

ISSUE 606
WINTER 2013-14



the lifeboat

Work/lifesaving balance

How do volunteers juggle
crew and career?

THE CLASS OF 2074

What might the lifeboat of the future look like?

HOPE IN THE GREAT WAR

Brave lifesaving deeds during conflict



WHAT'S ON THIS WINTER: OUT AND ABOUT WITH THE RNLI
MEET MY LIFESAVERS: A FISHERMAN'S GRATITUDE
WHITE WATER GRAFTING: WORLD-CLASS FLOOD TRAINING
BATTLING THE STORM: WEATHERING ST JUDE



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Day 6: At leisure in Narvik. A day free to explore the town and surrounding area.

Day 7: To Trondheim. Travel by coach along the coast to Fauske, continuing by train, across the Arctic Circle, to Trondheim for a two night stay.

Day 8: Exploring Trondheim. A free day to discover this fascinating town.

Day 9: The Rauma Railway. Join the 71 mile long *Rauma Railway* for a journey through jagged mountain peaks and gorges, then on to Geiranger for a two night stay.

Day 10: Geirangerfjord. Take a boat cruise on the Geirangerfjord, a UNESCO World Heritage site, and marvel at the lush scenery and countless waterfalls.

Day 11: To Flåm. Travel by coach through fjord country to Flåm for an overnight stay.

Day 12: The Flåm Railway. Enjoy a superb excursion on the *Flåm Railway*, along one of the steepest lines in the world, to Myrdal, then by express boat along Norway's longest and deepest fjord, Sognefjord, to Bergen for a two night stay.

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Lifeboats

WINTER 2013-14 ISSUE 606

Cover: Whitstable volunteer crew member and Furniture Maker Robin Nichols.

Photo: RNLI/Nigel Millard

Welcome photo: RNLI/Nigel Millard

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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

INF001-606

Dear Reader



Clare McCarthy, Nurse and Ballycotton Crew Member

When I mentioned at work that I was going to join Ballycotton lifeboat crew, they were so supportive. They know that I need to go home on the dot on training days. They also know I have to eat half an hour before I leave to ensure I'm not seasick on exercise!

As you'll read in this issue, we all have different ways of dealing with our commitments - but we all do it for the same reason. And there can be benefits. When I trained in the RNLI College pool last Summer, I understood what it's like to be on the receiving end of fear. I had to place my trust in the instructor and listen to his calming voice. Last week I used his techniques at work, to calm a woman having a panic attack. She said she couldn't have gone through it without me.

I have the pager on whenever I'm off work duty. I keep warm clothes at the ready because you need to be able to move quickly. I couldn't do it without support from my employer, or my family. I also couldn't do it without supporters like you. So thank you for helping to provide everything we need to save lives at sea. Enjoy the magazine!

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Illustration: Rendamedia.co.uk



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Your vote counted!



Crew members at eight lifeboat stations are getting new lifesaving kit thanks to RNLI supporters who took part in the Vote that Counts.

Organised by the People's Postcode Lottery charity, the competition gave supporters a chance to cast online votes for their favourite cause. The RNLI came second, securing £10,000 towards kit for volunteers at St Davids, Looe, Blackpool, Brighton, Lowestoft, Tobermory, Loch Ness and Porthcawl (pictured). In total, 14,368 people voted for the RNLI. The overall winner was PDSA – for pets in need of vets – which won £50,000.

The funds will help cover the cost of vital lifesaving gear that doesn't come cheap: an all-weather lifeboat crew member's helmet

costs £194, a pair of wellies costs £42, and an all-weather lifejacket costs £350. An inshore lifeboat crew member's drysuit costs £319, their lifejacket costs £330 and a pair of gloves costs £10.

'The public's lives are in our hands, and our lives are in the hands of our kit,' said Mark Turrell, Helmsman on the Thames-based Chiswick crew, who represented the RNLI when the funds were handed over. 'We need kit to keep the water and wind out, and we need to know it's fully serviced. We're thrilled to win this money, and touched by the public's support. It will benefit stations from Loch Ness to Lowestoft.'

Lives on the line

A new pilot scheme created by the RNLI aims to keep sea anglers safe while they enjoy their sport.

Last year 11 sea anglers tragically lost their lives while fishing in the UK, and the RNLI responded to over 1,200 incidents involving anglers. Now our Coastal Safety Team is working with bait and tackle shops to pilot a Retail Ambassador Scheme, which helps shops give their customers safety advice.

Chris Adams, RNLI Coastal Safety Manager, said: 'We're asking people to reduce their chances of getting into trouble by preparing for the possibility that they might.' Advice for anglers includes wearing a lifejacket when afloat or fishing from an exposed shoreline, checking the weather and tides before heading out, telling someone where they're going and when they expect to return and carrying a means of calling for help. For more information, visit RNLI.org/safetyandeducation.



'A stark reminder'

The 60th anniversary of one of the RNLI's most tragic days was marked at Arbroath in October.

Six crewmen died when the lifeboat *Robert Lindsay* was struck by huge waves close to the harbour and capsized on 27 October 1953. They had been searching for a vessel in distress. Only one man survived the tragedy, which was commemorated with church services in the town.

'It is the darkest day in our history here at Arbroath Lifeboat Station, and the sacrifice of those lost has been – and continues to be – an inspiration to generations of crew,' said Alex Smith, Arbroath Lifeboat Operations Manager. 'Unfortunately, it also serves as a stark reminder of the risks that volunteer lifeboat crews face to help others at sea.'



Clarification

In the last issue of *the Lifeboat*, the article titled Atlantic Evolution reported the closure of Atlantic College Lifeboat Station – and the college's focus on lifeguarding skills.

It was not our intention to suggest there had never previously been any beach rescue operations at the college. We apologise if that is how the article was interpreted and are happy to clarify.

A £20,000 thank you – 65 years later

Richard Tookey was just 14 when Shoreham lifeboat crew rescued him and his family from their stricken yacht in 1948. Now the station has enough funds to fuel their lifeboat for 5 years after he donated £20,000 as a thank you.



Mr Tookey, who now lives in South Africa, was aboard a yacht with five other people in heavy seas in August 1948 when the sails became torn. Shoreham lifeboat crew rushed to their aid and rescued all six people. Today's generation of Shoreham volunteers were delighted to welcome Mr Tookey back to the station 65 years on. 'It was great to meet him – hearing his story was like reliving a great piece of the station's history,' said Shoreham Lifeboat Operations Manager Keith Phelps.



Royal gratitude

This is the moment that the RNLI's Patron, HM The Queen, thanked Newhaven lifeboat crew for their courage during the October storms.

Her Royal Highness met Newhaven lifeboat Coxswain Paul Legendre during a visit to Newhaven after the crew searched for a missing teenager in rough, confused seas (see page 9 for more).

'It was an incredibly proud moment to meet The Queen,' said Paul. 'Her Majesty said that she has seen the TV footage of our search and she clearly has great admiration for all the emergency services. She asked me to thank all the crew for their efforts.'

New lifeboat station to be trialled

A new crew of RNLI volunteers are preparing to open a lifeboat station in south west Cork. An inshore lifeboat station should be up and running at Union Hall, Keelbeg, from mid 2014 for a 2-year trial period. The volunteers will operate an inshore B class lifeboat.



Coming to our AGM and annual awards?

The RNLI AGM and annual presentation of awards will take place at The Barbican, London on 22 May 2014. Details of the AGM will be mailed to Governors of the RNLI, and more details of the AGM and the afternoon awards will feature in the next edition of *the Lifeboat*.



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

RNLI in vision

Our charity has featured in a host of TV shows recently – which, as well as making good viewing, helps to raise vital support to help save lives at sea.

In October, ITV broadcast *The Pride of Britain awards*, and millions of people watched three members of the RNLI's Flood Rescue Team accept an award in the Emergency Services category. Chris Missen, Martin Blaker-Rowe and Paul Eastment received the award for the courage and skill they showed when they saved a mother swept away in fast-flowing floodwaters in Devon (see *the Lifeboat* Spring 2013).

A month later, lifeboat crews from Crosshaven in Cork, Howth in Dublin and Galway featured in *Ireland's Search and*

Rescue. The RTE series followed real incidents caught on camera, including the rescue of a man trapped under a pier and a boy badly injured after falling from rocks.

Real-life footage also featured heavily on the BBC's *Real Rescues*, an Autumn documentary series featuring emergency services in action. Among the RNLI crews featured were the Tobermory volunteers who worked at full stretch to tow a stricken fishing boat and her three crew members away from rocks in 5m waves.

