or scan the QR code.



3 HIGH SEAS, LOW FUEL

3 April: A father and son were bringing their yacht from Troon to Whitehaven when they ran out of fuel in a force 9, 12 miles from their destination. Workington's Tyne class lifeboat launched at 4.45pm and headed for the yacht, which was now drifting towards St Bees with a couple of seasick and very cold men onboard. The lifeboat crew set up a tow and headed for shore. Conditions were so rough that the tow parted three times during the journey, and a lifeboat crew member had to jump onboard the yacht as her crew were so sick. They brought the yacht into Whitehaven at 9.15pm, returning to station at 10.15pm.



4 FEATHERED FRIEND

28 January: Littlehampton Crew Member Jon Maidment is pictured with 'Sammy' the swan. The crew found Sammy bleeding and in distress with fishing line lodged in his throat, picked him up (but not without some resistance) and got him to the RSPCA for treatment.



5 FISHERMEN RESCUED

30 January: Teignmouth lifeboat rescued five fishermen from a capsized trawler near the mouth of the River Teign. Volunteer Press Officer Tony Watson says: 'This just shows that accidents can happen, even to experienced mariners. It's a small community here and we're grateful that we could help our fellow seamen when they needed us.'



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

- 7 Dungeness, pages 16–19
- 8 Moelfre, page 21
- 9 Porthcothan, page 23

6 FERRY COLLISION

7 March: Bangor and Donaghadee lifeboats launched on the evening of 7 March after a passenger ferry and a cargo vessel collided in Belfast Lough. There were no injuries. The lifeboats helped assess the damage to the cargo vessel, and stood by as both vessels headed for harbour under their own power.



A leap of faith

When a January storm savaged a sail training crew and their yacht, a lifeboat headed to their aid – but in these violent conditions, what could the RNLI volunteers do to help?

Keen sailor Patrick Smart planned an exciting start to 2012 – he and six other crew stepped aboard a 12m sail training vessel on the afternoon of 2 January, planning to sail to the London Boat Show. It was a journey they are unlikely to forget.

Most of the crew were, like Patrick, amateur sailors keen to get more experience. Patrick soon faced a steep learning curve. 'On the first night we had quite big waves and a force 6–7 wind,' recalls Patrick. 'I was on the helm in the evening and it was difficult to steer.'

As the yacht headed past the Sussex coast, the Winter wind blew harder, the waves grew, and many of the crew started to suffer from seasickness. 'I was so ill I could not move from my bunk,' says Veronica Bower-Feek. When Patrick's stint at the wheel ended at midnight, he handed the helm over to a fellow crew member and tried to get some rest. But sleep would be impossible. 'During this time the sea became violent. I was being flung from one side of the cabin to the other.'

By the early hours of the morning, most of the crew were suffering from such severe seasickness that they could not help to sail the yacht. As they neared Dungeness Point off the Kent coast, the yacht's skipper radioed Dover Coastguard and reported that his crew were incapacitated and his yacht was struggling in the horrendous conditions. Shortly before 5.30am, the Coastguard requested Dungeness lifeboat to head to the yacht.

Fury of the elements

Crew Member Garry Clark woke with a start at 5.30am. 'I scrambled into some clothes and headed to the station,' says Garry. 'It was a wild night.' Deputy Second Coxswain Mark Richardson was the duty coxswain at the time: 'I picked experienced crew, and one more than usual, given the conditions.'

Minutes later the Dungeness Mersey class lifeboat *Pride and Spirit* slid off her carriage and powered through the surging dark surf, away from the illuminated shingle beach. With Mark at the helm, Mechanic Trevor Bunney operated the navigation and communications equipment. Garry fired up the radar. The rest of the crew – Deputy Second Coxswain Roger Gillett and Crew Members Simon Collins, Terence Ashford and Jeff Henderson – prepared searchlights, tow ropes and first aid equipment.

As the lifeboat crew headed into the open sea, they felt the full fury of the elements: a south westerly storm force 10. But they pressed on and, at 6.15am, found the yacht being blown north east by the powerful gusts.

Rogue wave

Suddenly, as the lifeboat drew alongside, an enormous wave swept up behind both vessels. A wall of water smashed the yacht helmsman against the yacht's wheel, which was twisted out of position. Patrick was washed off his feet. 'All this water rushed past me and went in my boots – I thought I was in the sea,' he recalls. Veronica, who was in the cabin under the hatch at the time, was soaked to the skin too. 'It was like a whole swimming pool being dumped onto your head. I thought we had capsized. All I could hear was screaming.'



'I knew I could get across. I just thought "now!" It was the most remarkable rescue I have been on.'

Dungeness Crew Member and builder Garry Clark, awarded the Silver Medal for Gallantry

Those screams were coming from the yacht helmsman, who suffered face and rib injuries when the wave hit. The skipper managed to send a mayday broadcast using what was left of the radio equipment, and then Veronica helped him bring the helmsman down to the cabin and into a sleeping bag. The lifeboat hadn't escaped from the wave unscathed either. A torrent of water had flooded through engine vents. Trevor, who was also in charge of communications, reacted immediately, pumping the water out.

At the wheel, Mark Richardson decided to try and get two crew members aboard the yacht, which was now in serious danger. The steering and sails were damaged and her engine was useless in the conditions. Left unchecked, her course could take her ashore in the storm, if she stayed afloat that long. Her crew members were shocked, cold, very seasick and, in the helmsman's case, injured. Garry Clark and Jeff Henderson prepared to jump. But in the conditions, the Coxswain had to abandon his approach for fear of colliding with the yacht.

Instead, Mark skilfully brought the lifeboat close enough to pass a tow rope to the skipper, who secured it to a rigged bridle. But in the confused seas the bridle chafed and the tow parted, leaving the yacht at the mercy of conditions that became even more vicious. Winds were gusting up to violent storm force 11.

Down in the yacht's cabin, the crew members were afraid for their lives. 'One of the crew was so terrified that she sent a goodbye text message to her daughter,' says Veronica. 'I had called my partner and said there was a good chance we were not going to survive.' On deck, Patrick was clinging on for his life. 'I couldn't help thinking "what are the lifeboat crew going to do?". They are not martyrs, they can't do a miracle. But then I heard a clatter and a voice behind me say "alright there fella?".' >>





'It is very important that people know exactly what the RNLI does. I will support them for as long as I live.'

Patrick Smart, survivor

» **Leap of faith**

The voice belonged to Garry Clark. After the tow parted, Coxswain Richardson had approached the yacht's stern on a surging wave, Garry saw his chance and leapt aboard. 'He was very brave,' says Coxswain Richardson. 'Not everyone would jump when faced with that.'

For the first time in hours, Patrick felt safe. 'I don't know how Garry jumped aboard in those conditions. But he took control and knew exactly what to do.' Veronica adds: 'I saw his face at the hatch and that was the first time I thought we might survive.' Checking on the crew's condition, Garry found that the helmsman – although bleeding and in pain – was conscious and talking well. This reassured Garry enough to focus on attaching a new tow rope, while large waves continued to hit the yacht. 'Even when I was a fisherman I had never seen seas like that,' says Garry. 'I was wondering if it could blow any harder.'

Garry's fellow lifeboat crew members were wondering the same thing – especially when a huge wave broke over the lifeboat, washing Terence Ashford partially overboard. Jeff Henderson grabbed his crew mate to prevent him falling into the sea, and the pair struggled to their feet.

In the meantime Dover all-weather lifeboat crew headed to the scene to help out with the planned tow. As they approached, with Deputy Second Coxswain

James Clapham at the helm, Garry was battling to tie a knot in the yacht bridle, which had been damaged by the last big wave. At this point, the tow rope was slack, and another huge wave sent the yacht over it. This caused another serious problem – the rope got tangled up with the yacht's keel and rudder.

'That was probably the most dangerous point,' says Garry, who was forced to cut the rope to avoid the yacht being dragged backwards by the lifeboat. 'I was starting to think about evacuating everyone by whatever means, because going ashore would have been lethal.'

'I didn't think we were going to survive. I can't praise the crews of both lifeboats enough.'

Veronica Bower-Feek, survivor

Sheer strength

Plans to try and get the yacht into Dover were now scuppered: the port was closed due to the foul weather. In between attempts to take more tow rope from both lifeboats, Garry and the yacht's skipper used sheer strength to bend the damaged wheel back to a position where it could be turned. This gave them enough control over the yacht to drift past Dover and into a more sheltered area of sea. Able to



stand up for the first time in hours, Garry headed below deck and checked on the crew again. The helmsman was in a lot of discomfort, so Garry requested Entonox to relieve the pain, which was thrown over to the yacht from the Dungeness lifeboat.

The helicopter crew of *Rescue 125* set off from RAF Wattisham, planning to take off anyone who needed medical attention. That was easier said than done. Even though Garry managed to cut away a blown-out foresail that would have been a hazard to the winchman, the rigging of

'When I got home my wife said: "Where have your eyelashes gone?" That's how hard the spray was.'

