

ISSUE 607  
SPRING 2014



# the lifeboat



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## Now we are 10

What difference has our College made to lifesaving?

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## Lifeboats

### SPRING 2014 ISSUE 607

Cover: The sons and daughters of Tobermory crew try out their parents' kit (l to r): Oran, Evie, Nina, Hugh, Alexander and Seonaidh. It's almost certain that one of these youngsters will join the lifeboat one day!

Photo: RNLI/Nigel Millard.

Welcome photo: RNLI/Sam Jones

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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

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## Dear Reader

As a lifeboat crew member and a dad, it's amazing to think that the children of today are the RNLI lifesavers and supporters of the future. They're not old enough yet to join a crew or give a generous regular donation as you do. But you can never be too young to get into danger on the water. So it's good to know the RNLI has been calling on a different kind of lifesaving volunteer to prevent tragedies too.

Our education presenters talk to school pupils regularly, passing on safety messages and raising awareness of our charity. We'll never know how many lives they have saved. As you'll read on page 22, their work is so important. But what about us crew members and the RNLI lifeguards – how do we know what to do when the sea turns on us? The answer lies in our brilliant training, and the RNLI College has been the home of our lifesaving learning for a decade now (p31). And while we're talking birthdays, this year marks the RNLI's 190th. Meet the characters who helped form the charity on p26. It just shows that it takes all sorts to help save lives at sea. Thank you for playing your part, for keeping us equipped and safe – and here's to many more happy returns.



Andrew McHaffie  
Tobermory Coxswain

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Photo: RNLI/Nigel Millard



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## Honours for RNLI people

RNLI Clinical Operations Manager Paul Savage, who developed a pioneering casualty care course for lifesavers, was one of four of our people recognised in HM The Queen's New Year's Honours list.

Paul (pictured above) – who is also a volunteer lifeboat crew member – headed to Buckingham Palace in February to receive his honour: an Officer of the Order of the British Empire (OBE). 'I'm thrilled yet humbled to be honoured in this way,' said Paul, whose Casualty Care course has revolutionised search and rescue medicine for the RNLI. Other emergency services are now adopting the same approach.

The course has pioneered the use of check cards rather than memory, meaning crew members and lifeguards can quickly assess casualties and provide the most appropriate treatment. And because RNLI crew members and lifeguards come from all walks of life, the training does not rely on a medical background.

Legacy Income Manager Sue Fernley has also been celebrating after being appointed a Member of the Order of the British Empire (MBE). Legacies account for



60% of our income every year, and Sue's role requires skill, diplomacy, sensitivity, and a lot of unpaid work. It's time that she cheerfully puts in for the sake of the charity – and for bereaved families. Sue (below, left) has also been leader of the local Brownie troop for 30 years.

'Sue is the embodiment of charitable service,' says Paul Boissier, RNLI Chief Executive. 'She is one of the people who quietly, and without fanfare, contributes massively to the wellbeing of her community.'

Port Isaac Lifeboat Press Officer and Station Chairman Bob Bulgin has been recognised with a British Empire Medal (BEM).



In his 6 years as a volunteer, Bob (above) has raised RNLI funds and awareness by organising events and working with the local media

to report the crew's lifesaving rescues. Tom Mansell, RNLI Divisional Operations Manager, says: 'Bob provides wisdom, support, humour and advice in appropriate measure. People like Bob are the lifeblood of our charity.'

Congratulations also go to Lesley Waite, the Treasurer at Morecambe Lifeboat Station, who was recognised with a BEM – in part for her volunteering work with the RNLI.

## Cornish lifeboatman rescues surfer – in Sri Lanka



When lifeboat volunteer Duncan Wallace headed off on his Winter honeymoon, he left his crew pager behind – but his lifesaving skills were still called upon 5,000 miles from home.

Duncan (pictured), a Newquay lifeboat crew member, was returning from an early morning surf when he heard a man shouting for help from the water.

'When I reached him in the whitewater among the reefs I saw that he had suffered serious injuries after being struck by his surfboard,' explained Duncan, who pulled the surfer into shallower water and then hauled him up onto the beach.

Meanwhile, Duncan's wife Liz brought a first aid kit from their beach hut and Duncan treated the man's wounds. His eye was hanging from its socket, and he had a bad cut to the head. Using his RNLI training, Duncan applied dressings and bandages to prevent further blood loss and to protect the casualty's displaced eye.

By now, a group of onlookers had gathered, including a young Australian doctor who was on a training placement in the area. Using a plank of wood as a stretcher, the doctor and Duncan put the casualty on the back of a tuk-tuk (a motorised rickshaw). The doctor then drove the injured surfer to the nearest hospital, where he spent 5 days recovering. Doctors managed to save his vision.

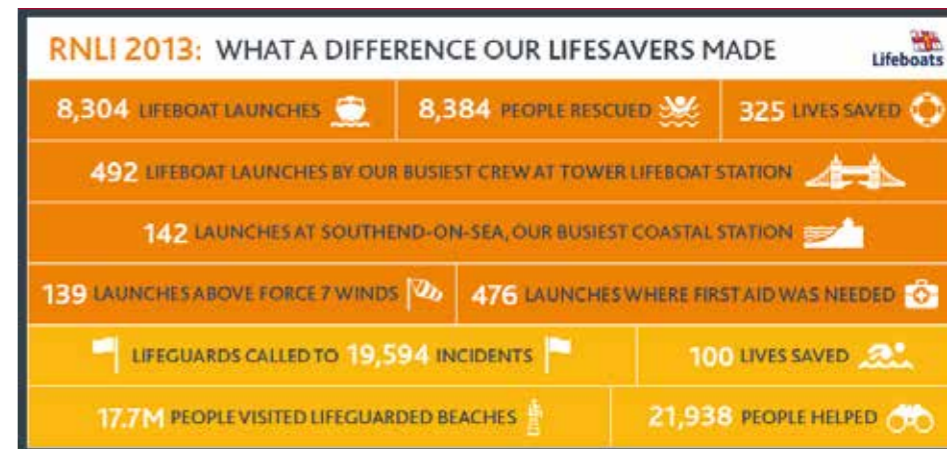
'The RNLI's casualty care training is first class, said Duncan. 'It definitely made a difference on this occasion. And my wife agreed it had been a good job I'd brought my first aid kit with us on honeymoon!'

## Could your old gadget help save lives?

Are you planning a Spring clean? By recycling your unwanted items you can help the environment and raise money for the RNLI – The Recycling Factory (TRF) has now raised over £600,000 with the help of supporters like you.

That's enough to help fund the training of two volunteers at all of the RNLI's stations for a whole year. And your old electronic gadgets and printer cartridges could raise even more lifesaving funds. TRF makes a donation to the RNLI for each item recycled.

To request your freepost recycling envelopes or collection box, call TRF (freephone) on 0800 091 0696, email [rnli@trf-uk.com](mailto:rnli@trf-uk.com) or visit [therecyclingfactory.com/rnli](http://therecyclingfactory.com/rnli).



## 425 people saved

Mother Nature threw a lot at our lifesavers in 2013: it was the coldest Spring since 1962, the hottest Summer for 7 years and the windiest December since 1993. But they rescued thousands and saved 425 lives.

'These figures show the dedication of our volunteer crew, lifeguards and flood rescue teams,' says RNLI Operations Director George Rawlinson. 'But they couldn't do

their lifesaving work without the support of their families and employers who release them from work or family commitments to save lives at sea. As a charity, we also rely on the incredible generosity of the public and I would like to say a huge thank you to all those who support the RNLI, whether by giving up their time or by making a donation.'



## Remembering those lost

This year marks the centenary of the Fethard lifeboat disaster, when nine volunteers from the Co Wexford station died during a brave rescue attempt in unforgiving seas.

On 20 February 1914, 14 Fethard crew members launched to rescue the schooner *Mexico*, which was running aground on an island. A heavy gale was blowing, and large waves were breaking.

The volunteers were just metres from reaching the *Mexico* when their lifeboat was overcome by the waves and wrecked. Coxswain Christopher Bird, Bowman Thomas Handrick, Crew Members Michael Handrick,

James Morrissey, Patrick Roche, Patrick Cullen, William Bird, William Banville and Patrick Stafford all lost their lives.

The five remaining lifeboat volunteers managed to scramble ashore, where they helped the survivors of the wrecked *Mexico* onto the island. They survived on the island with barely any food or water until 23 February, when they were rescued by their fellow lifeboat volunteers from Wexford and Dunmore East (pictured helping the survivors ashore).

For more on the tragedy and rescue, visit [RNLI.org/fethardanniversary](http://RNLI.org/fethardanniversary).

## Shannon on station

The Shannon class – a new generation of all-weather lifeboat – is now ready to rescue after the first station lifeboat went on service at Dungeness, Kent.

The lifeboat, designed in-house by RNLI naval architects, harnesses cutting-edge technology to keep our crews as safe and effective as possible. For more on the new lifeboat, see page 37.



Words: Rory Stamp  
Photos: RNLI/(Nigel Millard, Nathan Williams) and ZK Photography & Design



# Rising to the CHALLENGE

January's storms called our volunteers into action in hazardous conditions that pushed our people and craft to their limits

The New Year had hardly begun when **Penlee** and **The Lizard** lifeboat crews launched into extreme conditions. They searched for a 26-year-old man missing off the Cornish coast in the very early hours of the morning. Four young people had been paddling in huge breaking waves when a larger wave swept them off their feet. Three were lucky enough to scramble back to safety in the darkness, but their friend had disappeared.

The crews of Penlee's Severn class and Atlantic 75 lifeboats launched at 1.30am across Mount's Bay into high winds and large breaking seas. Halfway across the bay it was deemed too dangerous for the inshore lifeboat crew to continue and they returned to the station.

The Lizard's Tamar class lifeboat, a rescue helicopter, coastguard and local cliff rescue teams also searched the area. There was no moonlight that night and in heavy showers visibility was very poor. Sadly, the man was not found.

Later that morning, **Dun Laoghaire** inshore lifeboat crew were also in danger of exceeding their operational limits when

a kitesurfer needed help off Sandymount, Dublin. The man had been out with friends when he started struggling in the conditions, which were so rough that he couldn't swim back to shore. Launching into 25-knot winds at 10.50am, the lifeboat volunteers showed considerable skill as they avoided capsizing in the waves, pulled the man onboard and took him back to shore.

New Year's Day celebrations were also cut short for **Mudford** lifeboat crew when they searched for a missing man along the heavily flooded River Stour in Dorset.

With a storm forecast around midnight, time was of the essence on the following night in Cumbria for the **Barrow** crew.



In **Aberystwyth** the strong winds and high tides battered the coastline and promenade (pictured, main), forcing people to evacuate their homes along the seafront. There were repeated warnings to the public to stay away from the coastline. But one photographer couldn't resist.

On 4 January a 21-year-old man walked to the end of the wooden jetty at the harbour entrance to capture the scenes on camera. It soon became clear to passers-by that he was trapped within a mass of crashing sea and spray. Several of them made 999 calls, fearing for the man's life.

The location and conditions made it impossible for either the police or coastguard teams to reach, so Aberystwyth inshore crew members launched (pictured above). Taking the most sheltered route across the harbour, the lifeboat pulled alongside the jetty. One volunteer climbed the ladder, put a lifejacket on the photographer and helped him back down to the lifeboat. Local police were waiting at the lifeboat station to give advice.

They launched their Tamar class all-weather lifeboat at 9.45pm on Thursday 2 January and headed to a disabled wind farm maintenance boat with eight passengers. The 130-tonne vessel had lost power in both her engines and another wind farm vessel couldn't provide an effective tow. Thankfully, the lifeboat crew were able to bring her back into Barrow Docks less than an hour before the storm hit.

The following day marked the start of a very busy weekend for our volunteers. **Newcastle's** inshore and all-weather lifeboat crews launched at 9am on Friday 3 January in force 7 winds and 2m swells. They searched the Co Down coast with coastguard teams and helicopters at 9am following reports of a man lost at sea. They later discovered that the call appeared to be a hoax.

**Sheerness** all-weather lifeboat crew launched too that afternoon. They set off at 1.20pm in force 8–9 winds to rescue a 50-year-old windsurfer in difficulty off the Isle of Sheppey in Kent.

**Plymouth** lifeboat crew also braved atrocious weather that day to search for a missing person. The coastguard team and helicopter continued searching for another hour but could not locate the man.

