

LIFEBOAT



THE RNLI IS THE
CHARITY THAT
SAVES LIVES AT SEA

ISSUE 609 | AUTUMN 2014

'THIS BUILDING IS A LIFESAVER'

Take a look inside the facility that will make our innovation live on for decades

PLUS:

A TWIST OF FATE

Father and son's amazing
story of survival

REMEMBER ROHILLA

How volunteers saved 85 shipwreck
survivors 100 years ago



Welcome

What do you think of our new-look magazine?

Unless this is your first issue, you'll notice some big changes: a smaller format, more eye-catching design and photography, and a focus on celebrating what RNLI people achieve.

It's essential that we show you how your continued support is keeping people – including our lifesavers – safe. And we have set about doing that in new ways. There's news of RNLI events and developments near you. We have a 'Give it a go' section that, every quarter, will introduce a hobby or activity that could help you help us – whether that's

baking up a fundraising cake or great training tips for a sponsored run. And we have a page focussed on the RNLI's family, celebrating people who have made the RNLI part of their life.

So I really hope you enjoy it, and look forward to hearing what you think. Until then, thank you for making this charity part of your life.

Editor:
Rory Stamp
[@LifeboatRory](#)



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RORY STAMP
LIFEBOAT EDITOR

MY PICKS

P12 | SAVED FROM A CAVE

This complex, traumatic and courageous rescue changed four lives – a breathtaking shout.

P18 | LET'S GO TO WORK

Our innovative new lifeboat building facility is nearly ready, so it was great to peek inside with two lifeboat volunteers. But what did they think?

P30 | HAIRY BIKER DAVE

Together with fellow Biker Si King, Dave Myers has lent us a tasty fundraising recipe (on page 16). He's also got lots to say on why he supports our lifesaving charity.

Let us know what you think with our quick online survey at RNLI.org/ReaderSurvey

In this issue



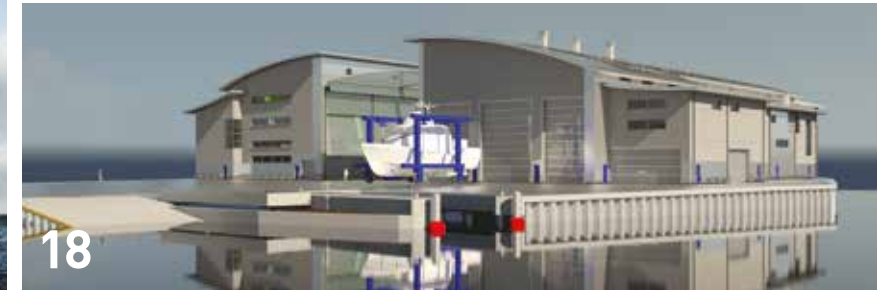
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12-hour rescue for Barra crew

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, Republic of Ireland, Isle of Man and Channel Islands; 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, Northern Ireland and Channel Islands; and 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.



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News

Your guide to what's been going on in the world of the RNLI

SAILING IN MEMORY

Friends of Andrew Bridge, the 21-year-old skipper of the lost yacht *Cheeki Rafiki*, set sail in his memory in August to raise money for the RNLI.

The trio took part in the Sevenstar Round Britain and Ireland Race. Despite Andrew's death they were determined to carry on in tribute to him and the other men who lost their lives: Paul Goslin, Steve Warren and James Male.

All were lost sailing the Atlantic Ocean in May. Their capsized vessel was found with its liferaft still on board. As *Lifeboat* went to press, donations to their fundraising page were over £27,000.

An RNLI Forever by the Sea tribute fund has also been set up by the families of other members of the *Cheeki Rafiki* crew.



Nicky Evans, Kate Dawes and Roger Swift with Portsmouth Crew Member Aaron Gent



Victoria Milligan with Louise Minchin (left) at the Milligan Bike Ride

'Such an incredible charity'

Friends and family of Nick and Emily Milligan – the father and daughter who died tragically in a speedboat accident in the Padstow Estuary in May 2013 – have cycled from Cornwall to London to raise over £150,000 for the RNLI.

The 124-strong group rode 300 miles in 3 days for the Milligan Bike Ride, to raise funds for the RNLI and another charity. One of their number was BBC presenter Louise Minchin (pictured above left, with Victoria).

Funds raised by the event will pay for vital crew training at every RNLI station in Cornwall for a year.

Victoria Milligan, Nick's wife and Emily's mum, said: 'The money will leave lasting legacies in their memory. Unless you have been in a trauma situation, you don't know how invaluable the RNLI is. It is such an incredible charity, they rescued us from the water on that fateful day last May.'

Birthday honours



Many of the emergencies that our London lifeboat crews are called to involve immediate risk of drowning, so their 40-knot E class lifeboats are essential.

Now an RNLI engineer has been recognised with an MBE for her role in developing the speedy vessels, stationed at Tower and Chiswick Lifeboat Stations.

Senior Naval Architect Dr Holly Phillips was included in

HM The Queen's Birthday Honours List in the Summer after developing the E class lifeboat – the fastest in the fleet.

Holly has been involved in the RNLI for two decades after first volunteering in the 1990s and progressing to the rank of Senior Naval Architect in 2002.

WORLD-CLASS HERITAGE

The RNLI's historic archive has been recognised by UNESCO. Our founding documents, which date back to 1823, will become one of just 50 listed in the UK as part of UNESCO's Memory of the World Programme UK Register, preserving the world's documentary heritage.

The archive, kept at RNLI Headquarters in Poole, charts the charity's foundation and early years. Our wider collection holds thousands of meticulously archived photographs, journals, press cuttings, letters and books, from c.1770 to the present day.



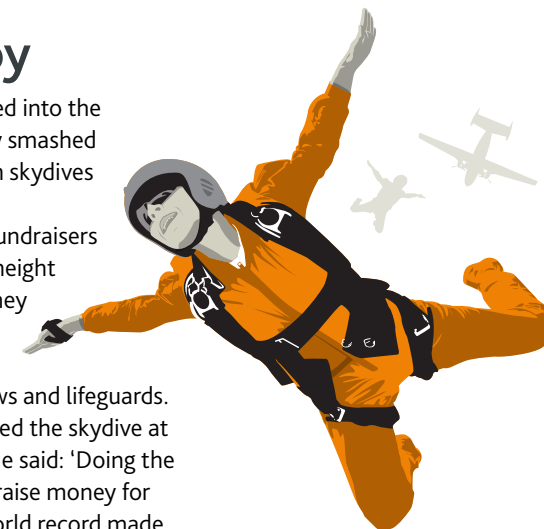
Photo: Nathan Williams

Jumping for joy

Fearless RNLI supporters jumped into the record books in June when they smashed the record for the most tandem skydives in one day.

On Saturday 14 June, 323 fundraisers around the UK jumped from a height of 3,048m, with 25 raising money for the RNLI. Funds from the event will go towards vital kit and training for lifeboat crews and lifeguards.

Simon Blissett, 39, completed the skydive at Redlands Airfield in Swindon. He said: 'Doing the skydive was a fantastic way to raise money for the RNLI and being part of a world record made it even more special.'



NEW

SHANNONS NAMED

Volunteer crews welcomed new Shannon class lifeboats in the Summer. The second Shannon to be placed on station arrived at Exmouth, Devon, on 12 May. At Dungeness in Kent, HRH The Princess Royal officially named and launched *The Morrell*, a lifeboat funded by a legacy, on Saturday 31 May. During the ceremony Her Royal Highness surprised crew members by asking for a trip out on the new lifeboat, abandoning the tight schedule planned for her visit.

See page 23 for more on the naming of the relief Shannon, *Storm Rider*.



Showing respect

In our Summer issue we told you how we were tackling drowning through our Respect the Water campaign for men aged between 20 and 64.

IN 2013, 167 PEOPLE DIED AROUND THE COAST OF THE UK. 86% WERE MALE

This Summer was a busy time for spreading our message. England rugby player James Haskell helped us launch the campaign on Thursday 24 July in Brighton. He took on the Respect the Water punchbag filled with a quarter tonne of water to show that water never tires but people do. Specially branded drinks glasses and beer mats were produced and advertising campaigns were run in Kingston upon Thames, Portsmouth, Brighton, Clacton, Margate, Blackpool, Newquay, Cardiff and Queensferry.

Find out more on our website RNLI.org/RespectTheWater

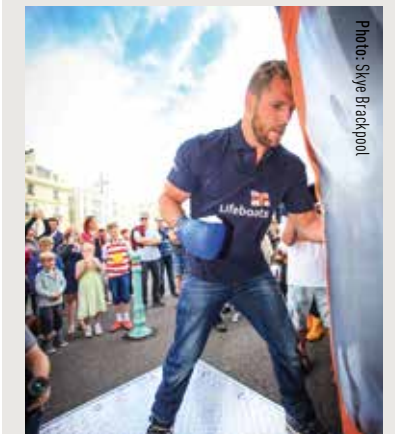


Photo: Steve Bradpool

IRELAND

Words: Philly Byrde

COMMUNITY NEWS



Welcome to your community news for Ireland. For all the latest rescue and fundraising stories from where you are, head to RNLI.org/NewsCentre



Howth Coxswain Robert Duffy

RNLI in the city



First Minister Peter Robinson and RNLI Chairman Charles Hunter-Pease with lifeboat crew

Belfast

Volunteer crew members from Northern Ireland took two all-weather lifeboats into Belfast city on 17 June for the charity's 190th anniversary.

Divisional Operations Manager Gareth Morrison said: 'We wanted to bring a little bit of the RNLI to Belfast city. There is huge awareness of the work of the charity out on the coast and at the inland stations where we are present but we wanted to bring our volunteers and equipment into the city for people to see.'

To mark 190 years, the RNLI hosted an awareness day in the Titanic quarter. The day culminated with the RNLI Annual Presentation of Awards for Northern Ireland's fundraising and operational volunteers.

First Minister Rt Hon Peter D Robinson MLA met RNLI lifeguards and volunteer lifeboat crew, viewed the lifesaving equipment and learned about the work of the charity in Northern Ireland.

Portrush

ROUND IRELAND FOR THE LIFEBOATS



Steve Bolster and his wife Lauraine at Portrush

It started out as a round-Ireland adventure for a cyclist in search of a challenge – and it turned into a great fundraiser for the RNLI. Steve Bolster spent 3 weeks cycling round Ireland, calling in at every lifeboat station on his way.

For those of you looking for the evidence that he actually did visit the 42 coastal lifeboat stations, there is a Facebook page – Round Ireland for the Lifeboats – where Stevie posted a selfie at each station.

Portrush RNLI volunteers and friends gathered at Portrush lifeboat station on 14 June to welcome him home. He's raised over £1,900 for the RNLI with virginmoneygiving.com/RoundIrelandfortheLifeboats.

Celebrating 100 years



Valentia

Valentia Lifeboat Station celebrates 100 years saving lives at sea off the Irish coast this year.

On 1 June there was a wide array of events including punt racing, tug of war and a dinner

dance where the station received their RNLI centenary award.

Flags flew on the pier, representing the nations whose citizens had benefited from the lifeboat station's help.

WHAT'S ON

Details might have changed since going to print, so please check in advance to avoid disappointment. To find out what else is on near you, see RNLI.org/events.



LADIES' LUNCH
Howth Yacht Club
7 November

Join the Howth RNLI Ladies' Guild for their annual celebration with good food, special guests and entertainment. Contact Pauline McGann on 0879 974038.

CHRISTMAS COFFEE MORNING
Ramada Hotel,
Portrush

8 November
10am–midday

Get ready for Christmas! There'll be RNLI cards and gifts, as well as cakes, produce and a raffle. Entry is £4, which includes refreshments.

REINDEER RUN
Fota House and
Gardens, Cork

23 November
Marlay Park, Dublin
30 November

Sign up now to don your antlers and dash to the finish in our festive fun runs. We've got distances for all abilities and inclinations – there's 5K or 10K, or a 1K Santa Saunter for little ones and walkers alike. See RNLI.org/ReindeerRun for details.

NEW YEAR'S DAY SWIM
Achill

1 January 2015
Be part of the 500+ band of swimmers who start the year with an Atlantic splash. Contact Tony McNamara for details on 086 7836555.

RESCUE

Our lifeboat crews and lifeguards carry out thousands of rescues every year (see launches on page 34). Here are just some of those caught on camera, and see the list below for more reports:

- 6 REDCAR** | PAGE 10
- 7 WICKLOW** | PAGE 12
- 8 ABERAVON AND PORT TALBOT** | PAGE 14
- 9 BARRA ISLAND** | PAGE 29

You can also watch and read the latest rescues online at RNLI.org/NewsCentre.



2 PROVIDENT FRIENDS PENLEE | 29 JUNE

Penlee's crew were in the throes of their Sunday morning training session when they received the call for help. *Provident*, a 1920s former Brixham trawler with 13 people onboard, had developed mechanical problems just south of St Michael's Mount. The crew launched the all-weather lifeboat and began a tow to the safety of Newlyn Harbour. The 27m vessel had been en route to the Isles of Scilly.



