EXTRAORDINARY FUTURE

Bringing lifeboat building home

PLUS

CREW BATTLE A BOILING TORRENT

PROTECTING OUR YOUNG

WOULD YOU SWIM IN THAT?

CAROLINE QUENTIN IN REAL LIFE
Days 1-2: Fly to Delhi. Leave London on an overnight flight to Delhi. Arrive on Day 2 and after time to settle, enjoy a sightseeing tour, exploring the wide, leafy avenues and admiring the impressive British colonial architecture of New Delhi.

Day 3: To Shimla. Board the Shatabdi Express to Kalka, changing to the narrow-gauge Toy Train, recently awarded a World Heritage status. Travel through the impressive British colonial architecture of New Delhi.

Day 4: Explore Shimla. Join a tour to explore this remarkable city, taking us past the town’s Gaiety Theatre, the Victoria Memorial and the Indian Institute of Advanced Study. Overnight stay.

Day 5: Explore Shimla. 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 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 the fascinating and colourful Old Delhi, where we enjoy a rickshaw ride around the narrow streets passing Delhi’s Red Fort, the Jama Masjid and the Jama Masjid – largest mosque in India.

Day 8: The Taj Mahal and Agra Fort. Join the Taj Mahal 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 Shalom for the night.

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

Day 10: Jaipur. Visit to the City Palace – still home to the Maharaja, the Astronomical Observatory and the colourful market. This is the place to explore and discover Jaipur at your leisure.

Day 11: The Amber Fort then return to Delhi. Into the hills to the Amber Fort, passing the Agra Mahal water palace along the way. Admire the imposing façade, intricate interior and view 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 an overnight stay.

Day 12: To London. Transfer to Delhi airport for our return flight to London arriving late afternoon.

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Scheduled return flights from London to Delhi
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Visits to the Taj Mahal, Fatehpur Sikri and the Amber Fort
Rail journeys on the Toy Train and the Shatabdi Express
23 departures between 21st Feb & 21st Nov 2013
13 day holiday from £1,665

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For all enquiries, please contact our Supporter Care Team by phone on 0845 121 4999, email supporter_care@rnlb.org.uk or post c/o RNLI Supporter Care, West Quay Road, Poole, Dorset, BH15 1HZ.

Blind and partially sighted readers may choose to receive a copy of this magazine in audio, Braille or print.

To advertise in the Lifeboat, please contact Landmark Publishing Services by telephone 020 7520 9474, fax 020 7520 9475, email landmark@rjl.co.uk, or post 7 Adam Street, London, WC2N 6AA.
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 send an appeal 180 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.

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**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 Ivan 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 during the end of September, those 778 inscriptions became 806, as a further 28 names had been discovered.

**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, Conway, 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. Sponsoured 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.

**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 never had 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.

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

Dunegness 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.

**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 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 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 Tom Collins, Barry Robson, RNLI/Nathan Williams.

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

**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.

Badgan 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 180 years ago. It was this appeal that led to the RNLI’s formation in 1824.

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

**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 Dunegness 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 awards. Garry received an award in the Coastal Rescue category of the BBC 999 awards. Garry received an RNLI Silver Medal for Gallantry for his awards. Garry received an award in the Coastal Rescue category of the BBC 999 awards.

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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.

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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 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 hotchpotch 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 just a new facility. 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.

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CRUISE OFFERS
From Fred. Olsen Cruise Lines

Our smaller ships bring you closer to some of the world’s most fascinating places – from sun-kissed beaches of the Canary Islands and incredible Norwegian fjords to lavish treasures in St. Petersburg. Why not try one of the cruises below and experience the Fred. Olsen difference for yourself? With prices from just £349pp these sailings are all the more irresistible.

Morocco, Madeira & the Canaries

Fly from Gatwick. Overnight stay in Santa Cruz (Tenerife), La Estaca (El Hierro), San Sebastian (La Gomera), La Estaca (El Hierro), San Sebastian (La Gomera), Overnight stay in Funchal (Madeira), Agadir (Morocco), Anoellu (Lanzarote). Fly to Gatwick.

