

ISSUE 603
SPRING 2013



the lifeboat



**THE
VOLUNTEER
ISSUE**



The journey is just the start of the *adventure*



Lifeboats

SPRING 2013 ISSUE 603

Cover: Our extraordinary volunteers (see page 6).
Photos: RNLI/Nigel Millard
Welcome photo: RNLI/Nathan Williams
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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.
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Day 14: Flagstaff. Free day, perhaps to enjoy the fabulous setting of Flagstaff.

Day 15: Grand Canyon. Travel in vintage carriages to the majestic Grand Canyon, one of the world's most awe-inspiring sights, before travelling by overnight train to Los Angeles.

Day 16: Los Angeles. Explore Los Angeles and spend a night on board the *RMS Queen Mary*, formerly a famous ocean liner.

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Dear Reader

When the general public think of RNLI volunteers, they think of crew, like me, probably a bit older, with a big thick beard!

The team at *the Lifeboat* asked me to introduce this issue as I have experience on the volunteering front. As well as being a full-time RNLI lifeboat trainer and casual beach lifeguard, I am also a volunteer on Swanage lifeboat crew, the Flood Rescue Team, South Western Ambulance Service and Surf Life Saving GB.

The RNLI has been awarded The Queen's Diamond Jubilee Volunteering Award 2012 and this issue of the magazine celebrates RNLI volunteers today.

Volunteers are instrumental – they are at the heart of the RNLI. It's what makes us unique and independent from Government.

True joy comes from the knowledge that by working as part of a team we can make a difference and change peoples lives.

Thank you for all your support.

Grant Walkey
RNLI Volunteer



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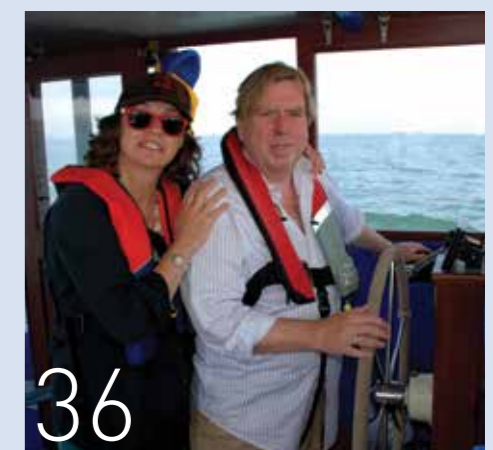
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NEWS

2012 – the year of the floods

RNLI lifeboats launched more than 8,000 times in 2012 in a year of poor weather and heavy rainfall. Despite the weather, our lifeguards helped more than 16,000 people.

Meanwhile, the RNLI Flood Rescue Team had their busiest year on record, deploying 8 times. See page 18 for a round-up of several rescues including a Bronze Medal rescue, the first for the Flood Rescue Team.

Together our dedicated crew, lifeguards and Flood Rescue Team assisted over 24,400 people – equivalent to a packed Fulham football stadium.

We launched a lifeboat 23 times a day, on average, and our volunteer crew spent a collective 67,352 hours at sea on service – that's over 7 years in total.

RNLI Operations Director, Michael Vlasto, thanks all those who support us: 'The figures show that our volunteers dedicate a huge amount of their time to saving lives at sea. And it's not just our crew who are committed to our charity – they wouldn't be able to carry out their lifesaving work without the incredible generosity of the public.'



Busiest stations

England – Tower
NI – Bangor
RoI – Crosshaven
Scotland – Broughty Ferry
Wales – Trearddur Bay

Lifeboats

8,346 lifeboat launches
7,964 people rescued

Flood Rescue Team

8 deployments

Lifeguards

14,523 incidents
16,418 people assisted

For more rescue statistics visit RNLI.org/2012



I name this lifeboat ...

If you could name a lifeboat, what would you pick? One of our youngest supporters, Rachel Fairhurst (13) from Gateshead, has called a Shannon class lifeboat *Storm Rider*.

Members of Storm Force, the RNLI club for children, entered a competition to choose the name. Adults were then asked to vote for their favourite from a shortlist of five, and *Storm Rider* came out on top with a massive 13,192 votes.

'I was totally speechless when I found out!' Rachel enthuses. Rachel chose the name *Storm Rider* after seeing a video about the Newbiggin lifeboat out in a force 10: 'I imagined the lifeboat and all those brave souls in it riding the storm.'

Rachel's looking forward to the lifeboat naming ceremony in Spring 2014: 'I know that I'll be too excited to sleep the night before!'

Helping others to help themselves

Two RNLI lifeguards took a 'rewarding and humbling' trip in December 2012 to train other lifeguards in Senegal, West Africa. Lifeguards Tim Doran, from the Causeway Coast, and Vaughan Lawson, from Devon, travelled to Yoff Beach in Dakar, at the end of 2012.

Steve Wills, RNLI International Development Manager, stresses that drowning is, sadly, a common occurrence in Senegal: 'There were 55 recorded drownings on one beach in one month last Summer!' The RNLI's international development work is

self-funding – income generated through sales of equipment and consultancy to some countries will fund the development work in low- and middle-income countries.

Over 2 weeks, Lifeguards Tim and Vaughan trained 25 volunteer and full-time lifeguards and members of the Fire service, and six instructors, who will, in turn, teach lifesaving skills to others to help establish a sustainable lifesaving service in Senegal.

Scan here to see a film of their visit.



Extraordinary people

RNLI volunteers were recognised with the prestigious Queen's Diamond Jubilee Volunteering Award in December 2012. We're one of just 60 organisations to receive this one-off award that marks the Jubilee and Olympic year.

In a nomination submitted by long-term supporters, actor Timothy Spall and his wife Shane, our charity's volunteers were described as 'what are "Great" about Britain'. The Spalls went on to say: 'They are an inspiration, and have our eternal gratitude and respect.'

Martyn Lewis CBE, Chairman, Queen's Diamond Jubilee Volunteering Award Committee, explained that the organisations honoured had: 'built their success on the dedication and generosity of thousands of extraordinary people, each of whom has devoted their time and energy to the simple aim of making their communities – and their country – a better place.'



Paul Boissier, RNLI Chief Executive, is thrilled that RNLI volunteers have been recognised in this way: 'I am not only proud to be part of the charity but inspired by so many ordinary people doing extraordinary things.'

Read on to hear from the volunteers themselves and visit RNLI.org/volunteer to find out more.

Target acquired

Over the next 50 years, thousands of people will find themselves in danger at sea. Now, thanks to the generosity of supporters, the RNLI's new class of lifeboat will be able to get to them quicker, and in harder-to-reach areas.

The £5M we've raised through the New Lifeboat Appeal will fund the first two relief Shannon class lifeboats, and their launch and recovery equipment. The lifeboats will be named *Sir Jock and Lady Slater* (after our former Chairman and his wife) and *Storm Rider* (as chosen by Rachel – see opposite).

Thank you to all of you who donated. To see videos of the Shannon prototype in action at RNLI.org/shannon.

Silver Medal for Director

RNLI Operations Director Michael Vlasto will receive a Silver Medal at this year's RNLI Annual Presentation of Awards. Michael, who is retiring later this year after almost 40 years' service, has been awarded the honorary medal for his extraordinary and lasting contribution to saving lives at sea.

RNLI Chairman Admiral the Lord Boyce believes the Director is worthy of the medal as he's been: 'More influential in the development of the RNLI, and its ongoing success, than any other individual in the institution's 189-year history.'

For an insight into the man himself and the breathtaking period of change he's presided over, see the next issue of *the Lifeboat*, out in July.



Loss of friends

Here at the RNLI we're sorry to report the death of Trevor Grills, singer with the shanty group Fisherman's Friends. He died on 11 February, after being injured in an accident at a concert venue that also killed the manager of the group, Paul McMullen.

The group has close ties with the RNLI – some are past or present volunteers at Port Isaac Lifeboat Station and many have supported the RNLI for years. Our thoughts and prayers are with everyone involved with our Fisherman's Friends.



New Year Honours

Congratulations and heartfelt thanks to our RNLI volunteer crew members and fundraisers who have been recognised in HM The Queen's 2013 New Year Honours list:

MBE: Frances Kilner, Merseyside; Colin Sedgwick, Southend-on-Sea

BEM: Colin Gardiner, Helensburgh; Janet Madron, Penlee and Penzance; Robert Oliver, Cullercoats; Mike Picknett, Redcar; Rose Ritchie, Queensferry; Diana Spokes, Bourne End.

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Plans get green light

The Borough of Poole has granted the RNLI planning permission, allowing us to commence build work on our new All-weather Lifeboat Centre.

This decision is a monumental one that will save the RNLI millions of pounds, bringing future all-weather lifeboat manufacture in-house.

The next stage of the project will see the old buildings cleared from the site, the sea wall rebuilt, and the site raised to comply with flood defence requirements. Phase one of operations – all-weather lifeboat refit and service – will start at the centre as early as Spring 2014.

We need your help to build the All-weather Lifeboat Centre. Visit RNLI.org/lifeboat-building.



Take your seat

It's coming up to the time of year when we celebrate the skill and bravery of our voluntary crew and the dedication of RNLI supporters at the Annual Presentation of Awards. It's all happening at the Barbican Hall, London, on 23 May 2013. The Annual General Meeting starts at 11.30am and the awards ceremony is at 2.30pm.

You should have already received an invitation in the post. At the time of writing, there were still some seats available, so if you would like to attend, please respond to the invitation or contact us at events@rnli.org.uk or 01202 336200.



Join the crew

There's a new reason to be a member of Storm Force, the RNLI club for children. Crew Room is a new RNLI website packed with extra goodies exclusively for Storm Force members.

Members get a password to unlock new RNLI games, download activities, read previous issues online and register for Storm Force Days anywhere in the UK or RoI. If a child you know would like to join, membership is currently £7.50 or €10.50 and you can sign up by calling 0845 045 6999 (UK) or 1800 991 802 (RoI), or online at RNLI.org/stormforce.



Unsung station hero

What present would you give to a lifeboatman or woman? Fred. Olsen has found a novel way to show their appreciation of volunteers, by donating a 8-night Mediterranean cruise.

Lifeboat volunteers nominated an 'unsung station hero' for the prize and the winner was David James, from Minehead. David has just stepped down after 57 years with the RNLI, as shore helper, crew and then deputy launching authority. Christopher Rundle at Minehead Lifeboat Station nominated David and comments: 'His length of service and the inspiration he has provided to many new recruits makes him an ideal recipient of this prize.' Congratulations David! Enjoy your well-deserved holiday.

Words: Bethany Hope

Photos: Steve Schofield, RNLI/(Mike Lavis, Richard Martin, Nigel Millard, Nathan Williams)

Ordinary people doing extraordinary things

Volunteers are very much at the heart of the RNLI. The charity's lifesaving service could not exist without their passion and relies on an army of willing helpers to go out in lifeboats, to fundraise, to promote safety and to help in a surprising number of other ways



1. Martin Mason, Lifeboat Administration Officer (retired Merchant Seaman)
2. Scott Perkin, Deputy Second Coxswain/Second Mechanic (Police Officer)
3. Barry Hall, Deputy Launching Authority (runs family business with Derek and Sarah)
4. Sarah Hall, Lifeboat Visits Officer (runs family business with Barry and Derek)
5. Joan Tanner, Chair of the Guild (Town Councillor)
6. Paul Whiston, Coxswain (Civil Engineer)
7. George Deacon, D class Helmsman and Third Mechanic (Assistant Manager, builder's merchants)
8. Lucy Deacon, Guild Member (Nursery Worker)
9. Meryl Delve, Souvenir Secretary (retired)
10. Derek Hall, Lifeboat Operations Manager (runs family business with Barry and Sarah)
11. Suzanne Tanner, Flag Week Organiser (Administrator for Funeral Directors)

Rebecca Killip:

Knitter, Isle of Man (pictured right)

‘I don’t really think of myself as a volunteer, just someone who does a bit of knitting that raises money for the RNLI. Knitting is my hobby. My great aunt, who was a very keen RNLI supporter, taught me how to knit when I was a little girl.