3 WELLY GOOD RESCUE NEW QUAY | 10 JULY

A 9-year-old schoolgirl who got trapped under giant rocks at Aberaeron Beach, was freed by New Quay lifeboat crew. The girl, in welly boots, became stuck during a game of hide-and-seek. The tide was coming in. Crew Member Tom Evans – a 17-year-old on his first shout – crawled inside the rocks and cut open the welly, enabling her to climb to safety just in time. Watch the rescue unfold at RNLI.org/WellyRescue.



1 PLUCKED FROM THE SEA FRASERBURGH | 9 JULY

Two children were saved from the North Sea after being swept out 250m from the shoreline. The boy and girl, aged 12 and 13, were being battered by waves and were in danger of drowning. Quickly on scene, the Fraserburgh crew lifted the girl to safety.

Then a crew member jumped into the water (pictured left) and rescued the boy, who was struggling to keep his head above water. The lifeboat crew threw a line to the volunteer and the boy and pulled them aboard. Both children made a full recovery.



4 CRUZ'IN AT THE BEACH SEABURN BEACH | 7 JUNE

Lifeguards from Seaburn rescued a 5-year-old dog that swam out of his depth during a lunchtime walk with his owner. Cruz the chocolate Labrador was spotted struggling about 300m off the beach. RNLI Lifeguard Cosmin Petcu waded in with a rescue tube and guided the distressed dog to shore, where he was assessed before being reunited with his owner.



5 CLIFF WALKER REVIVED TREGANTLE BEACH | 21 JUNE

A woman who'd collapsed while walking up the cliff from Tregantle Beach in Cornwall was given emergency first aid by RNLI lifeguards. They moved the woman out of the sun onto the beach and gave her emergency care until paramedics arrived to take her to hospital. Lifeguards also transported her husband and children quickly to the clifftop in the RNLI four-wheel drive.

'A TWIST OF FATE'



Neil Westmorland and his son Danial cut the engine on their dory and settled 2 miles off Redcar to gut their catch before making for home. Lifejackets came off. Waders on. Fish were cleaned and trophy photos taken. But within seconds of restarting a spluttering engine, the boat sprang forward, catapulting Neil and Danial into the sea.

Their waders were filled with water, dragging them under. Not a strong swimmer, Neil began to drift away, disappearing from view with every surge of the swell. Danial was too far from shore to swim in, and the out-of-control boat was the only means of rescue. But one wrong move would put him in the path of the propellers.

'The main thing that stuck with me was Dad saying: "I'm sorry Son, I don't think I'll be able to stay afloat much longer." The boat was our only hope,' he explains. 'I'd just have to wait for the fuel to run out.'

The wait would have proven fatal, if it wasn't for an earlier trip back to shore for a forgotten tackle box, which had used up extra fuel. That turn of fate meant the engine cut out before Danial became too exhausted to keep himself afloat. Meanwhile, Neil had drifted a quarter of a mile away. Battling the swell, he'd managed to pull off his waders and was now shouting desperately in a bid to keep in touch with his son.

Incredibly, Danial had kept up with the boat and was able to haul himself aboard after 40 minutes in the water. Despite being cold and disorientated, he made a mayday call over the radio. Cameron Bond, an off-duty RNLI lifeboat crewman, was pulling up his last string of lobster pots when his son Jordan heard the mayday call. Dropping everything, they

It's Saturday 14 June, the day before Father's Day. A gentle swell is building off Redcar, Cleveland. Two boats, each carrying a father and son, are out on fishing trips. The crew of one vessel will soon owe the other their lives ...

raced to the scene. 'As I approached, Neil was starting to go under,' remembers Cameron. 'We were the nearest boat by a long way. If it had been another few minutes, it would have been a different story.'

While Jordan inflated a lifejacket to help keep Neil afloat, Cameron pulled the father to the steps at the back of his boat. 'He was so cold he couldn't feel his legs, but we managed to get his feet on the first rung of the ladder and then drag him in with a rope. He grabbed my arm so tight, and the relief in his face, I'll never forget it.'

Cameron knew from his RNLI training that Neil needed to get to shore urgently. They wrapped him up and rushed back to Redcar, where RNLI volunteers and an ambulance crew were on hand to help.

Meanwhile, Helmsman Tony Wild had launched the Atlantic 85 *Leicester Challenge III* within minutes of arriving

at Redcar Lifeboat Station, along with crew Dave Scott and Barry Knaggs. They quickly found a shivering Danial alone in the boat. They wrapped him up and kept him warm, reassuring him that his father was safe.

'He was confused and shaking violently, could barely speak, but all he wanted to know was how his dad was,' says Dave. 'I just find it incredible that he actually got back onboard the boat,' adds Helmsman Tony. 'They were very, very lucky.'

Words: Philly Byrde

Photos: Dave Cocks, Adrian Don

'He grabbed my arm so tight, and the relief in his face, I'll never forget it'

'The most frightening moment of my life'

Neil's story

At first I just felt shock, it was that quick. All I could sense was the rushing of water in my ears. I thought: 'We've had it. Nobody knows we're here.'

For about 20 minutes I heard nothing from Danial. I had visions of my son going under the boat because it was that long since I'd heard from him. It was a horrible feeling – a quiet, lonely place. When Cameron arrived the relief was unbelievable – he had

hold of my arm so tight and just said, 'It's alright mate, I've got you.'

Now I've got a kill cord fitted and the lifejackets go on before we're even aboard. Father's Day was quite tough: the flashbacks and thinking about what might have happened. I'm so grateful to everyone who helped that day.

1,142 ANGLERS RESCUED FROM BOATS LAST YEAR

For safety tips, see RNLI.org/safety



PICTURED: Redcar lifeboat volunteers Dave Scott, Helmsman Tony Wild, Cameron Bond and Barry Knaggs. Cameron was fishing when he responded to the mayday call. His fellow crew were soon on scene.



DANIAL AND NEIL WESTMORLAND RESCUED FATHER AND SON

HOLIDAY SHOCK

When a rip current dragged a pregnant woman out to sea, Wicklow lifeboat volunteers sprang into action – and discovered she was not the only person with her life in danger



Wicklow's inshore and all-weather lifeboat crews were alerted to reports of a missing woman on the afternoon of 2 July. They searched for her off the packed Silver Strand beach, a mile south of Wicklow Head. D class Helmsman Graham Fitzgerald was among the volunteers. 'The adrenaline pumps, especially when you hear there's a person in the water,' Graham says. The crew eventually spotted the casualty in a cave, but rocks stopped them getting close to the cave entrance.

Despite the 1m swell and confused waves, Crew Member Alan Goucher courageously swam inside with a spare lifejacket. Over 200 holidaymakers anxiously watched on from the beach and cliff tops.

Inside the cave, Alan found the woman was curled up at the back of the cave, petrified. He put the lifejacket on her and brought her into an adjoining cave, out into the shallow water and into the hands of his crewmates in the D class. They continued checking the casualty's vital

signs and transferred her to the larger Tyne class lifeboat. Crew Member Carol Flahive remembers it well: 'She looked grey. We kept her warm and talking until we got her back to the harbour.'

Meanwhile, the inshore crew headed for the beach, believing their rescue work was over. 'We had to find her family and let them know she was okay,' explains Alan. 'Then I spotted a liferig up on the rocks. Something wasn't right.' They discovered two more casualties on the rocks: a

frightened little girl and her mother, clearly in shock.

Graham requested Coast Guard helicopter support while Alan and Crew Member Dean Mulvihill waded into the sea, scaled the rocks and began an intense 20 minutes of casualty care. Both casualties were badly cut up. 'I bandaged the little girl's thigh,' says Alan. 'There was quite a chunk missing from it. Then, suddenly, her breathing dropped. She'd swallowed a lot of seawater so I was concerned about her developing further complications.' Alan told the helicopter winchman of the girl's condition before she and her mother were airlifted to hospital.

The all-weather lifeboat had by now handed over the pregnant woman to an ambulance crew and returned to the scene. Lifeboat Mechanic Brendan Copeland and Crew Member Vinnie Mulvihull headed to the beach, where their casualty care skills were needed – another person had been in difficulty in the water and needed medical attention.

'I went up through the crowds to a lady with young children wrapped around her,' says Brendon. 'She was distressed and shaking violently.'



'I'd never seen trauma like it.'

Brendan Copeland,
Lifeboat Mechanic

It transpired that this woman had helped to get the mother and child (her sister and niece) out of the rip and up on to the rocks, the same two the lifeboat crew had just helped. Another woman – the pregnant casualty – had been helping too, before she was swept away and into the cave.

'This lady on the beach was convinced that the pregnant woman had drowned,' explains Brendon. 'I reassured her that everyone was safe but she was beside herself and getting sicker by the minute.' He found a friend on the beach to look after the youngsters before the RNLI volunteers whisked this final casualty back to the lifeboat station, where paramedics took her on to hospital.

The tired lifeboat crews stood down just after 6pm, almost 3 hours after their initial call out. All four casualties stayed in hospital until the following afternoon.



ALAN GOUCHER
INSHORE CREW | WICKLOW

'I was beat by the time I got into that cave'

We couldn't get the lifeboat into the cave with those rocks so I said that I was happy enough to swim it. I consider myself fairly fit but I was beat by the time I got into that cave. The lady was really, really cold. I put my arms around her to stop the blankets blowing away.

When we went to the mother and child, the sea took my legs away wading out to those rocks. The rip current goes both sides and that's what caught the first woman. I was worried about that little girl but I reassured her that everything would be ok.

Casualty care skills were vital in this one and the training just kicked in. We've been on the courses at RNLI College and we all watch and learn from the older lads on station. I know we whinge about training early on a Sunday morning – but it works.

Offshore members can read more about rip currents on page 4 of their magazine. You can also find out how to escape a rip at RNLI.org/safety.

Words: Jon Jones

Photos: RNLI/Nigel Millard

'THE SCARIEST SITUATION I'VE EVER BEEN IN'



As the evening approached at Aberavon Beach on the south Wales coast, the RNLI lifeguard team were packing up their kit – but their work was not over for the day ...

Sun and sand had attracted thousands of visitors to the 3-mile long beach on Sunday 22 June. Among them were Thomas Redmond and his pregnant girlfriend Katie.

At around 5.50pm, father-to-be Thomas was happily paddling his kayak 100m out when the wind got up, and the waves started filling his craft with water. The unbalanced kayak suddenly tipped Thomas into the sea and, as much as he tried, he couldn't get back aboard. Tired, cold, and wet, he had no choice but to cling to the side and hope for help.

Back on the beach, five young men saw what happened and started swimming out to Thomas.

By now, it was 5.57pm. Lifeguards Anthony Bowen, Hannah Griffiths and Richard Evans heard the Coastguard call. 'We had been packing up for the day and washing down the equipment on a different part of the beach when the call came,' says Richard, who started up the lifeguard 4x4 vehicle and raced to the scene. 'The adrenaline just took over. I took a rescue board and hurried into the sea.' Richard (pictured left) paddled as hard as he could. Within minutes he reached the exhausted kayaker, who by now could barely keep his head above the water.

While Richard supported Thomas on the board, the five onlookers who swam out to help also reached the kayak.

Now they were tired and cold too – and clung to the side of the kayak, which was in danger of sinking.

Fortunately, the lifeguards weren't the only RNLI lifesavers who had received the Coastguard's call. Port Talbot's volunteer lifeboat crew members were in their boathouse nearby when their pagers rang out. They immediately launched their D class lifeboat *Nigel Martin Spender* and were alongside Lifeguard Richard and kayaker Thomas in minutes. They pulled Thomas onboard, and then four of the swimmers.

Helm Ashley Jones then headed for shore and beached the D class. Meanwhile Richard paddled the other swimmer back on the rescue board. All five swimmers were checked over and found to be okay.

Thomas was not so lucky – he was in shock, was totally exhausted and had swallowed a lot of water. Waiting paramedics set to work on him, fearing there could be later complications. They ensured he was stable before taking him to hospital. But, after a few hours of rest, and feeling a bit better, Thomas sent a message to say thank you. He later visited the lifeboat station to meet up with his rescuers.

'I can't remember a time I've ever had to depend on the emergency services in my life,' says the grateful kayaker. 'It is fair to say it was the scariest situation I've ever been in. Thanks to the RNLI team who made such a quick response.'

Words: Carol Waterkeyn
Photos: RNLI/Nathan Williams



JOHN PERRING | ASHLEY JONES | KYLE JAMES
INSHORE CREW | PORT TALBOT

'The quickest launch I have ever done'

John Perring, Ashley Jones and Kyle James were the crew on the Port Talbot lifeboat for this rescue. John Perring says: 'It had to be the quickest lifeboat launch I have ever done. We were on the water within 3 minutes. When you hear the words "drowning", you switch into another gear.'

Visit RNLI.org/safety for our kayaking safety tips. Plus if you're an Offshore member, take a look at the 'How to' section in the centre of this magazine, where our experts explain how to get back on a sit-on-top kayak in six steps. There's also another dramatic account of a kayaker rescue.

