

ISSUE 604

SUMMER 2013



the lifeboat

TACKLING DROWNING

From lifesaving education to technology and rescues,
find out how the RNLI is combating the problem of drowning

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Lifeboats

SUMMER 2013 ISSUE 604

Cover: An RNLI lifeguard swims against the surf at Perranporth, Cornwall

Photo: RNLI/Nathan Williams

Welcome photo: RNLI/Adrian Don

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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. It also provides a seasonal lifeguard service on appropriate beaches in England, Wales, Scotland, NI and CI; and inland flood rescue. The RNLI is independent from Government and relies on voluntary contributions and gifts in Wills for its income. It is a charity registered in England and Wales (209603) and Scotland (SC037736). Charity number CHY 2678 in the Republic of Ireland.

Chairman: Charles Hunter-Pease
Chief Executive: Paul Boissier

INF001-604

Dear Reader

My son was 4 at the time. We were living at Staithes, in North Yorkshire, and he started trying to swim across the harbour. I shouted, but he didn't come back – he just kept swimming. I jumped in fully clothed, reached him, and brought him back to the shore. He was safe. But I wondered: 'If I hadn't been here, who would have saved him?' And then I looked across the harbour and saw the lifeboat. That's when I knew I wanted to be part of the RNLI.

On average, the lifeboat crews rescue 22 people a day, but drowning is still a problem around our shores.

In these pages you'll hear how your support in helping us target drowning is so

important – through the eyes of one mother, heartbroken over the loss of her son (see p2); and the Coastal Safety work being done to prevent tragedies in the future (p4).

You'll also find out more about the charity's lifesaving technology of today (p24) and the extraordinary foundations it laid down 190 years ago (p28). And then there are the lives saved on a daily basis, such as the two men who thought they would never see their children again until a lifeboat crew found them (p33).

Whatever your reason for supporting the RNLI, thank you.

Ace Bhatti

Former Lifeboat Crew Member,
RNLI Supporter, Actor



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A mother's tale

A mother grieving for her drowned son is helping the RNLI to raise awareness of water safety

Plamen Petkov had appeared to be like any other visitor to the beach, until he drowned saving the life of a 5-year-old girl.

A devoted son to Antoaneta and older brother to Zhenya, the 32-year-old loved exploring the countryside and lived with his long-term girlfriend.

On that particular Summer's day in May 2012, Plamen walked along the beach in West Wittering, West Sussex, talking to his friend. But a mother's shout for help, as her daughter was dragged out to sea on an inflatable rubber ring, would set in motion a tragic turn of events. Within seconds Plamen had dived into the water and was swimming towards the girl who was being taken further and further out.

When he reached her, exhausted, she jumped into his arms and he tried to swim back towards the shore, holding her head above the waves. But Plamen himself was being dragged underwater by the current.

A woman stepped in to take the child; Plamen was brought unconscious to the shore. An air ambulance arrived 40 minutes later but he could not be saved.

“We don't want anyone else to suffer a tragedy like ours.”

That day is a recurring nightmare that his mother, Antoaneta lives through. 'I'm still in disbelief', she says, sitting beside a framed picture of her son, at her home in Sutton, Surrey. 'He's left a huge gap in our lives.'

'Everybody was shocked at what happened, but at the same time they were not surprised; my son had a very good heart. Everyone says it.'

Plamen, an electrician and British citizen of Bulgarian descent, has since been posthumously awarded the highest Bulgarian civilian distinction for self-sacrifice – the Honorary Decoration of St George. The award, however cherished, is small comfort for his mother.

But in grief has come a determination to raise awareness about the risks the sea can carry. 'People don't need to be afraid to go into the sea, but they need to have respect for it,' Antoaneta says.

Around 400 people drown in UK waters every year; 150 of those at the coast. An average of 140 people drown in Ireland each year too, the majority of incidents occurring inland, according to statutory body Irish Water Safety. It's hard facts like these that compel the RNLI to end preventable loss of life at sea.


Antoaneta said she supported RNLI's aim to make beaches and inland waters in the UK and Rol safer.

'We don't want anyone else to suffer a tragedy like ours,' she says.

Words: Julia Kennard
Photos: RNLI/ Nathan Williams



Left: Antoaneta Yancheva at her home in Sutton. Top to bottom on this page: Posthumous awards for Plamen sit aside his photo in Antoaneta's home; Plamen, his mother and sister Zhenya; The Honorary Decoration of St George



GIVE IN PLAMEN'S MEMORY

Plamen's family have set up an RNLI Forever by the Sea fund in his memory. You can donate at [RNLI.org/foreverbythesea](https://www.rnli.org/foreverbythesea).

IS YOUR RISK OF DROWNING GREATER THAN YOU THINK?

Around 400 people drown in the UK every year; a further 140 in Ireland. So what is the RNLI doing about it?

Our courageous volunteer lifeboat crews, lifeguards and flood rescue teams collectively saved the lives of 449 people in the UK and Rol last year.

Thousands more were rescued or assisted by a team of passionate volunteers that aim to help people 24/7. And it's not just swimmers who get into danger – anglers, beach walkers, sailors and kayakers are among the many who can get into difficulty.

But what preventative measures is the RNLI taking to reduce the risk of people drowning. however they may end up in the water?

As Staff Officer Operations Howard Ramm says: 'We already run proactive initiatives, such as lifejacket clinics, sea

safety advice for boat users and children's programmes like Hit the Surf and Beach to City. Our lifeguard service is preventative by its very nature, supervising swimmers between the red and yellow flags at the beach and warning them of potential hazards.

'Last year we launched the RNLI Beach Finder App, which allows you to search for lifeguarded beaches in the UK, to make sure you have a safe and fun trip to the coast.'

But the charity aims to do more to save lives at sea.

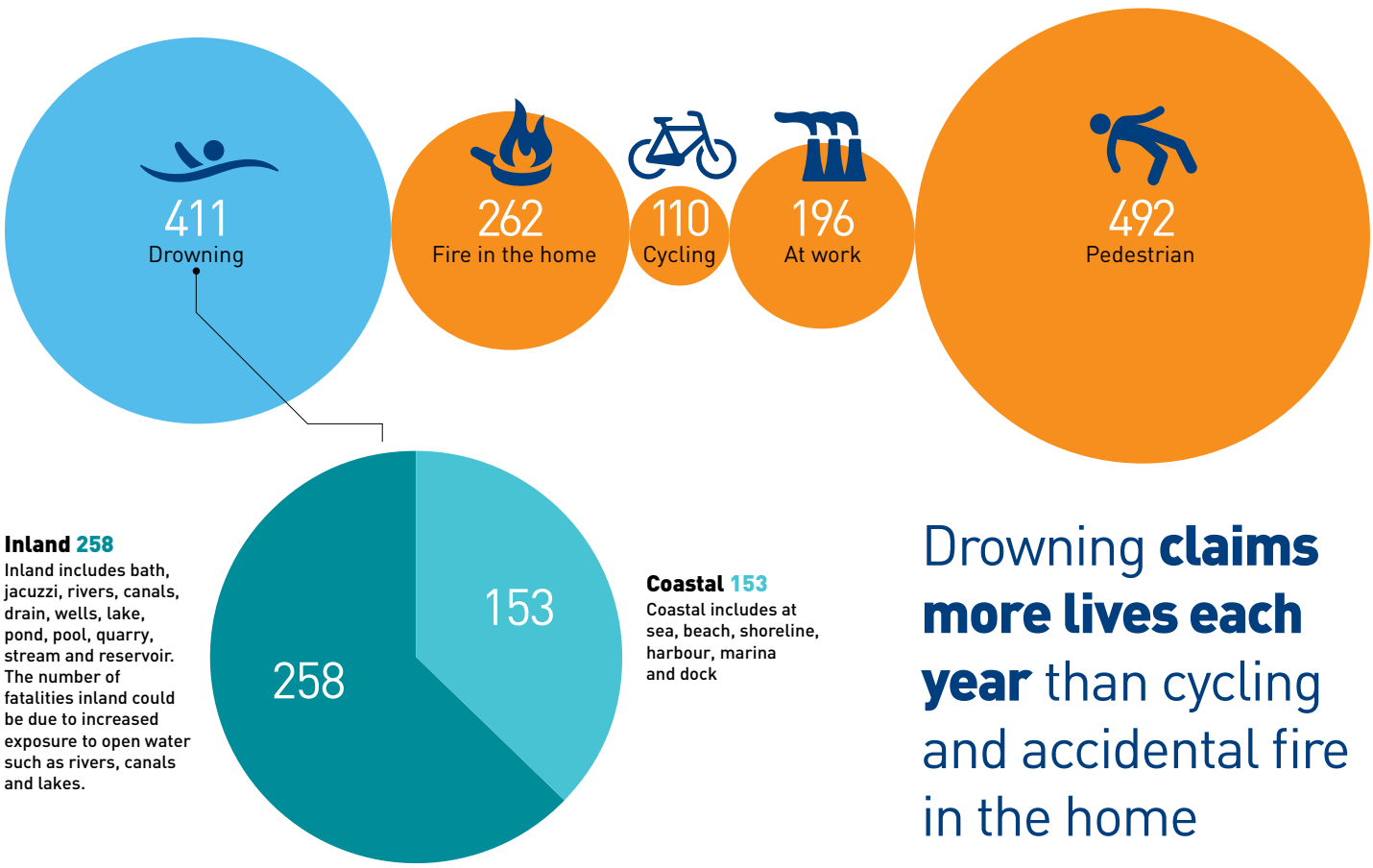
'It only takes a matter of minutes to drown. So when you fall from rocks, the reality is you may not survive, especially in the cold waters around our coast,' says Howard.

'If we can encourage people to think about safety when taking part in water-based activities, then we can potentially reduce the risk for both the public and our crews, and lifeguards who rescue these people.'

The RNLI's Coastal Safety Team is developing a new UK and Rol initiative to raise awareness of the risk that water can present to make it a safer place to be.

Part of that process involves looking beyond the drowning statistics and understanding the causes of drowning, across the UK and Rol.

But as Howard points out there are actions people can start taking now to reduce their own risk, such as being aware of the effects of weather and tide, wearing



Men are **x7** more likely to drown than women between the ages of **36-60**.

Men take part in **more coastal activity**, particularly watersports, than women

Men are more likely to **overestimate** their own swimming ability than women

Men are more likely to take **more risks** than women

suitable buoyancy aids, such as a lifejackets, and only swimming in supervised areas at lifeguarded beaches.

'Just because you can swim all afternoon in the pool does not automatically mean you will be competent in the sea – it's a very different environment,' he says.

'People also underestimate the impact of cold water shock – for most of the year, water temperatures around the UK and Rol are dangerously low, which can limit the body's ability to swim and stay afloat within seconds and can prove fatal, even for experienced swimmers.

'Going out on the water can, and should be, a lot of fun. Taking some simple precautions can make your time on the water even more enjoyable, and reduce your chances of getting into trouble.'

