

ISSUE 608
SUMMER 2014



the lifeboat



A new horizon

Our plans to halve drowning in 10 years

‘An angel in yellow’

Read accounts of dramatic rescues

Mapping lifesaving

Meet RNLI rescuers at home and abroad



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Lifeboats

SUMMER 2014 ISSUE 608
Cover: A lifeguard sets up for the day at Amroth Beach, Pembrokeshire – one of 212 beaches patrolled our lifeguards this Summer.
Cover photo: RNLI/Nigel Millard
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The RNLI was founded in 1824. Today it provides a 24-hour search and rescue service out to 100 nautical miles from the coast of the UK, RoI, IoM and CI; on the tidal reaches of the River Thames; and on selected inland waterways. It also provides a seasonal lifeguard service on appropriate beaches in England, Wales, Scotland, NI and CI; and inland flood rescue. The RNLI is independent from Government and relies on voluntary contributions and gifts in Wills for its income. It is a charity registered in England and Wales (209603) and Scotland (SC037736). Charity number CHY 2678 in the Republic of Ireland.

Chairman: Charles Hunter-Pease
Chief Executive: Paul Boissier

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Dear Reader

Do you know the three big targets we're working towards as a lifesaving charity? As our Chairman Charles Hunter-Pease explained at our AGM in May, we aim to bring our entire all-weather lifeboat fleet up to a speed of 25 knots by 2019, expand the lifeguard service to 300 beaches in the same period, and – working with others – we aim to halve coastal drowning by 2024. Thanks to the support of people like you, this evolution is already underway, as you'll read in these pages.

This charity has always developed and evolved, without losing sight of the

resolution to save lives. Our selection of covers – taken from an archive spanning over 160 years – demonstrates that. And, as you will have read in the letter accompanying this issue, the next edition will look quite different, with a new format and some exciting new features. So I really hope you enjoy this magazine – and approve of the next one! In the meantime, here's to a safe and happy Summer.

Rory Stamp
Senior Editor

RESCUE

- 8 Stuck truck, stricken yacht and teens
- 15 'An angel in yellow': letter of thanks
- 10 Sailor suffers severed finger at sea
- 12 Charter boat goes up in flames
- 16 Search for missing divers

FEATURES

- 18 LIFESAVING EVOLUTION
How our rescue map is evolving
- 21 WHAT A DIFFERENCE
Celebrating 2013's achievements
- 24 'A RADICAL NEW APPROACH'
How we plan to halve coastal deaths
- 30 ON DISTANT SHORES
Supporter's surprise discovery
- 32 LIFE SUPPORT
Branching out with our fundraisers

PLUS:

- 2 NEWS
- 4 WHAT'S ON
- 38 LAUNCHES AND NEW CRAFT
- 41 REVIEW
- 46 LIFEBOAT LOTTERY
- 48 LAST WORD





Former RNLI Chairman Admiral the Lord Boyce (left) thanks RNLI apprentices who will build and maintain rescue craft at the new All-weather Lifeboat Centre

Stone, steel and lifeboats

Our All-weather Lifeboat Centre (ALC) in Poole, Dorset, is really taking shape, and the project team are on target to open the doors for lifeboat maintenance in January 2015. The ALC will go on to build six all-weather lifeboats a year, ensuring our supporters' funds are used as effectively as possible – and it will provide our lifeboat volunteers with the best craft we can give them. Generous supporters have so far donated £4.8M towards the £5M fundraising target to help fund the building.

The centre's steel structure is in place, along with a specially inscribed stone laid to commemorate the construction. Admiral the Lord Boyce, our former Chairman, had the honour of unveiling the stone: a 'thank you' for his 5-year commitment.

'I think this is the most amazing project, and it is an enormous honour to know that this foundation stone bears my name,' said Lord Boyce at the stone-laying ceremony. 'I have countless happy memories etched in my mind from my time as Chairman. And at

the top of all such memories was meeting our volunteers and their families.'

Also speaking at the ceremony was an apprentice who will work in the centre. 'I'm looking forward to working at the ALC and all the practical training opportunities,' said Matthew Camp, Apprentice Electrician. 'We get to learn from the best in the industry while helping to provide the best possible lifeboats for our volunteer crew.' See the next issue of the magazine for a closer look at the ALC.

2013: what a difference

Supporters and volunteers from around the UK and Republic of Ireland headed to London for our AGM and Annual Presentation of Awards in May. The awardees included artist Tracey Emin (pictured right). See page 21 for more on a special day that celebrated the difference RNLI people made last year.



Membership rates increase

If you're a Shoreline member of the RNLI, the rate of your membership is rising for the first time in 4 years: it will now cost an additional £2. RNLI Governors are being asked to pay an additional £8 per year.

See right for a full run-down of the new rates. Rates for members in the Republic of Ireland are staying the same as there has been a decrease in the value of the pound against the euro since our last increase. Storm Force (our club for children) membership rate is increasing to £10. It's the first increase in Storm Force membership rates since 2005.

GRADE member/s	Increase	Annual rate	Monthly rate
Shoreline	£2	£30	£2.50
Joint Shoreline	£4	£54	£4.50
Offshore	£4	£72	£6
Joint Offshore	£6	£122	£10.17
Governor	£8	£94	£7.83
Joint Governors	£10	£150	£12.50
Storm Force	£2.50	£10	

Days of generosity

Fundraisers in Liverpool, London and across Ireland are celebrating after raising lifesaving funds during two special events.

Mayday is Ireland's big RNLI fundraising event, held at the beginning of May. 2014 was the best yet, with yellow welly keyrings being sold by the bucketload and volunteers taking part in all sorts of activities in a bid to attract donations. For the first time, Liverpool fundraisers got involved in the action too. Westlife star and keen surfer Kian Egan (pictured middle, right) was one of the supporters of the event, which raised more than €135,000 in Ireland and over £5,000 in Liverpool.

Meanwhile, in London, funds collected during London Lifeboat Day were being counted. RNLI staff and volunteers collected donations across the city at the end of April, and raised more than £51,000.



Gallons of support

Caffeine, alcohol and fizzy drinks were all shunned in favour of water during our new fundraising challenge, H2Only. It was a tough ask for many of our supporters: giving up all drinks except for water for 2 weeks. But they were determined to do it and more than 5,000 people signed up to stay on the water. The challenge finished in June, and now we're counting up the sponsorship funds collected. Thank you to everyone who took part!



H2ONLY

One for the enthusiasts

The 2014 edition of the *Lifeboat Enthusiasts' Society Handbook*, a comprehensive guide to the RNLI fleet past and present, is now available. Get your copy direct from the Society, priced at £6.50. Please make cheques payable to the RNLI and send to: Tony Denton, Dawn, Upper Battlefield, Shrewsbury SY4 4AA.



Correction

In the last edition of *the Lifeboat* in a news item titled Honours for RNLI people, we incorrectly stated that Bob Bulgin BEM had been involved with Port Isaac Lifeboat Station for 6 years.

It should have read 16 years – of which 7 have been as Chairman. We apologise for this error and are happy to set the record straight.

Words: Rory Stamp
Photos: RNLI/Nathan Williams/James Connolly

What's on this Summer

With warmer weather and longer days finally here, RNLI stations are preparing for their Summer festivities. See you there!



Portpatrick Lifeboat Week

Set in an idyllic harbour on Scotland's south west coast, the Portpatrick Lifeboat Week is a real highlight in the Scottish RNLI fundraising calendar. With a raft race, talent contest, sea rescue demonstration and firework display, it should prove to be a spectacular week!

WHERE AND WHEN?

Portpatrick, Dumfries and Galloway
27 July–2 August

HOW?

Visit RNLI.org/Portpatrick for a complete programme of events.

Lyme Regis Lifeboat Week

Tipped to be one of the best family events in the south west this Summer, enjoy a week of fun, music, games and displays at Lyme Regis in Dorset. The RAF Falcons will be parachuting in on the Sunday and the Red Arrows will give an awe-inspiring performance on the Thursday. Throughout the week you'll find all kinds of things to enjoy, from sandcastle competitions and rubber duck races, to chef demonstrations and teddy bear picnics. Not to be missed!

WHERE AND WHEN?

Lyme Regis Harbour, Dorset
19–26 July

HOW?

Visit facebook.com/LymeRegisLifeboatWeek for more information.



Valentia Island King Scallop Festival

In July, Valentia Island holds its annual celebration of the sumptuous native king scallop. TV chef Martin Shanahan gives a cookery demonstration, local chefs go head-to-head in the scallop cook-off, and there'll be plenty of tasting sessions to enjoy.

Beyond honouring the local delicacy, you can immerse yourself in a host of sporting, musical and angling events. Visit on the Sunday to see the RNLI and Coast Guard rescue helicopter display in the harbour (subject to operational availability).

WHERE AND WHEN?

Valentia Island, Co Kerry
13–14 July

HOW?

Visit valentiaisland.ie for the full schedule of events.



Aberdovey Lifeboat Week

For 1 week each Summer, the beautiful seaside village of Aberdovey goes all out to celebrate the bravery of its RNLI volunteer crew members with a programme of sport, games, barbecues and raft races. This year they're following it up on 9 August with an RNLI Music Festival.

WHERE AND WHEN?

Aberdovey, Gwynedd
26 July–1 August

HOW?

Visit facebook.com/aberdyfi.lifeboat for all the details.

Want more?

The RNLI calendar is brimming with Summer events. Visit RNLI.org/events to find out what's happening near you – and here's just a taste of what's coming up (please check before travel to avoid disappointment):

Throughout the Summer

Swim Safe 2014

Free beach safety sessions for 7–14 year olds at Bude, Bournemouth and South Shields. See: swimming.org/go/parents/swim-safe.

6 July

St Ives RNLI Sportive

A 60-mile bike ride around the stunning west Cornwall peninsula.

26 July

East Sussex Youth Orchestra Concert

An enthralling night showcasing some of the county's finest young musicians.

28 July

Bridlington RNLI Flag Day

Stalls, beach games and lifeboats on the South Promenade.

2 August

Beaumaris lifeboat and helicopter demonstration

A fantastic display with an Atlantic 85 inshore lifeboat and RAF rescue helicopter.

2 August

Donaghadee Lifeboat Festival

Kicking off a fortnight of festival fun in the iconic Co Down town.

7 September

Great North Run

Run in the world's greatest half marathon, or come and cheer Team RNLI with us! Email events@rnli.org.uk for more information or to register.

Words: Anna Burn
Photos: Alison Smith,
portpatrickholidaycottage.co.uk,
Keith@dphoto.ie

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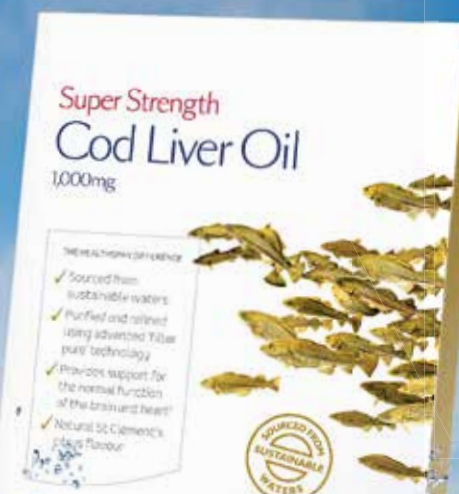
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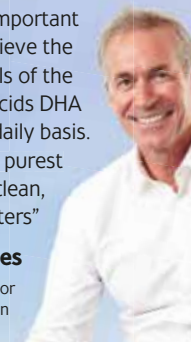
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RESCUE



1 YACHT IN PERIL

20 March: Lymington and Yarmouth Five people onboard a 12m yacht, *Sea Jay IV*, called for help when her mast collapsed and went overboard after catastrophic gear failure in high winds off Hurst Castle. Lymington inshore crew stabilised the situation, but the tide and wind prevented them from completing the rescue. The more powerful Yarmouth all-weather lifeboat was then called to the scene and towed the yacht safely back to Yarmouth.