Departs 27th Mar 2013 – 10 nights
From Southampton – Black Watch – W1104
Outsides from £349pp
Inside Cabins – SOLD OUT

From £999pp
From £1,159pp
Outsides £1,369pp

Departs 14th May 2013 – 10 nights
From Southampton – Black Watch – L1309
From £1,159pp
Outsides £1,369pp

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Departs 23rd May 2013 – 14 nights
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Fly from Liverpool to Arrecife (Lanzarote).
Overnight stay in Santa Cruz (Tenerife), Fly from Liverpool to Arrecife (Lanzarote).
Overnight stay in Santa Cruz (Tenerife), Southampton, Haugesund (Norway), Southampton.

Guernsey Gastronomy & Boulogne Beer

From Southampton, Kilstiansand (Norway), Overnight stay in Oslo (Norway), Flam (Norway), Bergen (Norway), Haugesund (Norway), Southampton, Amorell (Lanzarote), Fly to Gatwick.

Scandinavia & St. Petersburg

Fly from Southampton, Black Watch – W1104
Outsides from £349pp
Inside Cabins – SOLD OUT
Southampton, St. Peter Port (Guernsey), Boulogne-sur-Mer (France), Harwich

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RNLI MEMORIAL

Where our lifeboat crews and volunteers train every day.

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A hub of training, research and innovation.

ANNEXE

Where those who prepare to handle the world’s most dangerous jobs.

HILLARY BUILDING

Named after the RNLI’s founder and includes our 24-hour Operations Room, IT and fundraising hub.

THE SIR WILLIAM HILLARY BUILDING

The new all-weather lifeboat maintenance and refit the fleet every year.

THE COST

£1.2M

£6.2M

£11.2M

Allocated from efficiency savings

To book call 0800 0355 221 or visit fredolsencruises.com with code: RNLWL12

EXPERTS AND STEPBy

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

'FREE, one-way coach transfer’

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If you’re interested in investing yourself, please contact Benjamin Jordan on 01202 663228 or at benjamin_jordan@rnli.org.uk; or write to him at Headquarters.

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

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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
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.

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.

3. **WINDSWEEPED 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

4. **POOCH IN A POUCH**
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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.

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.

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.

- Port Isaac, pages 12–14
- Penlee, pages 16–17

**Words:** Liz Fitzpatrick  
**Photos:** RNLI/Castletownbere, Adrian Don and Martin Douglas
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 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 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 line 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.

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 confident of my ability to work the craft in the conditions we were in.’

‘Truly amazing people,’ Damien Bolton, Nicola Bradbury and Matthew Main
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MIND THE GAP

As waves hurled 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 the seawall on to the 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 harp in the water. It 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 wind was blowing the yacht at such a speed 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. I was just thinking how good the team were working together."

"Well done, what a great job."

"They 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"
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?

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.
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 at Westbrook Bay, Thanet, Kent. The 4-year-old boy and 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.

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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 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 Milward
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.’
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: 51% 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
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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.

‘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.

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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.

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 2021.

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.

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 on 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 28-year-old, who also volunteers at the Environment Agency, died after contracting Weils disease.

According to Emma Barton (above), Marine Advisor at the Environment Agency.

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The RNLI Tower Lifeboat Station, says overflows can also have grisly consequences with needles getting washed up.
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If you have trouble getting in and out of the bath and the thought of bathing has become a daunting prospect, discovering that there is a simple, affordable solution that will fit your own bath will already make your day.

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- The perfect solution at a fraction of the price of walk-in baths

‘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 Asph 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, Goodluiz/Dreamstime.com, Martin Robson CC BY SA 2, RNLI(Mallaig, Tower), saas.org.uk

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.

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.
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.’
PHOTOGRAPHER OF THE YEAR

The annual competition is open to lifesaving crews and lifeguards, and celebrates their lifesaving work through photos. This year, for the first time, the short-listed entries were signed by Chief Executive Paul Boissier.

Runner-up was Crew Member 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.

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‘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. ‘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 who 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.’

‘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
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
Jane and Myles Lambeth 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) break in Irish cooking.

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

Reviewed by Mairéad Dwane

The Surf Café – An Illustrated History

by Nicholas Leach

Review by Tim Corke

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 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 lifeboats.

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.

Hardback book
Price: £16.99
Published by Amberley
ISBN 9781848688766

The Maritime Art of Kenneth D Shoesmith

Review by Glyn L Evans

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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 50th 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 Cosswain, RAF Sea Rescue. We’re already planning our 60th reunion.

