

# LIFEBOAT

ISSUE 610 | WINTER 2014-15



THE RNLI IS THE  
CHARITY THAT  
SAVES LIVES AT SEA

## PREPARED TO GO FURTHER

Discover how we're doing more to protect lives, the environment and our future

PLUS:

### 'DON'T LET ME DROWN'

Couple swept from pier

### SMALL CHANGE, BIG HEARTS

Follow our fundraising roots

**OFFSHORE EDITION**

Your 16-page *Offshore* magazine is inside

# Welcome

Thank you so much for your comments on our new magazine – take a look at page 38 for a selection. Overall, the changes have gone down well. We'll continue to work hard to bring you the best rescue stories, news, features and interviews that we can.

Most comments seem to welcome the new size. I'm sure you appreciate that it has saved on costs – as has replacing *Compass* with a community news section (page 6). That follows feedback stating we were sending out too much paper.

We have taken the advertising away, as a result of reader feedback, creating more editorial pages overall. Advertising is something we'll review again in the future. In the meantime we'll include promotions for RNLI products and campaigns, which all raise lifesaving funds. While many of you are pleased that we are featuring

more words from those rescued – and how they feel – a few of you have asked for more technical information. So we will look for more opportunities to do that in future rescue stories.

The St Agnes rescue story that appears on our cover (full story on page 12) sums up how far our lifesavers are prepared to go to rescue people – and our article on page 24 shows how we are determined to make your kind donations go further. So I wish you a very Happy New Year, and hope you feel inspired by what you read in these pages: your support will help to save more lives at sea in 2015 and beyond.

Editor:  
Rory Stamp  
@LifeboatRory

## WINTER 2014–15 ISSUE 610

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RORY STAMP  
LIFEBOAT EDITOR

## YOUR OFFSHORE MAGAZINE IS IN THE CENTRE

### INCLUDING:

- Sir Chay Blyth's sailing playground
- Gadgets to float your boat
- Lifesaving innovations
- Rescue tips
- VHF vs mobile
- What would you do next?

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.



Lifeboats

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# In this issue



24



14



8



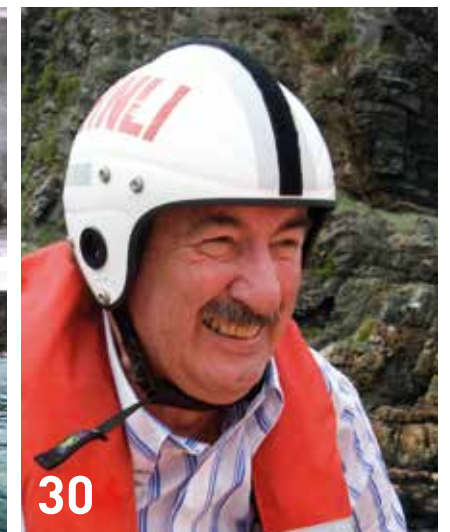
18



12



10



30

## REGULARS

- 4 **NEWS**  
New stations, a record-breaking paddle, and more
- 16 **GIVE IT A GO**  
Meet the RNLI's marathon man and get running tips for beginners
- 32 **SIX OF THE BEST**  
Recommended Winter reads
- 38 **SPECIAL DELIVERY**  
Including your thoughts on our new-look magazine
- 40 **RNLI FAMILY**  
Dedicated RNLI people and their stories
- 43 **LIFEBOAT LOTTERY**

## IN DEPTH

- 18 **SMALL CHANGE BIG HEARTS**  
The day that RNLI fundraising took to the streets
- 24 **THE LONG VIEW**  
How are we protecting our charity's future *and* the environment – while also protecting lives?
- 30 **THE RNLI AND ME**  
Why the actor best known as 'Boycie' loves the charity that saves lives at sea

## RESCUE

- 8 **SNAPSHOTS**  
Including a man saved from a sinking car at Cromarty Firth
- 10 **'DON'T LET ME DROWN'**  
Pier couple snatched to safety by Staithes volunteers
- 12 **DRAMA IN THE DARK**  
St Agnes volunteers skilfully reach injured walker
- 14 **A TURN FOR THE WORSE**  
Hartlepool crew rush to three men in a sinking boat





# News

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

## 'A FANTASTIC LEGACY'

A new building, 150 years of lifesaving and the naming of a lifeboat: all historic milestones celebrated at Porthdinllaen Lifeboat Station, Gwynedd, in the Autumn.

BBC Broadcaster David Dimbleby was guest of honour at the triple celebration, as his close friend John D Spicer left a gift in his Will that helped to fund the station's Tamar class lifeboat. RNLI Chairman Charles Hunter-Pease officially opened the £9.8M slipway station and presented an RNLI Vellum award to mark a century and a half of launching to the rescue.

Then came the lifeboat naming ceremony. 'John Spicer was in awe of the work of the RNLI's volunteer crews,' said David Dimbleby. 'The charity is heavily reliant on people giving so generously to ensure lives can be saved in their memory. This is a fantastic legacy and one I know John would be incredibly proud of.' Further funding for the boat and boathouse was provided by several other generous legacies together with contributions from the local community and public. For more on the station's innovative heating system, see page 24.



David Dimbleby was on hand to name Porthdinllaen's Tamar class lifeboat – the crew's new station was also officially opened at the event



205 MILES PADDLED: Sailor – and kayaker – Hannah White

## Hannah's paddle mission

Transatlantic sailor Hannah White paddled up a wave of RNLI support in September during a record-breaking 205-mile solo kayak challenge.

Hannah, who is also an adventurer and broadcaster, became the first person to paddle from Portishead in Somerset to Gravesend in Kent, and raised over £2,800 for the RNLI in the process. She says she couldn't have completed the mission without the kind volunteers who gave her food, drink and a place to stay on the way.

'One of the best weeks of my life, so many laughs, only a couple of tears, and a good old-fashioned adventure,' said Hannah after she finally reached Gravesend Lifeboat Station. 'Thank you to everyone who made it so special!'

## Coming to our AGM and annual awards?



The RNLI AGM and annual presentation of awards will take place at The Barbican, London, on 21 May 2015. Details of the AGM will be mailed to Governor members of the RNLI, and more details about both events will feature in the next edition of *Lifeboat*.

## READY TO LAUNCH

Volunteer crew members are now on stand-by 24/7 at new trial lifeboat stations at Stonehaven, Aberdeenshire, and Union Hall, Co Cork. The RNLI has declared both stations as search and rescue assets, with Atlantic 75 inshore lifeboats.

The two new crews had an intensive period of training at their stations and at RNLI College in Dorset to prepare them for this day. The volunteers' enthusiasm and local support has helped the stations reach the milestone. Spirits are also high in Lough Swilly, Co Donegal, where the crew have heard they will be getting a new Shannon class lifeboat.

Meanwhile, in Somerset, fundraisers reached their £180,000 target towards the cost of a new lifeboat station at Portishead. Now the appeal has been relaunched to raise a further £52,000, which will pay for the changing facilities. The new facilities are part of RNLI plans to adopt the independent Portishead Lifeboat Trust. The RNLI will take over the lifesaving operations once the station is complete.

For more on RNLI developments nearer to you, turn over.



Photo: RNLI/Nigel Millard



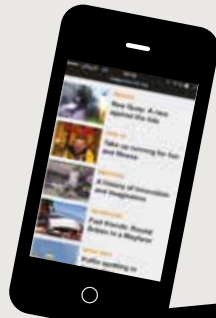
## Antlers at the ready!

Our annual Reindeer Runs have become a key part of the festive period for supportive runners. Herds of people of all ages – sporting red antlers – brightened the Winter landscape as they tackled 1K, 5K or 10K courses in Cambridgeshire, Co Cork, Co Dublin, Dorset and West Yorkshire.

Rookie, the Reindeer Run's official mascot, joined the crowds to cheer on and congratulate the bucks, does and fawns as they crossed the finishing line. Thank you to everyone who took part and raised vital funds – we hope you had a well-deserved rest over Christmas! If you'd like to get into running and don't know where to start, see page 16.

## NEW ONLINE MAGAZINE

*Lifeboat* is especially for loyal, regular givers and members like you. But there is also a new online magazine for everyone interested in the RNLI – with content you can't get in a quarterly print publication, such as videos and recent rescues. It's published every other month, and won't repeat the same articles you read here, which are exclusively written for RNLI members. So if you have an appetite for more features, interviews and news, take a look at [RNLI.org/magazine](http://RNLI.org/magazine).



[RNLI.org/magazine](http://RNLI.org/magazine)



# SOUTH / MIDLANDS COMMUNITY NEWS

Words: Philly Byrde



Ramsgate

## A ROYAL DEDICATION

As volunteers at Ramsgate Lifeboat Station prepared to replace their Atlantic 75 inshore lifeboat in September, an extension of the existing boathouse was needed to house the larger Atlantic 85 craft. With the building work complete, funded thanks to Trinity House, and the new lifeboat *Claire* and *David Delves* on station, HRH The Princess Royal was guest of honour at a special naming and rededication ceremony on 10 October.

David Delves was a lifelong supporter of the RNLI, who was determined to support the charity by funding and naming a lifeboat in the east of England. At the ceremony to name the lifeboat after David and his wife Claire, friend Richard Lewis said: 'I know that if he and Claire could have been here today they would have been immensely proud.'



Top image: HRH The Princess Royal rededicates the station building at Ramsgate  
Above: The lifeboat *Claire* and *David Delves*

Welcome to your community news for the South/Midlands. For all the latest rescue and fundraising stories from where you are, head to [RNLI.org/NewsCentre](http://RNLI.org/NewsCentre)

If you would like to receive a different community edition, please contact our Supporter Care Team (see page 2)

## Farewell to Paul

St Ives



Coxswain Paul Whiston is retiring from St Ives after a quarter of a century of dedication to the volunteer crew. An unlikely beginning for a lifeboat crewman, Paul grew up in Staffordshire, falling in love with seaside life on a holiday to St Ives in 1976. Eight years later he made the move and soon joined the town's lifeboat station as a tractor driver, before becoming a crew member in 1989.

Since then, the 'Stoke Harbourmaster', as he is

affectionately known, says he has witnessed 'both elation and grief'. Paul was part of the crew who searched for 11 hours when three men, including a close friend of his, were lost from a capsized fishing boat in 1997. In 2000 he helped save an 11-year-old boy swept out to sea from the Hayle Estuary.

Having given so much to the community, Paul is now looking forward to giving some time back to his wife and two daughters. Good luck Paul, and thank you.

Selsey

## VISIT OF A LIFETIME

Nicki Constant was just 11 when the yacht she was sailing in was hit by a hurricane in the English Channel. On a day that would go down as the busiest for the RNLI on record, Nicki and her family were just some of the 18 people rescued by Selsey lifeboat on 29 July 1956.

To mark her 70th birthday, Nicki returned to Selsey to meet George Woodland, the last surviving crew member from the rescue. She remembered the relief when the crew arrived: 'They were all there with their arms out. Somebody grabbed my arms. They flung me like a fish over their heads. It is still very vivid.' A lifelong supporter of the RNLI, Nicki brought along her daughter, son-in-law and grandchildren to celebrate the lives that have flourished thanks to one lifeboat crew's actions.



Nicki Constant with former Crew Member George Woodland

## A fisherman's thanks

Margate

The first thing that Jim Jones knew about his rescue was waking up in hospital. The sports fisherman from Chelmsford was therefore keen to visit Margate Lifeboat Station, to meet and thank the crew who saved him. When Jim fell ill on a chartered fishing boat, lifeboat volunteers gave first aid and supported the RAF Sea King team who airlifted him to hospital.

Nick Smith, Deputy Launching Authority, says: 'We usually lose touch with people we assist so it was particularly nice to meet Mr Jones in more amiable circumstances and we are pleased he has made a full recovery.' Jim kindly donated the refunded fishing boat hire fee to the RNLI and his daughter is planning a run around Loch Ness to raise more funds.

## 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](http://RNLI.org/events).

**HOPE IN THE GREAT WAR**  
**National Memorial Arboretum, Alrewas, Staffordshire**

**10 January–15 March**  
Discover the incredible story of RNLI volunteers' dedication during the First World War in our touring interactive exhibition. See [RNLI.org/hope](http://RNLI.org/hope) for details.

**SOS DAY**  
**31 January**  
It's that time of the year to raise some post-Christmas cheer ... and some funds! What's on near you? Will it be Sample Our Soup or Soap Our Saloons? Search 'SOS' at [RNLI.org/events](http://RNLI.org/events) to find out.

**RNLI ALTERNATIVE BOAT RACE**  
**Barnes Bridge to the University Stone, London**

**10 April, 5.30pm**  
On the eve of the famous Oxford–Cambridge showdown, watch the greatest little race to grace the Thames and cheer 250 miniature lifeboats to the finish line. Rowing clubs and business teams can sponsor a boat. For more, visit [RNLI.org/BoatRace](http://RNLI.org/BoatRace).



Jim Jones (centre right) thanks the Margate crew



# 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:

- 7 STAITHES AND RUNSWICK | PAGE 10
- 8 ST AGNES | PAGE 12
- 9 HARTLEPOOL | PAGE 14

You can also watch and read the latest rescues online at [RNLI.org/NewsCentre](https://www.rnli.org/NewsCentre).



### 3 PIER RESCUE ON ISLE OF MAN DOUGLAS | 11 SEPTEMBER

Douglas RNLI lifeboat crew rescued a man who had fallen into the water from Victoria Pier. The volunteers launched their all-weather lifeboat *Sir William Hillary* at 10.15pm. They found the man accompanied by two police officers who were in the water with him. The lifeboat crew helped the police officers and the casualty onto the lifeboat and the man was taken immediately to the Liner Berth inside the harbour. Paramedics took the man into their care and on to hospital.



### 4 FISHERMEN SAVED OFF DONEGAL LOUGH SWILLY | 8 SEPTEMBER

Lough Swilly lifeboat crew rescued six fishermen and their sinking boat off the Donegal coast. The inshore and all-weather lifeboats launched at 3.15am. They found all six crew on a flooded, listing fishing boat wearing lifejackets and survival suits with their liferaft ready for deployment. Three all-weather lifeboat crew members transferred to the fishing boat and began to pump water away. After stabilising the boat, the lifeboat crew escorted it and the fishermen to shore.



### 1 SAVED FROM SINKING CAR INVERGORDON | 6 SEPTEMBER

Invergordon RNLI rescued a man from a sinking Land Rover at Cromarty Firth. The all-weather lifeboat *Douglas Aikman Smith* was called at 6.40am to Invergordon Sailing Club, where crew found the man inside the vehicle with water up to the windows and a fast incoming tide. On the inflatable daughter boat, two crew members rescued the man and took him to waiting paramedics. Crew then worked with fire and rescue services to recover the Land Rover.



### 2 ENGINE TROUBLE SKERRIES | 8 SEPTEMBER

Four people needed our Skerries volunteers when their motorboat had electrical problems and they couldn't start the engine. The RNLI crew launched just after 11am, quickly locating the group off Lambay Island and towing them to the safety of Rush Harbour. Gerry Canning, volunteer Lifeboat Press Officer, said: 'Sometimes, no matter how well prepared you are, things can go wrong. Thankfully another boat spotted the danger and called the Coast Guard.'



### 5 PULLED FROM THE RIVER TOWER | 14 OCTOBER

A woman believed to be suffering from epilepsy was rescued from the River Thames by Tower lifeboat crew. Passengers aboard a nearby boat directed the crew members to the woman. She was slumped on a lifering, drifting in and out of consciousness and convulsing when the lifeboat arrived. Onboard, the crew gave the woman oxygen and put her in the recovery position as they sped to the riverbank, where a waiting ambulance took her straight to hospital.



### 6 MASS CAPSIZE IN THE LOUGH PORTAFERRY/NEWCASTLE | 11 AUGUST

Portaferry and Newcastle RNLI crews were part of a multi-service response to a large-scale rescue on Strangford Lough, Co. Down. Eighty-eight boats were taking part in a sailing event when freak weather hit. Heavy rain and strong winds ripped through the regatta, causing 10 boats to capsize. RNLI crews were quickly on scene, assessing the condition of several people who had been taken out of the water and returning them to shore safely.



# 'DON'T LET ME DROWN'

**'I knew I had to keep afloat. Otherwise Peter would come after me. And that thought – if I gave up he would lose his life too – kept me going.'**



Peter Severs and Louisa Barrow were in awe as they looked around Staithes and Runswick's lifeboat in the North Yorkshire station and read the crew's list of launches on the wall. Little did they know that, just moments later, the next launch on the list would be central to their survival.

It was Tuesday 19 August, the first day of the couple's Summer camping trip. After a visit to the lifeboat station, they walked to the end of the nearby North Pier, a concrete breakwater that protects the harbour from the treacherous North Sea. Louisa and Peter watched the swells, joking about the size of one approaching wave as it crashed into the pier, splashing their jeans.

Just as they decided to head back to shore, an even larger wave approached. 'It hit us like a train,' says Peter. 'And the next thing we knew we were in the water.'

When she surfaced, the first thing Louisa saw was the fear in Peter's blood-stained face as he clung to the pier ladder shouting, 'Swim, Louisa, swim!' Louisa was in the sea, yelling: 'Don't let me drown, don't let me drown.' Peter managed to shout back: 'You're not going to drown. Just keep swimming.'

But they were both helpless against the 4m swell. The more Louisa fought to get to shore, the more she was pushed back. And it took all Peter's strength to hang on to the ladder as he was pummelled into the harbour wall, at times completely submerged. 'I was just trying to stay afloat,' Louisa says. 'The thought of not seeing the kids or Peter again kept me going.'

Back on the pier, a local man threw a rope to Louisa and she tied it around her wrist. He dragged her to the ladder before throwing another two ropes down – one to put around Peter and one to put around Louisa. As the man hauled her

up with the rope, Peter pushed her as best as he could from below. 'I remember screaming, "Don't let him go," as the man tied Peter's rope to the safety rail,' Louisa says.

By this time, RNLI Deputy Launching Authority Sean Baxter had arrived on scene and he took control. Discovering that Peter was in pain and couldn't move his leg, Sean realised that a rescue from shore would be impossible. So he radioed the station to launch the lifeboat. As he waited, he comforted Peter, who had broken his thigh bone.

Meanwhile, Staithes and Runswick lifeboat approached. Getting alongside the pier in those conditions without harming Peter or the lifeboat was a tall order. But, on his third

attempt, Helmsman Lee Jackson got the angle just right. Crew Member Stephen Iredale pulled Peter into the lifeboat as Crew Member Richard Pennell caught the rope from Sean. They found a calmer spot to put Peter ashore and helped transfer

him to an ambulance while Sean followed on foot. 'Sean was like lightning,' Louisa recalls. 'I just remember, once I got out, seeing this bearded fellow on his radio running backwards and forwards. He was just organising everybody, and thank God he did.'