MAKE LIFESAVING CUPCAKES!

Everyone loves a cupcake, and selling a tasty treat in aid of the RNLI has always been a popular way of raising funds. We asked TV chefs The Hairy Bikers for a recipe that isn't too stodgy (we all need room for a mince pie or two), but will still be a hit at fundraising events.



SKINNY LEMON CUPCAKES WITH DRIZZLY ICING

'Great tasting food is our passion and I hope this recipe helps you to raise some funds for a very good cause – the RNLI is a great organisation'

'The sea deserves respect, and the bravery of the skilled volunteers who put their lives at risk in our waters to save souls at sea always amazes me.' That's the view of Hairy Biker and RNLI supporter Si King, who has cooked for lifeboat crews in Exmouth and Barrow.

The Bikers have shared their version of the classic lemon drizzle, with natural yoghurt and vegetable oil instead of butter. The blueberries add an anti-oxidant punch and a burst of colour. 'It should go down a storm at your cake sale or coffee morning!' adds Si. Let us know how your baking goes and see page 30 for an interview with Si's fellow biker, Dave Myers.

Serves: 12 | Prep time: 20 minutes
Cooking time: 18 minutes

INGREDIENTS

- 200g self-raising flour
- 1 tsp bicarbonate of soda
- 75g golden caster sugar
- 100g fresh blueberries
- finely grated zest of 1 unwaxed lemon
- 2 large eggs
- 150ml low-fat natural yoghurt
- 2 tbsp semi-skimmed milk
- 50ml sunflower oil

For the lemon icing

- 100g icing sugar
- 4–4½ tsp fresh lemon juice

PREPARATION

- Preheat the oven to 200°C/Fan 180°C/Gas 6. Line a 12-hole deep muffin tin with some non-stick paper cases or folded squares of baking parchment.
- Sift the flour and bicarbonate of soda into a large bowl and stir in the sugar, blueberries and lemon zest. Make a well in the centre.
- Beat the eggs with a large whisk until smooth, then beat in the yoghurt, milk and oil until well combined. Stir into the flour mixture with a large metal spoon until very lightly mixed.
- Working quickly, divide the batter between the paper cases. Bake in the centre of the oven for 16–18 minutes or until the cupcakes are well risen and golden brown. Transfer them to a wire rack and leave to cool.
- To make the lemon icing, mix the icing sugar and lemon juice in a small bowl until smooth and runny. Using a spoon, drizzle the icing over the cupcakes and leave to set for at least 30 minutes before serving.

Photo: Andrew Hayes-Watkins. Cupcake recipe and image from *The Hairy Dieters: Eat for Life* by Dave Myers and Si King, published by Weidenfeld & Nicolson

A lifesaving foundation

The RNLI has pledged to provide every all-weather lifeboat crew with a 25-knot lifeboat by 2019. But the links in our supply chain are increasing and the availability of lifeboat building expertise is unpredictable. Our innovative solution? To bring lifeboat building completely in-house. And thanks to your support, it's becoming a reality

£3M+ SAVINGS PER YEAR ONCE FULLY OPERATIONAL

6 LIFEBOATS WILL BE BUILT A YEAR

This is the facility where we will build, refit and maintain our all-weather lifeboat fleet: the All-weather Lifeboat Centre, or ALC. Based at our headquarters in Poole, Dorset, it will give the RNLI control over the cost and quality of the

90 NEW JOBS CREATED

£5M FUNDED BY AN APPEAL AND OUR EFFICIENCY PROGRAMME

craft that keep our volunteers safe in the worst conditions. Among the first people to take a tour of the site as it took shape were volunteers from Scarborough and Swanage: crews that need new all-weather lifeboats.



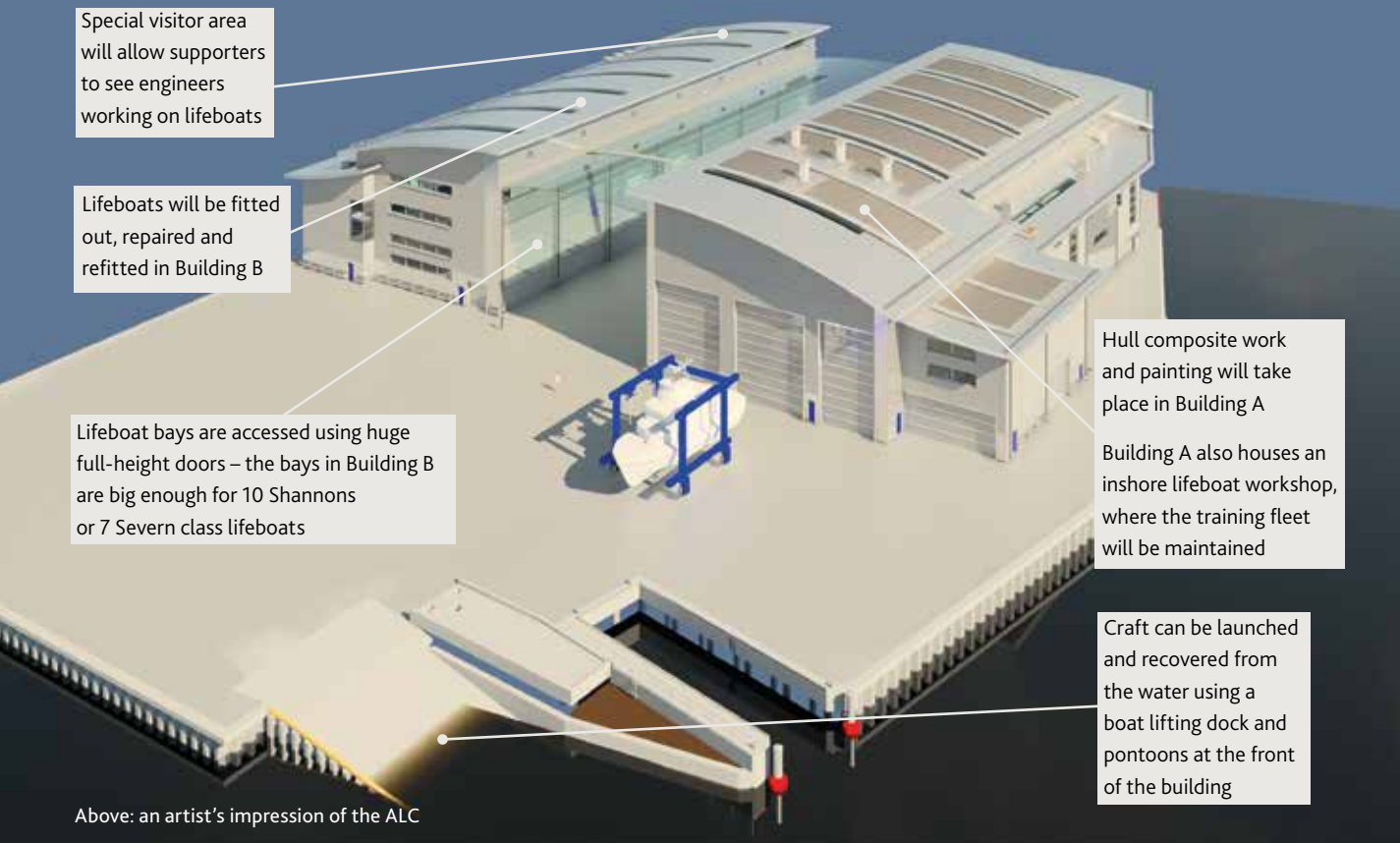
John Senior was on a family Christmas cruise aboard the *Lakonia* in 1963 when fire broke out. Lifeboats and nearby ships saved many of the passengers, including John (then nearly 4 years old) and his parents. But 128 people lost their lives. 'I actually still have memories of it,' says John. 'It was a terrible disaster and my eyes have been open to the dangers of the sea ever since.' Over 50 years on, John now volunteers as Lifeboat Operations Manager of Scarborough Lifeboat Station in Yorkshire.

'We're grateful for the best lifeboats the RNLI and the supporters can give us'



Becky Mack, a volunteer crew member at Swanage Lifeboat Station, has always enjoyed the sea and giving something back to the local community. 'When we launch, we place complete trust in our lifeboat,' says Becky. 'At its worst, it's hard to imagine anything more powerful and ferocious than the sea – so we're grateful for the best lifeboats the RNLI and the supporters can give us.'





Special visitor area will allow supporters to see engineers working on lifeboats

Lifeboats will be fitted out, repaired and refitted in Building B

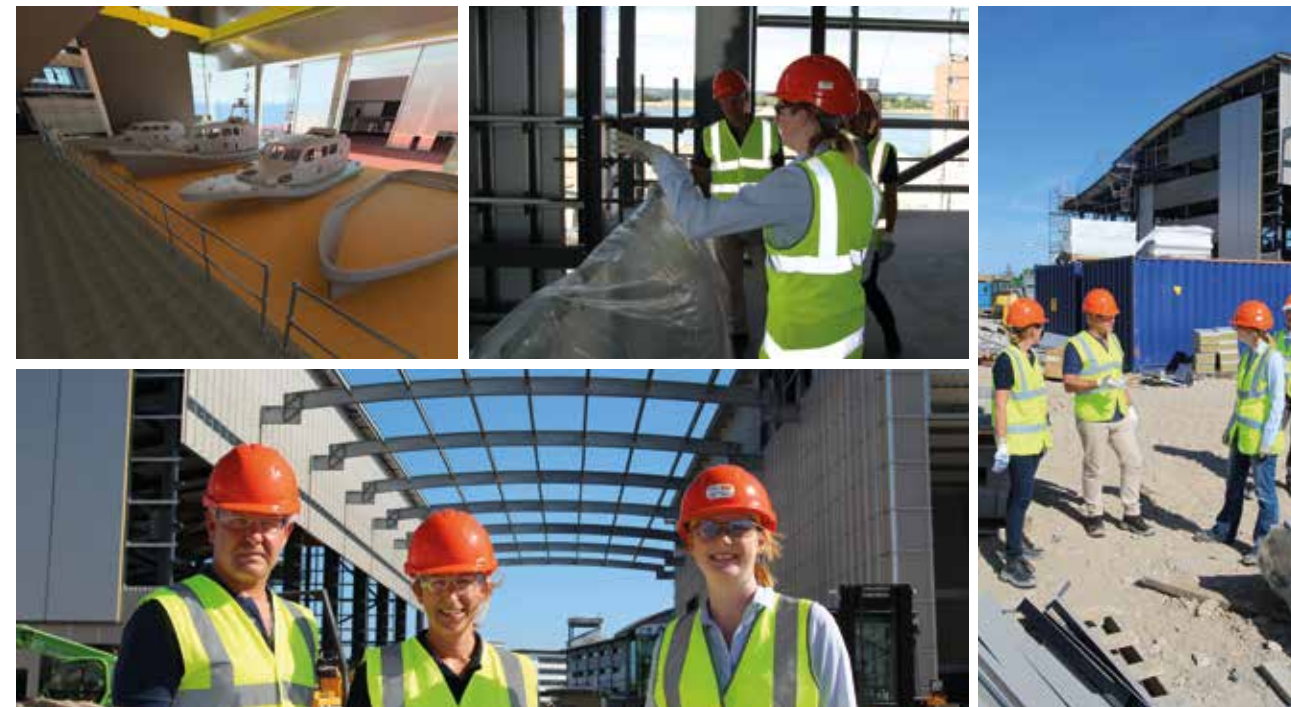
Lifeboat bays are accessed using huge full-height doors – the bays in Building B are big enough for 10 Shannons or 7 Severn class lifeboats

Hull composite work and painting will take place in Building A

Building A also houses an inshore lifeboat workshop, where the training fleet will be maintained

Craft can be launched and recovered from the water using a boat lifting dock and pontoons at the front of the building

Above: an artist's impression of the ALC



Top left: an artist's impression of the spray booths in Building A
Bottom left: (l-r) John Senior and Becky Mack with Supervising Engineer Iona Evans

John and Becky's lifeboat crews both use 17-knot Mersey class lifeboats, which are due to be replaced as we bring our all-weather fleet up to 25 knots. So theirs are just two of many stations that need new Shannon class lifeboats, and the RNLI must build six a year if we're going to meet our 2019 target. Doing that in-house, while maintaining and repairing the fleet, is a big operation – which explains John and Becky's reaction when they first enter Building A at the ALC: 'It's massive!'

Building A is 85m x 30m. The whole site has a workshop floor space of 5,000m². Why so big? 'The more you can get into one location, the more efficient and agile your work can be,' explains Angus Watson, Head of Construction and Refit. 'We can work on several boats at once here, constructing, maintaining, repairing. And that is essential, because our lifeboats are more sophisticated than

ever. Fewer and fewer UK and Irish boat builders can meet our specifications, which is a risk to our supply chain. We had to take control.'