Words: Julia Kennard

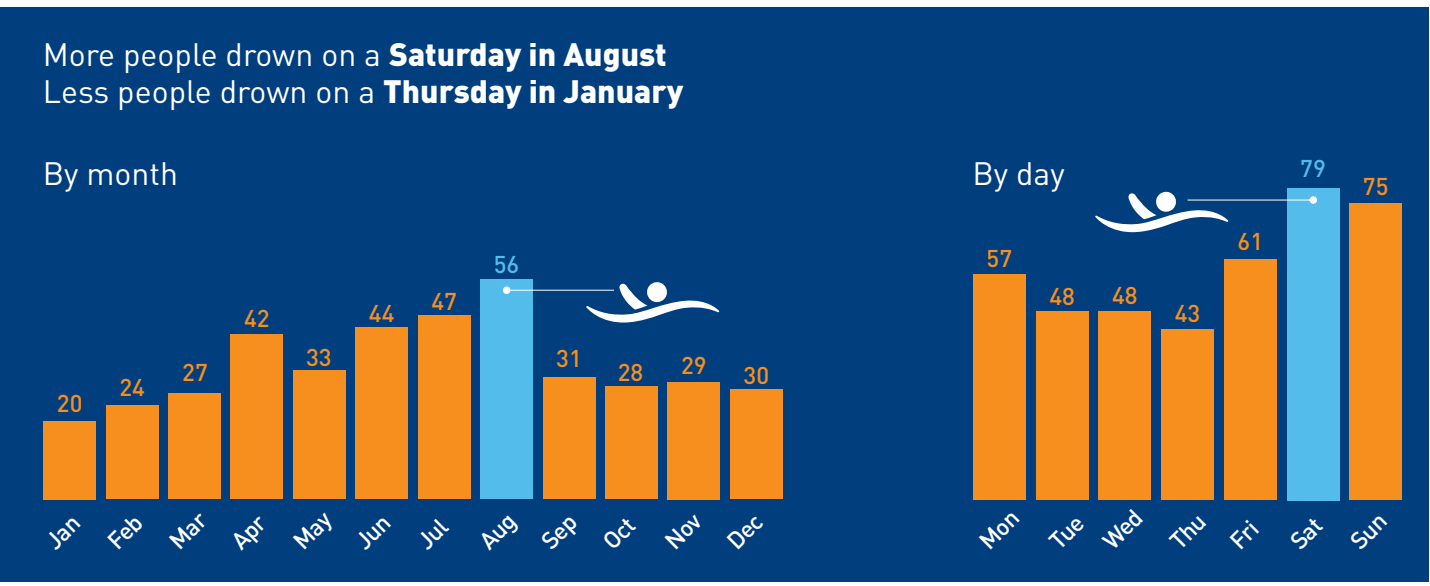
On average **286** men drown each year compared to **79** women

FIND OUT MORE

Beach users, fishermen and boaters can find out more safety information by going to RNLI.org/safetyandeducation. Holidaymakers can also search the UK for beaches with lifeguards by downloading the Beach Finder App – see page 44

SEE MORE

Scan the QR code to watch a video with TV presenter Julia Bradbury, explaining the danger of cold water shock on the body.



All data is based on mean annual figures from WAter Incident Database (WAID), Department for Transport (DFT), Department for Communities and Local Government (DCLG), Health and Safety Executive (HSE), Watersports Participation Survey 2012, Howland 1996 and RNLI internal research.

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LAYING FOUNDATIONS

Every day, the RNLI is laying foundations that will help keep our crews even more safe and effective in the future

OUR MAP SHOWS:



Major lifeboat station alteration and construction projects taking place over the next 2 years†.



Stations due to receive Shannon class lifeboats, the RNLI's new class of carriage-launched all-weather craft.

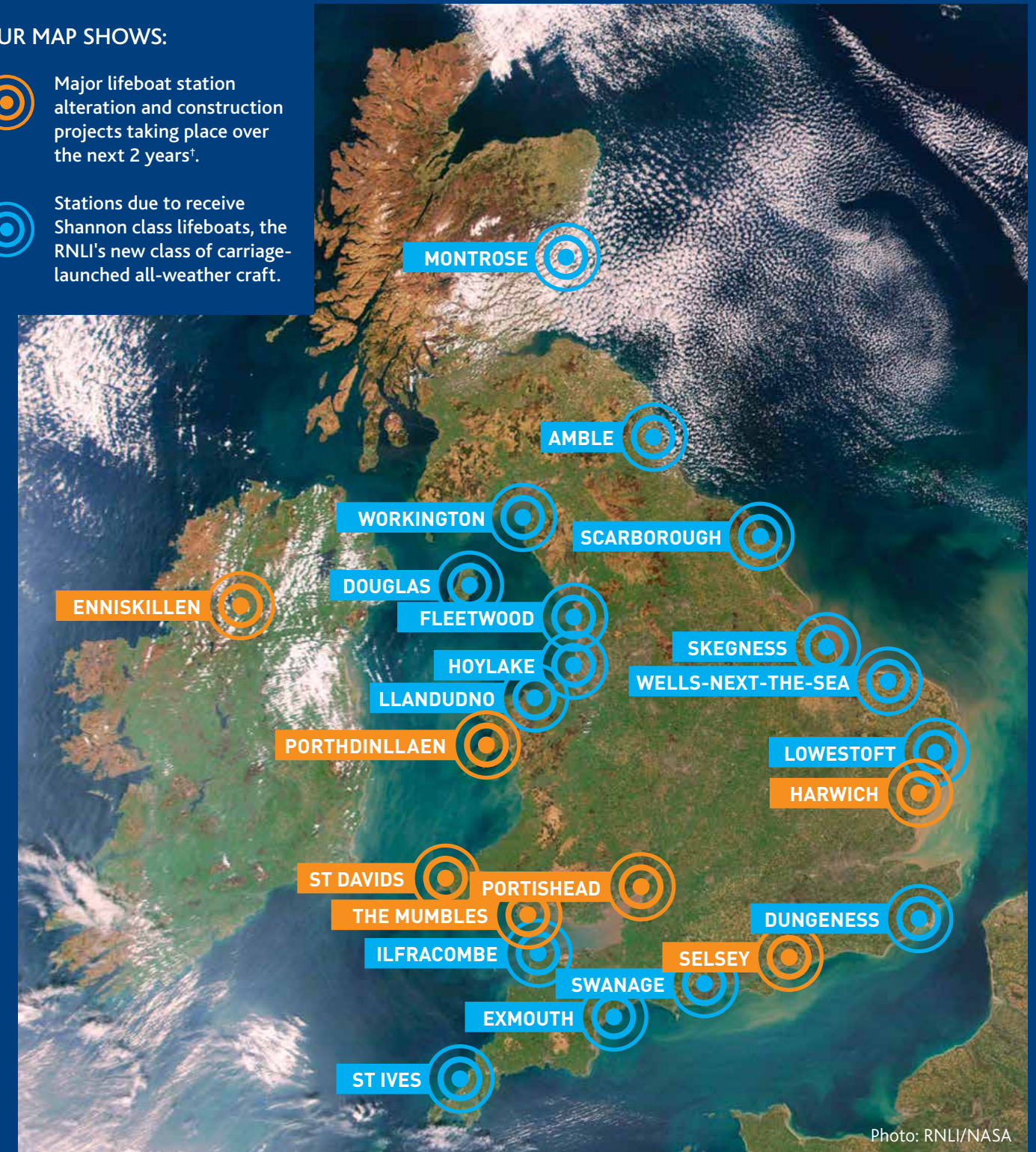


Photo: RNLI/NASA



The RNLI is planning to invest around £20M a year in station shoreworks over the next few years, so your on-going financial support is vital. Find out why these projects are happening, what some of the crew think about them and how you can support this essential work at: RNLI.org/stationprojects.

† Projects confirmed at time of print

NEWS

Proud of our crowd

Lifesaving and volunteering were celebrated at the RNLI's Annual General Meeting and Presentation of Awards at the Barbican in London this May. Chairman Admiral the Lord Boyce, in his morning address, also praised the work of the charity in building foundations for the future, even in the current challenging economy.

In the afternoon, the RNLI's President, HRH The Duke of Kent, presented crew with RNLI Gallantry awards:

Silver Medal – Port Isaac Helmsman Damien Bolton

Bronze Medals – Port Isaac Crew Members Nicola-Jane Bradbury and Matthew Main;



Flood Rescue Team crew members who received Bronze Medals for Gallantry for rescuing Vanessa Glover during the Umberleigh floods. Left to right: Jason Dunlop, Bernie Mannings, Vanessa Glover, Chris Missen, Paul Eastment, Martin Blaker-Rowe

Flood Rescue Team Leader Paul Eastment, Helmsman Chris Missen and Crew Member Martin Blaker-Rowe; and Anstruther Helmsman Barry Gourlay.

An RNLI Honorary Silver Medal was presented to RNLI Operations Director Michael Vlasto (see page 48). Yorkshire Building Society received one of the National Supporter Awards, as did 15-year-old Natasha Lambert from Cowes (page 14). Other committed supporters also received formal recognition for years of dedication.

In his last AGM speech as Chairman, Lord Boyce thanked all supporters: 'Our charity always relies on people who are willing to answer the call for help – the sort of people who refuse to stand by and let the call go unanswered, or let rescuers go ill-equipped.' Lord Boyce retires in July and hands the helm over to Charles Hunter-Pease, following a 5-year tenure.

Watch a film of the highlights, including medal-winning rescue videos and crew interviews, and read copies of our 2012 publications online at RNLI.org/2012.



Mine of information

The Lifeboat Enthusiasts' Society Handbook 2013 is now available, priced £6.50 (including postage and packaging). The booklet details in full the all-weather lifeboat fleet both current and past, together with listings of inshore lifeboats and station equipment. Order from AJ Denton at Dawn, Upper Battlefield, Shrewsbury, SY4 4AA and make cheques payable to 'RNLI'.



Courage and Grace

Famous for risking her own life in 1838 to rescue nine shipwrecked people, Grace Darling has inspired many a child and adult to support the lifeboats. The 175th anniversary of her brave actions will be marked on Saturday 7 September with commemorative activities at Bamburgh and Seahouses.

For more details go to RNLI.org/gracedarling.

Wanted: arty kids

Do you know any children who love being creative? Get your child to design a Christmas card based on one of these themes – The Rescue, Coastal Christmas or Christmas for the Crew – and it could be featured in the RNLIshop range. Four winners will also get a 2-night stay at RNLI College, Poole and VIP treatment.

For more details go to RNLIshop.org

Are you a lucky boater?

Bishop Skinner Marine, is offering one lucky boat owner the opportunity to win £500 off their boat insurance policy for a year. To be in with a chance of winning, call Bishop Skinner on 0800 783 8057 or visit bishops Skinner.com for a quote by 31 July 2013.

Full terms and conditions at bit.ly/bsmcomp



Launch of *Courage on our Coasts*

The work of award-winning photographer Nigel Millard is to be showcased in a new book and exhibition for the RNLI. Nigel is a volunteer crew member at Torbay Lifeboat Station and for the last 2 years he has dedicated his professional life to creating remarkable imagery for an RNLI photographic book and outdoor exhibition to launch on 13 September. His photos often grace the pages of *the Lifeboat* magazine (see page 13).

Find out more at RNLI.org/courageonourcoasts.

Give it some welly!

Celebrities Dermot O'Leary, Graham Norton and Rachel Allen gave it some welly for our MAYDAY national fundraising event in the Republic of Ireland. Thousands of supporters wore wellies, bought yellow welly keyrings and enjoyed fundraising events all around the Rol for the campaign, supported by John West. Provisional figures show that more than €100k was raised. Thank you to everyone who got involved. See who gave it some welly at RNLI.org/mayday.



Words: Bethany Hope
Photos: RNLI/(Robin Goodlad, Nigel Millard), Michael Chester

MONEY IN 2012

HOW WE SPEND DONATIONS

It costs us over £140M each year to run our lifesaving service and, in 2012, we also spent over £35M on capital items such as lifeboats and lifeboat stations.

83p

in every pound donated goes to the rescue service



17p

in every pound donated is reinvested to generate more funds

2012 FINANCIAL SUMMARY

- Our financial performance in 2012 was encouraging, despite the gloomy and uncertain economic climate.
- Our free reserves are funds available to run the RNLI in case of a short-term setback. They are at 11 months (£102.5M).
- Our continuous improvement programme has reduced our annual running costs by £7M since 2009 – despite a large amount of additional activity.
- We still need to raise similar levels of income every single year, if we are to make our plans a reality – plans that will secure our lifesaving future.

Income: £166.5M

Legacies	£101.4M
Fundraised income	£51.9M
Net investment income	£2.8M
Net merchandising and other trading	£6.2M
Lifeguarding and other income	£4.2M

Revenue expenditure: £140.7M

Lifeboat service	£33.2M
Lifeboat property and equipment	£62.2M
Fundraising and legacies	£24.0M
Lifeguard rescue	£14.5M
Safety, education and awareness	£5.7M
International and flood rescue	£0.6M
Governance	£0.5M

Capital expenditure: £35.5M

Lifeboat stations	£13.8M
Lifeboats and launching equipment	£15.6M
Other equipment/property	£6.1M

(Capital expenditure means payments made for any assets of an enduring nature costing over £10,000 each.)