Back at the lifeboat station, Louisa was unwell after taking in a lot of seawater. Sean gave her an RNLI woolly bear thermal undersuit to change into. Fearing she would suffer secondary drowning, he stayed with her until the ambulance transferred both Louisa and Peter to an RAF Sea King helicopter. 'You can't put into words our gratitude,' says Louisa. 'You can't. Thank you is not enough.'

Words: Vicki Lovegrove

Photos: Adrian Don and Vicki Lovegrove

**'The wave hit us like a train. And the next thing we knew we were in the water.'**



**SEAN BAXTER  
DEPUTY LAUNCHING  
AUTHORITY  
STAITHES AND RUNSWICK**

**'It was much more serious than we first thought'**

'It was half an hour after high tide. And although it was a neap tide, there were some very big swells. Even I was being battered by waves. And with Peter over 1m down on the ladder, he must've been 3m underwater at times. So the situation was actually much more serious than we first thought.'

'Once I'd assessed Peter's condition, it was a case of doing the logistics: getting the boat to sea; getting Peter in the boat; keeping the Coastguard informed; radioing the crew; evacuating the pier; caring for the casualties. After the euphoria of getting Peter into the boat, we still

had a job to do. We had to come down from the high and make rational decisions. The training just kicks in.'

'With the lifeboat, ambulance and Sea King helicopter, it was a good all-round team effort. But what that guy did on the pier saving Louisa's life and tying Peter to the safety rail was extremely brave, and he deserves recognition too.'

**Hear more from Louisa, Peter and the crew in our online magazine at [RNLI.org/staithesrescue](https://www.rnli.org/staithesrescue).**



**Pictured: Staithes and Runswick lifeboat volunteers onboard their B class inshore lifeboat, *Pride of Leicester*, at Staithes North Pier – the scene of the rescue. On the boat that day were Helm Lee Jackson and Crew Members Richard Pennell and Stephen Iredale**



# DRAMA IN THE DARK

On the evening of 11 September 2014, the St Agnes lifeboat sped towards granite cliffs. It was the calmest night of the year – but, inside a flooded cave, a hidden drama was unfolding

Helmsman Gavin Forehead, with Crew Members Richard Llewellyn and Gavin Purcell, had launched at 9.30pm to reports of a man falling from the cliffs at Wheal Coates, a rugged stretch of Cornish coastline just north of Chapel Porth. His precise location – and the extent of his injuries – were unknown.

While walking along the clifftop with a friend, the man had fallen through a fissure in the rock and plunged 9m into a cave that had been

Gavin Purcell, Gavin Forehead and Richard Llewellyn



filled with water by the high spring tide. Despite breaking his ankle, he had managed to swim to a small beach at the back of the 40m-long tunnel.

All this was unknown to the lifeboat volunteers now arriving at the scene. 'We searched up and down the cliffline and put up white parachute flares to try and locate him,' says Helm Gavin. 'I cut the engine and shouted out.' But there was no reply. Had the walker sustained a head

injury? Was he unconscious in the sea? The volunteers feared the worst.

Suddenly, they spotted the faintest reflection of torchlight on the water. 'It was lucky it lined up, because the cave's so narrow at the opening – you could have gone right past and missed it,' explains Richard. 'He must have been able to see us searching up and down, but we couldn't hear him.'

Helmsman Gavin now had to weigh up whether to take his boat and crew

## In a class of her own: the lifeboat behind the rescue

Helmsman Gavin Forehead, who earned a Silver Medal for Gallantry in 2005 for another difficult cave rescue, knows more than most the capabilities of this powerful little craft.

'The D class really is an exceptional piece of kit in confined spaces. It's amazing that for a boat of its size it's almost as manoeuvrable as a jet ski. And being fully inflatable, you can squash it into spaces a rigid craft just wouldn't fit. *Blue Peter IV* is reaching the end of her 10-year service at St Agnes, so we've started a local appeal to fund her replacement. The hypalon outer starts to weaken, and with a rescue like this one you need to have complete faith that the material's at its absolute best.'

If you'd like to help fund a new lifesaving craft, visit [RNLI.org/StAgnesAppeal](http://RNLI.org/StAgnesAppeal).

into the cave. If the sea had been any rougher, it would have been too risky. But tonight, there was a chance.

Gavin carefully steered the lifeboat into the cave, and as they rounded a corner they heard the desperate cries from the injured man. The swell, made bigger by the mouth of the cave, nudged the lifeboat further in, wedging it at the narrowest point and forcing the crew to duck away from the roof.

**'The training, commitment and dedication of these gentlemen will never, ever be forgotten'**

Spotting his chance, the other Gavin on the lifeboat – Crew Member Gavin Purcell – jumped overboard. He whipped through the gap and swam the remaining 20m to the casualty.

'I was determined to get in there, because once you see the torchlight and hear someone calling out like that you just think, "We're going to get you",' recalls the crew member. 'The guy was sitting with his jumper over his head, soaked to the bone and

shivering. He'd tried to climb out and then fell back on his injured ankle. That's a desperate, lonely place to be for 45 minutes, not knowing if help is coming.'

Meanwhile, the remaining volunteers on the lifeboat had reversed back outside. Richard radioed Falmouth Coastguard and updated the waiting cliff rescue team. Helm Gavin grew concerned about the crew member and casualty still in the cave: they had a radio, but they were so deep under the cliffs that they couldn't make contact. He decided to try and take the lifeboat back in.

'The surge must have dropped back ever so slightly, because we were able to sneak through under a ledge,' says Richard, who jumped into the water inside the cave. Together with Gavin Purcell he carried the relieved man to the safety of the lifeboat.

Heading back towards St Agnes, the crew reassured the casualty, watchful for signs of a head injury or hypothermia. As warmth returned

to the casualty's limbs the pain intensified, but within 10 minutes they were ashore. The waiting ambulance crew took the man away to hospital, where – during a long and difficult stay – doctors saved his badly injured foot.

He later thanked his rescuers on Facebook, saying: 'The training, commitment and dedication of these gentlemen will never, ever be forgotten by me or my family. Without them, and the unseen heroes behind the scenes, I might not have been able to tell my story. From a casual walk after work ... to a nightmare. I'm a very lucky guy.'

'We put in a lot of training, and that pat on the back makes you realise why we all do it,' concludes Gavin Forehead. 'On any other night we couldn't have got in there – the cave is west facing and St Agnes Head picks up more tidal swell than anywhere else. I'm just glad we managed it. Job well done!'

Words: Philly Byrde

Photos: RNLI/Nigel Millard





# A TURN FOR THE WORSE

A day's sea fishing nearly ended in disaster for three men in a sinking boat off Hartlepool



PICTURED: an actual photo of the rescue

**DETAILS**

**WEATHER** | Overcast  
**VISIBILITY** | Fair (1–4 miles)  
**WIND** | Force 5 (17–21 knots)  
**SEA STATE** | Moderate/choppy  
**INSHORE LIFEBOAT** | B class Atlantic 75  
*BBC Radio Cleveland*  
**ALL-WEATHER LIFEBOAT** | Trent class  
*Betty Huntbatch*

Three anglers were about a mile out to sea in a 5m pleasureboat in Hartlepool Bay on Sunday 21 September. With their fishing rods poised for a bite, they were hoping for a good catch. But their mood changed when the wind and weather worsened, whipping up the waves and making the boat unsteady. It started taking on water. Despite activating the boat's pump, it was no match for the invading sea and they frantically put out a mayday call.

The boat was sinking. When a hefty wave hit and swamped them, the anglers suddenly found themselves floundering in the water. On receiving the mayday, Humber Coastguard asked both Hartlepool lifeboats to launch immediately. The pagers were activated at 1.06pm interrupting a few Sunday lunches. By 1.18pm both lifeboats – the all-weather Trent and the inshore B class – were on their way.

Helmsman Mark Barker, and Crew Members Andrew Johnson and Liam Dunnett were the inshore lifeboat volunteers that day. They sped out to the anglers. As the inshore lifeboat got close, the crew saw one man clinging to the upturned bow of the boat and the other two in the water. Each had a lifejacket, making them easier to spot. The boat itself was disappearing under the waves. Mark Barker, volunteer Helm for the inshore lifeboat explains what happened next: 'We first managed to get two of the fishermen onboard and then rescued the third.' 'They were all very cold so we wrapped them in blankets and gave them oxygen and first aid as we headed back to the lifeboat station. We had initially thought of transferring them to the bigger all-weather lifeboat that had accompanied us, but the sea was just too rough and one man had taken a turn for the worse.'



Hartlepool lifeboat volunteers Andrew Johnson, Mark Barker and Liam Dunnett

The angler collapsed soon after being hauled onboard, so they needed to get to shore rapidly. After taking gulps of oxygen the angler rallied. And, as the lifeboat reached the shore by the lifeboat station, two ambulances, also requested by the Coastguard, were waiting. The ambulance personnel checked the fishermen over and one particularly shivery man warmed up in the boathouse shower before they all went on to hospital.

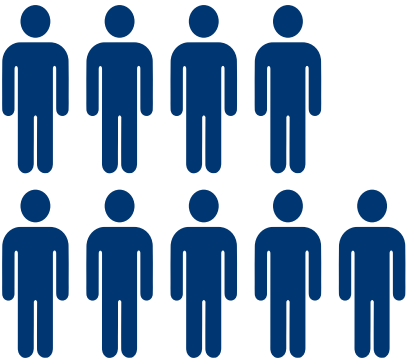
These three anglers were lucky to be alive, thanks in no small part to the Hartlepool crew. The inshore lifeboat returned to the scene to recover debris and some equipment. The rest of the pleasureboat was found a week later near Whitby.

Words: Carol Waterkeyn  
Photos: RNLI/Hartlepool, Tom Collins



**MIKE CRADDY**  
**VOLUNTEER**  
**LIFEBOAT**  
**OPERATIONS**  
**MANAGER**

**Lifejackets are lifesavers too**  
'The life-threatening situation the men faced was handled quickly and ended without fatality due to the quick actions by the casualties in calling for assistance and our quick response. Happily the three men had the good sense to be wearing lifejackets. 'Whether they're training or out on a shout, our RNLI crew members always wear lifejackets. They know that, whatever the weather, the sea is unpredictable. They see people caught out all the time, people who've risked or even lost their lives. A lifejacket buys vital time in the water and could save your life, but only if you're wearing it. 'I was pleased to learn later that the anglers made a full recovery after hospital treatment.' If you would like to arrange a lifejacket demonstration for a boating or fishing club, visit: [RNLI.org/ThereToWear](http://RNLI.org/ThereToWear).



## NINE MEN DIED IN 2013

while angling in UK waters. See our 'think or sink' checklist at: [RNLI.org/ThinkOrSink](http://RNLI.org/ThinkOrSink)



# RUN TO OUR RESCUE!

Entering a race or fun run in aid of the RNLI will help our lifesavers go to the rescue and boost your health. But if you've never run before or have fallen out of the habit, where do you start?

Someone who knows all about running for the RNLI is Llandudno's volunteer Lifeboat Medical Adviser, Dr JJ Green. Dr Green has run over 50 marathons and raised over £100,000 for the RNLI. So he has some great tips for runners of all ages, experience and fitness levels.



'I'm so lucky to have the support of local people ... I always train in my RNLI vest'

## 10 TOP RUNNING TIPS

The 57-year-old GP and Lifeboat Medical Adviser at Llandudno ran his first marathon for the RNLI in Dublin in 1998 and has gone on to run 53 more. 'Marathons are my hobby, plus all the fundraising for the RNLI that goes on beforehand – I'm so lucky to have the support of local people and my patients,' says Dr Green, whose most recent event was the 2014 New York Marathon. 'I always train in my RNLI vest, doing two or three short runs a week followed by a long run on a Sunday.'

You don't have to conquer marathons to feel the benefits of running, though. Runners young and old, new and experienced are out there enjoying great running routes, events and clubs all over the UK and Republic of Ireland. What's more, it's free, anyone can try it and you can do it whenever you like. Here are some top tips if you're ready to give it a go:

### Get the gear

Invest in some running clothes you like and well-fitting trainers. Buy a top with reflective material for any runs at night, and a decent pair of running socks to prevent blisters.

### Have a check-up

If you have not been taking regular exercise before starting running, it would be sensible to see your GP for a check up.

### Two's company

Running with a friend can really help motivate you. The kilometres can fly by when you're in good company!

### One step at a time

If you're a novice, start small. Run for 10 minutes a day and build up. Or if you use a music player, run for three songs and then walk for two.

### Keep track

Note down each run – your distance, time and how you felt. Look back and be encouraged by how much you've improved. GPS watches and smartphone apps can track pace and progress.

### Variety is the spice

Keep your routes and distances varied and you won't lose interest. Try running to and from work, the supermarket or for a school pick up.

### Join a club

A running club is a great way to run regularly and to meet new running partners. Most clubs have running groups for different levels. Find a running club near you via [britishathletics.org.uk](http://britishathletics.org.uk) or [athleticsireland.ie](http://athleticsireland.ie).

### Cross train

Building your strength with other forms of exercise can prevent injury. Try a swim session or a yoga/pilates class for more holistic fitness.

### Have a goal

Goals – completing a race or achieving a time – help you stay focused. Be realistic. Charity sponsorship can help with motivation. Find weekly, free 5K running events near you at [parkrun.com](http://parkrun.com).

### And relax

Holding tension in your upper body can make your run feel twice as hard. Keep your jaw and hands loose and shoulders down.

Words: Sarah Thompson

Photos: RNLI/Nathan Williams, Shutterstock

## LACE UP FOR LIFESAVERS!

Every year, runners help save lives at sea by taking part in fun runs and races. Some are sponsored to run in smaller local events. Others get RNLI places in big races like the London Marathon ([see RNLI.org/VLM](http://RNLI.org/VLM)) or the Great North Run ([RNLI.org/GNR](http://RNLI.org/GNR)). And we have our own events too, including the Reindeer Runs in the Autumn. If you'd like to be part of our running crew, please contact [events@rnli.org.uk](mailto:events@rnli.org.uk).



# Small change, big hearts

It's a Saturday afternoon in Manchester, 1891. Thousands flock to the city's streets to catch a glimpse of something they have never seen before: lifeboat crew members and their lifesaving craft. As the lifeboats – from the stations at Lytham St Annes and Southport – are paraded through the streets, purses and buckets are passed among the enthralled crowds for loose change. This is fundraising history in the making

One of the first ever charity street collections secured RNLI donations that day. And the donors weren't wealthy philanthropists, but generous, ordinary people. That method of fundraising – collecting loose change – has continued to this day. But, over 120 years on, as society has changed, so have the ways and means.

The Manchester event was the first ever Lifeboat Saturday, organised by a local wealthy industrialist, Sir Charles Macara, in memory of a lifeboat disaster. Five years earlier, 27 lifeboatmen from Southport and St Annes died while trying to rescue sailors from the stricken vessel *Mexico*. Sir Charles was so concerned for the widows and children of the volunteers lost that he organised a collection for them. It raised £5,500 – a considerable sum at the time.

Following the success of the street collection, Sir Charles looked into the finances of the RNLI and realised that it relied heavily on the wealthy few. So he resolved to take RNLI fundraising to the people on the street. In the following years, Lifeboat Saturdays became annual events in

Manchester, and the movement spread to other towns and cities. This laid the foundations of the charity's voluntary fundraising as we know it.

Collecting loose change, often around an organised event or spectacle – or in places where people are shopping and spending money – is still central to ensuring we have enough lifesaving funds. Lifeboat Day is still one of the biggest annual fundraising days in London, with collectors shaking boxes and buckets on the streets and in train stations across the capital. Fundraising branch members in all of the UK and Republic of Ireland's major cities manage to collect hundreds of thousands of pounds and euros every year. And on the coast, Flag

Days and Lifeboat Weeks are some of the biggest events in local calendars.

But as society has changed, so have the ways and means in which we reach out to people.

For example, huge out-of-town supermarkets – once rare

but so common today – have become a great place to fundraise. Last year, collections run by volunteers at Tesco stores across the UK raised over £430,000 for the RNLI.

**'27 lifeboatmen from Southport and St Annes died while trying to rescue sailors from the stricken vessel *Mexico*'**



## UP OUR STREET:

Manchester's 1891 collection was a fundraising first (main photo); Mrs and Mr Goodbody collect funds in Southampton (bottom, left); Stepney fundraisers take to the streets during the 1926 London Lifeboat Day (bottom, middle) and members of Dublin Ladies' Guild are ready to collect on Lifeboat Day in 1901 (bottom, right)







**'I intend to keep doing this for as long as I can stand up'**

Tom Ridyard, right, pictured with Bolton Branch Treasurer Brian Thompson in front of the Albert Memorial in Manchester, where RNLI street fundraising began. This picture features in the *The Lifeboat: Courage on Our Coasts* photography book, available at [RNLI.SHOP.org](http://RNLI.SHOP.org)

It just shows how our fundraisers have always found a way to adapt to the way potential donors behave, and that has been particularly important inland, where the RNLI vies for donations with many other worthwhile charities.

Awareness of the RNLI in cities can be quite low, but fundraisers like Tom Ridyard have not let their location stop them. Tom is the Chairman of the Bolton Branch and has been raising funds for the RNLI for 30 years, having been a part of the now-closed Leigh Branch before moving to Bolton 20 years ago. For the past 3 years, Bolton Branch has raised well over £20,000 – a figure that Tom modestly puts down to people's generosity. But it also

has much to do with the enthusiasm and commitment to collecting shown by Tom and his fellow volunteers.

'We do collections at all the supermarkets in the town as often as we are allowed and every year we stage a band concert in the town centre, which raises lots of money. We do at least three coffee mornings each year and we always do something in January. This year I brought out the old Whitby inshore lifeboat and stood with it in the snow in the town hall square!' says Tom. 'Here in Bolton it's often raining or snowing. I think it lets people on the street really feel what it must be like for the lifeboat crew. They often say the crew deserve every penny.'

Tom and his fellow fundraisers also staged a re-enactment of the first ever Lifeboat Saturday. Over 60 fundraisers in Victorian costume paraded the *Queen Victoria*, a pulling and sailing lifeboat on service at Bembridge, Isle of Wight, in the late 19th century, through the streets of Manchester. Tom spread the word with a loudspeaker while the others pulled the boat through the town on its carriage. The day raised over £5,000.