Dungeness Crew Member Simon Collins

the swaying yacht and the storm force winds made for a hazardous helicopter approach. But, with Garry tending to a highline passed down from the aircraft, the winchman eventually managed to reach the deck of the yacht. The winchman decided to take the helmsman, Veronica and the other two seasick women up to the aircraft. 'I was just relieved at the idea of getting off the boat,' says Veronica, who was whisked off to hospital.

By now, the yacht's skipper had managed to restart the engine in the relative shelter, but the yacht was moving slowly in the shallow waters. The Dover

crew managed to get close enough to pass a tow, which Garry secured firmly, and the yacht was pulled towards Ramsgate. The worst was over. 'That was when we tried to make a cup of tea,' recalls Garry. 'But the matches were too wet and we couldn't light the stove!'

Battling through more storm force winds and rain squalls, the three crews reached the shelter of Ramsgate Harbour around midday. Stepping aboard dry land for the first time in hours, they made their way to Ramsgate Lifeboat Station, where the local RNLI volunteers had hot drinks and a huge order of fish and chips waiting. 'The best I've ever tasted,' smiles Garry. The Dover and Dungeness volunteers said their goodbyes to the grateful yacht crew and headed back into the storm, back to their stations. By the time Garry and his crewmates reached Dungeness, they had been away for nearly 12 hours.

Patrick still made it to the London Boat Show. 'I went straight to the RNLI stand because I wanted to give them more support. I knew the job they do. I had seen it with my own eyes.' They are sentiments echoed by Veronica, who was discharged after an overnight stay in hospital. 'Garry was supremely brave. There's no doubt we wouldn't be here if it wasn't for Garry and the RNLI as a whole.'

You can see the story unfold with actual rescue footage and interviews with crew and survivors at rnli.org.uk/dungeness2012

Words: Rory Stamp
Photos: RNLI/Nigel Millard



Opposite page: Launching across Dungeness beach and into darkness

Above: Dungeness lifeboat crew (L to R): Roger Gillett, Simon Collins, Garry Clark, Mark Richardson, Trevor Bunney, Terence Ashford and Jeff Henderson

Remember the volunteer lifeboat crews



Lifeboat crews rescue nearly 8,000 people every year, sometimes in atrocious conditions. Six out of ten lifeboat launches are only possible because of gifts left in people's Wills.

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Photo: RNLI/Nigel Millard

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DAVLB07/12

Déjà vu

In a candid letter, sailor and RNLI supporter John Sinclair explains why he had to be rescued twice in the early hours of 22 March



Moelfre lifeboat rescues John for the second time



'I anchored my 6m yacht *Blue Dragon* in Moelfre Bay overnight, to get into nearby Red Wharf Bay the following morning. But an easterly wind gained strength and the boat was badly exposed. The anchor was holding, but it would soon drag.

'At about 2.30am I popped out to secure the boat for a third time, and was nearly thrown out of the boat. I realised things were getting dangerous and contacted Holyhead Coastguard. It was agreed that I needed assistance. After a very short delay, the RNLI inshore lifeboat from Moelfre was alongside.

'By now it was quite rough, and we agreed I would be safer on the substantial emergency mooring buoy. I helmed while a crew member guided me to the buoy and made us fast. They checked the forecast and recommended that I evacuate ashore. I felt a bit safer on the buoy and said I should be able to ride it out. This was a bad call by me.

'I'd been advised to call Holyhead Coastguard every hour. This I did until approximately 7.10am. I realised that I was in a bad way.

'Although *Blue Dragon* was reasonably secure, the weather had got quite bad and the boat was being thrown about violently. There was a swell of about 3m. I'd now been like this for about 8 hours. The plan had been to motor down to Red Wharf Bay (3 miles). I realised that if I did this I would be in a perilous situation. I was a bit weak and in a panic by now so I called the Coastguard again.

'I was very disappointed that I needed to be evacuated by the lifeboat, as I could have – should have – got off earlier. The crew were brilliant both times and very understanding. I felt that I'd let them down.

'The lifeboat crew and other personnel at Moelfre were totally professional, calm and efficient. They also gave me useful advice regarding local conditions. They couldn't be faulted. Total respect to them.'

John

Moelfre Lifeboat Operations Manager Rod Pace chatted to John after the rescue. Both of them wished he had left the vessel the first time. Rod explains that this is a common situation: 'Boat owners are always very reluctant to leave their vessels and lifeboat crews can only be so forceful. Advice given by our lifeboat volunteer crews should be taken with the interest of the casualty in mind.'

Offshore members can read another rescue from an RNLI supporter on page 6 of their magazine. If *you* actively enjoy the sea and would like to become an Offshore member call 0845 121 4999.

Words: John Sinclair
Photos: RNLI/Moelfre

THE DETAIL

THE LIFEBOAT

D class lifeboat D-689 *Enfys*
On station 2008, funded by an anonymous gift

THE CREW

Service 1: Helmsman
Barrington Taylor (27, Teacher)
Crew Members Andy Jeffrey
(49, Chartered Engineer) and
Alan Owen (39, Data Reviewer)
Service 2: Full-time Mechanic and Helmsman
Vincent Jones (29), Crew Members
Alan Owen (39, Data Reviewer) and
Colin Staines (29, Leisure Centre Manager)

COLLEGE



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Our number-one Trip Advisor-rated accommodation offers beautiful views of Poole Harbour from every bedroom.

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Enjoy a meal

Come and enjoy lunch or dinner at our Riggers restaurant. We offer a selection of local and international dishes prepared by our chefs. Or, visit our relaxed Slipway café:bar for salads, cream teas, evening drinks and much more! Both offer fabulous 180° harbour views and alfresco dining options.

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or email: **reception@rnli.org.uk**.

Please quote *the Lifeboat* magazine.

Visit us online at **rnli.org.uk/college**.



Open all hours

When three people's lives were in danger, off-duty lifeguards knew what to do

At 6pm on 16 August 2011, three lifeguards finishing their day at Porthcothan, Cornwall, advised everyone to leave the water. Minutes later a member of the public raised the alarm.

Senior Lifeguard Rosie McDonnell (1) remembers: 'Two boys were dragged off their feet by a rip current into a deep trough and then pulled into a whirlpool by a cove.' The boys' father tried to help, but he got into trouble too.

Lifeguard Aaron Cleary (2), already changed out of his kit, nevertheless grabbed his rescue board from the roof of the patrol vehicle and paddled out 25m to reach the trio. The boys, aged between 10 and 12, were being thrown around in turbulent seas and their dad was tiring and distressed.

Aaron describes the conditions: 'The waves were big and were breaking overhead.' He told the boys to let go of their bodyboards and hold on to his rescue

board with their dad, then he signalled to the beach for assistance.

Lifeguard Elise Webster (3) had already changed back into her wetsuit, and she swam out with a rescue tube.

Loaded up with the boys, Aaron paddled back to shore across the rip current rather than fighting directly against it. He was met in chest-deep waters by Rosie. Usually, she'd have stayed on the beach monitoring the incident. Today, two off-duty lifeguards, Jess Humber and Keith Renders, were passing and stopped to help, leaving Rosie free to help in the water.

Rosie and Aaron brought the boys safely ashore and into the arms of their grateful mother.

Still in deep waters, Elise worked hard to reassure the boys' dad, eventually convincing him to grip the rescue tube under his arm. With frequent breaks to help the man with his breathing and keep him

calm, Elise towed him by the most direct route back to shore, swimming against the current. Once again, Rosie was there to assist and soon the family was reunited on the beach.

Rosie recalls the team feeling 'good' after the rescue but also 'embarrassed' when the crowd on the beach gave them a standing ovation! RNLI Operations Director Michael Vlasto later praised their 'professionalism, commitment and teamwork'.

The lifeguards had one more job to do before they could go home: Aaron and Rosie paddled far out to retrieve the discarded bodyboards. Rosie explains: 'The last thing we want is for people on the cliff to call the Coastguard when they see boards with nobody attached!'

Words: Bethany Hope

Photos: RNLI/(Nigel Millard, Leon Bennett)

Choosing RNLI College directly benefits the RNLI. Every £1 you spend helps the RNLI save lives at sea.

RNLI College, West Quay Road, Poole, Dorset, BH15 1HZ

FASTER STRONGER BETTER



In 2013, we'll start replacing Mersey class lifeboats with the next generation of all-weather lifeboat – the Shannon class. At £1.5M a piece, why are we doing it?

The Mersey class lifeboat is a big favourite with our crews. You only have to read the story on pages 16–19, in which Dungeness's Mersey *Pride and Spirit* takes on the storms that battered England's south coast in January to see why. But she's been going to sea in the worst imaginable conditions for 24 years now. Technology's moved on and we think we can give our crews something even better.

First, the Shannon will be capable of a speed of 25 knots, compared with the Mersey's top speed

of 17 knots. It's not just about more powerful engines – the hull shape needed a lot of work to achieve this extra speed, which could mean the difference between life and death.

Second, a lifeboat has to be safe. Extra safety features have been introduced so that we can ask our volunteers to take on those storms for another 25 years.

All of this has been achieved by an in-house team of specialist engineers and naval architects working with commercial partners.