3 TEENS SAVED FROM RIP CURRENT

26 May: Coldingham Bay Two teenagers thought they were safe paddling in shallow water, but the strong current soon pulled them far out to sea. Luckily, lifeguards Giordano Ceccarelli and Nick Campbell spotted them. Giordano swam to the boy, who was nearer shore, whilst Nick paddled out to the girl on a rescue board. Once safely ashore, the grateful casualties were checked over by their lifesavers and warmed up with hot drinks and blankets.



4 ONE DAY, TWO CALLS

26 April: New Brighton Having already towed 11 fishermen ashore after they suffered propeller problems, New Brighton lifeboat crew launched in search of five sailors in trouble aboard a yacht. They found it in the nick of time before it ran aground. Two of the sailors were suffering with seasickness and all were cold and tired – but the lifeboat crew towed them to safety.

5 PULLED FROM THE BRINK

28 April: Tower A drowning man was pulled from the River Thames and resuscitated by crew and the police after he was spotted floating face down in the water. Helmsman Kevin Maynard explains: 'One of the police officers managed to grab the person but they struggled to get him onboard, so one of our crew went aboard the police boat and helped. The man was unconscious and not breathing so he was given CPR straight away. We then used a defibrillator on him. We managed to get him breathing although he was still unconscious when we handed him over to an ambulance crew.'



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 Torbay, page 10
- 7 Dart, page 12
- 8 Tenby, page 15
- 9 Humber and Withernsea, page 16



2 STUCK TRUCK

1 March: Courtown, Co Wexford The inshore crew went to the rescue of the driver of a 25-tonne dump truck that had become submerged at high tide on Ardamine Beach. The crew arrived to find the driver waving from the roof of his truck, standing just above the waterline. They took him back to the station and the truck was recovered at the next low tide [pictured].

Touching distance

A severed finger, no engine, rough seas: that was the harsh reality a yacht skipper faced off the Devon coast at the end of April. So how would he reach hospital?

'All we knew when we launched is that he may have lost his finger and needed medical attention,' recalls Torbay Mechanic Will Bower, who rushed to the Brixham-based lifeboat station when his pager sounded on 26 April. At around 4pm, a yacht crew had tried to fix their failed engine 20 miles out to sea in 3–4m swells and gusting winds. The yacht's skipper had trapped a finger in the engine hatch, and was in danger of losing it. Portland Coastguard sent a helicopter crew to the scene, but without an engine the sailors could not maintain the speed and direction needed for a winchman to safely come aboard. After several attempts to get close enough, the helicopter had to return to land to refuel. For now, the sailors were alone.

Meanwhile, the Torbay lifeboat crew headed out of Brixham Harbour and towards the yacht. Second Coxswain Richard Fowler was at the helm, while Will handled communications with the Coastguard. After 40 minutes of tackling the swells and driving rain, Richard brought the lifeboat within view of the yacht, which was being thrown around by the powerful wind and breaking waves. By this time, the helicopter crew had returned to the scene.

'I asked the sailors to shorten their sails, to slow the yacht's movement down a bit, but it was still lurching around,' remembers Will. Richard began a series of passes to try and get the lifeboat close enough to bring the injured sailor aboard. It would not prove easy.

'Richard did an incredible job,' says Crew Member and Photographer Nigel Millard, who was on the bow with his fellow volunteers, waiting for a chance to grab the casualty. 'The yacht was so unpredictable. Several times, it veered across our bows or popped up suddenly in front of us, meaning we had to go full astern to avoid collision.'



Pictured, main: Second Coxswain Richard Fowler at the helm during the service. Inset: footage captured of the actual rescue and, below, Richard (left) and Mechanic Will Bower

After six attempts to get alongside – and lots of evasive action – Richard saw his chance. The waves gave him a moment's respite, which was enough to get close alongside. The casualty threw himself forward, bravely using his gloved, injured hand to grasp the outstretched arms of the lifeboat crew. They brought him into the wheelhouse, where Crew Member and GP Dr Alex Rowe assessed the injury.

After talking to the injured skipper – who is a medical professional himself – Alex passed on details of the injury to the Coastguard. It was clear the casualty would need to get to Derriford Hospital, Plymouth, as soon as possible, to give him every chance of saving his finger.

Now it was the helicopter crew's turn to attempt a difficult manoeuvre. 'They gave us a direction and speed, but it was still a tricky transfer in those conditions,' says Will. The lifeboat heaved up and down in the waves: one minute there was not enough line for the winchman to reach the deck, the next minute, there was too much. But, after an initial attempt, the helicopter crew sent down a highline

so that the lifeboat volunteers could grab it and help the winchman onto the lifeboat. 'It was the quickest lift-up any of us had ever seen,' recalls Nigel, who watched the winchman quickly and safely secure the casualty before the pair were whisked aboard the helicopter, and on towards Plymouth.

By now the remaining sailors had set sail for shore, keen to reach the shelter of Brixham Harbour.

'We passed them on our way back to the station and checked they were okay,' says Will, who refuelled the lifeboat

when they reached Brixham. 'We had just finished getting the lifeboat ready for service when the yacht arrived outside the harbour, so we gave them a tow in. They were very grateful – as was their skipper. One of the crew nipped in to the station a few days later to say the surgeons had saved his finger. And that's good to know.'

It was the quickest lift-up any of us had ever seen

Words: Rory Stamp
Photos: RNLI/Nigel Millard



Under fire

Even if their crews aren't aboard, boat fires can pose a serious risk to sea users and the environment – a challenge that volunteers in Devon faced twice in 5 days

A Dart volunteer watches from the inshore lifeboat while a firefighter tackles the Blue Storm blaze

The *African Queen* is one of the best known vessels on the River Dart: a wooden charter boat that provided a home and livelihood for her owners, Alan and Hilary Hemsley. So imagine their horror when, on 10 March, they came back to the harbour after an evening on shore to see smoke rising from the boat's funnel. They quickly raised the alarm and went aboard to throw gas cylinders and flares overboard. But the fire took hold at lightning speed.

also used their own lifeboat fire hoses to try to prevent the fire causing further damage. But it was to no avail – and now the boat was so full of water that she was in danger of sinking, potentially causing a pollution problem.

The only solution was to pump out some of the water, so the Dart harbour vessel *Hercules* brought the *African Queen* to the quayside. Torbay lifeboat illuminated the scene and the fire and lifeboat crews worked with harbour authority workers to stabilise the boat, with the help of a pump from Dart Lifeboat Station. The lifeboat volunteers then stood-by as safety cover, while the fire was eventually put out by the fire crews with the help of foam. Since then, the local community has rallied round to help Alan and Hilary, who were left without their home and income.

It was not the last time Dart lifeboat crew would be called to a boat fire that week. Five nights later, they received a call to a fire onboard an 8m motorboat moored in the harbour. The owners, aboard the boat with their dog when they raised the alarm, tried to fight the fire but couldn't extinguish it. They escaped in their own tender, suffering from smoke inhalation

but otherwise unharmed. Their boat was dangerously close to other craft though. So Dart inshore lifeboat crew launched with a fire commander to assess the scene. Again the Lower Ferry brought a fire appliance to the scene. The lifeboat took two firemen, with their hose running from the appliance, as close to the burning boat as safely possible.

The fire burnt through *Blue Storm's* mooring lines and she drifted aground at a safe distance from other boats. When the fire crews eventually put out the blaze, two lifeboat crew members waded through the mud and secured her to the shore: another boat made safe thanks to good teamwork between the RNLI and other agencies.

Hugh Fogarty, RNLI Head of Operations (Operational Support), says: 'The principal concern for lifeboat crews is for the safety of people first. RNLI lifeboats are not designed for firefighting and inshore lifeboats are particularly vulnerable. Involvement in services such as these is fortunately rare but requires careful judgement by those involved to keep themselves and their crew clear of danger.'

Words: Claire Vandvik
Photo: RNLI/Dart

Dart inshore lifeboat crew received the call at 11.35pm and arrived within minutes. They were relieved to see that the owners were not aboard – they had escaped onto a nearby pontoon. Helmsman Buster Hart and the crew took Alan and Hilary to the Darthaven Marina, then returned to the scene with four members of Brixham fire crew. The firefighters set up hoses on the Lower Ferry and a Dart Harbour Authority craft to tackle the fire, but it still burned fiercely. The blaze was so intense that, within half an hour, the *African Queen* was gutted to the deck line. The Dart crew's fellow lifeboat volunteers from neighbouring Torbay arrived with their all-weather lifeboat, bringing more firefighters to the scene. The Torbay crew

The fire took hold at lightning speed

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*At least 5% of the purchase price of each holiday purchased will be paid in support of the RNLI. Payments are made to RNLI (Enterprises) Ltd (which pays all its taxable profits to the RNLI, a charity registered in England and Wales (No. 209603) and in Scotland (No. SC037736). Charity number CHY 2678 in the Republic of Ireland. ** prices are subject to availability for full terms and conditions see website for details.

'An angel in yellow'

How does it feel to be saved by a lifeboat crew? Bruce Dibben was grateful and humble enough to send a letter of thanks to his rescuers ...

'I would like to pay tribute to my rescuers from Tenby lifeboat. On transit from Swansea to Milford Haven Saturday 5 April in my 30ft [9.1m] steel motor sailor, we suffered engine failure off Tenby in rising winds and wind-over-tide sea conditions. A large wave hit us broadside, throwing me onto the wheelhouse floor, smashing a rib. My only remaining crew lay on the seat in the rear cockpit suffering acute seasickness and exhaustion.

'No film could beat the drama of this reality'

'My pan pan call to Milford Haven Coastguard swiftly tasked Tenby lifeboat to us in poor visibility and very difficult seas. Their skilled crew were soon alongside in hopeless conditions bringing an angel in yellow to my wheelhouse, who took calm control and set up a tow, ensuring a slow, unpleasant ride to safety.

'At the smart new lifeboathouse was tea, kindness and coastguards. What a service to be proud of. They could not have been more helpful.

'The whole crew did an incredible job of showing the value of intensive training for a job only those being rescued could grasp in real time. No film could beat the drama of this reality.

'We are sending a donation and I am a member of the RNLI.'

Bruce Dibben, Pembrokeshire



THE DETAIL
TAMAR LIFEBOAT
 ON-1280 (16-01)
Peter and Lesley-Jane Nicholson

THE TAMAR CREW
 Coxswain Stewart (Louie) Beynon (Explosives Expert)
 Crew Members:
 Stephen Lowe (50, full-time Mechanic)
 Dan Thomas (40, Commercial Skipper)
 Robert Beynon (24, Ammunition Expert)
 Leighton Nevitt (46, Berthing Master)
 William Thomas (21, Mariner)
 Ieuan Williams (21, Deckhand)
 Robert John (36, Estate Agent)

The relief of seeing a lifeboatman in yellow kit was what Bruce remembered when injured on his motor sailor *Heather Bell*



SURFACING ALONE

Without their powerless support boat, two divers found themselves alone in the North Sea ...



The crew of the Humber lifeboat had just returned from a training exercise when they received the alert at 11.50am on Sunday 23 March.

A 7m dive boat, with two crew onboard and two scuba divers, had broken down with fuel problems. Unable to find anchorage, they drifted 9 miles east of Withernsea, away from the two scuba divers. The crew soon lost sight of the divers' surface marker, indicating where the divers were below the surface. The men reacted quickly and called the Coastguard by VHF radio.

Lifeboats from both Humber and Withernsea launched immediately. They were mainly concerned for the divers, who would be stranded in the swell.

‘Any boat in a metre of sea would struggle to see them’

Humber Coxswain Dave Steenvorden (above left)

The crew of the Humber Severn class lifeboat *Pride of the Humber* used the dive boat's VHF signal to locate the vessel using onboard direction finding equipment.

Meanwhile, the two divers resurfaced from their dive to find that they suddenly had no support boat, and no idea of what had happened. 'They had no reference to where they were,' explains Humber Crew Member Ben Mitchell.

Humber Coxswain Dave Steenvoorden used the information that the dive boat crew had given him, and his experience, to calculate a search area to find the divers' likely position in the water.

It was important to find the divers quickly to ensure their safety, as Ben explains: 'The longer time that elapses when someone's in the open water, the more likely it is we will have to employ major search patterns and a longer, more complicated rescue.'

'Within a short amount of time, the area we calculated for the search would get bigger very quickly,' agreed Dave.