That day saw Flood Rescue Team volunteers from across north Wales called to two rescues in one morning. First, **Pwllheli** lifeboat crew worked alongside North Wales Fire and Rescue Service, the Coastguard and

other emergency services to help evacuate five people from a flooded caravan park in Pwllheli, Gwynedd, just after 8am. The team were then swiftly called away to rescue four people from a flooded farm near Barmouth. The waters were waist deep in some parts of their home. Based at St Asaph, the Flood Rescue Team stayed on stand-by throughout the week.

Flood teams were in action again on 7 January, when 18 members of the South West Flood Rescue Team deployed to Dorset where the county was experiencing treacherous fast-flowing floodwaters. The group were based at Christchurch Fire Station but travelled as far as Wimborne St Giles and north of Chichester, where water levels had doubled in the space of just 20 minutes overnight. The team included volunteers from **Looe**, **Rock** and **Saltash** in Cornwall, **Dartmouth** in Devon, **Lyme Regis**, **Swanage**, **Weymouth** and RNLI Headquarters in **Poole**, Dorset, and **Portsmouth**, **Calshot** and **Lymington** in Hampshire. They stayed on stand-by for several days – just some of the RNLI crew members who gave their time and put their safety on the line during the January storms.

Words: Claire Vandvik  
Photos: RNLI/Lynn Rees

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# RESCUE

## 1 FEBRUARY FLOODS

**16 February: Somerset** As the storms continued in to February, floods caused many to be either trapped inside or to evacuate their homes, as well as suffer a loss of livelihood. In a departure from their usual search and rescue role, 15 volunteers from the RNLI Flood Rescue Team helped with the relief effort in Somerset. Although no lives were at risk, they helped ease some of the pressure placed on the emergency services. The volunteers carried supplies, helped people from their homes and helped the police maintain a presence in some remote areas.



## 2 WALKER RESCUED

**5 January: Dunbar** When ambulance crews couldn't reach a woman who had slipped on rocks and badly injured her ankle as she walked to the south of Pease Bay, the inshore lifeboat crew were her only hope. Reaching the scene, the Dunbar volunteers lifted the woman onto a stretcher and safely delivered her to shore where an ambulance was waiting. That same evening, people were spotted waving for help with mobile phones and torches after the high tide had cut them off on Sandy Hirst. Following the lights, Dunbar's RNLI volunteers found a stranded family and ferried them back to shore.



## 3 FIVE HELPED ON LOCH NESS

**27 December: Loch Ness** Three adults and two children were drifting at the north end of the choppy loch after their yacht suffered engine failure. The London family were on the first stage of their journey from Oban, heading for the canals of mainland Europe. Loch Ness lifeboat crew headed to the rescue and Crew Member Gary Macleod says: 'They were very relieved to see us.' After checking the wellbeing of the sailors, the lifeboat crew attached a tow and took the yacht to the safety of Dochgarroch.



## 4 FARMERS STRANDED

**12 February: Clifden** Four experienced fish farmers were working at the mouth of Clifden Bay in Galway when a storm left them stranded and they called for assistance. The Clifden inshore lifeboat rode through huge waves to reach them, caught on camera. Arriving in challenging, gusty conditions, the volunteers could see three of the men on a 5m boat tied to a large fish cage on top of which stood the fourth man. All four were safely taken onboard the lifeboat and back to shore.



## 5 TRAWLER IN TROUBLE

**20 January: Baltimore** Help was needed fast when a 20m fishing trawler lost steering near Cape Clear late at night in winds blowing force 4-5, whipping up a 3m swell. Baltimore crew were on hand and, having brought the three people onboard, secured a tow rope to bring the vessel to safety.



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 Achill Island, page 10
- 7 Cowes, page 12
- 8 Chiswick, page 15
- 9 Padstow, page 16

# A cold plunge

When a fisherman fell into a fast ebbing tide, who would hear his cries for help – and what could be done to save him?

After a morning's shrimp fishing on 29 October 2013, one of Achill's lifelong mariners headed to his mooring. As usual, he secured his boat and prepared to step aboard his small fibreglass tender for the return to harbour. But as he did so, the light craft capsized and the fisherman fell into the water between the two vessels. He wasn't wearing a lifejacket but managed to grab hold of the upturned hull and start shouting for help.

Luckily, his cries reached two people who were outside their harbourside houses. Paddy Kilbane, Achill Island Lifeboat Station's retired Deputy Launching Authority, was on his doorstep when he heard the shouts. And four doors away, John Gallagher also heard the cries for help – he was mending his roof and, from his elevated position, spotted the man in the water.

'The man was extremely fortunate that the day was dry, the sea moderately calm and the wind blowing in the right direction for them to hear,' explains Achill Second Coxswain Dave Curtis, who was nearing the scene himself. He had arrived at the harbour to check if the all-weather lifeboat was secure on her mooring after a night of rough conditions. 'If it had happened the day before or the day after, then severe wind and rain would have completely drowned out his shouts. As it was, the wind was blowing the wrong way for me to catch anything. Even as John and Paddy ran towards me, I couldn't hear what they were saying until they were up close.'

John and Paddy decided to head to the man in their rowing boat, while Dave stayed put to keep visual contact with the man. But he was concerned that time was running out – would a rowing boat be quick enough to reach the man before he succumbed to the cold, powerful waters? 'The fast ebbing tide would have sent him out into the open sea very fast. But that wasn't the only danger. We also have perilous swirling waters here, suction holes caused by dips in the seabed that literally pull you under.'

So Dave contacted the Achill Island lifeboat Mechanic Stephen McNulty, who was already at the station. 'Stephen and I had been due to go out to the all-weather lifeboat, so our boarding boat and launch



tractor were at the ready. This shaved vital minutes off the time it would have taken if we'd carried out a standard launch.'

Stephen launched Achill's boarding boat – a stripped down D class used to reach the all-weather lifeboat, which lies on a permanent swinging mooring 275m from the station. Normally she would just be used to ferry the lifeboat crew, but now she was needed as a rescue vessel in her own right. This small, swift craft was exactly what was needed. Dave joined him aboard the boat and they sped towards the struggling man, overtaking John and Paddy on the rowing boat.

As they approached, it was clear they were in the nick of time. 'All we could see above the water was the round of his face – his eyes, nose, mouth and chin – and the tips of his fingers on one hand clinging onto the rim of his craft. The rest of him was submerged and being dragged under. As a man in his senior years, he did very well to hang on for so long.'

Dave and Stephen reached down and grabbed an arm each to haul the man into the boarding boat. He was soaked and cold, but conscious and responsive.

Back at the station, Dave and Stephen gave the casualty a warm shower. 'We'd both just completed a casualty care course so applied some of this to a person suffering cold, wet conditions,' says Dave. Meanwhile Paddy Lineen, the station's recently retired Medical Adviser, arrived and assessed the man and gave him the all clear.

'The success of this rescue was thanks to help from across the community,' concludes Dave, who, along with Stephen, received a Letter of Appreciation from the RNLI's Operations Director George Rawlinson. 'The man must have had a fright he'll never forget. Five minutes later and it could have been a very different Christmas for his family. We've seen him out since, but always with a lifejacket on!'

“We have perilous swirling waters here ... that literally pull you under”

Words: Claire Vandvik  
Photo: RNLI/Nigel Millard

Achill Island Second Coxswain Dave Curtis (right) and Mechanic Stephen McNulty (left) used their boarding boat to save a fisherman

# Lives on the line

As storms lashed our coasts last Christmas, a crew of sailors found themselves without engine or sail power – and drifting into the path of a 218m cruise liner ...

When the Cowes lifeboat volunteers launched into a gale on the evening of 21 December, they knew it wasn't going to be an easy shout. But the lives of three adults and a child were at stake.

Helmsman Scott Armiger was in command, with fellow Crew Members Stu Higgs, Heather Boden and Alasdair Boden, who was driving. They heard that a motor-sailor had lost its engine and sails en route from Hamble to Cowes. When the engine cut out, the 13m yacht's crew had put up reefed sails but, with winds gusting up to storm force 10, they were ripped to shreds.

Despite the conditions, it was a busy night for traffic in the Solent. Five cruise ships were preparing to head out of Southampton, into the restricted shipping channel. And that's exactly where the wind and tide were pushing the sailors. Left unchecked, they would find themselves in the path of the first ship: the 218m,

43,537-tonne cruise liner *Balmoral*.

Scott radioed the Coastguard, who reassured him that the ship was aware of the yacht. But, in the confined waters of the Solent, there's little room for large vessels to manoeuvre. Scott recalls seeing the cruise ship as he and the lifeboat crew approached: 'Watching them bearing down on you – not knowing whether they could see you – was quite a heart-thumping moment.'

The Cowes crew were not the only RNLI volunteers tasked to help: the crew of the larger Yarmouth all-weather lifeboat were on their way. But there wasn't time to wait. So Crew Member Heather Boden – an experienced sailor – managed to scramble aboard the yacht from the lifeboat. Now it was all about the lifeboat crew's teamwork.

'It's such a fantastic feeling to not have to tell them what to do,' says Scott. 'They knew their jobs and were doing them before being asked.' Heather attached a tow rope.

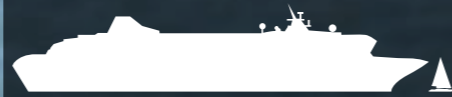
Stu worked the rope from the lifeboat with Alasdair at the wheel. 'It was some of the toughest driving I've ever done,' says Alisdair.

With the tow rope secure and the Atlantic 85's power proving enough to pull the yacht out of danger, the Cowes lifeboat crew soon had the family safely ashore. 'They were extremely lucky not to be run over,' says Scott. 'My advice to anyone thinking about going to sea is to check the weather through multiple sources and, if in any doubt, don't go to sea.'

**Do you want to know more?** Offshore members can get Crew Member Heather Boden's perspective on this rescue in their magazine. Upgrade to Offshore membership at [RNLI.org/howtosupportus](http://RNLI.org/howtosupportus).

Words: Jo Roche

Photo: David Chillingworth/Artizan



The scale of the drama – the 13m yacht in danger of being run over by the 218m *Balmoral*

## The natural beauty of northern England YORKSHIRE BY STEAM



NORTH YORKSHIRE MOORS RAILWAY

Discover glorious Yorkshire, from the edge of the rugged Dales to its spectacular coastline, via its majestic moorland. We take in ancient York, discover delightful Brontë country and embark on scenic railway journeys.



**DAY 1: Harrogate:** Our discovery of Yorkshire begins in the beautiful Georgian spa town of Harrogate, where you meet your Tour Manager at your

hotel. Situated at the edge of the Yorkshire Dales, Harrogate is ideally located for exploring the region. After time to settle in, we dine together in the hotel tonight.

**DAY 2: Historic York:** Today we take the train to nearby York, a beautiful city with Roman and Medieval architecture in abundance. We discover more about this walled city and its centuries of history on a guided walking tour of the main sights, including the magnificent gothic Minster and the quaint Shambles. Following the tour you are free to continue exploring at your own pace. The National Railway Museum (entry free), with its large collection of carriages and steam locomotives, should not be missed. The Jorvik Viking Centre is another popular option.

**DAY 3: The North Yorkshire Moors Railway** Today's excursion takes us to Whitby, one of Yorkshire's most popular seaside resorts. We board the North Yorkshire Moors Railway in Pickering, for an enthralling journey by steam across the breathtaking landscape of the North York Moors National Park. Travelling in heritage carriages, we pass through Goathland, better known as 'Aidensfield' in TV's Heartbeat. We continue through hidden valleys and open heather moorland as we make our way to the charming fishing port of Whitby. Crowned by its

brooding abbey, and famous as the setting of Bram Stoker's *Dracula*, it boasts some of the UK's finest fish and chip restaurants. We enjoy free time here before our return journey by heritage railway.

**DAY 4: Worth Valley & the Brontës:** We travel by coach to Keighley, where we enjoy a nostalgic journey on the heritage Keighley & Worth Valley Railway. The steam-hauled trip takes us up the Worth Valley to Oxenhope, passing the rugged hills, rustic stone cottages and wild farmland immortalised in the 1970 film 'The Railway Children', which was filmed here. We then continue to the picturesque village of Haworth, surrounded by beautiful moorland and the Pennine Hills. Here we visit the Brontë Parsonage, which was home to the famous literary sisters. It was here, amid the wonderfully dramatic landscape, that the Brontës were inspired to write novels such as *Wuthering Heights* and *Jane Eyre*.

**DAY 5: Homeward bound:** After breakfast you are free to depart from Harrogate, but perhaps take the time to visit the town's beautiful parks, Bettys Tea Rooms, or the well-known spa first.