Deck

The Shannon's aft (rear) deck will have more space, giving the crew the room they need to winch survivors into rescue helicopters and making it easier to set up tows. There will be two anchors and two liferafts.

Electronic controls

The Shannon will be fitted with the Systems and Information Management System (SIMS).

With this RNLI-developed technology, the crew can monitor the lifeboat's engines, manage the bilge system, check which hatches are open, see and record what's happening with the CCTV cameras, as well as navigating with radar, GPS and electronic charts.

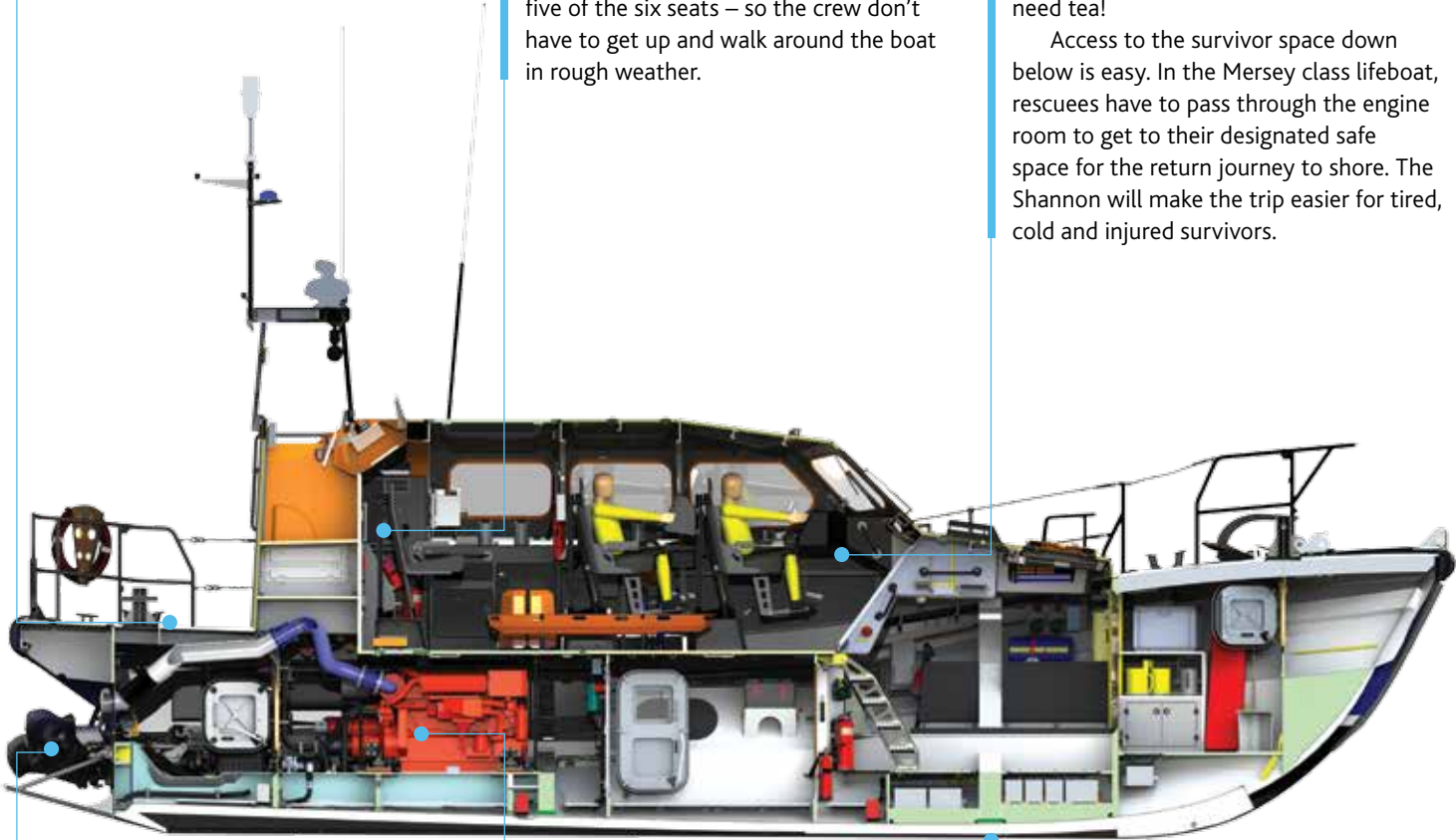
This system is available on screens at five of the six seats – so the crew don't have to get up and walk around the boat in rough weather.

Wheelhouse

The Shannon will have more window space than her predecessor – 5.7m² to be exact – so it will be easier to spot casualties.

The crew will be able to dim all instrument lights during searches that require good night vision. Shock-mitigating seats will protect the crews' backs from excessive jolting in heavy seas. And, of course, as in every classy mode of transport, each seat has a cup-holder. The engines need diesel and the crews need tea!

Access to the survivor space down below is easy. In the Mersey class lifeboat, rescues have to pass through the engine room to get to their designated safe space for the return journey to shore. The Shannon will make the trip easier for tired, cold and injured survivors.



Waterjets

The Shannon will be our first modern all-weather lifeboat to use waterjets for propulsion.

Her twin waterjets will give helmsmen much better manoeuvrability, which is particularly important when working close to a vessel in danger – for example, getting people off a sinking ship in rough seas.

The jets will be protected within the hull, so the Shannon will be able to get into shallow areas more easily than a boat with traditional propellers. This will also allow her to be driven straight onto a beach for recovery without damage.

Engines

Two 13-litre 650hp engines will help the Shannon to easily achieve 25 knots. In fact, she'll only need 80% of her power to do so, meaning the engines won't have to work so hard and should last longer.

Each engine will have its own 1,200-litre fuel tank. These can be refuelled at a rate of 200 litres a minute, so the lifeboat will never be out of action for long.

Hull

The shape of a boat's hull is the most important factor in how she'll handle at sea. During the development of the new class, several hull shapes were trialled and compared. Designed by the RNLI's in-house naval architects, the chosen hull gives the smoothest ride through rough seas. (*Offshore* members can find out more about the hull's development in their magazine.)



A fish-eye view of the Shannon's 13-litre 650hp engines

‘The speed of both the launching equipment and the boat is going to make a tremendous difference.’

Andy Dodd, Mechanic at Hoylake



» A crew view

Volunteer lifeboat crews have been part of the Shannon's development, being consulted at every stage. We spoke to Andy Dodd, Mechanic at Hoylake, Merseyside:

‘We’ve been involved from the start, in the user groups, and we were lucky enough to have launch and recovery trials at Hoylake for 5 weeks.

‘I think getting a Shannon will make a dramatic difference to us at Hoylake. Firstly, with the speed of the boat we’ll get to casualties a lot quicker. We took the new launch and recovery set-up into places we could never, ever consider taking the current equipment, so it’s going to open up a wider range of launch sites for us, possibly closer to the casualty at certain states of tide. So I think the speed of both the launching equipment and the boat is going to make a tremendous difference.

‘We’ve had a Liverpool class lifeboat and we’ve got a Mersey class lifeboat, so those classes of lifeboat are close to our hearts. We’ve had the *Lady of Hilbre* now for 21 years and she’s been a fine sea boat and is going to take some beating. But I think the design team and all the people on the coast have really done themselves proud this time and it’s going to be a really good boat.’



Mersey introduced 1988



Shannon to be introduced 2013

11.6m	Length	13.7m
14 tonnes	Weight	18 tonnes
17 knots	Maximum speed	25 knots
4m	Beam (width)	4.5m
1m	Draught	1m
6	Crew	6
43 (21 self-righting)	Survivor capacity	79 (23 self-righting)
yes	Self-righting?	yes

What’s in a name?

We’ve been naming classes of lifeboats after rivers or stretches of water for 45 years – we’ve had the Clyde, Thames, Brede, Waveney, Solent, Rother, Arun, Mersey, Tyne, Severn, Trent and Tamar classes.

At 240 miles, the River Shannon is the longest river in Ireland, and longer than any in the UK. As it’s such a major waterway, we’ve three lifeboat stations on the Shannon – Kilrush, Lough Derg and the newly opened Lough Ree.

Launch and recovery

There’s no point in having a state-of-the-art lifeboat if we can’t get her in and out of the sea. The rig we’ve chosen to launch and recover the Shannon is nearly as impressive a piece of kit as the lifeboat herself!

Its tracks can power over the stickiest mud and the soggiest sand.

Should mechanical failure cause it to get stuck on the waterline with an incoming tide, the whole rig can be submerged under 7m of water. We’d be able to go in when the tide recedes, fix the problem and drive back up the beach, none the worse for wear for its submarine adventure!

The tractor has big windows so that the driver can see more during launch and recovery. We also included a second seat, to make training easier and safer.

The carriage includes a rotating hydraulic platform, which allows the lifeboat to be recovered bow-first, and then spun 180°, ready for a faster and less tiring relaunch. Project Manager Chris Eves explains: ‘If you were recovering the boat on the beach and suddenly the Coastguard rang up and said: “I want you to launch again”, to get you into the water again would be much faster than if you had the Mersey system.’