His lifeboat crew looked out from the deck for the inflatable surface marker. The marker was a red inflatable around 1m tall, and this bright visual enabled the lifeboat crew to locate the two men from a distance, and pluck them safely out of the sea.

Dave explained that divers can be difficult to spot even in the best of conditions: 'It was a beautiful clear day with a 1.5m swell but, without the marker, all the divers have above the water is their heads, and any boat in a metre of sea would struggle to see them.'

'They made our job easier,' adds Dave. 'The equipment the divers carried ensured a quick and successful rescue. The VHF and surface markers really were lifesavers. The divers also had a hand-held VHF and could have set off an emergency beacon if we hadn't found them.'

Both divers, boat crew and the stricken vessel were rescued by the *Pride of the Humber* crew and handed over to Withernsea's inshore lifeboat. The Withernsea crew took them into the beach, shaken, but unharmed. 'It could have been a serious incident,' reflected Steve Medcalf of the Withernsea crew. 'The divers were very grateful to get back to the beach.'

Watch the divers being plucked from the North Sea from the lifeboat crew's perspective at [RNLI.org/diversrescued](https://www.rnli.org/diversrescued). If you want to know more about safety at sea, please visit [RNLI.org/CoastalSafety](https://www.rnli.org/CoastalSafety)



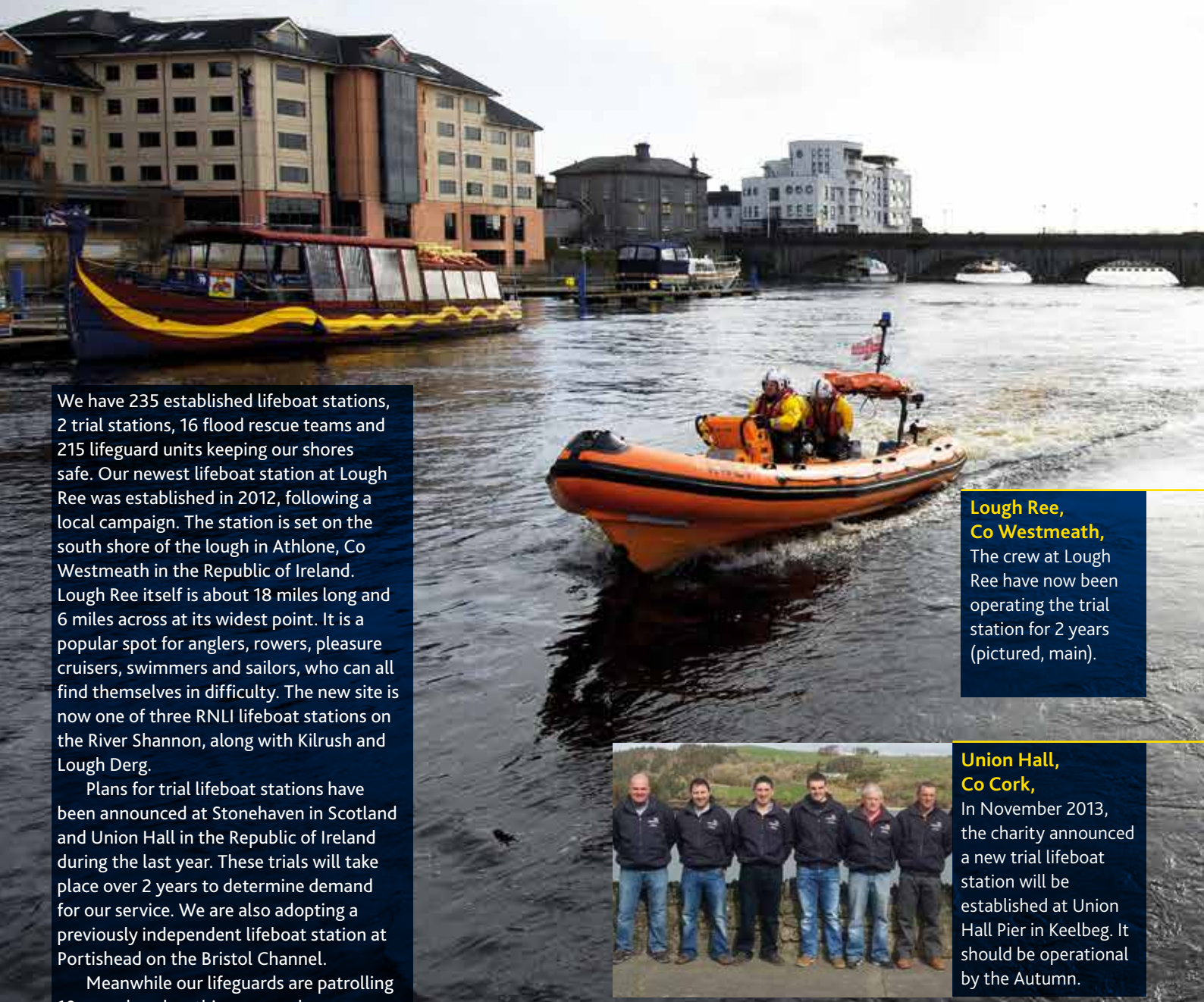
Words: Sarah Acton

Photos: RNLI/Nigel Millard/Humber

Lifesaving evolution

While our lifesaving purpose has always stayed the same, our rescue map has constantly evolved since 1824 – so what are the latest developments around the coast?

- All-weather lifeboat station (ALB)
- Inshore lifeboat station (ILB)
- ALB and ILB station
- Regional base and lifeguard support centre
- Lifeguard support centre
- New lifeguard beaches for 2014



We have 235 established lifeboat stations, 2 trial stations, 16 flood rescue teams and 215 lifeguard units keeping our shores safe. Our newest lifeboat station at Lough Ree was established in 2012, following a local campaign. The station is set on the south shore of the lough in Athlone, Co Westmeath in the Republic of Ireland. Lough Ree itself is about 18 miles long and 6 miles across at its widest point. It is a popular spot for anglers, rowers, pleasure cruisers, swimmers and sailors, who can all find themselves in difficulty. The new site is now one of three RNLI lifeboat stations on the River Shannon, along with Kilrush and Lough Derg.

Plans for trial lifeboat stations have been announced at Stonehaven in Scotland and Union Hall in the Republic of Ireland during the last year. These trials will take place over 2 years to determine demand for our service. We are also adopting a previously independent lifeboat station at Portishead on the Bristol Channel.

Meanwhile our lifeguards are patrolling 10 more beaches this year, as shown on our map. >>



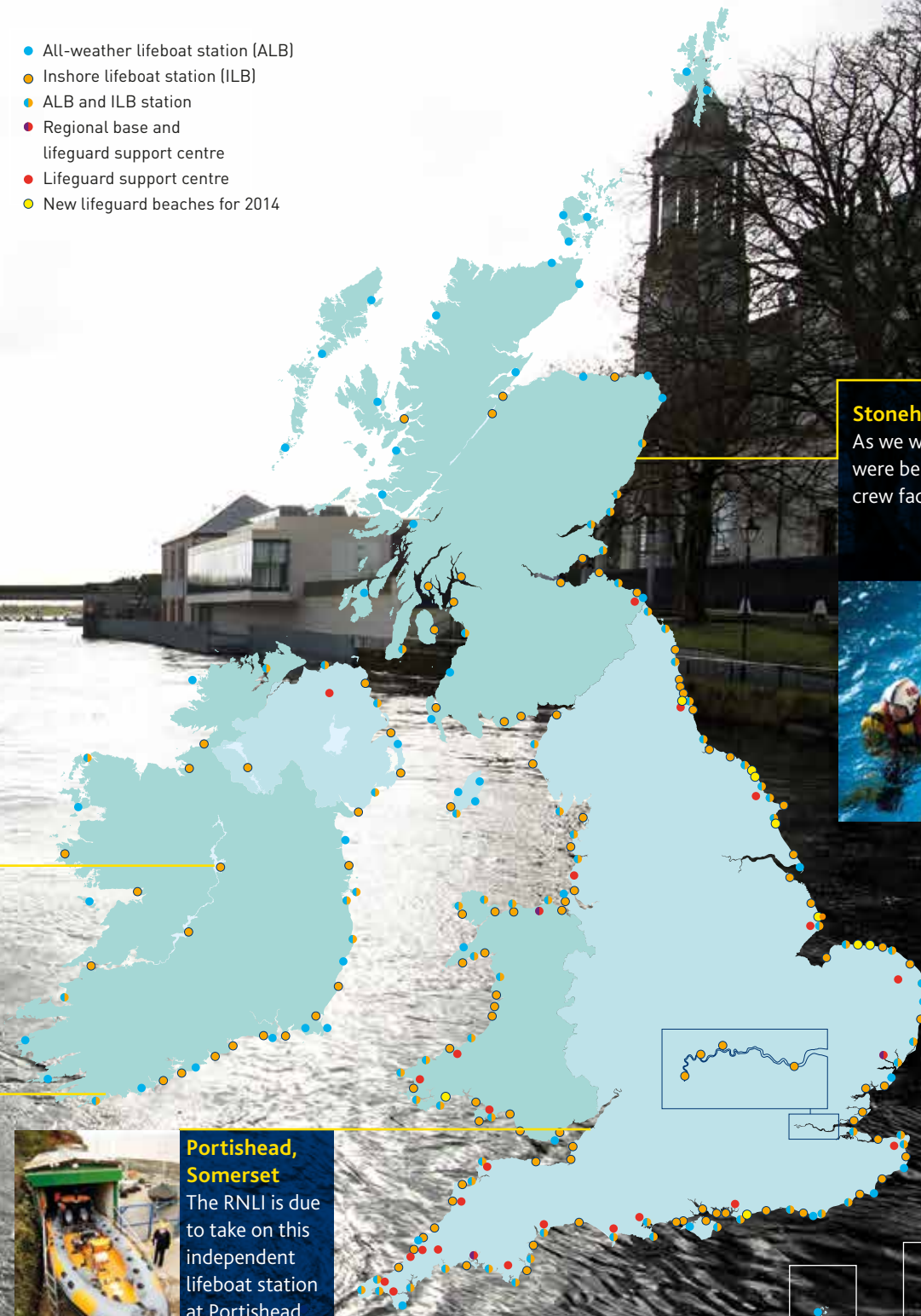
Lough Ree, Co Westmeath,
The crew at Lough Ree have now been operating the trial station for 2 years (pictured, main).



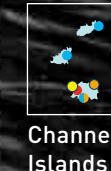
Union Hall, Co Cork,
In November 2013, the charity announced a new trial lifeboat station will be established at Union Hall Pier in Keelbeg. It should be operational by the Autumn.



Portishead, Somerset
The RNLI is due to take on this independent lifeboat station at Portishead shortly.



Stonehaven, Aberdeenshire
As we were going to press, modules were being installed for a temporary crew facility.



‘We're really happy to be part of the RNLI’

Meet some of the people who are getting our new lifesaving services off the ground



Portishead lifeboat has been running as an independent rescue service since The Portishead Lifeboat Trust was founded in the 1970s. It has been operating out of a shed-like boathouse, which has been a tight squeeze for the lifeboat and crew. Over the years the volunteers have developed a good relationship with local RNLI lifeboat crews.

Helen Lazenby, Deputy Press Officer and Fundraiser

‘The adoption by the RNLI is a great positive for us in Portishead. To be at the point that the building is underway ... frankly we are all pinching ourselves that it’s finally happening. To have the facilities that the RNLI is going to give us will be fantastic: for example changing rooms, a training room and, best of all, a toilet!’

‘I joined the station in 2004 when my husband Ian joined as trainee crew. My role has involved reporting newsworthy fundraising stories to the press and actual fundraising. Having the RNLI flag flying above the station will mean we should be able to generate more publicity, which will be great for our fundraising. We always need volunteers – many hands make light work as they say. With the additional RNLI branches supporting us we can actually do even more fundraising and that is great.’



Lough Ree inshore lifeboat crew have recently started operating an Atlantic 85 lifeboat as part of their trial period – it’s larger and faster than their first lifeboat, an Atlantic 75.