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# Trapped in the Thames

When a man's oldest friend fell into the River Thames moments after his beloved dog ran away, could anyone rescue his two best pals?

It was a bitterly cold evening on 15 January when 75-year-old Russell Shaw gratefully handed over the dog lead to his friend Eddie Elgott. Eddie had offered to walk Russell's four-legged friend Easy.

But as Eddie was walking alongside the River Thames, the dog (pictured right) spotted a squirrel in the distance and charged away from the path. Eddie struggled with the lead and slipped into the river's fast, freezing waters. His shouts for help went unheard and 30 minutes had passed before some rowers spotted Eddie in the dark and dialled 999. He was quickly becoming hypothermic.

London Coastguard alerted Chiswick Lifeboat Station, where Helmsman Rob Archibald and his crew immediately

rushed to the scene. Onboard was volunteer Crew Member John Pooley, an ex-paramedic who could see that Eddie was in a critical condition as they approached. 'It was freezing. Any longer in the water and he wouldn't have made it,' says John, who helped to pull Eddie aboard. The lifeboat crew medically assessed and stabilised Eddie, then rushed him to an ambulance crew who whisked him to hospital.

Meanwhile, Russell was horrified to hear what had happened to his two friends. He was very relieved to hear that Eddie was in safe hands, but feared that his dog had gone for good. 'Easy and I have been through so much together. I couldn't bear to lose him,' explains Russell, who rescued Easy in 2009 from life on the streets of Turkey.

The Chiswick crew weren't prepared to abandon the dog, though. They returned to the riverbank after rescuing Eddie, and found Easy too. He was cold, wet, but very much alive. 'The dog came back to the station with us – he was happy to have his nose in the biscuit tin!' laughs John.

Meanwhile, Eddie was released from hospital that evening. 'I can't believe I nearly lost them,' says Russell. 'If it weren't for the Chiswick RNLI lifeboat crew, I dread to think what would have happened to Eddie. When I found out they also rescued Easy and had him at the station, I was thrilled. They're guardian angels!'

Words: Jasmin Downs  
 Photos: RNLI/James Oxley



Easy the dog is pictured above. Pictured below, l-r: Chiswick lifeboat volunteer John Pooley, Eddie Elgott and Russell Shaw

**‘I dread to think what would have happened to Eddie’**



# Stand-off in the STORM

When a fishing crew drifted close to a rocky coastline, powerless against vicious wind and waves, all their hopes lay with a helicopter crew and lifeboat volunteers

'With the weather like it was, when the pager went off I thought "this will be an interesting one!"' recalls Michael England, Mechanic and Deputy Second Coxswain at Padstow Lifeboat Station. It was Saturday 1 February and, in the latest of a series of storms to pound the south west coast, winds gusted to 60mph and 9m waves were building out at sea.

'All along the north Cornwall coast conditions were treacherous with gale force winds, high tides and heavy rain,' recalls Martin Bidmead, Watch Manager at Falmouth Coastguard. Richard Pitman, Second Coxswain in charge of the lifeboat that day, agrees: 'It was pretty horrible, definitely the worst we've been out in in a long time.'

In the midst of the unforgiving weather and sea, a French trawler, *Le Sillon*, lost all power and steering. She and her crew were drifting 5 miles off Trevoze Head, heading perilously close to the rocky coastline. A more immediate danger was the series of large waves that hit the trawler, smashing its windows and injuring the skipper.

Richard and his crew launched their all-weather lifeboat *Spirit of Padstow* just after 4pm. In more benign weather, reaching the scene would have taken just 15 minutes. But, battling the winds and swell, it took almost an hour. And, in the fading light and worsening conditions, the hard work was just beginning.

Despite the heaving, rolling seas the volunteer crew managed to pass a tow rope to the trawler and set about towing it north west to clear the land. 'The plan was to keep going on this course until conditions improved,' says Michael. 'But the swell was just too big and before long the tow rope parted.'

With the trawler at the mercy of the elements, it was once again driven towards the rocks. Richard knew the situation was serious: 'We needed to get the crew off, but it was too dangerous for us to bring the lifeboat close enough to try and reach them.'



'It was pretty horrible, definitely the worst we've been out in in a long time.'

Richard Pitman,  
Padstow lifeboat Second Coxswain

The wreckage of *Le Sillon* near Porthcothan the following day shows the treacherous conditions her crew faced





The trawler seen from helicopter *Rescue 193*, with the crew visible on deck in their red survival suits

Lifeboat crew watch on as one of the six fishermen jumps from the trawler into the sea

Petty Officer Aircrewman Russ 'Patch' Adams is winched down to pull a waiting casualty from the sea

» A Sea King search and rescue helicopter from the naval base at RNAS Culdrose was also on hand, but the pilot could see it was too risky to lower a winchman actually on to the pitching trawler. So there was no alternative for the six men but to don survival suits, jump into the waves, and hope to be winched up from the sea.

As the joint rescue unfolded out in the Atlantic, it was being carefully coordinated over the airwaves by a complex relay of messages. 'The trawler crew were calling on a mobile phone to the French coastguard, who were conversing with Falmouth Coastguard, who were then talking to us and the helicopter!' says Richard. 'Our role was to stand off in case the winchman wasn't able to pick them up. I held the lifeboat very close in and we were watching all the time.'

Video footage from the lifeboat (see top right and the link at the end of this article) shows the frightening scene facing casualties and rescuers alike. Illuminated by the spotlights of the helicopter, the trawler lurches sickeningly as her six crew jump one by one into the cold, churning waves.

The small figure pictured moving above them on the winch is Petty Officer Aircrewman Russ 'Patch' Adams: 'I was swinging around a lot and on some of the lifts I was dragged along the wave tops and underwater. It did seem we were working at the limits.'

With five men winched to safety, the final person to jump was the trawler's skipper. But, as he swam round the bow, he got caught up in the swell. The helicopter Pilot, Commander Dickie Calhaem, lost his point of reference: '[The skipper] disappeared off into the blackness,' he recalls. The winchman also couldn't be sure where the casualty was either. Time was running out.

Ready and watching at the trawler's stern, the lifeboat crew responded immediately. They had kept their eye on the skipper and quickly drew up close enough to reach him. Pulling him aboard was a tough task in the unforgiving waves – but they did it. The volunteers checked him over and bandaged his foot, which had been cut by the wave-shattered glass earlier that day. All six fishermen had now been saved. The crew of the *Spirit of Padstow* could begin the slow journey home – but the challenges of the evening were not yet over.

'It was too rough to go into Padstow and at one point we weren't sure whether we could recover the lifeboat up the station slipway,' explains Richard. After more than 6 hours at sea, the exhausted crew

were forced to stand-off and wait for a lull in the weather before finally reaching the station.

Richard is full of admiration for the combined efforts of his crew: 'All seven of the volunteer lifeboat crew did a brilliant job; they are all very experienced and knew what they were doing. It was a difficult rescue for all involved. At the end of the day everyone survived – and that's the main thing.'

Watch the frightening scene unfold from the lifeboat crew's point of view at [RNLI.org/frenchtrawler](http://RNLI.org/frenchtrawler)

Words: Philly Byrde

Photos: ©Crown Copyright 2014, Adrian Jasper Photography (Cornwall and Devon Media), RNLI/Padstow

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Lifeboats



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# What's on this Spring



The RNLI is out and about this Spring. There's a fascinating exhibition on tour, our big annual awards ceremony, and lots of fundraising fun to be had – see you there!

## AGM and APA: What a difference a year makes

It's coming up to the time of year when we look back on our charity's progress over the past 12 months – and celebrate the skill, courage, dedication and generosity of our lifesavers, volunteers and supporters. As the magazine went to press, there were still some seats available for our Annual General Meeting (AGM) and Annual Presentation of Awards (APA) ceremony. So, if you're interested in the charity's impact, achievements or governance and would like to come along, please get in touch.

### WHERE AND WHEN?

The Barbican Hall, London  
22 May (AGM: 11.30am, APA: 2.30pm)

### HOW?

Contact our Events Team by emailing [events@rnli.org.uk](mailto:events@rnli.org.uk) or call 0300 300 9995

## London Lifeboat Week

Not all Londoners are aware of the RNLI – or that our busiest station is on the Thames in the heart of the city. But London Lifeboat Week is a great opportunity to raise funds and awareness for our charity.

### WHERE AND WHEN?

Events happening all around London from 28 April–4 May

### HOW?

Find out what events are on and how you can get involved at [RNLI.org/LondonLifeboats](http://RNLI.org/LondonLifeboats)



## Give it some welly!

Ireland's national RNLI fundraising event, Mayday, is back. Last year Steve Redmond conquered the Baltimore Channel, families got involved with a welly walk on Dun Laoghaire Pier; rugby fans headed to the Kinsale Rugby 7s and supporters held their own fundraising events across the country.



### WHERE AND WHEN?

1–5 May, across Ireland

### HOW?

Find an event near you:  
[RNLI.org/MAYDAY](http://RNLI.org/MAYDAY)

## Hope in the Great War exhibition

The RNLI's Hope in the Great War exhibition tour is now underway, marking 100 years since the start of the First World War. Visiting museums, lifeboat stations and partner museums, it honours the courage and determination of those who saved lives in the midst of conflict.

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?

5–20 April  
Grace Darling Museum,  
Bamburgh, Northumberland  
3–25 May  
RNLI College, Poole, Dorset  
23 July–31 August  
Pannett Art Gallery, Whitby, Yorkshire  
6 September–26 October  
Pontypool Museum, Monmouthshire

### HOW?

For more information, visit [RNLI.org/hope](http://RNLI.org/hope) and see page 41 for a review.

Words: Anna Burn  
Photos: Leon Farrell/Photocall Ireland,  
RNLI/(Jon Stokes, Nathan Williams)

# What did you learn at school today?

Some brave RNLI volunteers face 10m waves and force 9 gales; others find themselves at the mercy of 30 excitable 5-year-olds. So how do we help save lives from the relative safety of the classroom?

Ask a child what they learned at school today and you'll get a variety of answers, usually including 'nothing', 'can't remember' and 'stuff'. But after a visit from the RNLI, many boys and girls have a lot more to say:

'An RNLI man, Nick, came to our class and told us about the lifeboats and lifeguards. Two of my friends got dressed up in big lifesaver kit. That was fun! We had a giant poster and we spotted all the dangers at the beach. I learned not to go out of my depth at the beach and to not jump off a cliff! I'm now doing a rookie lifeguarding course at my local pool,' enthuses Bobby, aged 9.

'The presenter showed us a video of what to do if you see somebody else in trouble at sea or if you're in trouble. He made us all understand about the lifeboats and volunteers. You should swim between the red

Without Education presenters, Jasmin wouldn't have survived long enough for the crew to save her

and yellow lifeguard flags at the beach, wear a wetsuit when the water's cold and not go out too deep or swim near boats,' recalls Flo, aged 9.

RNLI Education presenters spoke to more than 300,000 children like Bobby and Flo in 2013. They help keep children safe with water safety messages and also tell them about our charity. Their focus is currently with primary schools, where the children tend to be more receptive to safety messages than teenagers. And those messages really can spell the difference between life and death.

Seventeen children under 10 years old drown each year in coastal and inland waters in the UK alone.

Canals, rivers and lakes can be as lethal as the sea, so the RNLI presenters take their water safety messages inland as well as near the coast.

They have the same ethos as all RNLI lifesavers: they will help *anyone* at risk on the water, regardless of whether they support us or where they're from. And, like our lifeboat crews, they are volunteers. They go into schools, save lives, and ask for nothing in return.

#### Lessons learned

We'll never know how many lives have been saved through RNLI Education, as Viv Featherstone, RNLI Senior Youth Education Manager, acknowledges: 'You can never measure an accident that doesn't happen. It doesn't make the news headlines when a child swam safely between the red and yellow flags.'

But, once in a while, we hear true stories that show how education volunteers are saving lives at sea. Jasmin Rafferty was just 13 when she got into trouble in the sea at Redcar Beach. She was swimming one hot Summer's day when she was swept 150m out by a strong tide. Despite being extremely tired and cold, she remembered RNLI lifesaving tips given at Rye Hills School.

Jasmin recalls: 'I was absolutely exhausted – I just wanted to close my eyes, but I remembered tips from the RNLI workshop not to tread water, but to save energy by crossing my arms across my chest and floating on my back until help arrived.' The RNLI launched its crew within 6 minutes, saving Jasmin in the nick of time.