This summary is intended to give an understanding of the overall financial position of the RNLI for 2012 and has been taken from the full audited accounts for the year ended 31 December 2012. To receive a copy, download from the website at RNLI.org/2012 or contact RNLI Headquarters.

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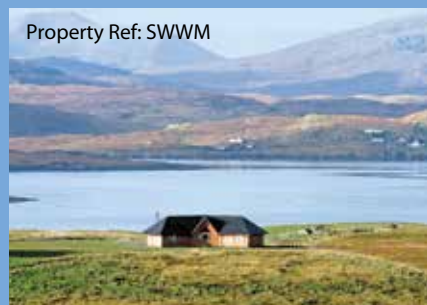


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RESCUE



1 SINKING SERENE

9 April: Bridlington, Yorkshire Four fishermen were rescued by two lifeboats when their vessel, the *Serene*, ran aground after it lost power. Bridlington RNLI's two lifeboats tried to pump the water from the boat, but in increasing winds the seas broke over the boat filling it with water. The crew tried to set up a tow but could not move the *Serene* and, at risk of going aground themselves, decided to take the fishermen safely ashore.

The RNLI's lifeboat crews and lifeguards carry out thousands of rescues every year (see Launches on page 40). Here are just a few caught on camera – and you can find more in-depth reports below:

- 5 Diving rescue pages 12–13
- 6 24 hours at Tower lifeboat station, pages 18–21
- 7 Best friends' survival, pages 33–34.



3 FAMILY RESCUED

28 April: Anstruther, Fife A family were rescued from a chainwalk after they became cut off by the tide. Anstruther RNLI inshore lifeboat brought the family onboard and transferred them to the safety of the all-weather lifeboat. The crew then checked them over and took them safely home to nearby Elie.



2 STRANDED ON ROCKS

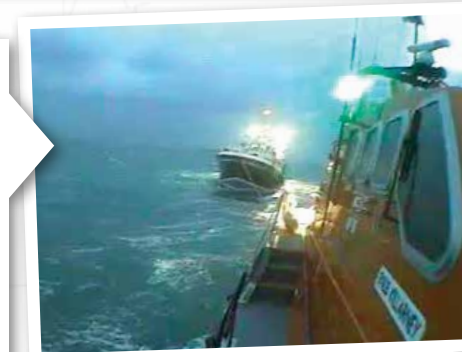
10 April: Ilfracombe, Devon A teenage girl stranded on rocks and cut off by a rising sea was rescued by Ilfracombe lifeboat. The 13-year-old became stuck near Lee Bay while walking with friends. Ilfracombe's inshore lifeboat arrived on the scene within 10 minutes and brought her aboard. The crew took her ashore where she was reunited with her friends and mother.



4 11-HOUR RESCUE

10 March: Kilmore Quay, Co Wexford Volunteer crew endured an 11-hour call out to bring five people on a stricken 23m fishing vessel safely home.

Kilmore Quay RNLI rescued the crew after their boat suffered machinery failure. In choppy waters the lifeboat crew established a tow and brought the boat home.



Words: Liz Fitzpatrick
Photos: RNLI/(Anstruther, Andy Brompton, Ilfracombe and Kilmore Quay)

Critical choice

With his dive buddy unconscious on the seabed, Luke Corkill faced a split-second decision: should he risk the bends by bringing her up fast, or face handing a body over to RNLI crews?

THE DETAIL

Torbay
SEVERN LIFEBOAT
ON-1255 (17-28)
Alec and Christina Dykes

THE CREW
Coxswain Mark Criddle
Mechanic Matthew Tyler
Crew Members
Kevin Ashworth,
Richard Fowler, Nigel Millard,
Matthew Portch and
Dr Alexander Rowe

Dive safety is a priority for the RNLI's Coastal Safety Team, with over 14 divers losing their lives in the UK and RoI every year. Even with experience and the best of preparations the smallest of incidents can quickly escalate.

That was the case on 26 June 2012, when two divers from the Sussex Dive Club took a routine wreck dive on the *Peronne*, a sunken cable laying ship 5 miles off the coast of Brixham.

Visibility was a little gloomy but both divers – Luke Corkill, a qualified BSAC Dive Leader for 15 years and his dive buddy Anna Bate – were experienced and able to deal with the conditions.

But as the pair descended to 30m and began to explore the wreck, Anna's fins became entangled with a line on the seabed.

In the struggle to free herself, she disturbed sand and silt, clouding their visibility. As Anna bent down to unpick the line, the regulator on her air tank began to free flow, releasing huge volumes of air – meaning that her air supply would run out very quickly.

'In the low visibility I wasn't initially aware that Anna was trapped, or why she couldn't ascend to the surface. Once I realised what had happened, I gave her my main air supply while I switched to a back-up cylinder,' Luke says.

Realising that the situation was becoming critical, Luke spent a frantic few minutes working out where Anna was trapped and cutting the tangled line. 'As with any rescue, there comes a moment where you have to make a choice – I knew I only had a few minutes to get her free, otherwise I was putting myself in considerable danger.'

After cutting her free, he started a controlled buoyant lift – a technique used to safely raise a diver to the surface from depth – with both breathing from Luke's air supply.

'Despite my efforts, she lost consciousness and stopped breathing during the first part of the ascent, but I was determined to do all I could to save her.'

For the dive they had just undertaken, an ascent should have taken 7 minutes. Luke brought them to the surface in almost half that time.

'You train for these sorts of scenarios, but you have to make a split-second decision; I chose to come up quite

fast because I knew that was about the only chance Anna had of survival.'

Having reached the surface and raised the alarm, Luke began to fear the worst. 'I really thought I was bringing a body back.'

Anna's condition was grave – she had no pulse. Members of the Sussex Dive Club brought her onto the dive boat and gave rescue breaths and cardiac pulmonary resuscitation (CPR).

Meanwhile, Torbay's volunteer lifeboat crew raced to the scene in their all-weather lifeboat with Coxswain Mark Criddle at the helm. Coastguard helicopter support from Rescue 106 was also en route from Portland.

Anna was conscious by the time the lifeboat arrived but Luke and Anna weren't out of danger yet: both

were at risk of decompression sickness (known as 'the bends') from their fast ascent. Anna also faced problems associated with secondary drowning due to the water she had ingested.

Torbay Crew Members Dr Alexander Rowe and Nigel Millard boarded the dive boat and transferred the pair to the lifeboat. They then prepared Anna

and Luke to be winched into the helicopter and taken to Poole Hospital, in Dorset, for treatment in a specialist decompression chamber. Amazingly, both were released within days.

For their part in the rescue, Luke and Nicholas Taylor, of the Sussex Dive Club, are being awarded Royal Humane Society Testimonials on Vellum.

But for Luke it is down to the extraordinary teamwork of Torbay lifeboat volunteers and those on the dive boats that he and Anna are both alive to tell the tale.

'I just want to say thanks to the RNLI crew who helped us. They were so thorough, and very professional. It was very reassuring to have their calm presence. The efforts of people on the dive boat and the amazing response of the emergency services was also instrumental.

'Every single person played a part,' adds Luke.

Words: Lauren Hockey
Photos: RNLI/Nigel Millard

‘The lifeboat crew were so thorough, and very professional. It was very reassuring to have their calm presence.’



FIND OUT MORE

The main causes of diving fatalities are non-diving related medical conditions such as heart attack – especially for those over 60 years old. Despite the figures though, thousands of people safely enjoy diving every year.

The key is good preparation:

- get regular health checks
- service and maintain your equipment
- carry a signalling device
- practice your emergency drills
- always dive with a buddy.

Love our Lifesavers

We celebrated the work of some very special RNLI volunteers at our Annual Presentation of Awards in May. Here we feature Natasha Lambert, and two other dedicated volunteers

The RNLI has no future without people like them. And as younger or newer ones take up the baton, more experienced volunteers pass on their skills and expertise.

Natasha Lambert (15), Isle of Wight



Sailed around the Isle of Wight to raise £17,758 for the RNLI and two other charities. Presented with an RNLI Supporter Award in May

[Gary and Amanda Lambert speak on behalf of Natasha who has athetoid cerebral palsy, which affects her limbs and speech]

'The RNLI helped Natasha's sailing instructor when he was injured during Cowes Week. She wanted to give something back to them by doing her own sailing challenge.

It took Natasha 12½ hours to sail around the island. At the finish line there wasn't a dry eye on any of the boats. She was beaming when we took her helmet off. Then, a couple of moments later, she was crying with emotion and exhaustion.

Natasha has plans to carry on with her RNLI fundraising by crossing the Channel to France this month. We hope it will inspire others. We are so proud of what she has achieved.'

Clive Fallon (32), School Site Supervisor, Sunderland volunteer Helmsman and Mechanic



'I was at the lifeboat station every few weeks with my dad from when I was a small boy. My own children are now coming here. Your family has to be understanding. We involve families in most of our fundraising and social nights too. I like the camaraderie: doing something because you *want* to, not because you *have* to.

You can do the work as long as you're fit and healthy, and have the commitment. The rest you can be taught. I learned just about everything from the more experienced crew. The spirit of the RNLI is the same just about everywhere you go – it seems like one big family.'

Tim Goldburn (61), Solicitor, Falmouth RNLI Sea Safety volunteer and fundraiser



'I have been helping the RNLI for the last 30 years. In the late 1980s, I persuaded Falmouth Round Table to raise money for a new B class lifeboat. In 1994 *Falmouth Round Table* arrived on station and she helped to save lives for 13 years.

I also joined the RNLI's Sea Safety Team to give advice to divers and owners of small boats.

Once, a woman thanked me for a talk we had given her club on cold-water shock. She told me that, from that day on, she had made her husband wear his lifejacket. One evening, they were out sailing with friends when their tender capsized. They were thrown overboard and washed out with the tide for 30 minutes. Without their lifejackets they would have lost their lives. Even though I can't be part of the crew, I can still give people advice that can help save lives. That's very satisfying.'

Words: Carol Waterkeyn

Photos: RNLI/Nathan Williams, Mike Lavis, Jonathan Lotriet, Nigel Millard



Read about Natasha and other awardees in our new RNLI awards brochure at RNLI.org/2012



COULD YOU LEND A HAND TOO?

For more on volunteering opportunities with the RNLI:
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- **call** 0845 121 6999 (UK) or +44 (0)1202 663000 (Rol).
- **email** volunteering@rnli.org.uk

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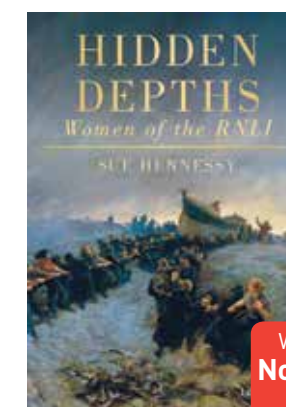
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Lifeboats

24 hours on the Thames

Tower Lifeboat Station is the busiest in the UK. To find out exactly what life is like for the crew members that save lives on the capital's most famous waterway, Writer Catherine Richards spent 24 hours shadowing a shift ...



And I'm awake.

Suddenly. There's noise – a ringing. And pounding of feet. I jolt upright and – *crack* – hit my head on the upper beam of the bunk bed I'd forgotten I was sleeping in. Grappling for the door I see the lofty shadow of Helmsman Stu Morrison, tugging on a lifejacket.

'Is this ... was that ... is this a shout?' I mumble.

'You bet it is!' is the response.

And we're off. Bleary-eyed I fumble for my drysuit, boots and lifejacket in an attempt to keep up with Crew Members Matt Leat and Dan Gurr – who are already halfway to the lifeboat. I have no idea what time it is. All I know is that this is the eighth shout in 24 hours for Tower lifeboat crew. And I'm struggling to keep up.