Damien Delaney, Lifeboat Operations Manager

‘We started training in March 2012

and we had our first shout on 28 June that year while we were out training. The Coast Guard asked for our assistance with a grounded barge. Our patch is from the weir in Athlone down to Lanesborough. Even though we’re on an inland lake, the water level has a range of about 2–3m from high to low throughout the year, so we can see quite a difference in the shoreline from one year to the next. There’ve been a couple of instances where we couldn’t get close enough to the casualties with the boat as it’s been too shallow so the crew had to walk in and carry the people out.’



Stonehaven volunteers first formed an RNLI lifeboat crew from 1867–1934 and then again from 1967–84 before operating an independent search and rescue service. The new RNLI team at Stonehaven is made up of former and new volunteers who give their time to launch and crew the lifeboat, run the station and raise funds.

Richard Colliar, Helm

‘My day job is in the oil industry with 2 weeks working and 3 weeks off so in my spare time I volunteer on the inshore lifeboat. Of the 20 or so volunteer crew members, around half are in the oil industry and only two work normal office hours. Being on the edge of the North Sea we are pretty used to foul weather!’

‘Our area of operation has a bit of everything. We have cliffs 90m high, long sandy beaches and very rocky outcrops. One of our challenges is to launch in all states of the tide. Our lifeboat is currently kept in a shed owned by the local sea cadets. Crew members have been to the RNLI College in Poole for training. Trainers have also visited us at the station for a 2-week intensive course. The time the trainers and assessors have given us has been superb. Our crew has really bonded and, although I was a little sad when the independent lifeboat service here folded, we’re really happy to be part of the RNLI.’



Bognor East and West beaches started benefitting from an RNLI lifeguard service this Summer, for the first time.

Olly Cona, Lifeguard Supervisor and Littlehampton Crew Member

‘At Bognor the risks come from people tombstoning off the pier and jumping off groynes. At low water

the rocks become exposed and can cause harm if anyone swims out to them or tries to walk across them. I’ve been volunteering as crew with Littlehampton lifeboat since 2010 and then became a lifeguard too. I love working on the beach – including the fitness aspect and helping people. This year I have been setting up the new service in Bognor Regis, which runs to 7 September. No days are the same on the beach. You never really know what’s going to happen.’

Words: Carol Waterkeyn, with research by Jon Jones, Mairéad Dwane and Robin Westcott
Photos: RNLI/(Nathan Williams, Nigel Millard, Tim Ash)

What a difference a year makes

‘As well as a constant resolution to save lives at sea, there has been constant evolution in how we do it,’ said RNLI Chairman Charles-Hunter Pease at our AGM on 22 May.

It was a day of looking back at the difference that the RNLI made in 2013, and what a difference your support will make in the future. Charles (pictured below) explained how we plan to:

- bring our entire all-weather lifeboat fleet up to a speed of 25 knots by 2019
- expand the lifeguard service to 300 beaches in the same period
- and – working with others – aim to halve coastal drowning by 2024.

The audience also heard how the RNLI’s finances are faring. Income was £182.7M in 2013. Running costs reached £144.6M, and capital expenditure was £48M (including spending on stations, lifeboats and the All-weather Lifeboat Centre).

‘Overall, then,’ added the Chairman, ‘the finances of the RNLI remain sound, enabling significant investment to ensure that our lifesaving capability is fit for purpose for the longer term. Over the next 5 years we will need to raise around £170M each year – drawing down some of our investments as required – to invest in new boats and equipment, shoreworks and necessary infrastructure. But I am confident that, with the continued support of our donors and fundraisers – and the Continuous Improvement programme – we will do that. We are building solid financial foundations for a sustainable future.’



What a difference teamwork makes

Our Annual Presentation of Awards was also held on 22 May. RNLI people gathered in the Barbican theatre to see supporters and volunteers receive awards for their commitment, talent and achievements in 2013. Among those collecting awards on the day were:

SUPPORTER AWARDS

Innovation: James Stephenson and Tracey Emin
 Restaurateur James swam the Channel and Tracey, a famous artist, sold her art and prints in aid of the RNLI, raising over £100,000.

Youth: Rachel Matthews Rachel (pictured right) gave fundraising piano performances – including one auctioned as an internet experience – prompting donations to the tune of over £2,300.

Branch: Port of Liverpool The energy, dedication and innovation of the branch members has increased their annual income by over £25,000 in 3 years.

Corporate: Wilkinson Staff at 13 stores in the south west of England chose to support the RNLI as their regional charity of the year. Events and collections raised £65,000.

Media: ITV Wales Special features on lifeboat volunteers, appeals, coverage of rescues and seasonal safety messages were all broadcast in 2013 thanks to ITV Wales.

HONORARY LIFE GOVERNORSHIP

Dr Reginald Carr, Blyth Lifeboat Management Group; Merwyn Hanna MBE, Kilkeel Station Branch; Dorothy Williams, Burry Port Branch.

For a full list of awardees, our 2013 achievements, statistics and accounts, see RNLI.org/2013



Photo: RNLI/Mike Lewis

3,350 NUMBER OF PEOPLE LEAVING GIFTS IN THEIR WILL

139 LAUNCHES ABOVE FORCE 7 WINDS

15,795 INCIDENTS WHERE FIRST AID WAS NEEDED

325 LIVES SAVED BY OUR LIFEBOAT CREW

RNLI 2013 WHAT A DIFFERENCE A YEAR MAKES

100 LIVES SAVED BY OUR LIFEGUARDS

21,938 PEOPLE HELPED BY OUR LIFEGUARDS

23 LIFEBOAT RESCUES EVERY DAY

8,826 LIFEJACKETS CHECKED BY SAFETY EXPERTS

8,384 PEOPLE RESCUED BY LIFEBOAT CREW

142 LAUNCHES AT SOUTHEND-ON-SEA OUR BUSIEST COASTAL STATION

19,000 MILES OF COASTLINE COVERED BY OUR LIFEBOATS

8,304 LIFEBOAT LAUNCHES

19,594 INCIDENTS CALLED TO LIFEGUARDS

13,990 MEMBERS OF STORM FORCE THE RNLI'S CLUB FOR CHILDREN

2,800 MILES COMBINED MILEAGE OF RNLI LONDON MARATHON RUNNERS

492 LAUNCHES BY BUSIEST CREW AT TOWER LIFEBOAT STATION IN LONDON

30,000 MORE PEOPLE LIKED US ON FACEBOOK

‘A radical new approach’

How are we tackling the drowning problem around our coasts?

In 2012, we reached a crossroads in our mission to save lives at sea. We had the best possible kit, training and crew, yet there remained a stubborn coastal drowning statistic that just would not go down. ‘It’s about a 2:1 ratio,’ says Coastal Safety Manager Will Stephens. ‘For every two people whose lives we save, another person sadly drowns.’

On average, 169 people still die every year around the UK’s coast*. We’re working with the Irish Water Safety Forum to get annual numbers for Ireland, but it could be as many as 80.

From handing out barometers in the late 1800s to the SEA Check volunteers who have helped sailors since the 1990s, the RNLI has been doing coastal safety work since its earliest days.

‘In 2012 we realised we needed to take a radical new approach,’ explains Will. ‘If we continue the same measures, we will always get the same results.’ He now heads up a team helping the RNLI to achieve a serious goal – to halve coastal drowning in the UK and Republic of Ireland by the charity’s bicentenary in 2024.

It might appear an insurmountable problem. The sea can seem a cruel, indiscriminate, random taker of lives. But dig deeper, gather evidence and research, and patterns begin to emerge. And where there’s a pattern, there is hope – because lessons can be learned and specific, targeted solutions can be developed. >>

*2010–12 average according to the Water Incident Database (WAID)



Tackling drowning – the plan of action

WHY



DO PEOPLE DROWN?

Our Operational Research Unit is mapping all the factors that bring people to the point of drowning. We need to change behaviour, set new standards of safety, and raise awareness of the drowning issue.

WHO

IS THE MOST AT RISK?



Our research has found that 86% of people losing their lives to drowning are men.

ACTION: RESPECT THE WATER

This Summer we launched a nationwide campaign, Respect the Water, which aims to transform people’s understanding of drowning risks.

It’s targeted at men aged between 25 and 64. It will encourage them to take fewer risks and lead to fewer rescues.

For more information, see RNLI.org/RespectTheWater.



WHERE

ARE INCIDENTS HAPPENING?

Incidents are being mapped by area and type of activity. Our community incident reduction managers are working with local volunteers to tackle the issues that affect their coastline.

ACTION: WORKING WITH THE COMMUNITY

We can use this information to create a community safety action plan for each area. A similar approach by the West Yorkshire Fire Service reduced fatalities from 33 to 3 in 7 years.



WHAT

RISKS DO ACTIVITIES PRESENT?



We are profiling coastal activities that are causing some participants to take risks and put themselves in danger. They include scuba diving, kayaking and fishing.

ACTION: SAFETY PRODUCTS AND MESSAGES

By understanding users groups and targeting messages to the right people, we can make safe behaviour the ‘norm’, leading to fewer incidents and fatalities. Specific behaviours (such as wearing a kill cord) or using pieces of kit become as natural as putting a seatbelt on in the car.

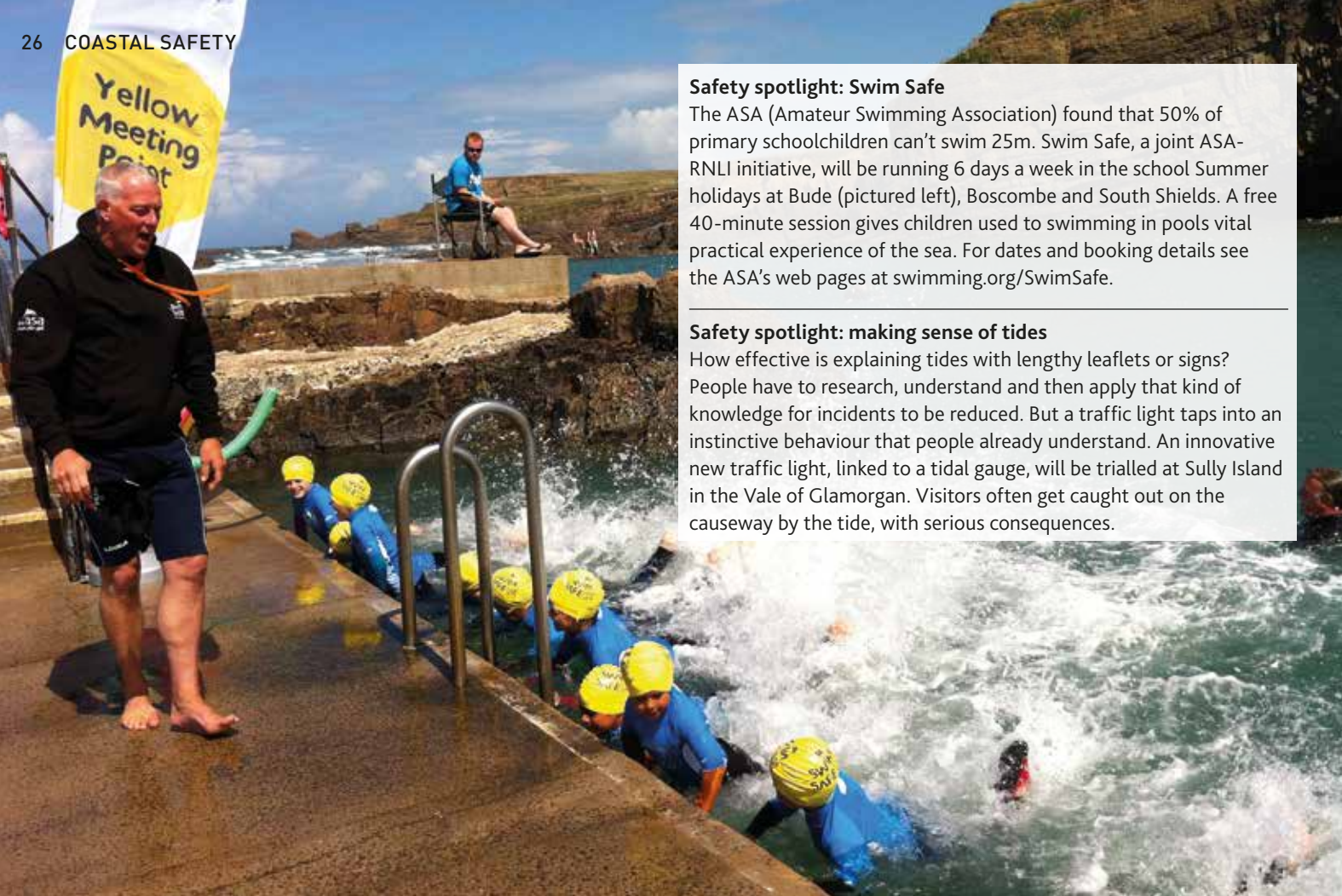
THESE ACTIONS CREATE

MOMENTUM

AND A SHIFT IN

SAFETY CULTURE

COASTAL DROWNING IS HALVED BY 2024



Safety spotlight: Swim Safe

The ASA (Amateur Swimming Association) found that 50% of primary schoolchildren can't swim 25m. Swim Safe, a joint ASA-RNLI initiative, will be running 6 days a week in the school Summer holidays at Bude (pictured left), Boscombe and South Shields. A free 40-minute session gives children used to swimming in pools vital practical experience of the sea. For dates and booking details see the ASA's web pages at swimming.org/SwimSafe.