Without Education presenters, Jasmin wouldn't have survived long enough for the crew to save her. Top marks for teamwork from our intrepid Education volunteers. But how do they set about their lifesaving lessons? >>



#### 'YOUNGER KIDS CAN GET VERY EXCITED!'

Jack Lancaster, 20, first volunteered for the RNLI at the age of 16, and his youth and enthusiasm helps him reach children and young adults. 'I've been an RNLI supporter since I was a child myself. Mum got me involved in Storm Force [the RNLI's club for kids]. I'd just started sailing when I volunteered for the RNLI as an education presenter 4 years ago,' says Jack. 'Being quite young was a good thing. I could relate to people at college and school more. 16–20-year-olds are a high-risk group around the water so it's good to give them safety messages. If I deliver the presentation in an exciting way that appeals to me, it'll appeal to the audience. Younger kids can get very excited. I grab their attention at the start with rescue photos. You can feel the buzz – the gasps start at the front and go to the back. In the future I hope to be on the actual crew too, but for now I volunteer to save lives through prevention.'



**'NO TWO PRESENTATIONS ARE THE SAME'**  
 Walter Lee shares safety messages with children and adults alike. 'When I'm down at my local marina, giving out sea safety messages, it's often the kids that come up to me first. Get the children in, and adults follow,' he explains. 'It's the children who lead their families to swim between the flags at the beach. By reaching the children we make whole families aware of the dangers and the precautions to take.  
 'I've given talks to 3-year-olds up to a 94-year-old. No two presentations are the same. I make sure I cover the basics – water safety and what the RNLI does – and then I go where the conversation goes, get them involved. If the children are engaged, they'll remember the safety messages and the RNLI for years to come.'



» **We've done our homework**

Education volunteers adapt their presentations to the topics being taught that term, thrilling children and teachers alike. They include PSHE (personal, social, health and economic education), Citizenship or project work such as the seaside, heroes or people who help us. Whatever the topic, education volunteers are on a mission to bring it to life.

Our Education Team offers schools and youth groups a wide range of free RNLI online resources too. There are over 100 teaching resources at [RNLI.org/education](http://RNLI.org/education) for 5–14-year-olds, from a lesson plan making a soap-powered boat to a whiteboard exercise about rip currents.

**Present and correct**

Even the most boisterous group of children will be stunned into silence by an RNLI video showing a state-of-the-art lifeboat crashing through 10m waves. But what sort of person can keep youngsters' attention for a whole presentation – and get the safety messages through to the group? 'Somebody who has a feeling about keeping people safe, who likes to meet people and learn new skills,' answers Viv Featherstone. 'It helps if they're used to presenting, to adults or children.'

From retired teachers to 16-year-olds, presenters come from all sorts of backgrounds. Some do it for the love of everything RNLI, while others have a particular interest, whether it's coastal safety or RNLI heritage.

**Teaching tools**

Like our well-trained lifeboat crew and lifeguards, the volunteers who go into schools and youth groups are given the training and resources they need to save lives. Trainees have a full induction, learn from experienced presenters and undergo safeguarding training, carried out by their Youth Education Manager who supports them in their local area.

When they stand in front of the class on their own, they're well prepared, with film clips of rescues, photos and props to inspire the children and help keep them safe. Some presenters even show groups around lifeboat stations, lifeguarded beaches and museums. The kids (and teachers!) are often so enthused by the presenters that they fundraise for the RNLI to help save lives at sea: another way that our education programme helps to save lives for years to come.

Words: Bethany Hope

Photos: Cordelia Noble, Amanda Stanley

**FIND OUT MORE**



One of the main messages we give children is SAFE:

- S**pot the dangers
- A**lways go with a friend
- F**ind and read the safety signs and flags
- E**mergency? Stick up your hand and shout, find a lifeguard or dial 999 or 112 and ask for the Coastguard

- Do you want to keep your child or grandchild safe around the water? For more information on RNLI visits to schools and groups, go to [RNLI.org/education](http://RNLI.org/education).
- Would you like to join the ranks of our intrepid RNLI Education volunteers? Take the first step by visiting [RNLI.org/education](http://RNLI.org/education).
- To share your passion for the RNLI with the younger generation, sign them up to Storm Force, the RNLI's club for kids, at [RNLI.org/stormforce](http://RNLI.org/stormforce) and visit [RNLI.org/Shorething](http://RNLI.org/Shorething) for fun and safety messages for children and young people or call 0300 300 9990.

- FOUNDING FATHERS**  
Over 30 eminent gentlemen put their names to the fledgling RNLI – but who were the most compelling players in the room?
- 1 The Lord Bishop of Chester, Rev Dr Charles Blomfield
  - 2 Captain Deans Dundas RN (Napoleonic war hero and latterly First Sea Lord)
  - 3 Thomas Wilson MP (Acting RNLI Chairman)
  - 4 The Archbishop of Canterbury, Dr Charles Manners-Sutton
  - 5 William Wilberforce MP (legendary anti-slavery campaigner)
  - 6 The Lord Bishop of London, William Howley
  - 7 William Manning MP (former Governor of the Bank of England)
  - 8 Sir Charles Flower BT (former Lord Mayor of London)
  - 9 William Cotton (inventor, merchant and latterly Governor of the Bank of England)
  - 10 John Vincent Purrier (son of the receiver handling the Hibbert vs Hillary dispute)
  - 11 Captain George Manby RN (friend of Lord Nelson and inventor of the fire extinguisher and Manby Mortar)
  - 12 Thomas Gooch MP (Manby's brother-in-law)
  - 13 James Cazenove (of Cazenove stockbroker fame)
  - 14 Quarles Harris (renowned port wine exporter)



# First wave

It was 4 March 1824, an average Thursday lunchtime. Bishopsgate's trendy London Tavern, renowned for its 'dinners, wines and turtle', was about to make lifesaving history ...

The industrial revolution was in full fog by the early 19th century and London was thriving as the largest city in the world. Global business was conducted here by the people that mattered. But it was one man, from a small island, that would unite these movers and shakers in creating the lifesaving charity we know today as the RNLI.

Sir William Hillary was a philanthropic and complex man. An English soldier, Quaker by descent, he was former Equerry to Prince Augustus Frederick, the son of George III. Hillary sailed regularly with the Prince, learning seamanship and navigation skills, and went on to create a vast private army to serve the King against Napoleon's threatened invasion. His loyalty was to come at huge personal cost though. Hillary had exhausted his wife's inheritance and was soon in financial crisis. He eloped to the Isle of Man in 1808 and put a few miles between himself and his creditors.

Living in Douglas, Hillary saw the treacherous nature of the sea first-hand. Many ships were being wrecked around the Manx coast and Hillary refused to sit by and watch people drown. He saved many lives with the help of locals but knew more had to be done. He drew up plans for a lifeboat service manned by trained crews, for all of the UK and Ireland. In 1823 he published a pamphlet, appealing to the British Navy on forming a National Institution for the Preservation of Lives and Property from Shipwreck.

This noble idea fell on deaf ears – the Admiralty refused to help. So he changed tack, rebranding his appeal for the more philanthropic members of London society instead. It was to be a masterstroke. This time the idea caught the eye of Thomas Wilson, energetic Liberal MP for Southwark; and shipping magnate George Hibbert, Whig MP for Seaford and Chairman of

the West Indies Merchants. Despite some personal differences Hillary, Wilson and Hibbert became a formidable force and the campaign rapidly gathered momentum. They organised a small, private gathering to appoint an interim committee but agreed that a public meeting should be the main launchpad. And what better venue than the fashionable London Tavern where other charities had been founded?

**GOING PUBLIC**  
The date of the inaugural public meeting was well-advertised and face-to-face lobbying was paying off as more and more benefactors came onboard. The King and his sons assured royal patronage, and the Prime Minister agreed to be President. As for those actually in the tavern that day, The Archbishop of Canterbury was to preside over a crowd of

aristocrats, clerics, politicians, naval officers, brokers, bankers, merchants and philanthropists, including anti-slavery campaigner William Wilberforce and sea safety guru Captain George Manby. But a smooth ride was not assured: there were big egos, conflicting beliefs and bitter adversaries from the frontbenches. And one chap, in particular, could barely conceal his envy of the great Sir William.

Hillary wasn't actually there though – a fact seemingly glossed over in Wilson's beautifully

“ There was no love lost between Hibbert and Wilberforce ”

handwritten minutes. Hibbert was conspicuously absent too. Some have suggested that the two were on hectic schedules and pulling more strings >>

What might the equivalent of that meeting look like today? We couldn't resist a re-enactment ...

- 1 Sir Mervyn King
- 2 Simon Hughes MP
- 3 Sir Tim Berners-Lee
- 4 The Archbishop of Canterbury Justin Welby
- 5 Sir Richard Branson
- 6 Boris Johnson MP
- 7 Theresa May MP
- 8 Vice Admiral Sir Tim Laurence
- 9 Diane Abbott MP

‘An Institution like this seems so natural to this country’

William Wilberforce



» in the background. But one could speculate that their rocky relationship was the real reason. Hibbert was one of Sir William's creditors and it was common knowledge that the latter had absconded to avoid repayment. There was no love lost between Hibbert and Wilberforce either. The shipping magnate had famously demolished a 3½-hour speech by Wilberforce in that same room a few years earlier. Wilson, now Acting Chairman of this fledgling institution, would have known the risks of having them in the same room.

Whatever the personal issues, the objects of the Royal National Institution for the Preservation of Life from Shipwreck were then set out before the distinguished gathering. The crowd unanimously passed 12 resolutions, including: 'That an Institution be now formed ... to be supported by donations and annual subscriptions. That such immediate assistance be afforded to persons rescued as their necessities may require. That the subjects of all nations be equally objects of the Institution, as well in war as in peace [and] that medallions or pecuniary rewards be given to those who rescue lives ...' Little did they know that these 12 resolutions would still stand as part of the

RNLI's charter almost 200 years later.

Those representing spoke eloquently about the cause. Wilberforce said he was honoured to be there and that 'an Institution like this seems so natural to this country' that he was 'astonished it had not long before this period been established'. He added that, in the past, 'crews were more liable to be plundered than to be relieved' and believed that they were now 'atoning for the crimes of those who had gone before us'.

**FATHER FIGURE**

A further nine resolutions, mainly recognising the efforts of the key players, met with eager approval but when Sir William was praised as 'Father of the Institution' the speaker was rudely shot down. Captain Manby, architect of many brilliant lifesaving devices was furious that his heroic efforts were now being overshadowed. He nudged his brother-in-law Thomas Gooch who blustered: 'However great might be William Hillary's merits, the formation of such a society as the present had been recommended long ago by Captain Manby.' This, of course, was a lie. Manby's focus had always been on installing his inventions at the



An 1809 engraving of the renowned London Tavern. If the RNLI was conceived on the Isle of Man, this was certainly the delivery room.

coast. The Archbishop swiftly stepped in to pacify them, stating that it had been 'a very honourable competition' and that thanks 'would be given to both men'.

It was a landmark moment – Hillary's vision had become a reality. He would have been delighted to read the report in *The Morning Chronicle* the following day. Two months later he could still barely contain his joy when he wrote: '... this Institution has been [honoured] by the high patronage of the King ... sanctioned by many of the most distinguished characters in the church and state, and sustained by the bounty of a generous nation ... it only remains for me to express the heartfelt satisfaction ... that this Institution is now established on principles which will extend its beneficial effects to the most distant shores, and to generations yet unborn.'

Words: Jon Jones, with thanks to Janet Gleeson  
Illustrations: James Stayte, Samuel Rawle

.....  
See page 41 for our review of a fascinating, new biography of Sir William out now.

**BRAINWAVE IN THE BAR?**

We think that the RNLI was the best thing to ever come out of a pub. But what do our Facebook and Twitter followers think is the greatest idea to come from a trip to their local?



**Boatshed.com**

In a pub in west London my friend and I made a pact that we'd travel around India together. The next year we did it. One of my best life experiences ever.

**Susan Wood**

I created the idea for Lytham's Last Night of the Proms festival ... after a trip to the pub and a dream!

**Peter Edwards**

TO HAVE A SECOND PINT AND JOIN THE RNLI!!

**Chris Cockroft**

To join a lifeboat crew ... best decision I've ever made, full stop. Not just in a pub :-)

**Perennial Gardeners' Royal Benevolent Society**

... our charity was founded almost identically ... 175 years ago on 17 January, at the Crown and Sceptre on the Strand.