There were calmer scenes on *The One Show* in October, when Torbay lifeboat volunteer and photographer Nigel Millard found himself sitting between comedy legend Ronnie Corbett and former Spice Girl Melanie

C. Nigel was promoting *The Lifeboat: Courage on our Coasts* book and exhibition – see page 18 for more.

Morecambe's RNLI hovercraft crew made a flying appearance on the BBC's *Autumnwatch* in November, helping the show's presenter Michaela Strachan safely navigate the sands of Morecambe Bay. And on the Llyn Peninsula, S4C's *Bad Achub Porthdinllaen* followed the volunteers of Porthdinllaen lifeboat as they fundraised and trained for rescues – and carried them out in earnest.

For information on when the RNLI is next appearing on TV, keep an eye on our website, follow @RNLI on Twitter, or become a fan of our Facebook page at Facebook.com/RNLI.



Lifeboat crew members from Torbay are pictured with (top, from left), Photographer and Torbay Crew Member Nigel Millard, and *The One Show* Presenters Alex Jones and Matt Baker

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RESCUE

1 LORRY IN LIMBO

2 October: Hartlepool When a scrap metal lorry rolled forward and was left precariously hanging metres above the waters of Irvine's Quay, Hartlepool Harbour Police asked the RNLI to stand by during the rescue of the driver. A paramedic was transferred to the inshore lifeboat as a precaution, but the Fire Brigade successfully freed the man using a hydraulic platform. It was decided to recover the vehicle in daylight the next morning. Meanwhile the RNLI crew placed a boom in the water under the stranded lorry to protect against any fuel leakage into the dock.



2 WINDSURFER OVERCOME

18 October: The Mumbles Just as preparations for the Mumbles Oyster Festival were taking place, a visitor spotted a windsurfer in difficulty half a mile out to sea. The volunteers launched their inshore lifeboat in gale force winds and within 5 minutes had plucked him to safety. James Bolter, one of the crew members who launched, says: 'The strong onshore winds were taking the windsurfer closer and closer to a violent section of waves breaking on the sea wall next to the Tivoli arcade. When we arrived it was quite tricky to keep the lifeboat pointing into a heavy sea. Just launching the lifeboat proved challenging due to the very high spring tide.'



3 STRUGGLING AGAINST 4M SWELLS

23 October: Ilfracombe After spotting a yacht anchored near Ilfracombe Pier with waves breaking over her, Coxswain Andrew Bengey contacted the Coastguard. His crew mates launched shortly afterwards in force 7 winds and 4m swells that tested their D class lifeboat to the limit. Two crew members climbed aboard the yacht to help the yacht's skipper recover his anchor, but found that it had become tangled with another line. Despite the conditions, they succeeded in the difficult and dangerous task of getting it back onboard, enabling the yachtsman to continue on his way.



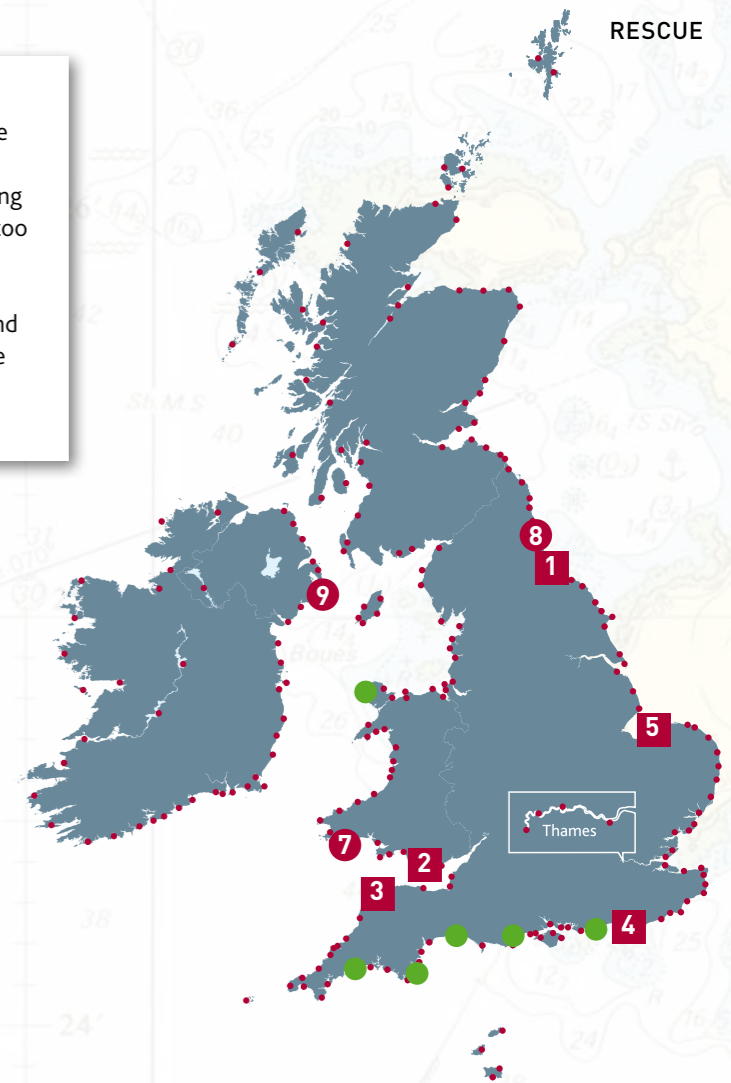
4 DOUBLE TROUBLE

24 September: Eastbourne Two jet skiers were attempting a passage from Newhaven to the Sovereign Light Tower when one of their craft suffered engine failure. They tried to use the craft that was still working to tow the disabled one back to Newhaven – but it started to use up too much fuel to get back to safe waters. With no operational VHF radio, they called the Coastguard by mobile phone. Eastbourne all-weather lifeboat crew were tasked to the area. Using details of the location, and a flare fired by the skiers, they were quickly on scene. They towed the stricken craft to the safety of Sovereign Harbour with the other craft following under its own power.



5 LOST AT SEA

4 September: Hunstanton After receiving reports of a narrow boat in difficulty, the volunteer crew of Hunstanton lifeboat were called to investigate. They found onboard a lone sailor and two dogs. When they discovered there was no VHF radio, flares, navigation lights, charts or any navigational equipment onboard, they became concerned for the sailor's safety. The crew took him in tow to the Freeman Channel, and on to Boston before the tide dropped away. The tow was transferred to the Boston pilot launch, which took him into the River Witham to find a mooring.



The RNLI's lifeboat crews and lifeguards carry out thousands of rescues every year (see Launches on page 38). Here are just a few caught on camera – and see the list below for more in-depth reports.

- 6 Newhaven, Holyhead, Fowey, Lyme Regis, Poole and Dart, page 9
- 7 Tenby, page 10
- 8 Cullercoats, page 13
- 9 Portaferry, page 14

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DAY 1: London to Souillac: We travel on a Eurostar from St Pancras to Paris, transferring to our train

to Souillac where we stay for five nights at the 19th century 3* Grand Hotel.

DAY 2: Souillac's market & Sarlat

This morning is free to browse Souillac's weekly market or to stroll through the Old Town. Our afternoon is spent in nearby Sarlat, which occupies a delightful setting lying between two hills. Mansions, built in warm golden sandstone, which have been lovingly restored to their former glory, are clustered together in a maze of narrow, cobbled alleyways and shady courtyards. We return to our hotel for dinner.

DAY 3: La Roque-Gageac & cruise

Enjoy a free morning in Souillac before we head off in the early afternoon to the pretty town of La Roque-Gageac on the banks of the Dordogne. We admire the ochre-coloured houses, sheltering under dramatically overhanging cliffs, before we set off along the Dordogne in a traditional gabare boat, cruising past five of the valley's most beautiful châteaux. Enjoy the natural surroundings on this relaxing journey.

DAY 4: Martel & Rocamadour: We travel to Martel, the medieval 'city' of seven towers. After time to explore, we take a ride on the restored Truffadou Train as it travels along a scenic line to the village of St Denis. Later we head to the pilgrimage site of Rocamadour, built almost vertically into the face of a limestone cliff high above the River Alzou.

DAY 5: A free day in Souillac: Today is free to explore charming Souillac. The architectural pièce de résistance is the 12th century church of Sainte Marie, with its immense domes, beautiful bas-relief of Isaiah and wonderful Romanesque sculptures. One of the gastronomic delights of Souillac is the "Vieille Prune" liqueur, made from plums aged in oak barrels to a secret family recipe. The distillery is open to the public for visits and tastings.

DAY 6: Souillac to London: We join our train to Paris and change to the Eurostar for London.

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Weathering St Jude

As we turned back our clocks at the end of October, many of us braced ourselves for the arrival of St Jude: a storm named after the patron saint of desperate cases

It was expected to be the worst storm in 15 years. Volunteer lifeboat crews around the coast waited for the call as violent winds battered the south of England before moving across northern Europe.

Our lifeboats launched 32 times that weekend and continued to respond to calls for help in the early hours of 28 October as the storm hit its peak. Our Flood Rescue Teams were also on standby to help people at risk in flooded areas.