When the time comes to release the lifeboat from the rig, the Coxswain only needs to press a button. On earlier classes, four crew members were needed to manually release chains at various points around the lifeboat.

(Read about some early predecessors of this equipment on page 48.)

Words: Mairéad Dwane
Photos: David Forshaw, RNLI/Nathan Williams



Where will it go?

We’ve picked out the stations that have had their Shannon class lifeboats formally confirmed. There will be more. Keep an eye on *RNLI Compass* and we’ll let you know if there’s one due at a station near you.







The Shannon launch and recovery system undergoes trials with the experimental boat, the predecessor to the prototype

We’d like to thank everybody who gave to the New Lifeboat appeal in the Spring. Thanks to your generosity, we quickly reached our target of £1.5M to build the first Shannon class lifeboat, which will join the relief fleet. Now, we’re aiming for £5M to build another Shannon and two launch and recovery systems. Visit rnli.org.uk/newlifeboatappeal to find out more about the appeal, watch videos of the Shannon prototype’s sea trials and see interviews with the project team.

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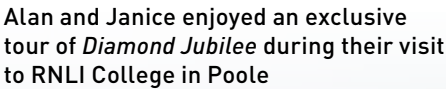
Congratulations to Alan and Janice Hill of Wiltshire who scooped the £5,000 first prize in the Spring Lifeboat Lottery. They enjoyed a VIP tour of RNLi College in Poole to celebrate their win. Janice says: 'The college is an amazing place. We were made so welcome and were delighted to learn so much about the work you do. We also felt very privileged to go onboard the wonderful *Diamond Jubilee* lifeboat.' (See *Diamond Jubilee* in the royal pageant on page 13.)

The other cash prize winners were:
2nd prize: £2,000; Mr WA Garroch, Kirkcudbrightshire
3rd prize: £500; Mrs M Lewis, Wiltshire
4th prize: £250; Mr L Duggins, Staffordshire
Five prizes of £100 each: Mr TK Ford, Derbyshire; Ms G Murdoch, Lanarkshire; Mr J Grimshaw, Lancashire; Mrs KM Porter, Suffolk; and Mr IK Clarke, Lancashire.

Why not try your luck with the Lifeboat Lottery this Autumn? 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 23 July. If you don't usually receive tickets and would like to, please call 0845 121 4999 or email lottery@rnli.org.uk.

Please note that due to 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.



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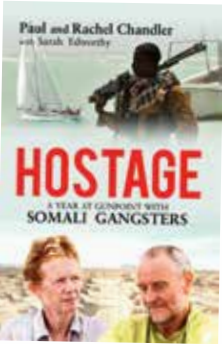
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REVIEW

Hostage

by Paul and Rachel Chandler
Review by Adrian Don

'We are resigned to die together. This is the end.'



In October 2009, British couple Paul and Rachel Chandler were kidnapped while sailing their yacht *Lynn Rival* past the archipelago of the Seychelles. *Hostage* is Paul and Rachel's account of their long ordeal, giving a fascinating and personal insight into the terrifying reality behind the headlines.

Their story starts from the attack on their yacht and tells, with diary extracts, how they were taken first onto a hijacked cargo ship and then on to Somalia. It records in detail how they were held for over a year in shocking conditions, enduring violence, threats and intimidation while the kidnappers attempted to secure a ransom of millions from their family.

The book tells how Paul and Rachel courageously dealt with the daily possibility of being killed, while they attempted to maintain a semblance of normal existence. It's also a story of devotion, with the couple preferring death to separation.

Hostage is gripping, disturbing at times and provokes the reader into wondering what they might have done in the Chandlers' place. You really won't want to put this book down. And the RNLI connection? The couple are big RNLI supporters. At the end of last year the couple gave a talk in aid of Tynemouth Lifeboat Station. Offshore members can read an exclusive interview in the Summer issue of their magazine.

Paperback book (also available for Kindle)
Published by Mainstream Publishing
ISBN 9781845967956
Price: £9.99

Dartmouth – a favourite view for the Chandlers since their release

The Bodyboard Travel Guide

by Owen Pye
with Rob Barber and Mike Searle
Review by Stephen Berriman

For the budding water user who likes to go bodyboarding both home and abroad, this book is a must for the collection. It is stacked full of inspiring photography to get anybody amped [fired up!] while loaded full of important travel information covering topics such as planning a trip, equipment needed, health and fitness and more importantly staying safe!

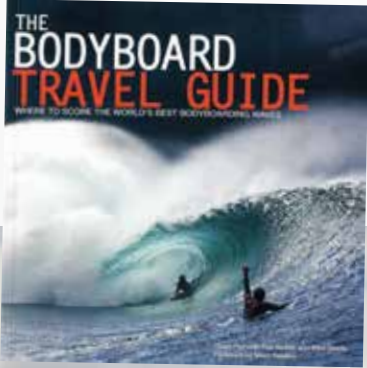
Bodyboarding is one of the fastest-growing action lifestyle sports, invented in California by Tom Morey back in 1971. This book profiles 6 continents, 19 countries and over 100 wave spots/beaches on the globe and pinpoints the best waves for everyone – from beginner to expert.

The key guide to each country is easy to use and shows when it's the best time to visit, water temperature and each beach/reef/slab break has a short information piece giving the reader a taster of what to expect before they arrive. Personally, I don't think I will be doing the dawn at Mitchell's Wedge in Western Australia as they describe sharks enjoying a good patrol of this coast!

There are top tricks and local tips from the world's top bodyboarders, who have years of travel experience surfing waves around the world. 'My advice to anyone travelling and looking for waves is to stay curious and never let a long walk get in the way of a new discovery,' says Mitch Rawlins.

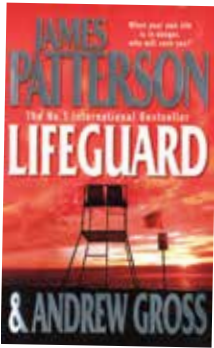
I've travelled the world over and have many a story to tell of the ultimate adventure, and this read has stoked the fire in search of my next mini surf adventure.

Paperback book
Published by Orca Publications
ISBN 9780956789303
Price: £16.99



Lifeguard

By James Patterson
and Andrew Gross
Review by Carla Rowley



Ned Kelly is a Palm Beach lifeguard with everything going for him: a luxury pad to crash in, a great job in the sunshine, the interest of a gorgeous girl and a chance at \$1M. If this sounds too good to be true you'd be right. After five horrific murders and a double cross, Ned is living up to his namesake and on the run from both the Police and a mystery art dealer who wants him dead.

The writers weave a convoluted plot with more twists than a helter-skelter and if you're prepared to completely suspend your disbelief, it's a fun and fast-paced ride. Not for the realists out there, the characters are one dimensional at best but I found myself compelled to read on to the dramatic climax.

Ned Kelly is more a Baywatch-type lifeguard than an RNLI one, and I know which I'd prefer watching over me on the beach, which is actually the perfect place to read this book!

Paperback book (also available for Kindle and audio CD)
Published by Headline
ISBN 9780755325696
£7.99

Eastbourne Lifeboat Museum and shop

Review by
Carol Waterkeyn

At the end of 2011, the RNLI's Heritage Trust welcomed Eastbourne's Lifeboat Museum under its wing. Previously it had been run by local volunteers jointly with the RNLI shop. A few months ago I had the opportunity to go along for a visit to the former boathouse.

The William Terriss Memorial Boathouse was so named after a popular English actor who was murdered on the steps of the Adelphi Theatre in London. A national newspaper started a memorial fund that paid for a lifeboat house for Eastbourne, which was used until 1924. In 1937 it became the museum. Here you can read all about William Terriss (pictured above) and his portrait hangs in the gallery. Another important personality who features is John 'Mad Jack' Fuller, but you'll have to visit yourself if you want to find out more.

Since 1822, Eastbourne lifeboats have been involved in many a daring rescue.



The new museum and shop are small but impressive and cohabit beautifully. While panels tell the story of the town's lifeboats up to the present day, there are some intriguing artefacts, including a vent pipe complete with bullet holes from the *Jane Holland* lifeboat that was requisitioned to take part in the evacuation of Dunkirk during the Second World War.

You can be sure of a cheery welcome from our volunteers and the shop is handy for taking away a memento of your visit. The museum and shop are currently open 10am–5pm daily, until the clocks go back in October and from then on, earlier closing times apply. For more details please call 01323 730717.

Competition winners:
The winners of our competition in the last issue for copies of the book *The Voyages of the Princess Matilda* by Shane Spall were Mrs AP Roots of Grayshott, Surrey and Anna Jeffrey of Woolfardisworthy, Devon. Congratulations to both.

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.)

The Review section is compiled by Carol Waterkeyn



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In the picture

The RNLI has amassed a huge collection of inspirational photographs and paintings over the last 188 years. These images are not simply a record of the RNLI's work – they tell the story of our social history and give a remarkable insight into the courage, strength and vulnerability of humankind.

David Jory's painting of the *Bonita* rescue is just one such image (pictured top). It featured with a full account of the 1981 Gold Medal rescue in *the Lifeboat* Winter 2011–12 issue and struck such a chord with readers that we were inundated with requests for prints. Thanks to the generosity of the late artist's son we've now added this image to our photostore website!