**Boylor's – All Things Water**

My partner joined the RNLI after talking to some of the guys in the pub. He is now crew at Lyme Regis Lifeboat Station!

**Melanie Wilson**

Twenty one years ago I tried every single malt on the shelves and came away with a husband :-)



# Built for life

10 years ago, we opened our training centre of excellence. A decade on, what difference has RNLI College made?

There's a small but unusual entry in the Winter 2012 launches feature of *the Lifeboat*. Unassuming, tucked between entries for Rhyl and Rock, is 'RNLI COLLEGE B-840: Sep 19'.

Trainer Alex Evans will never forget that launch. He was taking a group of trainee helms at the College through a night navigation exercise in Poole Harbour. They were searching for an unlit mark. Very quickly, the exercise became a real rescue. 'On the first go I knew the tide had pushed us too far into the harbour, so we went back to where we started and tried again,' he recalls. 'When we set off for the second time, something caught my eye.'

A woman in her late 20s was in the water, cold and in the late stages of drowning. 'I turned my torch on and there she was,' Alex continues. 'The guys thought this was all part of the scenario, but as soon as they saw her they realised it was for real. We rigged up a step from one of our lifejacket straps and helped her into the boat, then got her to an ambulance at Poole Lifeboat Station as quickly as possible.'

'If they had found the mark the first time or taken a different course, we never would have spotted that casualty. You just never know quite how soon you'll be putting your training into practice.'

It was the first life officially saved by RNLI College. But every rescue listed in the centre of this magazine in recent years will have rested on someone's experience at the home of RNLI training. Countless lives have been saved and dangers averted by the courses delivered there in the last decade.

Since its opening by Her Majesty The Queen on 28 July 2004, the College has seen thousands of volunteer crew pass through its doors, and into its classrooms, live engine workshop, lifeboats, bridge simulator and sea survival pool.

In 2013 alone, 397 volunteers went on the week-long Trainee Crew course, and the positive impact it has on newcomers to the RNLI is unmistakable. Matt Jones, who has been crew at Llandudno for a year, looks remarkably warm and happy for someone who's just taken a powerboat exam in the driving January rain.



'They've got the perfect setup here,' he says. 'Training at the station is great, but you're fitting those few hours a week around other commitments. Here, you're completely focused. You learn something in the classroom and then go straight out and practise it on the water. We're all in it together, and if you don't understand something there's time to get back out there and try again.'

The College now hosts 48 operational courses, with a further 31 delivered at stations by mobile trainers. Visiting crew members from around the UK and Republic of Ireland can stay, study and eat on site. It's a far cry from the days when training space

and bedrooms had to be hired externally at a cost of £1M a year.

As we entered the 21st century, training had never been more important: fewer and fewer lifeboat volunteers were joining crews with any maritime experience. 'And yet we were asking them to operate increasingly sophisticated lifeboats, and carry out rescues in really challenging environments that were totally new to them,' says Glen Mallen, Lifeboat Training Manager at the College.

Alex agrees – as one of the last volunteers to do their Trainee Crew course at the Inshore Lifeboat Centre in East Cowes, he is from the 'old school': 'For our capsizing training we were chucked in the Medina,' he remembers. 'The water was brown, you couldn't see your feet, and there were safety divers positioned all around us due to the river current.'

Not that a real capsizing situation is going to happen in pristine, ozone-treated waters – but the Sea Survival Centre enables crew to learn in a controlled environment, where the hazards and challenges are there by design, rather than accident. Alex explains: 'If something does go wrong you can just stop and turn the lights on, you can see under the water. We can recreate tougher conditions for the helm courses: in the dark with rain, wind, all the noise, we throw in extra things like a casualty that they've rescued. You wouldn't be able to do that in the Medina.'

“You just never know quite how soon you'll be putting your training into practice”

### The 10-year totals

£10M+ saved by using in-house facilities and selling spare capacity

97,000 nights slept by supporters



13,000 crew course attendees

140 weddings

130,000 pints of Lifeboat Ale





» RNLI College has continued to develop and adapt to the training needs of the charity and its vision for the future. Changing its name from the Lifeboat College in 2011, it has moved with the shifting demands of an organisation recognised as an international leader in saving lives at sea and inland. Our lifeguard service has more than doubled in size since 2004, in which time the College has become a centre of expertise for the local teams who train our beach lifesavers. And in 2012 we established a Future Leaders in Lifesaving course to share skills and empower our counterparts in other countries to tackle drowning at home.

If you have visited the College, you'll know that RNLI supporters are as welcome as lifesavers. You can have an evening meal there, run a conference, enjoy a weekend stay or get married. Even the sea survival pool earns its keep, hosting film crews when it's not in use for lifesaving training. To date this careful use of the College's spare capacity has generated a turnover of around £11M.

It's down to Business Manager Graham Ireland and his team to ensure this commercial venture complements and supports the College's training mission. And he's conscious that this is the first way that many supporters come into contact with the RNLI: 'There's an active, tangible quality to the RNLI's work when you visit the College. Not many hotel guests can buy a pint and donate to a charity at the same time ... or watch a crew member firefighting from the restaurant window.'

As part of their crew training, RNLI volunteers visiting the College get to grips with (clockwise from above left) firefighting, pyrotechnics and mechanics. Previous page from top: volunteers on the Trainee Crew course spend a week becoming well-versed in knot-tying, packing their own lifejackets and carrying out capsized drills.

While the business and training teams provide essential expertise to keep the College running, there is also a gang of volunteers who provide a warm welcome for visitors. 'This is a home for non-traditional volunteering,' explains Debbie Corke, who helped set up the College's volunteer-led tours in 2009. One of this 31-strong team is Gerald Beddard, who has also become a volunteer bosun recently, helping the trainers by laying out kit for courses, refuelling lifeboats and checking equipment. His involvement with the RNLI began 'many moons ago, helping my mother collect on flag days ... now I feel like I'm part of the crew, at the heart of the action. You can reach out and touch it!'

For those 'traditional' volunteers – the lifeboat crew – the integration of lifesaving and training will always be a fine art. In a world of advanced new lifeboats, technology and lifesaving techniques, the College will continue to prepare them for the unexpected.

And what did those trainee navigators do after saving a life in Poole Harbour?

'We went back out and tried to find that unlit mark again,' says Alex. 'And the crew found it spot on, second time round.'

To book onto a tour or to find out more email [tours@rnli.org.uk](mailto:tours@rnli.org.uk) or call 01202 308500. Discovery Tours are free to guests staying at the College.

## In at the deep end

What's it like to join lifeboat volunteers in the sea survival pool? Philly Byrde finds out ...

'This is your Captain speaking. Abandon ship! abandon ship!' Oh good. This is exactly what I want to be doing on a Monday afternoon.

As prospective crew at Tower Lifeboat Station in London, I'd already taken one plunge for the RNLI in a Thames swim test. Granted, the one I am now facing at the Sea Survival Centre is into cleaner water. But this is from a 4m platform. And in all-weather lifeboat yellows, not a well-sealed drysuit.

There's no looking back now. Or to the side, or at my feet for that matter. Anything but a stoic gaze to the wall ahead as I step forward and I'm likely to hit the water in a belly flop, keeping my face underwater for longer than necessary and inducing unhelpful panic.

The morning's training has been leading up to this moment. Lectures have covered everything from packing our lifejackets to the order of priorities in a survival situation. A video featuring a muscular army diver unable to control his breathing on entering 10°C water hasn't inspired me with confidence.

In the pool we have swum in survival suits, practised group crocodile swimming and the heat escape lessening position (or HELP, a fitting acronym since that's the first publishable word that sprang to mind when I first entered the 14°C water).

As sirens screech around me, I am putting into practice a 'wet abandonment' scenario, our last resort option of leaving a high-sided vessel that's about to sink. I step forward into nothingness, and before I know it I'm bobbing about on the surface, fingers still clamped over my nose and mouth to keep the water out and stave off gasping from the cold.

Once I work out which way is up (not so easy when sporting a helmet and twin yellow airbags) I swim over to huddle with the gathering survivors.

As we swim to the raft, darkness descends and the rain and thunder begin. Entering a liferaft is an undignified scramble at the best of times, but with a hoseful of rain in the face it's like wrestling with a bouncy castle in a power shower.

Once inside, we put our drill into action: cut the raft from its painter and paddle away from the scene, stream the drogue (the sea anchor that will stop us drifting) and maintain. 'Maintain' is a kind of 'any other business' procedure that gets the liferaft's lights switched on, kitbag open and the water round our ankles bailed out with helmets. Any vents not zipped flat get a relentless barrage of water from the trainers keeping watch over us in the pool.

'Better issue the sick bags,' says Wick volunteer Alistair ruefully as the swell builds. The atmosphere is hot and close. Suddenly my inflated lifejacket – a reassuring friend in the water – feels choking and oppressive in the cramped raft. I'm anxious to deflate it but reluctant to give my raftmates a cloud of carbon dioxide. It can only be done through a vent. Cue more water in the face from the pool guards, and more bailing.

To keep our spirits up, we sing a round of the American national anthem and Howard from Barry Dock mimics a seagull returning its library books.

Then we hear the unmistakable drone of a helicopter overhead. Sensing a chance to be spotted, we put out our locator beacon and wave red flares. Help is on its way.



» Thankfully volunteer crew are extremely unlikely to face this kind of situation, or at most be stranded for 1 or 2 hours. But if my shepherd's pie sits uneasily after just 15 minutes, how would I be feeling 6 hours in? As crew, it's vital to have that empathy when you're reaching out to rescue someone.

I'm hoping we never put our shark attack knowledge into practice too (avoid wetting yourself and punch the shark on the nose, incidentally). But as an internationally recognised qualification, the STCW (Standards of Training, Certification and Watchkeeping) 95 certificate must cover the hazards that could be faced by professional mariners around the world.

This training is the bedrock of the RNLI's week-long Trainee Crew course. You can see the difference by the end of the first day – stilted Monday-morningish conversations about travel arrangements have become jokes and lively post-match analysis. It's hard not to bond quickly when you've been sitting in close quarters, unsure whose boots belong where or when it might all be over. If we'd been stuck there for another 3 days, I like to think that camaraderie between volunteers would have remained. Even if we had been reduced to drinking condensation from a sponge.

**How is this all funded?**

The Lloyd's Register Foundation (formerly the Lloyd's Register Educational Trust) has funded the sea survival, capsizing and firefighting elements of the trainee crew course since 2009. Their pledged support over 7 years is the equivalent of an incredible £1.5M, and ensures that crews now and in the future will be putting to sea with the best possible training behind them.

The Foundation believes in taking a hands-on approach to all the programmes they fund, and in that spirit their Grants Manager Eileen Kinghan braved the sea survival experience herself. 'It brought home to me the personal dedication of the volunteer crew members,' she explains. 'Having witnessed what they have to go through in training and know that they will have to use these skills in real sea conditions, it only heightened my respect for the volunteers.'

Thanks to the Foundation and other trusts, corporate partners, major donors and regular supporters who have built and developed RNLI College, this will be the home of RNLI lifesaving training for decades to come.

Words: Philly Byrde (pictured left)

Photos: Andrew Fleming, RNLI/(Nigel Millard, Nathan Williams)

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**Day 5: Enjoy the delights of Rome.** A day at leisure in Rome to see the sights.

**Day 6: Vatican City.** Join a local guide for a tour of Vatican City, including Vatican museums, the Sistine Chapel and St Peter's Basilica. Following the tour, spend more time in the Vatican or travel back to Rome at leisure.

**Day 7: Onward to Florence.** Board the train to Florence. In the afternoon enjoy a guided tour of the city, including the Duomo and Ponte Vecchio before staying three nights at the Hotel Santa Maria Novella.

**Day 8: A day at leisure.** A day free to make your own discoveries in Florence.

**Day 9: An excursion to Pisa and Lucca.** An excursion to Pisa to enjoy a guided tour of the Field of Miracles, seeing the Leaning Tower and the marvellous Duomo. Continue to the beautiful walled city of Lucca, with free time to explore.

**Day 10: Journey to Venice.** Train to Venice for a three-night stay in this fascinating city.

**Day 11: The sights of Venice.** A guided sightseeing tour of fabulous Venice with plenty of time to wander around and perhaps take a gondola ride.

**Day 12: A day of exploration.** A day at leisure in Venice with time to soak up the atmosphere and marvel at the beauty.