Working on lifeboats in-house is not a brand new concept for the RNLI: we have built our own inshore lifeboats for decades, at the Inshore Lifeboat Centre

'We can work on several boats at once here, constructing, maintaining, repairing'

on the Isle of Wight. And when we took over a facility in Lymington, Hampshire, back in 2009 (which became known as SAR Composites), we ensured the future of all-weather lifeboat hull production.

Under construction

That first stage of lifeboat building – constructing composite hulls and

spraying bare materials with protective coating – will all move to the ALC's Building A. A huge oven will cook layers of fibre and resin to create hulls, decks and wheelhouses. There are two cranes mounted to the ceiling, each with two lifting hooks. Using all four hooks together, lifeboat hulls can be moved swiftly around the building as work on them progresses. The building's height makes winching the hull out of its mould for the first time a safe and controlled operation.

Meanwhile, spray booths will be used to apply primer, coats of paint and antifoul. One, the 'blast booth', is designed especially for painting metal components. A dedicated filtration and extraction system maintains air quality for the technicians. Hull repair, as well as construction work, will take place here, and there's an inshore lifeboat area dedicated to looking after RNLI College's training fleet.

'Having it all on one site is hugely efficient,' remarks John, who has joined the tour after a day of training at the College with fellow volunteer lifeboat operations managers. 'It's our role as launch authorities to sound the pagers and send the crews to sea – so you have to have great faith and trust in the lifeboat. I can see how cost-effective this is, and how the RNLI will be able to keep up the quality and improve it.'

'Bringing it all in-house makes complete sense to me – it's like RNLI College,' nods Becky. 'It has more than paid for itself since it opened 10 years ago. I've done crew training there and the standard is really high. Now we'll be supplying our own lifeboats – the in-house expertise will give the crews even more confidence.'

The B side

From the outside, Building B is almost a mirror image of Building A. But what

goes on inside will be very different in this paint-free 'clean' area. This is where new lifeboats will be fitted out and existing ones refitted or repaired. The bays here are big enough to house

'Bringing it all in-house makes complete sense to me'

seven Severn class lifeboats, the biggest in the RNLI's fleet – or 10 Shannons. A mezzanine with gating on the first floor overlooks the lifeboat decks, so engineers can easily and safely step aboard when they set to work.

Building B includes a visitor area, where supporters will be able to watch lifeboats take shape. The buildings are bridged by a covered courtyard area, which shelters boats as they move between bays, or to and from the launch area at the seaward end of the

site. This area has a slipway, pontoons and a dock where lifeboats can be lifted in and out of the water.

The facility should open for maintenance and refit work by early 2015 and full production of the Shannon class will begin later in the year. 'As well as building Shannons, we will be refitting existing lifeboats, to bring the onboard technology up to date,' says Angus. 'And then we'll build the next generation of rescue craft.' By the end of the tour, John is looking forward to sharing his experience with his fellow volunteers. 'When the lifeboats launch, it's when the brave get very brave,' says John. 'This is an efficient, innovative way of giving them what they need. It will clearly help the RNLI save lives well into the future.'

Words: Rory Stamp
Photos: RNLI/(Nigel Millard, Nathan Williams)
Illustrations: Ramboll/Ellis Belk

THE LOTTERY STORY

Our Lifeboat Lottery has raised lifesaving funds for nearly 40 years

**£4M
A YEAR**

RAISED THROUGH
TICKET SALES

LOTTERY MONEY HELPS ACROSS THE RNLI



THE FUNDS IT RAISED LAST YEAR ARE
EQUIVALENT TO TRAINING

2849 CREW MEMBERS

**800,000+
TICKETS SOLD**

**TO SUPPORTERS AND
BRANCHES EACH QUARTER**

SUMMER 2014 LOTTERY RESULTS

Congratulations to Major GSE Paske from Hampshire, who won the £5,000 first prize in our Summer Lifeboat Lottery!

THE OTHER WINNERS WERE:

2ND PRIZE: £2,000

Mrs E Keegan, Co Durham

3RD PRIZE: £500

Mrs G Wawrzyniak, West Midlands

4TH PRIZE: £250

Mrs L Moore, Cheshire

FIVE PRIZES OF £100 EACH:

Mr P Adams, Worcestershire

Mrs L Taylor, East Sussex

Mr MR North, Devon

Mr NJ Ainley, East Sussex

Mr NJB Large, West Sussex

We'll report the winners of the Autumn Lifeboat Lottery in our Winter 2014–2015 issue. The Winter Lottery will mail on 21 October 2014. The closing date is 8 December and the draw date is 22 December 2014.

'I NAME THIS LIFEBOAT *STORM RIDER!*

Naming an RNLI lifeboat is a once-in-a-lifetime honour – an honour that fell to 14-year-old Rachel Fairhurst during a special ceremony in July ...



Our newest Shannon class lifeboat and her launching equipment was funded from a £5M public appeal. As a relief boat, she will go on to save lives all around the UK and Republic of Ireland.

Storm Force, the RNLI's club for children, launched a competition to

name the craft and Rachel's entry – *Storm Rider* – made it to the shortlist from hundreds of others. RNLI supporters from far and wide then chose their favourite and Rachel's idea stormed home as the clear winner with over 13,000 votes.

Rachel, a Storm Force member from Gateshead, was inspired after seeing a film of an historical lifeboat rescue. She explains: 'I thought about the fierce storm that night and how the townspeople were so brave ... to risk their own lives to save others. I imagined the lifeboat and all those brave souls in it riding the storm.'

Get your little ones onboard today at: RNLI.org/StormforceLFmag14 or call 0300 300 9990, quoting SFLB/1410



**SIGN THEM UP
TODAY FOR JUST £10**

A child you know could discover the exciting world of the RNLI. Storm Force members receive a membership pack full of goodies and four issues of *Storm Force* magazine a year. They'll find beach safety tips, epic real-life rescue stories, interviews, games, puzzles, exclusive online goodies and more!



We report on the previous quarter's lottery results in every issue of *Lifeboat*, while the next lottery is underway, and give you notice of the draw to follow.

TO TAKE PART, PLEASE CALL 0300 300 9990 OR EMAIL LOTTERY@RNLI.ORG.UK AND REQUEST A LOTTERY MAILING

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.

Remembering *Rohilla*

When *Titanic* survivor Mary Roberts climbed aboard a hospital steamship in October 1914, she hoped for a relatively straightforward passage to France. But what happened next put over 200 lives in danger – and made history ...

In the midst of the First World War, the hospital ship *Rohilla* set out from Queensferry on the east coast of Scotland with 229 crew and medical staff aboard. Their mission: to reach Dunkirk and bring wounded soldiers to medical help and safety. As they headed south, the crew, surgeons, St John Ambulance men and nurses were preparing to come face to face with people battling for their lives. But the ship would never reach its destination – and it was the people aboard her who would fight for survival.

The 7,400-ton *Rohilla* slammed through shuddering swells along the north east coast of England in the earliest hours of 30 October 1914. It was new territory for *Rohilla*'s Captain, David Landles Neilson. He and his crew only had a clock, chart and compass to fix their position, and had last calculated their location at sunset. Now the *Rohilla* drew close to a dark, rocky shoreline as a full-blown gale rose from the east. 'It was one of the roughest nights we had had since we have been away,' wrote Fred Reddiough, a St John Ambulance man who was aboard the ship. 'The wind was blowing the ship wherever it wanted.'

Under wartime restrictions, navigation aids had been blacked out and silenced. No lights shined, no bells rang. But when Coastguard Albert James Jefferies peered to the north east through tired eyes from the Whitby cliffs, he saw the lights of a ship heading towards the rocky shoreline. He desperately signalled a warning using his morse lamp. The ship's crew spotted the light and Captain Neilson altered the ship's direction. It was too little, too late. Just after 4am, the *Rohilla* hit a reef known as Saltwick Nab. 'The ship shook from stem to stern,' wrote Reddiough. 'We all nipped out of bed and the water was pouring down the hatches in torrents.'

THE REEF

A quarter of a mile off the Whitby coastline, a cluster of submerged rocks ripped through the ship's hull.

THE SHIP

Rohilla was a 7,400-ton steamer used as a hospital ship during the First World War. She was heading for Dunkirk to bring wounded soldiers back home.

THE LIFEBOAT CREW

The first rescuers to the scene were Whitby lifeboat crew, aboard the town's No.2 lifeboat *John Fielden*. They rowed close enough to the ship to help 17 people aboard in their first attempt. But over 100 people still remained.

THE SEA

An east-south-easterly gale whipped up mountainous waves that battered the ship. She broke in half and the waves swept away her aft section.

'This rescue made the lifeboat crews realise that the future lay in engines'

Pete Thomson, Whitby Lifeboat Museum Curator and former Lifeboat Coxswain/Mechanic, pictured in replica historic lifeboat crew gear



OARS VS ENGINES

'It's very hard to get alongside anything in a rowing lifeboat,' says Pete Thomson, who was so inspired by the *Rohilla* story that he joined the Whitby lifeboat crew in 1967. Pete has restored *William Riley* (pictured above), the Uppgang rowing lifeboat. 'When you lift your oars, you lose power and half your manoeuvrability,' explains Pete. 'This rescue made the lifeboat crews realise that the future lay in engines.'

Driven onto the reef

Up in the wheelhouse, Captain Neilson played his last card. The ship was still in deep water, putting the whole crew at risk of drowning. If he could power her further ashore, there was a hope that survivors could make their way to the little beach under the cliffs. Up at the Coastguard Station, Albert Jefferies watched with disbelief as the *Rohilla* steamed forward. She hit an underwater reef at speed. The impact broke the ship in half.

The vicious sea immediately reclaimed the aft part of the ship – it was swept away, taking the lives of anyone unlucky enough to be on that part of the deck. Among those on the remainder of the ship were Mary Roberts and Fred Reddiough, who wrote: 'No sooner had I got up onto the boat deck than I was swept off my feet three times, the waves coming mountains high.'

In Whitby, lifeboat Coxswain Thomas Langlands rose to the firing of maroons. He decided that visibility was too poor to make an effective rescue attempt before daybreak. He also realised that the town's main lifeboat could not launch without putting his own crew's lives at risk: the gale had sent swells funnelling up the slipway. The alternative was Whitby's No.2 lifeboat, *John Fielden*, moored in the harbour. But attempting to row her out of the harbour and down the coast through the gale would be equally dangerous. The Coxswain's solution would involve

a feat of human strength: he declared that the heavy wooden lifeboat would have to be carried across land to the beach within sight of the wreck. That would involve lifting *John Fielden* over a 2.4m sea wall.

Lifting, launching and lifesaving

At around 9.30am, the *John Fielden* finally approached the *Rohilla*. The lifeboat had been damaged by rocks, and her crew were exhausted after helping to launch and row her through the gale. But they were determined to save as many people as they could. Five women were the first to slip down the ship's rope ladder and into the lifeboat.

Among them was *Titanic* survivor Mary Roberts, who can only have been wondering whether she was the luckiest or unluckiest woman alive. Twelve male medical staff followed and Langlands

guided the lifeboat back to shore. Volunteers helped the survivors to the beach, while Langlands vowed to return to the wreck.

'I said to myself, when that boat comes back, I am for it,' wrote Fred Reddiough. 'When it did come back, I got hold of a rope and slid down it into the lifeboat. A man pulled me in by the feet ... I could not go through it again. Not for a fortune.' Fred was one of 18 more people pulled to safety by the Whitby crew, and the lifeboat limped to shore, holed and awash with water. The *John Fielden*, now broken and unseaworthy, had played her last part

'Mary Roberts can only have been wondering if she was the luckiest or unluckiest woman alive'

9.30am, 30 October: Whitby No.2 lifeboat

After being carried over a sea wall and rocks, Whitby's No.2 lifeboat *John Fielden* launches and rescues 35 people in two attempts before becoming damaged beyond repair.

6.30am, 31 October: Scarborough lifeboat

Weather prevents Scarborough lifeboat from launching unaided, so she is towed by a local trawler to the wreck site. But the crew can get no nearer and return home.

7am, 31 October: Teesmouth lifeboat

After battling with the gale for 2 miles, the Teesmouth lifeboat crew hit the trough of a wave, spring a leak and damage their engine. They are taken ashore by tug.

7am and 12.30am, 31 October: Whitby No.1 lifeboat

The Whitby crew manage to launch down the slipway. After two attempts, Coxswain Langlands has to admit defeat. The *Rohilla* is out of reach.

9am, 31 October: Uppgang lifeboat

Six horses and 100 men pull the *William Riley* lifeboat 2 miles to the cliff top at Whitby and lower the lifeboat down to the shore by rope. But the rescue attempt is abandoned.

6am, 1 November: Tynemouth lifeboat

After a rough 44-mile journey through the night, the lifeboat crew reach the wreck site, calm the curling seas with oil and rescue the remaining crew.



in the *Rohilla* rescue. Where would hope lie for the rest of the wreck's survivors?

In the following day and night, five other lifeboats attempted to reach the wreck (see previous page), but none could get close enough to the *Rohilla*, which was disintegrating in the continuing gale. Many of the wreck's survivors had given up waiting for rescue and took their chances in the sea, attempting to swim to shore amidst the breaking waves and rocks. Some managed to reach shallow water and were helped ashore by volunteers. Others succumbed to the cold swells that battered the shoreline.