Safety spotlight: making sense of tides

How effective is explaining tides with lengthy leaflets or signs? People have to research, understand and then apply that kind of knowledge for incidents to be reduced. But a traffic light taps into an instinctive behaviour that people already understand. An innovative new traffic light, linked to a tidal gauge, will be trialled at Sully Island in the Vale of Glamorgan. Visitors often get caught out on the causeway by the tide, with serious consequences.

It's about rethinking the problem and not being afraid to try new things

The 21-strong Coastal Safety Team, supported by researchers, operational staff and volunteers, are steadily building a profile of coastal drowning – and how to tackle it. Whether they have a search and rescue background that showed them the preventable nature of many accidental deaths, or they're watersports enthusiasts who want to make the water a safer place for everyone, they are all driven by one mission: to halve coastal drowning in the next 10 years. Meet some of the people who will be taking us there ...



THE COASTAL SAFETY INTELLIGENCE MANAGER

Jojo Mains worked for the US Coast Guard for 24 years. He joined the RNLI as a trainer in 2008, moving to Coastal Safety in 2011.

'We shouldn't be quick to judge – everyone has their own unfamiliar environments. I might

be okay on a boat, but stick me on top of Everest and I'll probably do something "stupid". Take lifeguards as an example: they look out over the mass of people and, based on their accumulated knowledge and experience, instantly know who's about to get into trouble. They spot a rip current developing and move the swimming area flags. We take evidence, not anecdote, and use it to understand the dangers and make adjustments that encourage safer behaviour. Coastal Safety is moving the flags too, on a national level.'



THE PRODUCT MANAGER

Pip Hare is a professional ocean racing sailor. She launched her solo career in 2009 sailing 7,500 miles non-stop from Uruguay to the UK. Pip joined the RNLI in 2013, and works on tide, coastal walking, youth and – not surprisingly – sailing.

'Single-handed ocean racing is one of the more extreme sailing pursuits, but I've thought about the risks and put strategies in place. I think it puts me in a strong position to convey that message. As a sailing instructor, I'm not judgemental about people's lack of knowledge either. Some of the results from our research on tidal knowledge were shocking ("the tide only comes in at night" came up quite often), but that's their sphere of experience. The most exciting thing about this job is picking up the phone and finding out what's possible. It's about rethinking the problem and not being afraid to try new things.'

Honour our courageous heroes with an heirloom first-of-a-kind...

100TH ANNIVERSARY WWI COMMEMORATIVE WATCH

LEST WE FORGET



**They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning,
We will remember them.**

On the 28th July 1914, the threat of oppression loomed with the declaration of war – a war that was to become the first global conflict in history, touching people from every nation for decades to come...

Now, on the 100th anniversary of this Great War, a prestigious centenary edition proves a striking tribute to the courageous heroes who sought to defend liberty itself – Lest We Forget. Honour their incredible acts with the *100th Anniversary WWI Commemorative Men's Watch* – a first-of-a-kind, exclusive to The Bradford Exchange.

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Photo: Skye Brackpool



THE AMBASSADOR



James Haskell is a Wasps and England rugby player, who launched a trial of Respect the Water in Brighton last Summer (pictured above). 'I was immediately attracted to the concept. I felt I could make a difference to deliver the results and kick-start what will be an ongoing campaign to save people's lives. The spectacle of someone like me, who has a slight reputation for being a big lad, being totally impotent in the presence of water, hopefully will make a few people sit up and think.'

Offshore members can read more from James on why he's putting his weight behind our Respect the Water campaign in the latest *Offshore* magazine.

THE PRODUCT MANAGER



Chris Adams has a background as a watersports instructor and lifeguard. He joined the RNLI in 2013 and works on areas including kayaking and angling. 'If you know what the problem looks like and understand the people involved, you can intervene early and tackle root causes, whether that's an absence of suitable kit, a cost barrier or a behaviour that's not yet the norm. Pooling ideas and expertise is really effective: recently we challenged RNLI staff and volunteers to devise a better means of calling for help for kayakers. There will always be incidents – the sea is a dynamic, changing environment. We want people to be able to call for help and survive. Put it this way: would you rather be woken up by a smoke alarm, or a firefighter pulling you from your burning home?'



THE REGIONAL INCIDENT REDUCTION MANAGER

Brian Robson spent 30 years as a firefighter and 5 years implementing West Yorkshire Fire Service's community safety plans. He's an RNLI governor and volunteer of 30 years, 'tempted out of retirement' in 2013.

'I feel at home already: the tea tables in fire and lifeboat stations are where it all happens! As a firefighter, I was called out for too many people who needed targeted safety advice, and it was too late. For me, there was no better argument for community education. We reached exactly the same crossroads that the RNLI did in 2012, which is why I know this approach can work. It's in the RNLI's heritage – from the beginning, lifeboat communities have been seeing a problem, fundraising and trying to solve it locally. I am convinced that, with the right support, communities can and will solve these problems for themselves.'



THE COMMUNITY INCIDENT REDUCTION MANAGER

Nicola Davies has a background in volunteering for – and later, managing – Coastguard rescue teams. She joined the RNLI as a Divisional Sea Safety Manager in 2002.

'For me the most exciting thing about this new role is being able to do more on a local level. Nationally, tidal cut-off statistics might not register, but people around Sully Island see others risk their lives needlessly in this way every week. There'll always be a place for our sea safety volunteers, but we're also taking on more volunteers to suit the coastal activities that are popular in the area. And there'll always be a place for our lifeboat crews too. I'm married to a coxswain, so I know the only way we can make this target happen is by working together – with our lifesavers, communities and other search and rescue organisations.'

On distant shores ...

The golden sands of The Gambia wasn't a place where proud RNLI supporter Robert Painter expected to find lifeguards flying our flag ...

“My wife and I have recently returned from The Gambia on holiday. On the first day we walked from our apartment to the beach, some 50m, and were shocked to see an RNLI flag flying on the sands, with the red and yellow flags marking the safety swim area.

We then met two lifeguards and asked how on earth did they acquire their equipment? They said some RNLI people trained them from the UK.

They also said that before they started guarding the area, two or three people drowned very often. Since their duty, not one person has drowned.

They are lovely people and very dedicated. Keep up the wonderful work.”



“Since their duty, not one person has drowned”



Putting global drowning on the map

The lifeguards Mr and Mrs Painter met in The Gambia were among 30 amazing volunteers trained there by the RNLI in 2013.

The Gambian lifeguards also received some basic rescue equipment from the RNLI, and fly the charity's flag with pride. But they are now an independent unit – as with all our International projects, we are giving lifesaving teams the means to save lives without depending on other organisations. The Gambian lifeguards have the training, kit and volunteers to save lives 365 days a year on five beaches and are committed to public service for tourists and locals. They get no financial support for volunteering, and they sometimes survive the day on water mixed with sugar for energy.

Two RNLI trainers are going back to The Gambia later this year to focus on instructor training. Then the Gambian instructors themselves will be able to expand and develop their vital lifesaving

service, because they will be able to train new volunteers.

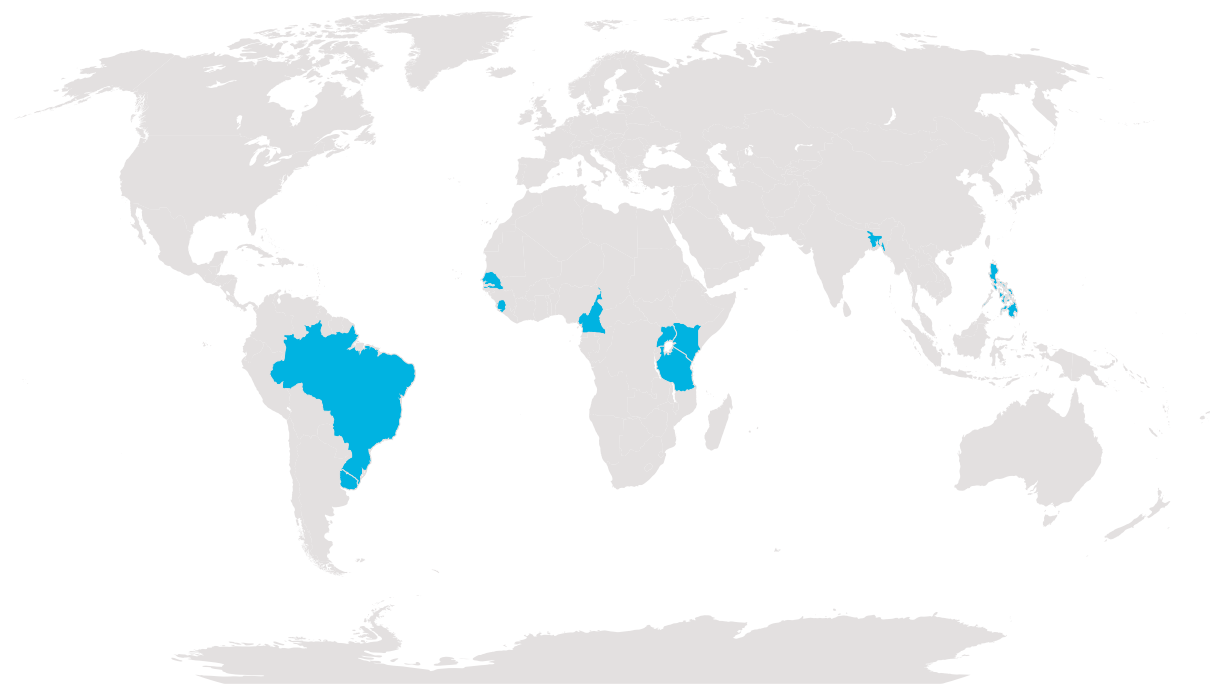
The Painters came across one of many places across Africa where the RNLI is tackling the drowning epidemic. The World Health Organization (WHO) estimates that Africa has the highest continental drowning rate in the world. To help tackle this, we are also helping with flood preparedness, search and rescue and an Aquatic Survival programme that teaches swim survival to children.

Globally, drowning is a leading cause of death. It claims an estimated 400,000 lives a year (over half of which are children) according to WHO figures. This is a conservative estimate.

Other countries the RNLI is working with to reduce drownings include: Senegal, Uganda, Cameroon, Kenya, Tanzania, Bangladesh, Sierra Leone, Brazil, Uruguay and the Philippines (as highlighted below).

For more information, go to RNLI.org/international.

Words: Bethany Hope/Philly Byrde
Photos: RNLI



Life support

Their fundraising roots lie in the 19th century, but today's branches continue to attract new members and raise millions of pounds. How do they do it?

From the first Lifeboat Saturday street collections in the late 1800s, the RNLI played a key role in creating community fundraising as we know it. Other charities quickly followed suit and community spirit is still alive and well today.

Fundraising is not a one-way street – volunteers of all ages and walks of life get a lot out of it. There's the feel-good factor of course, knowing that you're helping to save lives as sea. Volunteers also enjoy putting their experience to good use, developing new skills and having some good, honest fun with like-minded people. If you're in the job market, it looks good on the CV too.