**Day 13: To Turin.** This morning we board the train to Turin for an overnight stay.

**Day 14: Back to London.** Travel by rail to Paris then transfer to the Eurostar to St Pancras International.

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# Shannon On Station

21 February 2014

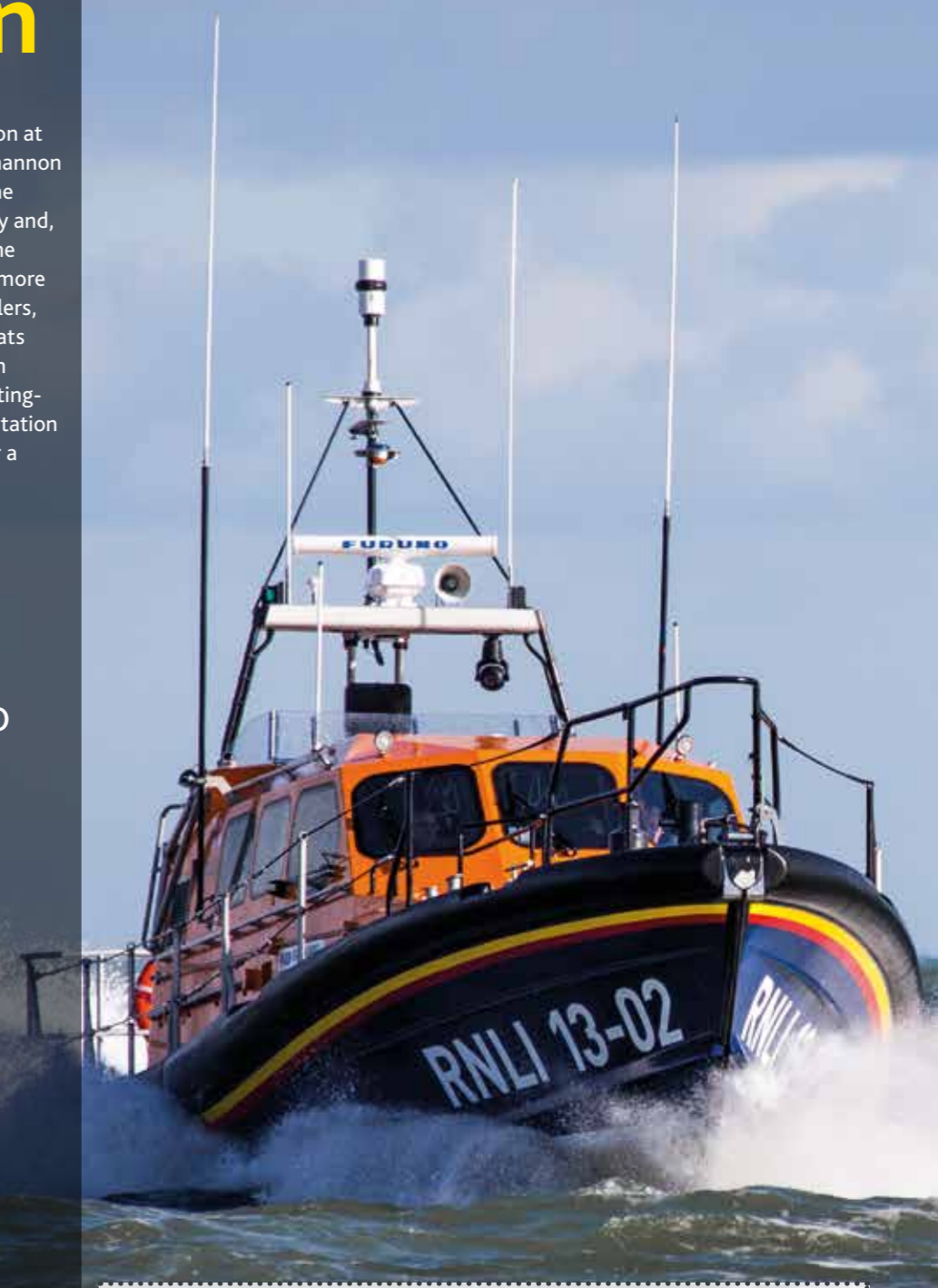
The wait is over as *The Morrell* arrives on station at Dungeness, Kent. The first fully operational Shannon class lifeboat is 50% faster than the Mersey she replaces. She will reach casualties more quickly and, thanks to advances such as in-seat controls, the Dungeness volunteers will head to the rescue more safely. Powered by waterjets instead of propellers, this is one of the most agile all-weather lifeboats in the RNLI's fleet. Shallow water rescues or an emergency beach landing are taken in this cutting-edge lifeboat's stride. *The Morrell's* arrival on station heralds the start of the final phase of plans for a 25-knot all-weather lifeboat fleet.

“The Shannon is a fantastic lifeboat, and everyone is thrilled to be a part of it – and to be the first station to have the Shannon is just so special for us”

Stuart Adams  
Dungeness Lifeboat Station Coxswain

“The manoeuvrability of a jet-driven boat is phenomenal; it really has to be seen to be believed”

Trevor Bunney  
Dungeness Lifeboat Station Mechanic



#### Shannon factfile

Crew: 6

Survivor capacity: self-righting – 23  
non self-righting – 79

Length: 13.6m

Launch: new tractor-borne carriage

Top speed: 25 knots

Engines: 2 x 650hp engines with twin waterjets

Range/endurance: 250 nautical miles

Hull: fibre-reinforced plastic

Photo: RNLI/Mike Lewis



\*Offer ends 20th May 2014. Terms and conditions apply, for details please visit [benenden.co.uk/lifeboat](http://benenden.co.uk/lifeboat) or telephone us on 0800 414 8258. \*Calls to 0800 numbers are free from BT landlines however charges may apply from other providers. Calls from mobile phones may also incur charges. Please note that your call may be recorded for our mutual security and also for training and quality purposes. Lines open 8am – 5pm Monday to Friday (excluding Bank Holidays). Membership is available to anyone over the age of 16 who is normally resident in the UK. Members can add family and friends to their membership regardless of their age. Some services have a six month qualifying period. benenden health is a trading name of The Benenden Healthcare Society Limited which is an incorporated friendly society, registered under the Friendly Societies Act 1992, registered number 480F. The Society's contractual business (the provision of tuberculosis benefit) is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. The remainder of the Society's business is undertaken on a discretionary basis. The Society is subject to Prudential Regulation Authority requirements for prudential management. No advice has been given. If in doubt as to the suitability of this product, you should seek independent advice. Registered Office: The Benenden Healthcare Society Limited, Holgate Park Drive, York, YO26 4GG.

AD/LIFEBOAT/IBEN0000021/04.14

# 1,135 lifeboat launches

## 1 October 2013–31 December 2013

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 31 January 2013

**ABERDEEN**  
ON-1279(17-46):Oct14, Nov8,24,27  
D-694:Oct14,Dec18,27  
D-715:Nov24

**ABERDOVEY**  
B-758:Oct20

**ABERSOCH**  
B-790:Oct5,12

**ABERYSTWYTH**  
A-78:Nov20  
B-803:Nov1  
B-822:Oct2

**ALDEBURGH**  
ON-1193(12-34):Dec7

**ALDERNEY**  
ON-1199(14-04):Oct4, Nov3,13,Dec1

**AMBLE**  
ON-1176(12-19):Oct7  
D-736:Oct7

**ANGLE**  
ON-1291(16-11):Oct17, Nov20,27,Dec2,4

**ANSTRUTHER**  
ON-1174(12-17):Oct7

**APPLEDORE**  
ON-1293(16-13):Oct6  
ON-1296(16-16):Dec31  
B-861:Oct16,Dec23,31  
BB-546:Oct6

**ARAN ISLANDS**  
ON-1217(17-06):Oct1,11, 14,24,25,Nov30,Dec15  
ON-1278(17-45):Nov23

**ARBROATH**  
ON-1194(12-35):Oct22,30, Dec23  
D-759:Nov3,Dec23

**ARRAN (LAMLASH)**  
B-770:Oct7,Nov6

**ARRANMORE**  
ON-1244(17-22):  
Nov6,16,30,Dec5,23  
ON-1278(17-45):Nov20

**BALLYCOTTON**  
ON-1253(14-32):Nov15

**BALLYGLASS**  
D-687:Nov8,24

**BANGOR**  
B-805:Nov8,Dec15,28

**BARMOUTH**  
D-678:Dec5,28

**BARRA ISLAND**  
ON-1230(17-12):Oct26

**BARROW**  
ON-1288(16-08):Dec4  
D-733:Oct5,6,10,Dec4

**BARRY DOCK**  
ON-1245(14-29):Nov3, Dec20

**BEAUMARIS**  
B-838:Oct5,25,Nov7  
B-850:Dec14,23

**BEMBRIDGE**  
ON-1297(16-17):Oct6(x2), Nov3(x2),10,Dec1

**BERWICK-UPON-TWEED**  
D-639:Nov13

**BLACKPOOL**  
B-863:Oct15,Nov14  
D-729:Oct3,12,Nov5,Dec12  
D-732:Oct2,3,12,Nov5, Dec12

**BLYTH**  
D-746:Nov26,Dec5(x2),27

**BRIDLINGTON**  
ON-1169(12-12):Dec28  
D-721:Oct20,27,Nov11, Dec5(x2)

**BRIGHTON**  
B-852:Oct1,4,6,20,22,23, 26,Nov12,Dec11,21,25

**BROUGHTY FERRY**  
ON-1226(14-22):Oct10  
ON-1252(14-31):Oct13,27, Nov7,13,Dec2  
D-698:Oct2,10,13,27,31, Nov7,13,Dec2

**BUCKIE**  
ON-1268(17-37):  
Oct15,17(x2)

**BUDE**  
D-756:Oct12

**BUNDORAN**  
B-855:Oct11

**BURNHAM-ON-CROUCH**  
B-849:Oct10,12,19, Nov3,10,Dec5,30  
D-672:Oct19,Dec5

**BURNHAM-ON-SEA**  
B-795:Oct16

**BURRY PORT**  
B-731:Nov8  
D-749:Oct6,18,Nov8, Dec28,30

**CALSHOT**  
B-835:Oct1,3,10,13(x2),29, Nov2,10,11  
B-860:Nov17(x3)  
D-748:Nov11

**CAMPBELTOWN**  
ON-1262(17-33):Nov3,28

**CARDIGAN**  
D-709:Nov2,Dec24

**CASTLETOWNBERE**  
ON-1277(17-44):  
Nov15(x2)

**CHISWICK**  
E-07:Oct15(x2)  
E-08:Oct1,3,5,8,9,11,12,13, 20,24,25,26,30,Nov2,5(x3), 7(x2),11,13,14,18,19,20,22, Dec4,6,8,10(x2),13,15,16, 17,25,26(x2),29,30,31