It all began for me at around 2pm the day before. It was a dreary, wet Saturday afternoon in April and I'd been tasked to spend the weekend shadowing a shift at the RNLI's busiest lifeboat station – Tower, which sits next to Waterloo Bridge on Victoria Embankment on the River Thames.

The next few hours pass in a haze of rain and radio traffic. Only 5 minutes after launching the lifeboat on a routine exercise, a call comes into the radio: 'We have reports of a child in the water ...' Within seconds we're flying across the river in the direction of the call.

‘It's satisfying when we save a life. It's the greatest thing you can do.’

Luckily, it was well-intended false alarm. But I'd had my first taste of the speed of operations on the river, coupled with the calm skill of the crew under pressure – and I was in awe.

'It's satisfying when we save a life. It's the greatest thing you can do,' says Helmsman Keith Cima back at the station. 'Equally, it's devastating when a life is lost. But the station has to carry on. You just have to remain focused on the task in hand.'

Before I know it my thoughts are interrupted by the cheery arrival of Matt, Stu and Dan – the night shift – who are here to take over. Rather than clocking off the day shift, I stay to enjoy a pasta dinner while Helmsman Stu Morrison keeps me entertained with tales from his years with the RNLI.

I'm so absorbed in conversation that I almost forget about the drysuit I'm wearing. And about the lifeboat outside.

That's until just after 9.30pm, when a call from the Coastguard brings everything back into focus. 'It's a person in the water,' Matt says, and I'm on autopilot.

I'm shaking like a leaf as Stu powers the lifeboat downriver. I can't tell whether it's the cold or the nerves. Both are overwhelming. We reach the scene of the reported sighting and Matt hands me a searchlight to scour the murky water for any sign of human life.

The events that unfold pass in a blur of urgent action. Seeing the floating, lifeless body. Watching the fire crew haul his waterlogged bulk out of danger. The grey, inert look that shadowed his face. The screaming lights. The sirens. The dash back to the station. The swarm of emergency services congregating on the pier.



» Craig's tireless resuscitation attempt. My utter helplessness just standing by.

Only 30 minutes later, and all is quiet. No sirens, no pumping CPR, no one else around. We're almost certain that we haven't been able to save him.

The shock takes a while to subside. Matt reiterates what I'd already heard so many times that day. 'You have to stay detached from it,' he urges. 'It's the only way to cope.'

The next morning, I'm shattered and groggy. We'd had another shout during the night and I couldn't sleep for fear of missing a call. Keith and Craig prepare to take over the day shift, this time with Paul Ward, a volunteer crew member and paramedic by trade. This was just an ordinary weekend for the duty crew. But the previous night's events have only heightened my respect for the work our lifeboat crews do every day.

As we prepare for morning kit checks and another exercise, Keith lets me into a secret. 'I'm the oldest crew member at the station,' he explains, proudly. 'And I can safely say that this is the best job I've ever had in my life. Everybody here has a direct hand saving lives in what I believe to be the world's greatest capital city.'

That pride is infectious. My mind drifts back to the incident the night before. We'd been sitting in the crew room, our minds processing the previous shout. Then Stu had rushed in. There was news. 'Call from the ambulance,' he exclaimed to the team. 'They got a pulse.' It's just a glimmer of hope. But it's those small moments of hope that make our Thames crews so invaluable – 24 hours a day, 365 days of the year.

Follow the RNLI's busiest station on Twitter @TowerRNLI

Words: Catherine Richards
Photos: Nicholas Leach, JP Trenque, RNLI/(Nigel Millard, Catherine Richards)



Helmsman Keith Cima (left) and the team enjoying a well-deserved evening meal (below)



‘My God ... if she falls ...’

A young girl was screaming as she clung on for life to Jubilee Footbridge. Watching below, RNLI Helmsman Craig Burn's foreboding increased as he saw the concrete blocks beneath her in the low water.

'I remember thinking, 'My God ... if she falls ...' ' says Craig (pictured above and below, revisiting the scene). 'I told her to hold tight. We called for a line rescue team.

'I kept telling her to stay calm, not to move. I held my breath as she slipped. She was just dangling there, and then she lost her grip. She fell feet first, and thankfully hit the water, not the concrete.

'Dave Norman, our Helm, did a brilliant job and got the boat there straight away. I remember she was pretty heavy to pull onboard, her clothes completely waterlogged. We did a quick medical assessment and got her back to Lifeboat Pier, where she was taken on to hospital.

'The whole rescue seemed like an age – but it probably only lasted about 5–6 minutes. That night none of us crew could settle. We couldn't believe how lucky she was.'

Craig, 43, has been a volunteer on Dover lifeboat for 15 years. Apart from a stint on police boats, the father-of-three has also been a full-timer on the Thames lifeboats since 2001.



DID YOU KNOW?

- The Thames lifeboat stations are Tower, Chiswick, Teddington and Gravesend.
- In 2012, the four stations collectively launched 884 times and rescued 270 people.
- Tower Lifeboat Station has 1 station manager, 9 full-time crew and over 45 volunteers – who each do a minimum of two 12-hour shifts a month.
- London lifeboat crews get called to capsized rowers, sinking yachts, people ill onboard passenger vessels, boat fires, people who jump or fall into the river, and more.
- They also provide casualty care for anyone on or near the river, as they are frequently able to reach casualties quicker than the ambulance service.

RNLI COLLEGE | Lifeboats

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‘It’s real-life drama’

Ace Bhatti, actor and former lifeboat crew member

From rescuing people he has never met, to being insulted in the street – life offshore and on screen has been quite a ride for Ace Bhatti

When I asked if I could help out around the inshore lifeboat station at Staithes and Runswick, they said ‘no – we need you on the crew.’ So I joined. I learned so much, thanks to the training. I learned the language of the sea. It’s not like driving down the road, because it’s an environment that constantly changes: tide, waves, wind, fog. And you don’t have brakes! But you do have brilliant kit. I felt very lucky to have the navigational aids and so on. The older guys would tell us stories about slow old lifeboats and only having compasses to plot their position.

The first time I was ever really scared was on a lifeboat. We launched on a rough day and the waves were so big I couldn’t see the horizon. Being on the crew made me a better actor, because I witnessed things I would never have

normally seen. Injuries, illness, death: on the crew you see those things and go through a range of emotions. It’s real-life drama.


I was born and grew up in Nottingham and had no concept of the sea. I was a shy child, but on stage I would come alive. I was a kind of reluctant actor initially. My mum and dad disapproved of my acting as they didn’t think I could make a career out of it. But, after stage school, I got busier and busier. I left the lifeboat crew when my job took me away from Staithes. My acting career meant I had to stay away more often.

People used to shout abuse at me in the street. One of my most well-known roles was in *EastEnders*, when I played a villain. People assumed that’s how I am in real life and swore at me! I have appeared in lots of other TV shows, including *Midsomer Murders* and I’ve recently been filming *Silent Witness*.

I have recorded voiceovers for two of the RNLI’s international films. It’s great to still be able to give my time to the charity in some way, and it all helps raise awareness of the global drowning problem. What got to me is that so many children are being lost in dangerous waters all round the world. When a tragedy like that happens, so much devastation is left behind, so I think the RNLI’s work to improve safety around our shores and overseas is fantastic.

I’m proud to have been a crew member. I live in Whitby now and hope I can help the lifeboat station in some way between the work and travelling. When I travel, I always look out for lifeboat stations, lifeguards and fundraisers. The fundraisers and supporters are vital. When I was a crew member, I very quickly realised how important the charity’s support is, because you can’t do it on your own.

Interview by Rory Stamp
Photo: Adrian Don

**FIND OUT MORE**

For more information and films on the RNLI’s international work, see RNLI.org/international.

RNLI vs nature

Our lifeboat crews have been fighting mother nature for almost two centuries.

Saving lives at sea can be fraught with danger – but your support helps give our volunteers the world-class training and equipment they need and deserve.

Overleaf we look at just a few items of kit our charity has developed to help protect crew and casualty alike in this legendary battle against the elements ... >>

Illustration: Donovan Lui

SHOCK MITIGATING SEAT

THE IMPACT OF LARGE WAVES ON AN ALL-WEATHER LIFEBOAT CAN PUT REAL STRESS ON A CREW MEMBER'S BODY. OUR TRADITIONAL CREW SEATS DO A GREAT JOB OF REDUCING THE EFFECTS OF THIS SLAMMING AND VIBRATION BUT, WHEN DEVELOPING A NEW CLASS OF LIFEBOAT, THE RNLI USED THE OPPORTUNITY TO GO ONE BETTER ...

FEATURES:

- SEAT MOVES UP AND DOWN ON FRAME
- INTEGRATED CONTROL SYSTEMS
- SUSPENSION REDUCES FREQUENCY AND SEVERITY OF SHOCK
- FITTED TO TAMAR AND SHANNON CLASS LIFEBOATS



WITHSTANDS LOADINGS FROM ALL DIRECTIONS

DOWN 10G
UP 5G
SIDES 8G
FORE AND AFT 10G



HOVERCRAFT

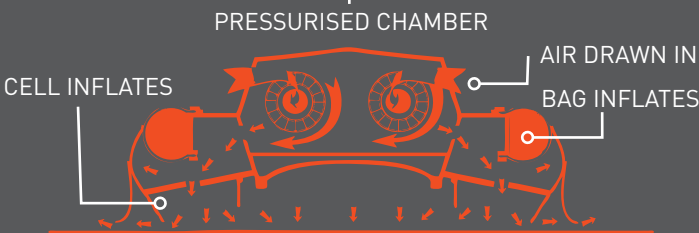
HOVERCRAFT CAN RAPIDLY SEARCH LARGE AREAS OF MUD, SAND AND SHALLOWS THAT ARE INACCESSIBLE BY CONVENTIONAL LIFEBOATS. THE RNLI MODIFIED A COMMERCIAL DESIGN TO IMPROVE STABILITY AND BUOYANCY, AND TO PROVIDE A SOFT EDGE FOR SURVIVOR RECOVERY.

FEATURES:

- RAPID DEPLOYMENT FROM ANY FLAT SURFACE
- HIGH SPEED SEARCH AND RESCUE
- POWERED BY TWO TURBO DIESEL ENGINES
- SURVIVOR CAPACITY



LARGE FANS ON THE BACK PROVIDE THRUST



TWO INTERNAL FANS BUILD AIR PRESSURE UNDER THE CRAFT AND CREATE LIFT

E CLASS MK2

TOWER AND CHISWICK CREWS REGULARLY BATTLE THE RAPID CURRENTS, HEAVY TRAFFIC AND DANGEROUS DEBRIS OF THE RIVER THAMES. ENTER THE E CLASS MK2 ...

FEATURES:

LAUNCHES IN SECONDS



FASTEST IN THE FLEET



POWERED BY TWO MARINE DIESEL ENGINES



WATERJETS FOR EXCELLENT MANOEUVRABILITY



MULTIPLE SURVIVOR CAPACITY



LIFEJACKET

A LIFEJACKET IS THE ONE ITEM OF PERSONAL PROTECTIVE GEAR THAT OUR CREWS MUST WEAR: THEIR LIVES, AND THE LIVES OF OTHERS, MAY DEPEND ON IT. FOUR YEARS IN THE MAKING, THE RNLI'S LATEST LIFEJACKETS WERE DESIGNED SPECIFICALLY FOR SEARCH AND RESCUE AND MARK A MILESTONE IN MARITIME INNOVATION.

FEATURES:

ADJUSTABLE NECK FITTING FOR COMFORTABLE WEAR

SPRAY HOOD REDUCES WATER INHALATION

WHISTLE

WATER-ACTIVATED FLASHING LIGHT

60G CO₂ CYLINDER FOR AUTOMATIC INFLATION

TWIN LIFTING BECKETS

TWIN CHAMBER DESIGN WITH AUTOMATIC AND MANUAL INFLATION. UNIQUE IN OFFERING 290N OF BUOYANCY (ENOUGH TO KEEP A CREW MEMBER AND CASUALTY AFLOAT)

CROTCH STRAP HOLDS LIFEJACKET IN PLACE WHEN IN THE WATER



RIGOROUSLY TESTED BY MALE AND FEMALE RNLI VOLUNTEERS, LARGE AND SMALL!