I have two children and, when they started school, I really got back into knitting and started selling what I made. Then a friend of mine, Eve Kelly, started up a craft fair in aid of the RNLI. Her husband is a crew member and her family are very committed fundraisers. That led me to sell knitted lifeboatmen and other toys, with 50% of the proceeds from the lifeboatmen going to Port St Mary Lifeboat Station.

The RNLI is central to the Isle of Man – we have five lifeboat stations and lots of fundraisers. What I do is just a small part of that. But it’s nice to know my knits raise a few pounds for the lifeboat crew, to help keep them safe.’

Beverley Miller

Station volunteer and former intern

‘Having got hooked on windsurfing, it was a no-brainer to become an RNLI Shoreline member.



Then, after witnessing a near-disaster involving some kite and windsurfers in 2003 (which I helped to avert by calling 999), I made enquiries at RNLI Headquarters as to how I might help more. I was invited to join the team of Sea Safety volunteers at major events. Through these engagements I came to realise that I was good at talking to people and I loved doing it!

Towards the end of my teaching career, I had additional free time to help the charity. So, in 2011, I applied for a volunteer post for 3 days a week as a research intern. My role involved identifying certain potential donors. At the same time, Shoreham Lifeboat Station needed volunteers to give tours and run the station shop. Now, having been a visits guide and assisting at special donor days for 2 years so far, I have significantly upgraded my knowledge; but there is always someone who knows still more fascinating bits and bobs!

The best things for me are being part of a big team of station volunteers and the delight I get from greeting visitors. They invariably leave agog and with broad smiles across their faces. Hurrah!’

‘It’s nice to know my knits raise a few pounds for the lifeboat crew, to help keep them safe.’



A cast of thousands

The pagers go off. Men and women drop everything and dash to the station. They rush out of work, homes and supermarkets; from their lunch, maybe their child’s birthday party.

Meanwhile, the station’s mechanic is firing up the lifeboat’s engines. The launchers are making ready the equipment; simultaneously the Lifeboat Operations Manager or Deputy Launching Authority is liaising with the Coastguard and Coxswain on what’s needed. The crew arrive, then they’re off.

While the crew are on their way to someone in trouble, fundraisers are making sure enough funds are coming in to keep the service running or manning the RNLI shop. An education presenter is in a local school telling children about beach safety. A sea safety officer is talking to yacht club members. Someone else is making cakes for a fundraising sale at the weekend. Further inland, branch and guild members are planning a fundraising auction. On the beach, volunteer lifeguards are supporting the full-time lifeguards and, at a boatshow, more are manning the RNLI stand.

On the same day, at the same time, all of these wonderful people are playing their part to keep the service running. And, incredibly, the vast majority of those just mentioned are volunteers.

Big society?

There was a lot of media coverage last year about UK PM David Cameron’s hope to bring volunteering to the forefront – as demonstrated during the 2012 London Olympics and Paralympics.

But, our RNLI volunteers have demonstrated that strong sense of community and have been keeping the service running for nearly 200 years, since the first RNLI volunteer, Sir William Hillary, founded the institution in 1824. Around the coasts of the UK, RoI, the Isle of Man and the Channel Islands, communities have come together to save lives at sea and have had a sense of belonging to one big RNLI family.

In recognition of the RNLI’s volunteering ethos, in December 2012 we received a Diamond Jubilee Volunteering Award. On this and the following pages you will be able to meet just a few of these special people and find out what being a volunteer really means.



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Enjoy a meal

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Lucy Astbury and Lindsay Wilson: Interns

Both: We have been volunteering at the RNLI Grace Darling Museum for 3 weeks. Our internship is about making improvements to the museum for visually impaired people. The museum contains lots of objects that are sensitive to light so the gallery is a bit dark. We're working together to find a solution. We made contact with someone who works with information for visually impaired people at a regional museum and we are going to meet him to find out more about what works and what doesn't. We're really happy with the internship. We've been made really welcome. Everyone has been very helpful and there's a constant tea supply!

Lindsay (left): I wanted to offer my own personal experience of being visually impaired. I have already learned about best practice in museum displays.

Lucy (right): I applied as the role was perfect – it directly relates to the qualification I have just achieved and have found out a great deal about the various tools used in museums to help the visually impaired. I've just got a new job. I mentioned the internship in the interview and the company seemed really impressed. ♫



Oh, I'm just a volunteer ...

» RNLI volunteers come from all walks of life. Our youngest operational volunteer is 16, while our oldest is in his 90s and is a Branch President.

When you think of RNLI volunteers, most people immediately think of crew members and fundraisers. Yet volunteers with varying interests, who come to the fore in the volunteering roles they choose such as telling stories, stirring the imagination and bringing things to life (and not just the people we rescue), are just as important.

So just who are our volunteers? Crofters, cycle mechanics and company directors; fencers, firefighters and foresters – they're just some of our RNLI volunteers' day jobs. Coming from all geographical locations, with a raft of skills and range of ages, they're an amazing group of people who give up their spare time to make an incredible difference.

At the forefront of our lifesaving service are over 8,000 volunteer crew, lifeguards, shore helpers, managers and other operational officials. And then there are thousands more dedicated fundraisers who

help to raise over £140M each year – money that saves lives.

Over 24,400 people were rescued and aided in 2012, some of whom kindly wrote to us: 'It was a terrifying experience for us.' 'I know I was one of the lucky ones.' 'When I saw them, I knew we were safe. They were so kind and kept on reassuring me.' 'Thank you for saving my daddy and my uncle, it means the world to me.'

They're an amazing group of people who make an incredible difference

These survivors and their families will be eternally grateful to the volunteer lifeboat crews and lifeguards. They highlight the incredible work of the thousands of volunteers who work tirelessly, without salary and of their own free will, to support the RNLI.

True inspirations

Pauline Carson has been a driving force behind her small community fundraising branch for the last 30 years. Recently crowned Diamond Champion, a WRVS award recognising the contribution that people over the age of 60 make through volunteering, Pauline's long commitment and tireless enthusiasm inspire many younger volunteers.

An RNLI Gold Badge award similarly recognised Tom Robertson's contribution for his 39 operational years as a crew member, helmsman and now Lifeboat Operations Manager. Rose Ritchie, 80, with her flair for shops, stock and souvenirs, has been recognised with a British Empire Medal for her inspiring dedication to the RNLI shop in Queensferry.

On the other hand, a group of pre-school children from St Monan's Nursery demonstrated that you only need to donate a few hours for a good cause. Following a visit to their local lifeboat station, they did a sponsored walk and returned with their little pockets bulging with £186.15. »

» And other community volunteers from the RNLI's Badger Hill and Heslington Guild gave up their time over 3 days and baked their hearts out for an art exhibition near Wetherby in January, with money raised going to the RNLI.

There are endless ways to volunteer, including some quite quirky opportunities for pianists, painters, gardeners, photographers, lawyers, feature writers, Stormy Stan mascot outfit wearers – they've all been on our wanted list. A recent role that attracted huge interest was a lifejacket recycling/decommissioning assistant, which involved disassembling over 8,000 old lifejackets and removing the fabric so that it could be recycled to raise vital lifesaving funds.

All sectors of the organisation provide gateways to new opportunities, some offering responsibility or the chance to serve on a committee while others allow you just to do the job you've volunteered for.

‘It's a great way for me to utilise my skills while at the same time hone new ones ...’

You could even become an intern for 12 weeks to work on specific RNLI projects. The 21 interns in 2012 came from all walks of life and age groups. Tom Clare's 12-week internship really ignited a passion for the lifesaving work of the RNLI: 'It's a great way for me to utilise my skills while at the same time hone new ones and it led me to continue volunteering at the end of it.'

Skills and smiles

But what skills would we be grateful for? Maybe you have the professional skills we need in our offices, out and about, and at regional bases around the UK and RoI. Or perhaps you have that all-important fabulous winning smile, are able to offer a hand, make tea, cheer people on, answer queries, give directions, paint walls or even faces. From an hour, to an evening, a day or 39 years, there's space for you to donate your skills to the RNLI.

»



Si Bristow:

Lifeguard Supervisor and volunteer fundraiser, Tyne and Wear

‘I am a paid RNLI employee throughout the year, but I like to give a lot back.

Swimming was my background. I'm passionate about water safety and I formed a Royal Life Saving Society UK club in 2010. We're all volunteers at the clubs. I'm very proud how my RNLI job fits in with my own philosophies on volunteering.

On the beaches we welcome volunteers. We bring beginners onboard, teach them about the communication side of things, paperwork and interaction with the public. They just can't get in the water or do the casualty care. But, we're aiming to increase the number of qualified volunteer RNLI lifeguards to help us.

There are experienced lifeguards who volunteer on the lifeboats here. The crew ask me why I don't volunteer on the lifeboat crew, but I haven't got the time. So instead, I join them for fundraising events. Everybody chips in – it's a good community spirit.’

Si is pictured with his RLSS club members in his other voluntary role.

James Millidge:

Youth Education Manager and volunteer lifeguard

‘I was a volunteer lifeguard at Perranporth for a few days during the 2012 school Summer holidays. Although now working full-time for RNLI Youth Education, I had a strong background in lifeguarding so was able to hit the ground running.

On the first day there were at least 1,000 people swimming in between the red and yellow flags. When the tide dropped out and rip currents started to appear we advised people to stay between the flags. I was amazed at the patience that the lifeguards had with the general public who ignored them.

During my stint volunteering, several young people were swept out in the rips and needed rescuing. We also treated weever-fish stings, a man with a large gash to his head and reunited children with their parents.

It really highlighted the importance of what we do in RNLI Youth Education and how our Education volunteers help children to identify dangers at the beach and listen to the lifeguards.’



‘Everybody chips in – it's a good community spirit.’

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» Why volunteer?

Every volunteer has their own reasons and the benefits can be enormous – to them, their family and community, and the RNLI.

Bill Nathan started fundraising after he was rescued by the RNLI and Hilary Fletcher helps raise funds in memory of her husband who enjoyed being at sea. Holly De Roy just had a desire to help: 'I love the sense of community in the stations and was surprised that like me, so many of the volunteers had no special experience before.'

Mark Southwell, Lifeboat Operations Manager at Cowes, says: 'When I retired I wanted to give something back and share my skills and experience with others, so volunteering for the RNLI was ideal.'

Bill Devonshire moved to a new area and didn't know anyone so he wanted to volunteer somewhere where he could

meet interesting people. Now he welcomes visitors of all ages at the RNLI's Grace Darling Museum.

Sam Gilman, on the other hand, isn't able to volunteer all the time so is an All Hands on Deck volunteer. He gets a message asking for his help once a month and he does whenever he can.

Fun and enjoyable

Crew Member Andy Salmon sums up volunteering with these words: 'It's fun and enjoyable and you never stop learning – every day's a school day. But most importantly it's rewarding and you feel like you have made a difference.'

Whatever the volunteer role, the RNLI's Volunteer Commitment clearly sets out the hopes and expectations to benefit both parties. We provide guidance, support and

the tools needed along with access to a wide range of online courses, resources and training, while new volunteers can ask questions and share ideas.

We've often overheard our volunteers say: 'Oh, I'm just a volunteer,' but their passion and enthusiasm, time they give, and the skills and experience they share are invaluable. We value every volunteer, recognising and rewarding some of their remarkable achievements and commitment at the Annual Presentation of Awards.