Tom also has a busy schedule giving talks to other fundraising groups such as the Round Table and Rotary. But he is happiest when out on the street, meeting people and talking to them about the RNLI. 'I always say to my team that the minute they stop enjoying it they should resign. But I for one intend to keep doing this for as long as I can stand up.'

### **'An old lady gave us a banker's draft for £10,000'**

72-year-old Tom Ridyard was born and brought up in Leigh. There was no lifeboat station there, but he has had a lifelong love of the sea and the RNLI thanks to his grandmother. She ran the local pub. Every weekend, a bus left from outside the pub to take locals to Blackpool for the day.

'The first thing we did every time we got off the bus would be to visit the lifeboat station. Then it would be into Woolworths and grandma would buy me a little plastic lifeboat and I would sit on the beach all day playing with that.' That planted a seed of RNLI support that led to Tom's fundraising feats. His favourite? 'When I was selling RNLI souvenirs in the town hall square on Armed Forces Day, an old lady gave us a banker's draft for £10,000. It took me a while to work out how much all those noughts meant!'

### **BOXING CLEVER**

A selection of our historic collecting boxes has been on display at the National Maritime Museum in Falmouth, Cornwall, as part of their Search and Rescue exhibition. Here are some of our favourites:



### **1. Wooden collecting box**

This is the oldest in the collection and dates back to 1860. Inscribed: 'Charity is kind. For the benefit of the Life Boat Institution.'



### **2. Brass collecting box**

This box, thought to be mid-19th century, shows a picture of a lifeboat pulled by a carriage. Inscribed: 'Supported by Voluntary Contributions, National Lifeboat Institution. Poole and Bournemouth Branch.'



### **3. Tin collecting box in shape of a lifebuoy**

This tin box in the shape of a ring dates from 1895. Inscribed: 'Royal National Life Boat Institution'. Only 1,000 of these were made.





**ALL KINDS OF KINDNESS:** Leicester is about as far from the coast as you can get in England, but members of the fundraising branch (pictured above) have helped to provide 14 lifeboats over the years

Just as the best places to fundraise change, so does the concept of loose change itself. We must find new ways to collect donations from those who now spend more time shopping online than at their local supermarket.

That's why, in 2014, the RNLI became the first charity in the UK to accept donations of the digital currency Bitcoin. When more and more people started to use it, our Social Media Innovation Officer Luke Williams proposed that we take the lead. 'We realised Bitcoin – a virtual currency that can be used to buy things online, or converted into sterling – could expose the RNLI to new fundraising audiences,' Luke explains. There have been 140 Bitcoin donations,

including two separate donations of around £300 each. The average Bitcoin donation is around £10. Most of the donations received so far – totalling over £1,300 – have been converted into sterling using a UK-based exchange.

It all sounds a bit space age, but the Bitcoin programme is really just a 21st century version of what the RNLI has been doing since we first started fundraising over a century ago: taking our cause to people, and making it easy for everyone to make a donation, no matter how they do it or how much they give.

Words: Sarah Thompson  
Photos: RNLI/Nigel Millard

# OFFSHORE



LIVE LIFE  
TO THE FULL  
AT THE COAST



## A SAILING PLAYGROUND

P11 SIR CHAY BLYTH ON BARRA



### 4. Slipway collecting box

This collecting box, first seen in the 1960s, lets you push the lifeboat into the boathouse and then 'launch' it with coins. Inscribed: 'The life-boats need your help'.



### 5. Swinging lifeboat collection box

This box dates from the 1960s, is made of wood and is inscribed: 'RNLI – Help the Life-boat Service now'.

| P2 DRONE Vs LIFEGUARD | P4 TRIED AND TESTED RNLI TECH  
| P7 GADGETS OUR LIFESAVERS LOVE | P10 TIPS FROM  
THE CREW | P12 HOW TO SAVE SOMEBODY | P15 YOUR VIEWS  
ON BOOZE AT SEA | P16 WILL YOU SAVE MAN'S BEST FRIEND?

**VHF**  
IS BETTER THAN  
**MOBILE PHONE**  
P14



# WELCOME



BETHANY HOPE  
OFFSHORE EDITOR

Dear reader,

Thanks for the feedback on the new-look *Offshore*. I'd love to hear what you think – please go to [surveyMonkey.com/s/Offshore2015](https://surveyMonkey.com/s/Offshore2015) or drop me a line.

If you're a bit of a geek, this issue of *Offshore* is for you. We are celebrating RNLI innovation. Enter the world of RNLI engineers on page 4 and find out how we ensure new products are tough enough for the challenging environment we operate in.

I'm thrilled to feature round-the-world Yachtsman Sir Chay Blyth on page 11, known for a long list of achievements including being the first man to sail around the world westwards.

Don't miss the lifesaving guide on page 12: how to rescue someone when there's no lifeguards around.

So are you into your gadgets? Do you take a VHF radio to sea and a mobile phone? Turn to p14 and join the debate on mobile versus VHF.

And if you love animals, there's some practical tips on page 16 to help keep you and your pet safe on the coast.

Are you already planning days out for when the weather turns or dreaming of long days out on the water? Help us get through the Winter months by tweeting your plans.

Keep safe and warm!

*Bethany*  
@BethanyRHope  
[offshore@rnli.org.uk](mailto:offshore@rnli.org.uk)

## ON THE RADAR

Here at the RNLI we're always keeping an eye on technologies that might help us save lives at sea ...

One area you've probably heard of is unmanned aerial vehicles – known as UAVs or drones. The potential of this technology to one day help save lives at sea was recently demonstrated by a team of Iranian engineers. Their UAV with eight propellers (pictured) is designed to independently find people in trouble in the water and drop liferings to them from the air.

### COULD UAVs REPLACE LIFEGUARDS?

The Iranian designers claim their innovation is better than a lifeguard. They ran a test with someone pretending to be in trouble 75m from the shore. A lifeguard reached the casualty in 91 seconds. The drone took 22 seconds.

While the speed is impressive, there is of course no contest with lifeguards who are highly trained to cope with a wide variety of incidents and prevention work.

UAVs could one day help the RNLI, helping to reduce search times, locating people trapped by floods or searching bays for people cut off by the tide.

However, much work needs to be done to first decide how to regulate the systems and airspace in which UAVs operate. We must find out if/how they can be integrated into existing rescue services in a safe and effective way. And *Offshore* would like to see how they perform in force 10+ winds first!



Photo: RTS Lab

#### Olympus Tough TG-3

Ultra-rugged waterproof compact digital camera, 16MP 4x wide optical, built-in WiFi and GPS

RRP £349.99



#### JDC Skywatch Explorer 4

Pocket-sized anemo-thermometer with electronic compass and pressure/altitude functions

RRP £109.95



#### Ice Traction Slip-ons

Easy-to-use shoe grips to slip over your normal footwear

£8.95  
at [RNLIShop.org](https://RNLIShop.org)



#### GOT A GADGET YOU CAN'T LIVE WITHOUT?

[Share your tip with other](#)

## MEET OUR EXPERTS

In this issue of *Offshore*, practical advice and lifesaving tips are brought to you by:



JOHN MCKENNA  
COASTAL SAFETY OFFICER  
HOWTH, CO DUBLIN

John's a retired ship's captain with vast experience and a good eye for spotting lifejackets that need some TLC.



SIMON HANNAFORD  
COASTAL SAFETY OFFICER  
FOWEY, CORNWALL

Living just too far from the station to be crew, Simon saves lives through prevention instead.



KENNY MACLEOD  
RNLI SEA SAFETY OFFICER/  
EDUCATION PRESENTER  
LEVERBURGH,  
HIGHLANDS AND ISLANDS

Born and brought up on a small island, ex-Crew Member Kenny still works and plays on the water.



MIKE DUNN  
RLSS UK HEAD OF  
LIFESAVING AND  
COMMUNITY EDUCATION  
BROOM, WARWICKSHIRE

Specialising in community-focused water safety and rescue education, Mike has experience of lifesaving internationally.



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©iStock.com/RNLI



# THE MOTHER OF INVENTION

Words: Anne Millman | Photos: Hamilton, RNLI/(Nigel Millard, Allen Stevens, Nathan Williams)



The RNLI has a proud record of innovation, spurred by the basic need to build lifeboats capable of saving lives in the worst conditions

As far back as 1890 *The Life-Boat* reported that 'the Institution is not resting on its laurels, but is still quite alive to the necessity for keeping pace with the times, by taking every advancement of scientific research, combined with the results of practical experience that bear on its work'.

This is still the same today and our operators and specialist engineers develop specific operational and technical requirements for everything from lifeboats to lifejackets, right down to the nuts and bolts. Whether it be a lifeboat hull or safety equipment for crew, the RNLI uses and develops progressive technology to keep the crew safe and save lives.

## OFF THE SHELF

Holly Phillips, RNLI Principal Naval Architect, says: 'We check the commercial marketplace first to see if there are any off-the-shelf products that match our requirements and whether they are robust enough for our extreme operating environment. There's no need to reinvent the wheel, with extra cost, when there's something already suitable.'

With the Shannon class lifeboat, two requirements are superb handling and operating in shallow waters. Chosen to fulfil these, for the first time on modern all-weather lifeboats, are twin Hamilton waterjets. This bucks the trend of all-weather lifeboat convention using traditional propellers.



THE WATERJETS ARE A REVELATION IN BOATHANDLING

## DOES IT DO WHAT IT SAYS ON THE TIN?

With any new gear, the RNLI runs vigorous tests – often with crew and lifeguards themselves – to see if the theory works in practice.

'Basically we've been running a brand new boat, brand new equipment, machinery and revolutionary jets for the RNLI and making sure that what we've got is a lifeboat.'



LEE FIRMAN  
RNLI FLEET  
STAFF COXSWAIN

Increased manoeuvrability is vital when precision really matters, especially when alongside a casualty. Mechanic Trevor Bunney at Dungeness, who received the first Shannon class lifeboat last March says: 'The manoeuvrability of a jet-driven boat is phenomenal; it really has to be seen to be believed.'

'You can crab sideways, turn her on her axis and stop her instantaneously from flat out. You can also hold her in a neutral position regardless of the throttle settings and there's a system that provides full independent backup of the jets should anything fail.'

These lifeboats can boldly go where no modern all-weather lifeboat has gone before. Shallow river sections and close inshore aren't a problem and they're safer for recovering people from the water.

You can also land casualties quickly or recover the boat by driving it straight onto a beach without damaging it.

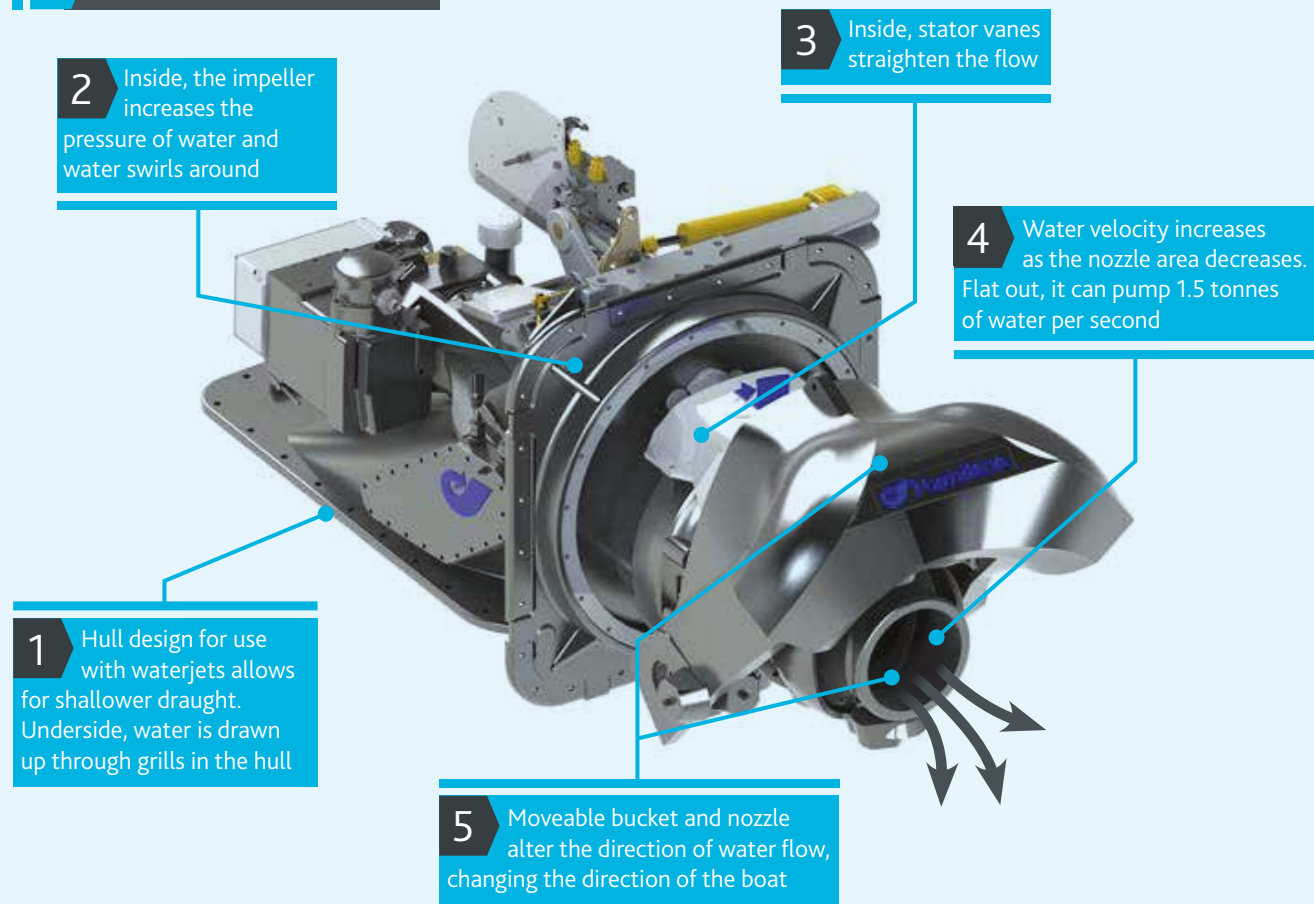
Not every bit of kit has to be as high-tech though. When going into flooded areas, the flood team need to be able to check the water depth and a simple B&Q decorator's pole does the job!



TIM MOCK  
EX-COXSWAIN/  
MECHANIC



## GOING PROPLESS



### TRIED AND TESTED

Lifeboat crew and engineers are involved in all stages of trials and testing to make sure the products are suitable for the job.

With all selected products, the RNLI monitors and evaluates them to ensure their continued safety and reliability. We work with manufacturers to further improve the product for our unique job.

Allen Stevens, RNLI Senior Engineer for Marine Safety Equipment, remembers a while ago that all-weather glass windows were tested so thoroughly they had bullets fired at them and a tonne weight dropped on them from on high! Allen gives us a modern-day example: 'The RNLI has been using pyrotechnics for decades and we're one of Pain

Wessex's biggest users. With crews using five different types in very testing conditions, we're in a unique position to feedback how they perform.

'Each year we visit them at their production factory and they visit us during our annual reliability trials to see their products being used in the environment they're intended for.'

Pains Wessex Quality Assurance Manager Thorsten Bose says: 'I usually test our products in a remote setting in Germany, isolated from the maritime world, but coming to the RNLI allows me to see them being used in realistic operating conditions. We work together to make the products more robust and suitable for the extreme situations crews use them in.'



This close working relationship and exchange of technical knowledge has led to design developments in pyrotechnics, which has had a knock-on effect for the leisure marine industry too:

**Tougher construction:** Lifeboat crew carry day/night hand-held distress signals in their lifejacket pockets exposed to the elements rather than stowed away in lockers. Following feedback from us, Pains Wessex has strengthened construction to cope with severe conditions.

**Screw caps for cold hands:** Tighten screw caps too much and undoing them with cold hands is too hard. If they're too loose, the caps fall off. So checks and measures during manufacturing now ensure an optimum torque for all conditions.

**Clearer instructions:** Reports of incorrect firing – discarding packaging designed to keep the firing mechanism in place in a line thrower and firing into the wind – have also led to the correct procedures being emphasised more in documentation and RNLI training videos.

In the leisure marine world, if you're using a flare in an emergency, you really need to know that they're going to work. Performance and reliability are essential.

Allen adds: 'Our feedback has helped our search and rescue as well as the leisure marine market. We will continue to work closely with our supplier to ensure we achieve the best designs possible.'

### RNLI INNOVATION

Choosing a suitable product isn't always simple. With the new Shannon class our in-house engineers thought a pre-existing hull design would fit the bill. Extensive trials showed that commercially available hulls were the wrong shape for the conditions lifeboats take on. So it was back to the drawing board to come up with a bespoke in-house solution.

Senior Naval Architect Peter Eyre's engineering expertise led to an original design that cuts through the waves, reducing both vertical and sideways slamming.

Another RNLI innovation used in the Shannon and the Tamar is SIMS (Systems Information Management System). Developed in partnership

with contractors, it's transformed the way our crews operate their lifeboats, dramatically improving their safety.

Now, a modular and scalable version has been developed in-house and is being rolled out to benefit many more lifeboat crew on inshore and older all-weather lifeboat classes.

Holly Phillips concludes: 'As a charity we have to be mindful of the way we use our supporters' donations and so wherever possible we source proven robust products. However, where these aren't available, RNLI innovation – both in-house and in partnership – has pushed the design, material science and manufacturing technology boundaries.

'It's vital that every bit of kit onboard is engineered for high performance in extreme conditions and tested thoroughly to ensure that the crew remain safe as they undergo their lifesaving work.'

### FIND OUT MORE

Find out more about SIMS at [RNLI.org/sims](https://rnli.org/sims). Go to [RNLI.org/shannon](https://rnli.org/shannon) to see the Shannon class lifeboat in action.

## INNOVATIONS OUR LIFESAVERS LOVE

- 1** AIS: 'We've got it on the boat now and it's useful to know what ships are around.' Alan Parry
- 2** Thermal undersuit: 'Before woolly bears were invented it used to take me 2 days to warm up after a Winter shout!' Alan Dixon
- 3** Lifejacket: 'Your life depends upon it.' Jason Hughes
- 4** Kevlar rescue board: 'So tough – they've reduced damage rates considerably.' Rob Inett
- 5** Self-heating meals: 'They keep us going on a long shout!' @BridlingtonRNLI





# BARRA AND TOBERMORY



Share the secret splendours of the Hebrides with the locals

Words: Valerie French  
Photos: Nigel Millard, RNLI/(Nigel Millard, Sam Jones), underwaterpics.co.uk

## BARRA

The most southerly inhabited island in the Outer Hebrides, Barra is accessible only by air and water. Whether you're after remote sandy beaches, exhilarating watersports or unique experiences, the island of Barra will enchant.