**CLACTION-ON-SEA**  
B-863:Oct15,Nov14  
D-723:Oct15,23

**CLEETHORPES**  
D-757:Nov23,Dec14,29

**CLIFDEN**  
B-869:Oct11,18  
D-679:Nov1

**CLOGHER HEAD**  
ON-1190(12-31):Nov12,23, Dec12

**CONWY**  
D-627:Oct5,Nov22

**COURTMACSHERRY HARBOUR**  
ON-1205(14-07):Nov22  
ON-1253(14-32):Oct10

**COURTOWN**  
D-711:Nov17

**COWES**  
B-859:Oct3,4,7(x2),15,27, 29,Nov2,Dec7,21

**CRICCIETH**  
A-76:Dec8  
B-823:Nov9,Dec8,21

**CROMER**  
ON-1290(16-10):Oct18  
D-734:Oct2,23

**CROSSHAVEN**  
B-782:Oct2,11,21,Nov15, Dec17,18,28

**CULLERCOATS**  
B-811:Oct5,Nov3,15, Dec30

**DART**  
D-702:Oct6,18,27,Nov3, Dec23(x6),30

**DONAGHADEE**  
ON-1267(14-36):Oct8,24, 28,Nov25,Dec13,19

**DOUGLAS**  
ON-1147(47-032):Dec2

**DOVER**  
ON-1220(17-09):Oct12,26, Nov17,Dec24,29

**DUN LAOGHAIRE**  
ON-1200(14-05):Oct4,5, Nov23  
D-731:Oct6,26,Nov9, Dec30

**DUNBAR**  
ON-1266(14-35):Oct20,24, Dec28  
D-675:Oct7  
D-708:Oct20(x2),24,27, Nov25,Dec28

**DUNGENESS**  
ON-1186(12-27):Nov17

**DUNMORE EAST**  
ON-1215(14-17):Oct1, Nov15,29

**EASTBOURNE**  
ON-1303(16-23):Oct3,5, 6,9,25,28,Nov2,17,18,26, Dec29

**ENNISKILLEN**  
B-751:Oct12,17,31,Nov15, Dec27(x2)

**B-792:Oct5,20**  
RWC053:Oct17,Nov15, Dec27(x2)

**EXMOUTH**  
ON-1178(12-21):Oct16  
D-669:Oct3,16,18,25, 27,Nov2,Dec22

**FALMOUTH**  
ON-1256(17-29):Oct11, Dec26,27  
B-756:Oct2,10,13,19, Nov23,Dec5,26,27

**FENIT**  
ON-1204(14-06):Nov5

**FETHARD**  
D-683:Oct26,Nov25,26,27

**FILEY**  
ON-1170(12-13):Nov3, Dec28  
D-735:Nov3,7

**FISHGUARD**  
ON-1228(14-24):Oct13, Nov1,12,20,21  
D-652:Nov21

**FLAMBOROUGH**  
B-820:Oct6,22,Nov17, Dec26

**FLEETWOOD**  
ON-1156(47-038):  
Oct6(x2),19,Nov2(x2),3  
D-680:Nov2  
D-719:Oct6(x2)

**FOWEY**  
ON-1222(14-18):Oct28  
D-681:Oct28

**FRASERBURGH**  
ON-1259(14-34):Oct8,27, Dec1

**GALWAY**  
B-853:Oct17,20,Nov1, Dec2,26

**GIRVAN**  
ON-1196(12-37):Dec4

**GRAVESEND**  
B-827:Oct2,7,9,13,18, Nov1,3(x2),7,13,20(x2),22, 23(x2),29,Dec7

**GREAT YARMOUTH AND GORLESTON**  
ON-1208(14-10):Oct22, Nov7  
B-786:Oct1,4,10,20, Nov10,29

**HAPPISBURGH**  
D-607:Dec22

**HARTLEPOOL**  
ON-1274(14-37):  
Oct5(x2),17,Dec14  
B-766:Oct1,17,31,Nov5

**HARWICH**  
ON-1201(17-02):Oct2,6  
B-789:Oct3,19(x2),Nov8, 10,11,12,19,Dec8,26,27

**HASTINGS**  
ON-1125(12-002):Dec11

**HAYLING ISLAND**  
B-829:Oct6,15,25,26, Nov3,16,Dec18  
D-642:Oct15,Nov28(x2), Dec14,31

**HELENSBURGH**  
B-791:Oct9,23,Nov3,17,24, Dec1,11,22

**HOLYHEAD**  
ON-1272(17-41):Oct20, Nov6,29,Dec2  
D-654:Oct28,Nov29, Dec10

**HORTON & PORT EYNON**  
D-688:Oct3,5,Nov30

**HOWTH**  
ON-1258(14-33):Oct14,20, Nov2,8  
D-665:Oct14,18,19

**HOYLAKE**  
ON-1163(12-005):Oct9

**HUMBER**  
ON-1216(17-05):Nov17,22

**HUNSTANTON**  
B-848:Nov29,Dec14,22

**ILFRACOMBE**  
ON-1148(12-11):Nov17  
D-717:Oct5,10,20,23, Nov17,23,Dec28

**INVERGORDON**  
ON-1206(14-08):Nov13

**ISLAY**  
ON-1219(17-08):  
Oct6,Dec31

**KESSOCK**  
B-771:Oct10,27,Dec8

**KILKEEL**  
B-812:Dec15

**KILMORE QUAY**  
ON-1298(16-18):Nov23, 25,26,27,28,29(x2),30, Dec1(x2),2,3,4,6,7,8,25

**KILRUSH**  
B-844:Oct22,Nov2

**KINGHORN**  
B-836:Oct7,22(x2),Dec30

**KINSALE**  
B-796:Oct20,Nov5, Dec22(x2),27

**KIPPFORD**  
D-718:Dec29

**KIRKWALL**  
ON-1231(17-13):Oct23, Nov9,29

**ON-1260(17-31):Oct25**

**KYLE OF LOCHALSH**  
B-856:Oct5(x2),6(x3), Dec3

**LARGS**  
B-854:Oct5,7,Nov23

**LARNE**  
ON-1246(14-30):Nov29  
D-646:Oct26

**LERWICK**  
ON-1221(17-10):Oct1,6,7, 25,Nov7,Dec28

**LEVERBURGH**  
ON-1195(12-36):Oct5,15, Dec4,8,12

**LITTLE AND BROAD HAVEN**  
D-628:Oct17,28

**LITTLEHAMPTON**  
B-779:Oct10,29,Nov4,28, Dec8,27  
D-631:Oct19,Nov4,9, Dec8,27

**LITTLESTONE-ON-SEA**  
B-785:Nov10

**LLANDUDNO**  
D-656:Oct1

**LOCH NESS**  
B-763:Dec27

**LOCHINVER**  
ON-1271(17-40):Oct15,29, Nov1

**LONGHOPE**  
ON-1284(16-05):Oct13

**LOOE**  
B-793:Oct17,Nov6,Dec29  
D-741:Oct11,12,17,Nov6

**LOUGH DERG**  
B-747:Oct25,Nov29,Dec7  
B-755:Oct5

**LOUGH REE**  
B-728:Oct23

**LOUGH SWILLY**  
ON-1145(47-030):  
Nov2(x2),11  
B-819:Dec7

**LOWESTOFT**  
ON-1132(47-020):  
Oct10,Dec1

**LYME REGIS**  
B-857:Oct24,26,27, Nov3,17,Dec8

**LYMINGTON**  
B-784:Oct2,12,20(x2),26, Dec14

**LYTHAM ST ANNES**  
ON-1189(12-30):Oct12  
D-657:Oct7,Dec17

**MABLETHORPE**  
B-778:Nov10

**MACDUFF**  
B-870:Oct10,15,17

**MALLAIG**  
ON-1250(17-26):  
Oct5,6,30,Nov6,21

**MARGATE**  
ON-1177(12-20):Oct13

**MINEHEAD**  
B-824:Oct26,Nov2, Dec6,30  
D-712:Oct26

**MOELFRE**  
ON-1293(16-13):Nov6,22  
D-689:Oct28

**MONTROSE**  
D-626:Dec11

**MORECAMBE**  
D-722:Oct12,27,28  
H-002:Oct28

**MUDEFORD**  
B-806:Oct16,30,31,Nov17, Dec27,30,31

**NEW BRIGHTON**  
B-837:Oct9(x2),26, Nov1,16,25  
H-005:Nov24,25

**NEW QUAY (CARDIGANSHIRE)**  
ON-1172(12-15):Oct17

**NEWBIGGIN**  
B-864:Oct30

**NEWCASTLE**  
D-637:Oct17

**NEWHAVEN**  
ON-1243(17-21):Oct6, Nov21,24

**ON-1254(17-27):Oct27,29, Nov10**

**NEQUAY (CORNWALL)**  
B-810:Oct4,16,22,31(x2), Nov1,16  
D-636:Oct4,16,22,31, Nov1,16

**NORTH BERWICK**  
D-758:Oct9

**OBAN**  
ON-1227(14-23):Oct30, Dec20,27

**PADSTOW**  
ON-1280(16-01):Oct22, Nov8,Dec4

**PEEL**  
ON-1181(12-22):Oct19

**PENARTH**  
B-839:Nov28,Dec15  
D-623:Oct17,27,Nov28, Dec21

**PENLEE**  
ON-1265(17-36):  
Oct7,10,30,Dec12  
B-787:Oct10,14,Nov13, Dec17,28

**PETERHEAD**  
ON-1286(16-06):Oct25, Nov29

**PLYMOUTH**  
ON-1264(17-35):Oct10, 12(x2),20,21,26,Nov9,23, Dec9

**B-775:Oct6(x2),10,12,13, 20(x2),21,26,30(x3), Nov17,23**

**POOLE**  
ON-1131(47-023):Oct1,6, 19,27,Nov9  
B-825:Nov27,Dec30  
B-826:Oct5,19,27,24,30

**PORT ISAAC**  
D-707:Nov10,Dec8

**PORT ST MARY**  
ON-1198(14-03):Dec2

**PORT TALBOT**  
D-713:Oct3,29

**PORTAFERRY**  
B-833:Oct8,Dec21

**PORTHCAWL**  
B-832:Oct15,25,Dec26

**PORTHDINLLAEN**  
ON-1304(16-24):Nov15,28

**PORTPATRICK**  
ON-1301(16-21):Oct19,24

**PORTRUSH**  
ON-1257(17-30):  
Oct2,11,23  
D-738:Oct2,Nov24,Dec15

**PORTSMOUTH**  
B-846:Oct9(x2),10,11, Nov15,Dec16(x2),18  
D-716:Oct8,11,Nov16,28, Dec15,18

**PWLLHELI**  
ON-1168(12-010):Dec21

**QUEENSFERRY**  
D-676:Oct6,Dec21

**B-851:Oct5,13,Nov16,19,23**

**RAMSEY**  
ON-1171(12-14):Oct21, Nov21,Dec17

**RAMSGATE**  
ON-1197(14-02):Nov18, Dec4,6,14

**B-765:Oct14,23,Nov4, Dec4,6**

**RED BAY**  
B-843:Oct11

**REDCAR**  
B-858:Oct31,Nov22  
D-677:Oct6,Nov22

**RHYL**  
ON-1183(12-24):Oct15, Dec4(x3),9  
D-632:Oct15,20,Dec9,16

**ROCK**  
D-634:Oct18,Nov5

**ROSSLARE HARBOUR**  
ON-1276(17-43):  
Nov24,25,26,27

**RYE HARBOUR**  
B-842:Oct6,Dec2

**SALCOMBE**  
ON-1289(16-09):Oct21, Nov13(x2),27,Dec9,15  
B-794:Oct26,29,Nov2, Dec14

**SCARBOROUGH**  
D-724:Oct29,Nov4,Dec5

**SEAHOUSES**  
ON-1173(12-16):Nov9  
D-686:Oct5,Nov9

**SELSEY**  
D-691:Oct10

**SHEERNESS**  
ON-1211(14-13):Oct3,26, Dec5,15,30  
D-662:Oct6(x2),22, Nov3,4,14,17,Dec22,29

**SHOREHAM HARBOUR**  
ON-1295(16-15):  
Nov28(x2),Dec8,13,21  
D-647:Dec8,13

**SKEGNESS**  
ON-1184(12-25):Oct11  
D-739:Oct23

**SKERRIES**  
B-866:Nov24

**SOUTHEND-ON-SEA**  
B-776:Dec29,30

**B-777:Oct12,23,Nov2  
D-633:Oct23  
D-682:Oct11  
H-004:Dec14**

**SOUTHWOLD**  
B-868:Oct29,Dec1,7,18,27  
ST BEES  
B-831:Nov21

**ST DAVIDS**  
ON-1139(47-026):Oct28, Dec4

**ON-1306(16-26):Dec16  
D-704:Dec4,16**

**ST HELIER**  
ON-1292(16-12):Oct4,26, Nov3(x2)

**B-816:Nov10,Dec23,29  
D-668:Oct25,Dec31**

**ST MARY'S**  
ON-1278(17-45):Oct29, Nov4

**STAITHES AND RUNSWICK**  
B-788:Nov15,Dec4

**STONEHAVEN**  
B-740:Nov24

**STORNOWAY**  
ON-1238(17-18):Oct4,21, Nov7,9,Dec12,20

**STRANRAER**  
D-697:Oct15

**STROMNESS**  
ON-1236(17-16):Oct25  
ON-1260(17-31):Nov2

**SUNDERLAND**  
B-807:Oct29,Nov4,22  
B-817:Oct6,Dec1,4,11, 18(x2),25,28  
D-747:Oct15,30,Nov2,24, Dec8,18,25

**ON STATION**  
D-761, **Mark Lott**, The Mumbles, 18 September 2013  
D-763, **Amy Brown**, Sennen Cove, 28 November 2013  
B-873, **Robert and Isobel Mowat**, Kessock, 11 January 2014  
D-764, **Nigel A Kennedy**, Montrose, 9 January 2014  
ON-1307 (16-27), **Roy Barker IV**, The Mumbles, 8 February 2014

**NAMING CEREMONIES**  
B-869, **Joyce King**, Clifden, 9 November 2013  
D-761, **Mark Lott**, The Mumbles, 14 November 2013