For the tens of thousands of RNLI volunteers, the words of Linda Clark, the wife of one of two people rescued last year, are gratitude enough: 'Thank you. Without these guys at West Kirby I would be a widow and my baby granddaughter wouldn't have a daddy. Words are not enough for what they did.'

Helen Bevan

President, Ennis Fundraising Branch,
Co Clare

'I had never heard of the RNLI until seeing a lifeboat rescue on television. My husband turned to me and said: "Helen, if I ever want to help anybody I want to help those people."

Fifteen years later, my husband died and I was on the ferry bringing his ashes to the UK. I looked down into the water and thought: "Gosh, I remember John's words." I asked the Captain how I could get in touch with the lifeboat people. That's how it all started.

I go to the stores around Limerick and Ennis and ask: "Have you got a little lifeboat [collection box]? Would you like one?" And people can't give enough. Every time I go in, the boxes are full.

I would advise people if they have any spare time to think about the RNLI. I've made a lot of friends. I still think about my husband, and isn't it a much nicer tribute than a headstone to be doing something that saves lives?'

'I'm in my 80s and want to do more. Volunteering opened a new world to me.'

Alan Dixon
Ex-crew, RNLI Deputy Launching Authority (DLA) and Sea Safety Officer

‘I got captured by the RNLI! Being in the sailing community, you can’t just walk away from it.

I do sea safety talks to yacht clubs and, as DLA, I’m on duty nights and weekends. I help out where I can. My wife’s very supportive – your family has to be.

I remember being on the crew at Sunderland with Gerry Finn. Once we got called out and Gerry was at home in the bath. Ten minutes later he was standing in the North Sea trying to get us launched! We had no woolly bear thermal suits for insulation in those days. It took me 2 days to warm up.

Crew are tremendously well looked after now and so they should be. We’re never short of volunteers here. There’s a steady patter of feet to the door.

Volunteering’s very fulfilling. You feel you’re giving something back to the community. When you pull somebody into the boat – that gets you buzzing ... for years.

The best thing about it is your fellow volunteers. There’s a special relationship between people who have served on lifeboats – you’ve been on jobs in danger with them. That just lives forever.’



‘Volunteering's very fulfilling. You feel you're giving something back to the community.’

Making things happen

» Volunteer lifeboat crew and lifeguards springing into action are the ‘visible’ part of turning the RNLI’s vision into reality. Behind the scenes is the ‘invisible’ hard work and selfless generosity of countless other ordinary people.

Could you help?

The range of volunteering opportunities is huge and we need more volunteers to help us.

‘But I’m already a supporter,’ we hear you say. ‘I haven’t got enough time or energy to help. Maybe I’ll do that tomorrow.’

With busy lives, it can be hard to find time to volunteer but what’s great about RNLI volunteering is that there’s lots of choice, including how much time you give.

For some roles, such as a volunteer crew member, we need full commitment, while with others you can help once in a while. Whatever skills and experience you have, there’s more than likely something that you could do, and there are roles to suit all ages. The right match can provide a meaningful and worthwhile volunteering experience, help you find

friends, enable you to learn new skills, and even advance your career. Volunteering is also fun!

Just one good deed can make all the difference

You really could make things happen so, if you can help, please join our team of dedicated volunteers. Take the plunge today and find out what’s available. We can’t wait to hear from you!

RNLI.org/volunteerwithus
Call 0845 121 4999 from the UK or +44 (0)1202 663234 from Rol.

Words: Anne Millman, Carol Waterkeyn, Bethany Hope and Rory Stamp
Photos: RNLI/Nigel Millard, Adrian Don and Eamon Ward

HOW MANY VOLUNTEERS

Around 95% of our people are volunteers:

Lifeboat crew	4,731
Lifeboat station and branch officials	2,079
Shore crew	1,063
Volunteer lifeguards	35
Interns	21
Other volunteer roles	249

and thousands and thousands of fundraisers!

All Hands on Deck volunteers also join in and help out when they can.

The journey is just the start of the *adventure*



Live
The adventure



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Day 4: To Interlaken. To Interlaken, providing the opportunity to take a lake cruise, scenic mountain railways or the spectacular journey to the highest rail station in Europe.

Day 5: A day at leisure. A day to explore Brig or make use of the GRJ First Class Swiss Travel Card, which gives you 50% fares, to travel along the Rhône Valley to Montreux, on the scenic GoldenPass Line or the Centovalli Railway to Locarno.

Day 6: Glacier Express to Chur. Travel First Class on the panoramic narrow-gauge train, climbing through the Rhône Valley and over the Oberalp Pass to Chur for a three night stay.

Day 7: The Bernina Pass. Breathtaking journey on the Bernina Express, spiralling into the Engadine Valley and climbing to more than 7,000 feet (2,134m) over the Bernina Pass, with free time in the picturesque, Italianate town of Poschiavo.

Day 8: Free day in Chur. Free day to explore the medieval cobbled streets and squares of Chur, reputed to be the oldest town in Switzerland. Alternatively, use your GRJ First Class Swiss Travel Card to explore the dramatic Graubünden region of deep, isolated valleys, soaring mountains and thick pine forests.

Day 9: To Germany. First Class train via Zürich and Basel to Cologne for an overnight stay, passing fairytale castles and vineyards of the Rhine Gorge.

Day 10: To London. Train to Brussels and Eurostar to St Pancras International.

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RESCUE



1 BOAT FIRE OFF BEACHY HEAD

18 December: Both Eastbourne lifeboats were launched when distress flares were spotted 2 miles south of Beachy Head. A pilot boat that was first on the scene took a lone angler off the ablaze 8.3m motor cruiser *Knowwanda*. The inshore lifeboat arrived soon after and transferred the casualty to Eastbourne's all-weather lifeboat. The cruiser was towed to the beach east of Eastbourne Pier, where it was met by units from Eastbourne Fire and Rescue service.



2 GIVE A LITTLE WHISTLE

25 November: When Broughty Ferry lifeboat was unable to locate a jet-skier who had called for help just after lunchtime, a major search and rescue operation was mounted, involving an RAF rescue helicopter and Arbroath RNLI. As the clock ticked, the situation grew critical. Thankfully, a whistling sound alerted the crew to the casualties, and the men were brought aboard Arbroath's all-weather lifeboat and given treatment to combat the effects of the freezing water. They were then transferred to hospital by helicopter.



3 POINTER IN CLIFF PLUNGE

4 February: Dart inshore lifeboat came to the aid of a German Shorthaired Pointer called Tom after he fell 25m onto a rocky ledge at the foot of cliffs. When the crew arrived, the dog tried to come to them but had broken his front leg. The crew carefully carried him to the lifeboat, and back on shore he was placed in a padded fish box for his owner to take him to the vet.



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 Anstruther, pages 20–23
- 8 Umlerleigh and St Asaph, pages 24–27
- 9 St Ouen, pages 29–30



4 TOO HOT YACHT

12 January: Lifeboats from Dun Laoghaire were called out shortly after midday to a yacht with a suspected fire onboard, probably due to an overheating engine. The lifeboat took the six crew members off the 11m yacht while two RNLI crew members boarded the casualty vessel to inspect for damage. She was taken in tow to Dun Laoghaire Marina where she was checked by units of the Dublin Fire Brigade.



5 LONGHOPE GETS INTO GEAR

6 January: Longhope's Tamar class lifeboat was called out on her first shout of 2013 when she assisted a local fishing boat experiencing gearbox problems. The fisherman had attached a line to a nearby creel buoy and was waiting for help. The lifeboat was quickly on scene and towed her back to the safety of Longhope Pier.



6 NEWHAVEN, WE HAVE A PROBLEM

6 November: A former astronaut got into difficulties when his eco-friendly schooner experienced fuel contamination in choppy conditions. Newhaven's all-weather Severn class lifeboat was on scene within half an hour and towed the casualty and her crew of eight back to safety.



Words: Liz Fitzpatrick
Photos: John Fenton, Mary Harris, Bob Jeffery, Alan Novis, RNLI/(Arbroath, Dun Laoghaire)

Nick of time

A boat with its own fascinating RNLI history set out on a perfect day last Summer. Little did her crew know it was to be her last voyage ...

'We set off in ideal conditions – you couldn't have picked a better day,' recalls Paul Harrison, 52, an experienced mariner and diver. Paul and his son Sean, 31, had left North Shields on 31 July 2012 in sunshine and relative calm. They were aboard Paul's 16m motorboat, *Princess*, a former lifeboat (see panel) converted into a leisure vessel. The pair planned to head up the east coast of Scotland and make for Peterhead, ultimately aiming to reach the Isle of Man. It was a passage that would never be completed.

'We were happily going with the tide in the evening when the wind started to pick up and the sea got rougher,' says Paul. By midnight, as the *Princess* passed the Isle of May, near the town

of Anstruther, Fife, the wind had increased to 25 knots. That weather, combined with a spring tide, created large swells that were outrunning the boat. As Paul tried to steer through the conditions, he suddenly realised the rudder was not responding. The steering gear had failed. With no control in the relentless tide and waves, Paul and Sean were rapidly shoved towards the rocky shore.

'I remember saying to my son that I was going to get on the radio and call for help when, suddenly, there was this massive bang – followed by a spinning noise,' says Paul. Peering through the darkness, father and son

realised the *Princess* had been thrown onto a rocky outcrop at Crail. Her propellers were out of the water and there was a gash in her bow. Precariously perched on a rock, she was battered by waves that broke right over her.

'This was the worst experience we'd had in a boat.'

Paul and Sean switched off the engine, sent out a mayday call, and tried to find a safe place to wait. That wasn't easy – below deck, water was leaking in from the bow.

The boat rocked so violently that the cooker and fridge worked loose from the galley floor and were hurled around. Sean and Paul huddled together in the cabin and hoped that help would arrive. 'We are both experienced at sea. Sean's an ex-submariner,' remarks Paul. 'But this was the worst experience we'd had in a boat.'

John Clark, the Anstruther Lifeboat Operations Manager, woke to a Coastguard call at 12.50am, requesting the launch of the inshore and all-weather lifeboats. John paged the crew and, from all over the town, volunteers rushed from their beds to the lifeboat station.



OLD RESCUER'S FINAL JOURNEY



When a rock unceremoniously cut through the hull of the *Princess* last Summer, it was the end of a vessel that had itself saved many lives. In July 1958, the Barnett class lifeboat was eponymously named by HRH Princess Alexandra of Kent at Torbay Lifeboat Station. A decade later, the lifeboat was involved in a mass rescue when, in dense fog, the Torbay crew found a ferry aground. Aboard *Princess Alexandra of Kent*, they rescued 126 passengers and a dog. As our picture shows (above left), they were safely delivered back to the harbour. [Read more online at RNLI.org/princess.](http://RNLI.org/princess)

Life-changing choice

Among the volunteers were D class lifeboat Helmsman Barry Gourlay and Crew Members Euan Hoggan and Becci Jewell.

'I knew it was windy that night because the fishing fleet headed in', says Barry. I could hear the waves from my house. I hadn't had time to change – I just pulled on shoes and went in my pyjamas.'

Within 7 minutes of being alerted, the Anstruther shore crew had helped launch both lifeboats into the dark harbour. The D class was the first in the water and was soon out at sea, exposed to the elements. Barry knew they had to head north east along the coast as quickly as possible, but did not dare to push the craft towards her top speed of 25 knots in the conditions. Breaking waves were appearing

out of the night, hitting the lifeboat's starboard sponson. 'It was so rough that I couldn't put the radio microphone back on its clip, so I had to hold it between my teeth while I held on with both hands!' says Euan.