Arriving by air, touch down on the beach at Cockle Strand. Hop from the aircraft to windsurf, paddle, hunt cockles or surf – Atlantic breakers roll in at Traigh Eais behind the airport beach.

Or approach Barra by sea into the fishing port of Castlebay, home to RNLI Barra Island lifeboat and Kisimul, the 'castle in the sea', which sits on a rock in the bay – a 5-minute boat trip from Castlebay. Fans of Tintin adventures might recognise Kisimul as the setting for *The Black Island*.

In Castlebay there's snorkelling or walking safaris, paddle sports and coastering expeditions. In Summer, learn to sail at the UK's remotest RYA sailing school. Exploration around sea and coast will reward you with playmates: dolphins, porpoises, basking sharks, seals, otters and an array of birds. Fishing fanatics take the Barra Challenge: a tradition involving catching a fish in all seven named island lochs.

Gaelic is the traditional language spoken on Barra and the music has widespread popularity. Find out more about local culture and arts at Dualchas Arts Centre or time travel back to the Iron Age along the Cuithir path to Dun Cuier fortress.

Not brought your own vessel? Be one of the five crew to row the community's first St Ayles skiff – *Kisimul*. 'I defy anyone to go for a row and come back to shore without a smile on their face!' says local Claire Logan.

**FIND OUT MORE** [visitscotland.com](http://visitscotland.com)  
[Scotland-info.co.uk/barra.htm](http://Scotland-info.co.uk/barra.htm)

## TOBERMORY

The capital of the Isle of Mull in the Inner Hebrides, Tobermory is perfect for watersports, scenic splendour and ... romance! The brightly painted buildings backed by hills and fringed with trees make Tobermory a popular place for weddings.

Tobermory has a population of less than 1,000 but a plethora of activities: boat trips, sea safaris, wildlife watching and charter boats for diving. Wildlife includes Minke whales, puffins, seals, porpoises and basking sharks.

Diving is hugely popular in the Sound of Mull – wrecks so numerous you can enjoy three in one day. At Calve Island you'll find red cushion stars, peacock worms and leopard-spotted gobies. Wrecks in the Sound include the *Shuna* and the *Hispania* – the latter smothered in plumose anemones. Legend has it that the wreck of a Spanish galleon laden with gold lies in the mud of Tobermory Bay – although actual details are somewhat murky!

## RESCUE

'It was thick fog when my pager went off: a chartered yacht was stuck 17 miles out from the station. No wind to sail and the engine wouldn't start due to dirty fuel. Towing her in, the fog was so dense we couldn't see her behind us!'

**JOHN MACNEIL**  
FULL-TIME MECHANIC AND  
CREW MEMBER, BARRA ISLAND



Surfing at Barra



Castle in the sea, Castlebay



Wildlife watching at Tobermory

**YOU'LL FIND RED CUSHION STARS,  
PEACOCK WORMS AND  
LEOPARD-SPOTTED GOBIES**



## INSIDER INFO

**IAN STEVENS**  
LIFEBOAT OPERATIONS  
MANAGER, TOBERMORY



'This area has stunning scenery and lots of little harbours where you can find yourself alone with otters or suddenly surrounded by dolphins or Minke whale.'

**JAMES FAIRBAIRNS**  
SECOND COXSWAIN,  
TOBERMORY

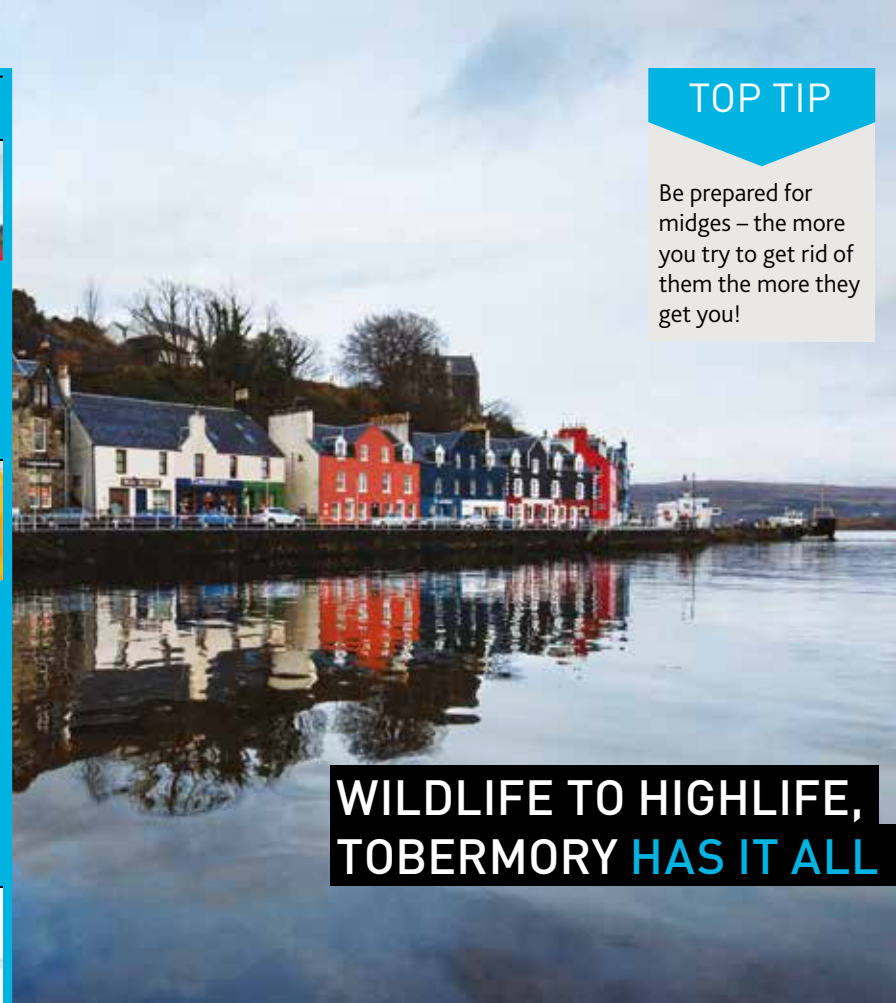


'I used to be taken to this collection of 40 islands as a boy – the Cairns of Coll. And now I take my family there. With beautiful yellow sands and turquoise sea, the islets are so tiny you can throw a stone from one to another. Remote and wild they are a playground for seals, guillemots, otters and eagles.'

**DONALD MACLEOD**  
COXSWAIN, BARRA ISLAND



'The Isle of Mingulay, 12 miles south of Barra, is a favourite of mine: remote with the most beautiful beach and a variety of seabirds including puffins and razorbills and very popular with rock climbers.'



**WILDLIFE TO HIGHLIFE,  
TOBERMORY HAS IT ALL**

## TOP TIP

Be prepared for midges – the more you try to get rid of them the more they get you!

## CREW TIPS

For super sailing and fishing year-round, Tobermory Lifeboat Operations Manager Ian Stevens recommends Loch Sunart: 'It's sheltered and stunningly beautiful, with tiny islets and ancient woodlands.'

Wildlife to highlife, Tobermory has it all: sample theatre and music at Mull Theatre in Druimfin or pop into An Tobar, the local arts centre, where you can have fiddle, accordion and pipes tuition. Contemplate picturesque Tobermory Bay from the café terrace, toasting your toes by a roaring open fire or stride through the grounds of Glengorm Castle, which has fabulous views to the islands of Uist, Rum and Canna.

**FIND OUT MORE** [tobermory.co.uk](http://tobermory.co.uk)  
[isle-of-mull.net](http://isle-of-mull.net)

- 'We've had occasions where people have been searching for missing kayakers and they turn up 24 hours later safe and sound having stopped over somewhere!' Ian Stevens, Tobermory Lifeboat Operations Manager advises:
- leave your passage plan with the Coastguard/contact
- let someone know if you change your plans
- have alternative methods of communication – radio coverage is not good.

**DO YOU LOVE THE SOLENT?**

Tell us your favourite spots and sports around the Isle of Wight @BethanyRHope or [offshore@rnli.org.uk](mailto:offshore@rnli.org.uk).

# SIR CHAY BLYTH

**CBE BEM**



This inspirational sailing legend tells *Offshore* why the Hebrides hold a special place in his heart

'I have sailed in some of the world's most beautiful sailing areas and some of the most treacherous. However, the west coast of Scotland's sailing playground for me is just the best, I love it.'

'One of my best times was sailing in the World Cruising Club's Classic Malt Rally from Tobermory to Barra when I was in my fifties.'

**THE WEST COAST  
OF SCOTLAND'S SAILING  
PLAYGROUND FOR ME  
IS JUST THE BEST**

'I was with a group of friends, some who could and some who couldn't sail, all great fun people. The conditions were quite perfect: sun beating down, force 3-4 and on a reach for a change as opposed to beating! I love the sailing around that special area, weather sometimes and midges excluded.'

'The best moment of the rally was arriving at Barra and remembering the wonderful time I had on the two times I completed the Round Britain and Ireland Race – the tactics and camaraderie.'

'It has some of the world's most spectacular scenery with the mountains and islands as green as you can get. And the locals are well known for their hospitality.'

Sir Chay recalls his time aboard the trimaran *Brittany Ferries GB*



# HOW TO SAVE SOMEONE FROM DROWNING

As an Offshore member, you're not the type of person to stand by and do nothing while someone's in trouble on the water. On a lifeguarded beach, in an emergency you'd alert the lifeguards. But what do you do out of season or on holiday when there are no lifeguards there and someone's drowning?

If your instinct is to dive in after them without a second's thought, this may cost you.

You may have heard about a tragedy at Mawgan Porth, Cornwall, last October. Initial reports of the incident state that two men and one woman entered the water to save some teenagers in trouble. There were no lifeguards on duty. The teenagers survived but the three adults died.

Greg Spray, Lifeguard Manager for Newquay and Padstow, says: 'We don't know exactly what happened, but it's easy to get caught out by a rip current.'

Our condolences go to the families who have lost their loved ones.

While we all admire the selflessness that prompts people to risk their lives for others, the RNLI message is clear: **Call for help rather than endanger your own life and the lives of others.**

We've created the guide opposite to help you save lives wherever you are in the world, at any time of year. It's for everyone who has the instinct to help, but who respects the water.



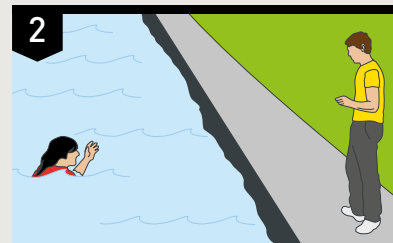
ROYAL  
LIFE SAVING  
SOCIETY UK  
[www.rlss.org.uk](http://www.rlss.org.uk)

## STEP-BY-STEP GUIDE FROM MIKE DUNN RLSS UK, FOR ANYONE WHO WANTS TO SAVE A LIFE WITHOUT RISKING THEIR OWN



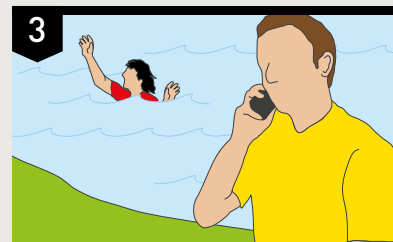
### KEEP ALERT

Don't expect a casualty to be shouting for help. They may be struggling to breathe. If you're not sure, shout: 'Do you need help?' If they say yes or don't answer at all it's time to act!



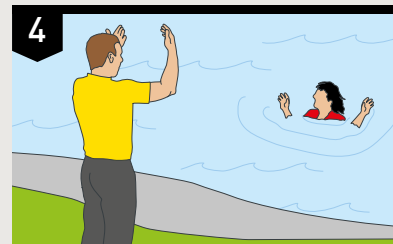
### RESIST TEMPTATION

Don't be tempted to go in. The water might be cold, which will limit your ability to swim, and whatever has caused the casualty to need help is likely to happen to you too. Stay well back from the edge.



### CALL 999/112

Call the emergency services before you do anything else, so help will be on its way. Or ask someone else to call while you try to help the casualty. If you're alone without a phone, find someone who can call for help.



### SHOUT AND SIGNAL

From the shore you have a better view of the area than the casualty. Shout and encourage them to reach a lifering in the water, a jetty, or a shallower area of water. Remind them to kick their legs!



### FIND A RESCUE AID

If there is a lifering, throw bag (filled with rope), or other public rescue aid nearby, quickly read any instructions then throw it to the casualty. If there is no public rescue aid, throw anything that will float.



### SAFE RESCUE

Before you pull the casualty in, get down on one knee or lie down so you don't fall in. Remember, even if your rescue attempts fail, emergency services are on their way. Keep sight of the casualty to help the emergency services locate them quicker.





## HOW DO YOU CALL FOR HELP?

'You're b\*gg%\$d!' was the candid assessment of a cyclist I asked for help when I was in trouble the other day. I'd taken the kids on their first long bike ride ... without a pump, a puncture repair kit or a mobile phone.

I realised how daft I was when my daughter's tyre was flat as a pancake, far from home. Thankfully, the staff at the Shillingstone Railway museum were more helpful than the cyclist, and we were soon back in the saddle.

I won't do that again.

Do you always take your mobile phone out on the water? Or do you have a VHF radio? A mobile is better than nothing (see humiliating cycling drama above), but VHF radio is better because:

- mobile phone networks may offer poor coverage at sea
- on your mobile you can only ring one number (eg the Coastguard); with a radio, everyone hears your call for help on Channel 16
- lifeboats and helicopters can home into the signal of a VHF radio and can find you more quickly.

Of course if you want to be even safer, take both a VHF radio and mobile (in waterproof case).

When many people are feeling the squeeze financially, a VHF radio and licence plus training may not be a priority. Others choose to have the VHF radio without the licence and intend to use it only in an emergency.

In 2013, RNLI volunteers went out 10 times to vessels where a VHF radio signal was blocking the VHF channel. If you don't have the radio training you could be blocking the mayday calls of others.

With a VHF radio and training (find some near you at RYA.org.uk or Transport.ie) you can help others. You could be minutes away from someone drowning or you can relay a mayday to the emergency services. You'll be part of a caring sea-going community that looks out for others as well as yourself.

@BethanyRHope  
offshore@rnli.org.uk

Out on the water, do you take a VHF radio, mobile or both?

Please do a quick poll at [RNLI.org/OffshorePoll](https://rnli.org/offshorepoll).



### TOP TIP

Kayakers – keep your VHF or mobile protected and within reach

## QUICKFIRE Q&A

YOUR QUESTIONS ANSWERED BY OUR SAFETY EXPERTS



What type of fire extinguisher should I have onboard?

Simon answers: The most common extinguisher for the inside of a boat is a dry powder fire extinguisher. A 1kg dry powder extinguisher will only give you 6–8 seconds of firefighting capability, and so should only be used for small, contained fires or as a means of clearing a path for escape. Be careful when using a CO<sub>2</sub> extinguisher in small spaces or on loose material, as the force could blow fire particles to other areas of the boat.



What engine spares do I need to carry?

Kenny reflects: The list could be endless, particularly on a petrol engine that relies heavily on electrical power to work. Basic spares include belts, filters, spare engine oil, water pump impellers, a can of clean fuel, a spare fuel line, spark plugs and HT leads.

All the spares in the world will not help if you do not know how to fit them or lack the proper tools. Planned maintenance is much better than crash maintenance, so make sure you keep your engine properly maintained and serviced regularly.



An RNLI Advice Onboard session is free and provides friendly, confidential and impartial safety advice for owners of all types of leisure craft and all levels of experience. You can book it at [RNLI.org/AdviceOnboard](https://rnli.org/AdviceOnboard) or call UK 0845 122 4999 or Freefone Republic of Ireland 1800 789 589.

GET YOUR SAFETY QUESTIONS ANSWERED NOW [EMAIL OFFSHORE@RNLI.ORG.UK](mailto:offshore@rnli.org.uk)

## FEEDBACK

WE REPORT YOUR COMMENTS ON ALCOHOL AT SEA

### 'My personal view tends towards self-regulation'

'Alcohol aboard? I don't believe that enforcement of legislation would make much of a dent in the statistics, for the simple reason that I don't think that the resources are available to do the job properly.

'My personal view aboard the vessel tends towards self-regulation, much as with drink driving. In an ideal world, zero units should be the target, but I feel comfortable with having one glass of wine or can of beer during one day afloat. No more, though.

'I sail as crew with a wide range of skippers, and the majority of them decline any alcohol during a passage, but will tolerate a one-social-drink approach to crew members. An increasing number, but by no means all, will also take a pretty firm line about over-consumption ashore. I applaud this approach.'

**Brian Oswald**

### 'I would be in favour of a total ban'

'I have lived and worked on inland waterways for more than 35 years. In that time I have seen so many accidents, near misses and other incidents related to and probably caused by alcohol that I would be in favour of a total ban and zero-tolerance policy.

'I see no reason why any RNLI volunteer should have to put their life at risk to aid anybody who has the smallest percentage of alcohol in their blood. Even if they need help because of an unexpected accident or lack of fuel, I would be tempted to wonder if they had taken a chance with fuel or safety checks.'

**Euan Corrie**





# WHAT WOULD YOU DO NEXT?

Ever wondered how you'd react in an emergency? Test yourself using this real-life scenario:

You're walking with a friend along a cliff path and your dog runs on ahead. He stops at the edge of the cliff. Then in the blink of an eye, he's gone.

Peering over the edge of the cliff you spot your pet, who has tumbled down to the beach 10m below. And the tide's coming in.

## DO YOU?

- A** Approach the edge of the cliff with care. Tether yourself to something secure and lower yourself down.
- B** Call 999/112 and ask for the Coast Guard.
- C** Find someone with a boat to get close enough to try to reach the dog.

## EXPERT ANSWER

**JOHN MCKENNA**  
SEA SAFETY OFFICER, HOWTH

Stop and assess the situation. Call 999 or 112, ask for the Coast Guard (answer B) and explain what's happened.

Stay near where the dog went over so that emergency services will know where to look for your pet.

Never try to rescue an animal from the side of a cliff. Keep away from the edge, which could erode. Even if you think you could reach your dog, don't ever try. In September a father of two drowned after entering the water at Sunderland to save his dog.

The dog found its own way back to shore.

Mountain, cave and cliff rescue trained organisations such as HM Coastguard are the experts.


When walking your dog near a cliff you should have it on a lead at all times. This ensures they will not chase after birds or run away and get hurt.



