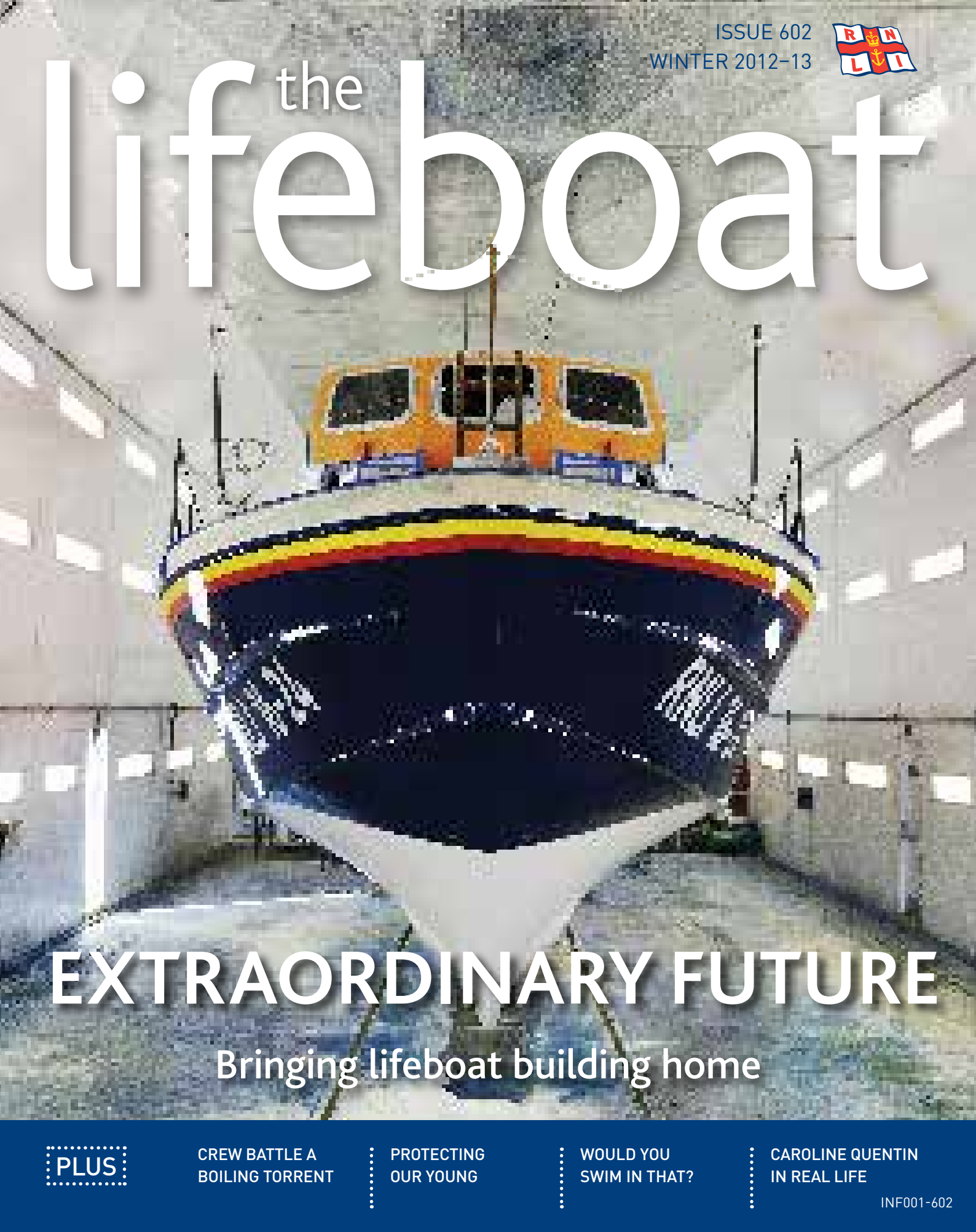


ISSUE 602  
WINTER 2012-13



# the lifeboat



## EXTRAORDINARY FUTURE

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PLUS

CREW BATTLE A  
BOILING TORRENT

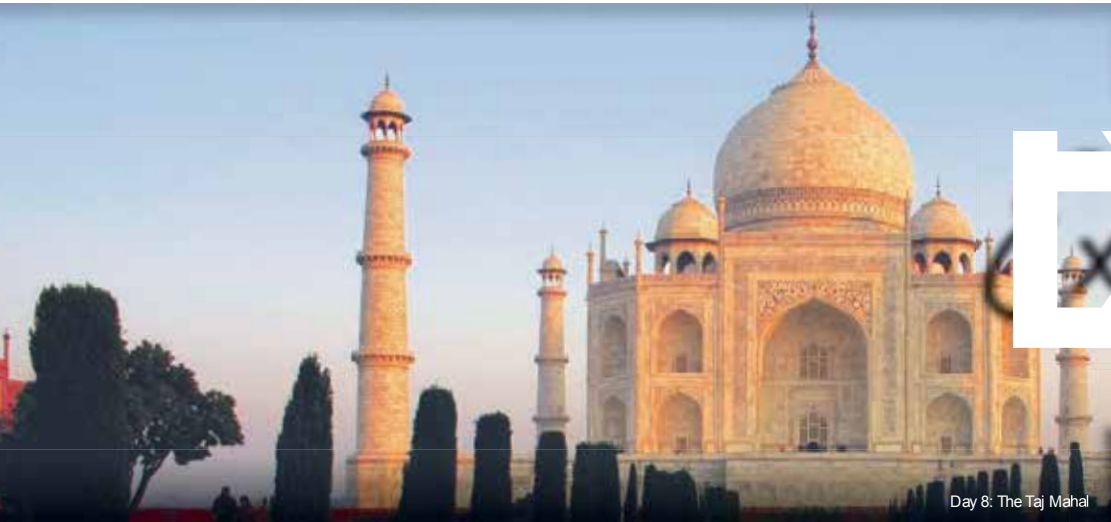
PROTECTING  
OUR YOUNG

WOULD YOU  
SWIM IN THAT?

CAROLINE QUENTIN  
IN REAL LIFE

INF001-602

The journey is just the start of the



Day 8: The Taj Mahal

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**Day 3: To Shimla.** Board the Shatabdi Express to Kalka, changing to the narrow-gauge Toy Train, recently awarded UNESCO World Heritage status, into the Shivalik mountain range to Shimla. Spend three nights at the fabulous 5-star Oberoi Cecil Hotel.

**Days 4-5: Explore Shimla.** Join a tour to explore this remarkable city, taking us past the town's Gaiety Theatre, the Victorian-Gothic Christ Church and Scandal Point. Day 5 is free to explore at your own pace.

**Day 6: Return to Delhi.** Leave by Toy Train for the journey back down the mountains through stunning landscapes to Kalka, 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 a rickshaw ride around the narrow streets passing Delhi's Red Fort, 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 imposing Red Fort, built on 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 sandstone city, for a guided tour then continue north to the Pink City of Jaipur for three nights at the 5-star Sheraton Rajputana Palace.

**Days 10-11: Jaipur.** Visit to the City Palace - still home to the Maharaja, the Astronomical Observatory and the colourful market. Day 11 is free for you 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 Jal Mahal water palace along the way. Admire the imposing facade, intricate interior and views of the Aravalli mountains then visit the pink sandstone Palace of the Winds. The afternoon is free for you 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.

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# Lifeboats

WINTER 2012-13 ISSUE 602

Cover photo: Finishing touches are made to a new Tamar class lifeboat at the boatyard (see page 4).

Photo: RNLI/Nigel Millard

Welcome photo: A sunny, becalmed Port Isaac (see page 12).

Photo: J Fitch CC BY 3.0

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Blind and partially sighted readers can choose to receive a free audio tape, CD or mp3 file of the magazine as well as print.

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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 CI; 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 CI. 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 KC GCB OBE DL  
**Chief Executive:** Paul Boissier

## Dear Reader

As we start 2013 there's a lot for the RNLI to look forward to. In this issue you can learn of our ambitious plans to ensure the future supply of the charity's all-weather lifeboats (page 4).

There's news of awards and details of the RNLI's 140,000th life saved (2), showing there are many reasons to celebrate.

But we can't stop to reflect too long as our work goes on regardless - as you will see from the latest rescue accounts (10-17).

In the light of some tragic headlines during 2012, we feature a heartfelt personal piece about visiting the beach with children and keeping them safe (20). There's also a feature on water quality (27) and what improvements are being made, both now and in the future.

Wishing you a happy and safe new year.

Carol Waterkeyn,  
Deputy Editorial Manager



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## PLUS ...

NEWS Including 140,000 lives saved

## REVIEW

LIFEBOAT LOTTERY LAUNCHES





## 140,000 reasons for your support

When a kitesurfer was pulled to safety by Fraserburgh volunteers off the coast of Aberdeenshire last June, a major milestone was passed.

Bodgan Bocaneala (pictured) got entangled with his lines while kitesurfing in Fraserburgh Bay, leaving him unable to swim against strong currents. The local lifeboat crew rushed to his aid and pulled him aboard.

His life was the 140,000th saved by the RNLI since it was founded by Sir William

Hillary. And as this magazine was being mailed, our supporters and volunteers on the Isle of Man were preparing to commemorate Hillary's birthday. It was the sight of shipwrecks around the Manx coastline that moved the lifeboatman to send an appeal 190 years ago. It was this appeal that led to the RNLI's formation in 1824.

Today, Sir William's motto, 'with courage, nothing is impossible', adorns the RNLI Memorial at our Headquarters in Poole. The memorial sculpture also features the names of those who lost their own lives in the cause of saving others at sea. At the end of September, those 778 inscriptions became 806, as a further 28 names had been discovered.

'These additional names represent all sorts of courageous people, from all sorts of places, who made the ultimate sacrifice,' said RNLI Chief Executive Paul Boissier, speaking at the rededication ceremony attended by families and representatives of those lost. 'Many of those people saved the lives of others, before they lost their own. So, as well as reminding us of the sea's dangers, this memorial reminds us of the tragedies that we can prevent.'

See all the names online at [RNLI.org/memorial](http://RNLI.org/memorial).

## Flood alert

Volunteers from the RNLI's Flood Rescue Team (FRT) evacuated people from their flooded homes in St Asaph, North Wales at the end of November. Crew members from lifeboat stations at Beaumaris, Conwy, Moelfre and Rhyl joined forces with RNLI staff to ferry people safely from their homes to dry ground. The team members – who all give their time to the FRT voluntarily – are specially trained in swift water rescue. Sponsored by Toolstation, the FRT is available at 24 hours notice to deploy anywhere in the world where waterborne search and rescue is needed due to natural disaster.



## Top awards for our lifesavers

The Pride of Britain Awards brought RNLI lifesaving to the attention of millions at the end of October when Hartlepool RNLI volunteers received the ITV *Daybreak* Emergency Services Award.

The volunteers and Hartlepool Coastguard Rescue Team won the award for rescuing teenager Neil Robson after he was trapped in sand with the tide coming in, leaving him in danger of drowning.

There was also TV recognition for our crews when Dungeness Crew Member Garry Clark received an award in the Coastal Rescue category of the BBC 999 awards. Garry received an RNLI Silver Medal for Gallantry for his part in saving a yacht crew in a gale – see *the Lifeboat* Summer 2012 for more.

RNLI Bronze Medallists Roger



Jackson (Exmouth) and Darren Crowe (St Abbs) received Shipwrecked Fishermen and Mariners' Royal Benevolent Society awards in November in recognition of rescues they carried out in 2011. Darren and fellow St Abbs volunteers James and Alistair Crowe also received Brave@Heart awards.

For email alerts that tell you about forthcoming television programmes featuring the RNLI, see [RNLI.org/email](http://RNLI.org/email).

## Recycle and save lives!

Have you got old printer cartridges, mobile phones and gadgets that you no longer use? They could help keep our lifesavers trained and equipped. The Recycling Factory gives the RNLI a donation for every item successfully recycled and, to date, our supporters have helped to raise £492,000.

To request freepost RNLI envelopes or collection boxes for inkjet and toner cartridges, mobile phones, mp3 players, digital cameras, satnavs and other gadgets, call The Recycling Factory on 0800 091 0696 or email [rnli@trf-uk.com](mailto:rnli@trf-uk.com).



## Your message to the crews

At a time when many people are exchanging New Year wishes, what would your message to our volunteer crews be?

As part of an appeal to raise funds for two new Shannon class lifeboats and launching equipment, supporters are sending messages to lifeboat crew members. They have already included: 'Amazing people, amazing organisation, and we've needed you this year,' and 'I am not a sailor but support you simply because I admire your dedication and bravery. Good luck in 2013 and always.' To send your message of support, visit [RNLI.org/message](http://RNLI.org/message).

The Shannon class is designed to replace the 17-knot Mersey class lifeboats,

which are launched by carriage. At 25 knots, this faster and more capable class of lifeboat is expected to save over 1,500 lives, and operational trials are due to be completed in the Spring.

Dungeness is due to be the first lifeboat station to receive a Shannon class lifeboat, with other stations to include Exmouth, Hoylake, Ilfracombe, Llandudno, Lowestoft, Montrose, Scarborough, Skegness, Selsey, St Ives and Swanage.

To build future Shannon class lifeboats – and to maintain existing lifeboats as efficiently as possible – work is starting on a new all-weather lifeboat construction and maintenance facility at our Poole Headquarters. See page 4 for more.

## Ready to lead

Filey Crew Member Fran Wilkins (pictured) showed a cool head at sea during her coxswain's assessment in October when she was diverted to some walkers cut off by the tide. With Fran in charge, and two RNLI inspectors aboard, the crew found the three stranded people, took them to safety, and then continued the assessment. Fran passed with flying colours, and is now one of xx women who have qualified as lifeboat coxswains.

Hastings Crew Member Sloane Phillips is among that number too – she became the station's Deputy Second Coxswain in September after completing her assessment.

Meanwhile the RNLI's youngest full-time coxswain has also taken the wheel. Andrew McHaffie was appointed at Tobermory Lifeboat Station in October, at the age of 25.



## Web of support

Silverware, a blue tick and tens of thousands of fans: all signs that supporters like you are enjoying keeping in touch with the RNLI using the internet.

The RNLI's website, relaunched in Summer 2012, recently won Best in Class at the 2012 Interactive Media Awards in the Charity category. It also won a Silver Award at the 2012 Digital Impact Awards.

There have been social media successes too – if you look at [twitter.com/RNLI](http://twitter.com/RNLI), you'll see we have a blue tick. It's a prestigious symbol used as a mark of authenticity by Twitter, earned with the help of our 30,000 followers.

Meanwhile [facebook.com/RNLI](http://facebook.com/RNLI) now has over 55,000 fans, with a potential reach of 10M people. But what are people saying on social media? To get a taste, see page 39.



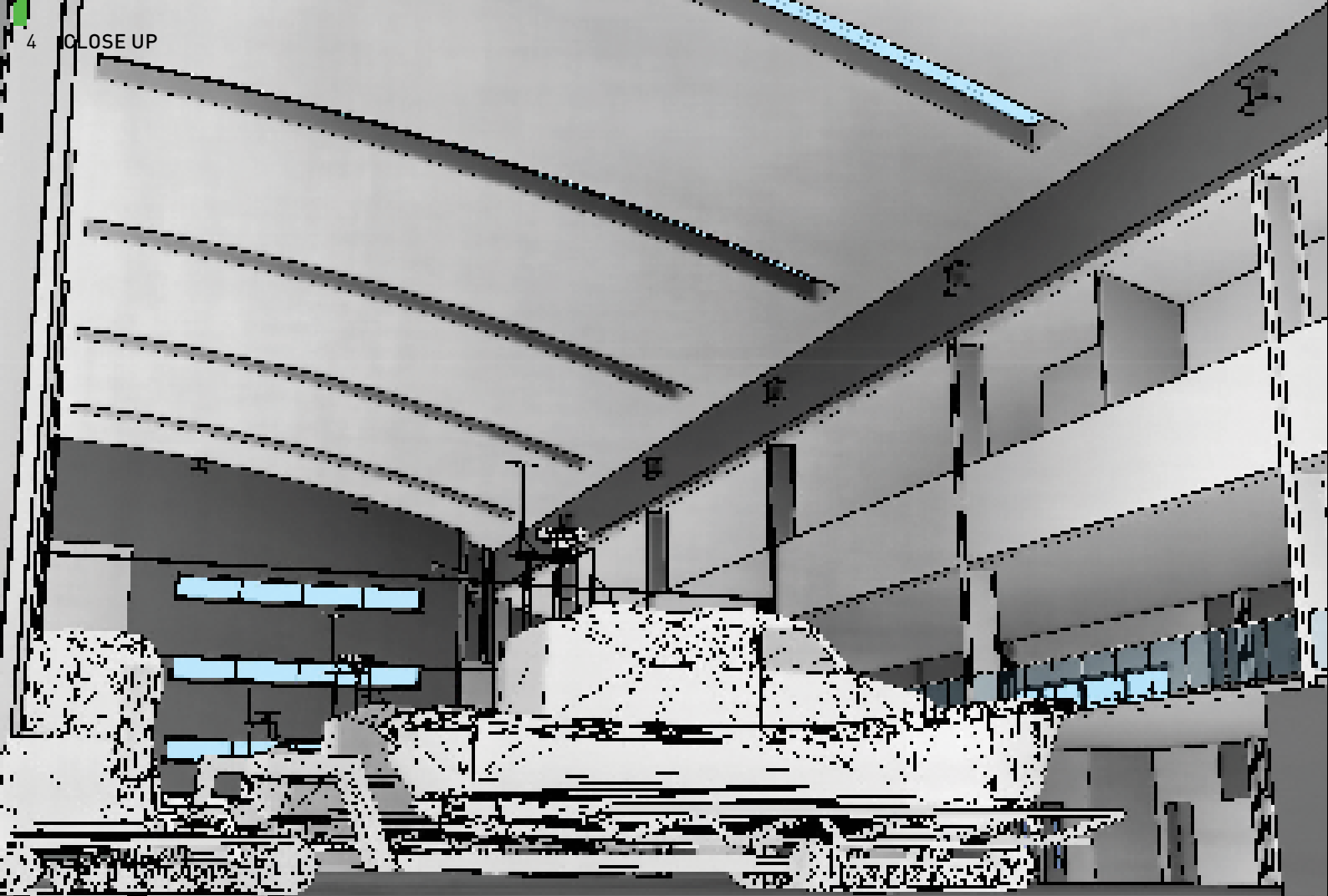
## 'Grave and imminent danger'

A volunteer helmsman who helped to rescue two men aboard a grounded boat that was pounded by breaking waves is to receive an RNLI award for gallantry. Anstruther Helmsman Barry Gourlay will be presented with a Bronze Medal and Crew Members Rebecca Jewell and Euan Hoggan will receive the Thanks of the Institution Inscribed on Vellum.