By now, the *Princess* was sustaining damage beyond repair – and her crew feared for their lives. 'We were getting thrown from one side of the cabin to the other,' says Paul. 'The final straw was when the floor got driven up beneath us. I told Sean that we had to get out because, if the floor got pushed up any further, we wouldn't have been able to open the cabin door. We would have been stuck in a wrecked boat, taking on water.'

Meanwhile, the D class lifeboat crew hit trouble too. After travelling for just over a mile, their propeller got tangled in a creel

fishing line. Without propulsion, the crew were in danger of capsizing. 'I thought that we were in for it when that happened,' says Barry. But he managed to quickly raise the engine, free the propeller blades from the line and restart towards Crail.

The lifeboat was less than 10 minutes away from the scene, but Paul and Sean had run out of time. 'I told Sean to get on the radio and tell the Coastguard we were going to abandon ship,' says Paul. 'It was too dangerous in the cabin and too dangerous on the deck – there were breaking waves and the boat could have gone at any minute.' With lifejackets on and shoes off, Paul and Sean edged along the outside rail of the *Princess*, struggling to hold on against the 3.5m breakers. Paul looked down into the churning water. 'I could see the tops of the

rocks, but didn't really know what was down there,' he says. 'I turned to Sean and I said "if we go, we go together. Don't let go of each other".' They were ready to jump.

It was at that exact moment that the lifeboat arrived. Every light was blazing on the *Princess*, and her crew's torches could be seen moving around. Barry quickly realised where the stricken boat was – and what a dangerous position her crew were in.

Above and beyond

Standing off some 50m from the *Princess*, Barry could see the only way to get close would be to ride a wave towards her, and then turn the lifeboat round and get alongside. There, he would need his crew to hold onto the *Princess* to stay in place. They would also need to warn him of any oncoming waves, and help the casualties aboard. 'We had complete trust in Barry,' says Becci. 'He's an awesome Helm.'

A large wave rolled up behind the D class lifeboat. Barry took a deep breath

and powered towards the shore. Riding the back of the wave towards the starboard side of the *Princess's* bow, he spun the lifeboat round. Becci grabbed a short length of rope trailing from the casualty vessel and the lifeboat crew beckoned Paul and Sean aboard. 'It was a huge relief to see them. I can't believe what they did,' marvels Paul. 'They got so close that we were able to step aboard.'

‘At the time, you don't think about dying. It's afterwards that you realise.’

Paul Harrison, survivor

Shivering, shocked and exhausted, the father and son crouched in the lifeboat as Barry headed out to sea, battling the oncoming waves with five people aboard. It took 3 agonising minutes for the inshore lifeboat to punch through the surf and reach the Anstruther Mersey class lifeboat, which was waiting in deeper water. The D class pulled up alongside and prepared to get Paul and Sean over to the larger vessel, which would provide a more comfortable passage home. 'But getting them from one rolling boat to another was a bit hairy – the all-weather crew had to lift them aboard,' says Barry. By 1.20am, Sean and Paul were in the warmth of the Mersey class wheelhouse.

As both lifeboats left the scene, the *Princess* finally slipped off the rock. The waves drove her further inshore, into a wave-swept gully that would have been difficult for anyone to reach – or escape from. 'At the time, you don't think about dying. It's afterwards that you realise. If we had gone in the water, we would have been cut to bits,' says Paul. He and his son were given fresh clothes by the crew when they got back to the lifeboat station, and Crew Member Roy Giles put them up for the night.

'They couldn't have done any more for us,' says Paul. 'The next day they took us to the boat when the tide was out. There was a massive gash along most of the side of her. We didn't salvage much apart from the bronze number plate – the one that all lifeboats are issued with.'

Helmsman Barry Gourlay will be presented with his own bronze memento of the rescue: an RNLI Bronze Medal for Gallantry, which he will receive at the RNLI's Annual Presentation of Awards in May. It's in recognition of his seamanship, leadership and personal bravery in saving two lives. Becci and Euan are to receive the Thanks of the Institution on Vellum for their bravery, determination and teamwork. 'On that night, the Helmsman went above and beyond the call of duty,' says Paul. 'They all did.'

Words: Rory Stamp
Photos: Briggs Marine, RNLI/(Mike Lavis, Nigel Millard)

‘I just pulled on shoes and went in my pyjamas.’

Helmsman Barry Gourlay



Washed away

Flood rescue has unique risks and challenges but, with specialist skills and determination, achievement against the odds is possible as our volunteers found in Umberleigh and St Asaph recently

A shrill scream for help chilled Paul Eastment and his team as they arrived to rescue a terrified mother clinging frantically to a tree in a treacherously flooded river.

'It was a sound that will stay with me for a long time', says Paul, an RNLI Flood Rescue Team Leader. 'It was desperate and full of emotion. I will never forget it.'

Vanessa Glover was with her family when their vehicle became trapped in floodwater at Umberleigh in Devon on 23 December 2012. Her son and husband were rescued by firefighters, but she was swept away as she scrambled to safety onto the roof of the car.

By the time the Flood Rescue Team (FRT) arrived at 1.45am, Vanessa had been struggling for 40 minutes. Ideally the rescue should have been a helicopter or two-boat operation, but with only seconds to spare, Paul

launched the one boat available. In complete darkness volunteer Helmsman Chris Missen battled against the ferocity of the water, which gushed relentlessly downstream. He steered the boat backwards down the river and then sideways into the trees to drag the exhausted woman onto the lifeboat.

Robin Goodlad, the RNLI's Incident Commander during operations in the Barnstaple area, says the team were amazed that she had survived. 'Had they not picked her up in that boat she would have been floating away downstream,' he says. This rescue 2 days before Christmas is one of the riskiest performed by a flood rescue team. Robin adds: 'This was a very heroic rescue; there are no two ways about it. This was a high-risk operation with a high potential benefit and they decided that benefit outweighed the clear risk to their own lives.'



‘You gave me the gift of life and the joy of knowing that Santa called on my son at Christmas. I will hold you in my heart forever. Thank you.’

Vanessa Glover

The dangers of floodwater

- 15cm (6in) of fast-flowing water can knock you over.
- 60cm (2ft) of water will float your car.
- Flooding can cause manhole covers to come off, leaving hidden dangers.
- Floodwater can be contaminated with raw sewage.
- Bridges and culverts may be dangerous to walk or drive over.

Scan below to watch the rescue footage.



Main: Contaminated floodwater destroys homes and property in St Asaph

Centre: Vanessa Glover thanks the FRT members who put an end to her ordeal in Umberleigh

Right: RNLI teams deployed to St Asaph work solidly to get men, women and children to safety

Doorstep saviours: RNLI volunteers grab Deidre Roberts from the steps to her first floor flat in St Asaph.

She later visited them at Rhyl Lifeboat Station with a gift to say thanks



The Flood Rescue Team (FRT)

The RNLI Flood Rescue Team members are drawn from lifeboat crew from the UK and RoI as well as staff.

They train regularly, including undertaking joint exercises with emergency services and other charities, to ensure they can respond effectively to flooding within the UK, RoI and IoM or overseas.

Training covers skills such as operating boats in fast-flowing water in narrow spaces similar to the streets of a town; navigation; and how to deal with submerged hazards.

Formed in 2000, the FRT now has six strategically placed teams positioned to respond to a flood anywhere in the UK, RoI and IoM within 6 hours of request.

The FRT relies upon voluntary donations, and is supported by Toolstation. The cost of international deployment is borne by the UK Department for International Development.

When the River Elwy burst its banks in November 2012 and began flooding St Asaph in north Wales, the FRT faced a different set of challenges. At the water's highest point, the small town was like an island with contaminated floodwater swamping homes, leaving hundreds of people stranded.

'It was horrendous. The debris was colossal; wheelie bins, rubbish and benches were floating around,' says Coxswain Martin Jones, 42, a father of three. 'Manholes had lifted up and the water had risen over the roofs of the cars; in fact one car had disappeared.'

Martin and his five-strong team from Rhyl worked solidly for 8 hours to lead men,

were tasked with rescuing an elderly gentleman from a first-floor flat, but found him panicked and reluctant to leave.

'He said he couldn't leave, because he had only just come out of hospital where he had contracted MRSA and could not risk being in contact with floodwater,' says Martin. The team decided to break a first floor window, lift him through and lower him onto the boat using the boat's drum (waterproof kit container) as a step. 'He was so grateful afterwards. He wouldn't stop thanking us,' says Martin.

In all the RNLI deployed three teams to help during the drama on 27 November.

Collectively they rescued 43 people in a day that would test not only their

her only photo of her husband,' says Paul Archer-Jones, 45, who has been a systems technician for 5 years with the RNLI.

'That's when it hits you. These people are losing their whole life's possessions. You can't imagine the emotional cost.'

The incidents at St Asaph and Umberleigh prove the flood rescue teams can face dynamic risks in the harshest of

specialist training continues. The second wettest year on record saw the volunteers deploy 8 times across the UK and RoI.

Met Office analysis shows that the UK may be getting increasingly wetter as climate change causes warmer air to carry more water. But, whatever the need, the RNLI Flood Rescue Team will always be available 24/7.

'I didn't realise people on the ground floor had been evacuated. I was shocked by it all.' John Cheetham

conditions and it is thanks to their specialist training that they are ready to respond. Matt Crofts, RNLI Divisional Operations Manager and Flood Rescue Team Leader says: 'They had confidence in their equipment and each other because they used every ounce of their training and good judgement.'

As the heavy rainfall saw the RNLI FRT called into action more times in 2012 than ever before, the need for this

As Matt says, it is this unique quality that means the largely volunteer flood rescue teams will continue to do the RNLI and the public proud.

Words: Julia Kennard
Photos and video grabs: Dave Thompson/PA, Devon and Cornwall Police, RNLI (Robin Goodlad, Tamsin Thomas)

'Thank you to the crew who rescued me from the steps of my upstairs flat ... I know I was one of the lucky ones.' Deidre Roberts

women and children from their homes to boats and paddle them to safety through waist-high water. At one point the team

training and physical endurance, but their mental resilience too. 'One elderly lady was in tears when we saw her, as she had lost

For the Umberleigh rescue, Paul Eastment, Chris Missen and Martin Blaker-Rowe are to be presented with RNLI Bronze Medals for Gallantry, the first ever to be awarded for flood rescue. They will receive their medals at the RNLI's Annual Presentation of Awards in May. You can see film footage of this rescue at: RNLI.org/frtgallantryvideo.

How to stay safe during a flood

- Move your family and pets to somewhere with a means of escape.
- Gather essential items (like water, blankets, a torch, first aid kit and food) and put them out of the way of floodwater.
- Plug sinks and baths; weigh them down with a heavy object such as a pillowcase or plastic bag filled with garden soil.
- Turn off gas, electricity and water supplies.
- Call 999 if you are in danger. Listen to local radio for updates, or call Floodline on 0845 988 1188.



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Caught in a trap

An off-duty RNLI lifeguard was in the right place at the right time when two surfers were trapped in a perilous position on St Ouen's Beach, Jersey

Ed Stevens was leaving the car park at St Ouen's Beach after an evening of surfing on 5 July 2012, when he noticed a commotion at the top of the steps that lead down to the beach.

Two surfers had been caught out by the fast-rising tide, and were in an extremely dangerous position. As the tide rapidly came in, surging and dumping waves were rushing into the sea wall, and a strong backwash was rebounding into the incoming surf, creating a powerful 3-4m high peak of white water and spray. The surfers were trapped right in the middle.

With the tide almost completely covering the beach, the pair were cut off from their only exit point – the steps.

Exhausted from swimming against the backwash they were entirely at the mercy of the waves.