One Man, one vision

Imagine you're out at sea, having fallen from a boat somewhere off the coast of the UK or Republic of Ireland. You're treading cold, rough water.

And then you hear engines, and you see a splash of orange and blue. The lifeboat's here. Strong arms pull you to safety. Six volunteers have dropped everything to come and get you, in rough weather, even though they don't know you. Their protective gear and lifeboat was paid for by generous donors. Thanks to them, you will live on.

The RNLI has been saving lives this way since 1824. But where did it all start? And whose idea was it?

If you put your finger in the middle of the RNLI's rescue map, you'll find the Isle of Man – an island with no less than five lifeboat stations, serving patches of sea off the coasts of Wales, Republic of Ireland, Northern Ireland, England and Scotland.

Those lifeboat crews help the charity meet its commitment to providing search and rescue 100 nautical miles out from our coasts. But that's not the only important part that this island plays in the RNLI's existence. It was here, on this remarkable mass of land in the middle of the Irish Sea, that the charity was conceived, 190 years ago.

An emotional appeal

The grim sight of battered shipwrecks and news of lost crews was only too common around shores in the 18th century. It was simply part of coastal life. There were some ports and towns with purpose-built lifeboats on hand to answer the call for help – but not every community had wealthy benefactors to pay for one.

Sir William Hillary had been wealthy once – but after falling into debt he fled England and went to live on the Isle of Man in 1808. An experienced sailor, Hillary witnessed several shipping disasters in Douglas Bay and was desperate to help. He joined a rescue effort to save the crew of a Royal Navy cutter in a gale in October 1822.



Using rowing boats, he and his fellow rescuers (mostly Navy crew) pulled the stricken cutter clear from rocks, and returned to shore. Later, Hillary went to the aid of a further five vessels with local fishermen, towing them from danger and hauling them to the beach. Although they saved many lives, it had been dangerous work aboard simple boats – and most of the local men had been reluctant to volunteer.

Experiences like this led Hillary to call on the great and good of the time to help form a national institution that would preserve human life from shipwreck. He printed and distributed an appeal leaflet in 1823 (see overleaf). 'In some occasions it has been my lot to witness the loss of many valuable lives,' it read, 'under circumstances where, had there



been establishments already formed for affording prompt relief, and encouragement given to those who might volunteer on such a cause, in all probability the greater part would have been rescued from destruction.'

That appeal led to a meeting on 4 March 1824 at the London Tavern, where the Royal National Institution for the Preservation of Life from Shipwreck was founded. The new institution, later known as the Royal National Lifeboat Institution, received public funds and began to provide lifeboats to areas that needed them, including the Isle of Man.

Hillary led many lifesaving rescues there over the following years, aboard lifeboats provided by the institution he had proudly founded. >>



» Sir William Hillary's appeal 190 years ago laid lifesaving foundations that the RNLI continues to build on today ...



To safeguard the future of lifeboat building, the RNLI is constructing the All-weather Lifeboat Centre at its Headquarters in Poole – demolition of the old Lifeboat Maintenance Centre (pictured) was completed in the Spring.



'... to diffuse a general knowledge of the objects and principles of the association; and to obtain donations and subscriptions'

Appeals and events have boosted awareness and raised crucial funds since the charity began. Our picture shows Port Erin crew and volunteers about to embark on a fundraising cycle around the Isle of Man, stopping at all five lifeboat stations.

'The people and vessels of every nation, whether in peace or in war, to be equally objects of this Institution'

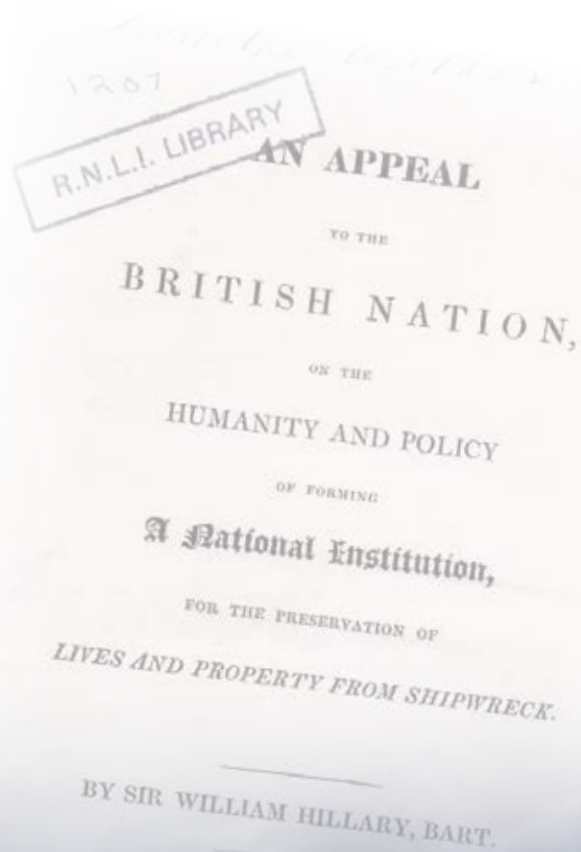
The RNLI's lifeguard training in Senegal (pictured) is just part of the charity's international initiative that aims to tackle the global drowning epidemic. For details go to RNLI.org/international.



'... this Committee should suggest the most eligible plans for permanent establishments in all sea-ports, road-steads, and resorts for shipping, and particularly on remote, wild, and exposed parts of the coast'

The RNLI continues to set up new lifeguard units and lifeboat stations where they are needed – 20 more beaches are being patrolled by our lifeguards this Summer, and newly established lifeboat stations include Leverburgh on the Isle of Harris.

Leverburgh's Mersey class lifeboat being transported to station, just prior to her station trials in 2012



Isle of lifesavers

Meet the men and women flying the lifesaving flag on the Isle of Man 190 years on ...



Norman Quillin
Ex-Coxswain/Mechanic,
Port St Mary

'I've lived next door to the station for over 40 years. The most memorable rescue when I was coxswain

took place at Darbyhaven. There was a hefty sea running. A yacht broke its mooring and started to get smashed up in the weather. Two of our lads tried to get close on the Y boat but it capsized – they swam to the breakwater with one of the sailors and got pulled to safety with a boat hook. That left two on the yacht. The only way to get close was to risk it with the all-weather lifeboat.

'Somehow, in the shallow water and rocks, I got alongside. By now, there was only one still aboard and we rescued him. A helicopter searched for the other fellow, who had got washed away.

'I'm afraid it was too late for him.'

Jenni Kneale
Sailing Instructor and
Port St Mary lifeboat
Crew Member

'The Manx [Isle of Man] identity is important and it's being held together by a handful of groups. To me it's about the language, the history, the music. I play folk music on the whistle with my dad, who is also on the lifeboat crew. He plays fiddle and guitar. At the sailing school we do a project with schoolchildren where we show them the lifeboat and talk about Sir William Hillary.'



Kevin Christian
Lifeboat Operations Manager,
Ramsey

'Quite a lot of people leave the island when they are younger, for college or jobs. But something brings them back. It's a great place to bring up kids – a relaxed way of life. It's a strong community, and everyone knows about the RNLI. The RNLI is one of the things that brings people together. When I page the crew to launch, I'm paging electricians, builders, teachers, and a refuse collector.'



Mary Corran
Lifeboat Operations Manager,
Douglas

'My husband Robert was Coxswain for 27 years, and his brother is Coxswain now. One of my first roles was when everyone started to have phones – it was quicker for me to ring the volunteers up than to fire a maroon. It was very rare for a woman to be involved in the lifeboat – for superstitious reasons. Fishermen wouldn't let women on their boats. It's a very superstitious place. Whenever we go over the Fairy Bridge, we both say hello to the fairies. Otherwise you get bad luck.'



FIND OUT MORE

For more on Isle of Man's special links to the RNLI, visit RNLI.org/iom.

Words: Rory Stamp
Photos: Photocall Ireland, Roger Oram, RNLI/Nigel Millard, Mike Lavis, Nathan Williams



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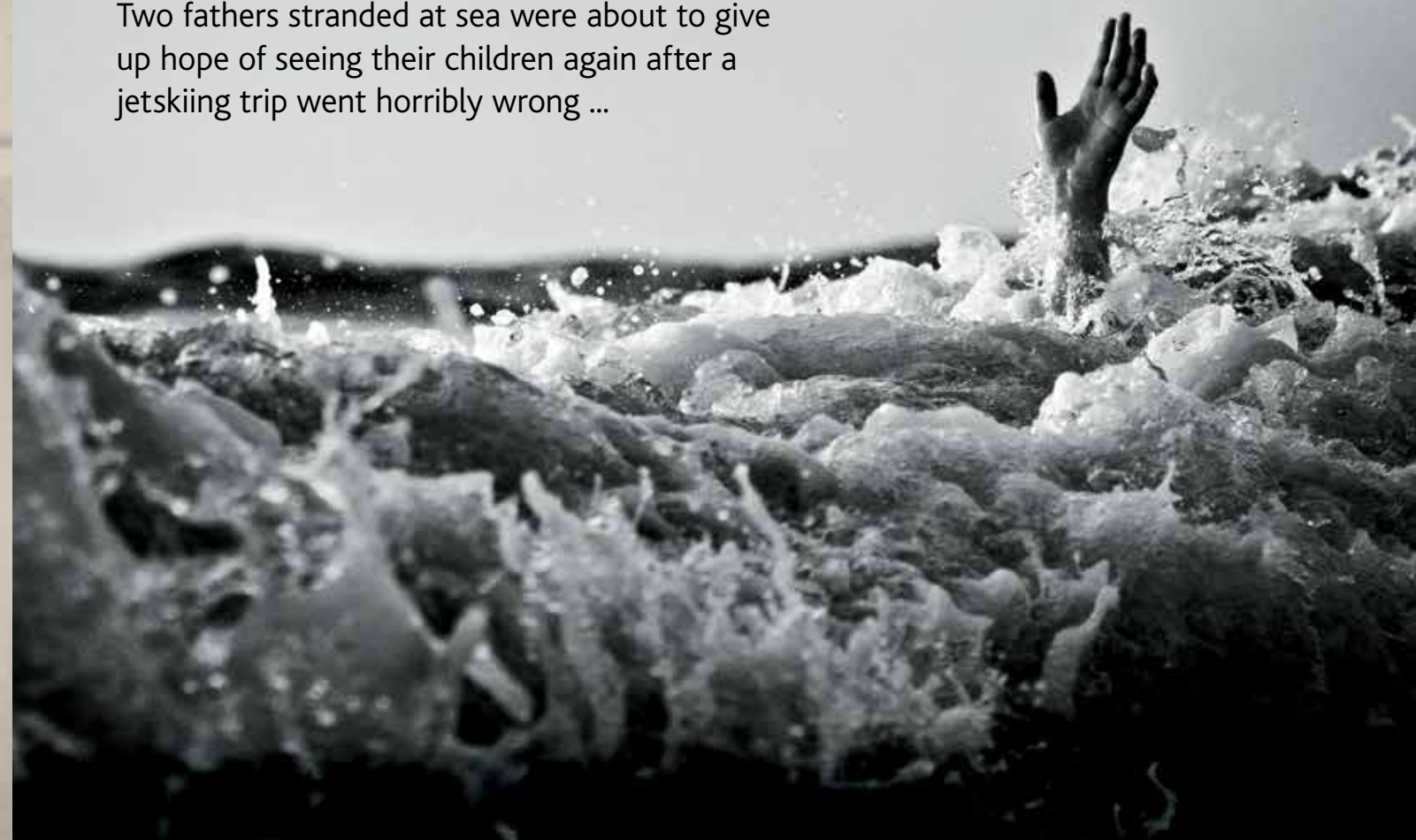
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A battle for survival

Two fathers stranded at sea were about to give up hope of seeing their children again after a jetskiing trip went horribly wrong ...