In East Sussex, Newhaven's Severn class all-weather lifeboat was the focus of national media coverage when the crew launched to search for a teenage boy who was washed out to sea. The lifeboat battled large waves (pictured) and a huge backwash during the 6-hour search, assisted by local Coastguard teams on the beaches and Coastguard helicopter. Despite every effort, the 14-year-old boy was not found.

In Anglesey, a man was found clinging to a rope in the harbour in the early hours. Holyhead inshore lifeboat crew went to his aid after his cries for help had been heard by locals.

On the same day, two surfers were rescued at Pentewan Sands by Fowey's Trent class all-weather lifeboat at around 4.30pm after getting into

difficulty in rough seas north of Mevagissey in Cornwall.

In Dorset, crew searched for a photographer feared to have fallen from the Cobb harbour in Lyme Regis during high winds on Saturday night. After a widespread search, both ashore and at sea in 5m waves, no one was found so the search was called off.

The rough weather of Sunday 27 October also gave our crews an opportunity to train in difficult conditions. Several stations were tasked mid-exercise, including Poole in Dorset and Dart in Devon. Poole's all-weather and inshore lifeboat crews worked together to rescue two men from an 8m yacht that had heeled over and run aground. The vessel was successfully brought afloat after much effort. Dart's inshore lifeboat crew also rescued two yachtsmen trapped up river in approaching storm conditions.

Other stations called out that weekend included Bridlington, Cowes, Dunbar, Eastbourne, Fraserburgh, Kessock, Penarth, Port Isaac, Teddington and Whitstable.

For footage of Newhaven lifeboat's search, visit: <http://bit.ly/16CNqx6>.

Words: Claire Vandvik
Photo: Craig Denford



Rude awakening

There was an early wake-up call for Tenby lifeboat crew in September when a lone sailor found himself aground amid pounding waves

The lone yachtsman aboard his 7m boat *Maridadi* had dropped anchor at high water on the evening of 23 September 2013, ready for a good night's sleep. But he suddenly woke at 3.30am to the dreadful sound of his boat banging on rocks, and made an anxious call for help.

Despite the early hour, the crew were quick to respond. While they were all donning their lifeboat kit, Coxswain Phil John got details of the shout.

The man, in his late 70s, was getting close to the base of a cliff at Sandtop Bay, Caldey Island, with the anchor dragging. 'That got the adrenaline going!' recalls Phil. He launched with eight crew members on the all-weather lifeboat *Haydn Miller*: two more than usual as he knew a couple of crew members may be needed on the yacht.

The lifeboat rounded St Margaret's Island, north west of Sandtop Bay, and the crew saw faint

navigation lights moving in the big Atlantic swell. As they drew nearer, the crew requested the assistance of the inshore lifeboat and were told that, if a helicopter were needed, it would take over an hour to arrive. That was too long, according to Phil: 'The frightening bit about it was that within an hour he would have been smashed to bits.'

The Coxswain remembers how misty and dark it was in the bay and the noise: 'It was very loud with the rolling waves pounding onto the yacht and rocks. When there was a gap in waves you heard the yacht's stays jangling on the mast.' The crew had to act quickly, but any

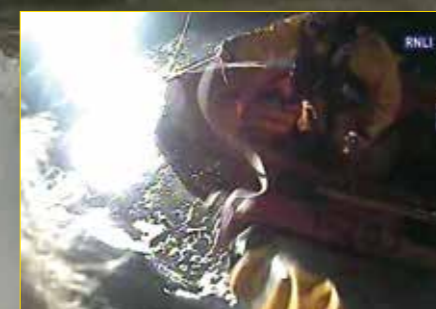
hopes of passing a tow directly from the *Haydn Miller* to *Maridadi* were dashed. The waters were too shallow to get the lifeboat close. What's more, the yachtsman wouldn't move out of the cockpit to help set up a tow, for fear of falling overboard in the dark. Without a light on his lifejacket, there was a real danger of him being lost if he fell in. >>

'Within an hour he would have been smashed to bits.'

Coxswain Phil John



The Y boat crew: Robert James, Daniel Thomas and Robert John



WATCH THE RESCUE

This rescue was captured on a lifeboat crew member's helmet camera as he went to the aid of the lone sailor (pictured middle right). See the video at RNLI.org/Tenbyrescue.

» Coxswain John and the crew quickly formed a fresh plan and deployed the Y boat, a small, powered inflatable boat, off the back of the *Haydn Miller*. Phil had faith in his crew: 'I chose my most experienced boys for the Y boat. We've had an inshore lifeboat at Tenby since the 1970s, so inshore boathandling comes as second nature.' But he knew the smaller boat would be tested in the 2m swell: 'You wouldn't want to be in worse conditions than that on a Y boat.'

'My heart sank – the Y boat disappeared from view behind a wave. Had they made it?'

Coxswain Phil John

Had they made it? Luckily they came over the top.' Back-up arrived in the form of the inshore lifeboat. Thankfully, *Haydn Miller* pulled the grounded yacht away from the rocks easily.

Once out of the surf, Daniel Thomas and Robert John recovered the anchor. All that was left of it was the shank. The plough, which is the part that grips, had been completely ripped off by the rocks. The lifeboat towed the yacht back to the Tenby swinging mooring and then into the harbour when the

tide was in. Although very fatigued, the yachtsman was none the worse for his ordeal. A shipwreck had been averted.

For the volunteer lifeboatmen and shore crew, it was back home to start the working week. Despite the rude awakening and all the drama, Phil reflects on how it felt strangely like a typical Monday morning: 'When I went home, I had breakfast, got ready for work, and thought: "Did that really just happen?"'

Words: Bethany Hope
Photos: RNLI/Nigel Millard

THE DETAIL

TAMAR LIFEBOAT
ON-1281 (16-02)
Haydn Miller

THE TAMAR CREW

Coxswain Phil John (38, full-time Coxswain)
Crew members
Stephen Lowe (50, full-time Mechanic)
Stewart Beynon (53, Explosive Expert)
Daniel Young (26, Coastguard)
Jonathan Lewis (25, Coastguard)
Robert Beynon (24, Ammunition Expert)
Deputy Coxswain Daniel Thomas (39, Commercial Skipper)
Robert John (36, Estate Agent)
Robert James (30, Coastguard)

D CLASS LIFEBOAT

D-727 D CLASS
Georgina Taylor
Named after the late Mrs Georgina Taylor, who donated £10,000 towards the lifeboat build cost.

INSHORE CREW

Matt Broadhurst (41, Harbourmaster)
Peter O'Hagan (27, Environmental Solutions)
Leighton Nevitt (46, Berthing Master)

Battle in the bay



When a teenage boy found himself caught in a tidal backwash, his friends watched in horror – could anyone reach him before it was too late?

On 7 September the 13-year-old was playing with his friends along Browns Bay promenade at Whitley Bay, when he decided to jump into the sea – something he quickly regretted. Strong winds across the bay were driving waves against the promenade and creating a strong backwash. As the boy struggled in the swollen sea, 15m from the promenade, panic quickly set in. He could not get back to shore.

Realising he was in danger, his watching friends dialled 999 and the Coastguard alerted Cullercoats lifeboat volunteers. Within minutes, the lifeboat crew prepared to launch their Atlantic 85 lifeboat *Hylton Burdon*.

Helmsman Peter Clark took the wheel, with Crew Members Andy Small and Curtis Dunn aboard – Curtis was the youngest member of the crew at 17 years old. Peter knew speed was of the essence: 'Browns Bay is notorious at high tide for its dangerous sea swells,' he explains.

Meanwhile, a local surfer saw the teenager struggling in the water and went to his aid. The surfer used his board to keep the boy afloat, but could not get him to shore alone. The boy was clinging on, exhausted and cold.

As the lifeboat crew approached, they realised how close the young men in the water were to the rocks. This would make reaching

them aboard the inshore lifeboat difficult and dangerous in the shallow confused waters. Crew Member Curtis Dunn jumped into the sea and swam through the choppy water towards the boy and the surfer with a rope. He attached the rope to the surfboard, allowing Peter and Andy to reel the boy towards them and pull him aboard.

'Browns Bay is notorious at high tide for its dangerous sea swells'

While the surfer managed to return to shore with his board, Peter powered the lifeboat back towards Cullercoats. Curtis kept the boy warm with a windproof covering until they reached the lifeboat station, where paramedics assessed him. The boy was deemed fit and well and was soon reunited

with his friends. One of those friends – a teenage girl who saw the rescue unfold – has since visited the lifeboat station several times and has vowed to join the crew. Peter Clark says: 'We were very lucky in this instance – we got the boy to safety with help from the surfer. And we managed to inspire a future crew member to help us save more lives at sea!'