The engine roars

The powered craft used by the RNLI today would have been agile and powerful enough to get alongside the *Rohilla*. But, in 1914, motor lifeboats were relatively rare and viewed with suspicion by many crew members. There was a new motor lifeboat, *Henry Vernon*, stationed 40 miles to the north, though, in Tynemouth. Hearing of the failed attempts to reach the *Rohilla*, the Tynemouth crew assembled and steamed south. Stopping only to rest and to pick up barrels of oil in Whitby, the Tynemouth

crew headed to the wreck, where around 50 survivors – including the captain – had clung on for 2½ days.

'She stopped dead and discharged over the boiling sea gallons and gallons of oil,' reported the *Yorkshire Post* in an account of the Tynemouth crew's efforts. 'The waves appeared suddenly to be flattened down ... a cheer of relief went out from the shore when she reached the lee of the wreck. The feelings of those on board as they saw salvation at hand can only be imagined.'

The *Rohilla*'s remaining crew used their last ounces of energy to climb down the ladder into the waiting lifeboat, where Tynemouth Coxswain Robert Smith expertly held firm against the growing waves. 'As the lifeboat shot past the wreck on her return journey she was struck broadside on by a great wave,' added the *Post*, 'but once more she manfully withstood the shock, and swept gaily out to sea.' After days of failed attempts and lost souls, the story of the *Rohilla* had ended in rescue, thanks to an RNLI innovation: the motor lifeboat.

Words: Rory Stamp

Photos: RNLI/Nigel Millard, Sport and General Press Agency

ABOVE: The Tynemouth lifeboat *Henry Vernon* and her crew. She was one of the first of the motor lifeboats: an innovation that saved 50 people from the wreck

THE AFTERMATH

- 84 people were lost
- 145 people were saved
- 6 RNLI Medals for Gallantry were awarded to RNLI crew members
- A Silver Medal was awarded to local man George Peart, who swam into the surf and pulled survivors to safety

For details of a weekend of events to commemorate the *Rohilla* anniversary on 1–2 November 2014, see RNLI.org/whitbymuseum

TIME AND TIDE

How one woman's generosity and a volunteer crew's commitment made a 12-hour rescue possible



Deputy Second Coxswain Ronald Maclean

The lifeboat crew from the Isle of Barra in the Outer Hebrides worked through the night aboard the all-weather lifeboat *Edna Windsor* during a marathon rescue of a damaged yacht.

The Barra Island lifeboat was called out at around 8.50pm on Thursday 12 June, but didn't get back home until the following morning. The six volunteers spent the whole night on a mission to rescue the stricken yacht and its two-man crew from Loch Skipport on the island of South Uist.

The yacht *Rebel* had grounded on a reef after the tide dropped, just inside the entrance to the loch. The Severn class all-weather lifeboat *Edna Windsor* arrived

on the scene at around 10.15pm, but low water meant they couldn't get the yacht clear of the reef until 3.45am. *Rebel* had suffered serious damage to her hull and rudder, but her crew were uninjured.

The tired but determined lifeboat crew then towed the yacht, with the two crew still aboard, to the safe harbour at Lochboisdale. Exhausted, they made it back to their base in Castlebay at 9.15am. 'It was a long shout!' says Barra's Deputy Second Coxswain Ronald Maclean.

KINDNESS LIVING ON

The story could all have been so different if the *Edna Windsor* hadn't been on hand. This Severn class lifeboat was funded by a gift from the Will of Mrs Edna Windsor in 1998.

Six out of ten lifeboat launches are only possible because of people remembering the RNLI in their Wills. Any gift, large or small, pays for the equipment and training our volunteers need to stay safe and save more lives – today and into the future.

'The story could all have been so different if the *Edna Windsor* hadn't been on hand'



PLEASE CONSIDER LEAVING A GIFT TO THE RNLI IN YOUR WILL

For a free information pack about making or updating your Will, please contact Nicky Comber on 01202 663204 or email nicky_comber@rnli.org.uk.

The RNLI and me: Dave Myers

He's cooked around the world and applied make-up to Hollywood stars – but Hairy Biker Dave Myers never forgets his roots in a small lifeboating community

What's your first memory of the RNLI?

I was born in Barrow in Cumbria and my dad used to take me out on his motorbike to Roa Island, where the lifeboat station is.

I remember putting pennies in the collection boxes and watching the lifeboat launch. Then I moved to the island and got into sailing – I'm an ex Roa Island Boating Club champion! I sailed a catamaran in races with a lifeboat crew member. These days I have a Dutch barge on the Thames. I lived in that while I was doing *Strictly Come Dancing*.

'If these men and women are going to volunteer to go out in all weathers, they need the best kit. The stations, the lifeboats, the gear – they always look ready for the next rescue'

You've travelled to some of the most beautiful places in the world – what keeps you coming back to Roa Island?

Roa Island is basically a rock with 45 houses on it, linked to the mainland by a causeway. There are no trees. But it's beautiful and I love the culture here.

Being industrial and coastal, Barrow has a strong biking and boating culture. You've got the coast on three sides – and the cheapest yachting

in Britain, because you can keep your boat on a mooring with access whenever you want. This area is home for me. This is one of those places where the people care.

As a self-confessed petrolhead, what do you think of the RNLI's powerful craft?

I'm good mates with Paul, the Barrow lifeboat Mechanic. He's shown me around the Barrow Tamar class lifeboat and it's like the *Starship Enterprise*!

The equipment is all top-quality – and quite right too. Because if these men and women are going to volunteer to go out in all weathers, they need the best kit. The stations, the lifeboats, the gear – they always look ready for the next rescue.

... and the charity?

Like everyone, I have a great deal of warmth for the RNLI. I love the way the training has got better and better, which means those amazing volunteers can just get on with it.

What also gets me is how it manages to be independent of the Government, surviving on donations. It makes me feel proud, that. There are some very generous people in the UK and Republic of Ireland.

Me and Si have been on boats abroad and said to each other: 'If something went wrong now, who would come and get us? There's no lifeboat service in this country!'

Interview: Rory Stamp
Photo: Alfie Hitchcock

MY FAVOURITE ...

FILM:

The Piano Player

'It was great to work with Dennis Hopper – and to sleep under canvas in the South African desert.'

COUNTRY:

Thailand

'The people never let you down and neither does the food.'

DANCE: Pasodoble

'We were about to perform it on *Strictly* to a Meatloaf song when Meatloaf himself sent me a good luck message!'

FOOD: Sushi

'The best I tasted was at a Tokyo fish market. It's simple food put together with amazing skill. It takes 10 years to become a Sushi master.'

WHO IS DAVE MYERS?

Dave worked as a make-up artist on feature films and TV dramas before befriending fellow biker Si King. Their shared love of motorbikes, food and travel led to a career change. They became the lovable TV presenters now best known for their gastronomic road trips.

Christmas all wrapped up

Stumped for this year's Christmas presents? We're here to rescue you! Here's our selection of lifesaving gifts for loved ones who can prove tricky to buy for

1. For the bookworm

Fascinated by the weird and wonderful language of English? Where did it come from? Why did it become one of the world's most spoken languages? How have dialects and slang developed? *The Story of English* by Joseph Piercy reveals this and more.

Product ref: 450414
Price: £9.95

2. For bigger kids

Now here's an intriguing present – a robot that runs on solar power called the **Solarbot**. It's self-assembled and can be made into a variety of vehicles and craft, including a boat or helicopter. It's sure to delight older children and their parents (especially as it won't cost a fortune in batteries!).

Product ref: 461238
Price: £9.95

3. For the reflective type

A **driftwood mirror** in the shape of a heart that brings well-loved coastal memories to mind. Hand made in Indonesia and fair trade sourced, this intricate design is perfect for smaller spaces in your home.

Product ref: 754049
Price: £29.95

4. For the gadget guru

This **tablet cover** is from the RNLI's exclusive 235 Made for Life range. Designed to protect iPads and other tablets, it's cleverly constructed from decommissioned and recycled crew lifejackets. Choose either mini or standard size.

Product ref: 758005 (standard) and 758023 (mini)
Price: £40 each (standard or mini)

5. For the galley cook

The **Cream Cornwall apron** is the perfect gift for the chef of the house (or boat!). Now you can wear a little piece of Cornwall as you cook. An exclusive maritime design is depicted on white sailcloth, as part of a wider range of classy coastal products.

Product ref: 759009
Price: £19.95

6. For younger children

The Big Christmas Rescue is an exciting tale of Christmas courage. Each book is personalised and gives a magical introduction to the RNLI. Children will love reading their own name as they follow this exciting story. Head to the back page of this magazine for details.

Product ref: 450117
Price: £9.95

ALL THESE GIFTS ARE AVAILABLE FROM THE RNLI

You can purchase them from the RNLI's online shop at RNLI.SHOP.org or by telephoning 0300 300 9916. Every penny of profit goes towards our lifesaving work.

Please note post and packing charges will apply. Last date for ordering in time for Christmas delivery is 18 December 2014 (15 December for the *Big Christmas Rescue*).

Words: Carol Waterkeyn | Photos: Simon Moss

2,347 RNLI RESCUE CRAFT LAUNCHES 1 April–30 June 2014

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 2 July 2014

Thanks to our supporters and volunteers, this issue we can report another busy period of providing our crews with the lifeboats they need. Lifeboat crews have launched on service over 2,300 times in 3 months. With the first coastal Shannon class lifeboat officially named at Dungeness in Kent, and the second arriving on station at Exmouth, Devon, our goal of providing a 25-knot all-weather fleet is getting closer. Behind every statistic is someone, somewhere in need of help. Not a single launch could happen without your support. **Thank you.**



Photo: Noel Packer

ABERDEEN
ON-1248(17-24):Apr21, May12,13,20,21,26(x2)
D-694:Apr14,20,21, May12,17,26, Jun7,30
ABERDOVEY
B-758:Apr20,May4, Jun15,17
ABERSOCH
B-790:Apr18(x2),29,Jun21
ABERYSTWYTH
A-78:Apr17,May3,16(x2),17, Jun5,13,26
B-822:Apr11,17,19,May4,16, Jun8,10,15,16,24
B-870:Apr27
ACHILL ISLAND
ON-1240(14-28):Apr21, Jun7
AITH
ON-1232(17-14):May17
ALDEBURGH
ON-1193(12-34):Apr19, May28,Jun8
D-673:Apr1,Jun8,24,25
ALDERNEY
ON-1199(14-04):Apr16, May18,Jun6
AMBLE
D-736:May5,16,Jun16

ANGLE
ON-1280(16-01):Jun28
ON-1291(16-11):Apr3, May3,4(x2),14,17,22, Jun1,3,4,14,19(x2)
D-638:Apr20(x2),28
ANSTRUTHER
ON-1148(12-11):Apr6
ON-1174(12-17):Jun22
D-667:May18
APPLEDORE
ON-1296(16-16):Apr18,30, Jun14,17,21
B-861:Apr18,19,28,May5, 10,14,16,17(x2),Jun6,14,28
BB-546:Apr19,28,Jun8,28
ARAN ISLANDS
ON-1217(17-06):Apr6,8,18, 24,May10,19,Jun22,26,28
ON-1278(17-45):May31, Jun6
ARBROATH
ON-1194(12-35):Apr21, May21
D-759:Apr21,May21
ARKLOW
ON-1223(14-19):Apr5, May13,Jun4
ARRANMORE
ON-1244(17-22):Apr23, Jun2,11,22(x2),23,25

BALLYCOTTON
ON-1233(14-25):May24,26, 27,Jun11,13
BB-022:Apr20,May24, Jun13
BALLYGLASS
ON-1235(17-15):May3,15, 18,19,26,Jun7
D-687:May18,26
BALTIMORE
ON-1302(16-22):Apr6,20, May10,19,Jun9,29
B-760:Apr20,Jun9,13, 28,29
BANGOR
B-805:Apr4,29(x2),May9, 13,24,25,Jun7,13,14,21,25
BARMOUTH
D-678:May17,Jun6,14,23, 25,28
BARRA ISLAND
ON-1230(17-12):Apr12, May12,Jun12,25
BARROW
ON-1286(16-06):Jun22
ON-1288(16-08):Apr6
D-733:Apr1,5(x2),6,May17, 23,Jun16,22(x2)
BARRY DOCK
ON-1245(14-29):Apr13,22, May3,17,Jun14,30
BB-450:Apr22,May17, Jun14,30