Anyone with internet access can use the online photostore to buy prints and

canvasses for display at home or as a gift. These include some of our most action-packed lifeboating and lifeguarding images, as well as beautiful land and seascapes and historic pictures. Organised into easy-to-navigate galleries and frequently updated, the RNLI photostore also helps raise lifesaving funds.

Be inspired today – just go to:
rnli-photostore.co.uk.

1. Porthcawl volunteers are battered by spray onboard *Rose of the Shires*

2. Dunbar's Trent class *John Neville Taylor* cuts through a breaking wave

3. Iconic Coxswains James Laming, R Roberts and John Mackins c1890

Photos: RNLI/Nigel Millard,
WH Franklin of Deal





'To make a difference, we've got to change the way people think, on a grand scale.'

PULL OF THE OCEAN

She's the first woman to row the 'big three' solo, but environmentalist Roz Savage has another mission that needs the help of millions



At 34, Roz Savage had what she calls a midlife crisis. Like many people who re-evaluated their life, Roz decided she wanted to see more of the world. But her global journey would take a route that few have ever followed.

It all began, you might say, at the end: an obituary. A successful management consultant,

Roz was taking a long train journey in 2001 when she wrote two obituaries for herself. One was written based upon the predictable, suburban life she was living. Another was based on the action-packed life she desired – and the two were in stark contrast. So Roz decided upon a new set of goals. She left her job and ticked off a list of targets that included running marathons, discovering Inca ruins, and writing a book. But then came her most ambitious goal yet: crossing the Atlantic, using her own physical and mental strength.

As Roz transformed herself from a career woman to an ocean rower, she realised she wasn't just doing this for herself. Rather than aiming to conquer the marine environment, she wanted to save it. 'I had a

kind of environmental epiphany,' recalls the Cheshire-born RNLI supporter. 'I realised the harm that human pollution such as plastic bags and coffee cups were doing to marine life. Plastic pollution kills 100M animals a year. And I hoped to bring some attention to this problem with the rowing.'

Roz signed up for the 2005 Atlantic Rowing Race, and during preparations she met two Exmouth lifeboat crew members, who were entering as part of a four-man team. They were some of several RNLI volunteers and supporters who have rowed the Atlantic, including TV Presenter Ben Fogle (see page 38) and RNLI Lifeboat Trainer Dave Whiddon (Dave's journey will feature in a future issue of *Offshore*).

'While some of the other rowers had sea experience, I was starting from scratch,' says Roz. 'My list of skills to learn was a bit like a new volunteer lifeboat crew member's training handbook – sea survival, navigation, boat electrics. And that makes me respect the RNLI's training all the more, because I know that, like me, many crew members do not have professional maritime experience.'

Despite scrupulous preparation, Roz wasn't far across the Atlantic when things started to go wrong. Twenty days after setting out from the Canary Islands, her cooking stove broke. 'I had to soak my freeze-dried meals in water for hours rather than cook them in minutes, and I don't recommend the end result! And then my oars broke halfway through. I had to patch

them up with anything I could, even sawing up a seat to mend them. The thing that got me through was focusing on the next stroke rather than the next week of rowing.'

After 103 days and nearly 3,000 miles of rowing alone, Roz reached Antigua. That in itself was a remarkable feat, but Roz's appetite for ocean rowing was whetted rather than satisfied. It wasn't long before she lined up a new adventure – rowing solo across the Pacific Ocean. She became the first woman to do so, in 2010. This was swiftly followed by last year's attempt to cross the Indian Ocean, which she completed in October. She became the first woman to have completed solo rows of the 'big three' oceans. So what was next?

'I was going to hang up my oars and focus more on environmental campaigning when I got a call from ocean rower Andrew Morris,' says Roz. 'He was arranging a row across the North Atlantic and was a crew member short. Would I join him?'

The pull of the ocean proved irresistible. Roz and Andrew planned a crossing that would end at Bristol near the end of July. But, as *the Lifeboat* was about to go to print, their plans were blighted. Unusually large quantities of ice were drifting off the coast of Newfoundland. Going ahead with the row would have meant Roz and Andrew risking their lives. 'One expert reckoned that we would have just about a 100% chance of hitting a chunk of ice. If we ended up in the 2°C water we would have virtually no chance of survival,' explains Roz.

Completing the journey would have added even more credentials to Roz's rowing record. But her motivation hasn't been all about records. She set out to raise the profile of environmental causes and highlight the problems of human pollution. And it worked. She is involved in the United Nations' environmental programme, is a board member of Adventurers and Scientists for Conservation, and is an ambassador for the UK-based BLUE environmental project. 'Campaigning against pollution isn't just about saving wildlife,' says Roz. 'Those animals consume what we put in the sea, which is toxic and potentially carcinogenic. Then we eat them.'

After her last big rowing adventure, Roz plans to step up her commitment to cleaning up UK waters by leading clean-up sessions in rivers and on beaches. 'I know it won't be easy to motivate people when it comes to the environment,' muses Roz. 'To make a difference, we've got to change the way people think, on a grand scale. But I'm determined to find a way.' It's plain that cleaning up the ocean is her toughest task yet. But, with her track record, don't bet against Roz Savage adding another memorable achievement to her imaginary obituary.

Follow Roz's progress at rozsavage.com and oar2012.com.

Words: Rory Stamp
Photos: Colin Leonhardt, courtesy of Roz Savage

Celebrate!

In May we recognised our volunteers', supporters' and fundraisers' outstanding achievements at our Annual Presentation of Awards

HRH The Duke of Gloucester was the RNLI Guest of Honour at the Barbican, London, on 17 May, 30 years after his mother, Princess Alice, Duchess of Gloucester, presented Medals for Gallantry to lifeboat crew members. Since then, the RNLI has introduced awards for supporters, as well as lifesavers. One of the first to take the stage to accept a supporter award as the ceremony got underway was TV Presenter and Adventurer Ben Fogle.

As his interview in *the Lifeboat* (Spring 2011) revealed, Ben is a passionate RNLI supporter. So when the Discovery Channel was looking for a presenter to front their 2011 documentary *Lifeboat Heroes*, Ben was an obvious choice. He received a Supporter Award in the Media category. Sadly, the winner of the Supporter Award in the Individual category could not make the ceremony – Kay Hurley was suffering from ill-health as *the Lifeboat* went to press and all at the RNLI wish her well. Kay has supported the RNLI for 10 years, funding two hovercraft and, most recently, the new E class lifeboat *Hurley Burly*, which was named in 2011.

Organisations, as well as individuals, were recognised for their support at the ceremony and the Lifetime Achievement award was presented to Trinity House. Trinity House has supported the RNLI on and off the water for 188 years, recently funding trips for young lifeboat crew members with the Tall Ships Youth Trust and granting exclusive access to Southwold Lighthouse for sponsored abseils.

Another organisation thanked for decades of support was the Robertson Trust. Formed by sisters Elspeth, Agnes and Ethel Robertson 50 years ago, the

trust is Scotland's largest independent source of charitable funds. It has funded three lifeboats that have rescued hundreds of people.

Queen's College in Taunton received the Youth Award for raising RNLI funds and awareness through a dramatic true story. The Somerset school is based near the site of the famous Lynmouth 'overland launch' of 1899. Through a play, music events and a sponsored walk inspired by the tale, the students raised £2,193 and promoted the RNLI.

At Bridlington, volunteers took their already-successful fundraising efforts inland in 2011. Souvenir Secretary Albert Wilby and his volunteers found a unit in the town's main shopping area, made available by a local charitable trust. With help from Bridlington and Whitby lifeboat crews, the site was transformed into another Bridlington RNLI Shop, which raised a superb £40,000. In recognition, Albert accepted the Retail award on behalf of all the volunteers.

Training costs for 30 volunteer crew members based in East Anglia have been met thanks to SSE (formerly Scottish and Southern Energy). The company's involvement in a wind farm project on the coast led to a £300,000 donation to the RNLI, which funds station and RNLI College training for the crew members. SSE was awarded the Supporter Award in the Corporate category.

It's not often that an entire community can be said to support a charity – but that's the case at Inishbofin, a small island off the west coast of Ireland. The residents' long tradition of support has included organising raffles, events, dinner dances, collections and, in more recent times, maritime balls

to raise much-needed funds. As a result, over €50,000 has been raised. Fundraisers from the island received the Community Supporter award.

Commitment and courage

The remarkable achievements and long-standing commitment of the RNLI's fundraisers were celebrated in the next part of the ceremony, with Honorary Life Governor and Gold Badge awards presented. Honorary Life Governor awards were made to Jean McAdam from Crieff Branch, Florence Candlish from Salisbury Branch and Marie Trevithick from Redruth Guild.