Words: Jasmin Downs
Photos: RNLI/ Adrian Don



The Tamar class *Haydn Miller* is named after Haydn Miller, a farmer from Kettering who left a gift to the RNLI in his Will. It is designed to operate in all-weather conditions and to self-right in a capsize. Tamar class lifeboats are capable of 25 knots and have inflatable daughter boats – Y boats – stowed in their transom, which can be quickly launched.

- Large or small, legacies help the RNLI to continue to save lives. For more information on leaving a gift to the RNLI in your will, visit RNLI.org/legacy.





MEET MY LIFESAVERS

THE FISHERMAN

Sam Cully was fishing off the coast of County Down on 18 September when his boat started sinking.

The conditions were rough – there were powerful swells and winds blowing up to force 6. 'It happened in minutes,' Sam recalls. 'I noticed water at my feet and turned on the bilge pumps. At first I thought

it was just surface water, but it started rising rapidly, and the boat started rolling over. I didn't have time to think – it was just a matter of giving my position to the Coastguard and abandoning ship.' Sam plunged into the water, and found himself at the mercy of the wind and waves.

THE LIFEJACKET

Sam hadn't worn a lifejacket for his entire 20-year fishing career until September 2013, when he was given a personal flotation device (PFD). 'It saved my life,' says Sam, who managed to keep his head above water thanks to the PFD. 'I was so relieved to find the lifejacket doing exactly what I was told it would do.'

The PFD was funded thanks to a grant-aided scheme run by the Fishermen's Mission with funding and support from Seafish, the Department for Agriculture and Rural Development, the Northern

Ireland Fish Producers Organisation, the MCA, Asda and the RNLI. Frankie Horne, RNLI Fishing Safety Manager for the UK and Republic of Ireland, showed Sam how to use the device. 'This will be an ongoing process for us, talking to fishermen and working with the manufacturers to ensure that the PFDs provided are the best possible design for the fishing industry,' says Frankie. 'It's great that Sam is safe. We want all fishermen to see the benefits of wearing a PFD or lifejacket and for them to wear it voluntarily.'

THE LIFEBOAT CREW

Portaferry lifeboat Crew Members (pictured from top) Luke Murphy, Paul Mageean and Helmsman Marko Petric rushed to the station along with Sinead Breen (not pictured) at 12.30pm. Within 10 minutes, they were at sea aboard their Atlantic 85 lifeboat and heading to the scene. When they arrived just after 1pm, the fishing boat had sunk and the crew started searching for Sam along with an Irish Coast Guard helicopter and Donaghadee lifeboat.

By now, Sam was beginning to give up hope – but his PFD had kept him afloat long enough to be rescued. 'I was only able to swim 5 or 10m or so, and even then the wind and swell

'I felt very peaceful and tired, and thought that it was the end.'

were washing me away from the shore. I felt very peaceful and tired, and thought that it was the end. I thought: "I can't do it anymore".'

The Portaferry volunteers spotted Sam at 1.15pm, and Marko jumped into the sea to help him. 'Then I felt two hands around me, and the next thing I knew, I was in the lifeboat,' says Sam, who was winched into the helicopter from the lifeboat. The helicopter crew flew him to hospital, where he recovered from his shocking, cold ordeal. 'I am still alive, getting married, planning a family – so much to look forward to in life,' says Sam. 'I cannot thank all those organisations involved enough.'

Words: Rory Stamp
Photos: RNLI/Bernard Roddy, Colin Watson



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It's hardly beach weather out there – but there are still plenty of RNLI things to see and do over the colder months, from exhibitions to fundraising fun ...

WHERE AND WHEN:
 4–24 January: Castle Street, Edinburgh
 28 January–10 March: South Bank, Tower Bridge
HOW AND WHO:
 Contact RNLI on 0845 122 6999
RNLI.org/courageonourcoasts

Courage on our Coasts

For nearly a decade, professional Photographer and volunteer lifeboat Crew Member Nigel Millard has been capturing the spirit of the RNLI with stunning images of our lifesavers and volunteers. An open-air exhibition of his photography continues to tour and, if you haven't been along to one of the exhibitions yet, there's still time to catch

it in two more locations: Edinburgh and London. The images make breathtaking viewing when you see them up close. And see our Work/lifesaving balance feature on page 21 for some of the photos from the accompanying book.

Hope in the Great War

The RNLI's Hope in the Great War exhibition opens in February, marking the centenary year since the First World War. Touring RNLI museums, lifeboat stations and partner museums, it honours the courage and determination of those who saved lives during the conflict.

With younger men on active duty, it was often down to the older generation to go to the aid of those in danger around our coasts. From 1914–18 the lifeboat crews launched 1,808 times, rescuing 5,332 people. The exhibition captures the spirit of the time – a time of great hope in the midst of great struggles; a time of communities rallying to serve each other in any way they could. Learn about six heroic rescues: Whitby, Fraserburgh, Port Eynon, Falmouth, Baltimore and Cromer.

Interactive displays, artwork and play areas make it an ideal way for families and young children to learn about the astounding work of RNLI volunteers during the Great War.



WHERE AND WHEN:
 Henry Blogg Museum, Norfolk.
 Opens 4 February
HOW AND WHO:
 Contact RNLI Henry Blogg Museum:
 01263 511294
RNLI.org/hope

Enter the world of search and rescue

Search and Rescue, the blockbuster exhibition at National Maritime Museum Cornwall has been extended until 2015.

The exhibition takes you on an interactive and emotive journey through the roles and histories of the RNLI, HM Coastguard, Royal Navy and more. With a 21m Sea King helicopter and an Atlantic 75 inshore lifeboat to explore, it's the perfect indoor family attraction for a wintry day – especially during February half-term.

WHERE AND WHEN:
 National Maritime Museum, Falmouth
HOW AND WHO:
 Contact the museum on 01326 313388
www.nmmc.co.uk



Slice Of Sponge, anyone?

SOS Day is our yearly fundraising day and always a big date in the RNLI calendar. From Sponsor Our Stamina rowathons and Slice Of Sponge cake sales, to Solve Our Subjects pub quizzes and Sizzle Our Sausage

barbecues, there are a myriad of activities to get involved with. Find a lifeboat station event in your area, or why not host your own fundraising event and send in your photos? Go online to download sponsorship forms,

invitations and posters or order stickers, collection boxes and thank you cards. Alternatively, call the number below to have them posted out to you.



WHERE AND WHEN:
 31 January: All across the UK and Republic of Ireland
HOW AND WHO:
 Contact RNLI on 0845 122 6999
RNLI.org/sos

Words: Anna Burn
 Photos: RNLI/Nigel Millard, Lorcan Brereton

Work/lifesaving **balance**



Anthony Pitt is a scrapyard foreman and volunteer crew member at Port St Mary on the Isle of Man.

How do RNLI volunteers balance their careers with a commitment to saving lives at sea? >>

» The sound of clicking keyboards and ringing phones at RNLI Headquarters is pierced with a long, shrill bleep. It's a pager alert. Chris Speers, the RNLI's E-Design Officer, jumps up, gives a nod that means 'not sure when I'll be back', and rushes out the door. He's a volunteer with Poole lifeboat crew. Within minutes, he'll be at the station, pulling on kit and jumping aboard the lifeboat. The web page he was designing will have to wait.

Chris is one of many RNLI staff who volunteer for the charity. But, for most of our lifeboat crew members, saving lives at sea is not part of the day job. While there are still fishermen and dock workers who lend their marine skills and local knowledge to lifeboat crews, they are the exception rather than the

rule. The spectrum of our crew members' professions ranges from a tattooist and a horse dentist to scrapyard dealer and TV presenter – with everything else in between. But how do these volunteers juggle their careers with their commitment to saving lives at sea?

'It's difficult. I won't pretend it isn't,' says Anthony Harris, who volunteers as a launch and recovery driver at Blackpool Lifeboat Station. Anthony earns his keep as an embalmer. 'I do carry my pager at all times but it's often on silent,' he says. 'I always try to get down to the station but if it goes off and I've got a family coming to see a loved one, then they must come first.' As Anthony explains, being a volunteer crew

member is only possible with the support and understanding of your employer: 'Even though I've wanted to join the RNLI since I was 17, it's only recently that I reached a point in my life where I was part of a family run business and had a manager who agreed I could go for it. He said he would support me and help make it work, and he has for 4 years now.'