Words: Rory Stamp  
Photos: Billy Watson, *Hartlepool Mail*/  
Tom Collins, Barry Robson, RNLI/Nathan Williams.





**PRIDE AND PRECISION**

The last half century has seen the extraordinary evolution of our all-weather fleet from the externally designed and built wooden-hulled fleet with a top speed of 8 knots to the sophisticated, composite-hulled and in-house-designed 25-knot craft that we see on our coasts today.

I shall never forget being taken as a young lad into a large, creaking (and probably leaking!) corrugated shed in Beaumaris, Anglesey, and being shown an Oakley lifeboat in refit. I can still recall those distinctive boatyard smells of traditional paint, freshly machined timber and working machinery. I can visualise the numerous wooden buoyancy tanks lined up in their fresh white livery, each with its unique location and number carefully stencilled in black – surely the ultimate 3D puzzle.

The hull itself, majestic on its chocks, was stripped back for painting with small holes visible everywhere from the countless fastenings removed for replacement. I can still hear the pride in the voice of the shipwright who worked on her, describing the detail and care that went into such a refit.

Yet this is no simple nostalgia. Advances in crew safety and the effectiveness of the fleet have been immense in the intervening years but some qualities are timeless.

Wooden hulls were phased from the 1970s. The hulls and decks of today's fleet, which is widely considered to be the finest in the world, are precision-built of glass, carbon fibre and epoxy composites requiring specialist skills and large processing ovens to cure the resins. They're fitted out with electronic, electrical, mechanical and safety systems to produce the finished products, which outperform their predecessors at so many levels.

**FAR SIGHT AND COURAGE**

In February 2011, we reached a milestone. We agreed a new strategy for our all-weather lifeboat fleet that will take us through to 2030. At its heart is a smooth, steady production of six new boats every year. First, to build at least 50 of the new Shannon class to replace older lifeboats, including Tynes and Merseys, and bring the entire fleet capability to 25 knots. Second, to build more Tamars and to radically upgrade our Severns.

We studied the UK and Irish boatbuilding industry and found that fewer and fewer boatbuilders were willing to work to our unique specifications – bringing the risk of escalating costs and concerns over the quality we needed.

So we explored a new approach instead: to create a single, purpose-built all-weather lifeboat construction, refit and maintenance facility on our Headquarters and College site at Poole, Dorset. This would complement our long-established inshore lifeboat building and maintenance centre on the Isle of Wight – and give us the control we need to complete our vision. This recommendation was fully endorsed by our Trustees in April 2012.

At the time of writing, planning permission is being sought to redevelop the existing Lifeboat Maintenance Centre Yard, which houses a hotch potch of lifeboat maintenance, lifeguard management, training, heritage and storage facilities. If we are successful, and if we gather sufficient funding, we will level the site, raise it by a metre or so and then build and equip our very own facility.

Hopefully up and running by 2019 this will be far more than >>

# BUILD FOR LIFE

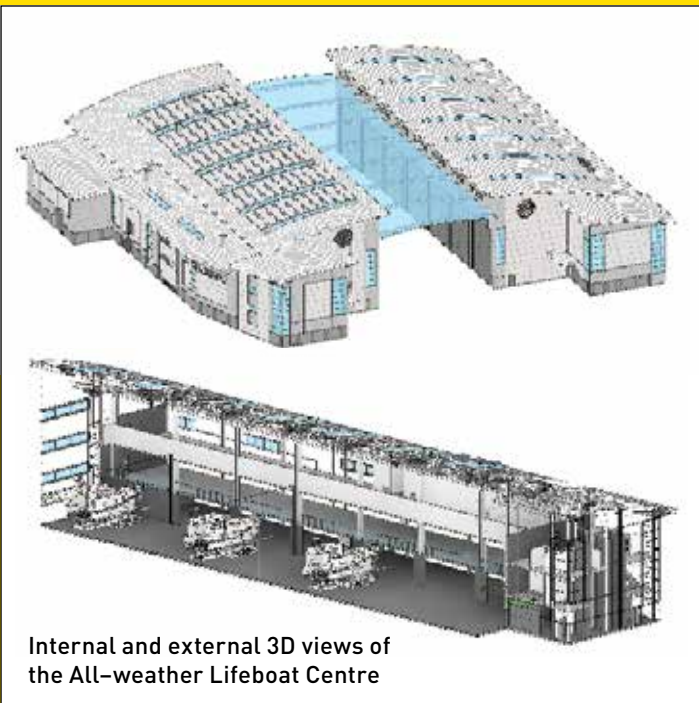
Today, RNLI lifeboats are designed and built in-house. Soon, we will be fitting them out and doing their maintenance too, as project leader David Price explains ...



The pace of change in our day-to-day lives is ever increasing and here at the RNLI we are no exception – nor should we be. I firmly believe that it's imperative for our wonderful charity, with its proud history, to be prepared for future operational needs and to be energetic in its approach to change. That way we'll continue to save lives at sea long into the future.



- Our own All-weather Lifeboat Centre will:**
- reduce our dependence on an ever-reducing number of suitable external boatyards
  - safeguard our exacting standards, which keep our volunteer crews safe at sea
  - save the RNLI £3.7M every year
  - create 90 new jobs and some new apprenticeships
  - contribute to Poole's flood defences
  - be a place where the public can see how our experts build lifeboats.



Internal and external 3D views of the All-weather Lifeboat Centre



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## EXPERTS AND EXPERIENCE

Taking such a big step and making such a big investment is actually a natural progression. Inspirational, innovative and above all effective all-weather lifeboat designs have been created by the RNLI's own naval architects for a number of years now. The service-proven Tamar class and the Shannon prototype are fine examples of this work.

Further, we already run an all-weather lifeboat maintenance centre in Poole and we already produce hulls, decks and wheelhouses for our all-weather lifeboats at our subsidiary company SAR Composites Ltd in Lymington, Hampshire. Here, we've improved quality and reduced build time by 30% since 2009. This has provided us with the confidence to take this next step.

## TIMELESS QUALITIES

During a recent visit to our unit in Lymington, I again noticed the pride in the voice of the charge-hand as he showed me the various stages of the intricate production of the hull and decks. He said:

'These are so strongly built that if ever the proverbial bomb were dropped, I reckon I'd be happy to take my chances in one of these beauties!'

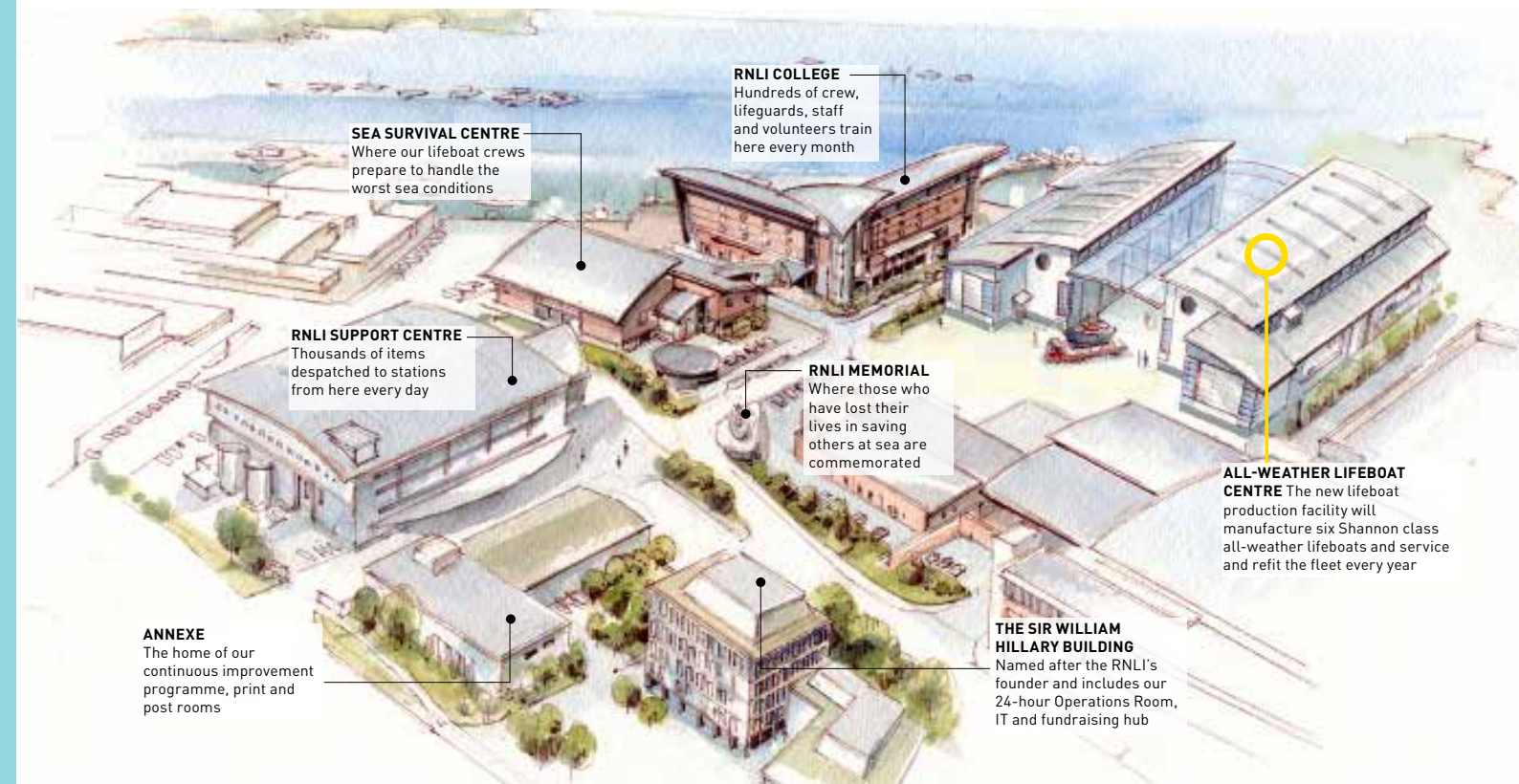
My belief is that what we're proposing will surely result in a world-class centre of boatbuilding excellence, that will make the most efficient use of our generous donors' funds possible.

Just as importantly, I see it staffed by a committed and skilled team who will maintain the long tradition of taking pride in their work; pride that will continue to ensure that lifeboats, on which the lives of our volunteer crews and others depend, will continue to be built to the highest, RNLI, standards. I do hope you agree.

Words: David Price

Photos: RNLI

Illustrations: Ellis Belk, Terry Whitworth



THE COST £11.2M



Once up and running, the facility should pay for itself in 10 years.



## FIND OUT MORE

Go to [RNLI.org/buildforlife](http://RNLI.org/buildforlife) and see just what a difference this development will make for our engineers, crews and the RNLI as a whole.

And if you're interested in investing yourself, please contact Benjamin Jordan on 01202 663228 or at [benjamin\\_jordan@rnli.org.uk](mailto:benjamin_jordan@rnli.org.uk); or write to him at Headquarters.



# HOW TO BUILD A LIFEBOAT

## YOU WILL NEED:

- 100+ skilled workforce – including marine engineers, electricians, fitters and craftsmen
  - vast array of specialist tools and apparatus
  - several hectares of fabrication space and a slipway.
- Construction time: 11 months  
Difficulty level: Expert



### 1. Wheelhouse, deck and hull moulding

Cook layers of fibre and resin in a giant oven.



### 2. Structural fit-out

Laminate bulkheads, frames, tanks, ducts and so on to the hull and internal structure.



### 3. Initial fit-out

Dry-fit items such as doors, hatches, engine mounts and stowage. Make preparations for installation of propulsion system and exhaust.



### 4. Painting

Apply primer, undercoat and top coats of RNLI orange and blue. Finish deck and coach-house roof with non-slip paint and apply antifoul to the lower half of the hull. Add boot top (waterline) and colour stripes.



### 5. Wheelhouse and deck fit-out

Fit anything else that needs to be permanently onboard – everything from electronics to cup holders.



### 6. Hull fit-out

Install engines and gearboxes. Permanently join hull and wheelhouse together.



### 7. Post joint fit-out

Fit crew seats, fenders, guard rails and final electronic components.

See a more detailed step-by-step: [RNLI.org/shannonbuild](http://RNLI.org/shannonbuild)

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	2	£28.85	£3.95	£32.80	£5.00		£
	3	£39.75	£4.95	£44.70	£12.00		£

\*\* PLEASE TICK for LENS COLOUR CHOICE:  Smoke  Brown/Amber  Yellow  Clear

Popular Sunwear	Quantity (pairs)	Price (exc. del)	Delivery (72hr del)	Total (inc. del)	SAVING	Please tick	ORDER VALUE
(Square 'Ultra') Polarised Lens	1	£19.95	£3.95	£23.90	£10.00		£
	2	£33.85	£3.95	£37.80	£10.00		£
	3	£49.75	£4.95	£54.70	£17.00		£

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# RESCUE

## 1 TRAWLER IN TROUBLE

**2 October 2012:** RNLI lifeboats from Tynemouth, Blyth and Cullercoats mounted a joint operation to bail out a sinking trawler. Tynemouth Crew Member Ian Black entered the engine room of the badly listing vessel, wading through chest-high oily water to plug the leaks. She was then towed to the safety in the River Tyne, escorted by Cullercoats inshore lifeboat.



The RNLI's lifeboat crews 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 Port Isaac, pages 12-14
- 8 Penlee, pages 16-17



## 4 DRAMA ON DECK

**22 August 2012:** Bembridge lifeboat crew mounted a delicate operation to remove a man with a broken ankle from an oil tanker. The rescue helicopter had been grounded due to heavy fog, so the crew had to stretcher him onto the lifeboat using the vessel's crane. The crew headed to Portsmouth Harbour as quickly as possible in visibility of just 20m, where the man was taken to hospital for treatment.

## 2 POOCH IN A POUCH

**4 September 2012:** An unfortunate dog, which had fallen to the bottom of cliffs at Salton Bay, was rescued by St Bees inshore lifeboat. Crew Member Dale Rockery swam ashore to retrieve the frightened pet from a rocky ledge, returning it to the lifeboat in a casualty pouch. The dog was then taken back to the station for a check-up by the local dog warden.



## 5 EARLY START

**27 October 2012:** The volunteer crew at Castletownbere were denied a Saturday morning lie-in, launching at 5am to a 33m Spanish fishing trawler, which had grounded on the western point of Bere Island, Co Cork. All 11 crew members were safely transferred aboard the lifeboat and taken to safety.



## 3 WINDSWEEP SWIMMER

**31 August 2012:** Both New Quay lifeboats went to the aid of a swimmer swept out to sea by strong winds and the tide. The inshore crew found the exhausted man 200m from the shore. The two crews then worked together to pull him aboard the all-weather lifeboat, where he was airlifted by an RAF rescue helicopter and taken to hospital. See the video at [goo.gl/ww](http://goo.gl/ww)



## 6 CAUGHT IN A LOCH

**10 November 2012:** When a fundraising swimmer's support boat broke down on Loch Ness and began to drift onto the rocky shores, the skipper wasted no time in calling for help. The volunteer crew from Loch Ness were on the scene in 8 minutes, finding the swimmer onboard the support boat being given a warm drink and dry clothes. Despite worsening conditions, the vessel was towed back to safety.



Words: Liz Fitzpatrick  
Photos: RNLI/(Castletownbere, Adrian Don and Martin Douglas)



'Truly amazing people'  
 (l to r): Damien Bolton,  
 Nicola Bradbury and  
 Matthew Main



# Battling in a boiling torrent

Experience and compassion combined when three volunteers faced the toughest test

The call came at 8.19am on Easter Sunday 2012. All that Damien Bolton, Nicola Bradbury and Matthew Main knew was that two men were in the water in rough seas between Port Isaac and Tintagel, and that one of the men was face down in the water.