BEAUMARIS
B-838:Apr14,15,17(x2),19, 20(x2),25,May10,15,31(x2), Jun11,14(x4),15,16,18,20, 23,29,30
BEMBRIDGE
ON-1297(16-17):Apr13, May9,10,18,Jun1,15(x3),21, 23,26
D-649:May18,Jun5
BERWICK-UPON-TWEED
ON-1191(12-32):May25
D-639:Apr12,May17
BLACKPOOL
B-867:May17(x2),31,Jun9
D-675:Apr1
D-729:Apr3,4,13(x2),21,28, May2(x2),3,17(x2),21,24,27, 31,Jun9
D-732:Apr2,4,May2,10,12, 17,24,31,Jun9
BLYTH
D-665:Jun8,9,14,17,20(x5), 22,29
D-746:Apr24,May17,28
BORTH
D-760:Apr17,27,May16,18, Jun8
BRIDLINGTON
ON-1169(12-12):Apr23,24, May27,31
D-721:Apr24,May16, Jun1,2,20

BRIGHTON
B-852:Apr8,13,May3, 18(x3),19(x3),27,31(x2), Jun4,20,22,24
BROUGHTY FERRY
ON-1252(14-31):Apr5,14, May5,6(x2),Jun5
D-698:Apr5,14,May3,5, 6(x2),8,19,31(x2),Jun5(x2), 7,10
BUCKIE
ON-1268(17-37):Apr5,6,29, May7,Jun7,22
BUDE
D-756:Apr22
BUNDORAN
B-834:Jun9
BURNHAM-ON-CROUCH
B-849:Apr5(x2),19(x2),26, May3,4,10,25,Jun29
D-672:Apr5,May16,Jun29
BURNHAM-ON-SEA
B-795:May18(x2)
D-664:May18(x2)
BURRY PORT
B-777:Apr26,May12, 26(x2),Jun15,22
D-680:Apr15,27
D-749:May24,25,26(x3), Jun14(x2),20,22(x2)

CALSHOT
B-860:Apr3,9,13,15,20, Jun18,21(x2),23
D-748:Apr3,9,May18, Jun15,18,23,29
CAMPBELTOWN
ON-1241(17-19):May20, Jun8,23
CARDIGAN
B-871:May24,Jun3,11,13, 14,22,24
D-709:Apr24,May15,24, 28,29,Jun13,24
CASTLETOWNBERE
ON-1277(17-44):May16,25, Jun17,21
CHISWICK
E-006:Apr24,29,May23,25
E-08:Apr1,2,13,15,16,17,18, 20(x2),22,May1(x2),3,4(x3), 5(x2),9(x2),10,13,14,15(x2), 18(x2),19,23,25,26,31(x2), Jun1(x2),2,9,10,13,14,20, 21,22(x2),23(x2),26,27, 28,29
E-09:Apr4,5,10(x3),12(x3)
CLACTON-ON-SEA
B-863:Apr6,16,19(x2),28, May17,Jun10
D-723:Apr19(x2),21,28,30, May1,18,Jun14
CLEETHORPES
D-710:Jun8,22,27(x3),29
D-757:Apr18(x2),21,25,26, May4,14,25,29,30
CLIFDEN
B-869:Apr21,22
CLOGHER HEAD
ON-1190(12-31):Apr24,25
CLOVELLY
B-759:Apr18,19,25
B-872:May7
CONWY
D-765:Apr12,13,16,May17, 22,30,31,Jun1,3,13,15,17, 20,22(x2),25
COURTMACSHERRY HARBOUR
ON-1205(14-07):May9, Jun25
COURTOWN
D-711:May31
COWES
B-859:Apr2,11,12,15,May1, 3,17,18,25,Jun11,14,20
CRASTER
D-703:Jun13(x2)
CRICCIETH
A-76:Apr14
B-823:Apr14,18(x3),May17, Jun15,18,20(x2)
CROMER
ON-1290(16-10):Apr30
D-670:May3,22,Jun16

CROSSHAVEN
B-767:Apr3,12,15,20, May2,10,16,17
B-782:Jun14,16
CULLERCOATS
B-865:Apr30,May3,10,16, 17,18(x2),31,Jun1,18(x2)
DART
D-702:Apr12,28,May1,12, 15,19,Jun1,8,14
DONAGHADEE
ON-1213(14-15):May31
ON-1267(14-36):Apr12,18, 25,May5,9,15,Jun15(x2)
DOUGLAS
ON-1147(47-032):Apr6,13, May14,27,Jun28
DOVER
ON-1220(17-09):Apr4, 28(x2),May5,25,Jun3,4,6, 7,21,28
DUN LAOGHAIRE
ON-1200(14-05):Apr20, May17,Jun15,29
D-731:Apr10,15,22,May4,6, 15(x2),18,28,Jun8,13(x2), 17,27
DUNBAR
ON-1266(14-35):May17,18, 19,Jun3
D-708:Apr18,May17,18, Jun3,10
DUNGENESS
ON-1309(13-02):Apr1,4,21, Jun6,21
DUNMORE EAST
ON-1215(14-17):Apr23,25, May5,Jun10,18
EASTBOURNE
ON-1303(16-23):Apr17,27, May18,21,22,24(x2),30, Jun4,5,7,10,12,14,15(x2),18
D-744:Apr2,6,18(x2),22, May12,18,19,22,24(x2),31, Jun3,4,8,10,12(x3),14(x3), 15(x2),18,19
ENNISKILLEN
B-751:Apr6,11,May16(x2), 19,29,31,Jun5
B-792:Apr15,May16,Jun1
RWC-052:Apr15,May16
RWC-053:Apr11, May16(x2),19,31,Jun5
RWC-054:Jun5
EXMOUTH
ON-1178(12-21):Apr7
ON-1310(13-03):May31, Jun29
D-669:Apr7,11,15,16,May4, 7,9,15,17,22(x2),Jun6,12,16, 18,22,23
EYEMOUTH
ON-1209(14-11):Apr13,19, May25

FALMOUTH
ON-1256(17-29):Apr4,12, 19,30,May10,18,21,30,31, Jun6,10(x2),14,18
B-756:Apr4,12,16,19,29, May10,12,18,21,27,31, Jun12,14(x3),15,19
FENIT
ON-1239(14-27):Apr12, Jun21
D-726:Jun3,20,21,22
FILEY
ON-1170(12-13):May16,25, 31,Jun14,27
D-728:Apr10,May18,25, Jun27
FISHGUARD
ON-1198(14-03):Apr2,10, 16,May28,Jun25
D-652:May28
FLAMBOROUGH
B-820:Apr12,27,May3,25, 26,Jun12
FLEETWOOD
ON-1156(47-038):Jun26
D-719:Apr19,20,May29, 31(x2),Jun1,17,19,21,23
FLINT
D-658:Apr4,Jun13
D-675:May20,21
FOWEY
ON-1222(14-18):Apr9,13
D-681:May2,Jun3
D-720:Jun24
FRASERBURGH
ON-1226(14-22):May7
ON-1259(14-34):May16
GALWAY
B-853:Apr6(x3),25,28, May4,18,26(x2),27,Jun1,2
GIRVAN
ON-1196(12-37):Apr22, May21,31,Jun16
GRAVESEND
B-827:Apr3(x2),11,13,15, 21,27,May2,14,15,16,17(x2), 19(x2),20(x2),26,31,Jun4,5, 9,18(x2),21,23,29,30
GREAT YARMOUTH AND GORLESTON
ON-1208(14-10):Jun24
B-786:Apr12,20,May2,18, 19,21,23,26,Jun8,10
HARTLEPOOL
ON-1274(14-37):Apr18, May8,Jun12
B-766:Apr1,May8,17,Jun8, 13,14,22(x2)
HARWICH
ON-1202(17-03):Apr6,29, May10(x2),31,Jun1,8, 9(x3),23
B-789:Apr1,6,12,15,16,20, 21,26,May11,14,19,20,22, 24,25,Jun8(x2),9,10,11, 14(x2),18,23



ON-####(17-##)
Severn class
last built: 2004



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



ON-####(47-##)
Tyne class
last built: 1990



ON-####(14-##)
Trent class
last built: 2003



ON-####(13-##)
Shannon class
introduced 2014
new cost: £2M



ON-####(12-##)
Mersey class
last built: 1993



E-###
E class (MK1 or) 2
new cost: £350,000



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



D-###
D class
new cost: £41,000



H-###
Inshore rescue hovercraft
new cost: £315,000



A-##
Inshore rescue boat
new cost: £12,000



RWC-###
Rescue watercraft
new cost: £10,000

Additional rescue craft:
BB-### Boarding boat
Y-### Y boat
X-### X boat
XP-### XP boat
FR-### and RR-### Flood Rescue Team boat

HASTINGS
ON-1125(12-002):Apr27
D-699:May13,14,21,28,29,31,Jun3,7,10,13(x2)
HAYLING ISLAND
B-829:Apr14,24,May12,Jun8,15,22,28,29
D-642:May26,Jun5,22
D-740:Apr14,May10
HELENSBURGH
B-771:May20,31,Jun10,12,21(x2),22(x2)
B-791:Apr29,May3
HELVICK HEAD
B-753:Apr20
HOLYHEAD
ON-1272(17-41):Apr27(x2),May10,15,18,31,Jun1,5
D-654:Apr13,17,27(x2),28,Jun1,3,14
HORTON AND PORT EYNON
D-688:Apr21,27,29,Jun14,22(x2),27
HOWTH
ON-1204(14-06):May30,Jun5,11,20,22
ON-1258(14-33):Apr28,May4
D-659:Jun8,14,17,20,29
D-695:Apr21,24,27,May4(x2)
HOYLAKE
ON-1163(12-005):Jun25
HUMBER
ON-1216(17-05):Apr10,18
ON-1237(17-17):May17,Jun20,21
HUNSTANTON
B-848:Jun12,14(x2)
ILFRACOMBE
ON-1165(12-007):Apr22,May17,Jun28(x2)
D-640:May17(x2),27,Jun5,8
D-717:Apr17,22,Jun14(x2),18,20(x2),28
INVERGORDON
ON-1206(14-08):May22,24,Jun8
ISLAY
ON-1219(17-08):May4,9,Jun1,14,19,21
KESSECK
B-873:May15,18,22,31,Jun15
KILKEEL
B-812:Apr6,May14,21,25,31,Jun15,29
KILMORE QUAY
ON-1298(16-18):May4,30,31(x2),Jun16,24,26,30
KILRUSH
B-844:Apr7(x2)

KINGHORN
B-810:May5,6,10,14,Jun2,21,22
KINSALE
B-796:Apr26(x2),28,May3
KIRKCUDBRIGHT
B-814:May17,Jun15,16
KIRKWALL
ON-1231(17-13):Apr5,14,May31,Jun15,22
KYLE OF LOCHALSH
B-856:Apr17,20,May3,Jun10,11,18
LARGS
B-854:Apr16,May11,31,Jun4,7,16,17,20
LARNE
D-646:Apr27,29
LERWICK
ON-1221(17-10):Apr22,25
LEVERBURGH
ON-1195(12-36):May3,Jun11,15,20
LITTLE AND BROAD HAVEN
D-766:Apr9,May11,27,Jun21,23,30
LITTLEHAMPTON
B-779:Apr13,26,May11,19,Jun1,7,14,15,29
D-631:Apr11,13,Jun7,14
LITTLESTONE-ON-SEA
B-785:May16,18,31,Jun21
LLANDUDNO
ON-1164(12-006):May4,22,Jun1
D-656:May1,14,Jun1,7,10,15,22,28(x3)
LOCH NESS
B-763:Apr9,14(x2),21,27,May28,Jun28,29
LOCHINVER
ON-1271(17-40):Apr18,21,May14,21,Jun13
LONGHOPE
ON-1284(16-05):Apr6
LOOE
B-793:Apr11,21,22,27,May17,21,28,Jun17,24,28
D-741:Apr11,22,May17,21,27(x2),Jun11,17,24,28
LOUGH DERG
B-747:Apr22,May10,31,Jun4
LOUGH REE
B-728:Apr1,2,3,May14,19,20,27,31,Jun2,3,6,7,10,15,19(x3)
LOUGH SWILLY
ON-1116(47-013):Apr25,May18(x2)
B-819:Apr25,May18(x2)

LOWESTOFT
ON-1132(47-020):May3,4,30,31,Jun11,16,25
LYME REGIS
B-857:Apr7,12,14,May11,16,24,Jun13
LYMINGTON
B-772:Apr18,27,May4,18
B-784:Jun21(x10),29
LYTHAM ST ANNES
ON-1189(12-30):May17,Jun24
D-657:Apr5,Jun8
MABLETHORPE
B-750:Apr11
B-778:May18
D-653:May9,18(x2),23
MALLAIG
ON-1250(17-26):Apr13,21,May4,12,17,22,26,30,Jun24,26,29(x2)
MARGATE
D-706:May8,9,Jun8,16(x2),22,26,29(x2)
MINEHEAD
B-824:Jun1,25
D-712:May4,18,25
MOELFRE
ON-1305(16-25):Apr5,11,25,May12,17,18,21,Jun1(x2),7,26,28
D-675:May31,Jun10
B-785:Apr8,13,15,Jun29
MONTROSE
ON-1152(47-034):May20,21,22
D-764:Apr26,May20,Jun16
MORECAMBE
D-722:Apr24,30,May5,16,17,Jun6
MUDEFORD
B-806:Apr12,28,29,May4,Jun1,7,8,18,21,22
NEW BRIGHTON
B-837:Apr18,26(x2),May9,Jun6,15,21(x2),22(x3)
H-005:May18,26,Jun22(x2)
NEW QUAY
D-754:Apr18(x2),21,May24
NEWBIGGIN
B-864:May2,16,17
NEWCASTLE
D-637:Apr15,May12
NEWHAVEN
ON-1243(17-21):Apr4,6,13,16,17,18,23,27,May2
ON-1254(17-27):May17,Jun14,25
NEWQUAY
B-821:May6,Jun28
D-636:Apr11,12,15,25,Jun22,27,28