Battered by huge waves after their watercraft sank and now shrouded in darkness, best friends Ben Thomson and Gavin Smith fought to keep their morale up.

They chanted a poignant rhyme sang by their children where one shouted 'love you lots', and the other replied 'like jelly tots' in a desperate attempt to locate one another each time the waves parted them. A friend had raised the alarm but, onboard Broughty Ferry Trent and D class lifeboats, the crew were struggling to find the pair without an exact location.

'It was like looking for a needle in a haystack,' Coxswain Murray Brown said. 'We had been searching a massive area for nearly an hour. It was getting dark and I feared we wouldn't find them so I called the Coastguard for Arbroath lifeboat and a rescue helicopter.'

Agonisingly, they had passed Ben and Gavin several times but couldn't see them. Every time the pair saw the lifeboat go by, as they struggled in the Tay Estuary, they feared they would never be found. In their darkest moments, the men considered drowning themselves.

'We were cold and tired from swimming against the current. When you are that cold, it was easy just to lie back and accept death,' said Gavin, 28, who has a two-year-old son.

'But we just tried to keep talking about the children to keep our spirits up.'

When the pair saw the helicopter go over their heads as well they thought their luck was out. 'We thought: how do we finish it quick? Do we lie back, do we fall asleep, do we go under and take a breath?' Gavin said.



Your shout

I live on a Dutch barge moored on the Cadogan Pier in Chelsea. One evening I had retired to bed and was drifting off with the shipping forecast murmuring in the background when a Baskevillian scream punched its way through the open porthole. I stumbled to the wheelhouse to see a flailing man barrelling down the river. Without really thinking I threw a lifebuoy and line in his direction. He grabbed it and I pulled him alongside.

The next task was to get him onboard. Instead of grabbing my hand, he chose my sarong, which offered little resistance ... After several attempts to manhandle him up the side we were both exhausted. It finally occurred to me it would be a less Herculean task to get him into my RIB, moored alongside. He ended up with his face in my lap, legs pointing skyward.

Observing my catch close up, he was 6' plus, maybe 100kg and out of it. When I finally got him on deck it was apparent there was also something amiss with his legs. Enter an RNLI lifeboat – the crew responded to the manic gesticulations of a nude, plump middle-aged man with admirable stoicism. They took charge with calm professionalism and I was able to scuttle below and dress.

Ten minutes later he was strapped onto a stretcher and taken away, leaving me wondering what had just occurred.

Lessons learned:

- Always keep a lifering, with line attached, to hand. This is not regulatory but should be for all craft on this tidal river.
- Have a Jacobs ladder or similar – without my RIB, I wouldn't have been able to get the man onboard and he would likely have drowned or even dragged me into the river.
- Sleep in pyjamas.

Anonymous via Nick Pownall, Gt Yarmouth, Norfolk

I was pleased to see two mentions in *the Lifeboat* of the RNLI's fundraising partnership with Amazon in which at least 5% of sales through [RNLI.org/amazon](https://www.rnli.org/amazon) is donated to you. But in my view you do not make enough of it. Why not consider a quarter-page advert in the magazine or a poster displayed prominently in your shops? That would bring this extraordinarily generous offer to a wider public.

Donald Stephens, Bromsgrove, Worcestershire

The Editor replies: Thank you for highlighting this. We always feature the Amazon link on both our Review page (44) and as part of our list of Friends (46). Offshore supporters will find it promoted on the back page of their magazine too. It's also easy to reach from our website homepage by choosing 'How to support us' and 'Other ways to help'. The RNLI received nearly £14K in donations from Amazon in 2012 so the deal is certainly worthwhile. However, it would not make sense to promote them in our shops as they are a direct competitor on an increasing range of products. It's all about balancing the benefits.

Apologies: We omitted to caption the cover of our Spring 2013 issue. Clockwise from the top left, our volunteer portraits were of: Visits Guide Pam Hardman at Shoreham Harbour; Crew Member Jerome Doran at Kilmore Quay; Former Crew Member Elizabeth Neville at Youghal; Crew Member Omar Javed at Chiswick; Crew Member Stella Bates at Kilmore Quay; Deputy Second Coxswain Luke Bullough at Aith; Lifeboat Operations Manager David Ham at Torbay; Helmsman Mark Bell at Brighton.



Chelsea's Albert Bridge with Cadogan Pier below

Photo: Ketrin1407 CC BY-SA



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‘WE WERE IN TROUBLE ...’

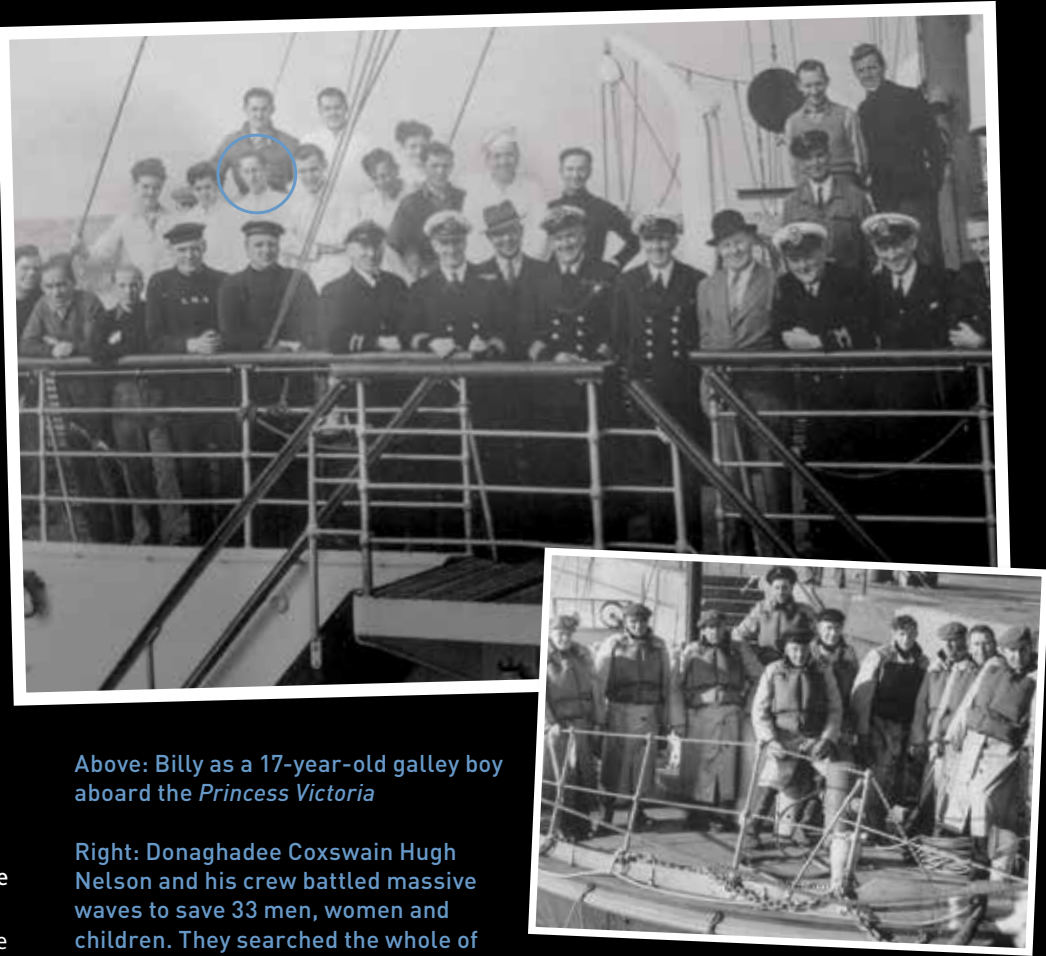
When car ferry *Princess Victoria* sank in heavy seas off Northern Ireland on 31 January 1953, Billy McAllister was working onboard

‘Massive waves were pushing and hitting, sending her [*Princess Victoria*] every which way. I was trying to keep the pots and pans on the stove! I never thought such a thing was going to happen – I just thought we were going to be a bit late. I went to have a look and there was a man trying to close the gates... At 12.30pm she started to list. We were in trouble then. A friend and I went to sit in the passage and he gave me a hand up onto the rails thinking it was safe. They were handing out lifejackets. They were cork and they broke your neck if you didn’t hold them down right when you jumped.

‘After one big wave my friend vanished’

The cargo shifted over to one side and at 2pm she started turning over. We were sat there on her side. After one big wave my friend vanished. They shouted “jump” from one of the ship’s lifeboats. An oil tanker came but it wasn’t possible for them to help. It just kept hitting the front of our boat so we told her to go away or we would be killed. The [ship’s] lifeboat carrying the women and children had already been lost in a wave throwing them against the hull of the ship. It took the Donaghadee lifeboat two or three attempts, but we got aboard. We were all sitting there not talking. I thought we will maybe be safe. I had 6 weeks off and then went back to work on the replacement *Princess Margaret*. It’s a good job the lifeboat came or it would have been dark ...

Interview by Claire Vandvik
Photos: Colin Watson



Above: Billy as a 17-year-old galley boy aboard the *Princess Victoria*

Right: Donaghadee Coxswain Hugh Nelson and his crew battled massive waves to save 33 men, women and children. They searched the whole of area again the next day, returning 18 bodies to loved ones

Billy (centre) is one of the last remaining survivors of the disaster. In January, he marked its 60th anniversary by laying a wreath on the spot where his ship sank with friend (and Larne Coxswain) Frank Healy and Second Coxswain Norman Surplus (right). Read Frank’s account of what happened and the impact of the rescue on the lifeboat crew as told by a relative at RNLI.org/victoria.



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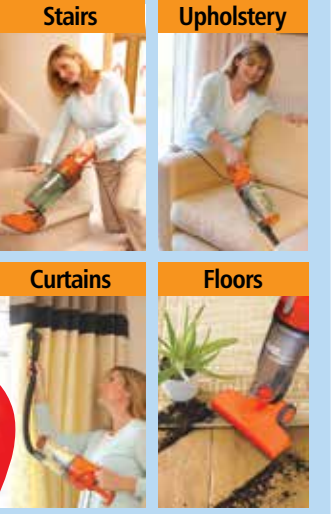


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RNLI RESCUE CRAFT LAUNCHES
JANUARY 2013–MARCH 2013