Helmsman Paul Nicholson is in his 20th year on the Sunderland crew. His employers have gone one step further than encouraging him to commit to the RNLI – they have made donations to the charity too. Mid American Energy Holdings donates funds for every hour of volunteering carried out by its workers. Paul gave 476 hours of RNLI service



Pictured: Islay Crew Member Jonnie Fletcher (bottom left) is an airport fireman, while Tobermory's Robin Harrowsmith (top right) runs a sweet shop. Middle, from left: Blackpool Launch and Recovery Driver Anthony Harris is an embalmer; Alderney's crew members include Garden Centre Worker Jack Bingham and Scaffolder Dean Geran; St Catherine Helmsman Jamie Copsey works at the Durrell Conservation Trust; Islay's Richard Cameron works in the local distillery; Douglas Crew Member Graeme Cushnie is Headmaster of a local school; Leverburgh Coxswain Mike Green is a fisherman.

in 2012, which led to a donation of £1,800 in 2013. 'This will be used to fund our station's total running costs for a week,' explains Paul. 'In fact the total amount pledged over the years exceeds £10,000. On a personal note, it is very pleasing to work for a company that is willing to support its staff in their out-of-work volunteering roles.'

For self-employed Builder and Contractor Steve Medcalf, 44, getting permission for time off is not a problem. A volunteer helmsman at Withernsea Lifeboat Station, Steve has been juggling work and lifesaving for 16 years. But he still has to keep customers happy and ensure he is earning enough to pay the bills. 'I don't often leave a building job suddenly without warning, but if I do, people understand it's for a good reason and that I'll be back,' he explains. 'I also have

to rearrange holidays around the role a little bit. For example, this weekend three of the station's five helmsmen are off duty so I have to stay local in case we're needed, especially

'I'm proud to say we have never failed to get a crew together'

as the forecast looks bad. I'm proud to say we have never failed to get a crew together and launch.'

In many cases, committing to a lifeboat crew has actually benefitted volunteers' careers – especially when it comes to the charity's training. 'I thought the RNLI's Command and Communication course was excellent,' says Dave Jackson, a member of Scarborough's lifeboat crew. 'I'm an electrical contractor by trade and I have

my own lighting shop so I like to think I'm pretty good at dealing with people most of the time. But this course makes you think of lots of different ways of doing things and handling situations.'

It's clear from talking to our volunteers that being part of their lifeboating community more than compensates for the difficulties of balancing work and lifesaving. 'It keeps me fit, gives me something outside of work: a social arena,' says Anthony. 'This is my life,' echoes Steve. 'I love it. I could never leave it completely.'

Words: Claire Vandvik and Rory Stamp
Photos: RNLI/Nigel Millard (see page 18 for more on Nigel's photography book and exhibition, *Courage on our Coasts*)



HOPE IN THE GREAT WAR

‘SIR, As I was an eyewitness of them, I think it may be of interest to you to have a narrative of the events which led up to – what I have no hesitation in calling – one of the most gallant rescues in the annals of the lifeboat service ...’

In February 2014, the Hope in the Great War exhibition will begin at the museum dedicated to the most decorated lifeboat crew member of them all: Henry Blogg, of Cromer.

Among the RNLI rescues celebrated in the exhibition is a rescue that he led in January 1917. Blogg was 40 and deemed too old for active service as a soldier. But – as the Cromer coxswain showed that year and many after – his courage was timeless.

On the afternoon of 9 January, the lifeboat crew were soaked to the skin and exhausted after rowing to the aid of 16 people aboard a Greek steamer in a gale. But their lifesaving labours were not over for the day.

Extracts from the following letter, printed in the Winter 1917 edition of this magazine, reveal how Blogg’s bravery, skill and strength offered hope in the midst of the Great War.

... it was just as she [the lifeboat] was reaching the shore that an explosion took place on board the SS *Fernebo*. The terrific force of it broke the vessel clean in half, and the remarkable spectacle was presented of the two halves of the vessel separating and floating off independently. The lifeboatmen were much exhausted after their long struggle ... but they pluckily determined to make another attempt, and the boat was once more launched.

For half an hour they strove in vain to get beyond the breakers, but were eventually beaten back. By this time the two halves of the vessel had approached the shore ... but owing to the force of the wind and the comparative smallness of the target, [rocket] line after line was fired in vain. When the twelfth rocket had been fired, shortly after 9pm the Coxswain consulted me about making another attempt with the Life-Boat.

I gave my consent with some reluctance, as I feared the crew had not sufficiently recovered from their earlier exertions. However, they themselves were eager to make the attempt, and the boat was launched about 9.30pm. For half an hour these splendid men made the most gallant attempt to reach the vessel ... bathed in the brilliant beam of the searchlight, one moment standing on end as she mounted the crest of a huge breaker, at another with her nose buried in the trough of the sea, or completely lost to sight as a sea broke right over her, the lifeboat made a sight which will never be forgotten by the hundreds of spellbound spectators who lined the beach. I myself would not have believed it possible for even a strong and young crew to do so much with this heavy boat.

It was not till five oars had been broken and three more washed ashore ... that the Coxswain gave up. They decided to make another

attempt as soon as they had rested a little and spare oars had been procured. Once more the boat was launched, once more the hard struggle began, this time to end in success, and the lifeboat returned to the shore with the crew of eleven men, which it was then stated were the whole complement.

It is necessary to bear in mind the age of the men. The flower of the Cromer fishermen have gone to serve their country elsewhere, and with three exceptions the men who formed the crew were all over military age – more than one, indeed, was approaching the age of 70.

In conclusion, I am particularly anxious to call your attention to the share borne by the Coxswain of the lifeboat, Henry Blogg. It was his own remarkable personality and really great qualities of leadership that magnetised tired and somewhat dispirited men into launching, and when the boat was launched it was the consummate skill with which he managed her and the encouragement he gave his crew which brought their efforts to such a successful conclusion.

Your obedient servant,

BASIL HALL,
Commander, RN

‘... the men who formed the crew were all over military age – more than one, indeed, was approaching the age of 70’

Cromer's famous son

>> Henry Blogg's peaceful manner reflected a humble background – he was born in a small cottage near Cromer's pier, and in many ways was a typical Norfolk fisherman. After joining the town's lifeboat crew in 1894, he was appointed coxswain 15 years later. A remarkable chapter in lifeboating history began.

In recognition of the *Fernebo* rescue, Blogg received the RNLI's Gold Medal for Gallantry: the institution's highest honour. Ten years later, he was to receive another Gold Medal, this time for his part in a rescue that saved 15 people from the steamship *Georgia*, of Gothenburg.

The coxswain's third Gold Medal came in 1941 – it not only made him the most decorated lifeboatman ever, but also recognised bravery and dedication of the highest order in the midst of the Second World War. On 6 August, a convoy of steamers was caught in a gale and driven onto sands by rough seas. Setting off early in the morning, the Cromer lifeboat *HF Bailey* went to the aid of four stricken vessels. By the time the lifeboat finally returned back to shore that day, it was 5pm. During their day's work, Blogg and his crew had rescued 88 men.

As well as receiving his third Gold Medal award, Blogg was awarded the British Empire Medal for the rescues. By the time he retired, at the age of 71, Henry Blogg's clutch of awards included three RNLI Gold Medal Awards for Gallantry, four Silver Medals, the George Cross, the British Empire Medal, and the Coronation Medal.

See page 18 for more on this exhibition, or visit RNLI.org/hope.