'Tregardock is a lovely beach at low tide but at high tide it's a rocky beast full of shifting sandbanks and unpredictable, confused seas,' explains Senior Helm Damien. 'This was going to be a difficult rescue.'

'But I felt that, if there was anything that could be done, we could handle it. We all knew the area well from our training.'

*Copeland Bell*, Port Isaac's D class lifeboat, was quickly launched and the trio arrived on scene 7 minutes later. Sure enough, two men were visible, and one was able to shout for help before being swept under a wave.

## The story so far

A local father and son, Peter (60) and Paul (27) Sleeman, had been fishing together at the beach. Aware that the tide was coming in, the pair had started to go home up the steps only for Paul to be swept off by a large wave.

Peter grabbed a torpedo-style lifeline from the top of the steps, threw it to Paul and started to drag him in. But just as he thought he'd brought his son to safety, Peter too was swept into the sea.

The area was particularly treacherous that day because of a high spring tide, force 4–5 winds and a 3m swell. This was driving onto the cliff face and being bounced back, making it impossible for the men to get back to the steps. In fact they were being pinned into an arc of semi-submerged rocks.

Alone in the sea in this isolated spot, the two men were eventually spotted by a passing walker who called the Coastguard and waited on the cliff top to guide in the rescuers. It is thought that the fishermen had been in the water for at least half an hour.

## Venturing in

As the lifeboat crew sped towards them, the men were being tumbled by the waves. 'They would disappear, and then out of this boiling torrent would come Paul's head and his dad's back,' pictures Matthew.

The crew agreed to face the risk of taking their small boat into these extremely hazardous conditions. Damien duly took the boat off upwind and deployed the anchor before reversing back towards the casualties. By veering down in this way, the Helmsman kept the bow facing into the swell, thus avoiding capsize.

Damien's skilled boathandling brought them through the waves and rocks to within 3m of the cliff face and 2m of the casualties. But then he stopped – he'd spotted the rope from the torpedo-buoy and realised that, if they went any closer, it could become entangled in the boat's propeller.

Only Paul had shown any sign of consciousness since their arrival. Now the crew encouraged him to swim the short distance towards the lifeboat. Although reluctant to leave his father, he eventually did so, going limp and lifeless as he reached the boat.

Damien, Nicola and Matthew worked together successfully to heave this 1.9m man onboard. They found he was attached by rope to Peter, so they cut Paul free and secured the line to the boat – but at that moment they were hit by a large wave and their engine cut out.

## A swift exit

A loss of power in such circumstances could have been fatal to all. 'If we hadn't been able to restart, we would have been over and in with the casualties,' remembers Nicola. The engine did restart quickly but it was still vital that they got out into safer waters right away.

Damien gave the order to cut the anchor line and quickly drove out of the tumultuous waves into calmer seas away from the rocky cliffs. They had not been able to get Peter onboard, but they were still connected to him.

Once out of the danger zone, Damien pulled Peter alongside to check for any signs of life but there were none. Meanwhile Paul was clearly in a very bad condition, drifting in and out of consciousness – his life was still at risk.

Damien made the decision. He fitted a lifejacket to Peter's body to ensure they could recover it later and then let him go. He called for an immediate evacuation for Paul and an RAF search and rescue helicopter appeared right on cue.

Meanwhile Nicola and Matthew administered first aid to Paul, wrapped him in a survival bag and put a neoprene helmet on him to preserve body heat. He was both hypothermic and at risk of secondary drowning having taken in a lot of water.

Matthew comments: 'It was clear that we'd reached Paul with only seconds to spare. There is no doubt in my mind that he was about to give up.'

Paul, who was now distressed, was successfully airlifted from the moving lifeboat and taken to the Royal Cornwall Hospital in Treliske. The lifeboat crew then returned to recover Peter's body and take it home to his family.

## Looking back, looking forward

Asked afterwards if he had been aware of the danger they were heading into, Damien asserts: 'I was very

'It was clear that we'd reached Paul with only seconds to spare'

## THE DETAIL

### THE LIFEBOATS

D-707 D class  
*Copeland Bell*  
 Funded by local events  
 organised by Godfrey  
 Copeland and Stu Bell

### THE CREW

Senior Helm Damien Bolton  
 (Construction Firm Owner)  
 Crew Member Nicola Bradbury  
 (Pasty Shop Owner)  
 Crew Member Matthew Main  
 (Driving Instructor and  
 Photographer)



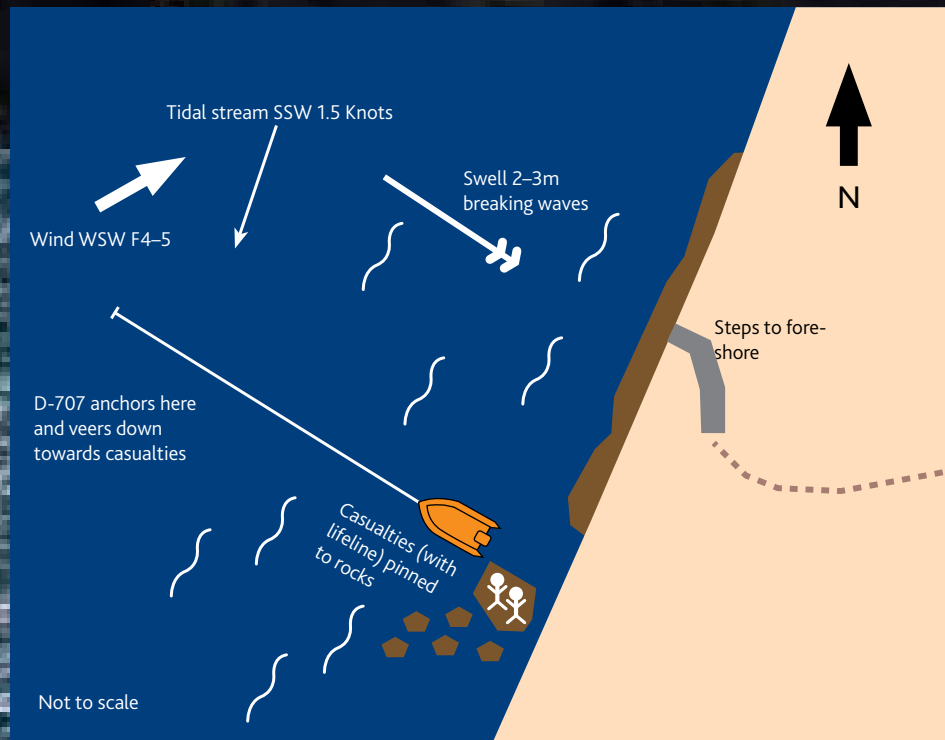
>> conscious of the risk but I had full confidence in the ability of the crew aboard the *Copeland Bell* that day. We had 37 years' worth of experience between us and had trained together for the last 7 years.

'On a small boat like this, each crew member has to know each others' jobs and must be in tune with one another to constantly balance the boat. These skills had become instinctive to us – I believe it was our teamwork that saved Paul's life.'

In formal recognition of their putting their own lives on the line beneath that craggy Cornish cliff face, Damien is to be honoured with a Silver Medal for Gallantry and both Nicola and Matthew with Bronze Medals. They will receive them at our Annual Presentation of Awards ceremony in May.

Back at home, the Sleeman family have become close to the Port Isaac lifeboat men and women, describing them as: '... Truly amazing people. Without their skills, bravery and determination Paul wouldn't be here today.' Paul went on to attend Matthew's wedding in September.

Words: Jo Roche  
Photos: RNLI/(Matt Main and Nathan Williams)



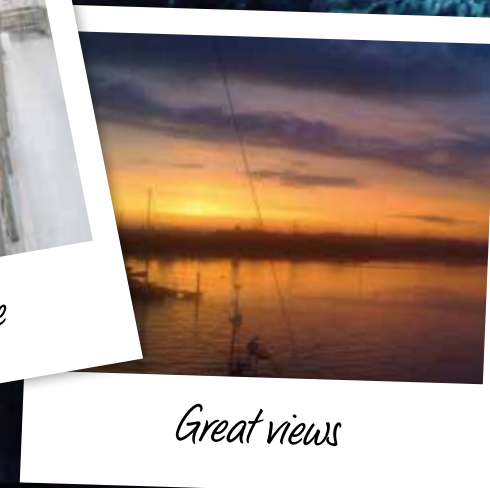
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# Mind the gap

As waves hurred themselves at the narrow harbour entrance, two lifeboat crews needed to combine their skills to get a yacht to safety



A gale force 8 was lashing Newlyn Harbour as Coxswain Patch Harvey walked across the seafront on 14 June 2012. He noticed a yacht heading out across Mounts Bay: 'I thought to myself, they must be mad!'

It wasn't to be his last encounter with the vessel. Later that afternoon, Falmouth Coastguard alerted Penlee Lifeboat Station to a yacht in difficulty, 12 miles south of Newlyn. Patch knew immediately which yacht it was, and paged his volunteers.

'I knew I would need my most experienced crew members. When there is a south easterly blowing into the bay, conditions are tough.' The Severn class lifeboat launched with six men and over 65 years' experience onboard.

With the wind raging against them, they could just reach 18 knots once clear of the harbour. They

located the yacht 45 minutes later, spotting its orange storm sail through hammering rain.

The 12m *Change of Course* was in a sorry state. The wind had torn down her jib and it was tangled around the keel, rudder and propeller. Her crew, a man and woman in their 60s, were entirely at the mercy of the elements.

The wind had risen to severe gale force 9, there was a 7m swell, and rain squalls were coming in thick and fast. Patch wanted to establish a tow but the yacht was beam-on to the elements and there was a risk of the lifeboat being blown onto her. There were also sails and ropes swirling in the water.

Patch skilfully manoeuvred as close as possible to the heaving yacht and tasked Second Coxswain David Pascoe with throwing a line across. 'Some job that was!' he recalls. On the first two attempts the rope was blown out of reach. On the third go, the yacht's skipper managed to catch the rope but there was more trouble in store.

'A couple of big waves hit the yacht, making her roll badly,' Patch remembers. 'The pair were in danger of being thrown over the side. It must have been pretty hairy for them – it didn't look good.'

With the tow finally established, they began the uncomfortable 2½-hour return. But there was one

final challenge: getting into the harbour. With waves continually breaking across the narrow entrance, the lifeboat and yacht could easily have been thrown against the harbour wall. Patch called the inshore crew for help.

The B class RIB duly met them with Will Treneer at the helm: 'You wouldn't have taken the inshore lifeboat out in any worse conditions – she was stretched to the limit of her capability. Slow and steady was the way of it.'

The plan was to attach a rope to the yacht's stern so that the inshore lifeboat could hang behind, acting as a brake and rudder and keeping them straight. With an enormous backwash surging off the harbour wall, it took all of Will's boathandling skills to keep clear of the flotsam.

Inshore Crew Member David Raymond jumped aboard the yacht to attach the rope:

'Will put her alongside lovely, and I just launched over. I didn't have any time to be nervous.' The three craft were now linked: the all-weather lifeboat leading, the yacht in the middle, and the inshore lifeboat at the rear.

'I headed for the gap in the harbour wall, and hoped for the best,' Patch recalls. He timed it right, making it through just before a large breaker hit. He then used the inshore lifeboat to slow the yacht down, swinging her into the shelter of the outer sea wall and on to a mooring.

After 3½ hours, their ordeal over, the couple were taken to the lifeboat station for a cup of tea. They returned later with a bottle of whisky to thank the crew. It wasn't their only thanks – a few weeks later the crews received a formal Letter of Appreciation from the RNLI's Chief Executive.

Patch sums up: 'We were all proud. It was definitely one of the most challenging jobs we've been on, just because of the weather. It's why we train in all weathers. It was a really good team effort.'

## 'I knew I would need my most experienced crew members.'

Coxswain Patch Harvey

### THE DETAIL

#### SEVERN LIFEBOAT

ON-1265 Severn class 17-36  
Ivan Ellen

#### ON STATION

2003, funded by the bequest of Harold Ivan Leech in memory of his wife

#### THE CREW

Full-time Coxswain/Mechanic Patch Harvey  
Second Coxswain David Pascoe (Fisherman)  
Deputy Second Coxswain Ben Keogh (Plumber)  
Emergency Mechanic Richard Nicholls (North Sea Supply Boat Worker)  
Crew Member Josh Simm (B&B and Gallery Owner)  
Crew Member Dan Sell (Builder)

#### B CLASS

B-787 Paul Alexander

#### ON STATION

2002, funded by Mr and Mrs Richard Archer

#### THE CREW

Helmsman Will Treneer (Fisherman)  
Crew Member David Raymond (Marine Surveyor)  
Crew Member Paul Kneebone (Plumber)



Image from actual rescue footage

Words: Liz Fitzpatrick  
Photos: RNLI/(Liz Fitzpatrick, Penlee)



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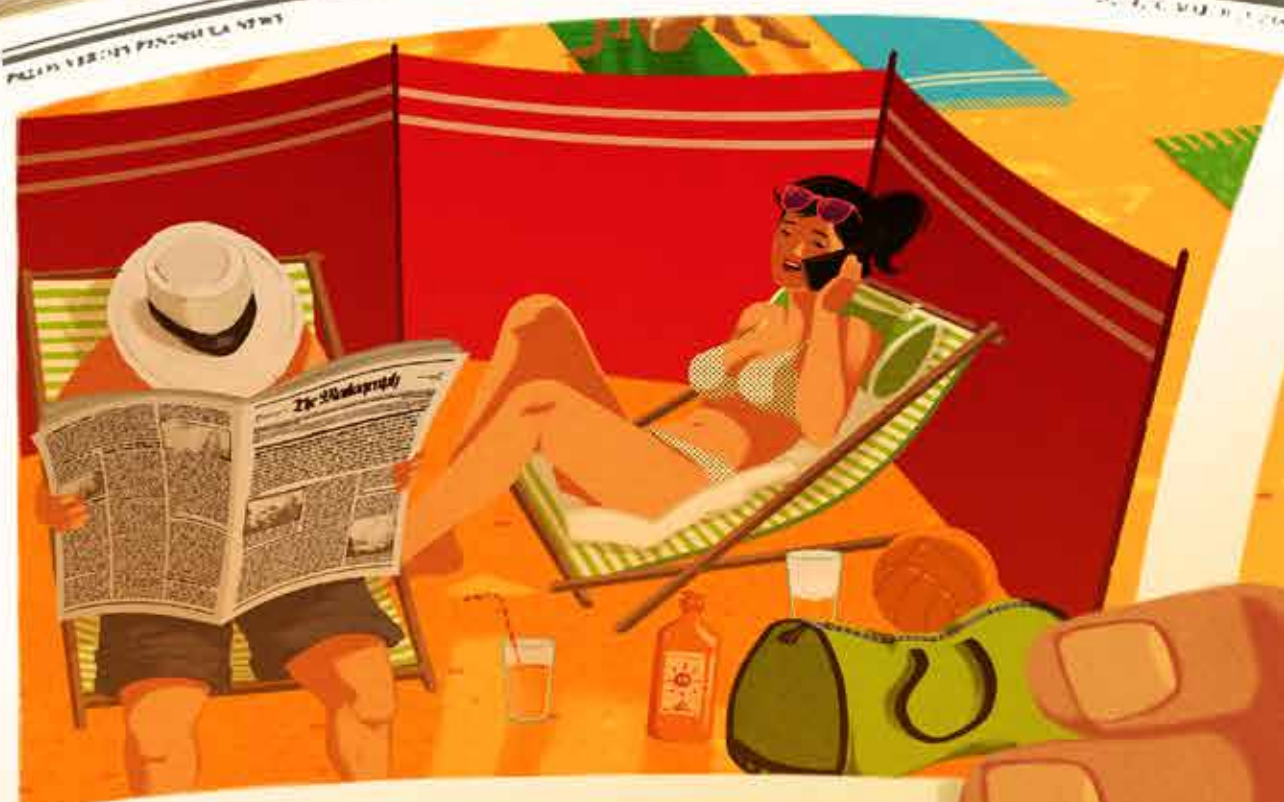
# Close to home

Last Summer, RNLI lifeguards and lifeboat crews saved the lives of 82 children and teenagers – but they can't prevent every drowning, as mum-of-two Bethany Hope reports

Tragedy hit the headlines in 2012 with several children dying off the beach at home or abroad. As a mother myself, I shudder when I hear such news. I can't read the reports without thinking about the agony that each parent must feel.

I'm not a 'wrap-them-up-in-cotton-wool'-type mum. I have a 6-year-old girl and a 4-year-old boy.

My children climb high trees, they play football on the street and they swim in the sea. Nor am I daft; I'm watching. But the watching is increasingly from a distance. I spent many happy hours on the beach with them last Summer. My instinct told me we were at a relatively safe bay, but it wasn't lifeguarded. Was I wrong? >>>





## » Disasters in the news

Other families weren't so lucky. We learned of two Britons dying in Portugal in mid August. Five-year-old British girl Lara Lewis and her 66-year-old grandfather Brian O'Dwyer drowned after being hit by a large wave on the exposed Atlantic coast. And nearly 2 weeks later, George Selby and his 7-year-old son Louis died off Majorca. A wave swept Louis off some rocks and his father, who couldn't swim, jumped in to try to save him.

The British Isles didn't escape. In May at West Wittering Beach, West Sussex, Plamen Petkov died after going to the aid of a 5-year-old girl on an inflatable drifting out to sea. He saved the girl but was pulled underwater himself by strong currents just metres from the water's edge. An RNLI Tribute Fund was set up in his memory.