## HOW DID THE STORY END?

This is based on the true story of a terrier, Archie, who fell off a cliff at Walton, Essex, on 13 September 2014. He fell almost 10m down to the beach. Archie's owners called for help and the Harwich inshore lifeboat, who were already at sea, came to the rescue. They spotted the dog in the water struggling to make it to shore.

Crew Member Darren Priestnall plucked Archie from the cliff face and waded back to the shoreline (pictured above) and into the arms of his grateful owners.

 **ONLY 1.4% OF CALL OUTS WERE TO ANIMALS IN 2013**

## DO YOU HAVE A STORY?

If you've had a near miss at sea, email us your story at [offshore@rnli.org.uk](mailto:offshore@rnli.org.uk).

# MAYDAY

22-25 May 2015

# THIS MAY BE A LIFESAVER

Enjoy taking part in events – or organising them? Or maybe you're ready to help collect lifesaving funds?

It's not too early to spring into action for the RNLI's new Mayday fundraising campaign.

Taking place over the May Bank Holiday 22-25, Mayday aims to get everyone involved in raising funds for the RNLI – whether you arrange your own event, take part in one or collect funds to show your support. Mayday raised thousands of euros and pounds in the Republic of Ireland and Liverpool last year, and now it's coming to the whole of the UK too.



If you'd like to know more about organising a Mayday fundraising event or to get involved in your area, visit:

**[RNLI.org/Mayday](http://RNLI.org/Mayday)**



# Sustainability: the long view

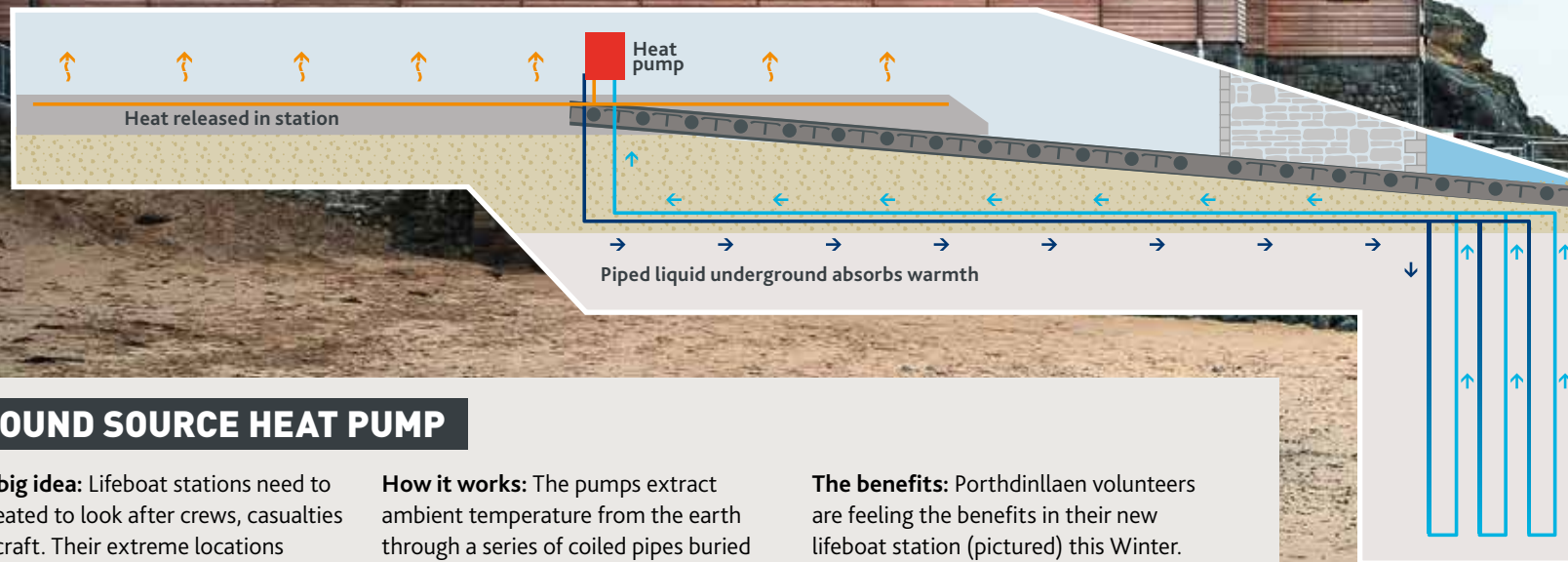
If you find it tricky to keep your landfill waste, carbon footprint and electricity bills to a minimum, spare a thought for the RNLI – we've got people and buildings all around the UK and Republic of Ireland. But we have a duty to make your donations go further while minimising our environmental impact. So how do we protect our charity's future and the environment – while also protecting lives?

With their regular exposure to the elements and rooms full of wet gear, lifeboat stations can be notoriously difficult – and costly – to keep warm and dry. But thanks to a sustainable solution, more and more of our coastal buildings are giving crew members the warmth and comfort they need and deserve, while keeping down costs.

'One of the things I look forward to following a Winter launch – after a warming cup of tea or soup – is hanging our gear up in our boathouse, knowing it will all be dry when we need it,' says Steve Armitage, Deputy Second Coxswain at Hoylake, Merseyside. 'That's thanks to underfloor heating and our ground-source heat pump.' When Hoylake's station was opened in 2008, it was one of the first to use natural energy to heat the building – systems like this were the exception, rather than the rule. But ground-source heat pumps showed they could pay for themselves within 7 years, thanks to the savings made and the Renewable Heat Incentive.

Now our Estates Team aims to use sustainable energy systems in all new lifeboat stations, where possible. Among those feeling the benefits for the first time this Winter are the volunteers at Porthdinllaen, Gwynedd – see left for more on how their ground-source heat pump works.

Using heat from the ground isn't the only way we're harnessing renewable energy. Lifeboat stations and lifeguard units across the south of England are fitted with solar panels – as are some of our Headquarters buildings in Poole, Dorset. Meanwhile, our northernmost lifeboat station in Aith, Shetland, is fitted with a wind turbine. It all means that the percentage of electricity we use that comes from renewable sources – 5% in 2013 – will continue to rise. As a result, we produce less carbon, save more money, and give our volunteers the heat, light and energy they need.



## GROUND SOURCE HEAT PUMP

**The big idea:** Lifeboat stations need to be heated to look after crews, casualties and craft. Their extreme locations often prevent access to gas for central heating, so electric convection heaters have been used in the past. But new ground-source heat pumps reduce our effect on the environment and save money.

**How it works:** The pumps extract ambient temperature from the earth through a series of coiled pipes buried metres beneath the ground or beach. Liquid in the pipes absorb naturally occurring warmth from the earth, which the heat pump then concentrates through an expansion and compression cycle. This provides warm water for the station's underfloor heating.

**The benefits:** Porthdinllaen volunteers are feeling the benefits in their new lifeboat station (pictured) this Winter. There is one of 14 lifeboat stations with heat pumps installed. Each one saves the RNLI about £3,000 a year in energy production and Renewable Heat Incentive. For every unit of energy put into the ground-source heat pump, we get four times more heat than we would from an electric convection heater.



## 235 MADE FOR LIFE

**The big idea:** 235 Made for Life is a range of recycled accessories handmade in the UK using old RNLI lifejackets (from 235 lifeboat stations). The products are hard-wearing, tough and well-made: part of the fabric of the RNLI.

**How it works:** The range includes bags, tablet cases and wallets. Products are fashioned from the distinctive bright yellow fabric of old RNLI lifejackets and bear the hallmarks of the jacket they are made from, be it the D-ring on a wash bag or the reflective strip on a messenger bag. See [RNLISHOP.org/235madeforlife](http://RNLISHOP.org/235madeforlife).

**The benefits:** 235 products help to reduce the RNLI's waste and the overall environmental impact of the charity. And by selling recycled products the RNLI makes donations go further, turning disposal from a cost into income that supports lifesaving. We've saved £17,000 in disposal costs and sold £73,737 worth of products.



Energy consumption isn't the only environmental impact that we're reducing. Landfill waste is costly to the charity and to the planet. It creates greenhouse gases including methane and carbon dioxide, which contribute to climate change. And disposal costs continue to increase. That's why our 235 Made for Life project has been a winner in so many ways (see left).

We've reduced our food waste too. The RNLI College restaurant and our staff canteen used to produce 31 tonnes of food waste a year. That equates to 17.6 tonnes in CO<sub>2</sub> emissions. Now we only produce half a tonne. How has it been reduced so dramatically? 'Most of the food waste is now recycled using a system that digests the food and turns the resulting gases into energy,' explains Sustainability Manager Anna Frizzell. 'Any fibrous material left over is turned into compost.' Similarly, the cardboard used for goods delivered to the College – once costly to dispose of – is now compacted on site and collected for recycling free of charge. 'The compactor we bought will have paid for itself within 17 months,' says Anna. 'So we're going to get one for our stores and the new All-weather Lifeboat Centre, which could save us a further £6,500 a year.'

Schemes like this are all part of making the RNLI fit for the future – for Anna, RNLI has a second meaning: Rescue Now, Lifesaving Indefinitely. 'In other words, I'm always looking for ways to help everything we do become more sustainable,' explains Anna. 'I think the RNLI is the perfect fit for that, because our people do care about the environments and communities they live in. They love the coast and the sea – they look after people and places.'

There is much more work to do. For example, our lifeboats are designed to withstand the worst that nature can throw at them. So, if nobody wants to buy them when they reach the end of their operational life, they can be difficult and expensive to dispose of. But we're



'One of the things I look forward to is hanging our gear up, knowing it will all be dry when we need it'

Steve Armitage  
Hoylake Deputy Second Coxswain

part of a European project that will look at how the materials involved could be reused in another way.

'It's all about introducing a waste hierarchy,' concludes Anna. 'Before you consider throwing something away, you think about reducing that waste, reusing it, recycling it and recovering energy from it – before you dispose of it. If we can achieve that, we'll pay less for materials, less for energy, and less for disposal, while reducing our impact on the environment. All that will help our charity – and the people we save – live on.'

Words: Rory Stamp  
Photos: RNLI/(Nathan Williams, Mike Lavis)



## BANGLADESHI RESCUE BOARD

**The big idea:** Volunteer lifeguards we're working with in the coastal resort of Cox's Bazar need equipment to save lives. It's no use sending our £1,000 rescue boards at great expense out to them, as they don't have the complex tools and skills needed to repair or replace them. They need economic rescue boards for long-term lifesaving.

**How it works:** We've worked with a small non-governmental organisation to produce a rescue board made of recycled and organic local materials. A group in Asia will then produce the boards in large volumes for Bangladesh and elsewhere.

**The benefits:** Cox's Bazar lifeguards will be equipped with easy-to-make environmentally friendly rescue boards at a fraction of the cost of our boards – \$150. It'll help the local economy, creating jobs. And if the board is damaged during a rescue, the foam can easily be replaced by the lifeguards themselves, so the equipment can help the volunteers save lives for years to come.



# FOREVER BY THE SEA

## A personal way to celebrate the life of a loved one

If you have lost someone who meant the world to you, our tribute funds will help remember their lives and the moments you shared.

Every fund is unique and simple to set up. It's a way to mark anniversaries, share photographs and reflect on fond memories. Family, friends and colleagues can also leave messages, light a remembrance candle or contribute through donations and events.

Among the tribute funds set up in 2014 was the Cheeki Rafiki Forever by the Sea Fund. Andrew Bridge, Paul Goslin, James Male and Steve Warren were lost at sea while sailing on board the yacht *Cheeki Rafiki* on 16 May 2014. They were

sailing back from Antigua to Southampton when a distress call was activated by the crew. In response, an extensive co-ordinated sea and air search was carried out.

Sadly, despite the search efforts, the missing crew were not found. As a tribute to their loved ones, the families of the lost crew members set up a fund in their memory, to promote the work of the RNLI, crew safety and the importance of personal locator beacons. The fund has raised more than £7,500.

If you would like to set up a fund and create a lasting legacy that will honour your loved one and help save lives for years to come, please get in touch.

Visit [RNLI.org/foreverbythesea](http://RNLI.org/foreverbythesea)  
call Gemma Nightingale on 01202 663504  
or email [Gemma\\_Nightingale@rnli.org.uk](mailto:Gemma_Nightingale@rnli.org.uk)



## IN GOOD COMPANY

### Our corporate partners really are the business when it comes to raising funds for the RNLI

Their dedicated staff never fail to impress with the innovative and enthusiastic ways they find to support us. From bake-offs and boat races to street collections and incredible prize-draws, their generosity and dedication knows no bounds. Here's what some of our supportive companies got up to in 2014:

**Wilko:** shipmates at Wilko stores in Workington, Barrow-in-Furness and Whitehaven dressed up as pirates and held in-store collections on International Talk Like a Pirate Day.

**Fred.Olsen:** cruise liner staff held onboard collections for the RNLI. And congratulations to Trudy Harrison, the winner of our cruise competition!

**Toolstation:** staff sold RNLI-branded 'Smelly Welly' car fresheners in their stores, with 53p from every freshener sold going to the RNLI.

**BG Group:** 37 BG Group employees hiked to the summit of Ben Nevis – and raised over £15,000 with events including a bake-off, disco and office sweepstakes. BG Group aim to raise £200,000 by the end of this year.

**Nexen:** Nexen is funding the new trial station at Stonehaven, with an annual donation of £90,000 for 3 years.

**Yamaha:** Yamaha gives a year's complimentary membership to RNLI Offshore with every new purchase of a Yamaha engine or PWC. Yamaha also shares its stand at the Southampton Boat Show and the London Boat Show with the RNLI, where our F2F managers sign up hundreds of new supporters.

Getting behind the RNLI is a great way for companies big and small to give something back. If you'd like to know more about becoming an RNLI corporate supporter, get in touch at [corporate@RNLI.org.uk](mailto:corporate@RNLI.org.uk)

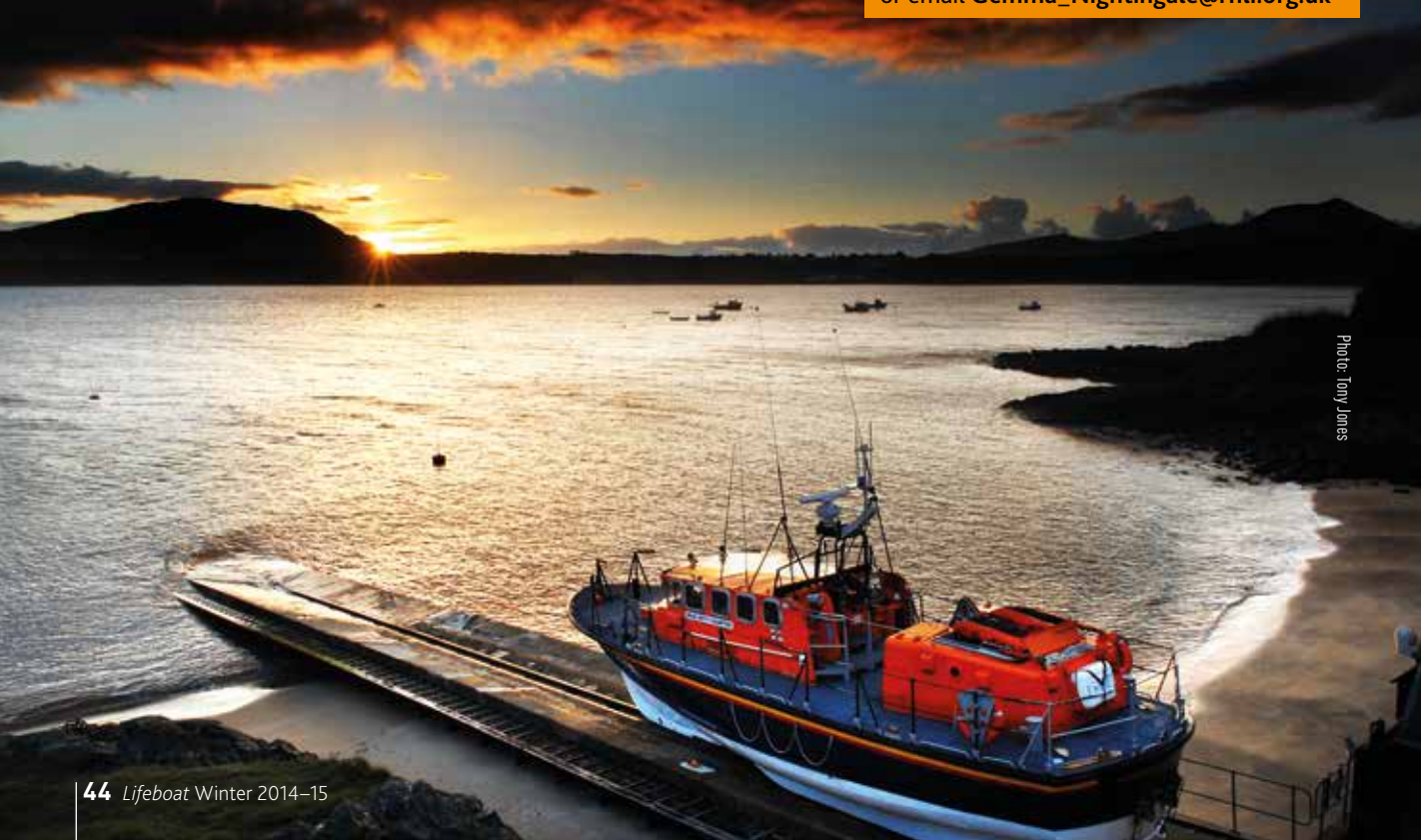


Photo: Tony Jones



# The RNLI and me: John Challis

As 'Boycie' he was a selfish yuppie keen to show his superiority – but in real life, actor John Challis is in awe of the lifeboat crews he generously supports

## What's your first memory of the RNLI?

At school I remember reading about the lifeboats and loved the idea of plunging down a slipway into the sea. I never thought I would get to experience it until the crew at The Lizard surprised me. My wife arranged for me to visit the Cornish station as a 67th birthday treat – and the volunteers very kindly took me out on the lifeboat! I have visited that station many times and it was an honour to be the patron of their lifeboat appeal.

## You don't have a strong accent in real life – was it difficult keeping up Boycie's cockney twang?

No – I've always been a mimic and I'm fascinated by accents. My father was from Yorkshire and my mum was from the Westcountry. I could do both their accents. And at school I used to do impressions of the masters to amuse the other boys. So I was always going to be a performer.

## But you're a writer too now, aren't you?

I've released two volumes of my autobiography, and dedicated the second one to the men and women at the Lizard Lifeboat Station. I've also published two novels. The latest one features a character called Reggie, who arrives in the

countryside after losing his money and gets into scrapes – some of which are inspired by things that have happened to me since I moved to Herefordshire!