The climax to the ceremony was the awards for gallantry, when crew members from three lifeboat stations accepted medals. St Abbs Lifeboat Operations Manager Alistair Crowe accepted the Bronze Medal for Gallantry on behalf of his nephew, Helmsman Darren Crowe. Darren swam into a cave in very dangerous conditions to rescue a fisherman (see *the Lifeboat* Autumn 2011). Exmouth Helmsman Roger Jackson also received a Bronze Medal for Gallantry after he skilfully and courageously brought an inshore lifeboat through heavy surf and close enough to a capsized RIB to save its crew. Finally, the Silver Medal for Gallantry was awarded to Dungeness Crew Member Garry Clark – see pages 16–19 for a full account of that rescue.

Words: Rory Stamp
Photos: RNLI/(Nigel Millard, Nathan Williams), Jon Stokes



1. Head of Performing Arts Steve Eaton (right) and students of Queen's College received the RNLI Youth Supporter Award from The Duke of Gloucester (centre)



2. Medals for Gallantry (l to r): Roger Jackson and Garry Clark were joined by Alistair Crowe who accepted a top award on behalf of his nephew Darren Crowe



3. Janet Madron of Penlee Branch was just one of our dedicated fundraising volunteers who received an award from The Duke



4. Ben Fogle is a passionate RNLI supporter and was the obvious choice for the Media Supporter Award



5. Clifden lifeboat crew with the community of Inishbofin, winners of the Community Supporter Award

The journey is just the start of the *adventure*



CRUISING BY RAIL

7 TO 8 DAY HOLIDAYS FROM £895



SCOTTISH ISLANDS & LOCHS CRUISE

8 days from £1,228

10 departures between 6th April 2013 and 10th October 2013

This five-night cruise through the heart of the highlands begins and ends with a night in Edinburgh before we journey through the rugged coastline of west Scotland to the Isle of Mull, up Neptune's Staircase, along the Calveit Canal and across Loch Ness.



ROMANCE OF THE SEINE CRUISE

7 days from £1,148

11 departures between 13th October 2012 and 2nd November 2013

Enjoy the passing scenery of the pretty River Seine from our floating hotel. On board we are treated to some gastronomic delights accompanied by fine French wines. The excursion programme includes highlights such as Monet's Gallery and a cruise through Paris at dusk.



RHONE CRUISE

8 days from £998

12 departures between 20th April 2013 and 4th October 2013

Let the gentle currents of the Rhone transport you through Burgundy and Provence aboard our fantastic river cruise ship, MS Mer de la. Discover the region's verdant vineyards and absorb the atmosphere of its historic towns, soaring cathedrals and half-timbered houses.



RHINE CRUISE

8 days from £898

7 departures between 4th May 2013 and 3th October 2013

Join us on the TC Bellevue as we cruise through Germany and along the romantic Rhine. We explore fine medieval towns whilst passing stunning dramatic scenery and the numerous hilltop castles and rolling vineyards that appear almost at every bend.

THE RIVER CRUISING COLLECTION

A HANDPICKED COLLECTION OF RIVER AND OCEAN CRUISING BY RAIL TOURS FROM THE UK'S LEADING ESCORTED RAIL CRUISE HOLIDAY COMPANY.

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We are pleased to introduce our best ever selection of cruising holidays by rail. All of our holidays include an exciting programme of fabulous ships, with all on-board meals included; combined with some of the best scenery that the world's waterways have to offer.

From intimate hotel barges to luxury 5-star ocean cruisers, travelling to destinations as diverse as Scotland and the Mediterranean, you are sure to find something to tempt you.

YOU SIMPLY COULDN'T PUT SUCH INCLUSIVE HOLIDAYS TOGETHER YOURSELF FOR LESS

Your shout



Following your feature on lifejacket development (Spring 2012), here's what happened to me in 1971 or so.

I was in the Blessington Sailing Club in Co Wicklow. Despite the Finn class boats experiencing such conditions that their event was cancelled, I thought I'd test the Fireball that I'd built. A girlfriend who could not swim said: 'No problem, I'll crew for you.' What happened is an advertisement for lifejackets. Suffice to say I lost the boat in very bad conditions. We were rescued after almost an hour in freezing cold water, driving rain and a force 7-8. But I'd made sure both of our lifejackets were fitted properly. It was touch and go but without lifejackets neither I nor my courageous crew member would be around today.

Yours sincerely
Charles H Egan (pictured off Clear Island, west Cork in 1966)

I have just been loaned the Spring 2012 issue of your magazine. My daughter was given it after her teacher read out the article on the *Titanic* to her class. To which she was reduced to tears. The person quoted in the article is who she is named after: Mary Keziah Dooley Humphries Roberts.

Her teacher had remembered Keziah telling her that her great great grandmother had worked on the ship and survived. My mother, Barbara Green (nee Williams – her mother was Mary's youngest daughter Jean Williams nee Roberts) and I are keen to find out more about the letter so are planning a trip to visit your library at Headquarters.

With regards,
Fiona Kilbane, Somerset

As I read your account of the service to the *Bonita* by the Guernsey lifeboat 30 years ago (Winter 2011-12) it brought back vivid memories of the same *Sir William Arnold* rescuing us during a very stormy night on 31 August 1982. The boat was *Suelee* and we were in real trouble off a large rock.

I recognised three of the men in your feature but I don't have the names of the rest of the crew who were so kind to us, although I have photographs. These brave men saved our lives and we will be grateful to them and the RNLI for the rest of our lives.

Yours sincerely
Helen Hayes, Middlesex

The Editor comments: RNLI archives revealed Helen and her family's rescue to be 'a difficult service, well executed'. We're sending on the details.



St Peter Port lifeboat crew bring *Suelee* into harbour in 1982. Photo: Reproduced courtesy of *The Guernsey Press*

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

Apologies to the Cardigan lifeboat volunteers whose photos we so obviously mislabelled in the previous issue.

1,132 RNLI RESCUE CRAFT LAUNCHES

JANUARY–MARCH 2012

ABERDEEN
ON-1248:Jan29, Feb8(x2),26
D-694:Feb26
ABERSOCH
B-790:Feb17,Mar29
ABERYSTWYTH
A-73:Jan9
B-822:Jan24,26,Feb26, Mar23,24
ALDEBURGH
ON-1193:Jan11,Mar12
D-673:Jan1,11,Mar12,24
ALDERNEY
ON-1199:Feb9,27
AMBLE
ON-1176:Mar15,20
D-736:Mar15,20
ANGLE
ON-1286:Mar25
ON-1291:Feb23
D-638:Feb25,Mar1
ANSTRUTHER
ON-1174:Mar31
D-667:Feb19,Mar31
APPLEDORE
BB-502:Feb22
ON-1296:Feb4,Mar27
B-742:Feb22,Mar25,27
ARAN ISLANDS
ON-1217:Jan23,Feb3
ARBROATH
ON-1194:Mar8
D-621:Mar7,8
ARKLOW
ON-1223:Mar6,19
ARRAN (LAMLASH)
B-770:Jan18,19
ARRANMORE
ON-1244:Jan15,Feb4,11, 12,19,29,Mar18
ATLANTIC COLLEGE
B-763:Feb26,Mar10
BALLYGLASS
ON-1235:Jan13,Mar18
BALTIMORE
ON-1137:Jan15,16,17,Feb15
B-708:Jan15,16,Feb15
BANGOR
B-805:Jan1(x2),26,30, Feb22,23,26,Mar1,7,18,31
BARMOUTH
ON-1185:Mar27
D-678:Mar25(x2)
BARRA ISLAND
ON-1230:Mar19

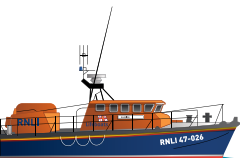
BARROW
ON-1288:Mar11,16(x5), 31(x2)
D-733:Mar11,25(x2),31
BARRY DOCK
ON-1245:Jan17,Feb11
BEAUMARIS
B-838:Mar19,24
BEMBRIDGE
ON-1297:Jan3,Feb11(x2), Mar14(x2)
BERWICK-UPON-TWEED
D-639:Feb14,17,Mar17
BLACKPOOL
B-748:Feb5,28,Mar22,28
D-700:Jan18
D-729:Feb7,28,Mar22,31
D-732:Jan18,Feb7,12,28, Mar22,24,31
BLYTH
D-746:Mar7
BORTH
D-622:Feb15,22,Mar23
BRIDLINGTON
ON-1169:Jan15
BRIGHTON
B-852:Jan25,29, Mar11,15,24,25,30
BROUGHTY FERRY
ON-1226:Jan23,Feb9,11, Mar1,12,17,18,27
D-695:Feb9,11,13,16
D-698:Jan23,30, Mar1,12,17,18,27
BUNDORAN
B-834:Jan14,Feb11
BURNHAM-ON-CROUCH
B-849:Jan3,Feb17, Mar4,16
D-672:Jan3,Feb12,18,23, Mar4
BURNHAM-ON-SEA
B-795:Mar11
D-664:Mar11(x5),25
BURRY PORT
B-731:Mar22
CALSHOT
ON-1157:Jan4(x2),22, Feb5,Mar2
D-748:Jan12,22,25, Mar1,4,24,28,30
CAMPBELTOWN
ON-1241:Jan2,18,Mar15
CARDIGAN
B-752:Jan13,15,16(x2),24, Feb26,Mar11,22
D-690:Jan15,16,24, Mar11,22