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 1 May 2013

ABERDEEN ON-1248(17-24):Jan24, Feb7,25 D-694:Jan24, Feb7 ABERDOVEY B-758:Feb17,28 ABERYSTWYTH A-78:Feb15,16 B-822:Feb15,16,27 ACHILL ISLAND ON-1210(14-12):Jan20, Feb3,7 ON-1240(14-28):Jan13, Feb27,Mar10 ALDERNEY ON-1199(14-04):Jan9, Mar11 ANGLE ON-1291(16-11):Jan28, Feb20 ON-1293(16-13):Mar9, 21(x3),31 ANSTRUTHER ON-1174(12-17):Jan11, Mar1,4 D-667:Mar1,4 APPLEDORE ON-1296(16-16):Mar22 B-861:Mar22 BB-502:Jan12 ARAN ISLANDS ON-1217(17-06):Jan6,21, 22, Feb25, Mar27 ARBROATH ON-1194(12-35):Jan15, Feb9, Mar11,13,24 D-621:Feb9,26, Mar11, 13,24 ARKLOW ON-1223(14-19): Jan22(x2), Mar6,9,14,26 ARRAN (LAMLASH) B-770:Jan13,16, Feb14,18 B-773:Mar24 ARRANMORE ON-1244(17-22):Jan1(x2), 19,27,28,31(x2), Feb2,3,25, Mar2,17,27 BALLYCOTTON ON-1233(14-25):Mar25 BALLYGLASS ON-1235(17-15):Feb15 D-687:Feb15 BALTIMORE ON-1302(16-22):Jan1, Feb12, Mar6,16 B-753:Mar6	BANGOR B-805:Jan4,11,17, Mar8, 31 BARRA ISLAND ON-1230(17-12):Feb12, Mar31 BARRROW D-733:Feb24,28 BARRY DOCK ON-1228(14-24):Jan28 ON-1245(14-29):Feb16 BEAUMARIS B-838:Jan4,30, Feb1,3,13, Mar4,16 BEMBRIDGE ON-1297(16-17):Feb19 BERWICK-UPON-TWEED ON-1148(12-11):Mar16 D-639:Feb27 BLACKPOOL B-748:Jan16 D-729:Jan1,3, Feb20, Mar22 D-732:Jan1,3,7,13, Feb20, Mar22 BLYTH D-746:Jan2,5,26 BORTH D-622:Feb15(x2),16, Mar1 BRIDLINGTON D-721:Jan18, Mar31 BRIGHTON B-852:Jan14(x2), Feb15, Mar1 BROUGHTY FERRY ON-1226(14-22):Jan1,2,11, Feb14,17,26, Mar1,15 D-698:Jan1,2,11, Feb14,17, 26, Mar1,15 BUDE D-690:Feb9(x2) BUNDORAN B-834:Mar18 BURNHAM-ON-CROUCH B-849:Jan5, Feb17, Mar11,12 D-672:Jan5, Mar12 BURRY PORT B-731:Jan27, Feb23 D-749:Jan27 CALSHOT B-860:Jan7,12,15,21, Feb13,17,21, Mar3,24 D-748:Jan7,15, Mar24 CAMPBELTOWN ON-1262(17-33):Jan16	CARDIGAN B-752:Jan6, Feb19,20, Mar5 D-709:Feb19,20 D-740:Jan6 CASTLETOWNBERE ON-1277(17-44):Feb12,21 CHISWICK E-006:Jan26,27,28,29, 30(x3),31, Feb2,5(x2),9, 12(x2),13(x2), Mar31 E-08:Jan3(x2),5,8(x3), 12,14,18(x2),19,20, Feb14, 16(x2),17,18(x2),19,20, Mar10(x2),13,14,15,16(x2), 18,19,27,29,31(x4) CLACTON-ON-SEA D-723:Jan3,7(x2),12,25, Mar15,29 CLEETHORPES D-757:Feb2, Mar31(x2) CONWY D-627:Jan2,17,30(x2), Feb10 COURTMACSHERRY HARBOUR ON-1205(14-07):Feb14 COWES B-859:Jan12,18, Feb4 CRICCIETH A-76:Mar31 B-823:Mar31 CROMER ON-1287(16-07):Mar17 D-734:Jan6,13 CROSSHAVEN B-782:Feb26, Mar10,11 CULLERCOATS B-811:Jan12, Mar30 DART D-702:Jan16, Feb4,7,21 DONAGHADEE ON-1267(14-36):Feb24 DOUGLAS ON-1147(47-032):Jan13 DOVER ON-1220(17-09):Jan12, Feb27, Mar14,29 DUN LAOGHAIRE ON-1200(14-05):Jan12,17, Mar9 D-731:Jan12(x2), Feb17 DUNBAR ON-1253(14-32):Mar1 ON-1266(14-35):Jan10,15 D-708:Jan11	DUNMORE EAST ON-1215(14-17):Jan8,10, 14, Feb9 EASTBOURNE ON-1303(16-23):Jan10,11, 15(x2),17,23,27, Feb5, 25(x2),26, Mar9,15(x2),21, 28(x4) D-700:Mar19,21 D-744:Jan3,11,15,17,27, Feb25(x2),26, Mar6,9 ENNISKILLEN B-703:Feb16 B-792:Mar1,16 RWC-052:Mar16 RWC-053:Feb16 RWC-054:Feb16 EXMOUTH ON-1178(12-21):Jan13,28 D-669:Jan10,18, Feb12,20, Mar15,25 EYEMOUTH ON-1209(14-11):Mar29 FALMOUTH ON-1256(17-29):Jan9,27, Feb10,26, Mar10(x2), 20(x2),26 B-756:Jan2,5,27, Feb1, 17(x2), Mar10,20(x2),29 FENIT ON-1239(14-27):Feb19,28, Mar18,28 FETHARD D-683:Jan8,14 FILEY D-728:Jan5 FISHGUARD ON-1198(14-03):Mar10 D-652:Mar10 FLAMBOROUGH B-820:Mar2,31(x2) FLEETWOOD ON-1156(47-038):Jan16 D-719:Jan29, Feb2, Mar31 FLINT D-658:Jan30 FOWEY ON-1222(14-18):Jan26 D-681:Jan4,26, Feb19 FRASERBURGH ON-1259(14-34):Jan4 GALWAY B-853:Jan24, Feb2,24 GIRVAN ON-1196(12-37):Feb2, 24, 25
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GRAVESEND B-810:Jan5,13 B-827:Jan26(x2), Feb2,3, 10,23, Mar10,16,19,25,28 GREATT YARMOUTH AND GORLESTON B-786:Jan17 HARTLEPOOL ON-1274(14-37):Feb9, Mar23 B-757:Jan11, Mar30 HARWICH B-789:Feb15, Mar1,3,10,15, 20,28 HASTINGS ON-1125(12-002):Feb5,27, Mar16 D-699:Jan27, Feb2,16(x2), Mar4 D-715:Mar16 HAYLING ISLAND B-829:Jan27, Feb3,10,20, Mar29 HELENSBURGH B-791:Mar11,21,24 HELVICK HEAD B-760:Jan9, Mar16 HOLYHEAD ON-1272(17-41):Mar26 D-654:Feb4 HOWTH D-659:Mar25 HUMBER ON-1216(17-05):Feb2,4, 27,28, Mar1,5,21 HUNSTANTON B-848:Jan18, Mar9 H-003:Feb9,21, Mar9 ILFRACOMBE ON-1165(12-007):Jan4, Feb20, Mar9 D-717:Feb20(x2), Mar31 INVERGORDON ON-1206(14-08):Jan22 KESSECK B-771:Jan1 KILKEEL B-812:Jan11,29, Feb23,24, Mar18 KILMORE QUAY ON-1298(16-18):Feb23, Mar10 KILRUSH B-844:Feb21, Mar19(x2) KINGHORN B-836:Jan27, Mar20,31	KINSALE B-796:Jan13, Feb1,6,27, Mar1,27 KIPPFORD D-735:Jan9 KIRKCUDBRIGHT B-814:Jan26 KIRKWALL ON-1231(17-13):Mar8,26 KYLE OF LOCHALSH B-856:Jan26, Feb16, Mar24,29,30 LARGS B-854:Jan1,7, Feb7, Mar5 LERWICK ON-1260(17-31):Jan19 LEVERBURGH ON-1195(12-36):Feb16,21, Mar29 LITTLEHAMPTON B-779:Jan12, Feb16,24(x2) D-631:Feb24(x2) LLANDUDNO D-656:Mar2 LOCHINVER ON-1271(17-40):Feb17 LONGHOPE ON-1284(16-05):Jan5, Mar25 LOOE B-793:Jan4 D-741:Jan16 LOUGH DERG B-755:Feb17 LOUGH REE B-728:Mar18 LOWESTOFT ON-1132(47-020):Jan6, Mar5 LYME REGIS B-857:Jan23(x2),24, Feb10, Mar31 LYMINGTON B-784:Jan6, Mar11 LYTHAM ST ANNES ON-1187(12-28):Jan13 ON-1189(12-30):Jan1 MABLETHORPE B-778:Jan27, Mar29 D-653:Jan27 MACDUFF B-804:Jan3, Mar30 MALLAIG ON-1250(17-26):Mar16,18, 20,24,29
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MARGATE ON-1177(12-20):Jan16, Feb21 D-706:Feb15(x2),19, Mar15,17 MINEHEAD B-807:Jan13 D-712:Jan13 MOELFRE ON-1116(47-013):Jan1, Mar26 D-689:Jan1 MONTROSE ON-1152(47-034):Feb28 D-626:Feb28 MORECAMBE D-722:Mar14,18 H-002:Jan4,5,12, Feb2, Mar14,17 MUDEFORD B-806:Jan6, Feb15,25, Mar10,17 NEW BRIGHTON B-837:Jan25, Feb7,17,24, Mar12,17 H-005:Feb17,24, Mar19 NEW QUAY ON-1184(12-25):Feb27 NEWCASTLE ON-1188(12-29):Mar18 D-637:Mar30 NEWHAVEN ON-1243(17-21):Jan6,9,11, 13,26, Feb5(x3),11, Mar15 NEWQUAY B-821:Jan3, Mar8,21 D-636:Jan3,21, Mar19 NORTH BERWICK D-619:Mar1 OBAN ON-1227(14-23):Jan3,9, 30, Feb1,8,10,18,28, Mar9,14 PADSTOW ON-1283(16-04):Jan1,2,3, Mar1 PENARTH B-839:Jan14, Feb17,23 D-692:Jan1, Mar29 PENLEE ON-1265(17-36):Jan13,27, Feb2,24, Mar23 B-787:Feb2,24, Mar23 PLYMOUTH ON-1264(17-35):Jan1,2,3, 13, Feb19,27, Mar15,18 B-775:Jan1,2,13,16, Feb19, Mar8,17 POOLE B-826:Jan19,26, Feb18, Mar9,10

PORT ISAAC D-707:Mar16 PORT TALBOT D-713:Jan1,13, Feb17, Mar10 PORTAFERRY B-833:Mar27 PORTHCAWL B-832:Jan6, Feb23,24, Mar10 D-714:Jan6, Feb23,24 PORTHDINLLAEN ON-1304(16-24):Feb24 PORTPATRICK ON-1301(16-21):Mar31 PORTREE ON-1214(14-16):Feb4,26 PORTRUSH ON-1257(17-30):Jan21 D-738:Feb17 PORTSMOUTH B-845:Jan1 B-846:Mar3,29 D-716:Feb6(x2) PWLLHELI ON-1168(12-010):Feb16 QUEENSFERRY B-851:Jan25,30, Mar1,2, 28,31 RAMSEY ON-1171(12-14):Mar14,16 RAMSGATE ON-1197(14-02):Jan14,20, 24, Feb27 B-765:Jan7,20,24, Mar3,25 RED BAY B-843:Jan1 REDCAR B-858:Jan14, Mar17 RHYL ON-1183(12-24):Jan30 ROCK D-634:Jan13,16, Mar31(x2) D-640:Mar9 ROSSLARE HARBOUR ON-1276(17-43):Feb6,14, Mar21 SALCOMBE ON-1289(16-09):Jan18, Feb17, Mar5 SCARBOROUGH D-724:Jan11 SEAHOUSES ON-1173(12-16):Mar16,17 D-686:Mar16 SELSEY ON-1146(47-031):Jan6,9, Feb4 SENNEN COVE ON-1294(16-14):Jan12, Feb12
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SHEERNESS ON-1211(14-13):Feb10, Mar19,21 D-662:Jan27(x2), Mar2,15 D-675:Jan15 SHOREHAM HARBOUR ON-1295(16-15):Jan25, Feb9,20 D-647:Jan4, Feb20 SILLOTH B-830:Feb28 SKEGNESS ON-1166(12-008):Feb27 D-739:Feb22,28 SKERRIES B-754:Jan22, Feb19 SLIGO BAY B-781:Mar18 SOUTHEND-ON-SEA B-774:Jan13, Feb16 B-776:Mar14 D-633:Feb25 D-682:Mar14 H-004:Jan13, Mar14,17 ST AGNES D-730:Mar8 ST BEES B-831:Jan20, Mar27(x2) ST DAVIDS ON-1139(47-026):Mar9,31 D-704:Mar9 ST HELIER B-816:Mar27 ST IVES ON-1167(12-009): Mar30,31 D-668:Feb27 D-710:Mar30,31 ST PETER PORT ON-1203(17-04):Jan30, Feb3 STORNOWAY ON-1238(17-18):Jan8, 14(x2), Feb17,21,23 STROMNESS ON-1236(17-16):Jan24 SUNDERLAND B-817:Jan5, Feb16, Mar23 D-747:Feb24, Mar3(x2) SWANAGE ON-1162(12-004):Jan13 D-752:Jan1,13 TEDDINGTON D-743:Feb1,25, Mar16 TEIGNMOUTH B-809:Jan3,26,28,29, Feb8(x2), Mar1,27 XP-32:Jan3 TENBY ON-1281(16-02):Jan14, Feb14 D-727:Mar30 THE LIZARD ON-1300(16-20):Jan29, Feb2