## Do you miss the stage work and touring of your early career?

Actually it's gone full circle – I'm doing a tour called *Only Fools and Boycie*. It's for fans of the TV show, which is just so loved by people of many different ages and backgrounds.

I remember when I first came to live in Herefordshire: a rather well-to-do landowner came straight up to me at a charity event and said: 'Welcome Boycie!' There's an endless fascination with the programme and the cast.

## And you have found a way to raise funds for the RNLI at the same time?

Yes – I always take a lifeboat collection box with me. People put money in, wherever I go. I think it's that universal respect for the lifesavers that does it. The crews don't see themselves as heroes but everyone is full of admiration for them. They are brave people.

Interview: Rory Stamp  
Photo: *Woman's Weekly*/REX

## MY FAVOURITE ...

### ACTOR:

**Ronnie Barker**  
'He was a hero – a king of comic acting, a generous man and a writing genius.'

### FOOD: Italian

'The meats, cheese, olives, pasta ... I'm getting hungry just talking about it!'

### DESTINATION:

**Portafino, Italy**  
'It's just so pretty. It's a little bay on the coast that was the top place to visit in the 1930s.'

### PLACE TO WRITE:

**My spare room**  
'We live in a remote part of Herefordshire and the view inspires me to write.'

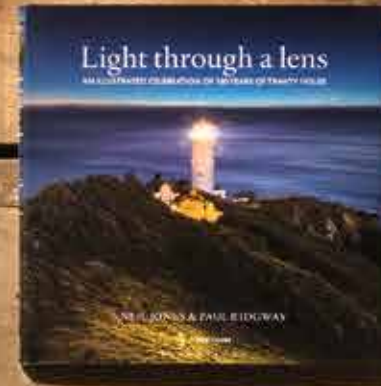
## WHO IS JOHN CHALLIS?

John worked as an estate agent before answering an advertisement in a magazine asking for travelling theatre performers. His stage work led to a variety of television roles, including Boycie in the BBC's *Only Fools and Horses* and its spin off, *Green Green Grass*. John is also a novelist.



# Winter reads

The cold weather can be the perfect excuse to curl up with a good book – but what to read? We might just have found the book for you ...



## 1. For the investigator

***Mutiny On Board HMS Bounty***  
by William Bligh

One of a collection of four classics republished with extra content. This is a fascinating glimpse beneath the surface of the 1789 mutiny – including Bligh's original account, contradictory crew testimonies and responses from Lawyer Edward Christian. It has a new map and a foreword by Pete Goss. This book reinforces the old adage that life is never black and white.

Published by Adlard Coles Nautical  
Paperback, ISBN 9781472907219  
Price: £8.99

## 2. For the humourist

***Giles: The 2015 Collection***  
by Carl Giles

The *Daily Express* and *Sunday Express* featured Giles's work for many years. As supporters of the RNLI you may have seen Giles's cartoons on our Christmas cards, too. Here is another great collection of his illustrations kindly donated to the RNLI and brought together in a book that's sure to make you smile, whatever the weather.

Published by Hamlyn  
Hardback, ISBN 9780600624578  
Price: £7.95

## 3. For the adventurer

***Tall Ships Today – their remarkable story***  
by Nigel Rowe

This coffee table book is an inspirational journey over four fascinating chapters that showcase over 100 of these majestic sailing ships. Covering origins and evolution; interesting and famous tall ships; being on one and, finally, racing them. There's detailed insight and it captures the romance of a past era, with stunning photography. Ideal for anyone who has seen these ships first hand or has ambitions to one day.

Published by Adlard Coles Nautical  
Hardback, ISBN 9781472903464  
Price: £30

## 4. For the lighthouse lover

***Light Through a Lens***  
by Neil Jones and Paul Ridgway

This richly illustrated book celebrates 500 years of Trinity House. Their lighthouses and light vessels, although now unmanned, are still majestic architectural landmarks providing navigational help to seafarers. The organisation also serves as a maritime charity and pilotage authority. This book reflects (sorry!) all their wonderful work.

Published by Adlard Coles Nautical  
ISBN 9781408175958  
Price: £20

## 5. For the romantic

***Secrets of the Lighthouse***  
by Santa Montefiore

Heroine Ellen Trawton escapes a vacuous life in London and finds her estranged family located in Connemara, western Ireland. The story is full of ghosts, brooding men, and wonderful scenery – including an old lighthouse. It's not ground-breaking stuff, but in parts there are hints of *Wuthering Heights*. A fun and easy read.

Published by Simon and Schuster UK  
Paperback, ISBN 9781471100970  
Price: £7.99

## 6. For the amateur scientist

***Sixty Second Science***  
by Nick Daws and Tom Melhuish

There are some really interesting and little-known facts in this book, such as: why the sky is blue, why penguins' feet don't freeze, where the salt in the sea comes from and how to make a rainbow. It's great fun and well worth its small price tag.

Published by The Lagoon Group  
Hardback, ISBN 9781907780080  
Price: £5.95

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Reviews: Bethany Hope, Jon Jones, Chris Speers, Carol Waterkeyn | Photos: Simon Moss



# 3,419

## RNLI RESCUE CRAFT LAUNCHES

### 1 July–30 September 2014

Photo: RNLI/Migel Willard

**ABERDEEN**  
**ON-1248(17-24):**Jul6,7,13,16,Aug12,13,23,Sep27  
**D-694:**Jul1,6,16,Aug12,13  
**ABERSOCH**  
**B-790:**Jul1,22,23,30,Aug3(x2),9(x2),15(x2),18(x2),19,Sep6,14,28  
**ABERYSTWYTH**  
**A-78:**Aug4  
**B-822:**Jul9,14,20,Aug4,16,Sep21(x2)  
**ACHILL ISLAND**  
**ON-1240(14-28):**Jul15,16,Aug8  
**AITH**  
**ON-1232(17-14):**Jul1  
**ON-1262(17-33):**Jul1,10,11,23,27  
**ALDEBURGH**  
**ON-1193(12-34):**Jul13,Aug14  
**D-673:**Aug4,9  
**ALDERNEY**  
**ON-1199(14-04):**Jul7,16,18,21,24,28,30,Sep10,20  
**AMBLE**  
**ON-1176(12-19):**Jul26,Aug23,24,Sep1,30  
**D-736:**Jul26,Aug23,24  
**ANGLE**  
**ON-1280(16-01):**Jul16,20,21,24,25,26,31,Aug1,3,24,26,Sep8,20  
**ON-1291(16-11):**Sep24,28  
**D-638:**Jul28,Aug3  
**ANSTRUTHER**  
**ON-1174(12-17):**Jul25,28,Aug7,14,Sep7  
**D-667:**Jul12,28,Aug7,14  
**APPLEDORE**  
**ON-1296(16-16):**Jul25,Aug3,10,19,24,28,Sep1,25  
**B-861:**Jul5,12(x2),23,24,Aug10,11,19,28,Sep1,9,14  
**BB-546:**Jul4,5,Aug29,Sep11,30  
**ARAN ISLANDS**  
**ON-1217(17-06):**Jul5,8,10,11,14,21,Aug11,15,23,28

**ARBROATH**  
**ON-1194(12-35):**Jul2,9,Sep20  
**D-759:**Jul2,Aug5,7(x2),11  
**ARKLOW**  
**ON-1223(14-19):**Jul5,13,Aug20,Sep21  
**ARRAN (LAMLASH)**  
**B-876:**Jul22(x2),25,Aug15,16,Sep7,16,17  
**ARRANMORE**  
**ON-1244(17-22):**Jul2(x2),10,11,12,18,19,29,30,Aug5,6,15,16,26,Sep4,7,8,10,13  
**BALLYCOTTON**  
**BB-036:**Aug9  
**ON-1233(14-25):**Jul26,31,Aug10,13(x3),Sep28  
**BALLYGLASS**  
**ON-1235(17-15):**Aug2,20  
**D-687:**Jul7  
**BALTIMORE**  
**ON-1302(16-22):**Jul2,8,26,Aug2,13,14,17(x2),Sep2,3  
**B-760:**Jul1(x2),2,22,27,31,Aug13(x2),14,Sep11  
**BANGOR**  
**B-805:**Jul5,6,12(x3),14(x2),21,24,30,Aug3(x2),10,11,14,24,28,31,Sep12,16,18,30  
**BARMOUTH**  
**ON-1184(12-25):**Jul14,23  
**ON-1185(12-26):**Jul3,Sep6,19,28  
**D-678:**Jul3,18,23,24(x2),25(x3),26,Aug4,17,25(x2),26,31,Sep14  
**BARRA ISLAND**  
**ON-1230(17-12):**Jul10,25,Sep11  
**ON-1262(17-33):**Sep20  
**BARROW**  
**ON-1286(16-06):**Jul1,8,28,Aug14,25,Sep27(x2)  
**D-733:**Jul11,12,13,16,28,Aug19,27,Sep27(x2)  
**BARRY DOCK**  
**ON-1245(14-29):**Jul29,Aug4,13(x2),17,Sep12

**BEAUMARIS**  
**B-838:**Jul10,17,18,30,Aug4(x2),5,8,9,11,23,26,31(x2),Sep7,15,19  
**BEMBRIDGE**  
**ON-1280(16-01):**Sep28  
**ON-1297(16-17):**Jul2,5,12,20(x3),Aug5,13,16,Sep14  
**D-649:**Jul5,Sep7  
**BERWICK-UPON-TWEED**  
**ON-1191(12-32):**Jul10,16,Aug2  
**D-639:**Jul10,30,31,Aug2  
**BLACKPOOL**  
**B-867:**Jul6,23,24,Aug6,8  
**D-729:**Jul6,9,18,20,24(x2),25,Aug8,9,14,30,31,Sep3  
**D-732:**Jul10,18,20(x2),23,24(x2),25,Aug8,9,30,31,Sep3  
**BLYTH**  
**D-665:**Jul4,6,18,25  
**D-746:**Aug3,7,10,Sep1(x3),2,6,7  
**BORTH**  
**D-760:**Jul14,23,Aug5,13,14,Sep7  
**BRIDLINGTON**  
**ON-1169(12-12):**Jul3,Aug6,23,30,Sep16,17  
**D-721:**Jul28,Aug9,12,16(x2),17,23,25,30,Sep17  
**BRIGHTON**  
**B-852:**Jul1,5,7,8,9(x2),12(x2),13,20,22,27(x3),Aug3(x2),7(x2),16,17,27,Sep4,16,21  
**BROUGHTY FERRY**  
**ON-1252(14-31):**Jul9,11,18,27,30,Aug4,15,Sep1,3,16,17,20,25  
**D-698:**Jul9(x2),11,18,26,27,30,Aug4(x2),5,15,Sep3,16,17,20,25  
**BUCKIE**  
**ON-1268(17-37):**Jul14,18,22,31,Aug7,10,15,31,Sep9,10,16,29  
**BUDE**  
**D-715:**Jul25,Sep4

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 1 October 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 3,400 times in 3 months.

Behind every statistic is someone, somewhere, in need of help. Not a single launch could happen without your support. **Thank you.**

**BUNDORAN**  
**B-834:**Jul9,12,17,18,Aug2,6,7,9,10(x2),Sep6,12,28  
**BURNHAM-ON-CROUCH**  
**B-849:**Jul6,18(x2),21,25,Aug2,3,6,14,15,16,21,23,Sep27  
**D-672:**Jul5(x2),18,24,25,Aug1,14  
**BURNHAM-ON-SEA**  
**B-795:**Jul24,Aug23,29  
**D-664:**Aug23,29  
**BURRY PORT**  
**B-777:**Jul17,Aug24,Sep8,12,14  
**D-749:**Jul6,13,17,21,24(x2),25,26,28,30,Aug4,6,7,9,10,Sep7(x2),14,20,29  
**CALSHOT**  
**B-860:**Jul1,6,12(x2),14,20,21,Aug6,8,12,17,Sep11,20,27  
**D-748:**Jul1,Aug1,15,29,Sep8,10  
**CAMPBELTOWN**  
**ON-1241(17-19):**Jul9,Aug1,2,25,29  
**CARDIGAN**  
**B-871:**Jul3,9,27,Aug11,17,20,28,Sep16,22,23  
**D-709:**Jul3(x2),Aug15,17,28  
**D-768:**Sep10,23  
**CASTLETOWNBERE**  
**ON-1277(17-44):**Jul30,31,Aug28,Sep3  
**CHISWICK**  
**E-006:**Aug4(x2)  
**E-08:**Jul1,2,3,4,7(x2),10,15(x2),16(x3),21,24(x2),27(x2),30,Aug3,5,6,8,9(x3),10,11,12,15,19,20,22,24,26,28,Sep5(x2),7(x2),8(x2),9,10,11,12,15,17,18(x2),19,20(x3),21,22,25,26,27(x3),28(x3)  
**CLACTON-ON-SEA**  
**B-863:**Jul5,13,25,27,28,Aug15,21,22,Sep7(x2),10  
**D-723:**Jul6,10,13,25,26,Aug5,Sep17,24

**CLEETHORPES**  
**D-710:**Jul1,3,4,5(x2),12,13,17(x2),19,24,26,27,28  
**D-757:**Aug6,9,31,Sep3,4,9  
**CLIFDEN**  
**B-869:**Jul5,14,27  
**D-679:**Jul27  
**CLOGHER HEAD**  
**D-744:**Jul2,4,13,14,18,21,24,26,Aug21,23,30  
**CONWY**  
**D-765:**Jul6,27,Aug5(x2),7(x2),16(x2),24(x3),28(x2),Sep6,7,14,28,29  
**COURTMACSHERRY HARBOUR**  
**ON-1205(14-07):**Jul28,Aug28,Sep2,15  
**COURTOWN**  
**D-711:**Jul17(x2),26,Aug4  
**COWES**  
**B-859:**Jul8,18(x2),30,31,Aug2(x2),6,7,8,10,11,16(x2),17(x2),Sep18  
**CRASTER**  
**D-703:**Jul8,Aug29  
**CRICCIETH**  
**A-76:**Jul15,22,Aug6,12,Sep6,30  
**B-823:**Jul13,27,Aug6(x2),8,20,27,Sep1,26  
**CROMER**  
**ON-1287(16-07):**Aug18  
**D-734:**Jul15  
**CROSSHAVEN**  
**B-782:**Jul3,18,20,27,31(x2),Aug3,13,19,23  
**CULLERCOATS**  
**B-865:**Jul3,17,23,Aug4,7,10,Sep5(x2),6,10,16,17  
**DART**  
**D-702:**Jul15,16,18,27,29(x3),Aug5,27,28(x2),30,Sep30  
**DONAGHADEE**  
**ON-1267(14-36):**Jul5(x2),12,15,17,27,31,Aug1,3,31,Sep9,28  
**DOUGLAS**  
**ON-1137(47-024):**Jul26,Aug8  
**ON-1147(47-032):**Sep7,11

**DOVER**  
**ON-1220(17-09):**Jul1,9,21,26,27(x2),31,Aug5,6,17,22,Sep9,14(x2),16  
**DUN LAOGHAIRE**  
**ON-1200(14-05):**Jul22,Aug16,17,Sep7,23,25  
**D-731:**Jul4(x3),17,22(x2),30,Sep5,12,15  
**DUNBAR**  
**ON-1266(14-35):**Aug17,24,25  
**D-708:**Aug9(x2),15,23,26,Sep20,25  
**DUNGENESS**  
**ON-1309(13-02):**Jul26(x2),31,Aug21(x2),31  
**DUNMORE EAST**  
**ON-1215(14-17):**Jul1,25,Aug13,Sep11,12,20  
**EASTBOURNE**  
**ON-1303(16-23):**Jul5,12(x2),14,21,30(x2),Aug1,2(x2),3,10(x2),14,15(x2),16,30,Sep7,12(x2)  
**D-681:**Jul10,Aug18,19,20  
**FRASERBURGH**  
**ON-1259(14-34):**Jul9,11,Aug1  
**GALWAY**  
**B-853:**Jul15(x2),Aug16,22(x2),Sep7,10,21  
**GRAVESEND**  
**B-827:**Jul1,3,9(x2),10(x2),16,18(x2),24,26,Aug2,4(x2),6,7,8,10,15,17,18(x2),19,24(x2),27(x2),28,Sep2(x2),5,6(x2),7(x2),9,10,11,13,15,16,17,25(x2),30  
**E-005:**Sep15  
**GREAT YARMOUTH AND GORLESTON**  
**ON-1208(14-10):**Jul11,Aug2,3(x2),4,18,Sep9,25  
**B-786:**Jul12,15,Aug9,18,27,Sep8,12,19  
**HAPPISBURGH**  
**B-742:**Jul18,Aug3,4,23,Sep27  
**D-680:**Aug3  
**HARTLEPOOL**  
**ON-1274(14-37):**Jul3,28(x3),Aug22,Sep3,7,11,21,27  
**B-766:**Jul4,7,10,13,Aug8,22,24,Sep2,3,7,11,20,21,22,27  
**HARWICH**  
**ON-1202(17-03):**Jul6,13,18,23,28,Aug9,12,14,17,23,Sep13  
**B-789:**Jul2,12,13(x3),15,16,18,20,22(x2),23(x2),24(x2),30,Aug2,3,4(x2),8,15,17,19,22,27(x2),29,Sep4,13(x2),16,22  
**HASTINGS**  
**ON-1125(12-002):**Jul21,30,Aug5,10,Sep13,28  
**D-699:**Jul2,6,18,25,27,Aug3(x2),5(x2),7,17,23,30,Sep18,23