NORTH BERWICK
D-758:May18,Jun30
OBAN
ON-1227(14-23):Apr2(x2),3,12,13,19,21,May1,6,17,20,21,22,25,31,Jun3,6,7,12,13,17,19,22,23
ON PASSAGE
ON-1291(16-11):Jun21
ON-1294(16-14):Apr18
B-845:Apr15(x2)
PADSTOW
ON-1283(16-04):May7,30,Jun2,18,21,28
PEEL
ON-1181(12-22):Apr1,19,May29,Jun6
PENARTH
B-839:Apr13
D-680:Jun29,30
D-692:Apr12,18,26,May17,25,26,Jun8
PENLEE
ON-1265(17-36):Jun1(x2),6,15,29
B-787:Apr12,15,25,May3,26,Jun1,10,14
PETERHEAD
ON-1282(16-03):Jun6,11
ON-1286(16-06):Apr3,7,16,30
PLYMOUTH
ON-1264(17-35):Apr16,18,May18(x2),21,24,Jun1,16,17,19,23,25
Y-181:Jun23
B-775:Apr9,19,May10,18,20,21,24,Jun6,15,16,17,19,21
POOLE
ON-1131(47-023):Apr8,May1
B-826:Apr7,8,26,May10,14(x2),17,20,29,Jun3(x2),6(x2),7,12,15,16,20(x2)
PORT ISAAC
D-707:Apr13,May13
PORT ST MARY
ON-1234(14-26):May2,25
PORT TALBOT
D-713:May2,18,21,27,Jun1,15(x2),18,20,22,25
PORTAFERRY
B-833:Apr28,29,May17,29(x3),30,Jun16,26
PORTCAWL
B-832:Apr2,12,13,16,27,May4,11
B-850:May16,29,Jun1,4,15
D-714:Apr12,13,16,27,May4,11,16,29,Jun13,15,16,22,24

PORTHDLINLLAEN
ON-1304(16-24):May2,3,10,Jun1,20,21
PORTPATRICK
ON-1301(16-21):May21,Jun4,9,13,15
PORTREE
ON-1214(14-16):Apr12,15,May23,Jun16,19
PORTRUSH
ON-1257(17-30):Apr6(x2),May16,Jun15,28
D-730:May16,20,24,31(x3),Jun14,17
PORTSMOUTH
B-825:Jun29
B-846:Apr17,26,May12,18,20,Jun4,10,14,21,22,25
D-716:Apr10,17,May20,Jun1,5,7,8,9,17,22,25
PWLLHELI
ON-1168(12-010):Apr2,17,18,Jun12(x2)
D-676:May15,18
QUEENSFERRY
B-851:Apr16,18,27,May3,10,17,18,21,23,31(x2),Jun14,15(x2),16,18,22
RAMSEY
ON-1171(12-14):Apr13,Jun1
RAMSGATE
ON-1197(14-02):Apr9,17,24,May4,10,30(x2),Jun4
B-765:Apr5,19,24,25,May8,10,24,25,29,30(x2),Jun9,10
RED BAY
B-803:Apr20,May4,10,Jun1,15(x2)
REDCAR
B-858:Apr1,May6,9,25,Jun5,14,18
D-750:Apr20,May9,18,25
ROCK
D-634:Jun18,19,25
D-720:May31
ROSSLARE HARBOUR
ON-1276(17-43):May17
RYE HARBOUR
B-835:Apr25,27,May19
SALCOMBE
ON-1289(16-09):Apr3,5,15(x2),25,May19,20,Jun8,23,24,26,28
B-794:Apr9,15(x2),May18,Jun7,28

SCARBOROUGH
ON-1148(12-11):May10
ON-1175(12-18):Apr12
D-724:May10,12,Jun14
SEAHOUSES
ON-1173(12-16):May7,Jun13(x2)
D-686:Apr14,19,May7
D-715:Jun15
SELSEY
ON-1146(47-031):Apr12,29,May16,Jun21,27,28,29
D-675:Jun28
D-691:May17,19,25,26,Jun8,20,23
SENNEEN COVE
ON-1293(16-13):May22,25
ON-1294(16-14):Apr5,Jun12
D-763:Jun12
SHEERNESS
ON-1211(14-13):Apr19,26,May2,19,24,Jun16
D-662:Apr14,15,17,18(x2),19,May4
D-762:May19,24(x3),27,Jun8,12,14,20
SHERINGHAM
B-818:Jun21
SHOREHAM HARBOUR
ON-1295(16-15):Apr21,May23,Jun7,17,25,30
D-647:Apr18,May10,19,Jun1(x2),2,7,8,20,21,25,29(x2)
SKEGNESS
ON-1166(12-008):Apr11,May17,Jun16
D-739:May4,11,17,Jun16,26,30
SKERRIES
B-866:Apr24,25,27,May24,Jun16
SLIGO BAY
B-781:Apr13,25,May24,Jun14
SOUTHEND-ON-SEA
B-776:Apr10(x2),May5(x2),26,31,Jun4,8,26,29(x2)
D-633:Jun4,8(x2)
D-682:Apr12,May18,Jun23,26
H-004:Apr18,May4,18,21,25,31(x3),Jun7(x2),8(x3),9,11,12,22(x2),25
SOUTHWOLD
B-868:Apr21,May7,26
ST ABBS
B-783:Apr13,May17,Jun2
ST AGNES
D-641:Apr13(x2),May23(x2),Jun15,17,22

ST BEES
B-831:Apr28,30
ST DAVIDS
ON-1139(47-026):May11
ON-1306(16-26):May11,16,30,Jun14,15,24
D-704:May30,Jun13,24
ST HELIER
ON-1292(16-12):Apr23,26,May3,4,13,14,21,Jun5,14,16
B-816:May3(x2),5,31,Jun5,16
ST IVES
ON-1167(12-009):May18,22,30,Jun3,5,8
D-668:Apr10,18,19,May18,22,29,Jun20
ST PETER PORT
ON-1203(17-04):Apr19,May30(x2),31
ON-1269(17-38):Jun14,15,19(x3),24,25,29
STAITHES AND RUNSWICK
B-788:May5,Jun2
STONEHAVEN
B-774:May20,21,Jun8
STORNOWAY
ON-1238(17-18):Apr20,24,29,May19,Jun30
STRANRAER
D-697:May3,19,31,Jun18,19,26
STROMNESS
ON-1236(17-16):May20,Jun4,21
SUNDERLAND
B-817:May11,16,21,Jun5(x2),6,13,14
D-715:May13(x2),14,16,Jun2
D-747:May3,Jun11
SWANAGE
ON-1182(12-23):Apr7,24,May3,20,25(x2),Jun1
D-752:Apr6,May3(x2),16,25,Jun18,23,27,28,29
TEDDINGTON
D-648:Apr1,6,8,11,14(x2)
D-743:Apr14,15,20(x2),26(x2),28,May2,3,12,14,18,20,21,26,Jun8,21,26
TEIGNMOUTH
A-67:Apr11,24,Jun14
B-809:Apr11,17,24,May4,11,16,Jun4,6,7,10(x2),14,17,19
TENBY
ON-1280(16-01):Apr5,23,26,May16
D-680:May21,Jun13,17
D-727:Apr23,May18,Jun19,23,24,26

THE LIZARD
ON-1300(16-20):Apr4,13,May3,10,13,Jun10,17,25
THE MUMBLES
ON-1307(16-27):Apr18,19,May17,29,Jun14,15(x3),18,20,25
D-761:Apr1,19,29,May5,15,21,26,Jun3,9,13,14,18,22(x2),23(x2)
THURSO
ON-1273(17-42):Jun24
TIGHNABRUACH
B-862:Apr13,Jun9,23
TOBERMORY
ON-1270(17-39):Apr12,28,May17,24,29,Jun16,18,19
TORBAY
ON-1255(17-28):Apr14,19(x2),21,26,May3,20,25,Jun8
D-651:Apr1,14,16,19,29,May2,3,4,15,20,25,27,Jun22,27,30
TOWER
E-005:Apr4,5,May16(x2)
E-07:Apr2,4,5(x2),6(x5),8,10(x4),11,12(x2),14,15,16(x3),17(x2),18(x2),19(x2),20,21(x3),22,23,25,26,27
E-09:Apr2,3(x2),5,26,27(x2),28(x3),29,30(x3),May1(x2),2(x2),3,5(x2),6(x2),7(x4),8,9(x2),10,11,12(x2),14,15(x3),17(x5),19,20(x3),24,25,26,27,31(x3),Jun1,3,4(x2),6,7,8(x4),9(x2),10(x2),12,13(x3),14(x3),15(x2),18,19(x2),21(x3),22(x4),23(x4),24(x3),25,26(x2),28(x3),29,30
TRAMORE
D-643:May22,Jun8
TREARDUR BAY
B-847:Apr17,May16,Jun1,5,11,15
D-753:Apr2,Jun1
TROON
ON-1225(14-21):Apr6,20,22,25
ON-1275(14-38):May20,25,27,Jun6,12
D-684:Apr20,May20,Jun6,12

TYNEMOUTH
ON-1242(17-20):Apr10,Jun2,18,23
D-693:Apr6,15(x2),27,May18,26,31,Jun2,12,14
VALENTIA
ON-1218(17-07):May16,Jun8
WALMER
B-808:Jun10
D-663:May14,Jun4,10
WALTON AND FRINTON
ON-1290(16-10):Jun8,9
ON-1299(16-19):Apr18,24,May31,Jun7
WELLS
ON-1161(12-003):Apr11,May14,28,Jun24(x2)
D-661:Apr23,26,30,May14,24,28,Jun8,14,21,25
WEST KIRBY
D-751:Apr26,May10,Jun11
WEST MERSEA
B-761:Apr6,May23,25(x2),Jun8,14(x2),19,21,22
WESTON-SUPER-MARE
B-769:Apr15,May18,Jun2
D-690:Apr15,May5,10,25
D-696:Apr15,Jun21(x2)
WEYMOUTH
ON-1263(17-34):Apr18,May12,17,Jun4,8(x2),17
B-746:Apr2,Jun8,15,22

ON STATION

B-872, **Toby Rundle**, Clovelly [B-759 has been withdrawn], 6 May
 B-875, **Alexander**, relief fleet, 6 May
 D-768, **Robleen**, relief fleet, 16 May
 ON-1311 [13-04], **Storm Rider**, relief fleet, 17 May
 D-767, **John F Mortimer**, Workington [D-629 has been withdrawn], 20 May
 ON-1310 [13-03], **R and J Welburn**, Exmouth [ON-1178 has been withdrawn], 22 May

NAMING CEREMONIES

D-764, **Nigel A Kennedy**, Montrose, 26 April
 B-871, **Albatross**, Cardigan, 3 May
 D-760, **Geoffrey Scott**, Borth, 10 May
 D-763, **Amy Brown**, Sennen Cove, 17 May
 D-759, **Robert Fergusson**, Arbroath, 17 May
 B-870, **John & Louisa Fisher**, relief fleet, 30 May
 ON-1309 [13-02], **The Morrell**, Dungeness, 31 May
 B-873, **Robert & Isobel Mowat**, Kessock, 7 June
 B-875, **Alexander**, relief fleet, 27 June
 D-768, **Robleen**, relief fleet, 27 June

LAUNCH ALERTS ON YOUR MOBILE

Follow the action wherever you are by signing up for our lifeboat launch SMS alerts. You choose which stations to follow, the charge for each message and your maximum weekly spend. You'll be one of the first to know when our volunteers have launched and you'll be supporting them at the same time!
RNLI.org/sms

SPECIAL DELIVERY

A great yarn from an ex-RNLI coxswain and some profound postings online



OLD LIFEBOAT, NEW COUNTRY

Some years after I had retired as Mallaig lifeboat Coxswain/Mechanic, I discovered that my old Arun class lifeboat (pictured) had been sold to the Icelandic Rescue Service. So, after a deal of thought, I decided to visit my old boat in her new country.

En route from Glasgow to Iceland, my wife Ina and I flew over the east end of Loch Morar and had a very clear view of Mallaig, Morar and all of the islands to the west, basking in the sunshine: a shoreline that the Arun had served so well.

We arrived at Reykjavik in the early afternoon and, thanks to one of the Icelandic Rescue people, had a tour of the town. Then he took us to Hafnarfjörður, a town about 25 miles south of Reykjavik where I saw my old boat once more and now renamed the *Einar Sigurjónsson*. The

new name struck my wife and I as being a remarkable coincidence, as her first name is Ina and is pronounced exactly the same as *Einar*!