In September, a mother drowned off a Cornish beach as she tried to save her two sons, caught in strong currents. Her boys survived but she was swept out to sea. These terrible events near and afar remind us of the unpredictable nature of the sea. A happy family day at the seaside can turn into a tragedy in seconds.

From the rescues featured in *the Lifeboat* magazine and on our website, you can see what a difference the RNLI is making. Three lifeguard services involving young children stood out for me, so I spoke to the people involved to find out more.

### The tide turned

On 31 July 2012 RNLI Lifeguards Breanainn Roberson and Lewis Box went to the aid of two young children paddling in the water directly between the red and yellow flags at Westbrook Bay, Thanet, Kent. The 4-year-old boy and 6-year-old girl were gradually getting out of their depth until the boy panicked and grabbed the girl.

As Breanainn pulled the children out, the girl was frothing at the mouth, having swallowed a lot of seawater. Lewis put her straight onto oxygen and an ambulance arrived within about 2 minutes. Thankfully, both children were fine.

Grandmother of the children, Lynn Newman, later praised the lifeguards' rapid response and was grateful they had been there: 'We always pick a lifeguarded beach and often come to Westbrook Bay.'

### Out of his depth

A young boy was splashing around in the surf between the flags at a beach in Pembrokeshire in August when he lost his footing and the undertow of the wave pulled him out of his depth. Lifeguard Robyn Knibb rescued him and discovered he was only 4 years old. Together they found the parents sitting by the beach café. The dad did not know what had happened and was very thankful. Robyn remembers him using the words 'I feel guilty'.

The lifeguard said: 'I wasn't cross; just upset that a child of that age can be left unsupervised.'

### Drowning, not waving

It's not just little children that need close supervision. On a busy Portreath Beach on 19 July 2012, Lifeguard Pete Carr spotted a boy, aged about 11, out of his depth and going under. He wasn't shouting or waving, but alarm bells rang for Pete.

Pete reached the child as he was disappearing, grabbed the back of his wetsuit and pulled him up. He was wide-eyed and spluttering. The boy recovered quickly onshore and Pete walked up the beach to find the boy's parents, who were 5 minutes away and oblivious to the drama. Pete's a dad himself and sometimes gets frustrated when children's lives are at put at risk unnecessarily.

In these three incidents, the decision to visit a lifeguarded beach and swim between the flags made the difference between life and death. Lifeguards were on scene and fast enough to save lives. They prevent trouble developing and save lives where they can, but they can't be responsible for other people's children.

### Take care

Researching this article has had me in tears. The threat of losing my children terrifies me. But, it's one thing getting emotional about what you read in the newspapers and it's another changing your behaviour as a result. So how will I change the way I look after my children at the beach?

- I'll find a lifeguarded beach online before I leave home.
- I'll read the safety signs to find out where the danger lies, rather than trusting my unfounded instincts.
- I'll ask the lifeguards for advice on the conditions.
- I'll swim between the flags alongside my children.

If I ever forget these lifesaving tips, my daughter will no doubt remind me – she knows it all from a school trip where she learned about beach safety from the RNLI.

As adults, we're responsible for our children. So enjoy the beach safely together – don't sit back and read the newspaper while your kids wade out alone. You might read all about it in the headlines tomorrow.

Words: Bethany Hope  
Photo: RNLI/Nigel Millard  
Illustration: Rui Ricardo

## The drowning chain

Every year, there is an average of 153 coastal deaths around the UK. Why?

Each link in the chain can result in a drowning, or can lead to the next link, so the RNLI works to break the chain.

Thanks to your support, in 2011 RNLI lifeboats launched 8,905 times and RNLI lifeguards responded to 15,625 incidents, together saving the lives of 438 people. We're expanding our lifeguard service – patrolling more beaches and extending seasons – and building ever faster and more manoeuvrable lifeboats.

But rescue is the last resort. It only addresses the last link in the chain.

'We need adults and children to be able to recognise hazards and respond appropriately,' Staff Officer Operations (Lifeguards) Peter Dawes explains. 'The RNLI is planning to do more in terms of educating people and raising awareness, which will allow people to take more responsibility for themselves. That way, we can break the drowning chain.'



### FIND OUT MORE

Go to [RNLI.org](http://RNLI.org) for sea and beach safety advice, educational resources and to find out about visits to lifeguard beaches and lifeboat stations.

To find a lifeguarded beach visit [goodbeachguide.co.uk](http://goodbeachguide.co.uk) in the UK, [iws.ie](http://iws.ie) in the RoI, or download the free RNLI beach finder app at the Apple Store and Google Play.

For children and young people there's RNLI.org/shorething, and Storm Force, the club for young RNLI supporters.





# Wading into the unknown

When a 6-year-old girl died of polio after swimming at a sewage-contaminated beach, her grieving parents sparked a campaign that would leave a lasting public legacy

Caroline Wakefield died within days of contracting water-borne polio in the Summer of 1957. Feeling compelled to warn other parents of the dangers that loomed at the seaside, her parents, Tony and Daphne, published *The Golden List of British Beaches*.

The pioneering document evolved into the *Good Beach Guide*, now published by the Marine Conservation Society (MCS) and grades beaches in the UK, Channel Islands and the Isle of Man.

Along with other clean sea campaigns, it led to huge investment by the water industry to treat raw sewage and helped push for the adoption of the *European Bathing Water Directive*, which commits EU countries to achieve good standards for all designated bathing waters.

### So what's changed?

Bathing water quality has improved significantly since the 1990s. Species diversity in estuaries is increasing and fish stocks are improving too, according to a major 2010 Government report into the state of the UK's seas.

And the 2012 *Good Beach Guide*, which analyses 2011 data, also looks promising: 516 of the 754 bathing beaches listed were awarded the highest rating of 'MCS Recommended', that's 68%, as having excellent water quality – up 8% on last year. That compares with 2010, when it rated 421 of 769 beaches as 'MCS Recommended'.

In Northern Ireland 22 of 23 beaches were listed as having good water quality, with 16 rated as excellent. And in the RoI 83% of bathing waters were graded as good.

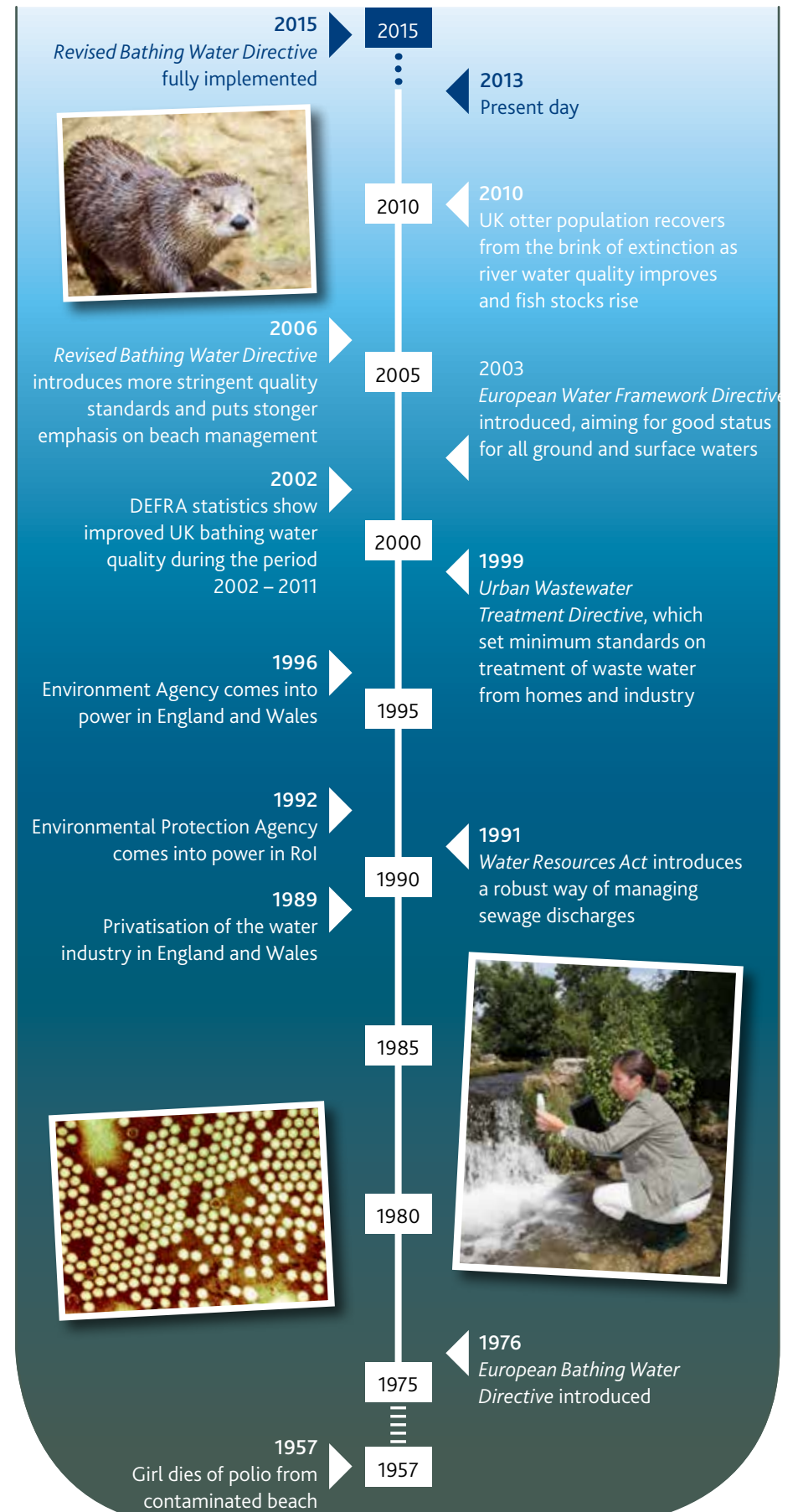
Despite these great strides, water quality is still reduced by litter, such as balloons and dog excrement left in bags, and more headline-grabbing incidents – such as in 2011 when 20 barrels of vacuum gas oil escaped from Esso's Fawley terminal.

But the biggest problem for both the K and RoI comes during heavy rains when sewers can overflow and allow untreated waste into rivers and the sea.

According to Andy Cummins, spokesman for campaign group Surfers Against Sewage (SAS), health risks for people surfing and bathing in sewage-polluted waters can include gastroenteritis, E coli, hepatitis A, and meningitis.

Last year, one-third of the beaches the environmental regulators tested failed on

## Safe to swim? A timeline of bathing water quality





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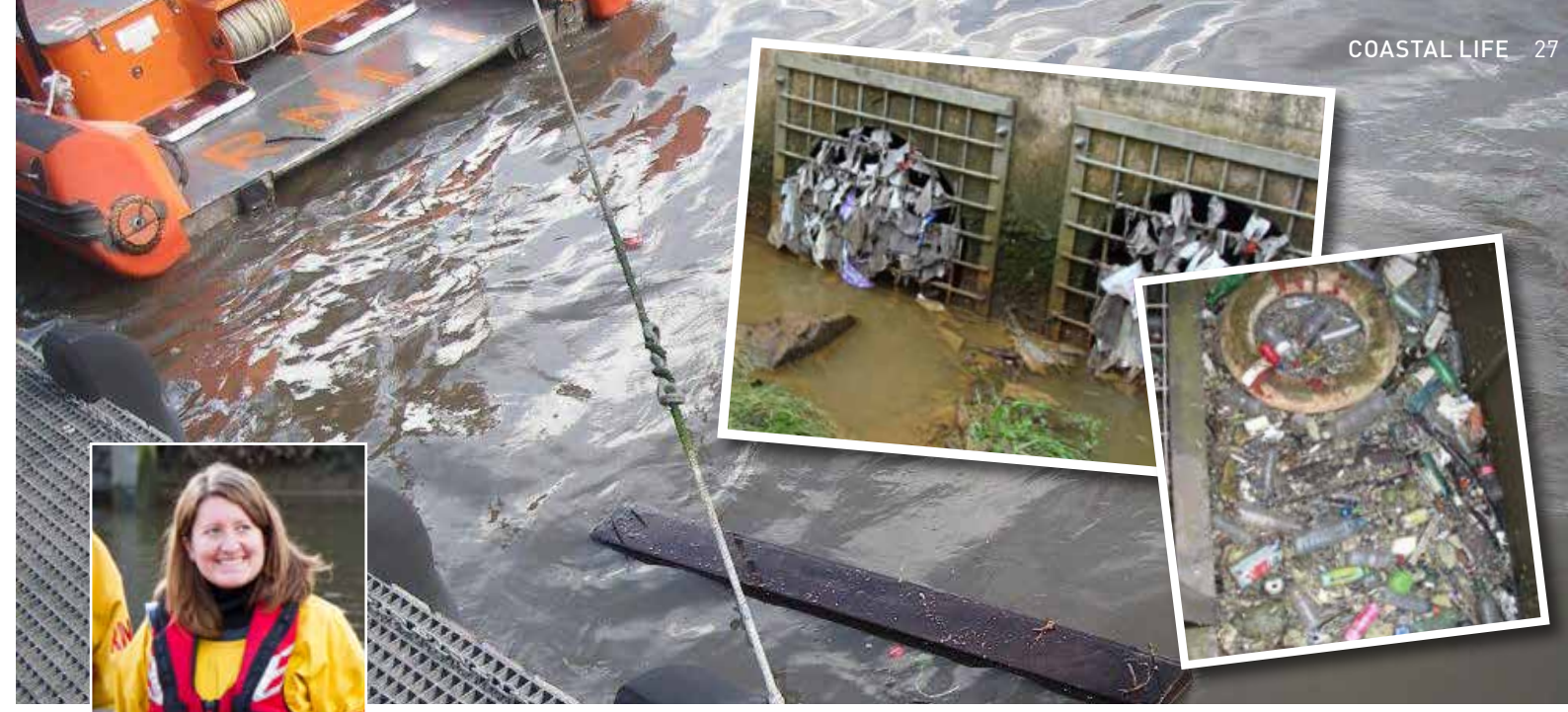
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» water quality, due to contamination from overflowing sewers and run-off from agricultural land, houses, industry and streets. Dog waste in particular presents a major problem.

This Summer's heavy rain has meant 21 more beaches have failed to meet the minimum standard set by the current bathing water directive compared with 11 last year. The recent floods will also have a knock-on effect on river and coastal water quality.

The problem of sewers overflowing in heavy rains is echoed on the River Thames, according to Emma Barton (above), Marine Advisor at the Environment Agency.

The river has shrugged off the 'biologically dead' label it once bore in the 1950s and is now teeming with fish as a result of work done with farmers, businesses and water companies.

However, overflowing sewers mean the Thames now has the worst sewage pollution problem in the UK, Emma says.

The 28-year-old, who also volunteers at RNLI Tower Lifeboat Station, says overflows can also have grisly consequences with faeces, toilet paper, wipes, sanitary products and other items including hypodermic needles getting washed up.

Jess Terrell, Water Safety Officer at the London Rowing Club, says on occasions when sewers overflow most teams wear wellies when boating.

Raw sewage entering the tidal Thames contains harmful bacteria causing a risk to people who use the river – something comedian David Walliams discovered when he contracted 'Thames Tummy' swimming the river for charity in 2011.

And it's not just sewers that can impact on water quality of rivers; it's also the species we love to hate: rats.

In 2010, former Olympic rowing champion Andy Holmes, who twice partnered Sir Steve Redgrave to a Gold Medal, died after contracting Weils disease.

The rare water-borne infection, also

called Leptospirosis, is caught through contact with infected animal urine, mainly from rodents, cattle or pigs.

It is an issue British Rowing takes seriously, offering advice to clubs throughout the country to be aware of safe practice, such as not drinking the river water and taking showers after contact with the water.

**Is there an impact on the RNLI's work?** Operationally, poor water quality does not affect the types of rescues the RNLI goes out on: saving lives is priority whether there is pollution or not.

However it is something the RNLI considers throughout its business.

Lifeboat crew on the Thames must wear the right kit for the situations they come across, such as drysuits and heavy-duty boots and wash them afterwards.

Janet Kelly, Station Manager at Tower Lifeboat Station, says rubbish can also be sucked up into the waterjets on the lifeboats causing blockages.

### HOW IS WATER QUALITY ASSESSED?

Every Summer, water quality is assessed roughly every week at the UK's popular beaches by the relevant environmental and local authorities through a series of tests for bacteria, which can indicate sewage and/or animal waste.

The MCS *Good Beach Guide* uses all available water quality data from the previous Summer, along with information about the treatment of sewage discharges

to recommend bathing beaches that had excellent water quality and are not affected by insufficiently treated, continuous sewage discharges, which is their gold standard for excellent water quality.

- Beaches are graded as either:
- MCS Recommended – for good water quality and sufficient sewage treatment
  - Guideline – for good water quality
  - Basic – when the water has passed the EU statutory minimum
  - Fail.

For the last 20 years, the Environment Agency has used a general quality assessment scheme to assess river water quality in terms of chemistry, biology and nutrients.

The 2015 *European Water Framework Directive* has a more sophisticated method of assessing the ecological environment as well as chemistry. First objectives must be met in 2015.



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» 'It can be a real issue for us as, if we have to clear out the rubbish, it costs us time. On a rescue, where a life is at stake, seconds count,' she says.