**SWANAGE**  
ON-1187(12-28):Oct15, Nov2,3  
D-752:Oct15,18, Nov2,3,4,25,Dec12

**TEDDINGTON**  
D-743:Oct27(x2)

**TEIGNMOUTH**  
B-809:Oct6(x2),Nov1,30, Dec22(x2)

**TENBY**  
ON-1281(16-02):Oct22,29, Dec4  
D-710:Oct17,Nov4  
D-727:Nov15,24

**THE LIZARD**  
ON-1300(16-20):Oct25, Nov3,12(x2),14,Dec4,12

**THE MUMBLES**  
ON-1127(47-019):  
Oct22,Nov6  
D-761:Oct15,18,19,22, Nov15,16,17,23

**THURSO**  
ON-1273(17-42):Oct23

**TOBERMORY**  
ON-1270(17-39):Oct22,29

**TORBAY**  
ON-1255(17-28):Oct21, Nov3,13,30(x2),Dec10  
D-651:Nov28,30,Dec4,7  
D-740:Oct26

**TOWER**  
E-006:Oct20  
E-07:Oct22(x3),23,24(x3), 25,26(x3),28,30(x2),31(x4), Nov1(x2),2(x3),3(x2),4,5,7, 8(x2),9(x2),10,12,14,15, 19(x3),22,23,26,30,Dec3, 4,8,10,14  
E-09:Oct1,3,6,7,10,11,13, 15,16,17,18(x2),Nov29,30(x2), Dec2,3,6,7(x3),9(x3),10,12, 13,16,17,18(x2),19(x2),20, 22,25,26,28,29

**TRAMORE**  
D-643:Oct22

**TREARDUR BAY**  
B-847:Oct8,Dec26  
D-753:Oct8

**TROON**  
ON-1275(14-38):  
Oct7,14,15,Nov16,Dec29  
D-684:Oct14,Nov16,Dec29

**TYNEMOUTH**  
ON-1242(17-20):Oct26,30, Nov1,10(x3),12,Dec16,30  
D-693:Nov1,3,9,10, Dec13,16

**VALENTIA**  
ON-1218(17-07):Oct6(x2)

**WALMER**  
B-808:Dec28

**WALTON AND FRINTON**  
ON-1299(16-19):Dec8

**WELLS**  
ON-1161(12-003):Dec3  
D-661:Oct1,2

**WEST KIRBY**  
D-751:Nov3,10

**WEST MERSEA**  
B-761:Oct19,20,26,Nov3, 14,24,Dec14,31

**WEYMOUTH**  
ON-1261(17-32):Oct23,30, Nov1,23,Dec17  
B-746:Oct13,20,23,30, Nov3,Dec30

**WHITBY**  
ON-1216(14-14):Oct6,16, Nov27,Dec4(x2),8,14  
D-674:Nov3,Dec16,28(x2)

**WHITSTABLE**  
B-764:Oct5,26,27,Nov3, 16(x2),Dec29

**WICK**  
ON-1224(14-20):Nov6,13

**WICKLOW**  
ON-1153(47-035):Nov24,29  
D-671:Nov24

**WITHERNSEA**  
D-701:Dec15

**WORKINGTON**  
ON-1141(47-028):  
Oct20,21,Nov21  
D-629:Nov27

**YARMOUTH**  
ON-1249(17-25):Oct12,29, Dec21

**YOUGHAL**  
B-780:Dec4,23



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: £180,000	D-### D class new cost: £39,000	E-### E class MK1 or 2 E class MK2 new cost: £400,000	H-### Inshore rescue hovercraft new cost: £200,000
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**Additional rescue craft:** BB-### Boarding boat    Y-### Y boat    X-### X boat    XP-### XP boat    A-## Inshore rescue boat    RWC-### Rescue watercraft    RR-### Flood Rescue Team boat

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# REVIEW

## Hope in the Great War Exhibition

Review by Carol Waterkeyn

I caught the launch of this lovely exhibition at the RNLI Henry Blogg Museum in Cromer. Designed to commemorate the RNLI's involvement in the First World War it is expected to tour until 2018, with new locations to be added as they are confirmed. From 5–20 April it will be at the RNLI Grace Darling Museum in **Bamburgh**, then from 3–25 May at RNLI College in **Poole**, before going on to the Pannett Art Gallery, **Whitby** from 23 July until the end of August. For the latest information on venues, go to the website: [RNLI.org/hope](http://RNLI.org/hope).

If you are likely to be going near to one of the venues then the exhibition – funded by Arts Council England – is well worth an hour's detour. It's family-friendly with attractions for everyone. It's a very cleverly put-together exhibition involving the communities where the various rescues took place. So we have a beautiful embroidered wall hanging from Falmouth; a floor puzzle constructed from 64 panels painted by members of The Whitby Art Society; an animated movie made by sea scouts from Fraserburgh and much more. You can also watch a film portraying the 1916 Baltimore rescue of the SS *Alondra* through commentary from six actors – one of whom is former lifeboat Crew Member Pat Flaherty. But I don't want to give the game away too much – so you'll have to visit it yourself to find out more!



### FIND OUT MORE

Review is compiled by Carol Waterkeyn

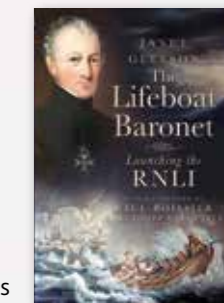


Buy these books online via [RNLI.org/amazon](http://RNLI.org/amazon) and Amazon will donate a minimum of 5% of the value to the RNLI. Apps are available from the Apple App Store or Google Play.

## The Lifeboat Baronet

by Janet Gleeson

Review by Carol Waterkeyn



Historian and antique expert Janet Gleeson has done extensive research to compile this well-written biographical account of the life of the RNLI's founder, Sir William Hillary. It is her warts-and-all story of his life that includes dubious personal financial dealings, intrigue and more than a little scandal.

But what comes out of the tale is Sir William's absolute humanity; the fact that while other people watched ships foundering and the ensuing tragic loss of life, he was not prepared to just let it happen. His determination to save lives at no little cost to his own health and financial situation, and his utmost perseverance, mean we still have a multi-national lifeboat institution today. RNLI Chief Executive Paul Boissier has written an introduction to the book.

Paperback book

Published by The History Press

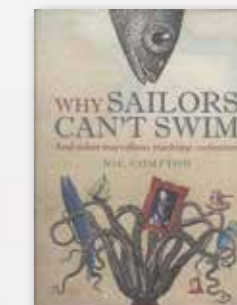
ISBN 9780752490014

Price: £14.99 available from [www.RNLIshop.org.uk](http://www.RNLIshop.org.uk)

## Why Sailors Can't Swim and other marvellous maritime curiosities

by Nic Compton

Review by Vicki Lovegrove



Nic Compton was a journalist and later Editor of *Classic Boat Magazine* before he began writing books. This one is a gem. It is thoroughly entertaining and full of sea-inspired anecdotes, myths, and unusual facts. We hear of pirates, shipwrecks, sea battles, the Bermuda Triangle, marine ecology and a whole lot more in an easy dip-in, dip-out format. There are little illustrations to break up the text.

It would certainly make a great present; or why not treat yourself instead?

Hardback book

Published by Adlard Coles Nautical

ISBN 9781408188057

Price: £10





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# Lifeboats

Photo: Tony Bartholomew

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# Lifeboats

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Our Lifeboat Lottery runs every quarter in England, Scotland and Wales. Take part and you could win £5,000 – or a host of other cash prizes – and help raise crucial lifesaving funds. The lottery has raised over £2.1M in the last 6 months alone. That's enough to provide world-class crew training at 84 all-weather lifeboat stations this year.

Each ticket you buy has a guaranteed equal chance with all the others bought by our playing supporters. You don't even need to think of a number – every chance has its own unique number and winners are drawn at random.

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](mailto:lottery@rnli.org.uk) and request a lottery mailing (if you don't usually receive one).

### WINTER 2013 LOTTERY RESULTS

Congratulations to Mr W Moiser from Cleveland, who won the £5,000 first prize in our Winter Lifeboat Lottery.

#### The other winners were:

- 2nd prize: £2,000; Mrs E Juchnowicz, West Midlands
- 3rd prize: £500; Mrs M Knights, Devon
- 4th prize: £250; Mr K Davies, Edinburgh
- Five prizes of £100 each: Mr E Barry, Cumbria; Mrs P Jones, Shropshire; Mr JF Mathews, West Sussex; Mr C Pine, Devon; and Commander NHN Wright, Somerset.

We'll report the winners of the Spring 2014 lottery in our Summer 2014 issue. The Summer lottery will mail on 24 April 2014. The closing date is 14 June 2014 and the draw date is 28 June 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](http://RNLI.org/lottery) or see your lottery letter.

Above: Fraserburgh lifeboat volunteers prepare to lift their crewmates out of the water during a training exercise.



# Friends of the RNLI

## Our lifesaving partners

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### Bishop Skinner

You get a 10% discount on your boat insurance policy and the RNLI receives 2.5% of the premium. Call 0800 783 8057 or visit [bishopskinner.com](http://bishopskinner.com).

### Coastal Spring

Look out for the Coastal Spring range of Cornish bottled water in your local shops, bars and restaurants. 1p per bottle will go to the RNLI giving a guaranteed £10,000 a year. See [coastalspring.co.uk](http://coastalspring.co.uk).

### cottages4you and Hoseasons Holidays

Supporters get a 5% discount on a holiday and the RNLI receives 5% of the booking price. See the advert on page 40 or visit [cottages-4-you.co.uk/rnliaholidays](http://cottages-4-you.co.uk/rnliaholidays) to find out more.

Alternatively, call 0845 268 8694 for cottages4you or 0844 561 8399 for Hoseasons.

### Fred. Olsen Cruise Lines

Book a selected Fred. Olsen cruise and the RNLI receives 10% of the price. See page 19 or visit [RNLI.org/fredolsen](http://RNLI.org/fredolsen).

### Giveacar

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

### Furness Building Society

This mutual has launched an affinity savings account with the RNLI. Please go to [furnessbs.co.uk/community/affinity-accounts](http://furnessbs.co.uk/community/affinity-accounts).

### Interflora

The flower experts Interflora will donate 10% of spend every time our supporters shop with them. Simply visit [www.interflora.co.uk](http://www.interflora.co.uk) to choose your flowers, and enter 'RNLI' at the promotional code section in the checkout page.

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How my Dad tamed his PC and How You Can Too

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# Last word

Emailers, letter writers, Facebook users and Tweeters have all been in touch to share their support.

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).

## 'I admire those crews ...'

Why do I support the RNLI? I admire those crews who are the only ones who go out in the worst possible conditions to help and rescue people who have got themselves into a life-threatening situation. In conditions where the rest of us look out to sea in awe at magnificent, rolling, foam-crested waves and blinding spray, and take photos from our safe location on shore. The RNLI crews go out when everyone else has come back in!

Charles Egan, Donard, Co Wicklow



### From @Fern\_Britton

To all the men and women serving on the Cornish lifeboats and with the coastguards tonight, stay safe. Thinking of you all. Xxx



### From @RNLIBlackpool

Another shot from our first floor crew room window. Please stay safe.



### From @ERB\_edbenson

Walmer lifeboat practising rough weather handling while on exercise #storms.



### From @LaurenKate\_B

In 20 years I've never seen my dad in a lifejacket – today he wore his new one ... Thanks to the @thefishmish & @RNLI.



## 'There seems to be no end to the rain'

Thank you so much for sending me your magazine – I do appreciate it as it is so interesting and informative, and certainly reveals the courage and dedication of RNLI volunteers. From weather forecasts it would seem that you might receive more such rescues in the future. There seems to be no end to the rain. Best wishes for the excellent rescues done by the RNLI.

Patricia Gibbs, Petersfield, Hampshire



### Will Matthews

Stormy Stan at Cowes RNLI's SOS Day today, courtesy of Nick Edwards!



### Doug Mulliner

That total figure of 425 lives saved just takes my breath away. Think of all the people that figure affects. The families and friends of people saved. The horrific grief that the RNLI has prevented. With courage, nothing is impossible.



### Chris Dayi-davis

Today our amazing 6yr old boy has raised £283.36 by holding a cake sale for the RNLI SOS Day. We live nowhere near the sea, but in Charlie's words about the RNLI: 'You never know when you will need them.' So proud of what Charlie has achieved today. He's looking forward to the next *Storm Force* magazine. Well done Charlie.

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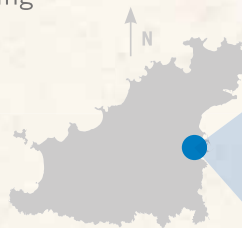


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