The following evening we were taken again to the boat and went out

'My old boat is in very good hands indeed'

to sea in her, accompanied by another of their boats, a most impressive, waterjet-driven rigid inflatable. Back in the harbour, I gave them an Iona cross

(it had become traditional to carry one on the Mallaig lifeboat) and a bottle of excellent Campbeltown malt whisky. They, in turn, gave us a lovely book of photographs of the rugged Icelandic scenery. I believe that the cross is now as important to them as it was to us.

The financial set-up of the Icelandic rescue services was most interesting. They get a very small grant from the government; the rest they must raise themselves. We thoroughly enjoyed our trip although the cost of living there amazed us – £6 for a pint of beer kept me sober!

The most pleasing part was seeing that my old boat is in very good hands indeed. They have not had her for very long, but already they have carried out several missions, love her and are justly very proud of her.

Tommy Ralston
Former Mallaig
Coxswain/Mechanic, Fife



YOUR POSTS ON FACEBOOK

'My brother drowned'

People need to realise how strong undercurrents can be. My brother Lee drowned on 23 June 2009. It took a week for his body to be found. He had always swum in the sea at Weston-super-Mare. It just took a strong current and a sea temperature of 11 degrees for him to lose his life. Please support the RNLI. I will always be grateful for their help. My daughter helps out by going into schools on behalf of the RNLI in the Portsmouth area to talk about water safety.

Jayne Toogood

'I got caught and dragged under'

I nearly drowned when I was 7 and got caught in a rip tide. Being out of my depth and not strong enough to swim against it, I got caught and dragged under. I got dragged to shore by my Dad. For many years I would not venture into the sea. I can, and do swim now, if I have to. I **always** wear a lifejacket on the yacht and would not let any children on the boat without a lifejacket. As you so rightly say: useless unless worn. I am also very cautious when the children are playing in coastal water. I have great respect for the sea.

Jane MacGregor White



The language of lifesaving

Anne Sears wrote to us about the value of putting basic survival information in local languages: 'My husband, E.J. Sears one of your life members, was posted to Tanzania, to Mwanza on Lake Victoria in 1986–89. I was able to get the interest and help of some Boy and Girl Scouts to design a water safety leaflet in Kiswahili because many people in rural areas don't speak or read English.'



Steve Wills, RNLI International Development Manager, replies: Thanks Anne. I was struck by the similarities with our lifeguard instructor and student manuals, which have been translated into six languages so far including Thai and Swahili. It's so important to have these free, shareable materials – countries with developing lifesaving services often struggle with limited resources. What you've sent in really proves the impact that local people can make, taking action to tackle drowning in their own communities.



TWEETS FROM SUPPORTERS

Ex-Royal Navy veteran collecting for RNLI. New St Birmingham **Pdbarton**

#3PeaksByBike completed with our final climb of Ben Nevis! £2.2K raised so far for @RNLI

Dave Hursthouse

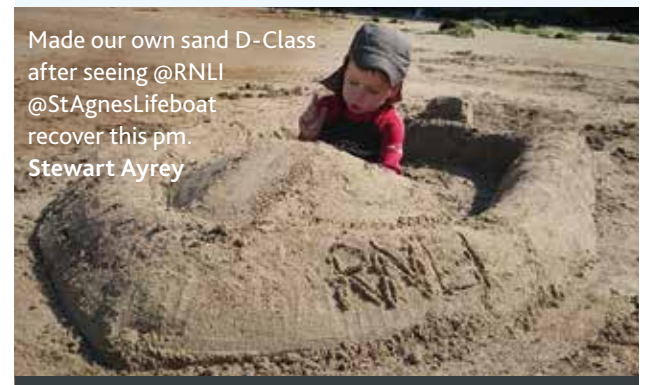


Just received my 2015 @RNLI cat calendar with Charlie on! Mr October! **Cherry Pie Blog**



While at the station training our crew, found the time to help a pigeon who had a string wrapped round a foot. **Burnham RNLI**

Made our own sand D-Class after seeing @RNLI @StAgnesLifeboat recover this pm. **Stewart Ayrey**



Next issue we'll print your feedback on the new magazine, along with Facebook posts and tweets. Share your stories at twitter.com/RNLI or facebook.com/RNLI. You can also tell us what you think at RNLI.org/ReaderSurvey.

RNLI FAMILY: THE LIFE OF THE CHARITY

Celebrating the RNLI family, past and present

From volunteers to rescues

Mike and Jan King have fundraised for a quarter of a century – but never thought they would be on the receiving end of the charity's help until the RNLI saved them, their daughter and their friends. Originally based in Derbyshire, miles from the sea, the couple rarely used the sea themselves. 'But we moved to the Welsh coast 2 years ago and last Summer took our boat out with friends,' says Mike. 'On our way back we got caught in a squall and a huge wave flooded the boat. We started sinking and called for help.'

'The Moelfre lifeboat arrived along with an RAF helicopter. By that point our friends had swallowed a lot of water. My daughter, who already



'A huge wave flooded the boat'

had a medical condition, also needed urgent attention and was evacuated by helicopter to hospital. It was touch and go and very scary.

'After we were rescued by the Moelfre crew, we found out they needed a new lifeboat station. We wanted to do whatever we could. So we have now been focussing on local fundraising events for the appeal.'

Dedicated volunteer retires

'It's hard to stand down'

A lifeboat operations manager from the north east of England has retired after more than 3 decades of voluntary service.

Dave Cammish first enrolled as a Redcar crew member in 1982 and served on the station's lifeboats until 1996. He then became one of the RNLI's deputy launching authorities, responsible for liaising with the coastguards when lifeboats are tasked.

In 2007 Dave became Lifeboat Operations Manager and served in that position until his retirement

in June. 'After all this time it's hard to stand down but retirement comes to us all,' says Dave. During his time with the RNLI, the town's lifeboats have launched nearly 1,200 times. At least 240 people owe their lives to the efforts of the crew, and nearly 800 more have been assisted or rescued. In recognition of Dave's long service with the RNLI, he and his wife Liz attended a garden party at Buckingham Palace in the Summer.



Have you got an RNLI family story you'd like to share? Send your stories to carol_waterkeyn@rnli.org.uk.

Celebrating life

Farewell to Frank



This issue we are saying goodbye to some well-loved and dedicated RNLI people – including a man

who helped us to understand the effects of cold water shock

Surgeon Rear Admiral Frank Golden OBE PhD, passed away in January 2014 aged 77.

Frank was instrumental in the RNLI's research into immersion, hypothermia and cold water shock: work that now forms part of the RNLI's Respect the Water campaign. Surprisingly, Frank hated being in the water.

Following a short period as a doctor, he served with the Royal Navy before becoming a consultant in Applied Physiology at the University of Surrey. From 1994 to 2006 he chaired the RNLI's Medical and Survival Committee and was awarded the OBE in 1981.

He leaves a considerable legacy of knowledge to the RNLI that will live on for many years to come.

The RNLI Family association

Former lifeboat volunteers, and RNLI staff, have their own association. If you have 5 or more years' service with the charity and are interested in joining the association, please contact Helen McHugh, the Family association Secretary at:

helen_mchugh@rnli.org.uk or write to her care of RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.

Brian Akitt – February 2014

Former Deputy Launching Authority and Lifeboat Training Coordinator, Silloth Lifeboat Station

Steve Baker – April 2014

Former Crew Member, Exmouth Lifeboat Station

Peter Cheney – January 2014

Chairman of the Lifeboat Management Group, former Honorary Secretary and Deputy Launching Authority, Littlehampton Lifeboat Station

Robert Corran MBE – February 2014

Former Coxswain, Douglas Lifeboat Station

William Craigie – December 2013

Former station Honorary Secretary, Stromness Lifeboat Station

Eric Davies BEM – March 2014

Chairman of the Lifeboat Management Group, Rhyl Lifeboat Station

Bill Gibson – March 2014

President, Appledore Lifeboat Station

Walter Ironside – April 2014

Lifeboat Operations Manager, Fraserburgh Lifeboat Station

Chris Jeffries – May 2014

Crew Member and Helmsman, The Mumbles Lifeboat Station

Naqi Khan – August 2013

Former Draughtsman, RNLI Headquarters, Poole

Betty Laker – April 2014

Volunteer at the RNLI Historic Lifeboat Collection, The Historic Dockyard, Chatham

Ian Macnaughton – April 2014

Former Assistant Mechanic, Mallaig Lifeboat Station

Derrick Mallett – February 2014

Former Payroll Administrator, RNLI Headquarters, Poole

Norman Mounsdon – November 2013

Former Inspector of Machinery

Len Nash – December 2013

Divisional Maintenance Manager, Scotland

Dr Fred Nicoll – December 2013

Former Lifeboat Medical Adviser, Eyemouth Lifeboat Station

Mike Storey – July 2014

Former Staff Coxswain and Crew Member, Humber Lifeboat Station

Sir Michael Vernon – January 2014

Former Chairman, Deputy Chairman and Committee Member of the RNLI, 1963–2014

Noel Wight – May 2014

Former Coxswain/Mechanic, Dunbar Lifeboat Station

Words: Carol Waterkeyn and Helen McHugh | Photos: Keith Dorrington, RNLI/Dave Cocks

Friends of the RNLI

These corporate partners offer discounts to you and fundraising benefits for our charity



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



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 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.



cottages4you and Hoseasons Holidays
Supporters get a 5% discount on a holiday and the RNLI receives 5% of the booking price. Visit: cottages4you.co.uk/rnlIHolidays. Alternatively, call 0845 268 8694 for cottages4you or 0844 561 8399 for Hoseasons.



Fred. Olsen Cruise Lines
Congratulations to Trudy Harrison, the winner of our cruise competition! If you book a selected Fred. Olsen cruise 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 interflora.co.uk to choose your flowers, and enter 'RNLI' at the promotional code section in the checkout page.

More gadgets = more funds



The Recycling Factory (TRF) has just added more gadgets to their collection schemes, enabling supporters to recycle additional items for the RNLI – and raise lifesaving funds.

TRF can now collect freeview boxes, projectors, larger game consoles, tablets and PC monitors. This is in addition to inkjet and toner cartridges, mobile phones, digital cameras, sat navs, iPods and portable hand-held games.

The company operates a UK-wide recycling scheme enabling supporters to send in their empty cartridges using freepost envelopes or, for larger volumes, free recycling boxes. 100% of each item's value is donated directly to charity, and the service is completely free of charge. It is a fantastic way of helping to raise vital funds while helping the environment at the same time.



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

Puzzle time

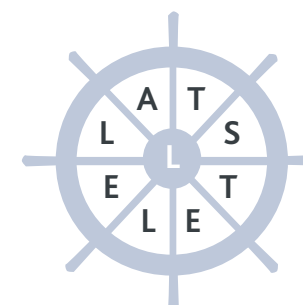
Quick Wordsearch:
Can you find the types of rescue craft?

D	L	G	T	F	A	R	C	R	E	V	O	H	B	P	MERSEY
V	G	L	A	G	H	W	M	U	F	V	C	I	T	B	TAMAR
H	G	S	C	Y	R	J	X	Q	P	M	J	E	N	N	SEVERN
V	O	C	Z	S	Y	I	V	W	A	O	P	Y	E	T	SHANNON
I	D	W	C	I	T	N	A	L	T	A	Y	N	R	F	TYNE
M	C	B	Z	J	A	Z	F	M	S	E	B	U	T	A	TRENT
X	K	S	D	V	M	E	B	I	S	V	Z	Q	M	K	ATLANTIC
R	M	H	A	P	A	G	H	V	S	D	S	V	X	V	D CLASS
G	E	A	O	Y	R	E	C	L	A	S	S	K	G	N	HOVERCRAFT
D	R	N	A	C	B	A	Z	U	L	X	N	O	R	M	E CLASS
A	S	N	P	F	A	O	I	O	C	F	G	E	S	C	
I	E	O	F	L	V	L	Y	A	D	K	V	Y	C	I	
Y	H	N	V	D	L	H	X	A	L	E	F	T	S	M	
X	K	E	I	T	M	K	C	M	S	Q	J	S	M	Y	
A	W	E	I	I	L	R	E	N	Y	T	K	X	K		

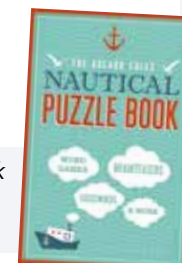


Word Wheel

How many words of three letters or more can you make, always using the letter in the middle?
There is one nine-letter word.



No. 9 Word Wheel
? : lallela; 8 : stela; 7 : allea; 6 : allea; 5 : allea; 4 : allea; 3 : allea; 2 : allea; 1 : allea; 0 : allea; 9 : lallela; 8 : stela; 7 : allea; 6 : allea; 5 : allea; 4 : allea; 3 : allea; 2 : allea; 1 : allea; 0 : allea.



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OR CALL 0300 300 9916
TO PLACE YOUR ORDER