Off-duty Lifeguard Supervisor Ed knew he couldn't just jump into the water with a rescue tube, or he would be in the same position as the surfers. But the rescue watercraft (RWC) was locked away for the night around half a mile away. Ed recalled: 'I could tell from the conditions present that anyone in the water, close to that wall, was in a bad place.'

Meanwhile, a crowd had gathered at the top of the steps, some watching, some filming on their phones, and others trying to help. Acting quickly, Ed instructed the surfers' friend to make sure no one went

into the water, and to throw in the public rescue equipment – a lifering kept at the top of the sea wall, before he set off to launch the RWC.

When he arrived at the beach lifeguard unit, two other off-duty lifeguards, Pete Lang and Jake Bracken, were already getting the RWC ready for launch. Ed says: 'It was very good teamwork. Even when you're off duty, it all kicks in. We were on the water in 5 minutes.'

Ed now had the task of keeping control of the RWC in the unruly surf, but he wasn't too concerned: 'I was mindful of the situation, but the RWC is designed for surf conditions and we train with her weekly,' he explains.

The waves pounding St Ouen's Beach steps that day

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However, he couldn't risk getting too close to the peak of white water. Ed adds: 'We would have been smashed against the wall, damaging the kit and then there would have been four people in the water who couldn't get out.'

A 30m rope trailing from the lifering presented an added hazard. If sucked into the RWC's impeller, it could cause the engine to stall. Instead, he decided to head between the sets of waves and drop Jake Bracken off as close as possible to the surfers, enabling Jake to swim them out individually. Ed would then shuttle them back to the safety of the slipway. 'I've been lifeguarding for 10 years, so I drew on my previous experience and training. I was confident we could do a good job and get them out.'

Meanwhile, Pete Lang returned to the top of the steps to ensure no members of the public entered the water.

Ed picked his moment, skilfully following a wave and depositing Jake just 30m from the surfers, before moving back to a safe position where he could survey the conditions. Both surfers were tired from swimming against the backwash, but one seemed particularly distressed.

'He was on his last legs. He had that look in his eyes – exhaustion.' Jake picked him up first, and Ed headed back in, pulling him

a lifeguard, if we hadn't been there that night, it wouldn't have been a good outcome. Members of the public would probably have entered the water to try to help. In those conditions, no one else could have done that rescue. The RWC is a fantastic piece of equipment, and lifeguards really were essential to the outcome.'

Shortly after the rescue, RNLI Operations Director Michael Vlasto commended their teamwork, commitment and professionalism. Ed was delighted with the acknowledgement. 'All the lifeguards know

Michael Vlasto and the important role he plays within the RNLI, so we were proud to be recognised. We play it down a bit as lifeguards – rescues like this one go on all around the UK – but we got a good result, and that's what we wanted.'

Words: Liz Fitzpatrick
Photos: RNLI/(Dave van Beirendonck, Nathan Williams)

'If we hadn't been there that night, it wouldn't have been a good outcome.'

onto the rescue sled. There was only time for a quick thank you at the slipway before Ed rushed back in to pick up the remaining surfer, repeating the process.

Back at the slipway, the two surfers thanked the lifeguards again and made a quick exit.

Ed sums up his feelings at the end of the rescue: 'Being realistic, and having seen similar incidents in my 10 years as



Above: An RNLI rescue watercraft was the 'fantastic piece of equipment' used by off-duty Lifeguard Supervisor Ed Stevens (left) and his colleagues

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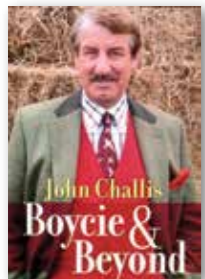
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REVIEW



Boycie & Beyond

by John Challis
Review by Carol Waterkeyn

Paperback book
Price: £9.99
Published by Wigmore Books
ISBN 9780956906113

John Challis is probably best known as Boycie from TV's *Only Fools and Horses*. This, John's follow-up autobiography, is extremely candid. As well as learning a lot about *Only Fools and Horses* and later spin-off series *The Green, Green Grass*, we hear of his theatrical career, his friends and family, his on-screen wife Marlene, his up-and-down love life, an overseas business venture, restoring an old 'pile' and more. You have to admire how much he has packed into his 60-odd years. It's an intriguing read and well written.

John has dedicated this second volume of his memoirs to 'the men and women of the RNLI at The Lizard Lifeboat Station'. It took a while before I realised why. There's an explanation towards the end of the book that refers to the celebration of a certain birthday ...

Ireland's Atlantic Shore

by Valerie O'Sullivan
Review by Chris Speers



Valerie O'Sullivan is an award-winning photographer based in Killarney, Co Kerry, specialising in press, landscape, documentary and outdoor activities. She is also a regular contributor to *The Irish Times* and *Irish Examiner* newspapers.

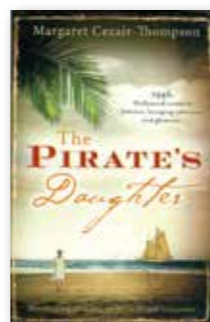
Valerie reveals the people and the rich, wild landscapes of the seven counties of the island of Ireland that share the shores of the rugged Atlantic coast. Accompanied by the descriptions of journalists Lorna Siggins, Breda Joy and Maria Moynihan, we are treated to this anthology of images and words. From the lighthouse keeper and kayaker on Fastnet Rock, to the seaweed collector on the Inishowen Peninsula, this book also features the RNLI lifeboat crews that live and work in this diverse place while the Abbot of Glenstal reflects on the unforgettable Skellig Islands.

With beautiful photography capturing the colours and the many moods of these shores, this book is a must for anyone wanting to experience the dramatic and intriguing scenes of Ireland's Atlantic coastline.

Hardback book
Price: £22.99/€24.99
Published by The Collins Press
ISBN 9781848891586

The Pirate's Daughter

by Margaret Cezair-Thompson
Review by Carol Waterkeyn



Set on a small island off Jamaica, *The Pirate's Daughter* is a staggeringly beautiful piece of writing. Although it's a novel, the story centres around real-life screen icon and keen yachtsman Errol Flynn and two fictional local women – Ida and May, whose lives are entwined with his.

Errol has a house built on the island. It is a welcome sanctuary away from the madness of Hollywood. The period is after the Second World War and Thompson weaves her heady tale up to the late 1970s and Jamaica's fight for independence. Against a breathtaking backdrop, we hear of film stars enjoying the good life, and Jamaicans, who are trying to provide for their families. All is interspersed with rumours of pirates and treasure maps. It is a place of contrasts but the two worlds collide in this surprising novel.

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BOOK CHOICE

The RIB: The Rigid-Hulled Inflatable Lifeboat

by David Sutcliffe



The rigid-hulled inflatable is used in its hundreds of thousands worldwide by lifesaving organisations, the offshore energy industry, the military, the marine racing world and the leisure market. This book recounts the incredible story of its birth – in the pioneering international Atlantic College for 16–19-year-old school students, under the inspiring leadership of the college's first headmaster, Desmond Hoare, a former engineering Admiral in the Royal Navy.

In just 3 weeks, two Atlantic College Dutch students built *Psychedelic Surfer*, the rigid-hulled inflatable that defied the sceptics to finish 19th in Britain's first-ever Round Britain Powerboat Race in 1969 – the achievement that launched the rigid-hulled inflatable into the consciousness of the lifesaving community across the world.

The RNLI had followed developments at the College very closely throughout the 1960s and supported them both financially and with technical advice. After the dramatic success in the Round Britain Race, the RNLI took over the further development of these craft, naming them the B class Atlantic inshore lifeboat in recognition of the College's pioneering role.

This book was written by Desmond Hoare's successor as Head of the College. A teacher of modern languages, David Sutcliffe was first the Chief Coach of the College's Beach Rescue Unit, then of the Inshore Lifeboat Unit. In 1976 he competed in the Observer Single-Handed Trans-Atlantic Race (OSTAR) in his yacht, the Contessa *Lady Anne of St Donat's*.

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Fraserburgh's Trent class *Willie and Mary Gall* heads into the night

Photo: Billy Watson

Lifeboat LOTTERY

WINTER 2012

Congratulations to Mrs B Hooper of Suffolk who scooped the £5,000 first prize in the Winter Lifeboat Lottery.

The other cash prize winners were:

- 2nd prize: £2,000; Ms W Hill, Leicestershire
- 3rd prize: £500; Mr PB Stone, Gloucestershire
- 4th prize: £250; Mr and Mrs AA Redpath, Kent
- Five prizes of £100 each: Mr BR King, Norfolk; Mrs A Tomlinson, Cornwall; Miss Hawkins, Devon; Miss C Lewis and Mr I Brack, London; and Mrs L Bradbury, Middlesex.

SUMMER 2013

What would you do with £5,000? You could go on a cruise, buy a new kitchen, invest it or even share your prize with loved ones. Our other eight cash prizes might come in handy too – so why not try your luck with the Lifeboat Lottery this Summer? It's easy to take part and you'll be helping to save lives at sea.

Tickets will be mailed to supporters on 24 April and the closing date is 14 June. If you don't usually receive tickets and would like to, please call 0845 121 4999 or email lottery@rnli.org.uk.

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

FIND OUT MORE

The review section is compiled by Carol Waterkeyn

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TIMOTHY'S TOUGHEST PLOT

At sea, things don't always go according to script – which is what led Timothy and Shane Spall to head offshore

'If I get better, we will get a boat,' declared Timothy Spall. It was 1996. A celebrated TV and film actor, his understated performance in that year's hit British film *Secrets and Lies* earned him a string of acting award nominations. But, when he was diagnosed with acute myeloid leukaemia that year, Timothy was given days to live. He scribbled down what he would do if he survived – and top of the list was a boating adventure.

Against the odds, the London-born actor responded well to chemotherapy treatment, and began to win his battle. 'Fate had tried to take me,' muses Timothy. 'Our response was to discover our own country in a boat – with lust, delight and abandon.'

The seeds for Timothy's marine dreams were planted in Battersea Park, where he would mess about on the boating lake as a child, or gaze at the traffic chugging up and down the River Thames. His first love was for the stage, though; he trained at the National Youth Theatre and the Royal Academy of Dramatic Art. His career blossomed from theatre to the small and big screen, earning acclaim for his TV roles including *Auf Weidersehen Pet* and films such as *Life is Sweet*.

But then Timothy's life of scripts and studios had to make room for charts and waterways. As he recovered from his illness, he and his wife Shane explored the heart of Britain. They took narrowboats through two thirds of the canal network, before they turned their attentions to the open sea. 'By the time we got *Princess Matilda*,

I was off the danger list,' says Timothy, fondly referring to the boat that he and Shane had commissioned. The purpose-built Dutch barge would be their occasional floating home for years to come, as the pair tackled their greatest adventure yet: circumnavigating the British Isles.

The Spalls' passage from hospital vigils to the UK's most challenging waters is charted in Shane's book, *The Voyages of the Princess Matilda* (reviewed in *the Lifeboat* Spring 2012). 'It's a deeply personal tale of our adventures,' says Timothy, with no small amount of pride in his wife's writing skills. TV audiences were also able to watch the couple head around the coast – a camera crew captured much of the

journey for the BBC series *Timothy Spall: Somewhere at Sea*. Anyone who has followed their

challenge will know the Spalls have become great supporters of the RNLI, and have called on lifeboat volunteers for help.

'We were off Kent – I had navigated the whole of the North Sea and got us through some nasty moments,' recalls Timothy. 'I had to get into the River Medway. All this anxiety from the journey had built up. I was really tired. I lost all understanding of my instruments.' Struggling to make progress amid the tide and traffic, *Princess Matilda* was becoming a danger to others and her own crew. 'Shane suddenly noticed this huge tanker coming up behind us. I managed to avoid it but it led me to admit defeat.' Timothy called for help, and the Sheerness inshore lifeboat volunteers headed to the scene.