“We've built on strong foundations. The fundraising traditions established by our ladies in the early days have developed and grown”

Daphne Bush, Chairwoman, Pembroke Ladies' Lifeboat Guild

RNLI fundraising today is thriving in a range of guises – as a donor you play a key role in making an individual contribution to the RNLI. Perhaps you've been sponsored to raise funds in an event too. But what about raising funds with others – how do our branches and guilds successfully fundraise year after year in their communities?

A strong tradition

Celebrating its 65th anniversary this year, the Pembroke Ladies Lifeboat Guild is a shining example of how a traditional form of local fundraising can still hold strong in the 21st century. Launched from a hired school classroom in February 1949, the lady volunteers are as tenacious today as their founder members were all those years ago. Last year the team raised almost £48,000. >>



His life in their hands Lenny Howells, Assistant Mechanic of Angle lifeboat, supported by Pembroke Ladies Lifeboat Guild (l-r) Kath Klau, Souvenir Secretary; Maggie Pegg, Assistant Souvenir Secretary; Sandra Thompson, Minute Secretary; Rose Phillips, Souvenir Volunteer; and Daphne Bush, Chair/Press Officer. Last year the guild raised enough to kit out Lenny's station and nine others with new lifejackets.

» Chairwoman Daphne Bush says: 'We've built on strong foundations. The fundraising traditions established by our ladies in the early days have developed and grown over the years. It's not just about coffee mornings any more – those days are gone. We still do small events because people enjoy them and it's good publicity but we focus on events that will pull in at least £1,000. Our Fun Run and Walk on Castlemartin Range is in its 23rd year and has raised well over £100K.

'We're fortunate enough to have members with professional skills including communication, organisation, IT – even qualified cooks. We always have a full agenda so I encourage members to choose which events they work at. They are all very

‘When I first met our local lifeboat crew I was so inspired by what they do. We have the easy job!’

Sue Webster, Chairman, Port of Liverpool Branch

committed. I can honestly say that our success is down to being a happy team, having good connections with our supporters, local businesses and the press.

'Debs, our RNLI Community Fundraising Manager, always makes us feel so valued. It is an absolute pleasure and honour to be the face of the RNLI in Pembroke. There's nothing else quite like it. I can't

quite put it into words but I've been doing it forever and just love it! I know we do the enjoyable side though – the lifeboat crews do the real work.'

The branch, born again

The Port of Liverpool Branch is somewhat of a youngster in comparison but typifies today's brave new world of branch fundraising. Formed on the back of a single fundraising event in 2010, its innovative volunteers have grown the branch's annual income from £4,850 to over £30,000 in just 3 years – hence the reason they received a coveted RNLI Supporter Award in May. There's a good mix of new blood and experience here, bringing original ideas and a lively presence on social media. And fresh relationships with big business have helped to convert many maritime events at the city's famous docks into fundraising opportunities. The volunteers know how these occasions raise vital awareness as well as money and have developed a unique event to bring the work of the RNLI to new audiences. As well as a packed calendar of events, the team also finds time to share ideas and support with other branches.

Chairman Sue Webster says: 'We plan to carry on building up more businesses and contacts. It's hard work but we keep on going – onwards and upwards! We started off as being a family run branch but in time we got a lot of new people onboard. They are an amazing group and I'm so proud to be their Chairman. I hope they will be with me forever. »



Thinking outside the collection box: Port of Liverpool Branch created a unique Duck Race event that boosted both RNLI funds and awareness

Do something amazing!

You don't have to get wet to save lives but we do need your skills, brains, and a few hours when you can spare them. We welcome and value every volunteer and together we can continue raising lifesaving funds.

- Sign up for occasional volunteering.
- Hold an event.
- Promote or help out at other events.
- Join a branch.

Find out what other great things you could do at: RNLI.org/volunteer.

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» 'When I first met our local lifeboat crew I was so inspired by what they do. They are tremendous people, risking their own lives to save others. We have the easy job!'

It started on a Saturday

For over half a century, the RNLI's main source of income was from a few select individuals and organisations who were able to buy lifeboats outright or leave substantial legacies. In those early days, a 'Life-boat Branch' was chiefly the operational committee of a lifeboat station and appeals were largely reactive and pitched to the wealthy in times of financial crises.

It wasn't until 1891, 5 years after the *Mexico* disaster claimed the lives of 27 RNLI crew members, that this all changed. Manchester businessman Sir Charles Macara, who helped to raise funds for the families of the lost lifeboatmen, vowed to make RNLI funding less sporadic and from a much wider base of supporters in the future. His brainchild was the Lifeboat Saturday, where real lifeboats were hauled through towns and city streets by real heroes.

Members of the public were inspired by these spectacles and felt proud to be associated. Healthy collections were made by willing volunteers and total RNLI income leapt by £20,000 (over £2M in today's money) in just a year.

This community fundraising spirit spread rapidly across the UK and Republic of Ireland and it was soon emulated by other charities. Ladies' Lifeboat Auxiliaries and other individuals joined forces to form fundraising RNLI branches and guilds – the financial hubs for their local stations. And many hundreds more sprang up in land-locked locations to fundraise for the organisation as a whole. The Life-boat Saturday eventually grew into the Lifeboat or Flag Day – the climax to a busy year of local branch fundraising events. Our lifesavers are thankful that this great tradition still holds strong today.

Southsea, Portsmouth, in 1902. A typical early Lifeboat Saturday with excited crowds lining the streets

Words: Jon Jones
Photos: RNLI/(Jack Lancaster/Mike Lavis/Nathan Williams)

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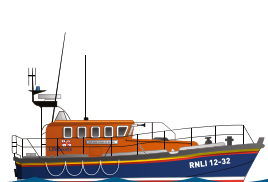
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1,131 RNLI RESCUE CRAFT LAUNCHES

1 JANUARY 2014-31 MARCH 2014

Thanks to our supporters and volunteers, this issue we can report another busy period of providing our crews with the lifeboats they need, while they have launched over 1,100 times in earnest.

ABERDEEN
Y-164: Jan30
ON-1248(17-24): Jan18,28
D-694: Jan30
ABERDOVEY
B-758: Mar9,17,23
ABERYSTWYTH
A-78: Jan4, Mar14,15
B-803: Jan4
B-822: Feb20,27, Mar9,14,
15,16
ACHILL ISLAND
ON-1204(14-06): Mar19
ON-1240(14-28): Feb27,
Mar17,31
AITH
ON-1232(17-14): Jan8,
Mar25
ALDERNEY
ON-1199(14-04): Feb6
AMBLE
ON-1176(12-19): Jan26,
Feb7
D-736: Feb7
ANGLE
ON-1291(16-11): Mar3
D-638: Jan2,15
ANSTRUTHER
ON-1174(12-17): Feb27,
Mar2
ON-1184(12-25): Jan10
D-667: Jan10, Feb27, Mar2
APPLEDORE
ON-1296(16-16): Mar13
B-861: Feb18, Mar13,15
ARAN ISLANDS
ON-1217(17-06): Jan4,12,
14,16, Feb1,4,9,13,21,
24(x2),25
ARBROATH
ON-1194(12-35): Jan8,
Feb22, Mar23,30
D-759: Feb21,22, Mar23
ARRANMORE
ON-1244(17-22): Jan19,
Feb1,15,20, Mar22,28,29
BALLYGLASS
D-687: Jan3(x2),11
BALTIMORE
ON-1293(16-13): Jan6,14
ON-1302(16-22): Jan20



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

BANGOR
B-805: Jan1,17, Mar1,7
BARMOUTH
ON-1185(12-26): Jan2
D-678: Jan2
BARRA ISLAND
ON-1230(17-12): Mar11,26
BARRY DOCK
ON-1288(16-08): Jan2,13,
31, Mar1,31
D-733: Feb2,19, Mar31
BARRY DOCK
BB-450: Jan18(x2)
ON-1245(14-29):
Jan18(x2), Feb1
BEAUMARIS
B-850: Feb3,21, Mar10
BEMBRIDGE
ON-1297(16-17): Jan4,
Feb26(x2)
BLACKPOOL
B-867: Jan16
D-729: Jan1,16
D-732: Jan1,16
BLYTH
D-746: Jan6, Feb12
BORTH
D-760: Feb20,27,
Mar9,15,23
BRIDLINGTON
ON-1169(12-12): Jan25
D-721: Jan5
BRIGHTON
B-852: Jan19,20, Feb26,
Mar16,19,29
BROUGHTY FERRY
ON-1252(14-31): Jan23,24,
27, Feb12,16,19,23, Mar30
D-698: Jan23,24,27, Feb12,
16,19,23, Mar11
BUCKIE
ON-1268(17-37): Jan19,
Feb26, Mar14
BUDE
D-756: Mar14,19
BUNDORAN
B-834: Jan19, Feb20,
23(x2), Mar1,2(x3),8
BURNHAM-ON-CROUCH
B-849: Jan20, Feb27, Mar15



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

BURRY PORT
B-731: Mar29,30
D-749: Mar12,26,29,30
CALSHOT
B-860: Jan27,31, Feb6,19,
Mar5,20,31(x2)
D-748: Jan19, Mar5
CAMPBELTOWN
ON-1241(17-19): Feb12
CARDIGAN
B-871: Jan17, Mar17,18
D-709: Jan17, Mar17,18
CASTLETOWNBERE
ON-1277(17-44):
Feb10(x3),11
CHISWICK
E-006: Jan22, Mar9
E-07: Jan5(x4),6,12,13,
15(x2),16(x2),18,19,20,21,
22,23
E-08: Jan1,2(x3), Feb2,9,10,
16,18(x3),19,20(x2), Mar3,5,
9,13,16,22,23,25
E-09: Jan25,26,27,29,31,
Feb4,7,8, Mar18(x2),19,
21(x2),28,30,31(x2)
CLACTON-ON-SEA
B-863: Jan23, Feb23
D-723: Jan9,15
CLEETHORPES
D-757: Jan4, Feb19, Mar19,
20,27
CLIFDEN
B-869: Feb12,16, Mar3
D-679: Feb16
CLOGHER HEAD
ON-1190(12-31): Jan14
CONWY
D-680: Mar2(x2)
D-700: Mar4
COURTOWN
D-711: Mar1
COWES
B-859: Jan10,14,23,25,
Feb6,20, Mar2,11,14,29
CRASTER
D-703: Feb2,16
CRICCIETH
A-76: Mar1



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

CROMER
ON-1290(16-10): Jan7
CROSSHAVEN
B-767: Mar30
B-782: Jan6, Feb1,9, Mar2
CULLERCOATS
B-811: Jan5,11, Feb2,19
DART
D-702: Feb7,20, Mar10,
15(x2),24
DONAGHADEE
ON-1267(14-36): Jan3
DOUGLAS
ON-1147(47-032): Mar31
DOVER
ON-1220(17-09): Jan11,21,
31, Feb16, Mar5,10,13,17
DUN LAOGHAIRE
ON-1213(14-15): Mar7,12
D-731: Jan1,14, Mar1
DUNBAR
ON-1266(14-35): Jan4,
Feb23, Mar14,17
D-708: Jan4, Mar16
DUNGENESE
ON-1186(12-27): Jan11
ON-1309(13-02): Mar14
DUNMORE EAST
ON-1204(14-06): Jan16,17,
18,19
ON-1215(14-17): Feb2
EASTBOURNE
ON-1303(16-23): Mar10,11,
16,18,23
D-744: Jan5,20,25, Feb22,
26, Mar11,16(x2),24,29
ENNISKILLEN
B-792: Feb20
RWC-053: Feb20
EXMOUTH
D-669: Jan8,20,
Mar14,29(x2)
EYEMOUTH
ON-1226(14-22): Mar16
FALMOUTH
ON-1256(17-29): Jan3,
Feb16(x2),26, Mar4,9,25
B-756: Mar7,29
FILEY
D-715: Jan25
FISHGUARD
ON-1198(14-03): Jan15
D-652: Jan6
FLEETWOOD
ON-1156(47-038): Jan22
D-719: Jan13,22, Feb2,15