CASTLETOWNBERE
ON-1277:Jan31
CHISWICK
E-003:Jan1,5,7,13,14,18(x2), 19,21,23(x2),24,28,30(x2), Feb2,19,22,Mar5,17,18
E-006:Feb5,9(x2),11,12,16, 23(x2),Mar7,10,11(x2),12, 17,23,24(x2),26(x2),29,31
CLACTON-ON-SEA
B-744:Jan8,14,17, Mar8,24,28
D-723:Jan8,28,Feb4, Mar10,12
CLEETHORPES
D-618:Jan5,24,31, Mar9(x3),10,11
CLIFDEN
D-679:Feb11(x2)
CLOGHER HEAD
ON-1190:Jan29,30, Feb12,15,Mar27
CONWY
D-627:Jan7,Mar22,25
COURTMACHSHERRY
HARBOUR
ON-1205:Jan15,16,18
ON-1210:Mar10
COWES
B-810:Feb11
CRICCIETH
A-76:Mar17
B-823:Mar10
CROMER
ON-1287:Jan9(x2),Mar19
D-734:Feb29,Mar16
CROSSHAVEN
B-782:Jan3,6,14,Feb13, Mar7,10
CULLERCOATS
B-811:Mar16,25,28
DART
D-702:Jan21,Feb16, Mar9,11
DONAGHADEE
ON-1267:Jan1,Mar7,18,31
DOUGLAS
ON-1147:Mar18,22
DOVER
ON-1220:Jan3,9,15,17, Feb24,29,Mar2,7,14
DUN LAOGHAIRE
ON-1200:Feb18,Mar6,13
D-731:Mar5,9,12,13,19
DUNGENESS
ON-1186:Jan3,Mar24(x2)

DUNMORE EAST
ON-1215:Mar5,20
EASTBOURNE
ON-1192:Jan10
ON-1195:Mar19,23
D-744:Jan10,12,29,Feb29, Mar1,9(x2),15,26
ENNISKILLEN
RWC-052:Feb18
B-702:Feb18
B-792:Mar24
EXMOUTH
ON-1178:Jan13,Mar20,27
D-669:Jan19,20,Mar19
EYEMOUTH
ON-1209:Feb22,Mar12
FALMOUTH
ON-1256:Jan7,Feb13,21
B-756:Feb7,13,18,Mar30
FETHARD
D-683:Mar10
FILEY
ON-1170:Jan15
D-728:Mar21
FISHGUARD
ON-1198:Jan29,30, Feb3,19(x2),Mar27
D-652:Jan28,Feb19
FLAMBOROUGH
B-820:Jan15,20,Mar11, 12(x3),24,29
FLEETWOOD
ON-1156:Mar16
D-719:Jan2,Mar11,25
FLINT
D-658:Jan4,5(x2),6,7(x2), Feb26
FOWEY
ON-1222:Jan7,26,Mar19,21
D-681:Jan26,Feb3,Mar20
FRASERBURGH
ON-1259:Jan15,21, Mar11,23
GALWAY
B-853:Jan8,12,17,Mar26,29
GIRVAN
ON-1196:Mar13
GRAVESEND
B-827:Jan3,4,9,10,11,16, 21(x2),25(x2),28(x2),29(x2), 30,Feb4(x2),6,14(x2),19,24, 25,27,Mar1,9,13,21,26,29
GREAT YARMOUTH
AND GORLESTON
ON-1208:Jan30,Feb2
B-786:Jan1,12,20,Feb8, Mar20,24

HARTLEPOOL
ON-1274:Feb3,27,Mar10
B-766:Feb3,12,27,28, Mar25
HARWICH
ON-1202:Jan8,10,Feb7, Mar5
B-789:Jan1,8,14,15, Mar3,5,30
HASTINGS
D-699:Jan12
HAYLING ISLAND
B-829:Jan28,Feb18,20, Mar15(x2),24,31(x2)
D-642:Jan1,Feb14,20, Mar15,23
HELENSBURGH
B-791:Feb11,25,Mar18
HELVICK HEAD
B-760:Feb28,Mar9
HOLYHEAD
ON-1272:Jan13
D-654:Jan13,Mar21
HORTON AND
PORT EYNON
D-688:Jan21,28
HOWTH
ON-1258:Feb4,7,Mar8,14
D-659:Jan4,26,Feb29, Mar8,10,21,25
HUMBER
ON-1216:Jan1,14,Mar22
ON-1237:Mar15,19
HUNSTANTON
B-848:Feb1
H-003:Feb26,Mar10
ILFRACOMBE
ON-1165:Feb4
D-717:Feb4,Mar23
INVERGORDON
ON-1206:Jan14,Mar25
ISLAY
ON-1219:Feb19
KESSOCK
B-771:Jan3,9,14,28, Feb9,22,Mar2
KILKEEL
B-812:Mar11
B-815:Feb12,15
KILMORE QUAY
ON-1298:Jan22, Feb7,10,16,Mar2
KINGHORN
B-836:Jan6,14,17,31, Feb19,Mar3,11,21

KINSALE
B-728:Feb15
B-796:Mar20
KIRKWALL
ON-1201:Jan15
ON-1231:Feb17, Mar15,16(x2)
LARGS
B-854:Jan16,Feb10,Mar26
LARNE
ON-1246:Jan6,7,8,11
D-646:Jan4,16,Mar31
LERWICK
ON-1221:Jan24,Feb1,18,24, Mar4
LITTLE AND
BROAD HAVEN
D-628:Jan28,Feb19,Mar8
LITTLEHAMPTON
B-779:Jan21,Feb1, Mar26,31(x2)
D-631:Jan21,Mar31
LITTLESTONE-ON-SEA
B-785:Jan17,Feb29,Mar27
LLANDUDNO
D-656:Jan12,13,Feb13,26
D-700:Mar25,26
LOCH NESS
B-737:Feb25
LOCHINVER
ON-1271:Feb15,22
LOOE
D-741:Jan1,Feb16,19
LOUGH DERG
B-736:Jan19,Feb26
LOUGH SWILLY
ON-1142:Feb10,Mar29
B-819:Jan17,Feb2,Mar29
LOWESTOFT
ON-1132:Feb6,7,12,24, Mar5,17,24
LYME REGIS
B-741:Jan17,27
B-857:Feb25
LYMINGTON
B-784:Jan22,Feb1,26(x2)
LYTHAM ST ANNES
D-657:Feb6
MACDUFF
B-804:Feb23,Mar2
MALLAIG
ON-1250:Jan29,Feb1,11,12, Mar2,17(x2)
MARGATE
ON-1124:Feb25
D-706:Mar28



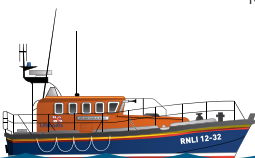
ON-####(17-##)
Severn class
last built: 2004
annual maintenance
cost: £78,600



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



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



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

MINEHEAD
B-824:Jan16,Feb9, Mar11,24
D-712:Feb9,Mar11
MOELFRE
D-689:Mar22(x2)
MONTROSE
ON-1152:Jan20,Mar8
D-626:Jan20,Feb21, Mar8,22
MORECAMBE
D-722:Jan22
H-002:Feb5,Mar17
MUDEFORD
B-806:Jan3,Mar29
NEW BRIGHTON
B-837:Jan10,Feb26, Mar10(x2),29,31
H-005:Feb12,Mar10,29
NEW QUAY (CARDIGANSHIRE)
D-616:Jan31,Mar11,15
NEWBIGGIN
B-745:Feb25
NEWCASTLE
ON-1188:Mar6
NEWHAVEN
ON-1243:Jan29,31, Feb15,18,27,Mar25,28
NEWQUAY (CORNWALL)
B-821:Jan8,14,Feb12,29
D-636:Jan8,14,Mar8,24,25
NORTH BERWICK
D-619:Jan5,Mar11
OBAN
ON-1227:Jan3,4, Feb8,15,28,Mar20
ON PASSAGE
ON-1141:Jan30
ON-1237:Feb16
ON-1263:Jan29(x2)
PADSTOW
ON-1283:Feb4
PEEL
ON-1181:Mar25
PENARTH
B-839:Jan7
D-692:Jan7,27
PENLEE
ON-1265:Jan5,15(x3), Feb7,Mar12,21,26
B-787:Jan17,Feb11,21, Mar25
PETERHEAD
ON-1282:Feb16
PLYMOUTH
ON-1264:Jan8(x2),Feb12, Mar10,16,25
B-775:Jan8,Feb15,26, Mar7,16,24,25,28