THE MUMBLES D-623:Feb24 THURSO ON-1273(17-42):Jan13 TIGHNABRUAICH B-862:Mar30 TOBERMORY ON-1270(17-39):Jan10,27 TORBAY ON-1255(17-28):Jan10,11, 13,18,21,25,28,29, Feb8,19, Mar10,18,20,28 D-651:Jan10,12(x2),21,28, Mar7,30(x2) TOWER E-005:Jan10(x3),11,12(x3), 13(x3),16,19,23,24(x3), 25(x2),26(x5),27(x2), 28(x2),29,30(x3),31 E-07:Feb2,3,4,5(x2),6, 8(x3),9(x3),10,13,15,18(x2), 19,20(x2),23(x2),26,27(x2), Mar2(x2),4,6,7,8,9,13,15,16, 20,22,24(x2),25,28,30, 31(x4) E-09:Jan1(x5),3(x2),4(x5), 6,7(x3),8,19 TRAMORE D-643:Jan10 TREARDUR BAY B-847:Mar30 D-753:Feb16, Mar30 TROON ON-1275(14-38):Jan21, Feb18, Mar23,24 D-684:Jan21 TYNEMOUTH ON-1242(17-20):Jan9, Feb19, Mar17 D-693:Jan9, Feb26 VALENTIA ON-1218(17-07):Jan19 WALMER B-808:Feb16, Mar26 D-663:Jan3, Feb16 WALTON AND FRINTON ON-1299(16-19):Mar26 WELLS ON-1161(12-003):Mar9 D-661:Feb17, Mar9 WEST KIRBY D-751:Mar3 WEST MERSEA B-761:Jan25, Feb6, Mar16 WEYMOUTH ON-1261(17-32):Feb14,15, Mar9,21 ON-1263(17-34):Jan31 B-746:Jan26,30, Mar9, 21,30

WHITBY ON-1212(14-14):Mar2,3, 4,23 D-674:Jan11, Feb19,25, Mar4,7 WHITSTABLE B-764:Feb18 WICKLOW ON-1153(47-035):Mar22
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WORKINGTON ON-1141(47-028):Feb21, Mar16,27 YARMOUTH ON-1249(17-25):Feb22, Mar11,18

ON STATION
B-867, *The William and Eleanor*, Blackpool, 23 April 2013 (B-748 has been withdrawn)
ON-1306 (16-26) *Norah Wortley*, St Davids, 19 April 2013

NAMING CEREMONIES
A-79, *Maurice and Joyce Blake*, Sandbanks, 3 April 2013
D-757, *James Burgess II*, (Pictured) Cleethorpes, 6 April 2013
B-864, *Richard Wake Burdon*, Newbiggin, 27 April 2013





Photo: RNLI/Martin Fish



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



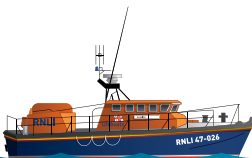
ON-####(14-##)
Trent class
last built: 2003
annual maintenance
cost: £69,100



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



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



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



B-###
B class
Atlantic 75 or 85
new cost: £214,000



D-###
D class
new cost: £41,000



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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The Ultimate Survival Manual

by Rich Johnson
Review by Chris Speers

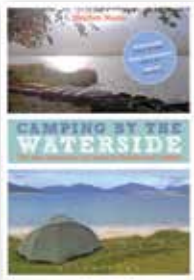
As the name suggests, this is the ultimate guide to important skills to help keep you alive. If you want to know what to do when handling hypothermia, searching for drinking water at sea, or bracing yourself for a large wave then

The Ultimate Survival Manual by Rich Johnson offers a comprehensive guide to surviving anything. Rich has decades of experience in survival techniques, specialising in urban survival emergency preparedness and primitive living techniques. Each of the 333 skills inside the book has clear instructions, with many featuring diagrams, essential checklists and inspirational first-person stories. So, if you need to survive a stampede, catch a squirrel for dinner or even escape a house fire, this book is a must.

Paperback book
Publisher: Bloomsbury
ISBN 9781408192511
Price: £18.99


Camping by the Waterside

by Stephen Neale
Foreword by Martin Dorey
Review by Luke Williams




Not only a guide to campsites around Britain and Ireland, this book is also a 5-year labour of love on everything camping that's near water. Each carefully researched campsite is accompanied by the information you really need to know, and beautiful photographs that make thumbing through the book thoroughly enjoyable. With glorious introductions to each section covering popular watersports and common-sense camping advice, it's a book to return to. In fact, I'll be using it to plan my next camping adventure – regardless of the 'great' British weather!

Paperback book
Publisher: Adlard Coles Nautical
ISBN 9781408160695
Price: £12.99

**FIND OUT MORE**

Review is compiled by Carol Waterkeyn



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RNLI Beach Finder App
by the RNLI
Review by Matt Jones

With more lifeguarded beaches than ever, you will be spoilt for choice for beaches to visit this Summer. This app has something for everyone, whether you want to find your nearest lifeguarded beach, or submit a photo of your sandcastle for our sandcastle competition. It can act as your first port of call for planning your day at the beach – with live weather updates, lifeguard patrol times, beach hazards and water quality information. It's a must-have for any beach goer.

iOS and Android app
Developer: 3 Sided Cube
Price: free



Simply Good Fish App
by Good Taste
Review by Matt Jones

At first glance this is a fairly basic 'cook along with me' app with 19 fishy video recipes to choose from. But the simplicity of the app does not take anything away from the recipes themselves; they are very good – I recommend the smoked salmon-loaded potato skins. The videos of Chef Peter Sidwell are well made and easy to follow. The options to scale up the recipes from 2–8 people and to email yourself a shopping list make this app a great one for those on the go. iOS app
Developer: Peter Sidwell
Price: free

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SPRING 2013 RESULTS
Congratulations to Mr M Ready of Middlesex who scooped the £5,000 first prize in the Spring Lifeboat Lottery.

The other cash prize winners were:
2nd prize: £2,000; Mr PD Cleaver, Wiltshire
3rd prize: £500; Mr RD Parslow, Staffordshire
4th prize: £250; Mr PE Campbell, Devon
Five prizes of £100 each: Mrs W Lydon, County Durham; Miss MJ Putt, Merseyside; Mr J Edwards, Norfolk; Mr PM Rush, Devon and Ms M O'Brien, Merseyside.

We'll report the winners of the Summer 2013 lottery in our Autumn issue.

The Autumn 2013 lottery will mail on 23 July with a closing date of 13 September and a draw date of 27 September.

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.



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Fred. Olsen Cruise Lines
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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
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Sunday morning exercise: Newbiggin volunteers put their B class lifeboat *Richard Wake Burdon* through her paces.

Photo: RNLI/Martin Fish

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MICHAEL VLASTO, RNLI OPERATIONS DIRECTOR

On the eve of his retirement, the RNLI’s most influential Master Mariner looks back on 40 years at ‘the sharp end’ ...

I spent the best part of a decade sailing the world in merchant ships. There’s nothing like being caught in a typhoon to make you appreciate the power of the sea and the weather.

It took three attempts to talk my way into the RNLI. They weren’t recruiting but finally gave me a chance to prove myself as a young inspector in 1975. It was a baptism of fire – a lifeboat was wrecked on my first day.

I’ve done about five circuits of all our lifeboat stations. That’s a lot of listening and talking with a lot of inspirational people.

We’ve developed the RNLI massively over the last few years. But the focus has always remained on saving more lives. Opportunities don’t always present themselves by chance – we’ve worked hard with other organisations to bring new ideas to life.

The RNLI’s Coastal Safety work has grown like Topsy. I hope that continues because it will help reduce the breakdown-type services some of our crews do. They’re not judgemental but it must be irritating when you’re called out to someone who really hasn’t thought through the basics.

It’s the selfless nature of what the RNLI does that has made me tick for the last 40 years. And that tick hasn’t got any quieter.

Working for the RNLI has been a labour of love. I’ve mucked about in boats since I was knee-high to a grasshopper and I’m also a people person. The charity’s raison d’être is: dedicated people, using fantastic kit to save lives at sea. What more could a boy ask for?

It’s a family affair. My brother is Chairman of the Central London Fundraising Committee, my sister is

involved with the Devizes Branch and my father became the RNLI’s Orthopaedic Adviser when he retired. He never told me; Pops just turned up at one of my meetings with a silly grin on his face.

Volunteering is alive and well. But the RNLI needs to keep adapting to a changing world. Times are tough and our volunteers also need time to earn a living to support their families.

I’m looking forward to reinvesting some time in my family. My wife and children have been so supportive of the work that I love. I’ll maintain a strong interest in the RNLI but it will be from the shore, using a good pair of binoculars!

Interview by Jon Jones
Photo: RNLI/Nathan Williams

The journey is just the start of the *adventure*



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Day 3: Amritsar and Delhi. Revisit the Golden Temple with a guide followed by the Jallianwala Bagh Gardens. Travel by train to Delhi for two nights at the Vivanta by Taj Ambassador Hotel.

Day 4: Exploring Delhi. Experience an exhilarating tour of Old and New Delhi, including chaotic street markets and a rickshaw ride through the narrow streets of the lively bazaar. See the Qutab Minar tower, Humayun’s Tomb, India Gate and pass Delhi’s Red Fort.

Day 5: Agra and the Taj Mahal. Travel by train to Agra for one night at the Taj Gateway Hotel. Visit Agra Fort followed by the iconic, incomparable Taj Mahal, seeing the white marble glowing pink and red in the setting sun.

Day 6: To Lucknow. Travel by train to the British Raj city of Lucknow for two nights, at the Vivanta by Taj Hotel, and visit the palatial colonial building of La Martiniere boys’ school.

Day 7: Lucknow. Visit the magnificent Imambara complex and gardens built by 18th century Nawab rulers and continue to the British Residency site of the 1857 siege.

Day 8: To Varanasi. Travel by train to the sacred Hindu city for two nights staying in the The Gateway Hotel Ganges. Witness the spectacular Aarti fire ceremony along the ‘Ghats’ steps into the Ganges.

Day 9: Sunrise on the Ganges. Cruise on the Ganges as Hindus cleanse themselves of their sins in the Holy River.

Explore the Old City and visit the home of Buddhism at Samath.

Day 10: To Nepal. Fly to Kathmandu and transfer to Gokarna Forest Resort. Visit the world’s largest Buddhist Stupa, adorned with Nepalese prayer flags.

Day 11: Kathmandu. Following an optional Mount Everest flight, a sightseeing tour includes the Durbar Square palaces, courtyards, Pagoda and Hindu-style temples. Visit the ancient royal city of Patan, a wealth of spiritual sites and enjoy a traditional Nepalese dinner.

Day 12: To Chitwan. Visit the Pashupatinath Shiva temple and enjoy two nights in the Chitwan National Park, home to rhinos, sloth bears, leopards, crocodiles and the Royal Bengal tiger.

Day 13: Elephant Safari. Watch out for Chitwan’s wild animals and colourful birds on an elephant safari and take a canoe trip to perhaps see two types of crocodile.

Day 14: To the Himalayas. Experience a spectacular journey to Pokhara on Lake Phewa and stay on a peaceful island with incredible views of Fishtail Peak and the Annapurna Range.

Day 15: Pokhara. Experience sunrise over the Himalayas at Sarangkot followed by Pokhara highlights, including Devi’s Waterfall, the Gurkha Museum and a sunset cruise on Lake Phewa.

Days 16-17: To London. Fly to Kathmandu for a final night and farewell dinner at the Everest Summiteers’ Rum Doodle Restaurant. Fly from Kathmandu to London Heathrow.

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