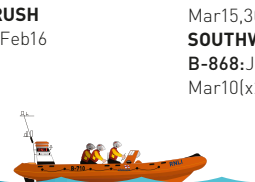
ON-####(17-##)
Severn class
last built: 2004
annual maintenance
cost: £78,600

FLINT
D-658: Jan9
FOWEY
ON-1222(14-18): Feb18,27,
Mar30
D-681: Feb18,27,28, Mar30
FRASERBURGH
ON-1259(14-34): Jan15,17,
Feb1,10, Mar16
GALWAY
B-853: Feb1,5,19,
Mar8,25,28
GIRVAN
ON-1196(12-37): Mar7
GRAVESEND
B-827: Jan19,28,31, Feb2,
10,12,28, Mar1,7,23,28
GREAT YARMOUTH
ON-1208(14-10): Jan5,20,
Feb24, Mar10(x2),13
B-786: Jan5, Feb24,
Mar10,11,31
HARTLEPOOL
ON-1274(14-37): Jan4,
Mar1,31
B-766: Jan4,14, Feb21
HARWICH
ON-1202(17-03): Feb26,
Mar13,22
B-789: Jan3,7,19,23,25,
Feb1,26, Mar6,10,22,23,30
HASTINGS
ON-1125(12-002): Feb4,
Mar22
D-699: Mar14,23
HAYLING ISLAND
B-829: Feb16(x2), Mar1,9,
22,23,30(x2)
D-642: Mar4,19,30
HELENSBURGH
B-791: Feb17, Mar7
HELVICK HEAD
B-753: Jan14
HOLYHEAD
ON-1272(17-41): Mar1,15
D-654: Mar1
HORTON AND
PORT EYNON
D-688: Mar1
HOWTH
ON-1258(14-33): Jan1
D-659: Feb23
D-710: Jan1,6
HOYLAKE
ON-1163(12-005): Feb20,
Mar14



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

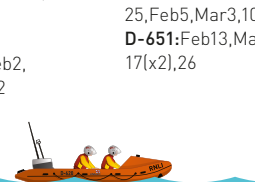
LOUGH DERG
B-747: Feb9
LOUGH REE
B-728: Mar20,21(x3),
22(x2),23(x3),24,26(x2),
27,28,29,30,31
LOUGH SWILLY
B-819: Jan17, Mar20
B-830: Feb2
LOWESTOFT
ON-1132(47-020): Jan5,14,
20, Feb20, Mar10(x4),17,
18,31
LYME REGIS
B-857: Jan5,11,17, Feb2,
Mar16
LYMINGTON
B-772: Mar7,9,20
B-784: Jan5, Mar1(x2)
LYTHAM ST ANNES
D-657: Mar13
D-762: Jan26
MALLAIG
ON-1250(17-26): Jan2,10,
28, Feb6
MARGATE
ON-1177(12-20): Jan7,
Mar25
D-706: Mar20(x2),21
MOELFRE
ON-1305(16-25): Feb2,
Mar26(x2)
D-689: Feb2, Mar26
MONTROSE
ON-1137(47-024): Mar4
ON-1152(47-034):
Mar20,21
ON-1157(47-039): Feb2
D-764: Jan12, Mar4,20
MORECAMBE
D-722: Feb2,22
H-002: Jan2,5, Feb7,22,
Mar3
MUDEFORD
B-806: Jan1,2,4,5,25,
Feb15(x2), Mar2,16,22,29
NEW BRIGHTON
B-837: Jan4,5,30, Mar9,23
H-005: Feb3,6,23
NEW QUAY
D-754: Jan4, Mar1
NEWBIGGIN
B-865: Jan19
NEWCASTLE
ON-1192(12-33): Jan3
D-637: Jan3(x2)
NEWHAVEN
ON-1243(17-21): Jan8,
Mar1,5,6,9,12,22,23



B-###
B class
Atlantic 75 or 85
new cost: £180,000

NEWQUAY
B-821: Jan9,30, Mar1
D-636: Jan9,30, Feb6,
21,22, Mar1
OBAN
ON-1227(14-23): Jan1,22,
30, Feb2,12,17, Mar5,15,
16,21
PADSTOW
ON-1280(16-01): Jan19,22
ON-1283(16-04): Feb1,
Mar14
PEEL
ON-1181(12-22):
Mar30(x2),31(x2)
PENARTH
B-839: Mar16
D-623: Jan8
D-692: Jan20, Mar16,29,30
PENLEE
ON-1265(17-36): Jan1,
Feb17, Mar10
B-787: Jan1, Feb17,22,
Mar10,21
PETERHEAD
ON-1286(16-06): Mar2
PLYMOUTH
ON-1264(17-35): Jan3(x2),
4(x2),10,11,22,30, Mar16,30
B-775: Jan4,25, Feb16,23,
Mar1,11,16(x2),30
POOLE
ON-1131(47-023): Jan7,26,
27, Feb19, Mar9
B-825: Jan1,7,27,28, Feb19,
Mar1
B-826: Mar8,13,16(x2),
23(x2),29
PORT ERIN
B-813: Jan22, Mar2,4,30(x2)
PORT ISAAC
D-707: Jan22
PORT ST MARY
ON-1234(14-26): Mar2
D-742: Mar2
PORT TALBOT
D-713: Jan23, Feb5,26,
Mar13
PORTAFERRY
B-833: Jan2,25, Mar15,29
PORTHCAWL
B-832: Feb22(x3), Mar8,9,
12,23
D-714: Mar23
PORTHDINLLAEN
ON-1304(16-24): Mar30
PORTPATRICK
ON-1301(16-21): Mar25
PORTREE
ON-1214(14-16): Jan23,
Feb7,19
PORTRUSH
D-738: Feb16

PORTSMOUTH
B-846: Jan7,12,18,
Feb26,27, Mar8,23,31
D-716: Jan7,31(x2),
Feb16(x2), Mar8,9(x2),
22,23
QUEENSFERRY
B-851: Jan5,16, Feb2,16,21,
Mar2,3,23(x2),24,30
RAMSGATE
ON-1197(14-02): Jan12,
Feb1,18
B-765: Jan30(x3), Mar10,
15,16
RED BAY
B-843: Jan3
REDCAR
B-858: Jan8,31, Feb4,5,20,
Mar1(x3),29
D-677: Jan31, Feb4,20,
Mar29
RHYL
D-632: Jan3,12, Feb23,27
ROCK
D-634: Jan22
ROSSLARE HARBOUR
ON-1276(17-43): Feb20
RYE HARBOUR
B-835: Mar16
SALCOMBE
ON-1289(16-09):
Feb2,18,28
SCARBOROUGH
ON-1175(12-18): Jan31
D-724: Jan31, Mar2(x2),
11,30
SELSEY
ON-1146(47-031): Mar26
SENNEN COVE
ON-1294(16-14): Jan24
SHERNESS
ON-1211(14-13): Jan3(x2),
Feb10, Mar13,16,23,30
D-662: Mar1,19(x3),20,28,
30,31
D-710: Feb8
SHERINGHAM
B-818: Jan7, Mar17
SHOREHAM HARBOUR
ON-1295(16-15): Feb26,
Mar18,26
D-647: Jan12,30, Mar16,26
SKEGNESS
ON-1166(12-008): Mar14
D-739: Jan5,14, Mar14
SLIGO BAY
B-781: Jan3, Mar23
SOUTHEND-ON-SEA
D-633: Jan22, Mar22
D-682: Feb2,3, Mar17
H-004: Jan31, Feb28,
Mar15,30
SOUTHWOLD
B-868: Jan5, Feb2,
Mar10(x2),17,22



D-###
D class
new cost: £39,000

ST AGNES
D-641: Mar7,9,12
ST BEES
B-831: Mar12,14,22
ST CATHERINE
B-841: Jan4,20
ST DAVIDS
ON-1306(16-26): Jan15,
Mar26
ST HELIER
ON-1292(16-12): Jan4,
Mar25
ST IVES
ON-1167(12-009): Mar17
D-640: Feb23, Mar17
D-668: Jan15, Mar29,30
ST MARY'S
ON-1229(17-11): Jan9
STAITHES AND
RUNSWICK
B-788: Feb15
STONEHAVEN
B-740: Jan18
STORNOWAY
ON-1238(17-18): Feb9,12
STRANRAER
D-697: Mar6,26
STROMNESS
ON-1279(17-46): Mar1,15
SUNDERLAND
B-817: Jan5, Mar20,23
D-747: Jan24, Feb3,9
SWANAGE
ON-1182(12-23): Mar9
D-752: Mar9,30
TEDDINGTON
D-648: Jan5,8, Feb4,
Mar21,28,29,30
D-743: Jan2,5,16,20,21,
Feb1,4,15(x3),16,17,27,
Mar13,14
TEIGNMOUTH
A-67: Feb16, Mar4
B-809: Jan20,25, Feb2,12,
16, Mar4,16,30
TENBY
ON-1280(16-01): Mar19
ON-1281(16-02): Jan3,7,
Feb27
D-727: Feb8,27, Mar23,29
THE LIZARD
ON-1300(16-20): Jan1,
Mar9
THE MUMBLES
ON-1307(16-27): Mar22
D-761: Mar9,30
TOBERMORY
ON-1260(17-31): Mar16,28
ON-1270(17-39): Feb4,13
TORBAY
ON-1255(17-28): Jan12,19,
25, Feb5, Mar3,10,15,26(x2)
D-651: Feb13, Mar9,16(x2),
17(x2),26



E-###
E class MK1 or 2
E class MK2
new cost: £400,000

TOWER
E-005: Feb10,13
E-07: Jan1(x3),25(x2),27,
29,31, Feb3(x3),4(x2),6,7,
9(x2),11,12(x2),14(x2),
16(x2), Mar8,9,10,11(x2),
12(x2),13,14,15,16(x4),18,
19(x3),23,24,25,26,27(x2),
28,29(x3),30,31
E-09: Jan1(x4),2,3,4(x3),5,
6(x2),7(x3),8,10(x2),11(x2),
12,13,17,21(x3),22(x2),
23(x2),24,25(x4), Feb18,
20(x2),23,26,27(x3),28,
Mar1,2(x2),4(x2),7(x2),8
TRAMORE
D-643: Jan4,17,18,19,24,
Mar22
TREARDUR BAY
B-847: Mar1
D-730: Mar1
TROON
ON-1225(14-21): Mar30
ON-1275(14-38):
Jan23(x2),28
D-684: Mar30
TYNEMOUTH
ON-1242(17-20): Jan15,
18(x2),23,26,30, Mar29
D-693: Jan15,22,30, Feb2
D-715: Mar15
VALENTIA
ON-1218(17-07): Jan13
WALTON AND FRINTON
ON-1299(16-19): Feb26

ON STATION

ON-1309 [13-02], *The Morrell*, Dungeness, 5 March 2014
D-765, *The May-Bob*, Conwy, 19 March 2014
D-766, *Jack and Edith May*, Little and Broad Haven, 20 March 2014

NAMING CEREMONIES

ON1307, *Roy Barker IV*, The Mumbles, 14 March 2014



Photo: RNLI/Nigel Miller



H-###
Inshore rescue hovercraft
new cost: £200,000

Additional rescue craft: BB-### Boarding boat Y-### Y boat X-### X boat XP-### XP boat A-## Inshore rescue boat

RWC-### Rescue watercraft FRI### Flood Rescue Team boat

If you enjoy our Launches section, you may like to join the Lifeboat Enthusiasts' Society. Contact john_francis@rnli.org.uk to find out more.

A SPECIAL WAY TO REMEMBER A LOVED ONE

FOREVER BY THE SEA TRIBUTE FUNDS

Remembering the moments when a loved one made you laugh, inspired you and cared for you can be a great comfort when they're no longer here.

An RNLI Forever by the Sea Tribute Fund is a personal way to celebrate someone's life and share photographs, fond memories or mark anniversaries. Family, friends and colleagues can also leave messages, light a remembrance candle or contribute to the fund through donations and events.

'I lost my Dad, Allan Bicknell, very suddenly. He was a big supporter of the RNLI and we were brought up to appreciate the fantastic lifesaving work they do. Setting up his Forever by the Sea Tribute Fund is much more than it sounds. Fundraising has helped my family grieve and create something positive from a sad situation. I've run the London Marathon and my children are also doing their bit with a sponsored walk to raise money.'