POOLE
ON-1131:Jan28
B-826:Jan1(x3),4,9,11, 12,28,Feb12,Mar3
PORT ERIN
B-803:Mar25
PORT ISAAC
D-707:Jan15,Mar25
PORT ST MARY
ON-1234:Feb12
PORT TALBOT
D-713:Feb27
PORTAFERRY
B-833:Jan21,Feb14,16, Mar6,25
PORTHCAWL
B-855:Feb18,Mar10,25
PORTHDINLLAEN
ON-1120:Jan13
PORTPATRICK
ON-1301:Jan8,13
PORTREE
ON-1214:Feb26,Mar13
PORTRUSH
D-740:Feb12
PORTSMOUTH
B-846:Jan4,20,22,Feb24, Mar4,17
D-716:Feb22
PWLLHELI
D-676:Mar27
QUEENSFERRY
B-735:Jan22,28, Feb15,25,26,Mar3,11, 24,25,26(x2),27,28
RAMSGATE
ON-1197:Jan31
B-765:Jan21(x2)
RED BAY
B-843:Jan4,5,6,7,8,11, Mar24
REDCAR
B-777:Jan4,Feb27
B-858:Mar28,30
D-677:Feb27,Mar14,28
RHYL
D-632:Mar10
ROCK
D-634:Jan14,Feb26,Mar26
ROSSLARE HARBOUR
ON-1263:Feb16,Mar10
RYE HARBOUR
B-842:Jan25,Mar25
SALCOMBE
B-794:Jan17,Feb8
SCARBOROUGH
D-724:Mar10,20
SEAHOUSES
ON-1187:Mar22
D-686:Mar16



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



Photo: Harry Reid

ON STATION
D-746, *Alan and Amy*, Blyth, 30 January 2012 (D-606 has been withdrawn)
ON-1302 (16-22), *Alan Massey*, Baltimore, 12 March 2012 (pictured) (ON-1137 (**47-024**) has joined the relief fleet)
B-858, *Leicester Challenge III*, Redcar, 5 April 2012 (B-777 has been withdrawn)

NAMING CEREMONIES
D-745, *MyWay*, Sunderland, 31 March 2012
D-747, *MyJo*, Sunderland, 31 March 2012
B-856, *Spirit of Fred. Olsen*, Kyle of Lochalsh, 20 April 2012
D-748, *Willlett*, Calshot, 21 April 2012
ON-1300 (16-20), *Rose*, The Lizard, 5 May 2012

TENBY
ON-1281:Mar25,28
ON-1286:Feb2
D-727:Jan22,Feb15, Mar25,28
THE MUMBLES
ON-1127:11,12
D-623:Jan23,29
THURSO
ON-1273:Feb9
TIGNABRUAICH
B-743:Jan19,Feb11
TOBERMORY
ON-1270:Jan10,11
TORBAY
ON-1255:Jan2,7,20,Feb11, 26,Mar1,2(x2),6,10,13,23
D-651:Jan16,Feb11, Mar10(x2),11,26
TOWER
E-07:Jan1(x5),3(x2), Mar28(x2),29,30(x2),31(x4)
E-002:Jan1
E-004:Jan5,6(x2),7(x2),8, 9,16,23,24(x2),25(x2),27, 28(x2),Feb14(x2),15(x2),16, 17(x2),18,20,21,26, Mar22(x2),23(x2),24, 25(x2),26(x2),27(x2),28(x3)
E-005:Jan9,11,13(x3),18,19, 21(x2),31,Feb3,10,12,13(x2), 14,21,23(x2),24(x2),25(x4), 27,28,29,Mar1(x3),2(x3), 3,4(x3),5,7,10,16(x2),17, 18,26(x2)

TRAMORE
D-643:Feb9
TREARDUR BAY
B-847:Jan13,17,Mar7
D-614:Jan13,17
TROON
ON-1275:Jan17
D-684:Jan17
TYNEMOUTH
ON-1242:Jan14,Feb1,18,20, Mar12,30
D-693:Jan6,8,14,16,29, Feb28,Mar3(x2),11,13
VALENTIA
ON-1218:Jan20
ON-1262:Mar28(x2),31
WALMER
B-808:Mar14
D-663:Jan28,Mar7
WELLS
ON-1161:Jan12
D-661:Feb25(x2)
WEST KIRBY
D-612:Feb6, Mar14,26(x3),28
WEST MERSEA
B-761:Jan23,Mar10(x2), 19,31
WESTON-SUPER-MARE
B-767:Jan3
B-769:Jan15,24,Mar25(x2)
D-696:Jan24,Mar25

WEXFORD
D-644:Jan23
WEYMOUTH
ON-1260:Mar1
ON-1261:Jan12,29,Feb8, Mar28
B-746:Jan21,Mar10
WHITBY
ON-1212:Jan14,20,Mar11
D-674:Jan20,30,Mar6,20
WHITSTABLE
B-764:Jan1,28,Feb8,25, Mar18,26,29
WICK
ON-1224:Feb15(x2), Mar10,22
WICKLOW
ON-1153:Jan13,14,Feb12, 14,15,16,Mar16
D-650:Jan13,14, Feb12,14,15,16
WITHERNSEA
D-640:Feb27
WORKINGTON
ON-1141:Jan12,14,Mar2
D-629:Mar27
YARMOUTH
ON-1249:Jan7,27,Feb13
YOUGHAL
B-780:Jan29



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Coastal Spring
Look out for the Coastal Spring range of Cornish bottled water in your local shops, bars and restaurants. 1p per bottle will go to the RNLI giving a guaranteed £10,000 a year. See www.coastalspring.co.uk.

cottages4you and Hoseasons Holidays
Supporters get a 5% discount on a holiday and the RNLI receives 5% of the booking price. See the advert on page 4 or visit www.cottages-4-you.co.uk/rnliholidays to find out more. Alternatively, call 0845 268 8694 for cottages4you or 0844 561 8399 for Hoseasons.

Fred. Olsen Cruise Lines
Book a selected Fred. Olsen cruise and the RNLI receives 15% of the price. See page 7 or visit www.rnli.org.uk/fredolsen.

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Giveacar is a not-for-profit social enterprise that can turn your old car into cash for the RNLI. They will arrange free collection, then either sell your car at auction or scrap it with 70% of all recycling or auction revenue being paid in support of the RNLI. To find out more call 020 0011 1664 or email support@giveacar.co.uk.

New Covent Garden Soup
Buy New Covent Garden Smoked Haddock Chowder in selected UK branches of Tesco, Sainsbury's and Waitrose and help raise £12,000 for the RNLI.

Inkjet and mobile phone recycling
The Recycling Factory will give the RNLI up to £4.50 for each recycled inkjet cartridge and up to £15 for mobiles. To request a freepost recycling bag or to find out more email rnli@trf-uk.com or call 0800 091 0696.

Furness Building Society
This mutual has launched an affinity savings account with the RNLI. Please go to www.furnessbs.co.uk/community/affinity-accounts.



RNLI lifeguards in Portrush begin their second season. Photo: Pacemaker Press Intl

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Classified

Essex

Essex
[Redacted text]

Devon & Cornwall

Devon & Cornwall
[Redacted text]

Devon & Cornwall
[Redacted text]

Wales

Wales
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Keeping on track

Getting 15 tonnes of lifeboat across a beach is an age-old task ...

Lifeboat launch and recovery is a vital link in the lifesaving chain and the stations that cannot use afloat moorings, slipways and davit systems must rely on other means to get them in the water.

The horse-drawn carriage launch was a familiar but spectacular sight for the best part of a century so it was probably with sadness for some that machine gradually replaced beast in the 1920s.

It was with good reason though, as *The Life-Boat Journal* explained at the time: 'It is becoming increasingly hard to get the use of horses and the men to manage them ... they have frequently to be brought long distances, with consequent delay, and the cost of hiring is rapidly becoming prohibitive.'

Farm horses were being replaced by tractors and it was these agricultural vehicles that the RNLI began modifying with waterproof compartments. They may have been rated with the power of 15 horses but these machines could easily tackle terrain that horses could not – and be operated by just one person. By 1935 it was all over for the horse-powered lifeboat launch.

The RNLI worked with specialist companies to adapt a range of well-known commercial tractors. Waterproofing techniques improved and they moved into deeper waters. By the 1970s the charity was driving the development of the Talus MB-764 tractor. Looking somewhat like a lunar landing buggy, this marinised County tractor can wade up to 1.5m.

Soon tractors became fully submersible, like the Talus MB-H crawler. Designed for the RNLI in 1982, this little V8 diesel 'tank' has a waterproof cockpit with dual controls, so the driver can operate it facing in either direction. It can be 'battened down' and abandoned in up to 9m of water for later recovery should it ever break down.

In 1990, the charity jointly developed another Talus, especially for launching inshore lifeboats. The MB-4H has a hydraulic transmission, powered by a 105hp turbo diesel engine. The system delivers high torque and the driver can quickly adjust speed without shifting gears so it's less likely to get stuck. Affectionately known as 'bendy', it pivots between engine and cab and is highly manoeuvrable.

The RNLI continues to develop its remarkable launch and recovery vehicles today (see the latest system for the new Shannon class on page 27). This doesn't come cheaply of course and it's thanks to support from people like you that our lifesavers no longer rely on the brewery nags turning up!

Words: Jon Jones
Photos: RNLI/Nathan Williams, Jim Parry

Above: Spectators gather as a motor lifeboat is recovered by tractor and carriage across Rhyl Beach in 1959

Below: *Pride and Spirit* is launched into the night by Talus tractor, just as she was for the Dungeness Silver Medal rescue in January this year [see pages 16–19]





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