Words: Rory Stamp
Photos: RNLI/Nigel Millard



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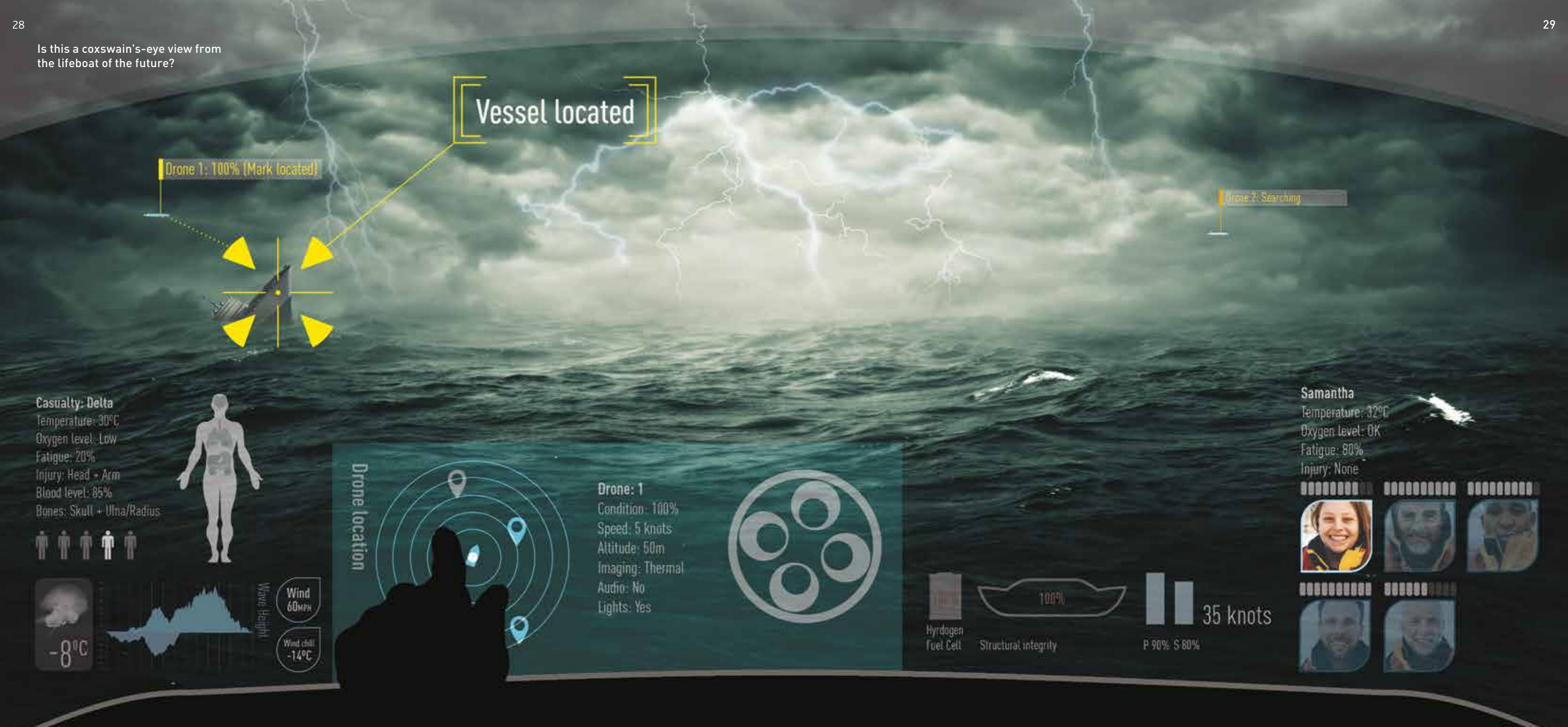
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Is this a coxswain's-eye view from the lifeboat of the future?



VISION OF THE FUTURE?

Predicting future technology is rarely an exact science. But we couldn't resist a peek into the world of 2074 – and what a lifeboat of the future might look like ...

'How, sir, would you make a ship sail against the wind and currents by lighting a bonfire under her deck? I pray you, excuse me, I have not the time to listen to such nonsense.'

This was the reaction of one Napoleon Bonaparte, when he heard of Robert Fulton's new invention, the steamboat, in the early 19th century. The notion of self-righting, carbon-fibre lifeboats each

having the power of 2,000 horses would have seemed even more preposterous. But they are a reality we take for granted in the 21st century.

Thanks to the Shannon class, the RNLI is on track to have an entire 25-knot all-weather fleet in time for its 200th birthday. This lifesaving craft is state of the art today but what could lifeboats of the more distant future look like – what about in 60 years, on our 250th anniversary in 2074?

In the past, those brave enough to foretell future technology often turned out to be ludicrously wide of the mark. Today though, by carefully analysing current trends, our environment and demands on the service, it is possible to make some informed predictions about what a future lifesaving craft could be capable of.

SIZE ISN'T EVERYTHING

RNLI Senior Naval Architect Peter Eyre is well-placed to forecast such things – he developed a new hull form for the RNLI's Shannon class lifeboat when all the off-the-shelf equivalents were struggling to live up to the task.

'Designing the Shannon really focussed our minds. She had similar requirements to those of our Tamar class but was restricted by the size of our boathouses. How could we fit all those capabilities into a smaller space? We did, of course. That challenge drove the entire design.'

Peter believes that this could be a trend: 'Lifeboats will probably get smaller. There was a natural size limit on old lifeboats: manpower! But diesel engines removed that limitation and vessels

grew as they carried more and more complex equipment and technology.

'Around 70% of the Shannon's space is dedicated to making her function as a boat: wheelhouse, engines, jets, fuel tanks, anchor locker – with a little slice below deck for survivors. So, the actual "lifesaving bit" is quite small.

'As technology progresses, the secondary functions will naturally shrink around the lifesaving and survivor requirements. At some point we'll enter a loop where things rapidly become more compact. A lighter payload needs less powerful engines, so they become smaller and lighter. With less fuel to carry, she becomes lighter again and structural loads are not so great, and so on.'

But isn't a larger lifeboat better at handling rough seas and towing? 'Not necessarily,' Peter explains. 'Smaller boats are more agile and efficient and, with newer methods of propulsion like linear jet propulsors on the horizon, smaller boats will have greater towing capacity.'

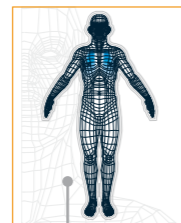
That will probably be needed too – commercial vessels seem to be growing and it's likely we'll see more activity on the water. 'Offshore windfarms have already created a lot of new activity around our coastline,' says Peter.

'There's so much tidal energy there for the taking too – millions of tons of water. With the right technology we can harvest it but we'll see even more people working in these risky environments. Our lifeboats and crews will be needed more than ever.'

But will we really need a radical redesign of all-weather lifeboats by 2074? The Shannon has an operational life of 25 years but is actually capable of far longer. Peter explains: 'She could be retrofitted with the latest technology several times within her life, along with the Tamars and Severns, but her composite structure is expected to last 50. To think that the Shannon could still be out there then, in a completely different world, is difficult to fathom.'

Future lifeboat 2074

This is just our artist's impression – but could all-weather lifeboats look something like this in 60 years' time?



Connected crew

'With crew kit, we've always focussed on safety,' says Peter. 'We've pretty much got that cracked so, in the future, it may be about enhancing human capabilities too. We could reasonably expect intelligent wear that incorporates computer systems and even bionics. Just imagine the coxswain with a head-up glass display in his helmet, holographic helm controls on his wrists and symbiotic connection with boat and crew!'

But what about thought-controlled systems, artificial intelligence – and predictions that computers will become smarter than humans in just a few decades? Peter grins: 'Some of that is closer than you may think. Intelligent autopilot systems can already modify their own algorithms. We would never let technology replace our crew though, fully-trained human lifesavers will always be at the heart of the RNLI. Technology would only serve to assist and, above all, keep them safe.'

Back to basics

The Shannon class revives a trend of making lifeboats higher at bow and stern, like the double-ended lifeboats of the 18th century. That's likely to continue as it provides self-righting properties without the need of a huge wheelhouse.

Fossil or fusion?

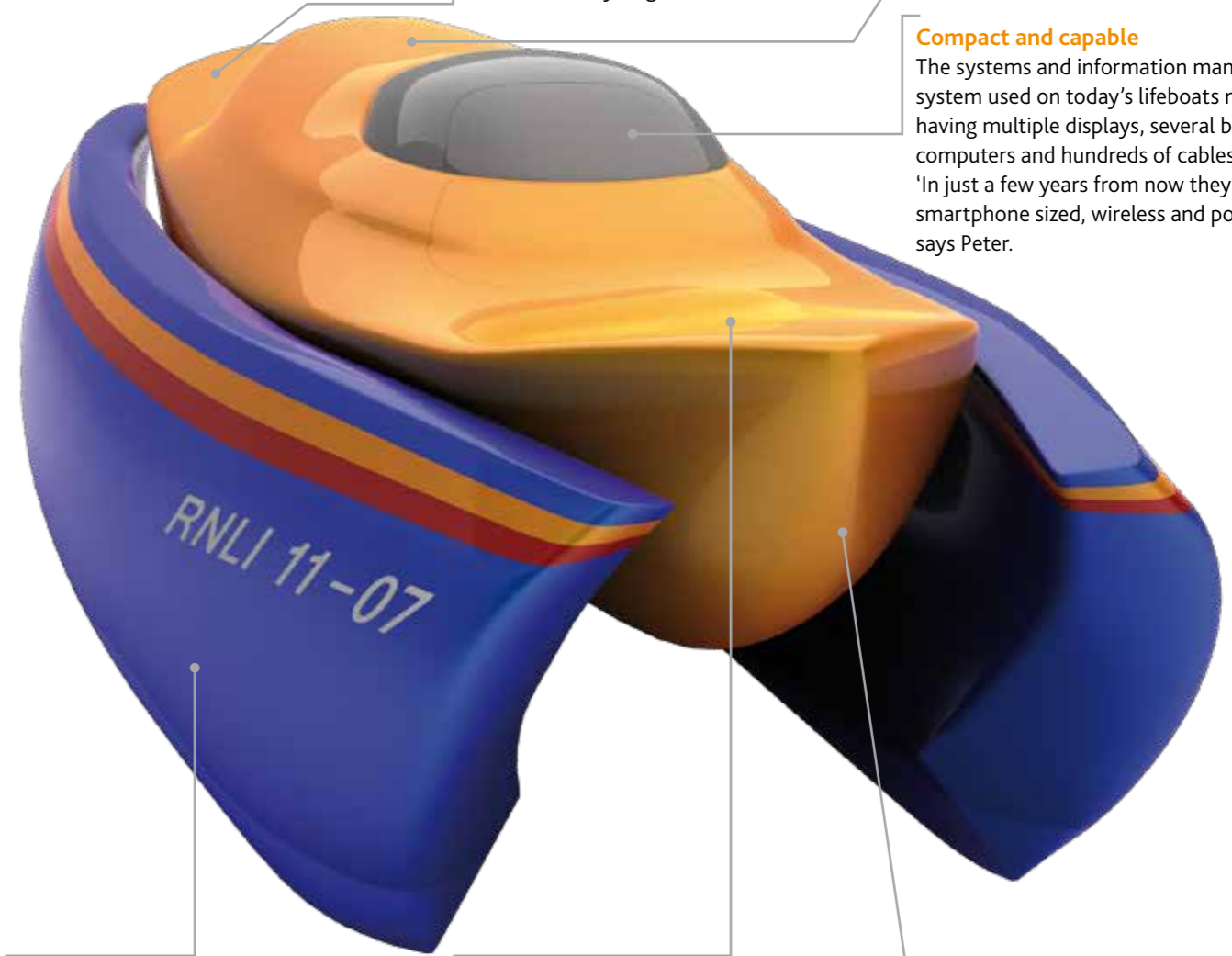
Rad Hart-George, renewable energy expert and long-time RNLI supporter, says: 'Unfortunately, I doubt we will have completely dropped fossil fuels by 2074. As the demand decreases, as will their price – so they will probably always be around to some extent. I doubt that RNLI lifeboats would need to use them though. More likely would be the use of hydrogen fuel cells.'