Lifeboats on the Thames can also be called out to help when rubbish is sucked into a boat's cooling system, leaving it disabled.

Peter Chennell, RNLI Marine Safety Operations Manager, says that while lifeboats are built to save lives at sea and not specifically to respond to pollution incidents, they can help prevent environmental disasters.

The brave volunteer RNLI lifeboat crew from Mallaig, Scotland, are a case in point: they battled 50mph winds for 11 hours in November 2010, to stop *Red Duchess*, a 76m 2,500-ton coaster carrying coal, from crashing onto the island of Rum, breaking up and spilling its load. In doing so they saved six lives and prevented a major environmental catastrophe.

When torrential rain causes streets to flood, the water can be contaminated with sewage, animal waste and other waste from drains or the surrounding areas.

According to the Health Protection Agency, the general risk to health is low. But RNLI Flood Response Manager Robin Goodlad says that flood rescue volunteers – such as those that rescued people from flooded homes in Stockton-on-Tees this September and St Asaph in November – undergo a decontamination procedure afterwards.

And volunteers who help with international flood rescue incidents must ensure they get the appropriate jabs, such as for hepatitis C and B, to protect them from any water-borne infections.

Most significantly, the RNLI is widely seen as the eyes and ears for rivers and the coastline and will report pollution when an incident is identified.

As Emma Barton points out: 'We all have a part to play in the health of our waters – that's everyone from the Government, to the Environment Agency, water companies, local authorities, industries, communities and individuals.'

**So what will the future look like?**  
Dr Robert Keirle, Pollution Programme Manager at the MCS, says water quality on the coast could deteriorate in the future as climate change could cause more heavy downpours of rain to wash more livestock waste off fields and cause sewers to overflow more often.

However, there is hope that the *Water Framework Directive* and the revised *Bathing Water Directive* standards, which will come into full force in 2015, will drive positive change for coastal and inland waters.

Beaches that consistently fail to meet the new standards will have signs erected advising beach goers not to bathe. To prevent this from happening, environmental regulators and water companies will need to identify solutions.

Thames Water is also proposing London Tideway Tunnels, better known as the controversial 'super sewer', as the solution to the problem of overflowing sewers into the river.

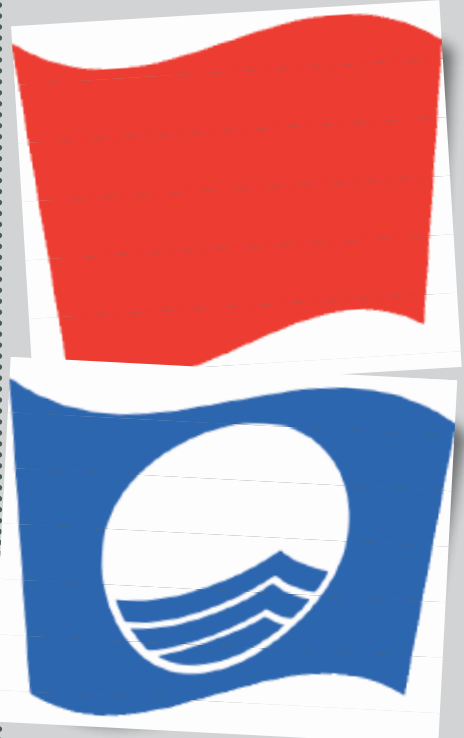
Significant changes have been made to water quality since the Wakefields redefined what was acceptable over 50 years ago.

And while there is still work to be done, the couple's tragic story has helped create a legacy of awareness and activism that will hopefully lead us to a cleaner future.

Words: Julia Kennard

Photos: Centers for Disease Control and Prevention, Goodluz/Dreamstime.com, Martin Robson CC BY SA 2, RNLI/(Mallaig, Tower), sas.org.uk

## KNOW YOUR FLAGS



A red flag on a beach is synonymous with danger; it means you should never enter the water under any circumstances.

But why are they erected? As Lifeguard Supervisor Drustan Ward says, it might not always be what you expect: 'People don't often realise that a red flag can not only indicate dangerous tides and rip currents, but it can also warn of electrical storms – and pollution.'

At the opposite end of the spectrum, a blue flag indicates a beach that has achieved the highest quality in water facilities, safety, environmental education and management.

The Blue Flag Programme is an international award scheme, overseen in England by Keep Britain Tidy and managed internationally by the Foundation for Environmental Education.

From 2013, Blue Flag beaches will have to provide warnings to beach users when nearby sewer overflows discharge, if that discharge could temporarily affect the bathing water quality.

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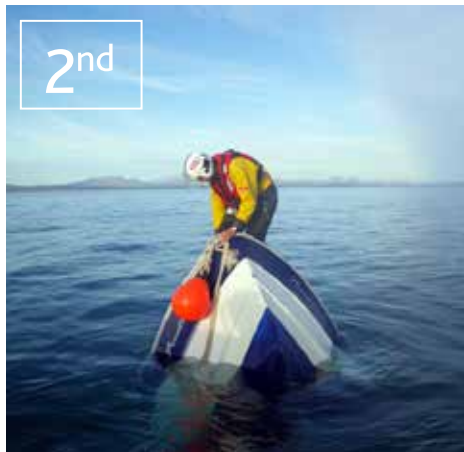
# The calm before the storm

'There was peace and quiet ... that can change within seconds when the pager goes off.'

That contrast was the inspiration behind this prize-winning photo by RNLI Crew Member Neville Murphy. Neville's shot captures the crew changing room at Dunmore East Lifeboat Station in a rare moment of serenity, earning him the title of RNLI Photographer of the Year 2012. 'I'm absolutely delighted,' he said. 'I'm new to photography and this was the first competition I have entered.'







» Runner-up was Crew Member Paul Collins from Abersoch. His picture was taken during a shout in September 2012, after the crew had arrived on scene to find just the bow of a boat sticking out of the water (top). Thankfully, they were able to get its three occupants to safety.

Third place was clinched by Jake Clifford, Lifeguard Supervisor for Weymouth and West Dorset. Jake's shot was taken during a major incident where he and his fellow lifeguards cleared the landing site for Coastguard helicopter Rescue 106 to take a casualty to hospital (top middle).

Neville was presented with a new Pentax Optio camera, as well as a framed print of his winning photo. He and the runners-up also received a certificate signed by Chief Executive Paul Boissier.

The annual competition is open to lifeboat crews and lifeguards, and celebrates their lifesaving work through their own photographs. This year, for the first time, the short-listed entries were showcased on our Facebook page and the public were invited to vote online from a shortlist. We had a great response and gained an extra 1,200 'fans' in the process!

Photos: Paul Ashworth, Mark Charlton, Jake Clifford, Paul Collins, Dr John Julian, Jamie McHale, Neville Murphy, Noel Packer, Tim Royall, Phil Taylor, Stuart Tibbett and Bob Warwick

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Italy

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**Day 2: To Italy.** TGV towards the Alps before crossing the border into Italy where we change in Milan, continuing to Desenzano on the southern shores of vast Lake Garda, where we stay for seven nights, beginning with dinner together.

**Day 3: Romantic Venice.** Excursion by train to Italy's magical 'floating city', with a private boat to the magnificent St Mark's Square for a walking tour and free time to explore the myriad of winding alleyways, criss-crossing bridges and secret piazzas.

**Day 4: Excursion to Sirmione.** Boat trip to picturesque Sirmione with its pretty piazzas, narrow lanes and fantastic views of the lake against a dramatic, mountainous backdrop, including free time to visit the 13th century Rocca Scaligera castle and the ancient ruins of Villa Romana.

**Day 5: Market day in Desenzano.** A free day to explore the medieval streets, stroll by the pretty waterfront and

browse the bustling market. Or perhaps, visit the nearby lakeside town of Malcesine with a 14th century castle, pastel-coloured cafés around a charming harbour and a panoramic cable car to Monte Baldo.

**Day 6: Isola del Garda.** Private boat to Lake Garda's largest island for a guided tour of a beautiful neo-Gothic villa with glorious exotic gardens.

**Day 7: Excursion to Verona.** A full-day visit to the charming walled city dating back to Roman times and the setting for Shakespeare's Romeo and Juliet. Guided tour through the medieval streets and ancient piazzas to the imposing Roman Arena which is now an open-air Opera House.

**Day 8: A day at leisure.** Time to relax in Desenzano and enjoy Lake Garda or perhaps take a day trip to Milan to browse the designer shops in the glass-roofed Galleria Vittorio Emanuele, see the magnificent Duomo and the world-renowned Opera House, 'Teatro alla Scala'.

**Day 9: To Strasbourg.** Travel through Milan and Basel to Strasbourg where we spend our final night.

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# Caroline in real life

Mum, wife, broadcaster and self-styled nosey parker Caroline Quentin explains how her new series brought her up close and personal with lifeboating

'Oh do shut up darlings!' calls Caroline Quentin, emerging from her renovated farmhouse and sending six dogs inside, before greeting me on the drive with a grin and a firm handshake. Inside, I sit at a scrubbed table and Caroline hands me a steaming mug of tea. The dogs head out into a sloping garden that gives way to rolling Devon farmland. 'Right then,' says Caroline, grabbing a chair. 'The RNLI!'

I haven't asked a question yet – and I don't need to. 'Did you know I went out on exercise with the Padstow lifeboat?' laughs Caroline. 'It was brilliant! We had a slipway launch, and then went out on exercise. The sea was a bit "lumpy" though – me and the producer got very green. And I came back and washed the boat down with the crew. They are the loveliest people. I felt so lucky. How many people get the chance to do that?'

It's a good question. Relatively few know what it's like to stand aboard a state-of-the-art all-weather lifeboat and feel the rush of the wind as they sweep into the sea from a steep slipway, powering offshore at 25 knots. And those that do are usually going about the serious business of saving lives at sea.

But as she scrapes the surface of county life in *Cornwall with Caroline Quentin*, these are just the sort of memorable moments that the TV actress and presenter has been getting the chance to experience – moments she doesn't take for granted. 'I'll never forget it. The other amazing thing was I found out I had a relation on the crew,' she adds, explaining that a distant cousin is a lifeboat volunteer at Padstow.

While her TV series has given her access to unique experiences, none have come about without effort from Caroline too. 'I'm not one to let the producers do all the research for me and then just read a script,' she states. 'I have a nosey nature. I am genuinely interested. So when I meet people, it's me finding out what they do and having a go at it myself.'



Having holidayed in Cornwall since childhood and sailed often too, Caroline is keen that her show celebrates the county's relationship with the sea. As well as meeting a lifeboat crew, she follows the lives of fishermen in the show's second series, due to air on ITV this month (January 2013). 'I think some of the people who go out on boats are happiest at sea,' she points out. 'They are a different breed.'

As I take a slurp of tea and catch a glimpse of the stunning view out of the window, I reflect on Caroline's reinvention of herself. She carved out a TV career in comedy, winning awards for her lead role in the 1990s BBC sitcom *Men Behaving Badly* alongside fellow RNLI supporter Martin Clunes. *Jonathan Creek* and grittier dramas followed.

Today, many of her TV roles are rooted in reality – her Cornish exploits take her to her favourite holiday haunt, in *Restoration Home* she meets people who are taking on ambitious renovations of old buildings (something Caroline isn't new to herself) and *Caroline Quentin's National Parks* will air in the Summer, in which she takes her inquisitiveness to the UK's most beloved areas of beauty, wildlife and culture.

'I'm settled here now,' says Caroline, clarifying that this farmhouse is her home, not her retreat – it's where she lives with her husband and two children. The days of learning scripts in the heart of London must seem like a different world.

That's not to say Caroline has turned her back on drama. When we meet, she is preparing to cast and direct a screenplay she has written for Sky Atlantic. Again though, it's focused on real life – it will be one of the *Little Crackers* series of autobiographical TV dramas. 'It's about when I was a child, learning to dance,' explains Caroline, referring to the very beginnings of her career.

Before her first TV acting break in her 20s, she had worked in pantomime and Summer seasons, having begun as a chorus girl. 'The toughest part is that I lost my mum recently, and she obviously features in this story. I'm worried I'll start crying while directing the actors.'

It's nearly time for Caroline to head to the local school and pick up her daughter, who once got caught in a current while kayaking and had to be rescued. It was an incident that inspired Caroline to write a piece for an RNLI advice leaflet for parents, to prevent young people from getting into trouble at the seaside.

'And to know there are people who will drop everything to answer the call, wherever and whoever you are, is amazing,' says Caroline. 'That's why I've been a supporter for a long time – and always will be.'

Words: Rory Stamp  
Photos: RNLI/ Paul Cullen, ITV





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Toffee



## Complete diamonds

### Volunteers Ian and Sue Bell have rather an unusual role with the RNLI – and have raised over £47,000 towards saving lives at sea

This active retired couple take care of the diverse range of jewellery and collectables donated to us by the public. With a passion for antiques and a wide range of contacts in the business, the duo are ideally placed to deal with the challenge.

The Bells' volunteering began when, as RNLI Governor members who wanted to do a bit more for the charity, they answered the call for help from our Farnham Fundraising Branch. Ian became Vice-Chairman. In 2007 at short notice, they both got involved in its offshoot, the Jewellery Branch – set up after a *Blue Peter* appeal to deal with donated 'treasure'. And when they relocated from Surrey to Wiltshire, they brought the Jewellery Branch with them.

They have dealt with a surprising array of items: gold, silver and costume jewellery; clocks and watches; old postcards, stamp

collections; silver plate; medals; ceramics and memorabilia. Ian reveals: 'We've received some intriguing items over the years including a set of false teeth complete with gold crown, a large and intricate pewter model of a stagecoach being robbed, and a resin horse's head.'

Sadly, in the current financial climate, fewer items are being donated as people are turning to this potential new income source for themselves. But it can be a time-consuming and frustrating process – one these volunteers are keen and able to take on. They sort the items and raise funds by the most appropriate routes, visiting auctions, selling on eBay, locating specialist dealers and passing some items to branches to sell at events.

In her spare time, Sue is a keen gardener while Ian is a member of the Lifeboat Enthusiasts' Society and also volunteers on the Kennet and Avon Canal in Devizes.

They live with their pet tortoise, Fred, and there are always children and grandchildren to catch up with too.

In 2009, these gems received the RNLI's Record of Thanks – one of our highest awards to volunteers – for their outstanding

support. In the same year, Ian received the Bronze Badge for his work in supporting the charity over many years.

Sue sums up: 'You may not have a diamond tiara to give away, although that would be very nice, but if you'd like to help by donating *your* unwanted 'jewels', please package them up securely and send them to RNLI Headquarters. Ian and I look forward to hearing from you!'

Please send your items to: Julie Orchard, RNLI, West Quay Road, Poole, BH15 1HZ.

Words: Carol Waterkeyn  
Photo: Bell Family Album

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# REVIEW

## The Surf Café Cook Book

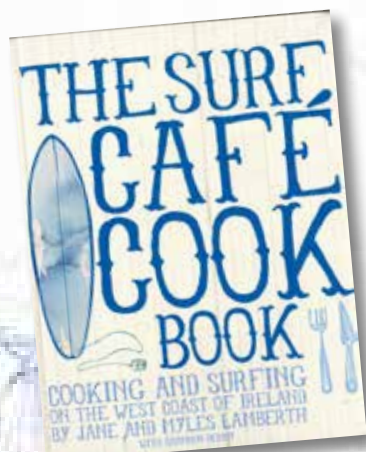
by Jane and Myles Lamberth  
with Shannon Denny  
Review by Mairéad Dwane

Jane and Myles Lamberth opened Shells Café in Strandhill, Co Sligo, in 2010. Here, they share their favourite recipes as well as tips on how to incorporate a little bit of Yeats country living into the readers' own lives. We're taught how to gut a fish, knit an egg cosy, forage for seaweed, set the perfect barbecue and style a kooky kitchen.

The recipes are mouth-watering. Campervan Casserole would be just perfect on emerging from the north Atlantic's bracing surf, while soda breads, hearty breakfasts and fresh fish dishes represent the most comforting (and homesick-making) in Irish cooking.

The book looks gorgeous. Some of the lifestyle content rambles on a bit, and there's a sprinkling of spelling and grammar errors. But as a full-time glutton, I'm sold.

Paperback book  
Price: £17.99  
Published by Orca Publications  
ISBN 9780956789310



## Harwich Lifeboats – An Illustrated History

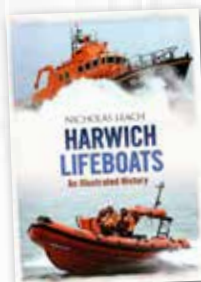
by Nicholas Leach  
Review by Tim Corke

Nicholas Leach has produced another exquisitely researched and documented lifeboat account, this time focusing on the history and exploits of the lifeboats of Harwich Lifeboat Station in the east of England.

As with the delivery of a new lifeboat to a lifeboat station starting a new chapter in its history, Leach's beautifully written account follows this same trend, with each of its chapters presenting the latest advances in technology – from the early rowing boats, through to steam and motor-driven lifeboats, the establishment of the rubber inshore lifeboats through to the delivery of the station's current 17m Severn class all-weather lifeboat.

*Harwich Lifeboats* is a must-have for lifeboat enthusiasts and local historians alike but also for anyone who would like to gain a deeper understanding of the role that the volunteer lifeboat crew have played in the growth and development of the RNLI's impressive reputation as the charity that saves lives at sea. This is one of a series of lifeboat histories written by the author.