'Initially it felt like a moment of failure,' says Timothy, 'But the lifeboat volunteers were so understanding and eager to help. One of them, Nicky, jumped aboard and she took us in. That's what's wonderful about the RNLI. They are not there to tell you off. They save people, and they save self-respect.'

Timothy and Shane befriended many RNLI crews on their journey, in less dramatic circumstances. 'We met everyone from "Patch" at Penlee (Coxswain Patch Harvey) to "Spanish" at Humber (Coxswain Dave Steenvoorden),' says Timothy. 'I think all the crews are heroes, including the ones we didn't meet.' It is this admiration that led Timothy and Shane to nominate the RNLI for The Queen's Diamond Jubilee Volunteering Award (see page 2).

With the support of a variety of new friends around the coast, Timothy and Shane completed their circumnavigation in 2011 after 7 years. Between their adventures, Timothy's acting career continued to flourish – he earned international recognition through films such as the *Harry Potter* series and *The King's Speech*, in which he played Winston Churchill (a role he reprised in the opening of last year's Olympic Games).

Acting and boating can both be stressful, but Timothy says there's no comparison. 'Acting is artistic. At sea, it's you versus the environment. That's pure and terrifying,' he explains. 'But it's a sanctuary too. The RNLI's volunteers seem to know all this. They know the sea is perilous, glorious, and free.'

Words: Rory Stamp
Photo: IpsoFacto

‘At sea, it’s you versus the environment. That’s pure and terrifying.’

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Gentle giant

Quietly spoken, Dave Peel far from dominates a room. But his natural modesty belies a life of daring action and passionate commitment

Dave started saving lives 40 years ago – as a Navy diver on aircraft carriers. Jumping from a helicopter, in full diving gear, he was trained to follow a ditched aircraft underwater until either a successful rescue was made or he ran out of air. It was perilous work.

Dave had made the unusual transition to aircrew, working in service and civilian roles and even training colleagues in survival techniques in the infamous 'dunker'. For the 23 years before his retirement in 2012, he was part of the Coastguard helicopter team at Lee-on-the-Solent, Hampshire.

When he started, helicopter rescue was in its infancy compared with rescue by lifeboat. As the crews witnessed each others' capabilities, they began to understand how to work together. Dave considers: 'The *Donald Searle* incident in the early 90s was a prime example.

'We saw some incredible boathandling when Hayling lifeboat crew recovered 10 people from a stricken yacht in horrendous seas. The only reason I was able to get the remaining 7 was their skilful handling of the hi-line.'

In fact Dave trusted his life to another pair of hands every time he stepped out of the helicopter door. 'I'd been given the tools for the job,' explains Dave, 'both the training and the team.' And that team became as family, giving much-needed support in 1997 when Dave's wife, Margaret, suffered a cerebral haemorrhage and became severely disabled.

'They were magic, giving us the time and help we needed. I never imagined I would return to work, but I did thanks to them.' In 2011, Dave and his colleague Simon O'Mahony received The Billy Deacon Search and Rescue Memorial Trophy*. 'I couldn't have been more proud ... what a way to wind up my career!'

It was the service to the yacht *Blu Argent* that prompted the award. 'A huge wave swamped the yacht, putting the hull under the water while the sails and rigging flailed above, making our approach very awkward. I came close to cutting the wire.

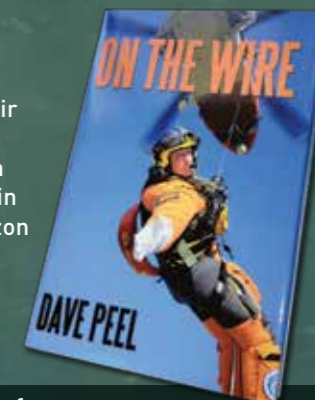
'Yarmouth RNLI managed to snatch one of the survivors before being forced away. We ran in again to recover another, the lifeboat crew nipped in for the third and we got the fourth. I had nothing but admiration for the skill of the RNLI crew. But no training could have fully prepared us for that. You have to want to be there – you must be sure ...'

Nowadays Dave is sure of one thing. He may have retired from the world of SAR helicopters but, as he and Margaret look from their flat across the adjacent runway, life is still for living.

Words: Liz Cook

Photos: Mick Rowsell, Captain John Bell

Dave's memoir *On the Wire* is available as a download or in print at Amazon



*The trophy is awarded to Winchmen/Winch Operators from the Coastguard, Royal Navy and Royal Air Force for meritorious service during SAR helicopter operations. The award committee is headed by the RNLI Operations Director, and selects only one helicopter SAR incident each year from all those nominated. It is sponsored by Bristow Helicopters and Breitling UK.

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Mr Graham
 ★★★★★

Brick

Your shout

Thank you for my journal (*the Lifeboat*, Winter issue). The prize-winning photograph taken by Neville Murphy, of the Dunmore East station crew changing room, brought back memories of my boyhood. When in Sunderland, I accompanied my father (Second Cox'n of that station) to the boathouse, whenever I could cajole him into taking me with him! Neville's picture reminded me of the awe with which I viewed the silent oilskins and kapok lifejackets hanging up on their overhead 'airer', alongside the 'huge lifeboat'. I was only a child ... remember!

It always struck me how peaceful and cathedral-like the atmosphere of the boathouse was. At 16 years of age, I joined the crew, and found the peaceful air was soon disturbed by the activity of the crew when the boat was manned and launched.

Even now at 76+ years, these memories (aided by such gems as Neville's), and my nostalgia of those years has not been lost!

Billy Dent (Former RNLI Staff Coxswain), Latvia

Reading through my latest RNLI magazine, I spotted on page 40, Swimming in Style, the photo of a group of gentlemen of the Brighton Swimming Club in 1863.

What I couldn't take onboard is the reference 'They also formed life saving teams – so "skivvies" and proudly exposed bare chests were probably the style of early beach rescue.'

What on earth are 'skivvies' to do with men's swimming trunks? Skivvies were, and still are, people who do hard, usually domestic, work. I've never heard of men's swimming trunks being called 'skivvies' before. Please enlighten me!

Linda Atkins, Surrey

[Writer Jon Jones comments: Since the early 1900s, the phrase 'stripping to your skivvies' has been in fairly broad use. In this sense skivvy refers to a vest or 'skivvy shirt' but as a plural it is quite specific to male briefs. Another modern usage is found in the phrase 'skivvy-wearing' which, conversely, is a derogatory term for upper middle classes who allegedly wear tight-fitting roll-neck sweaters!]

I am Secretary of Basingstoke Branch and thought you might like to know about two of our fundraisers who are both nonagenarians. Joan Webb is 93 and has been a committee member for at least 25 years. Phyl Millar is 90 and started on the committee over 20 years ago.

They both take part in collections ... in all weathers and don't let anything hold them back. Their enthusiasm and energy are tremendous.

Shelagh Le Maréchal,
 Secretary of Basingstoke Branch RNLI, Hampshire

Billy's teenage memories: bustling lifeboatmen in oilskins and kapok lifejackets break the calm of the crew room

The latest RNLI magazine has already been picked up several times and special items picked out.

A smile as I read the name of Carol Waterkeyn, Deputy Editor of the Winter issue, and appropriately named!

For me, special items in this magazine are: attempting to educate people how to enjoy a swim but generally to understand ebb and flow and full tide timing.

I also took in some of the detail of the Shannon lifeboats, no longer wooden, and when you've the new buildings for building and maintenance it will be wonderful.

Finally, what a wonderful lad you have (Storm Force member), 12-year-old Luke, giving a talk about your work – a few more years and he might even be a crew member!

Mrs Doherty, Shropshire



1,218 RNLI RESCUE CRAFT LAUNCHES OCTOBER 2012–DECEMBER 2012

ABERDEEN
ON-1248(17-24):Oct13
D-694:Oct13(x2),31
ABERDOVEY
B-758:Oct2,5,7,18(x2),27
B-772:Oct3,4
ABERSOCH
B-790:Oct27,Dec11
ABERYSTWYTH
A-73:Oct22
B-822:Nov12,19,Dec15,17
ACHILL ISLAND
ON-1204(14-06):Nov15
AITH
ON-1232(17-14):Oct22
ALDEBURGH
ON-1193(12-34):
Oct9,Nov19
D-715:Oct23
ALDERNEY
D-568:Nov24
AMBLE
ON-1176(12-19):Dec4
D-736:Oct2,Dec4
ANGLE
ON-1291(16-11):Nov15
ANSTRUTHER
ON-1174(12-17):Dec29(x2)
D-667:Nov11,26,Dec20,
29(x2)
APPLEDORE
ON-1296(16-16):Oct8,11,16,
Nov2
B-861:Oct15,16,17(x2),29,
Nov3,22,Dec2
BB-502:Oct18
ARAN ISLANDS
ON-1217(17-06):Oct12,
Nov3,Dec7,16(x2),25,26
ARBROATH
ON-1194(12-35):Oct7,14,
20,23,Nov8,15,24,25,29
D-621:Oct6,14,Nov8,24,29
ARKLOW
ON-1223(14-19):Dec30
ARRANMORE
ON-1244(17-22):Oct7,13,
15(x2),17,24,26,27,Nov13,
Dec4,31
BALLYCOTTON
ON-1233(14-25):Oct20,
Nov20,28
BB-051:Oct20
BALTIMORE
ON-1302(16-22):Oct27,
Nov3,18

BANGOR
B-805:Oct8,10,15,27,
Nov10,21,29,Dec8
BARMOUTH
D-678:Oct4,26,Nov16
BARRA ISLAND
ON-1230(17-12):Dec4
BARROW
ON-1288(16-08):Nov1,12,
Dec18
D-733:Oct31(x2),
Nov12(x2),Dec18
BARRY DOCK
ON-1228(14-24):Oct8
ON-1245(14-29):Oct12,21
BEAUMARIS
B-838:Oct3,7,9,19,27
BEMBRIDGE
ON-1280(16-01):Oct8,11,
Nov1(x2),14,21,Dec1(x2)
ON-1297(16-17):Oct1
D-649:Oct11,Nov14,Dec23
BERWICK-UPON-TWEED
ON-1148(12-11):Oct12
BLACKPOOL
B-748:Oct21,Nov16
D-729:Oct21,24,
Nov8,16,21
D-732:Oct19(x2),21,24,30,
31,Nov21(x2)
BLYTH
D-695:Oct23,Nov7,14,18,25
D-746:Oct2,Dec1
BORTH
D-622:Oct2(x2),3(x2),4,5,
6,8,Dec17
BRIDLINGTON
D-721:Dec27
BRIGHTON
B-852:Oct9,13,20,21,
Nov1,12,28,29,Dec1,9,29
BROUGH FERRY
ON-1226(14-22):Oct7,20,
21,28,Nov21,24,25
ON-1252(14-31):Oct23
D-698:Oct7,20,21,23,25,28,
Nov3,21,24,25(x4)
BUCKIE
ON-1268(17-37):Dec24
BUDE
D-617:Oct7
D-756:Oct7
BURNHAM-ON-CROUCH
B-802:Oct27,Nov27
B-849:Oct7,Dec6,11
D-672:Nov6
D-725:Dec6,11