Mothership

'In the future remote boats or aerial drones could be deployed from the lifeboat to complete searches for people in the water,' says Peter. 'We could see a trend of lifeboats becoming more of a control centre or platform to launch from.'

Compact and capable

The systems and information management system used on today's lifeboats means having multiple displays, several big computers and hundreds of cables onboard. 'In just a few years from now they could be smartphone sized, wireless and portable,' says Peter.



Hull modes

Peter says: 'Deployable foils could achieve higher speeds in calmer water and maybe we'll develop a hull that is capable of different modes or forms.'

Air lubrication systems could also reduce hull resistance in seawater, increasing energy efficiency.

Tough, smart and friendly

Carbon fibre is light and strong but not particularly green. 'There's already work going on to develop eco-friendly composites,' says Peter. 'Their performance is not great at the moment but it's improving all the time. I suspect they will be smart and self-healing one day too. The fibres would have a matrix binding, capable of releasing capsules when damaged. This would start a healing process, a bit like when you get a bruise.'

The need for speed

'There's always a natural stretching of what's possible,' says Peter. 'We thought an 8-knot all-weather lifeboat fleet was fast enough in the 60s but, less than a generation on, our benchmark is three times that. It's possible to go much faster but the key is doing it appropriately for lifeboats. 40 knots doesn't work when you're trying to get casualties and crews home in a force 12.'

All-weather lifeboat evolution	Original	Beeching-Peake	Shannon	Future lifeboat
Year:	1790	1851	2013	2074
Weight:	5–10 tonnes	2 tonnes	17 tonnes	5 tonnes?
Power:	Human	Human/sustainable	Fossil fuel	Sustainable electric?
Propulsion:	12 x oar	10 x oar + sails	Waterjet	Linear jet propulsors
Hull material:	Oak	Elm	Carbon fibre	Smart eco-composite?
Speed:	5 knots	5–8 knots	25 knots	40 knots?
Survivor capacity:	10	10–15	23	40?
Crew kit:	None	Cork lifejacket	All-over protective kit with locator beacon	Enhancing, wearable technology

WHITE WATER GRAFTING

Our Flood Rescue Team volunteers will travel anywhere in the world to prevent tragedies in flood disasters – but how do you train for lifesaving in such extreme conditions?

With a heave and an unyielding '3, 2, 1, GO!' five RNLI Flood Rescue Team (FRT) volunteers set off aboard their inflatable boat into the volatile waters of the Nantahala River, North Carolina. With no engine to power them, the team face waters that rush over concealed rocks. Only paddles offer them any control as they look for casualties.

Luckily, no one is really injured – the FRT is taking part in an exercise designed to test their ability to navigate tricky waters while also finding flood victims and bringing them to safety. This is a team of volunteers who could be tasked to inland flooding anywhere around the globe within 24 hours. They need world-class training – and, thanks to RNLI supporters, they are getting it.

Over the pond

In the Autumn, 40 of the RNLI's International Flood Rescue Team travelled to North Carolina to train alongside the Charlotte Fire Department – a world leader in flood rescue. It gave the team an unrivalled opportunity to test their procedures, kit, and management.

Each day involved up to 14 hours of training in humid conditions. Training often went into the night, so fatigue increased throughout the week and operations became more and more challenging.

'But that's what it would be like in a real-life deployment. You have to dig deep into your energy reserves,' says Mike Picknett, Senior Helmsman at Redcar Lifeboat Station and Flood Rescue Team volunteer since 2006. As Mike testifies, the UK-based training that the team receives is of the highest standard. But it's almost impossible to replicate the international environments that they might find themselves in. The team may have to work in

different cultures, time zones and climates – including intense humidity. So training in North Carolina proved invaluable.

'We were able to test the logistics of assembling, packaging, shipping and reassembling a full team's kit to a foreign country, including all the issues of customs and security. That's a lot of drysuits and outboard engines!' explains Mike. 'Add to that the management of the team in terms of preparedness, travel, health, communications and control, and it's a lot to consider. And all the while you have to mentally prepare yourself for what you might face at the other end.'

The trip also gave the team a taste of the sorts of political factors that can come into play when operating abroad. They have to be ready to work with



several different agencies in an unfamiliar government system. This was particularly pertinent in North Carolina, as the US Government shutdown occurred on the third day of the exercise. 'Luckily we weren't really affected – but it just goes to show that we could face these sorts of challenges at any time,' says Mike.

Sharing skills

As well as practising searches in daylight and at night in swift waters, the teams put their technical rope rescue skills, complex boathandling and wide area searching to the test. There were helicopter exercises too – they rehearsed winching manoeuvres with North Carolina's Helo Aquatic Rescue Team.

Accommodation was basic: the team bedded down on the floor of a nearby military base. 'But that's exactly what you'd find in a real-life situation – it's about practicality, not comfort,' says Mike, who, like all the team members on the trip, is a volunteer. That meant many had to take a week's leave from full-time jobs to attend (see page 20 for more on the work/lifesaving balance).

'we could face these sorts of challenges at any time'

Mike Picknett, Flood Rescue Team Member (pictured left, centre)

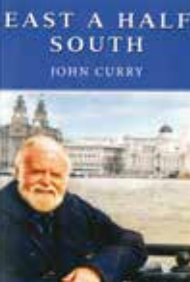
Mike adds that the team's overall command process was put under the spotlight during the exercises. 'The planning is crucial – how do we make it work for the residents of a flooded village or town during those really critical moments?' he says. 'We were able to look at the problem, make a rescue plan, adjust it, and at the end of the week say: "we did this really well, but this is where we can improve it." Having the Charlotte team there to critique it gave us a team with which to exchange ideas.'

Mike acknowledges that there may be people who are sceptical about the team travelling to the USA to train. 'We know from comments on social media that some people were questioning why we went to the USA instead of training (like we usually do) in Scotland or Wales. But there is no way we could have hosted an exercise of this scale in the UK. The ability to test a huge range of skills and assets alongside renowned rescue organisations, in intense humidity and for prolonged periods – for the same cost as sending a smaller team to Scotland – was too good to miss. Plus, we've come away with new relationships. That means we've got an extra body of knowledge to call upon when we really need it.'

Words: Lauren Hockey

Photos: Cal Barnard

This issue's titles have all been written by RNLI people – two lifeboat station volunteers and one supporter



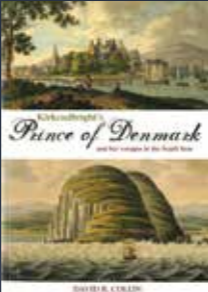
East A Half South
by John Curry
Review by Kevin Hill

After passing his apprenticeship interview aged just 16, John Curry gained 'deep water' experience aboard ships bound for Sri Lanka and Australia, before returning to the Mersey where he gained his second- and third-class pilot licences and embarked on a distinguished career. One of his treasured memories is the night that he, his father and elder brother Brian were all present on the same vessel as three Mersey pilots.

John's tales describe all aspects of his 40-year career piloting more than 6,000 ships – with tricky manoeuvres in fog, storm and tide – all while dealing with a variety of friendly, grumpy or downright obstructive captains. His adventures have taken him around the globe but he always returns to 'The Liverpool Tidal Theatre of Life'.