Paperback book  
Price: £16.99  
Published by Amberley  
ISBN 9781848688766



## The Maritime Art of Kenneth D Shoesmith

by Glyn L Evans  
Review by Carol Waterkeyn

Kenneth Denton Shoesmith was a relatively little-known marine artist who created a huge quantity of artwork in his somewhat short life (1890–1939). He exhibited at the Royal Academy, the Paris Salon, as well as in Belfast and Liverpool. He was a member of the Royal Institute of Painters in Watercolour and the British Society of Poster Designers. The book's author, Glyn Evans, has spent many years researching the artist – who, at the pinnacle of his career, worked on the stunning interior panels of the original *Queen Mary* cruise liner.

Shoesmith had been a sea cadet, so it was unsurprising that he felt drawn to a career at sea. He was soon employed by the Royal Mail Line but left in 1918 to try his hand as a full-time maritime artist and illustrator. Many of his works, which include paintings, postcards and poster designs evoke the charm of the 1920s and 30s. Intriguingly, he also illustrated a poster for the RNLI's Prince of Wales' Lifeboat Appeal of 1929, which also features in this fascinating and richly illustrated book.

Hardback book  
Price: £30  
Published by Silver Link Publishing  
ISBN 9781857943580



# Your shout

My husband was involved in the rescue of a surfer reported on page 18 of your Autumn 2012 issue. He was pretty shaken up by the experience and we'd like to emphasise the survivor's learning, that surfers should never go out alone. We all want to have fun - but the sea is dangerous. One thing we now want our own son to do (he's 15) is a lifesaving course. Perhaps with the demise of so much school sport, there's no room in the curriculum for this as standard but we think it would give him a better awareness.

Gail Martin, Buckinghamshire

I am pleased to report that the retiring collection from the 59th Annual Reunion of the Waterbabies has raised another £206 for the RNLI, bringing our running total since 1983 to £2,293. In 1983 we were given Shoreline membership and then in 2006, as regular donors to the RNLI, we were given supporter membership. Fifty-two of our members attended the weekend which, this year, was based in Gloucester (after Hull in 2011 and Bedford in 2010). It included a trip up the Sharpness Canal on the Saturday and our Scouts Own Service and AGM on the Sunday.

Our organisation was formed in November 1953 by members of SRS Barnehurst Sea Rangers and Rover Sea Scouts from the 1st Ilford (North). Our donations to RNLI are made in memory of Noel Gibson who died in October 1978. He was one of the first scout leaders of the 1st Ilford (North) group when it was formed in 1947, prior to that he was Flight Sergeant Coxswain, RAF Sea Rescue.

We're already planning our 60th reunion.  
Keith Powell, Ilford, Essex  
Waterbabies, 1st Ilford (North) Rover – Ranger Annual Reunion

I work as a teacher in a school for children with disabilities. In my group I have 7 girls and 10 boys, aged 9 to 17 years. Recently I told them about important professions such as doctors, police, fire - and rescuers. Most of all the children liked rescuers! Not only boys, but also girls were in awe of my stories about how rescuers indefatigably help not only people, but also animals that are in danger. I told how you save from death adults and children and showed them your information on the internet.

Shulzhenko Elena Sergeevna, Novosibirsk, Russia

### What are you saying at twitter.com?



RNLI @RNLI  
NEWS: RAF Lossiemouth present three Scottish lifeboat stations with cheque to say thank you for their rescue efforts bit.ly/QlomMm

Deb Ferns @littledadyjane  
With the @RNLI Flood Rescue Team this morning, finding out how they use your donations pic.twitter.com/C0bCO3Rg

Lorna Armstrong @LornaArmstrong9  
@RNLI #Tynemouth Always amazed at the history of Cullercoats. And Tynemouth brave fishwives. Love the area. :)

Kyle Rumble @KRumble93  
(The) RNLI College is the best thing since sliced bread! @RNLI

RNLI @RNLI  
RESCUE: A woman trapped in mud used her mobile phone light to help Morecambe RNLI hovercraft crew find her bit/ly/QG0fyL

Nicky Busby @Yorkshireimages  
Hey hey! Great article about my @RNLI fundraising hike in the @LeedsNews tonight!

You can tweet about the RNLI too at #rnli

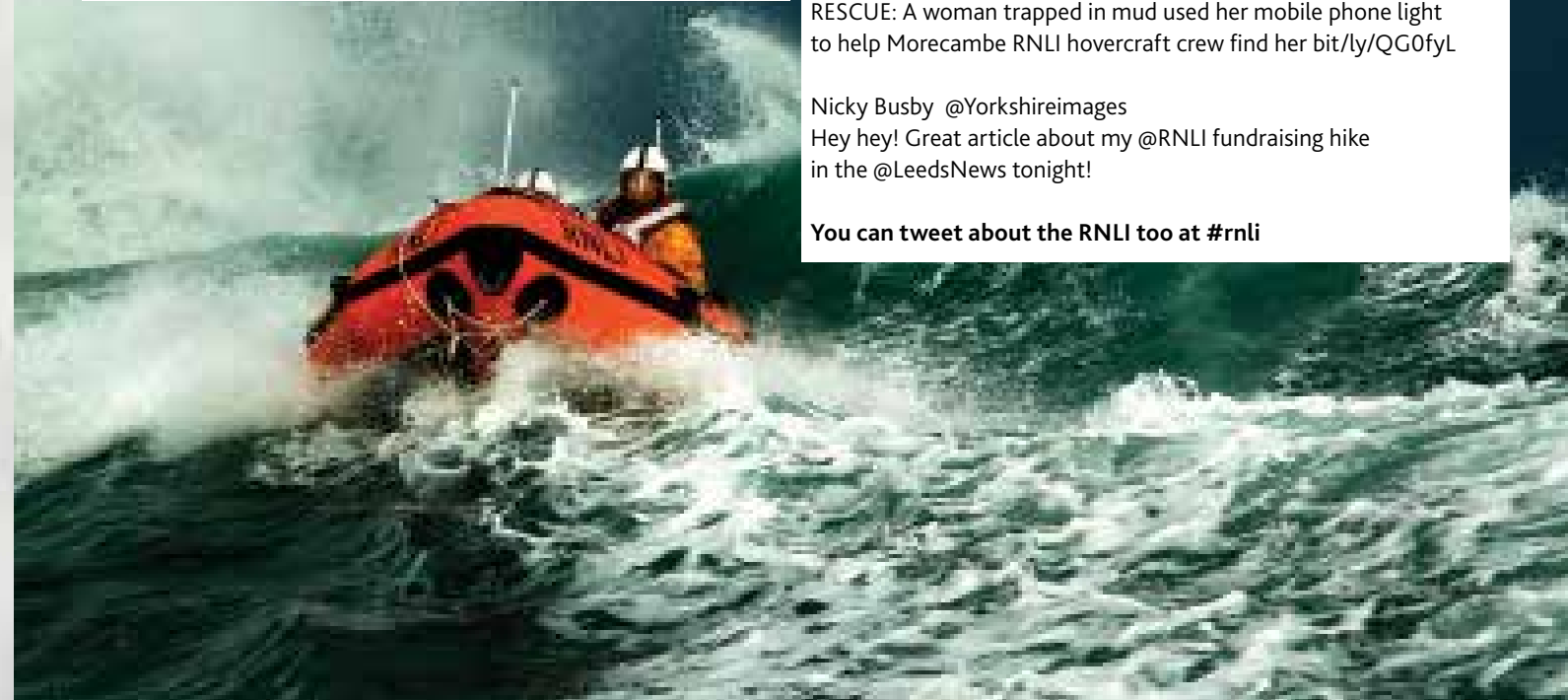


### FIND OUT MORE

The review section is compiled by Carol Waterkeyn



Order anything online from Amazon via the RNLI website [RNLI.org/amazon](http://RNLI.org/amazon) and Amazon will donate a minimum of 5% of the value of all such orders to the RNLI.





# Swimming in style

The evolution of the humble swimsuit tells an interesting story of wider social conventions ...

Daft costumes are the order of the day when it comes to a festive fundraising dip for charity but, usually, our beach resorts are a sea of more practical fashions.

We may think of today's culture as label-obsessed but it was our Georgian ancestors who began the passion for swim fashion. Sea bathing became the rage for its health benefits and its freedoms. By the Victorian 1850s, competitive swimming clubs became popular – strictly for gentlemen. They also formed lifesaving teams – so 'skivvies' and proudly exposed bare chests were probably the style of early beach rescue.



The puckish gentlemen of Brighton Swimming Club in 1863



These bathing costumes by Marshall and Snelgrove were the height of fashion in 1887



An RNLI lifeguard zips up her wetsuit

In contrast, 19th-century women wore bathing gowns – long dresses with weights sewn into the hems. Such garb may have been cumbersome but was also a fashion statement – though hidden from the gaze of men by the use of bathing machines. The drive for modesty also encouraged the long-sleeved one-piece for men.

In 1907, synchronised swimmer Annette Kellerman was arrested for indecent exposure because her swimsuit showed her arms, legs and neck! However, the form-fitting style proved popular and it wasn't long before swimwear shrank further. Bikinis appeared in the late 40s, named after the weapon-testing site at Bikini Atoll – presumably because of their explosive effect. Men's shorts and trunks covered progressively less too, as the 60s and 70s brought in a more permissive, and sun-worshipping, society.

The eye-catching red and yellow gear of lifeguards spawned mass-market and designer imitations in the 90s. Clothing became more specialised per sport and more technical in fabric and construction. Meanwhile, surfing over-shorts grew longer and baggier again, in a kind of reverse rebellion.

In 2007 an American lifeguard hit the news when he refused to wear Speedos for his swim test, in favour of more protective wear. Our lifesavers also started to notice an increase in the number of people bathing in fuller attire for either cultural-religious reasons or as a result of greater awareness of skin cancer risks.

These days, both male and female RNLI lifeguards can be seen in full wetsuits, rash vests, polo shirts, long shorts and, on cold days, fleece jackets and trousers. Of course, there are solid reasons for the design of this kit – it's made for outdoor work and lifesaving – but have we gone full circle?

Words: Jon Jones

Photos: Floating Memories/Brighton Swimming Club/East Sussex Record Office, RNLI/Nigel Millard

## Lifeboat LOTTERY

### AUTUMN 2012

Congratulations to Mr G Pears of Cheshire who scooped the £5,000 first prize in the Autumn Lifeboat Lottery.

The other cash prize winners were:

2nd prize: £2,000; Mrs A Bowmaker, Hertfordshire

3rd prize: £500; Mr R Hemsley, Kent

4th prize: £250; Mrs K Sinclair, Kincardineshire

Five prizes of £100 each: Mr JW Nicolson, Shetland; Mr S Gough, Bedfordshire; Mr R Cattermole, Hertfordshire; Ms HM Fielden, Bedfordshire; and Miss R Chamberlain, Lancashire

### SPRING 2013

Why not try your luck with the Lifeboat Lottery this Spring? 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 22 January and the closing date is 14 March. If you don't usually receive tickets and would like to, please call 0845 121 4999 or email [lottery@rnli.org.uk](mailto: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/lottery](http://RNLI.org/lottery) or see your Lottery letter.





3,458

RNLI RESCUE CRAFT LAUNCHES JULY-SEPTEMBER 2012

**ABERDEEN**  
**ON-1237(17-17):**Aug16,20  
**ON-1254(17-27):**Jul6,19  
**D-694:**Jul6,17,19(x2),  
 Aug13,16  
**ABERDOVEY**  
**B-772:**Jul29,Aug11,12,21,  
 23,Sep9  
**ABERSOCH**  
**B-790:**Jul8,22,23,27,  
 Aug6(x2),7,11,12,20(x2),21,  
 26,Sep2,12,22,29  
**ABERYSTWYTH**  
**A-73:**Aug13  
**B-822:**Jul24,26,Aug2,10,  
 11,13  
**ACHILL ISLAND**  
**ON-1204(14-06):**Aug25  
**ON-1240(14-28):**Jul17,  
 Aug13,14  
**ALDERBURGH**  
**ON-1193(12-34):**Jul12,17,  
 27,Aug1,11,28,30,31  
**D-673:**Jul12,Aug1,3,11,18,  
 28,Sep3,7,8,30  
**ALDERNEY**  
**ON-1199(14-04):**Jul5,  
 14(x2),18,27,Aug18,19,24,  
 29,Sep7,8,12,21  
**AMBLE**  
**ON-1176(12-19):**Jul12,22,  
 24,25,Aug19,26,Sep11  
**D-736:**Jul7,22,Aug2,26  
**ANGLE**  
**ON-1291(16-11):**Jul27,  
 Aug1,8,11(x3),13,16,20,21,  
 Sep7,10,29  
**D-638:**Jul1,16,25,31  
**ANSTRUTHER**  
**ON-1174(12-17):**Jul6,18,  
 22,Aug1,2,19,23,24(x2),29,  
 Sep25  
**D-667:**Jul6,Aug1,2  
**D-720:**Jul17,18,Aug23,24,  
 Sep2,3  
**APPLEDORE**  
**ON-1296(16-16):**  
 Aug8,13,27,Sep9,18  
**B-861:**Jul16,20(x2),29,30,  
 Aug3,8,14(x2),15,18,24,25,  
 27,30,Sep1,3(x2),5,18,29  
**BB-502:**Jul19,Aug3,Sep3  
**ARAN ISLANDS**  
**ON-1217(17-06):**Jul2,9,16,  
 Aug7,10  
**ON-1269(17-38):**  
 Aug13,14,19,Sep7,26

**ARBROATH**  
**ON-1194(12-35):**Jul1,  
 Aug4,Sep11,26,30  
**D-621:**Jul1,3,Aug11,  
 Sep26,30  
**ARKLOW**  
**ON-1223(14-19):**Jul7,21,  
 Aug5,Sep3,11  
**ARRAN (LAMLASH)**  
**B-770:**Jul3,11,15,16,23,  
 Aug27  
**ARRANMORE**  
**ON-1244(14-20):**Jul11,12,  
 Aug11,13  
**ON-1269(17-38):**Jul27,  
 Aug5  
**BALLYCOTTON**  
**ON-1233(14-25):**Jul1,  
 Aug5,23,31,Sep15  
**BALLYGLASS**  
**ON-1235(17-15):**  
 Jul12,Aug21,23  
**D-687:**Sep26  
**BALTIMORE**  
**ON-1302(16-22):**Jul10,  
 Aug4,7,14,Sep4,5  
**B-708:**Jul10,15,Aug4(x2),  
 7,9,14,Sep4,21,23  
**BANGOR**  
**B-805:**Jul3(x2),6,12(x2),  
 14,18,20,21,25,Aug8(x2),  
 11,Sep14,15,22,23,28,30  
**BARMOUTH**  
**ON-1185(12-26):**Aug26  
**D-678:**Jul22,Aug5,8(x2),  
 12(x2),22,26,Sep22  
**BARRA ISLAND**  
**ON-1230(17-12):**  
 Jul22(x2),Aug1,10  
**BARROW**  
**ON-1288(16-08):**Jul6,Sep1  
**D-700:**Aug24  
**D-733:**Jul6,10,14,26  
**BARRY DOCK**  
**ON-1228(14-24):**Jul14,  
 Aug10,11,Sep5(x2)  
**ON-1245(14-29):**Jul2  
**BEAUMARIS**  
**B-838:**Jul24,28,Aug7,8,  
 16,19(x2),20,28,Sep2,3,8,  
 20,23  
**BEMBRIDGE**  
**ON-1297(16-17):**Jul1,  
 Aug9(x2),19,21,Sep6,12,  
 16(x2),23  
**D-649:**Jul1,Aug12,20,25,  
 27,Sep8,23

**BERWICK-UPON-TWEED**  
**ON-1191(12-32):**Jul20,  
 Aug18,26,Sep16  
**D-639:**Aug26,Sep16,30  
**BLACKPOOL**  
**B-748:**Jul9,17,Aug9  
**D-729:**Jul8,9,17,26,27(x3),  
 Aug1,8,12,15,19,Sep1,10,13  
**D-732:**Jul8,17,26,Aug1,12,  
 15,19,28,31,Sep1,13  
**BLYTH**  
**D-746:**Jul22,23(x2),25,  
 Aug5,18,31  
**BORTH**  
**D-622:**Jul24,25,Aug9,  
 11(x2),15,23,24  
**BRIDLINGTON**  
**ON-1169(12-12):**Jul7,31,  
 Aug23,26,Sep19,28  
**D-721:**Jul1,17,29(x2),  
 Aug18,26,Sep4,15,30  
**BRIGHTON**  
**B-852:**Jul1(x2),2,4,8,12,  
 15(x3),20,21,24,25(x2),26,  
 31,Aug5,8,11(x2),18(x2),24,  
 25,Sep20,28  
**BROUGHTY FERRY**  
**ON-1226(14-22):**Jul1,5,9,  
 10,21,22,24,26,Aug18,20,  
 23,Sep1  
**BUDE**  
**D-617:**Jul3,Sep3  
**BUNDORAN**  
**B-834:**Jul23,Aug20  
**BURNHAM-ON-CROUCH**  
**B-849:**Jul6,14,21,29(x3),  
 Aug6,7,18,26,27,28(x2),29,  
 Sep3,9,18  
**D-672:**Jul25,Aug7,26,  
 Sep30  
**BURNHAM-ON-SEA**  
**B-795:**Aug19,26,Sep3  
**D-664:**Jul23  
**D-730:**Aug19,21,22(x2),  
 26,30  
**BURRY PORT**  
**B-731:**Jul21,22,Aug1,14,  
 19(x2),Sep15,18,30  
**D-749:**Jul8,Aug1,14(x2),  
 19(x4),28,Sep9,29,30(x2)