BURNHAM-ON-SEA
B-795:Nov24
D-664:Nov24,30
BURRY PORT
B-731:Oct10
CALSHOT
B-860:Oct6,20,Nov6,18,
Dec14,25,28
D-748:Oct6,Dec14,25,28
CAMPBELTOWN
ON-1262(17-33):Dec21(x2)
CARDIGAN
B-752:Oct19,21(x2)
D-709:Oct21(x3)
D-740:Dec18
CASTLETOWNBERE
ON-1277(17-44):Oct26,27,
Nov13,Dec12
CHISWICK
E-08:Oct1(x2),4,6(x3),10,
11,19,24,25,28(x2),29,
Nov8(x2),10,14(x3),18,23,
26,27,28(x2),Dec1(x4),5,6,
9,10,13,15(x2),16,20,22,24,
25,26,29(x2)
CLACTON-ON-SEA
B-863:Oct26,31,Dec29,30
D-723:Dec8,9,17,29
D-755:Oct3,8
CLEETHORPES
D-618:Oct18,21,Nov10,21
D-757:Dec27
CLOGHER HEAD
ON-1190(12-31):Nov7,
Dec15
CONWY
D-627:Oct16,Nov5,17
COURTMACSHERRY
HARBOUR
ON-1205(14-07):Oct1,6,9,
Dec3
COWES
B-859:Oct20,26
CRASTER
D-703:Dec23
CRICCIETH
A-76:Oct5,23,25
B-850:Oct5
CROMER
ON-1287(16-07):Nov21
D-734:Oct16
CROSSHAVEN
B-744:Oct17,Nov3,13,26,28
B-782:Oct3(x2),7,Dec12,14
CULLERCOATS
B-811:Oct2(x2),7,10,Nov7,
17,26,Dec24(x2)

DART
D-702:Oct5,Nov2,29,
Dec9,29
DONAGHADEE
ON-1267(14-36):Oct24,27,
Nov18,27,Dec2,8
DOUGLAS
ON-1147(47-032):Oct7,21
DOVER
ON-1201(17-02):
Nov3,7(x2),Dec24
DUN LAOGHAIRE
ON-1200(14-05):Oct6,10,
Nov16
D-731:Oct7,11,Nov3,Dec27
DUNBAR
ON-1266(14-35):Nov11
D-708:Oct15,Nov17
DUNGENESS
ON-1186(12-27):Oct16
DUNMORE EAST
ON-1215(14-17):Oct5,29,
Nov25,30,Dec3,20
EASTBOURNE
ON-1303(16-23):Oct12,14,
23,Nov6,24,Dec1,8,18,21
D-744:Oct10,12,15,23,30,
Nov11,Dec1,12,18(x2)
ENNISKILLEN
B-703:Oct18,Nov4,25
B-792:Oct1,18,Nov5
RWC-052:Oct1,18
RWC-054:Oct18
EXMOUTH
ON-1178(12-21):Dec6
D-669:Oct6,12,22,Nov6,10,
13,25,Dec5,9,24,25
EYEMOUTH
ON-1209(14-11):Dec4
FALMOUTH
B-756:Nov25,Dec26
FENIT
ON-1204(14-06):Oct5
ON-1239(14-27):Dec30
D-726:Oct1
FETHARD
D-683:Oct28
D-740:Oct13
FILEY
ON-1170(12-13):
Oct17,22,24
D-728:Oct1,17,24,27,Nov11
FISHGUARD
ON-1225(14-21):Dec22
FLAMBOROUGH
B-820:Oct22,31
B-830:Oct14

FLEETWOOD
D-719:Nov14,Dec18
FLINT
D-658:Oct2,Dec18
FOWEY
ON-1180(14-01):Nov5
ON-1222(14-18):Oct24,
Dec24
D-681:Oct24,Dec24
FRASERBURGH
ON-1259(14-34):Oct1,
Nov9,27,Dec9
GALWAY
B-853:Oct7,13
GRAVESEND
B-810:Oct13,14(x2),27,28,
Nov1,3,4,Dec4,12,20,21,
26,28
GREAT YARMOUTH
AND GORLESTON
A-77:Oct22
HARTLEPOOL
ON-1274(14-37):Oct14,
Dec13
B-766:Oct2,9,14(x2),
Nov2,11,15(x2),Dec4
HARWICH
ON-1202(17-03):Nov25,30
B-789:Oct1,6,14,21,30,
Nov16,20,Dec17
HASTINGS
ON-1125(12-002):Oct7,
Nov21,Dec25
D-699:Oct7,20,30,
Nov8,14,Dec25
HAYLING ISLAND
B-815:Oct17,20,21,Nov9,
24,30(x2),Dec1(x2),2(x2),27
D-640:Nov9,30,Dec1
D-642:Oct15,21
HELENSBURGH
B-791:Oct1,2,6,Nov30(x2)
HELWICK HEAD
B-743:Oct3,6
HOLYHEAD
ON-1225(14-21):Oct6,24
D-654:Oct20,25,Nov25,
Dec27
HOWTH
D-659:Oct10,Nov3,19,20
HOYLAKE
ON-1163(12-005):Dec4
HUMBER
ON-1216(17-05):Oct21,
Nov21,Dec22,30
ON-1237(17-17):Nov6
ILFRACOMBE
ON-1165(12-007):
Oct8(x2),24,30, Nov2
D-717:Oct8,16,21,24,28,
Nov2,9,Dec16

INVERGORDON
ON-1206(14-08):Oct25,
Dec15,18,29
ISLAY
ON-1219(17-08):
Oct11,18,22
KESSOCK
B-771:Oct15,Dec27,28,29
KILKEEL
B-812:Oct21,23,Dec18
KILMORE QUAY
ON-1298(16-18):Oct6,29,
Nov18
KINGHORN
B-836:Oct2,3,7,14,19,
Nov4,Dec23,31
KINSALE
B-796:Oct1,14,23,24,
Dec23
KIRKWALL
ON-1231(17-13):
Oct10,20,22,Dec6
KYLE OF LOCHALSH
B-856:Oct21
LARGS
B-854:Oct22,Dec17
LARNE
ON-1246(14-30):Oct10
LERWICK
ON-1221(17-10):Oct22
LEVERBURGH
ON-1195(12-36):Dec28
LITTLE AND
BROAD HAVEN
D-628:Oct21,28
LITTLEHAMPTON
B-779:Oct6,Dec2,12,15
D-631:Oct23,Nov24,
Dec15,24
LITTLESTONE-ON-SEA
B-785:Oct13,24,Nov24
LLANDUDNO
D-656:Nov17,27
Nov6,18
LOCH NESS
B-737:Nov10
LOCHINVER
ON-1271(17-40):Oct2,17
LOOE
B-793:Oct3,6,10,13,
Nov7,Dec21
D-741:Oct3,10,13,19
LOUGH REE
B-728:Oct1,Nov2,Dec17
LOUGH SWILLY
ON-1142(47-029):Dec2
ON-1157(47-039):Dec2
B-819:Oct7,21,29

LYME REGIS
B-857:Oct3,15,21,26,28,
Dec14,15,16,27(x2)
LYMINGTON
B-784:Oct22
LYTHAM ST ANNES
D-657:Oct6,Nov3,Dec7
MACDUFF
B-804:Oct1
MALLAIG
ON-1250(17-26):Oct4,
Nov28,Dec26,30
MARGATE
D-706:Dec9
MOELFRE
ON-1116(47-013):Nov5,17
D-689:Nov17
MONTROSE
ON-1152(47-034):Oct23,
Nov10,25
D-626:Oct13
MORECAMBE
D-722:Nov12,Dec28
H-002:Oct21,23,
Nov12,13,21
MUDEFORD
B-806:Oct1,12,20,27,
Nov23,Dec8,16,23
NEW BRIGHTON
B-837:Oct8,Nov7,
Dec2,12,15(x2)
H-007:Nov25
NEW QUAY
(CARDIGANSHIRE)
ON-1172(12-15):Nov19,
Dec10,13
D-754:Oct16,Dec9,13
NEWBIGGIN
B-864:Nov18
NEWCASTLE
ON-1188(12-29):Dec17
D-637:Oct26
NEWHAVEN
ON-1243(17-21):Dec16
ON-1260(17-31):
Oct6,19,30,Nov6,7
NEWQUAY (CORNWALL)
B-821:Oct4,15,16,17,19,
Nov6,18
D-636:Oct1,4,15,16,17,24,
Nov6,18
OBAN
ON-1227(14-23):Oct9,31,
Nov8,Dec14,15,23,28
PADSTOW
ON-1283(16-04):
Oct3,Dec31
PEEL
ON-1181(12-22):Nov2
PENARTH
B-839:Nov18,Dec30

PENLEE
ON-1265(17-36):Oct4,9,
15,17,Dec9,20
B-787:Oct1,5,6,17,Nov30
PETERHEAD
ON-1282(16-03):Nov24,
Dec15,19
PLYMOUTH
ON-1264(17-35):Oct10,12,
31,Nov1,9,22,Dec2,31
B-775:Oct10,12,15,16,
Nov10,Dec2(x2),7,31
POOLE
ON-1131(47-023):Oct14,
Dec23
B-826:Oct27(x3),29,
Dec4,12,16,23
PORT ISAAC
D-707:Dec31
PORT ST MARY
ON-1234(14-26):
Oct25,Dec12
PORT TALBOT
D-713:Oct24,28,Nov17,26,
Dec1,4
PORTAFERRY
B-833:Dec17
PORTHCAWL
B-832:Oct2,24,Dec1
D-714:Dec1,17
PORTREE
ON-1214(14-16):
Nov18,Dec15
PORTRUSH
ON-1257(17-30):Dec2
D-738:Oct13,31
PORTSMOUTH
B-845:Nov18,Dec1,16
B-846:Oct1,12,17,19,
20(x3),27
D-716:Oct1,7,17,18,19,27,
Nov11(x2),Dec16(x2)
PWLLHELI
ON-1168(12-010):Oct22
QUEENSFERRY
B-851:Oct6(x2),7(x2),15,
21(x2),Nov17,25,30,Dec16,
19,21,22
RAMSEY
ON-1171(12-14):
Oct5,Dec12
RAMSGATE
ON-1197(14-02):Oct20,27,
Dec18
B-765:Oct5(x3),7,Nov14
RED BAY
B-843:Oct9,10,28,30,
Nov7(x2),Dec15
REDCAR
B-835:Oct8,18,Dec4
B-858:Oct3
RHYL
ON-1183(12-24):Oct7,30,
Nov25,Dec4,26
D-632:Dec8,26

ROCK
D-634:Oct8,9,25,Dec31
ROSSLARE HARBOUR
ON-1269(17-38):Nov1,2,3
ON-1276(17-43):Oct7
RYE HARBOUR
B-842:Oct6,13,Nov6,8
SALCOMBE
ON-1289(16-09):Nov3,18,
22,Dec28
SCARBOROUGH
ON-1175(12-18):Oct28
D-724:Oct8
SEAHOUSES
ON-1173(12-16):Nov11,13,
Dec27
D-686:Oct29
SENNEN COVE
ON-1293(16-13):Oct15(x2)
SHEERNESS
ON-1211(14-13):Nov25,27,
Dec2,9,15,28
D-662:Oct14,16,18,20(x2)
D-675:Oct27,29,
Nov3,4,15,Dec4
SHERINGHAM
B-818:Nov17
SHOREHAM HARBOUR
ON-1295(16-15):Oct19,26,
Nov12,Dec16
D-647:Oct12,18,Nov12,
Dec16
SILLOTH
B-828:Nov18,25,26
SKEGNESS
D-739:Dec25
SKERRIES
B-754:Oct26,Dec18(x2)
SLIGO BAY
B-781:Oct7,10,11
SOUTHEND-ON-SEA
B-774:Dec8,19,28(x2)
B-776:Oct16,Nov3(x2)
D-633:Oct16,Nov18,
Dec17(x2),19
D-682:Oct20
H-004:Nov1,27,Dec6,19,28
SOUTHWOLD
B-750:Oct13,Nov9,13,14,
Dec28
ST ABBS
B-783:Oct27,Nov17
ST AGNES
D-641:Nov3,17
ST BEES
B-831:Nov18,29,Dec13,14
ST CATHERINE
B-841:Dec26
ST DAVIDS
ON-1139(47-026):Oct21,
Dec13
D-704:Oct6
ST HELIER
ON-1292(16-12):Oct19,
26(x2),30,Nov24,29,Dec3,
15,26
B-816:Nov29,Dec15