John's first encounter with the RNLI was in 1966 when he was forced to run from port to port to avoid near hurricane winds. On that passage, he witnessed Holyhead and Moelfre lifeboats aiding a cargo vessel in a rescue that earned Moelfre Coxswain Dic Evans an RNLI Gold Medal for Gallantry. Joining West Kirkby crew in 1970, John served the RNLI for over 20 years. He is now Hoylake Lifeboat Operations Manager.

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Published by Countywise
ISBN 9781906823726
Price: £8.99



Kirkcudbright's Prince of Denmark and her voyages in the South Seas
by David R Collin
Review by Tim Corke

This account documents not just the function of a single ship but the story of how the small Scottish schooner *Prince of Denmark* contributed to the development of the sustainability of the Australian and New Zealand economies. It is a detailed and immaculately researched piece of work that clearly demonstrates the passion of the author in this subject. It is written by former Kirkcudbright RNLI lifeboat Crew Member David Collin.

The book provides a fascinating insight into how the extraordinary skill of the Scottish shipbuilders combined to produce a renowned and respected ship that became vital for trade across the Southern Hemisphere. Her countless owners, captains and crews came and went but the *Prince of Denmark* remained constant around the harbours of Australia and New Zealand.

If you're like me and find the history surrounding the birth of modern-day Australia fascinating you'll definitely enjoy this book. If you have a general interest in nautical history it'll also float your boat!

Paperback book
Published by Whittles Publishing
ISBN 9781849950886
Price: £19.99



Middle Watch
by Loretta Proctor
Review by Carol Waterkeyn

There's something truly fascinating about lighthouses, and the novel's main character, Bridie, thinks so too. It's just as well, as a lot of Bridie's story takes place around UK lighthouses.

Life's quite hard for Bridie in a number of ways. She doesn't have a good start. Even when she leaves home, things don't quite go according to plan.

There's a feeling of menace throughout the book and you just know something awful is going to happen. This novel and its characters stayed in my consciousness for quite a while afterwards; a definite sign of a good book.

Paperback book
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Review is compiled by Carol Waterkeyn
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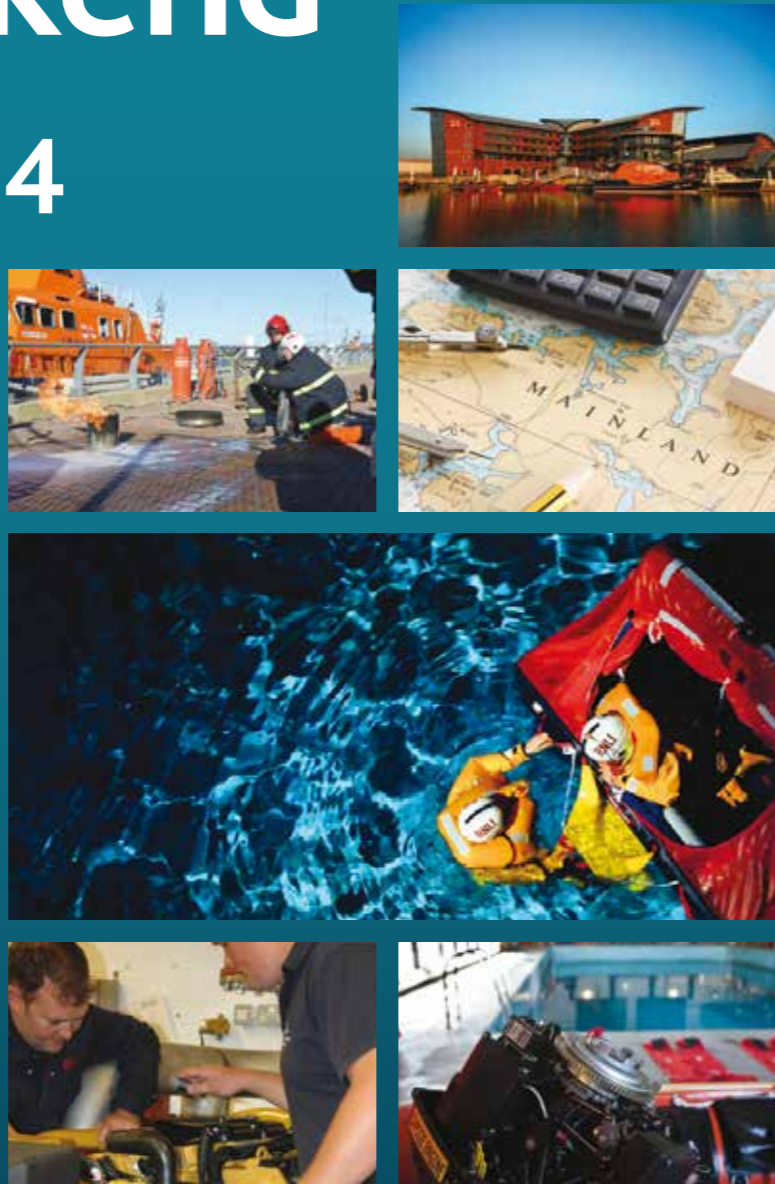
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In every issue of *the Lifeboat*, we report on the previous quarter’s lottery results while the next one is underway, and give you notice of the draw to follow. It’s up to you if and how often you play.

To take part, please call 0845 121 4999 or email lottery@rnli.org.uk and request a lottery mailing (if you don’t usually receive one).

AUTUMN 2013 LOTTERY RESULTS

Congratulations to Mr DF Tillet from Shropshire, who won the £5,000 first prize in our Autumn Lifeboat Lottery.

The other winners were:

2nd prize: £2,000; Mr R Collier, Gloucestershire

3rd prize: £500; Mr DM Hames, Surrey

4th prize: £250; Mr A Dunbar, Somerset

Five prizes of £100 each: Mr KF Wilson, Lincolnshire;

Mr SP Goodall, Cheshire; Mr M Bonner, Essex;

Mrs J Beddoe, London; Mr GR Hancock,

Northamptonshire.

We’ll report the winners of the Winter 2013–14 lottery in our Spring 2014 issue. The Spring lottery will mail on 21 January 2014. The closing date is March 2014 and the draw date is 28 March 2014.

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.



Photo: RNLI/Nigel Millard

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Day 7: A day at leisure. Today is free for exploring with your GRJ Swiss Travel Card, which gives you 50% fares, perhaps travelling along the Rhône Valley to Montreux. From here you can enjoy the *GoldenPass Line*, the *Centovalli Railway* to Locarno on Lake Maggiore or visit Interlaken to take the spectacular train to the highest station in Europe, Jungfrauoch.

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Last word

Emailers, letter writers, Facebook users and Tweeters have all been in touch to report their RNLI experiences.

If you'd like to do the same, write to us using the details at the front of the magazine, or get involved with our social media: [Twitter.com/RNLI](https://twitter.com/RNLI) and [Facebook.com/RNLI](https://facebook.com/RNLI).



Sarah Glass
I just saw news footage of one of your lifeboat crews out in incredibly rough seas searching for a teenage lad ... and now I'm off to your website to make a donation. Thanks for putting yourselves in harm's way in order to help others.

Like • Comment • October 27

Stephen McGrath
Busy day on Perranporth beach yesterday, half term, good surf and amazing warm weather kept this guy (pictured) on his toes. Keep up the good work, it's because of the RNLI that we are able to visit the beach in confidence.

Like • Comment • October 29

'... in every way magnificent'

I was rescued by Lymington lifeboat crew on 15 July after my finger was severed. They arrived in only 7 minutes and were in every way magnificent. I lost my finger when I caught my wedding ring on a cleat and am keen that sailors know to take their rings off when sailing. As a result of my experience I feel a huge debt of gratitude to the Lymington crew who rescued me, and gave me so much confidence.

Ally Purchon, Stratford-upon-Avon



From @ByrdeSong
The Charles Russell team steaming to the finish line in the RNLI Big Lifeboat Pull ...



From Sian Lloyd @SianWeather
Praying to weather gods to go easy on the new Mumbles lifeboat crew! Let's hear it for the RNLI ...



From @PjMurphy1
Daughter's homework was to create a recruitment poster, great isn't it!



From @RedcarRNLI
Another shot from last night's flare training at Redcar.

'I capsized and had to swim back'

This morning (16 October) after hitting a log just after Chiswick Pier, I capsized and had to swim back with my boat to the bank. I would like to thank the people who called the Coastguard and, of course, thank the RNLI itself – as they were extremely quick and took great care of me and my boat. Unfortunately as I was in a state of shock due to the cold water, I cannot remember their names (I think the lady was called Victoria) but I hope they will recognise themselves if they ever read this. Thank you very much!

Marine Schreiber (via email)

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