**CALSHOT**  
**ON-1157(47-039):**  
 Jul3,7,10  
**B-860:**Jul11,16,20,24,29,  
 31,Aug10,12,16(x2),17(x2),  
 19,26,Sep6,12,17(x2),23  
**D-748:**Jul7,10(x2),15,22,  
 24,25,29(x3),Aug11,13,17,  
 19,Sep1,17(x2),23  
**CAMPBELTOWN**  
**ON-1241(17-19):**Jul12,23,  
 Aug1,11,19,Sep11,17,19  
**D-737:**Aug1,Sep17  
**CARDIGAN**  
**B-752:**Jul5(x2),21,22,24,  
 Aug10,12,20,22,28,30  
**D-709:**Jul13,21,Aug16,  
 28,30  
**CASTLETOWNBERE**  
**ON-1201(17-02):**Jul30,  
 Aug13,17  
**CHISWICK**  
**E-006:**Aug4,5,Sep1,19  
**E-08:**Jul2,4(x3),7(x2),8,12,  
 14,15,19,20,22,23(x3),  
 24(x2),25(x2),27(x2),28,  
 Aug3,9(x2),10(x4),11(x2),  
 12(x2),13(x2),15(x2),16,17,  
 18,19(x2),21(x2),23,25,  
 26(x2),28(x2),31,Sep5,6,  
 9(x3),15,17,18,22,26,27  
**CLACTON-ON-SEA**  
**B-744:**Jul3,24,30  
**B-863:**Aug11,19,25,  
 Sep1,5,9,15,16,20,21  
**D-723:**Jul11,18,Aug14,25,  
 Sep3,15,20  
**D-755:**Sep29  
**CLEETHORPES**  
**D-618:**Jul18,21,22,23,  
 24(x2),Aug15,19,Sep1,5  
**CLIFDEN**  
**B-751:**Jul16,Aug13(x2),  
 Sep7  
**D-679:**Jul16,Sep14  
**CLOGHER HEAD**  
**ON-1190(12-31):**Jul23,29,  
 Aug26,Sep17  
**CLOVELLY**  
**B-759:**Jul3,20,25  
**CONWY**  
**D-627:**Jul14,15,17,Aug3,4,  
 7,11,18,19(x2),22(x2),25,  
 Sep1(x2),8(x3),16  
**COURTMACSHERRY**  
**HARBOUR**  
**ON-1205(14-07):**Jul14,21,  
 Aug18,20,24(x2),Sep2,4,  
 15,22

**COWES**  
**B-859:**Jul4,8(x2),9,17,  
 21(x2),24,27,29(x2),30,  
 Aug8,11(x3),14,16(x2),17,  
 18,19(x2),25,26,30(x2),  
 Sep1(x2),9,10,23  
**CRASTER**  
**D-703:**Jul1,11,Aug9,10  
**CRICCIETH**  
**A-76:**Jul14,30,Aug5(x2),  
 26,Sep27  
**B-823:**Jul15,21,22,24,26,  
 30,Aug2(x2),5(x3),11(x3)  
**B-850:**Aug26,28,Sep4,8  
**CROMER**  
**ON-1287(16-07):**  
 Jul27,Sep19  
**D-734:**Jul23  
**D-755:**Aug18,21  
**CROSSHAVEN**  
**B-782:**Jul10,12,18,26,  
 Aug8,22,24,25,26,31,  
 Sep1(x2),7,26  
**CULLERCOATS**  
**B-811:**Jul1,2(x2),22,Aug5,  
 11,14,18,23,Sep1,5,10,15,16  
**DART**  
**D-702:**Jul6,16,18,22,23,  
 Aug1,29,Sep9,15,22(x2),  
 16,27  
**DONAGHADEE**  
**ON-1267(14-36):**Jul12,22,  
 25,Aug19,22,Sep21  
**DOVER**  
**ON-1220(17-09):**  
 Jul2,3,4,25  
**ON-1278(17-45):**Jul15,  
 22,25,Aug14,20,21,24,  
 Sep12(x2),18,27  
**DUN LAOGHAIRE**  
**ON-1200(14-05):**Aug14,  
 26,27,Sep1,2,8  
**D-731:**Jul7,Aug7,10,13,16,  
 Sep6,11  
**DUNBAR**  
**ON-1266(14-35):**Jul15,27,  
 Aug6,16,19,29,Sep2,6,19,  
 25(x2)  
**D-708:**Jul8,15,Aug19,  
 Sep2,19,20  
**DUNGENESS**  
**ON-1124(12-001):**Jul10,11  
**ON-1186(12-27):**Jul4,31,  
 Sep18  
**DUNMORE EAST**  
**ON-1215(14-17):**Jul8,  
 Aug9,23,Sep6,14

**EASTBOURNE**  
**ON-1303(16-23):**Jul8,10,  
 14,26,28,Aug11(x3),12,27,  
 28,Sep8,23  
**D-744:**Jul5,8,14,22,26,27,  
 Aug5,11(x3),12,19,20,24,26,  
 27,28,Sep8(x2),20,23,25  
**ENNISKILLEN**  
**ON-1196(12-37):**Jul23,  
 Aug10,24  
**GRAVESEND**  
**B-810:**Aug23,28,29,Sep8,  
 13,14,16,19,20,21,22,23(x2)  
**B-827:**Jul2,3(x2),7,9,13,14,  
 15,17,20,21(x2),24(x2),25,  
 29,30,Aug5,10,11,12,14,  
 15(x2),17(x2),18,19,20  
**GREAT YARMOUTH**  
**AND GORLESTON**  
**ON-1208(14-10):**Jul19  
**A-77:**Aug11  
**B-786:**Jul5,11,15,16,24,25,  
 Aug2,3,16(x2),18,Sep7,8  
**HAPPIBURGH**  
**B-710:**Jul10,Aug4,16,  
 18(x2),27  
**D-607:**Jul5,10,29,31,  
 Aug4,16,18(x2),27  
**HARTLEPOOL**  
**ON-1274(14-37):**Jul28,29,  
 Aug5,13,18,Sep15,23  
**BAug9,10,11,15,18,27,Sep2,9,**  
**10,16,22**  
**HARWICH**  
**ON-1202(17-03):**Sep30  
**ON-1260(17-31):**Jul10,21,  
 Aug3,12,22,Sep4  
**B-789:**Jul1,12,14,19,22(x2),  
 23,25,26,Aug2(x2),3(x3),4,  
 6,11,12(x2),19,22,27(x2),  
 Sep1,2,3,14,16  
**HASTINGS**  
**ON-1125(14-21):**Jul10,  
 Aug13,15,16,22,Sep1  
**D-699:**Jul6,8(x2),9,15,22,  
 24,26(x2),29,Aug2,9,10,  
 11(x3),12,18,21,23,24,  
 30(x2),31,Aug26,Sep8,23  
**HAYLING ISLAND**  
**B-815:**Aug26,27,Sep6,8,  
 9(x2),17,28  
**B-825:**Aug10,11,18(x4),  
 19(x3),21,23(x2)  
**B-829:**Jul1,12,23,24,29,  
 Aug2,3(x2)  
**D-642:**Jul15,18,24(x3),  
 26(x3),Aug10,18,19(x2),21,  
 Sep9(x2)

**FOWEY**  
**ON-1222(14-18):**Jul6,10,  
 21,23,28,Aug11,15,24,26,  
 Sep1(x2),22,26,30  
**D-681:**Jul4,6,10,25,26,28,  
 30,Aug3,11,19,Sep1,22  
**FRASERBURGH**  
**ON-1259(14-34):**Jul24,31,  
 Aug20,Sep4,6,13,18  
**GALWAY**  
**B-853:**Jul2,12,Aug11,22,  
 24,26,Sep13,21  
**GIRVAN**  
**ON-1196(12-37):**Jul23,  
 Aug10,24  
**GRAVESEND**  
**B-810:**Aug23,28,29,Sep8,  
 13,14,16,19,20,21,22,23(x2)  
**B-827:**Jul2,3(x2),7,9,13,14,  
 15,17,20,21(x2),24(x2),25,  
 29,30,Aug5,10,11,12,14,  
 15(x2),17(x2),18,19,20  
**GREAT YARMOUTH**  
**AND GORLESTON**  
**ON-1208(14-10):**Jul19  
**A-77:**Aug11  
**B-786:**Jul5,11,15,16,24,25,  
 Aug2,3,16(x2),18,Sep7,8  
**HAPPIBURGH**  
**B-710:**Jul10,Aug4,16,  
 18(x2),27  
**D-607:**Jul5,10,29,31,  
 Aug4,16,18(x2),27  
**HARTLEPOOL**  
**ON-1274(14-37):**Jul28,29,  
 Aug5,13,18,Sep15,23  
**BAug9,10,11,15,18,27,Sep2,9,**  
**10,16,22**  
**HARWICH**  
**ON-1202(17-03):**Sep30  
**ON-1260(17-31):**Jul10,21,  
 Aug3,12,22,Sep4  
**B-789:**Jul1,12,14,19,22(x2),  
 23,25,26,Aug2(x2),3(x3),4,  
 6,11,12(x2),19,22,27(x2),  
 Sep1,2,3,14,16  
**HASTINGS**  
**ON-1125(14-21):**Jul10,  
 Aug13,15,16,22,Sep1  
**D-699:**Jul6,8(x2),9,15,22,  
 24,26(x2),29,Aug2,9,10,  
 11(x3),12,18,21,23,24,  
 30(x2),31,Aug26,Sep8,23  
**HAYLING ISLAND**  
**B-815:**Aug26,27,Sep6,8,  
 9(x2),17,28  
**B-825:**Aug10,11,18(x4),  
 19(x3),21,23(x2)  
**B-829:**Jul1,12,23,24,29,  
 Aug2,3(x2)  
**D-642:**Jul15,18,24(x3),  
 26(x3),Aug10,18,19(x2),21,  
 Sep9(x2)

**HELENSBURGH**  
**B-791:**Jul22(x2),Aug12,31,  
 Sep26  
**HELVICK HEAD**  
**B-743:**Sep18,27  
**B-760:**Jul5,Aug29(x2)  
**HOLYHEAD**  
**ON-1272(17-41):**Jul6,7,19,  
 21,22,27,Aug10(x2),18,  
 Sep20,15  
**D-654:**Jul4,18,19,22,  
 Aug10(x4),19  
**HORTON AND**  
**PORT EYNON**  
**D-688:**Jul14,27(x2),  
 Aug26,30,Sep8,11  
**HOWTH**  
**ON-1258(14-33):**Jul1,  
 Aug13,Sep8  
**D-659:**Jul10,14,Aug1,10,  
 12,19,Sep6(x2),27,29  
**HOYLAKE**  
**ON-1163(12-005):**Aug25  
**HUMBER**  
**ON-1216(17-05):**Jul8,17,  
 21,Aug5,17,21,22,31,  
 Sep1,2,9,19,22,28  
**HUNSTANTON**  
**B-802:**Jul1,30,Aug1,5,16,  
 18,21,23,27  
**B-848:**Aug30,Sep9  
**H-003:**Jul24,26,Aug8(x2),  
 16,18(x5),21,28,Sep3,9,10  
**ILFRACOMBE**  
**ON-1165(12-007):**Jul5,6,  
 7,25(x2),Aug12,15,16(x5),19  
**D-717:**Jul6,19,23,27,29,30,  
 Aug7,11,15,16(x5),19,21(x2),  
 Sep6,16,17(x2),19(x2),20  
**INVERGORDON**  
**ON-1206(14-08):**Jul3,  
 13(x3),21,Aug26,Sep2,  
 14(x2)  
**ISLAY**  
**ON-1219(17-08):**Jul7(x2),  
 20,Aug15  
**KESSOCK**  
**B-771:**Jul3,9,10,11,19,  
 Aug4,6,Sep13,16,27  
**KILKEEL**  
**B-812:**Jul21,Aug18(x3),22,  
 Sep16  
**KILMORE QUAY**  
**ON-1298(16-18):**Jul15,21,  
 27(x2),Aug12,15,18,21,  
 Sep21,22  
**B-825:**Aug10,11,18(x4),  
 19(x3),21,23(x2)  
**B-829:**Jul1,12,23,24,29,  
 Aug2,3(x2)  
**D-642:**Jul15,18,24(x3),  
 26(x3),Aug10,18,19(x2),21,  
 Sep9(x2)

**KIPPFORD**  
**D-718:**Jul12,Aug9,12(x2),  
 Sep18,21  
**KIRKCUDBRIGHT**  
**B-814:**Jul20,Aug4  
**KIRKWALL**  
**ON-1231(17-13):**Jul15,26,  
 Aug19,Sep2,18  
**KYLE OF LOCHALSH**  
**B-856:**Jul12,22,Aug10,  
 Sep6  
**LARGS**  
**B-854:**Jul5,7,15(x3),29,  
 Sep1,2,11,18,20,26(x2),  
 Sep9,20,21,29  
**LARNE**  
**ON-1246(14-30):**Jul2,24,  
 Sep2,11,12  
**D-646:**Aug8,16,Sep2,23  
**LERWICK**  
**ON-1221(17-10):**Jul18,23,  
 Aug17  
**LEVERBURGH**  
**ON-1148(12-11):**Jul19,22  
**ON-1195(12-36):**Aug9(x2),  
 26,Sep21,22  
**LITTLE AND**  
**BROAD HAVEN**  
**D-628:**Jul27,Aug6,7,9,  
 10(x3),15,18(x2),25,Sep7,  
 12,13,14  
**D-700:**Jul15,17  
**LITTLEHAMPTON**  
**B-779:**Jul8,16(x2),26,27,  
 29,Aug10,18(x3),19(x2),24,  
 25,26,Sep9(x2)  
**D-631:**Jul1,8,14,26,30  
**D-715:**Aug22,Sep6,8,9,13  
**LITTLESTONE-ON-SEA**  
**B-785:**Jul7,9,19,22,Aug1,  
 10,11,16,22,26,28,Sep18,28  
**LLANDUDNO**  
**ON-1164(12-006):**Jul15,  
 Aug19,22(x2)  
**D-656:**Jul5,8,Aug3(x3),26,  
 28,Sep1,9,11,17,18  
**LOCH NESS**  
**B-737:**Jul12,13,27,  
 Aug5(x2),16,17(x2),Sep1,5  
**LOCHINVER**  
**ON-1271(17-40):**Jul6,30,  
 Aug16,22,27,Sep21  
**LONGHOPE**  
**ON-1284(16-05):**Aug5  
**LOOE**  
**B-793:**Jul25(x2),31,  
 Aug18,24,31,Sep6,22  
**D-741:**Jul23,24,Aug16,  
 19,24  
**LOUGH DERG**  
**B-734:**Aug2,3(x2)  
**B-736:**Jul2,3,8,26  
**B-755:**Sep1

**LOUGH REE**  
**B-728:**Jul14,16,17(x2),18,  
 Aug13,15,21,Sep18,23  
**LOUGH SWILLY**  
**ON-1142(47-029):**Jul21,  
 Aug2,4,25,Sep1,29  
**B-819:**Jul27,Aug2,4,7,10,  
 11,14,Sep1,6  
**LOWESTOFT**  
**ON-1132(47-020):**Jul20,  
 22(x2),23,24,26,29,Aug20,  
 22,23,30(x2),Sep1,12  
**LYME REGIS**  
**B-857:**Jul1,7(x2),8,21,24,  
 25,26,27,29(x2),31,Aug2,  
 18,25,Sep18,21,26,29(x2)  
**LYMINGTON**  
**ON-1132(47-020):**Jul20,  
 22(x2),Aug5,9,17,28  
**LYTHAM ST ANNES**  
**ON-1189(12-30):**Jul3,23,  
 25,Aug25,Sep1,23,28  
**D-657:**Jul3(x2),7,17(x2),  
 20,23,25,28,Aug3,10,29,  
 Sep11(x2),24,28  
**MABLETHORPE**  
**B-778:**Jul24,26,Sep30  
**D-653:**Jul1,Aug19(x2),28,  
 Sep15,30  
**MACDUFF**  
**B-804:**Jul3,21,22,26,  
 Aug5,20,Sep14  
**MALLAIG**  
**ON-1250(17-26):**Jul7,22,  
 25,Aug1,3,5(x2),23,28,30,  
 31,Sep1,3(x2)  
**MARGATE**  
**ON-1177(12-20):**Jul19,25,  
 26,28,Aug12,15,29  
**D-706:**Jul1,8,29,Aug1,2,5,  
 15,18  
**D-710:**Aug26,Sep2,3,4,9  
**MINEHEAD**  
**B-824:**Jul22(x3),24,29,31,  
 Aug14,19(x3),23(x2),Sep7  
**D-712:**Jul22,29,Sep8  
**MOELFRE**  
**ON-1116(47-013):**Jul28,  
 Jul1,22(x3),Aug20,28,  
 Sep1(x3),3  
**D-689:**Jul23,Aug3,5,6(x2),  
 11,15,18,20,28(x2),Sep6  
**MONTROSE**  
**ON-1152(47-034):**Jul6,16,  
 29,Aug3  
**D-626:**Jul6,16,29,Aug3,24  
**MORECAMBE**  
**D-722:**Jul13,15,22,Aug2,3,  
 Sep16,18  
**H-002:**Jul4,Sep18  
**H-007:**Aug3  
**MUDEFORD**  
**B-806:**Jul9,12,24,26,  
 Aug10,14,19,20,21,22(x2),  
 29,30,31,Sep1(x2),2(x3),8,  
 15,16,22