Sally Edgington

Every fund is unique and simple to set up. You can create a tribute online, or we can do it for you. This lasting legacy will honour your loved one and help save lives at sea for years to come.

To find out more, please visit RNLI.org/foreverbythesea, call Gemma Nightingale on 01202 663504 or email Gemma_Nightingale@rnli.org.uk. Alternatively, complete the form and return it to our freepost address.



Photo credit: RNLI/David Riley



Lifeboats

If you would like your Forever by the Sea Tribute Fund to be online there is no need to complete this form, simply visit RNLI.org.uk/foreverbythesea and register your details. Otherwise, please fill in your details below and we will contact you about setting up a Tribute Fund offline. Please return your completed form to:

Gemma Nightingale, In Memoriam Co-ordinator, RNLI, Freepost RTEC-CJBS-YKLB, West Quay Road, Poole, Dorset, BH15 1HZ

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We never give your information to other organisations for marketing purposes. Your details will only be used by the RNLI and its trading companies.

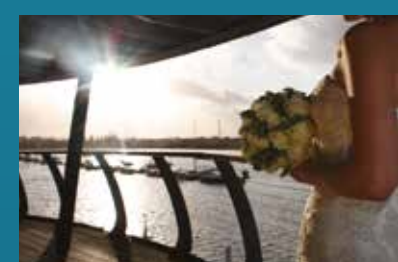
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Every £1 you spend at RNLI College helps save lives at sea.



The RNLI is the charity that saves lives at sea

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The RNLI receives at least 5% of your order value only via RNLI.org/amazon.

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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 bishops Skinner.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.

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 14 or visit: cottages4you.co.uk/rnliaholidays.

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. For more, visit 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.

Furness Building Society

This mutual has launched an affinity savings account with the RNLI. Please go to 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 to choose your flowers, and enter 'RNLI' at the promotional code section in the checkout page.

Photo: RNLI/Nathan Williams



WIN: A 3-night French mini-cruise with Fred. Olsen

Readers have the chance to cruise in style along the Seine, thanks to this exclusive competition from our partners at Fred. Olsen.

Departing on 20 November 2014, you and a guest will spend 3 nights onboard *Braemar* on this wonderful mini-cruise to Rouen. Your prize begins with a fabulous sail along the River Seine, where you can enjoy the stunning scenes of rolling hillsides dotted with houses and pretty villages. With an overnight stay in the beautiful city of Rouen, there's plenty of time to take in the highlights, including the vast Gothic cathedral, narrow streets lined by half-timbered houses, patisseries and shops. There's also the option to take a tour to romantic Paris and visit some of its famous landmarks.

Onboard *Braemar* you will stay in an outside twin-bedded cabin, with all meals and entertainment onboard, and port taxes, included in the prize. For

your chance to win, email your name and address to fred.olsencompetition@rnli.org.uk. The closing date is 31 July 2014. Full details and terms and conditions are available online at RNLI.org/fred.olsencompetition.

We'll announce the winner in the Autumn edition of *the Lifeboat*.

Please note that travel to and from Southampton, shore tours, drinks onboard, travel insurance (mandatory), laundry and dry cleaning, personal expenditure and gratuities are not included in the prize.

Terms and conditions

No upgrades available. The cruise cannot be exchanged for cash or transferred to another person. A gratuity of £4 per person, per day (equally distributed between the table waiter and cabin steward) will automatically be added to the onboard account. Please note that this cannot be removed from the onboard account, and must be settled at the end of the cruise.



LOTTERY

A lifesaving ticket

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 £1.1M in the first 3 months of 2014 alone.

Each ticket you buy has same chance as 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 this magazine, 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 0300 300 9990 or email lottery@rnli.org.uk and request a lottery mailing (if you don't usually receive one).

SPRING 2014 LOTTERY RESULTS

Congratulations to Mr VG Field of Essex, who won the £5,000 first prize in our Spring Lifeboat Lottery.

The other winners were:

2nd prize: £2,000: Wing Commander G Wensley, West Sussex
3rd prize: £500: Mr DM Kent, Devon
4th prize: £250: Mrs C Williams, Merseyside
Five prizes of £100 each: Mr and Mrs DS Brown, Suffolk;
Miss P Jackson, London; Mrs CA Steel, Devon;
Mr D Mitchell, Middlesex; Mr BE Hubbard, Kent.

We'll report the winners of the Summer 2014 lottery in our Autumn 2014 issue. The Autumn lottery will mail on 22 July 2014. The closing date is 5 September 2014 and the draw date is 12 September 2014.

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

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Computer Novices

How my Dad tamed his PC and How You Can Too

Does using your PC drive you nuts? The wretched things really do seem to have a mind of their own sometimes!

But there's some great news:

You can tame your PC, at your own speed, by being shown exactly what to do... in the comfort of your own home.

Whether you're **completely new to computers** or have **tried to learn and struggled**, this book is just what you need. Here's why:

- I originally wrote it for Dad... so it assumes you know nothing about PCs. Nothing at all. Everything is covered from the very beginning.
- Plain English. **No silly jargon.**
- Everything you need to do is explained **one click at a time.**
- There are pictures of the screen for every step, **showing you exactly** where to point the mouse and where to click.

You even get a free trial. You pay nothing unless you're happy with the book.

Laptop or desktop, Windows 8, 8.1, Windows 7, Vista or XP, with these

books you'll soon be a computer pro. The latest Windows 8 version even covers tablet computers too.

"One hour and I had learnt more than 3 months hard struggle had taught me." – J H

"Marvellously clear and helpful." – Carole Ashton

"My husband told me not to send for them. He said they would be like all the rest we've tried. How wrong he was!" – Mrs J G

But I don't have room here to explain all about the book. Please write for full information on the book (and about the 5 bonuses). The info is free. I'll also include:

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Last word

Our social media users have been busy sharing their support – especially for a very special fundraiser. If you'd like to get in touch too, 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).



Queensferry Lifeboat@RNLIQueensferry

Delighted to have won the 999 award at the #PrideofEdinburgh awards tonight. Thank you from our @RNLI #volunteers

From Pete Freestone@psf1981

Nice day for it #threepeakschallenge training walk. Raising for @RNLI!



From Jack Lancaster@Jack_Lanc

A view from Saturday – naming ceremony of new inshore lifeboat Amy Brown (D-763) at Sennen Cove, Cornwall.



Camping Travel Store@karstententclub 4h

Stunning Beaumaris on Anglesey - Thanks to the @RNLI chaps who let our son don all the gear! - You made his day!

Ian Wylie@ianwylie Apr 6

And The Winner Is. The finish line at today's @RNLI Alternative Boat Race on the Thames <http://bit.ly/1ejTVDn> #RNLIboatrace



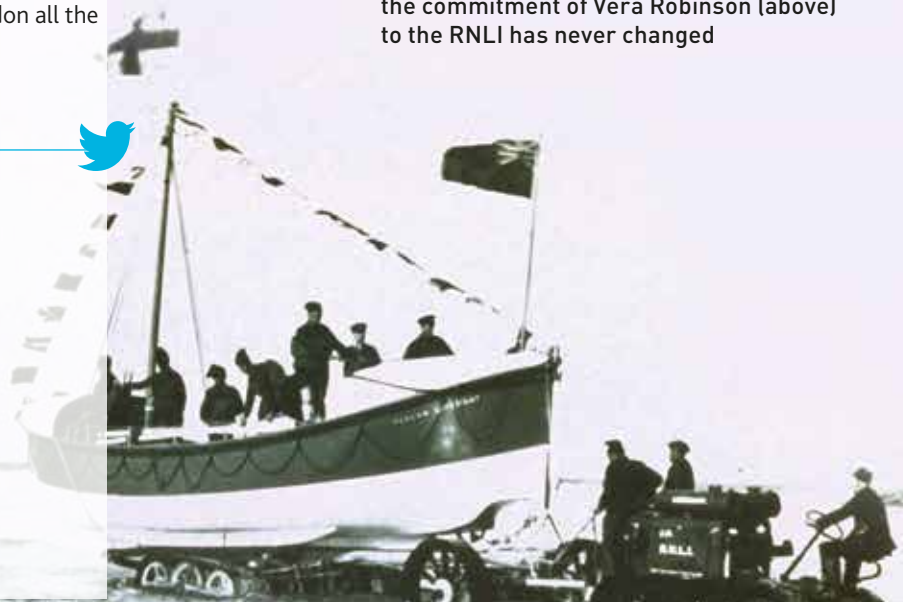
Happy birthday to our Vera!

Vera Robinson has been fundraising for Redcar Lifeboat Station since she was 16 years old. In May, she reached

her 100th birthday, and became an RNLI social media sensation – thousands of our supporters wished her many happy returns using Facebook. In fact, over 18,700 people 'liked' our birthday Facebook post to Vera, and more than 1,800 people sent birthday messages. Here are just some of them:

- 'Ladies like you are the backbone of Britain!'
- 'Happy birthday to a fantastic role model.'
- 'A true legend!'
- 'An amazing lifetime contribution to the safety of life at sea.'
- 'What an inspirational lady.'

Lifeboating at Redcar today is a far cry from the craft and launching equipment used in the 1930s (pictured below) – but the commitment of Vera Robinson (above) to the RNLI has never changed



Experience new countries



India's Golden Triangle 13 DAY HOLIDAY

Discover vibrant colours, astonishing beauty and a wealth of history on a tour that visits many of India's most famous and exciting places and gives you a flavour of the true magnificence of this awe-inspiring country.

Days 1-2: Fly to Delhi. Leave London on an overnight flight to Delhi. Arrive on Day 2 and after time to settle in, enjoy a sightseeing tour, exploring the wide, leafy avenues and admire the impressive British colonial architecture of New Delhi. Our tour includes India Gate, Rashtrapati Bhavan, Humayun's Tomb and Qutab Minar. We spend the night at the Sheraton New Delhi Hotel.

Day 3: To Shimla. Board the *Shatabdi Express* to Kalka, changing to the narrow-gauge *Toy Train*, awarded UNESCO World Heritage status, into the lush, green Himalayan foothills to Shimla. Spend three nights at the fabulous 5-star Oberoi Cecil Hotel.

Days 4-5: Explore Shimla. Join a tour to explore this remarkable city, taking us past the town's Gaiety Theatre, the Victorian-Gothic Christ Church and Scandal Point. Day 5 is free to explore at your own pace.

Day 6: Return to Delhi. Leave by *Toy Train* for the journey back down the mountains through stunning landscapes to Kalka, joining the *Shatabdi Express* to Delhi for another overnight stay.

Day 7: Exploring Old Delhi. This morning we visit fascinating and colourful Old Delhi, where we enjoy a rickshaw ride around the narrow streets passing Delhi's Red Fort, a World Heritage site, and the Jama Masjid - the largest mosque in India.

Day 8: The Taj Mahal and Agra Fort. Join the *Shatabdi Express* to Agra, visiting the imposing Red Fort, built on

a hill above Agra, then travel across the city to the Taj Mahal. Built on the banks of the Yamuna River, every part of the Taj Mahal experience is magical, from the first glimpse to watching the sun set behind the marble domes. Transfer to the 5-star ITC Mughal Hotel for the night.

Day 9: Fatehpur Sikri. Journey to Fatehpur Sikri, a perfectly preserved ancient sandstone city, for a guided tour. After lunch continue north to the Pink City of Jaipur for three nights at the 5-star ITC Rajputana Palace.

Days 10-11: Jaipur. Sightseeing tour including the City Palace - still home to the Maharaja - the Astronomical Observatory and the colourful market. Day 11 is free for you to further explore Jaipur at your leisure.

Day 12: The Amber Fort then return to Delhi. Travel past the beautiful Jal Mahal water palace, located in the middle of Man Sagar Lake. Continue to the Aravali Hills on the outskirts of Jaipur to visit the Amber Fort. Enjoy a ride on painted elephants for an unforgettable journey to the gates of the fort and explore the palace complex before we continue our tour driving past the Palace of the Winds. The afternoon is free before boarding the evening train to Delhi for a final night at the Sheraton New Delhi Hotel.

Day 13: To London. Transfer to Delhi airport for our return flight to London arriving late afternoon.

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