**FISHGUARD**  
**ON-1198(14-03):**Jul7,8,11,13,Aug4,7,11,20,22,Sep12  
**D-652:**Jul7,8,15,Aug4,20,22  
**FLAMBOROUGH**  
**B-820:**Jul26(x2),27,31,Aug16,23(x2),28,Sep3,16,17,18(x2),19,27  
**FLEETWOOD**  
**ON-1156(47-038):**Jul4,6,9(x2),13,26,28(x2),30,Aug3,5(x2),7,9,24  
**D-719:**Jul4,6,9,14,26(x2),30,Aug3,4,5,7,9,10,14,20,24  
**FLINT**  
**D-658:**Jul22,Aug4,Sep3,22  
**FOWEY**  
**ON-1222(14-18):**Jul10  
**ON-1253(14-32):**Jul30,Aug2,19  
**D-681:**Jul10,Aug18,19,20  
**FRASERBURGH**  
**ON-1259(14-34):**Jul9,11,Aug1  
**GALWAY**  
**B-853:**Jul15(x2),Aug16,22(x2),Sep7,10,21  
**GRAVESEND**  
**B-827:**Jul1,3,9(x2),10(x2),16,18(x2),24,26,Aug2,4(x2),6,7,8,10,15,17,18(x2),19,24(x2),27(x2),28,Sep2(x2),5,6(x2),7(x2),9,10,11,13,15,16,17,25(x2),30  
**E-005:**Sep15  
**GREAT YARMOUTH AND GORLESTON**  
**ON-1208(14-10):**Jul11,Aug2,3(x2),4,18,Sep9,25  
**B-786:**Jul12,15,Aug9,18,27,Sep8,12,19  
**HAPPISBURGH**  
**B-742:**Jul18,Aug3,4,23,Sep27  
**D-680:**Aug3  
**HARTLEPOOL**  
**ON-1274(14-37):**Jul3,28(x3),Aug22,Sep3,7,11,21,27  
**B-766:**Jul4,7,10,13,Aug8,22,24,Sep2,3,7,11,20,21,22,27  
**HARWICH**  
**ON-1202(17-03):**Jul6,13,18,23,28,Aug9,12,14,17,23,Sep13  
**B-789:**Jul2,12,13(x3),15,16,18,20,22(x2),23(x2),24(x2),30,Aug2,3,4(x2),8,15,17,19,22,27(x2),29,Sep4,13(x2),16,22  
**HASTINGS**  
**ON-1125(12-002):**Jul21,30,Aug5,10,Sep13,28  
**D-699:**Jul2,6,18,25,27,Aug3(x2),5(x2),7,17,23,30,Sep18,23

**HAYLING ISLAND**  
**B-829:**Jul6(x2),11,12,13,14(x3),19,20(x2),23(x2),27,28,31,Aug3(x2),7,9(x2),16,20,23,Sep4,6,15,21  
**D-642:**Aug20,Sep21  
**D-705:**Jul12,13,14,20,Aug3(x2),6,7,9(x2)  
**HELENSBURGH**  
**B-771:**Jul2,11(x2),13,14,15(x2),17  
**B-791:**Aug7,9,15,17,24,26,28,Sep10,12,23,27  
**HELWICK HEAD**  
**B-753:**Jul14,28,Aug8,19  
**B-874:**Aug30,Sep5,6  
**HOLYHEAD**  
**ON-1228(14-24):**Jul15,16  
**ON-1272(17-41):**Jul23,Aug17,29,Sep12,18,28  
**D-654:**Jul9,22,23,27,Aug2,22,24,Sep3,4,13,28  
**HORTON AND PORT EYNON**  
**D-688:**Jul12,15(x2),20,23,24,26,27(x2),30(x2),Aug2(x2),13,19,23,26,29,Sep5,7(x2),8,14,27  
**HOWTH**  
**ON-1204(14-06):**Jul11,13,14,16,19(x3),Aug10  
**ON-1258(14-33):**Aug13(x2),18,Sep7,29  
**D-659:**Jul11,19,24,27,29,Aug9,10,15(x2),21,22,23,30,Sep4,14,22  
**HOYLAKE**  
**ON-1163(12-005):**Jul27,Aug7,14,31,Sep23  
**HUMBER**  
**ON-1201(17-02):**Aug30(x2),Sep3,7,26  
**ON-1237(17-17):**Jul5(x2),13,21,26,Aug1(x2),2,16,18  
**HUNSTANTON**  
**B-848:**Aug11,17,20  
**H-007:**Aug3,21  
**ILFRACOMBE**  
**ON-1165(12-007):**Jul9,14,22,Aug3,5,12(x2),26,Sep27  
**D-717:**Jul2,9,14,19,28,29(x2),31,Aug2,3,5,16(x2),23,Sep3,6(x2),27  
**INVERGORDON**  
**ON-1206(14-08):**Aug1,23,28,Sep6  
**ISLAY**  
**ON-1219(17-08):**Jul3,4,15,18,Aug6,Sep7,8  
**KESSOCK**  
**B-873:**Jul13,Aug10,Sep16  
**KILKEEL**  
**B-812:**Jul5,23,Aug13,30  
**B-830:**Sep3,7,8,12



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  
LR-##  
FR-### and  
RR-#### 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.



**KILMORE QUAY**  
**ON-1290(16-10):**Sep3,7,21  
**ON-1298(16-18):**Jul20,22,23,27,31,Aug2  
**KILRUSH**  
**B-844:**Aug3  
**KINGHORN**  
**B-810:**Jul7,10,11,13,16,26{x2},28,30,Aug10,11,12{x2},17  
**B-836:**Aug24,28,30, Sep12{x2}  
**KINSALE**  
**B-753:**Aug28{x2}  
**B-796:**Jul1,5,13,19,26,27,31,Aug3,20,23  
**KIPPFORD**  
**D-718:**Jul21,Aug4,12, Sep12{x2}  
**KIRKWALL**  
**ON-1231(17-13):**Jul3,24,Aug2,3,7,9,15,23, Sep17  
**KYLE OF LOCHALSH**  
**B-856:**Jul1{x2},11,14,Aug11,28, Sep6,7,13{x2}  
**LARGS**  
**B-854:**Jul6,23,29,31,Aug4,5{x2},31, Sep14,16,17  
**LARNE**  
**ON-1246(14-30):**Jul20,25,Aug1,7, Sep28  
**D-646:**Jul12,14,15,22,25, Sep24  
**LR-65:**Jul22  
**LERWICK**  
**ON-1221(17-10):**Jul13{x2},22,Aug5,30,31, Sep16,24  
**LEVERBURGH**  
**ON-1195(12-36):**Jul11,24  
**LITTLE AND BROAD HAVEN**  
**D-766:**Jul14,26,Aug3,10{x2},26, Sep14{x2},28  
**LITTLEHAMPTON**  
**B-773:**Jul17,18,20,22,23,24,26,27{x3},29,30,31,Aug3,6,8,10,15,17,30, Sep21,23  
**B-779:**Jul1,3  
**D-631:**Jul7  
**D-769:**Jul17,21,22,24,27,29,31,Aug3{x2},6,8,10, Sep7

ON STATION  
B-876, *Rachel Hedderwick*, Arran [Lamlash] [B-770 has been withdrawn], 7 July  
D-769, *Ray of Hope*, Littlehampton [D-631 has been withdrawn], 7 July  
B-877, *Lewisco*, Whitstable [B-764 has been withdrawn], 24 July  
ON-1186 [12-27], *Pride and Spirit*, Clifden, 6 August [on trial]  
D-770, *Mary Maxwell*, Rhyl [D-632 has been withdrawn], 12 August  
B-874, *Robert Armstrong*, Helvick Head [B-753 has been withdrawn], 31 August  
B-767, *Maritime Nation*, Union Hall, 1 September [trial station]  
D-771, *William Henderson*, Southend-on-Sea [D-682 has been withdrawn], 29 September  
B-878, *Claire and David Delves*, Ramsgate [B-765 has been withdrawn], 24 September  
B-774, *Braemer*, Stonehaven [trial station], 1 August

**LITTLESTONE-ON-SEA**  
**B-785:**Jul1,26,29,Aug2,5,13,24,30, Sep22  
**LLANDUDNO**  
**ON-1164(12-006):**Aug13, Sep18  
**D-656:**Jul2,5,10,22,27,Aug7, Sep6,10,12,13,15,22,29  
**LOCH NESS**  
**B-763:**Jul27,Aug2,9,15,20  
**LOCHINVER**  
**ON-1271(17-40):**Jul11,19,23,Aug9,25  
**LONGHOPE**  
**ON-1284(16-05):**Aug30  
**LOOE**  
**B-793:**Jul13,23{x2},24{x2},25,26,30,Aug10, Sep9,10{x2},14  
**D-741:**Jul13,23{x2},24{x2},25,Aug2,9,26,28, Sep7,9,10,14  
**LOUGH DERG**  
**B-747:**Jul18,20,26,30,31,Aug1,8,13,16, Sep3,7,14  
**LOUGH REE**  
**B-728:**Jul5,6,12{x2},13,17,25,26{x3},27{x4}  
**B-772:**Jul29,Aug3,13,18,19,23,26,27,31, Sep2,12,13,14,16,17,19,20  
**LOUGH SWILLY**  
**ON-1116(47-013):**Jul15,20,Aug17,25  
**ON-1147(47-032):**Sep8  
**B-819:**Jul1,18,Aug9,11,13,17,25,31, Sep8{x2}  
**LOWESTOFT**  
**ON-1132(47-020):**Jul19,Aug8,14, Sep2,4,21,23,25  
**LYME REGIS**  
**B-857:**Jul3,20,22,23,Aug5,11,26, Sep10,15,26  
**LYMINGTON**  
**B-784:**Jul12,14,17,21,31,Aug2,3,22,28, Sep14,17,21  
**LYTHAM ST ANNES**  
**ON-1189(12-30):**Aug14, Sep6  
**D-657:**Jul14,Aug3  
**MABLETHORPE**  
**B-778:**Jul7,26,31, Sep21  
**D-653:**Jul7,24,27,31,Aug3

**MACDUFF**  
**B-804:**Jul16,Aug10,27, Sep13  
**MALLAIG**  
**ON-1250(17-26):**Jul5,13,14,16,20,24,25,Aug3,4,8{x2},9{x2},12,14,24, Sep6,13  
**MARGATE**  
**ON-1177(12-20):**Aug20, Sep9,20  
**D-706:**Jul3,4{x2},18, Sep11,23  
**MINEHEAD**  
**B-824:**Jul13,11,Aug16,21  
**D-712:**Jul14  
**ON-1284(16-31)**  
**MOELFRE**  
**ON-1305(16-25):**Jul16{x2}, Aug5  
**D-689:**Jul1,8,31,Aug3,4,9,24,28  
**D-768:**Jul18  
**MONTROSE**  
**ON-1152(47-034):**Aug20  
**D-764:**Jul7,17,25,29,Aug8,20  
**MORECAMBE**  
**D-722:**Jul12,13,14,15,17,Aug12,30  
**H-002:**Jul6,8,29,Aug2,9,24  
**MUDEFORD**  
**B-806:**Jul3,4,6,14,21,26{x2},27,Aug3{x2},4,9,10{x2},16,17,21,24,31{x7}, Sep8,9  
**B-855:**Aug30, Sep13,14{x2},16,27{x2},30  
**NEW BRIGHTON**  
**B-830:**Jul9  
**B-870:**Jul13,20,26,27{x3}, Aug24, Sep12,19  
**H-005:**Jul19,23,24,26,Aug22, Sep7  
**H-007:** Sep17,21{x2}  
**NEW QUAY**  
**ON-1178(12-21):**Aug17  
**D-754:**Jul10,25,26,Aug5,7,11,18, Sep7,8,21  
**NEWBIGGIN**  
**B-864:**Jul23,27,Aug8, Sep1  
**NEWCASTLE**  
**ON-1187(12-28):**Aug11,15  
**D-637:**Jul20,24,Aug7,15

**NEWHAVEN**  
**ON-1243(17-21):**Aug13,15,16,24, Sep14,16  
**ON-1254(17-27):**Jul5,13,16,23,25,30,Aug2{x2},5  
**NEWQUAY**  
**B-821:**Jul2,7,10,17,23,24,25,27{x3},28,31,Aug3,7,10,13,15{x2},18,24  
**D-636:**Jul2,7,8,10,24,25,27{x3},28{x3}, Aug3,7,10,13,15{x2},18,24,26, Sep10,25,29  
**NORTH BERWICK**  
**D-758:**Jul7,10,30,Aug2,3,17  
**OBAN**  
**ON-1227(14-23):**Jul1,5,7,9,12,20,27,29,31,Aug1,4,5{x3},6,14,15,24,30, Sep10,14{x2},27  
**ON PASSAGE**  
**ON-1137(47-024):**Jul9  
**ON-1243(17-21):**Jul12{x2}  
**ON-1274(14-37):**Jul21  
**PADSTOW**  
**Y-201:**Aug7  
**ON-1283(16-04):**Jul23,Aug1,10,15,27, Sep12  
**PEEL**  
**ON-1181(12-22):**Jul6  
**PENARTH**  
**B-839:**Jul6,13,29  
**D-680:**Jul3  
**D-692:**Jul13,24,30,Aug15, Sep3,6{x2}  
**PENLEE**  
**Y-190:**Jul31  
**ON-1265(17-36):**Jul17,18,22{x2},26{x2}, Aug12,22,24{x2}, Sep13  
**B-787:**Jul17{x2},21{x2},22{x2},23,31,Aug4,12,20,24, Sep27  
**PETERHEAD**  
**ON-1282(16-03):**Jul9{x2}, Aug12,28  
**PLYMOUTH**  
**ON-1264(17-35):**Jul2,3,4,8,16,21,23{x2},25,28,29,Aug2,7,22, Sep1,6,14,24,26  
**B-775:**Jul4,5,8,12,15,21,25{x2},26,27{x2}, Aug2{x3},3,9,10,24,25,29,31, Sep1,6,16,21,24

NAMING CEREMONIES  
B-872, *Toby Rundle*, Clovelly, 5 July  
D-766, *Jack and Edith May*, Little and Broad Haven, 5 July  
ON-1311 [13-04], *Storm Rider*, RNLi College, 17 July  
D-765, *The May-Bob*, Conwy, 18 August  
B-874, *Robert Armstrong*, Helvick Head, 30 August  
D-767, *John F Mortimer*, Workington, 27 September  
ON-1304 [16-24], *John D Spicer*, Porthdinllaen, 28 September

**POOLE**  
**ON-1131(47-023):**Jul16,21,26,Aug3,10,15,30,31{x2} Sep8,17,25,27  
**B-826:**Jul12,14,21,23,28{x2},29{x2}, Aug7,10,11{x2},16{x5},21,22,30{x4} 31{x4}, Sep11,19,21,25,27,28  
**POOLE CREW TRAINING CENTRE**  
**B-745:**Aug13  
**B-801:**Jul31  
**B-845:** Sep10  
**PORT ERIN**  
**B-813:**Jul6,11,Aug27, Sep21,27  
**PORT ISAAC**  
**D-707:**Aug15  
**PORT ST MARY**  
**ON-1234(14-26):**Aug14  
**PORT TALBOT**  
**D-713:**Jul8,13{x2},14, Sep4,6,9,13,16,28  
**PORTAFERRY**  
**B-833:**Jul7,14,22,27,Aug2,11{x3}, Sep10  
**PORTHCRAWL**  
**B-832:**Jul1,9,12,14,16,Aug1,10,11{x2},20,25,26{x2}, Sep10  
**D-670:**Aug1,10,11,25,26{x2}, Sep11,21  
**PORTH DINLLAEN**  
**ON-1304(16-24):**Jul21,28,30,Aug5,11,19,29  
**PORTPATRICK**  
**ON-1137(47-024):**Jul10,11,19  
**ON-1293(16-13):**Aug2,23  
**ON-1301(16-21):**Jul5, Sep20  
**PORTREE**  
**ON-1214(14-16):**Jul10,23,Aug1,9,17{x3}, Sep11,21  
**PORTRUSH**  
**ON-1257(17-30):**Jul5,21,24,Aug13,23{x2}, Sep16,18  
**D-730:**Jul1,23,30,Aug3  
**D-738:**Aug13, Sep16  
**PORTSMOUTH**  
**B-825:**Jul2,14,28,Aug7,8{x2},9,13,16,23,26,27,30, Sep7,9,13{x2},23,25{x2}  
**D-716:**Jul2,3,5,13,23{x2}, Aug6,7,9{x2},30, Sep6  
**PWLLHELI**  
**ON-1168(12-010):**Jul28,Aug2{x2},9,19  
**D-676:**Jul11,15,Aug2,8,15

**QUEENSFERRY**  
**B-851:**Jul9,13{x2},18{x2},20,24,29,Aug9,10,15,16,17,23,27{x2},28,31, Sep26,28  
**RAMSEY**  
**ON-1171(12-14):**Jul20,26  
**RAMSGATE**  
**ON-1197(14-02):**Jul2,7,13,16,Aug17{x2}  
**B-765:**Jul4{x2},12,13,16,Aug2,9  
**RED BAY**  
**B-803:**Jul12  
**B-843:**Jul17{x2}, Aug1,2,5,14,24, Sep12  
**REDCAR**  
**B-858:**Jul17,21,26,27,Aug9, Sep12,16,19,28  
**D-677:**Jul2  
**D-735:**Jul26,Aug9,11,13{x2}, Sep19  
**RHYL**  
**ON-1183(12-24):**Jul2,22,27,30,Aug7, Sep3,7,19,23{x2}  
**D-700:**Jul1,3,22,23,25,26{x2},27{x2},28,30{x3}, Aug4,7  
**D-770:**Aug18, Sep2,3,16,19,23  
**ROCK**  
**D-634:**Jul15,16,20,30,Aug7,13{x3},24,25{x2}, Sep6,10,12,16,22  
**ROSSLARE HARBOUR**  
**ON-1276(17-43):**Jul18,Aug22{x2}, Sep11,18  
**RYE HARBOUR**  
**B-842:**Jul13,26,28,31,Aug3, Sep14,18  
**SALCOMBE**  
**BB-054:**Aug10  
**ON-1289(16-09):**Jul6{x2},10,20,Aug13,25,29, Sep2,14{x2},17,18,20  
**B-794:**Jul6,10,15,19,20,24,Aug2,9,10,12,30,31, Sep20  
**SCARBOROUGH**  
**ON-1175(12-18):**Aug22, Sep8  
**D-724:**Jul2,26,30,Aug22,23,28  
**SEAHOUSES**  
**ON-1173(12-16):**Jul20,27,Aug16,20,24, Sep20  
**D-686:**Jul20,27,Aug16,20,24, Sep20  
**SELSEY**  
**ON-1146(47-031):**Jul20,28,Aug16,31, Sep3,11,25  
**D-675:**Jul3,14,15,17,20{x2}  
**D-691:**Jul21,26,30,Aug6,16, Sep3,12,21  
**SENNEN COVE**  
**ON-1294(16-14):**Jul30,Aug22  
**D-763:**Jul8,20