**NEW BRIGHTON**  
**B-837:**Jul2,7,Aug3(x2),7,  
 14,21,25,26,Sep30  
**H-005:**Aug8,14  
**NEW QUAY**  
**(CARDIGANSHIRE)**  
**ON-1172(12-15):**Aug1,11,  
 14,30(x2),Sep16  
**D-616:**Jul22(x4),28,  
 Aug3,30(x2)  
**D-754:**Sep16,22  
**NEWBIGGIN**  
**B-745:**Jul5,8,Aug4,16,  
 Sep1  
**NEWCASTLE**  
**ON-1188(12-29):**Jul6,  
 Aug14,24,Sep5,16(x2)  
**D-637:**Jul6,25,Aug14(x2),  
 19,24,Sep9  
**NEWHAVEN**  
**Y-199:**Aug23  
**ON-1243(17-21):**Jul22,29,  
 Aug9,12,15,26,Sep1,2,13,  
 14,21  
**NEWQUAY (CORNWALL)**  
**B-821:**Jul8,17,19,23,25,27,  
 Aug2,4,10,21,22(x2),23,  
 Sep1  
**D-636:**Jul23,25,26,27,  
 Aug22(x2)  
**D-730:**Jul8  
**NORTH BERWICK**  
**D-619:**Jul19,21,22,29,  
 Aug25,29  
**OBAN**  
**ON-1227(**



**QUEENSFERRY**

**B-735:** Jul 9, 15, 16, 19, 21(x2), 28, Aug 3, 4, 11, 15, 16, 19(x2), 22(x2), 27  
**B-851:** Sep 5(x2), 16, 25, 26, 27  
**RAMSEY**  
**ON-1171(12-14):** Aug 18, 21  
**RAMSGATE**  
**ON-1197(14-02):** Jul 9, 24(x3), 25, 26, 27, 29, Aug 9, 15, 19  
**ON-1213(14-15):** Jul 24(x2)  
**B-765:** Jul 2, 17, 23, 24(x3), 25(x3), 26, 30, Aug 2, 7, 8, 10, 11(x2), 14, 16, 18, 19(x3), 22, 25, 26(x2), Sep 1, 3(x2), 16(x2)  
**RED BAY**  
**B-843:** Jul 15, 31(x2), Aug 19, 26, Sep 8  
**REDCAR**  
**B-858:** Jul 1, 15, 18, 22, Aug 15, 18, 22, Sep 2, 18  
**D-677:** Jul 1, 22, Aug 6, 18, 20, Sep 9, 10, 29  
**RHYL**  
**ON-1183(12-24):** Jul 22, Aug 4, 26, 28(x2), Sep 2  
**D-632:** Jul 7, 14, 21, Aug 4, 6, 8, 9(x6), 10(x3), 20, 26(x2), 29, Sep 9  
**RNLI COLLEGE**  
**B-840:** Sep 19  
**ROCK**  
**D-634:** Jul 14, 23, Aug 8, 11(x4), 15, Sep 18, 22, 25  
**ROSSLAKE HARBOUR**  
**ON-1276(17-43):** Jul 10, 21, 26, Aug 11, 17, 18, Sep 1, 26  
**RYE HARBOUR**  
**B-842:** Jul 7, 24, 25(x3), 28, Aug 1, 2, 6, 11(x2), 18, 19, 31, Sep 24, 30  
**SALCOMBE**  
**ON-1289(16-09):** Aug 5, 15, 18, 26, Sep 1, 13, 14  
**B-794:** Jul 6, Aug 11, 15, 17, 20, Sep 10, 14, 16  
**SCARBOROUGH**  
**ON-1175(12-18):** Aug 30, Sep 2  
**D-724:** Jul 2, 5, 21, 23, 27, Aug 2, 18(x2), Sep 3, 11  
**SEAHOUSES**  
**ON-1173(12-16):** Jul 1, 14, 20, 22, Aug 14, 18, 26, Sep 16, 21(x2)  
**D-686:** Jul 1, 14, 22, Aug 14, 16, 18, Sep 4, 13  
**SELSEY**  
**ON-1146(47-031):** Jul 16(x2), Aug 1, 10, 19(x2), Sep 9  
**D-691:** Jul 20, 30, Aug 8, 18, 19, Sep 5, 9, 13  
**SENNEN COVE**  
**ON-1293(16-13):** Jul 24, Aug 18(x2), 24, 25, Sep 1, 5  
**D-624:** Sep 1

**SHEERNESS**

**ON-1211(14-13):** Jul 8, 28(x2), Aug 17, 20, 28, 29, Sep 14, 17  
**D-662:** Jul 1, 6, 7(x3), 17, 19, 21, 25, 26, Aug 4, 10(x3), 11, 17, 19, 20(x2), 31, Sep 2, 9, 19, 20  
**SHERINGHAM**  
**B-818:** Aug 11, Sep 6, 21  
**SHOREHAM HARBOUR**  
**ON-1295(16-15):** Jul 7(x2), 15, 17, 25, Aug 14, 18, 20, Sep 5, 13  
**D-647:** Jul 15  
**D-690:** Jul 15, 17, 26, Aug 4, 18, 19, 26, 30, Sep 9, 12, 13, 30  
**SILLOTH**  
**B-828:** Jul 31(x2), Aug 26  
**SKEGNESS**  
**ON-1166(12-008):** Jul 2, 24, Aug 9, 12, 22, Sep 9, 25  
**D-739:** Jul 15(x2), 21(x3), 24(x3), 25(x3), 26, Aug 6(x3), 8, 9, 11, 14, 18, 22(x2), 23, 27, Sep 9, 17  
**SKERRIES**  
**B-747:** Jul 1, Aug 5, 11, 13, 18(x2)  
**SLIGO BAY**  
**B-781:** Jul 4, 6, 23, Aug 4, 10, 18, 19  
**SOUTHEND-ON-SEA**  
**B-776:** Jul 9, 19, 22, 26, 28(x3), 29, Aug 3, 4(x2), 10, 11, 18(x4), 21, 23, 30(x2), Sep 8(x2), 9, 14, 15(x2), 29, 30(x3)  
**D-633:** Jul 2, 4, 7(x2), 9, 19, 25, 26, Aug 9, 11(x2), 13, 23(x2), 24, 30, Sep 5, 9, 14, 15  
**D-682:** Jul 19, 22, 28, 29, Aug 10, 12, 18, 19, 25, Sep 14  
**H-004:** Jul 23, 28, 29, Aug 11(x2), 12(x2), 17, 27, Sep 8, 9, 11, 14, 21, 22  
**H-007:** Jul 11  
**SOUTHWOLD**  
**B-750:** Jul 4, 15, 24, Aug 12, 19, Sep 13  
**ST ABBS**  
**B-783:** Aug 12, Sep 2  
**ST AGNES**  
**D-641:** Aug 19, 26, 27, 29, Sep 20  
**D-750:** Jul 13, 20, 21, 23, Aug 8  
**ST BEES**  
**B-831:** Jul 8, Aug 13, 18  
**ST CATHERINE**  
**B-841:** Jul 4, 19, 22, 24(x2), 27, 28(x2), 30, Aug 16, 17, 18, 19, Sep 3, 4, 18  
**ST DAVIDS**  
**ON-1139(47-026):** Jul 11, 16, 21(x2), Aug 1, 14, 22  
**D-704:** Jul 11, 12, 16, 21(x2), Aug 1, 2, 14, 28, Sep 8  
**ST HELIER**  
**ON-1286(16-06):** Jul 21, 22, 24, 28, Aug 2, 4(x2), 6, 11, 12, 13, 15, 16, 17, 18, Sep 11, 13(x2), 15  
**ON-1292(16-12):** Jul 7, 9, 15(x2), 19(x2), Sep 30  
**B-845:** Jul 19, 22, 24(x2), Aug 6, 12, 16, Sep 15(x2)

**ST IVES**

**ON-1167(12-009):** Jul 2, 10, 20, Aug 19, 24, Sep 5  
**D-668:** Jul 2, 3, 10, 26, Sep 5, 27  
**ST MARY'S**  
**ON-1229(17-11):** Jul 7, Aug 8, 13, 19, 22, 24, Sep 3  
**STAITHES AND RUNSWICK**  
**B-788:** Jul 2, 16, 23, Aug 19  
**STORNOWAY**  
**ON-1238(17-18):** Jul 4, 14, Aug 16, 18(x3), Sep 15  
**STRANRAER**  
**D-697:** Jul 14, Aug 12, Sep 7  
**STROMNESS**  
**ON-1236(17-16):** Jul 16, 28  
**SUNDERLAND**  
**B-817:** Jul 1, 6(x2), 11, 15, 24, Aug 2, 16, 21(x2), 25, 29, Sep 1, 2(x2), 3, 5, 15, 30  
**D-747:** Jul 21, 22, 24, Aug 2, 6, 8, 11(x2), 16, 21(x2), 26, Sep 1(x2), 2, 5, 9, 11(x2), 28  
**SWANAGE**  
**ON-1182(12-23):** Aug 4, 5, 11, 14, 23(x2)  
**D-752:** Jul 22, 24(x3), 25, 31(x2), Aug 3, 4, 5(x2), 11(x2), 17, 19, 23, 31, Sep 5, 15  
**TEDDINGTON**  
**D-648:** Jul 24  
**D-743:** Jul 15, 24(x3), Aug 14, 18, 21, 24  
**TEIGNMOUTH**  
**B-809:** Jul 1, 5, 24, 30, Aug 5(x2), 9, 10, 18, 20, 21, 22, 26(x2), 31, Sep 5, 22  
**TENBY**  
**ON-1281(16-02):** Jul 1, 4, 18, 28, 29, Aug 1, 3, 17, 23, Sep 29  
**D-727:** Jul 1, 4, 18, 23(x2), 25, 28, Aug 2, 5, 8, 13(x2), 23, Sep 5, 24  
**THE LIZARD**  
**ON-1300(16-20):** Jul 9, 20, 22, Aug 8, 12, 28, Sep 3

**THE MUMBLES**

**ON-1127(47-019):** Jul 14, 15, 20, Aug 3, 5, 15, 19, 26, Sep 1, 7, 12, 20(x2), 22  
**D-623:** Jul 9, 19, 21, 22, 23, 26, 28, 29, Aug 7, 14, 16, 26, 29, Sep 29  
**THURSO**  
**ON-1273(17-42):** Jul 22, 30, Aug 3, 18, 27, Sep 25  
**TIGHNABRUACH**  
**B-743:** Jul 20, 23  
**B-862:** Aug 19, Sep 22  
**TOBERMORY**  
**ON-1270(17-39):** Jul 6(x2), 12, 21, 31, Aug 2, 4(x2), 6, 13, 15(x2), 25, Sep 11  
**TORBAY**  
**ON-1255(17-28):** Jul 2, 7, 10, 21, 22, 26, Aug 3, 9, 12, 13, Sep 11, 12, 22(x2)  
**D-651:** Jul 17, 22, 25, Aug 2, 4, 12, 13, 20, 26, Sep 1, 2, 3, 5, 9, 15  
**D-675:** Jul 4, 5, 7  
**TOWER**  
**E-005:** Jul 17, 18, Sep 2(x2), 3  
**E-07:** Jul 18(x4), 19(x2), 21, 22(x4), 23(x4), 25(x2), 26(x2), 27, 28(x4), 29, 31, Aug 2(x6), 4, 5(x3), 6(x4), 7(x2), 8(x2), 9(x2), 10, 11(x2), 12(x2), 13(x2), 14(x5), 15(x4), 17(x2), 18(x6), 19, 20(x2), 21(x3), 22(x2), 23, 24, 25, 26(x2), 27, 28(x2), 29, 30, Sep 1, 5, 6(x3), 7(x3), 8(x3), 9(x6), 10, 11(x2), 12, 13(x3), 15(x4), 16, 17, 18(x2), 19(x3), 20(x3), 21, 22, 24, 25, 26(x2), 27, 29(x2)  
**E-09:** Jul 1, 3(x2), 4, 5, 6, 7(x3), 8(x5), 11, 14, 15(x3), 16  
**TRAMORE**  
**D-643:** Jul 27, Aug 9(x2), 14, 22  
**D-680:** Sep 13

**TREARDUR BAY**

**B-847:** Jul 7(x2), 8, 15, 21, 23, 27, Aug 2, 4, 9, 10(x2), 13, 16, 18, 19, 25, Sep 1, 8  
**D-695:** Jul 7, 14, 15, 21, 27, Aug 2, 9, 10, 13  
**D-753:** Aug 16, 25(x2), Sep 1  
**TROON**  
**ON-1275(1438):** Jul 17, 23, 26(x2), Aug 9, 10(x2), 15, 19, 20, 21, 30, 31, Sep 4, 5, 14, 30  
**D-684:** Jul 17, 21, 26, Aug 19, 28, Sep 5  
**TYNEMOUTH**  
**ON-1242(17-20):** Jul 2, 8, 26, Aug 22, 24(x2), 25, 28  
**VALENTIA**  
**ON-1279(17-46):** Jul 21, 25, 26, 27, Aug 9, 10, 12, 13, 17, 31, Sep 29  
**WALMER**  
**B-808:** Jul 8, 26, Sep 9, 26  
**D-663:** Jul 5, 26, Aug 5, 14, 22, 23(x2)  
**WALTON AND FRINTON**  
**ON-1299(16-19):** Jul 25, 26, 31, Aug 13, 22, Sep 3, 6  
**WELLS**  
**ON-1161(12-003):** Aug 30, 31  
**D-650:** Sep 28  
**D-661:** Jul 24, 26, Aug 5, 7, 31, Sep 3, 9(x2)  
**WEST KIRBY**  
**D-751:** Jul 23, 28, Aug 9, 28, Sep 16, 20  
**WEST MERSEA**  
**B-761:** Jul 11(x2), 19, 28, Aug 1, 7(x2), 15, 18, 19(x2), 20(x2), 22(x5), 30, Sep 6, 7, 9, 19, 23(x2)  
**WESTON-SUPER-MARE**  
**B-769:** Jul 23(x2), Aug 16, 19(x3), 20, 22  
**D-696:** Jul 23(x2), 30, Aug 16(x2), 19(x2), 20, Sep 23

**WEXFORD**

**D-644:** Jul 2, 10, Sep 11  
**WEYMOUTH**  
**ON-1261(17-32):** Jul 7, 14, 24, 27, 28(x2), 29(x3), 31, Aug 2, 4, 21, Sep 2, 9(x2), 13, 16(x2), 17, 19, 23  
**B-746:** Jul 3, 8, 28, 29, 31, Aug 2, 3, 9(x2), 17, 20, 21, 26(x2), Sep 6, 8, 9, 16(x3), 18, 23, 27  
**WHITBY**  
**ON-1212(14-14):** Jul 20, Aug 15(x2), 16, 22, 28(x2), 30, Sep 17, 28  
**ON-1253(14-32):** Jul 14, 24  
**D-674:** Jul 17, 19, 21, Aug 3, 4, 5, 6, 22(x2), 28, Sep 9  
**WHITSTABLE**  
**B-764:** Jul 1, 6, 21(x2), 22(x2), 24, 28(x2), Aug 10(x2), 12, 16(x2), 17, 19, 22, 25, 27, 28(x2), Sep 4(x2), 9, 23, 30  
**WICK**  
**ON-1224(14-20):** Jul 3, Aug 23, Sep 19  
**WICKLOW**  
**ON-1153(47-035):** Jul 5, Aug 6, 14, Sep 9  
**D-650:** Jul 5  
**D-671:** Aug 5(x2), Sep 9  
**WITHERNSEA**  
**D-701:** Jul 15, 18, Aug 3  
**WORKINGTON**  
**ON-1141(47-028):** Aug 15, 20, Sep 10, 29  
**D-629:** Aug 14, Sep 28  
**YARMOUTH**  
**ON-1249(17-25):** Jul 1, 2, 8, 20, 25(x2), 26, Aug 10, 13, 19, 23(x2), 29, 30  
**YOUGHAL**  
**B-780:** Jul 14, 31, Aug 28, Sep 11

**ON STATION**

**B-851, Jimmie Cairncross**, Queensferry, 6 September [B-753 has been withdrawn]  
**D-754, Audrey LJ**, New Quay, 12 September [D-616 has been withdrawn]  
**B-864, Richard Wake Burdon**, Newbiggin, 19 September [B-745 has been withdrawn]

**NAMING CEREMONIES**

**D-752, Phyl and Jack**, Swanage, 15 September  
**B-863, David Porter MPS**, Clacton-on-Sea, 22 September  
**E-09, Brawn Challenge**, Chiswick, 27 September  
**E-08, Dougie and Donna B**, Chiswick, 28 September  
**B-858, Leicester Challenge III**, Redcar, 29 September (pictured in action)  
**B-853, Binny**, Galway, 6 October  
**D-753, Clive and Imelda Rawlins**, Trearddur Bay, 13 October



Photo: Dave Coles

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