Keith Powell, Ilford, Essex

Waterbabies, 1st Ilford (North) Rover – Ranger Annual Reunion

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
http://bit.ly/QG0fyL

Nicky Busby @Yorkshireimages
To help Morecambe RNLI hovercraft crew find her bit/ly/QG0fyL

RESCUE: A woman trapped in mud used her mobile phone light to help Morecambe RNLI hovercraft crew find her bit/ly/QOQ6yL

Kyle Rumble @Kilburnie93
@RNLI #Tynemouth Always amazed at the history of Cullercoats. Love the area.

Lorna Armstrong @LornaArmstrong9
With the @RNLI Flood Rescue Team this morning, finding out how they use your donations pic.twitter.com/CObC3Q3Rg

Shulzhenko Elena Sergeevna, Novosibirsk, Russia

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Deb Ferns @littledayjane
Dob Ferns @littledayjane
With the @RNLI Flood Rescue Team this morning, finding out how they use your donations pic.twitter.com/CObC3Q3Rg

Lorna Armstrong @LornaArmstrong9
@RNLI @Tynemouth Always amazed at the history of Cullercoats. Love the area.

Kyle Rumble @Kilburnie93
@RNLI #Tynemouth Always amazed at the history of Cullercoats. Love the area.

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by Jane and Myles Lambeth

with Shannon Denny

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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.

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

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.

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

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; Mrs 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 loterry@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 or see your Lottery letter.
If you enjoy our Launches section, you may like to join the Lifeboat Enthusiasts’ Society. Contact john_francis@rnli.org.uk to find out more.
**ON-1171(12-14):**
RAMSEY
B-851:
22(x2), 27
QUEENSFERRY
ON-1197(14-02):
24(x3), 25, 26, 27, 29, Aug 9,
ON-1293(16-13):
Sep 9
SELSEY
21(x2)
20, 22, Aug 14, 18, 26, Sep 16,
ON-1173(12-16):
SEAHOUSES
Aug 2, 18(x2), Sep 3, 11

**ON-1171(12-14):**
SHOREHAM HARBOUR
15, 17, 19, 20, 22, 25
ON-1167(12-09):
ST IVES
28, 29, Aug 1, 3, 17, 23, Sep 29

**ON-1197(14-02):**
SLIGO BAY
18, 19, 26, 30, Sep 9, 12, 13, 30

**ON-1293(16-13):**
SMIRNOU
Aug 3, 15, 19, 22, Aug 21
SONGDO
Aug 27, 4, 5, 9, 14, 15, 19
ON-1173(12-16):
SPITHEAD
Aug 26, 30, Sep 2, 9

**ON-1171(12-14):**
STORMNESS
Jul 2, 17, 23, Aug 19
ON-1127(14-02):
SWANAGREY
30, Sep 1, 5, 6(x3), 7(x3), 8(x3),
ON-1275(14-02):
TINTAGEL
Aug 22, 24(x2), 25, 28
ON-1275(14-02):
TORBAY
Aug 23, Sep 19
ON-1300(16-20):
TRASHIE
Aug 12, 16, Sep 12, 13, 30

**ON-1171(12-14):**
TROON
Aug 11, 17, 19, 23, 25, Sep 11
ON-1236(17-16):
TROON
Aug 8, 9(x6), 10(x3), 20, 26(x2),
ON-1231(17-20):
TSERUKA
12, 13, 15, 16, 17, 18, Sep 11,
ON-1300(16-20):
Tyne
Aug 8, 9(x6), 10(x3), 20, 26(x2),
ON-1238(17-18):
UDDINGSTON
Aug 10, 18, 26, 28, 30, Sep 28
ON-1235(17-20):
UDDINGSTON
Aug 8, 9(x6), 10(x3), 20, 26(x2),
ON-1235(17-20):
VICTORIA
Aug 22, 28, 30, Sep 5, 9, 14, 15
ON-1242(17-20):
WALKING ISLAND
Aug 23, Sep 17
ON-1253(17-20):
WILTON
Aug 22, 28, 30, Sep 1, 5, 6(x3), 7(x3), 8(x3),
ON-1275(14-02):
WINTERBERG
18, 19, 22, 23, 25, 28, 29, 30,
ON-1275(14-02):
WINTERBERG
Aug 22, 23, 25, 28, 29, 30,
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Furness Building Society
This mutual has launched an affinity savings account with the RNLI. Please go to its website for further details.

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

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