ST IVES
ON-1167(12-009):Oct15
D-668:Oct23
ST MARY'S
ON-1229(17-11):Oct4
ST PETER PORT
ON-1203(17-04):Oct7,28,
Nov12
STAITHES AND
RUNSWICK
B-788:Oct28,Nov2,11,13
STORNOWAY
ON-1238(17-18):Oct22,
Nov5
STROMNESS
ON-1236(17-16):
Oct8,Nov9
SUNDERLAND
B-817:Oct7,17,23,24,
Nov25(x2),Dec29
D-747:Oct23,Nov15,29,
Dec29
SWANAGE
ON-1162(12-004):Dec23
ON-1182(12-23):Oct13,27
D-752:Nov17(x2),Dec8,23
TEDDINGTON
D-743:Oct5,16,Nov4,8,12,
14,19,23,26,27,30,Dec1,3,
5,6
TEIGNMOUTH
B-809:Oct17,21(x2),Nov13,
Dec3,6
TENBY
ON-1281(16-02):Oct8,14,
Nov26,Dec29
VALENTIA
Y-223:Oct16
ON-1218(17-07):Nov20
WALMER
B-808:Nov10,18
D-663:Oct13,14,Nov14

TIGHNABRUAICH
B-862:Oct5,13,Nov25
TORBAY
ON-1255(17-28):Oct2,5
ON-1263(17-34):
Oct17(x2),21(x2)
D-651:Oct21(x2),Nov13
TOWER
E-005:Oct16,Nov23(x2),
Dec31(x4)
E-07:Oct1,2(x2),4,5,9(x2)
E-09:Oct2,3,4,7,10,12,
13(x2),14(x2),15(x2),16(x2),
18,20(x3),24(x2),25(x2),26,
29,30(x3),31(x3),Nov1,2,3,
5(x2),7,12,16(x3),17,18,
20(x2),24,25,26,27,
Dec1(x2),3,4,5,6
TRAMORE
D-643:Nov6,Dec3
TREARDUR BAY
B-847:Oct14,Dec19
D-753:Oct22
TROON
ON-1210(14-12):Nov15,
Dec3,16
ON-1275(14-38):Oct8,24
D-684:Oct24,Nov15,Dec16
TYNEMOUTH
ON-1237(17-17):Nov26,
Dec3,12,14,17
ON-1242(17-20):Oct1,2,10,
Nov3
D-693:Oct20,28,29
D-750:Nov7
VALENTIA
Y-223:Oct16
ON-1218(17-07):Nov20
WALMER
B-808:Nov10,18
D-663:Oct13,14,Nov14

WALTON AND FRINTON
ON-1299(16-19):
Dec1,30,31
WELLS
ON-1161(12-003):Nov7
D-661:Nov21,Dec23
WEST KIRBY
D-751:Oct2,Dec31
WEST MERSEA
B-761:Oct12,13,17,18,25,
Dec2
WESTON-SUPER-MARE
B-762:Dec5
D-669:Dec25,29
D-696:Dec25,29
WEXFORD
D-644:Nov4,5(x2),6,7,10,
13,Dec14,28
WEYMOUTH
ON-1261(17-32):Oct3,26,
27,Nov10,19,22,23,
Dec16,22
B-746:Oct10,11,13,16,
Nov19,Dec10,16,18,28
WHITBY
D-674:Oct29,Nov27
WHITSTABLE
B-764:Oct14,Nov18,27,
Dec3,15,18
WICKLOW
D-671:Oct21
WORKINGTON
ON-1141(47-028):
Dec1,5,12
D-629:Dec1
D-640:Oct14
YARMOUTH
ON-1249(17-25):Oct7,15,
19,27,Nov2
YOUGHAL
B-780:Oct18(x2),Dec9

ON STATION
D-754, **Audrey LJ**, New Quay, 12 September 2012 [D-616 has been withdrawn]
B-864, **Richard Wake Burdon**, Newbiggin, 19 September 2012
[B-745 has been withdrawn]
D-757, **James Burgess II**, Cleethorpes, 12 December 2012
[D-618 has been withdrawn]
A-78, Aberystwyth, 13 December 2012 [see page 46]
D-756, **George Bird**, Bude, 19 December 2012 [D-617 has been withdrawn]
B-865, **Malcolm and Mona Bennett-Williams**, Relief, 20 December 2012
B-866, **Louis Simson**, Skerries, 28 February 2013 [B-747 has been withdrawn]

NAMING CEREMONIES
B-860, **Max Walls**, Calshot, 20 October 2012
D-754, **Audrey LJ**, New Quay, 27 October 2012
B-855, **Eric C Guest**, RNLI College, 14 December 2012
B-862, **James and Helen Mason**, Tighnabruaich, 15 December 2012
B-856, **Malcolm and Mona Bennett-Williams**, RNLI College, 8 February 2013



ON-####(12-##) Mersey class last built: 1993 annual maintenance cost: £38,500	ON-####(14-##) Trent class last built: 2003 annual maintenance cost: £69,100	ON-####(16-##) Tamar class introduced 2006 new cost: £2.7M	ON-####(17-##) Severn class last built: 1990 annual maintenance cost: £78,600	ON-####(47-###) Tyne class last built: 1990 annual maintenance cost: £75,500	B-### B class Atlantic 75 or 85 new cost: £180,000	D-### D class new cost: £39,000	E-### E class MK1 or 2 E class MK2 new cost: £400,000	H-### Inshore rescue hovercraft new cost: £200,000
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Additional rescue craft: BB-### Boarding boat Y-### Y boat X-### X boat XP-### XP boat A-## Inshore rescue boat RWC-### Rescue watercraft RR-### and FR-### Flood Rescue Team boat

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.

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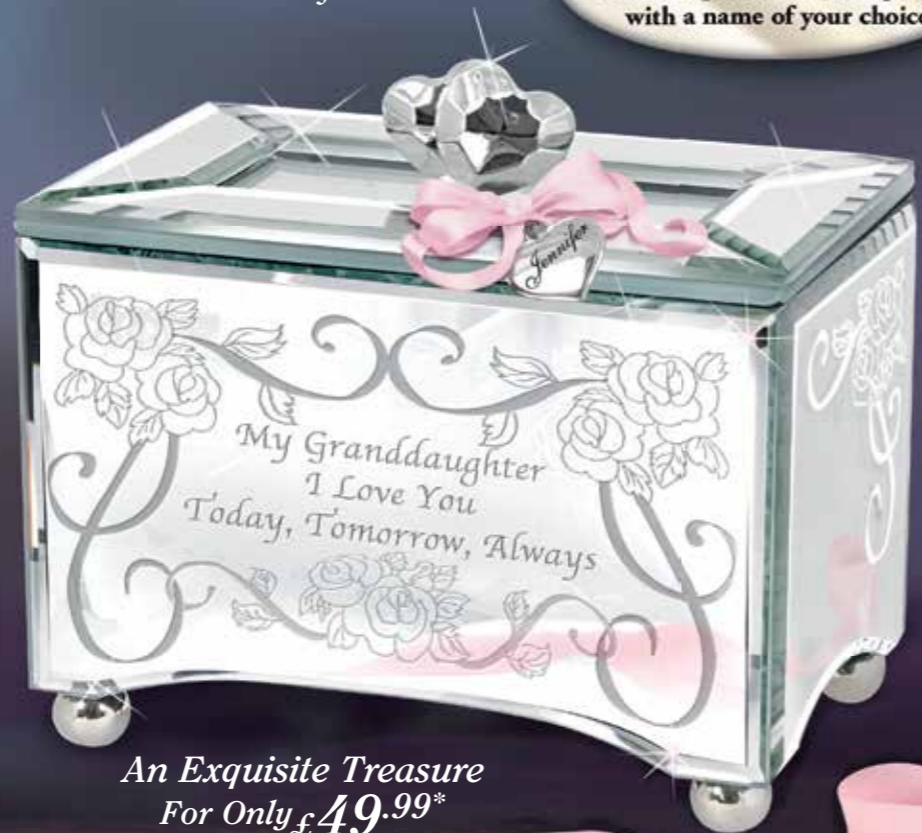
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Photo: Chris Walker

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To start your fund or to find out more please visit RNLI.org/foreverbythesea. Alternatively, please don't hesitate to call Gemma Nightingale, In Memoriam Co-ordinator on 01202 663504, or complete the coupon below.



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Giveacar

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

Furness Building Society

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

Inkjet and mobile phone recycling

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

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Shoulders to lean on: Aberystwyth crew members head back to station with their new inshore rescue boat following her dedication at Holy Trinity Church

Volunteer spirit

alive and well in Bradford

Bradford isn't necessarily the first place that springs to mind when you think about RNLI fundraising volunteers but this land-locked community has been helping to save lives at sea for over 150 years.

RNLI Bradford and Baildon Fundraising Branch can trace its roots back to 1859, following a shipping tragedy off north Wales. The *Royal Charter*, packed with passengers bound for Liverpool and wool destined for the mills of Bradford, hit a horrendous storm and was smashed to pieces off Anglesey, with the loss of over 450 lives. Bradford mill owners decided to form a fundraising branch to raise £460 for a new RNLI lifeboat. Since then it has helped to fund another 10 lifesaving craft.

Today, its branch volunteers give presentations about the RNLI's work too and help educate youngsters with beach safety messages. They've also got the UK's second largest building society on their side.

The Yorkshire Building Society (YBS) kick-started its Come Rain or Shine campaign from the grounds of its Bradford headquarters in January 2012. Thanks to employees and members, customer support, and a big contribution from its Charitable Foundation, YBS raised an astounding £200,000 for the RNLI throughout the year.



It also extended this support by making the RNLI its Charity of the Year in 2013. Its branches throughout the UK will be holding fundraising activities and selling RNLI items in-store. And like many RNLI branches, they will not only be raising funds, but distributing coastal safety advice too.

The building society's Chief Executive, Chris Pilling, said: 'The service the RNLI provides at sea and inland is truly invaluable so I am proud that we are able to show our support.' Chris is more than happy to take a soaking in the name of fundraising too. Presumably, no one was brave enough to inflict this on the volunteer ladies of 1913!

Words: Jon Jones
Photos: RNLI

Top: Yorkshire Building Society bosses make a splash for the RNLI outside their Bradford headquarters

Above: The earnest but kind-hearted ladies of RNLI Bradford Branch pose before a hard day's collecting in 1913

FIND OUT MORE

RNLI Bradford and Baildon Branch welcomes helpers and new members. Find out more at: goo.gl/Y47Y5

The YBS has been awarded the RNLI Corporate Supporter Award 2012, which will be officially presented at the charity's Annual Presentation of Awards in May.

Find more about this fundraising friend at: RNLI.org/ybs



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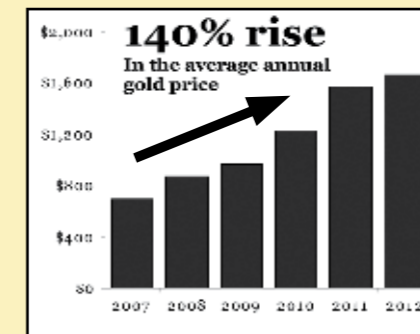


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