**SHEERNESS**  
**ON-1211(14-13):**Jul14,24,25,26{x4},29,Aug1{x2},18,27  
**D-662:**Jul3,13,14,23,26,Aug1,3{x2},10,13,16,23,24, Sep3,7,9{x2},10,11,14,26,29  
**SHERINGHAM**  
**B-818:**Jul13,23,25, Sep7  
**SHOREHAM HARBOUR**  
**ON-1295(16-15):**Jul5,6,26,Aug19  
**D-647:**Jul15,20,26{x2},28,Aug8,16,23,30, Sep21  
**SILLOTH**  
**B-828:**Jul23,26,Aug14  
**SKEGNESS**  
**ON-1166(12-008):**Jul5,23,Aug7,20,27, Sep14  
**D-720:**Aug3,7,17, Sep13  
**D-739:**Jul5,16,23,24,25,27  
**SKERRIES**  
**B-866:**Jul11,12,17,Aug3,4{x2},5,10,13, Sep1,7,28  
**SLIGO BAY**  
**B-770:** Sep27  
**B-781:**Jul11,12{x2},17,29,Aug1{x2},2,27, Sep9  
**SOUTHEOND-ON-SEA**  
**B-776:**Jul3,18,20,24,26,Aug2,9,14{x3},23, Sep15,21,24  
**D-633:**Jul3,9,18{x3},19{x4},20{x2},29,Aug4,14, Sep12  
**D-682:**Jul3,14,18,22,27,Aug5,7,14{x2},19,20,29  
**H-001:**Aug4,7,20{x2},27, Sep19,20,21,24  
**H-004:**Jul2,3,4,6,9,14,18,20  
**SOUTHWOLD**  
**B-868:**Aug16,22,27  
**ST ABBES**  
**B-783:**Jul2,27,Aug13,24,25{x2},30,31, Sep12  
**ST AGNES**  
**D-641:**Jul6,15,23,28,Aug16,22  
**D-740:** Sep10,11,20,27  
**ST BEES**  
**B-831:** Sep5,28  
**B-855:**Jul6,10{x3},24  
**ST CATHERINE**  
**B-835:** Sep11,18  
**B-841:**Jul31,Aug9{x2},10  
**ST DAVIDS**  
**ON-1139(47-026):**Jul20,Aug15  
**ON-1306(16-26):**Jul22,31,Aug2,10,19,25,26,28{x2}, Sep14{x2}  
**D-704:**Jul22,Aug2,7,8,19,25,28, Sep6,14{x2},21  
**ST HELIER**  
**ON-1292(16-12):**Jul7,12,15{x2},17,19,Aug7,9,10,13,17{x2},25,26,29, Sep15,24  
**B-816:**Jul24,Aug7,9,17{x2},21, Sep24

**ST IVES**  
**ON-1167(12-009):**Jul4,5,30{x3}, Aug5, Sep4,16,29  
**D-668:**Jul4,5{x2},17,21,Aug13,22, Sep4,13,16  
**ST MARY'S**  
**ON-1229(17-11):**Aug7  
**ST PETER PORT**  
**ON-1269(17-38):**Jul4  
**STAITHES AND RUNSWICK**  
**B-788:**Jul5,Aug19, Sep17,27  
**STONEHAVEN**  
**B-762:** Sep27  
**B-774:**Jul7,28,Aug16  
**STORNOWAY**  
**ON-1238(17-18):**Aug17,28, Sep29  
**STRANRAER**  
**D-697:**Aug26, Sep8{x2}  
**STROMNESS**  
**ON-1236(17-16):**Jul2,24,25,30,Aug18,21, Sep30  
**SUNDERLAND**  
**B-817:**Jul4,13,14,20{x2},21,26,27{x3}, Aug5,9,27,28, Sep6,16,22  
**D-747:**Jul5,6,16,21,Aug3,7,23,25, Sep17,22{x2},25,27,29  
**SWANAGE**  
**ON-1182(12-23):**Jul26,Aug9,14,15,24, Sep11,18,19,21,28  
**ON-1192(12-33):**Jul6{x3},14,16,21  
**D-752:**Jul3,6{x3},11,14,18,Aug9,14, Sep10,13,21,28  
**TEDDINGTON**  
**D-743:**Jul3,4{x2},10{x3},11,13,19,26,27,28,Aug7,9,12,16,18  
**TEIGNMOUTH**  
**A-67:**Aug30, Sep13  
**B-809:**Jul1,17,19,22,27,Aug2{x3},12,17,20,23,30, Sep13,18,21,26  
**TENBY**  
**ON-1281(16-02):**Jul6,15,17,24{x2},29,30,Aug5,8,23,25,26{x2},27, Sep4,10,20  
**D-727:**Jul17,19,25,28{x2},29,Aug1,8,22,23,24{x2},25,26{x2}, Sep6,9,14,28  
**THE LIZARD**  
**ON-1293(16-13):**Jul14  
**ON-1300(16-20):**Jul16,Aug8  
**THE MUMBLES**  
**ON-1307(16-27):**Jul14,Aug2{x2}, Sep2,11,20  
**D-761:**Jul11,13,18,22,25{x3},26,29,Aug11,13,24,26, Sep2,4,11,20,25,26  
**THURSO**  
**ON-1273(17-42):**Jul11,14{x2},20,Aug9{x2},10,28, Sep13

**TIGHNABRUAICH**  
**B-862:**Jul2,27,Aug2{x2},10,23  
**TOBERMORY**  
**ON-1270(17-39):**Jul6,18{x2},23,27,Aug2,18,19,21,22,27, Sep2  
**TORBAY**  
**ON-1255(17-28):**Jul2,4{x2},5,12,13,18{x2}, Aug17,18,27, Sep10{x2},19  
**D-651:**Jul2,3{x2},9,12{x3},15,20,29,31,Aug17,21,22,30, Sep8,10,19{x2},22,24  
**TOWER**  
**E-005:**Jul29  
**E-09:**Jul1{x2},2,5{x2},6,7{x3},9,10{x3},11,13,15{x3},16{x3},17{x2},18{x2},19{x2},20{x2},21{x5},22{x2},23{x3},24{x2},26{x5},27{x2},28,29,Aug1,2,3{x4},4{x5},5{x3},6{x2},7,8{x2},9,10{x4},11,12{x2},14{x2},15,16{x3},19,20,21{x2},22{x2},24{x2},25{x3},26{x5},29,30{x2},31{x2}, Sep1{x2},2{x2},3{x2},5,6{x5},7{x3},8,9{x4},10{x3},11{x2},12,13{x4},14,15{x3},16,18,20{x6},21{x2},24,26{x3},27,28,30{x3}  
**TREARDUR BAY**  
**B-847:**Jul5,10,19,22,26,27,30{x2}, Aug11,16,18,26{x2},29,30, Sep1{x2},6,11,18  
**D-753:**Jul10,24,26,28,Aug26,30, Sep1  
**TROON**  
**ON-1275(14-38):**Jul10,22,23,24,Aug4,9,18,20,30  
**D-684:**Jul6,10{x2},16,22,23,Aug18,31  
**TYNEMOUTH**  
**BB-501:**Jul21  
**ON-1242(17-20):**Jul12,21,24,28,29,31,Aug5,6,9{x2},22, Sep17  
**D-693:**Jul2,7,17,21,24,28,31{x2}, Aug4,7,9,27, Sep1,12, 27  
**VALENTIA**  
**ON-1218(17-07):**Jul4,14,17,Aug2,17,26, Sep3{x2},15,22,25  
**WALMER**  
**B-808:**Jul1,2,24,27,31,Aug9  
**D-663:**Jul18,21{x2}, Aug15  
**WALTON AND FRINTON**  
**ON-1299(16-19):**Jul2{x2},9,12,25,28,30,Aug1, Sep4  
**WELLS**  
**ON-1161(12-003):**Jul4,13,27,Aug16,29, Sep3  
**D-661:**Jul3,4,9,12,18,Aug11{x2},20, Sep1,3

**WEST KIRBY**  
**D-751:**Jul15,Aug1,7,26,30,31, Sep6,24,26  
**WEST MERSEA**  
**B-761:**Jul5,14,16,17{x2},20,24,30,Aug2,3,11,12{x2},13{x2},14,21,27,31, Sep2,7,8,12,14,22  
**WESTON-SUPER-MARE**  
**D-696:**Jul12,Aug13, Sep5,18  
**WEXFORD**  
**D-644:**Jul17  
**WEYMOUTH**  
**ON-1180(14-01):** Sep10,14  
**ON-1254(17-27):** Sep24  
**ON-1261(17-32):**Jul6,25,Aug1,8,14,16,31, Sep1,5  
**B-746:**Jul5{x2},25,26,30,31,Aug1,10,19,29, Sep1,6{x2},10,13{x2},18,27  
**WHITBY**  
**ON-1212(14-14):**Jul8{x2},13,16,18,23,30,Aug15,23,25, Sep15,27  
**D-674:**Jul2,8,12{x2},13,19{x2}, Aug15,16{x2},22{x2},23,29  
**WHITSTABLE**  
**B-764:**Jul1,3{x2},4,12{x2},13,15,17  
**B-877:**Jul26{x2},31,Aug1{x2},3{x4},4,5,9,10,16{x2},23, Sep11{x2}  
**WICK**  
**ON-1224(14-20):**Jul16,17,Aug10,17,24,28, Sep18  
**WICKLOW**  
**ON-1153(47-035):**Jul2{x2},7,16,24,26,27,Aug22  
**D-671:**Jul2{x2},23,24,26,Aug14  
**WITHERNSEA**  
**D-701:**Jul13,16,27,Aug30, Sep7  
**WORKINGTON**  
**ON-1141(47-028):**Jul14,23,Aug7,9,30, Sep10  
**D-767:**Jul14,18,23  
**YARMOUTH**  
**ON-1249(17-25):**Jul13,14,16,18,19{x2},26{x3},28,31,Aug2{x2},7,11,15,16,21,22,27,28  
**ON-1254(17-27):**Aug31, Sep1,3,5,8  
**YOUGHAL**  
**B-754:**Jul6,14,21,25,26{x2}, Aug8,31, Sep21,22  
**B-780:** Sep28



A letter defending our founder's honour, plus your feedback on our new-look magazine

## 'HE SAVED HER FROM DISGRACE'



Janet Gleeson's well researched biography of our founder, Sir William Hillary, *The Lifeboat Baronet* revealed vital new information that removes a slur on the great man's name. Unfortunately the brief review in the Spring issue of *the Lifeboat* failed to cover this vital point.

Previous biographies have suggested that after marrying an heiress Hillary squandered her money, and then after going bankrupt

ditched her, fled to the Isle of Man and committed bigamy with another woman.

Ms Gleeson's meticulous researches have set the record straight:

Yes, Hillary did marry a wealthy heiress, as a handsome, personable, cultured, well connected but impecunious young man would be expected to in those days. Yes, he did purchase expensive furniture and works of art for their

home, no doubt with his wealthy wife's approval.

It was when facing Napoleonic invasion that the government called on big landowners to raise militias and Hillary's patriotism got the better of his financial judgement. He raised the largest private army the nation had ever seen, but the expense proved ruinous, and he did go bankrupt.

As a result his personal life disintegrated, and his wife had a baby by another man. Hillary nevertheless acted with the greatest forbearance. By accepting the child as his own, and by allowing his errant wife to divorce *him* for a sham 'adultery', he saved her from disgrace and social ruin, and her child from illegitimacy.

On the Isle of Man Hillary then married another lady. The misunderstanding about that being bigamy would have arisen from the fact that the divorce had taken place under Scottish law, not English law. His first wife was properly appreciative and left him a considerable fortune in her Will.

**Len Wingfield, Guildford, Surrey**

## FROM TWITTER AND FACEBOOK

Really enjoyed all the articles. Great job.

**Marjorie**

Handier size for my pocket. And great reading.

**Stuart Franklin**

Love your new look mag, enjoyed the features inside

**Landy Ann**

Mine arrived yesterday. It is however now too small; it's now a pamphlet not a magazine. The accompanying RNLI sales brochure is thicker. Such a shame it's gone so small and thin as there is so much less space inside for content. Is this to save costs?

**Glyn Holt**

Mine came today – I noticed how different it looks and particularly delighted that there is NO advertising!

**Mike Carter-FortyFive Lvss**

I received my copy yesterday, neat and compact but full of interest, great!!

**Ronnie Crowe**

## BY POST AND EMAIL

It appears more austere, at first glance more like an annual report, and not the appealing, attractive magazine it used to be.

**Ann Christie, Poole, Dorset**

'Celebrating life' is a welcome addition. The size of the mag makes it easier to hold and read. The magazine really has everything for those interested in the RNLI. There is a web address as well where you can catch up with matters online. So, between the two, one can keep pretty well abreast of what is going on.

**Dick Robinson, Ennis, Co Clare**

These days, when people are far more prone to criticise than praise, I wanted you to know that I have just received my first edition of the new magazine. I think the look and feel of it are great and you achieve exactly what you say you are aiming for.

**Tony Vlasto, London**

I was interested to read the interview with Dave Myers and the neighbouring Piel Island. My great grandfather, Herbert Raby, was Coxswain of Barrow lifeboat and his son Richard was also part of the lifeboat crew.

**Philip Raby**

We are both regular supporters who – as former magazine journalists – have for years greatly admired *Lifeboat*. Although the size has reduced, the design, photography and writing all remain of the highest standard. An inspiring read as always.

**Neil Jeffries, London**

It's a good size to hold. I like the layout and the paper, which does justice to the articles. All in all, a winner!

**Esta Koh, Weybridge, Surrey**

Hope the new edition saved the RNLI money – a bit flimsy and colour printing less good than formerly, which was brilliant.

**DJ Driver**

This letter is being written on two counts. Firstly, the comment on the new format. I think that this is a change for the better with its widespread topics and illustrations. I do hope that others are of the same opinion. Second,

thank you for the splendid but heart-rending account of the loss of the *Rohilla*.

Particularly this strikes a chord with me and other people here in Barnoldswick since Fred Reddiough was one of only three of the 15 personnel from this small town to be rescued from the wreck.

**Denis Cairns, Barnoldswick, Lancashire**

## READERS' SURVEY RESULTS

- 76% of respondents rated the new-look *Lifeboat* as good or very good
- 80% rated the level of interest in the magazine as good/very good
- 65% of respondents said that they like the new Community News section

The Editor has responded to your comments in the Welcome on page 2. Share your feedback, stories and queries at Facebook.com/RNLI, Twitter.com/RNLI, rory\_stamp@rnli.org.uk or write to us using the address at the bottom of page 2. Our *Lifeboat* survey is also still open at [www.surveymonkey.com/s/LifeboatWinter2015](http://www.surveymonkey.com/s/LifeboatWinter2015).





# RNLI FAMILY: THE LIFE OF THE CHARITY

Celebrating the RNLI family, past and present

## Beaumaris RNLI hears bells

When Beaumaris lifeboat volunteers heard bells at the wedding of Crew Member Leighton Jones to his fiancée Kerry, it wasn't just church bells they heard – the pagers went off just before the wedding was due to start!

Crew members were about to welcome the bride to the church with a guard of honour when they had to drop everything and rush to launch their Atlantic 85 lifeboat. A 5m motorboat was in trouble in the Menai Straits. Luckily it didn't take long to free a rope from the boat's fouled propeller and the crew soon returned to their post by the church for their wedding duties.

'The pagers went off just before the wedding was due to start!'



## Putting the record straight

Those of our readers who formerly received *Compass South East* magazine might recall a story relating to the history of Newhaven Lifeboat Station. Unfortunately there was an error, and we are very happy to put the record straight following an email from Mrs Janis Loose.

From its inception in 1803, the station was awarded 19 medals for gallantry and among these was a Silver Medal awarded in 1944 to Coxswain Leonard Peddlesden, and Bronze Medals to his crew for a

service to the trawler *Avanturine*. In the crew pictured was Mrs Loose's father, Harold Charles Moore (below second from left).

Another Silver Medal was awarded in 1954 to Coxswain William Harvey whose crew rescued eight men from the Danish schooner *Vega*. The rest of the crew received the Thanks of the Institution Inscribed on Vellum.

We offer our sincere apologies for the confusion between these two courageous and difficult rescues.



'From its inception in 1803, the station was awarded 19 medals for gallantry'

## Departed but not forgotten

Tom and Maureen King both received Bronze supporter badges this year for their loyal service to the RNLI through the **Horwich** Fundraising Branch. The couple were keen supporters and often visited their local lifeboat stations. Sadly Tom (below, left) passed away earlier this year. After his funeral his family made a donation to the RNLI in his memory.



Friends, family and fellow fundraisers have also said a sad farewell to former Treasurer and Committee Member Mike Egan of **Wroxham** Branch (pictured above, right). Mike helped raise a tremendous amount of money and goodwill through his business contacts.

**Penlee** Lifeboat Station sent us this message in October: 'It is with a deep sadness that we share that our friend and former colleague, Edwin Madron, has passed away. Edwin was a very well-respected lifeboatman, fisherman and Harbour Master at Mousehole.

He joined the Penlee lifeboat *Solomon Browne* at the age of 15, following in the footsteps of his great grandfather, grandfather, father, uncles and brother, Stephen Madron. He became Mechanic on the *Mabel Alice* and gave 33 years of loyal service to the RNLI.

Edwin was a real character who always had the ability to make you laugh and smile. He will be sorely missed by all that knew and loved him.'



Words: Carol Waterkeyn and Helen McHugh | Photos: RNLI/Beaumaris, *Sussex Express*

Have you got an RNLI family story you'd like to share? Send your stories to [carol\\_waterkeyn@rnli.org.uk](mailto:carol_waterkeyn@rnli.org.uk).

## Celebrating life

**Surgeon Rear Admiral Ian Colley – July 2014**  
Former Chairman of the Medical and Survival Committee

**Harry Jones MBE – June 2014**  
Former Coxswain at Hoylake Lifeboat Station

**Edwin Madron – October 2014**  
Former Mechanic at Penlee Lifeboat Station

**John McDermott – June 2014**  
Former Coxswain at Hoylake Lifeboat Station

**John McWhirter – August 2014**  
Former Station Honorary Secretary at Campbeltown Lifeboat Station

**Richard Metcalfe – September 2014**  
Former Electronics Repair Centre Manager at Poole Headquarters

**John Milbourne – October 2014**  
Former Shoreworks Supervisor in Ireland

**Peter Sheriff – June 2014**  
Former Handyman at Poole Headquarters

**Donald Sweetland – September 2014**  
Senior Clerk at Poole Headquarters

**Peter White – June 2014**  
Former Mobile Training Unit Instructor

**Commander Ken Wollan – September 2014**  
Former Staff Officer (Communications)

**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](mailto:helen_mchugh@rnli.org.uk) or write to her care of RNLI, West Quay Road, Poole, Dorset, BH15 1HZ.



# Friends of the RNLI

These supportive companies 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](http://RNLI.org/amazon).



**GFT Retail**  
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.



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



**Furness Building Society**  
This mutual continues to offer an affinity savings account with the RNLI. Please go to [furnessbs.co.uk/community/affinity-accounts](http://furnessbs.co.uk/community/affinity-accounts).



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



## Puzzle time

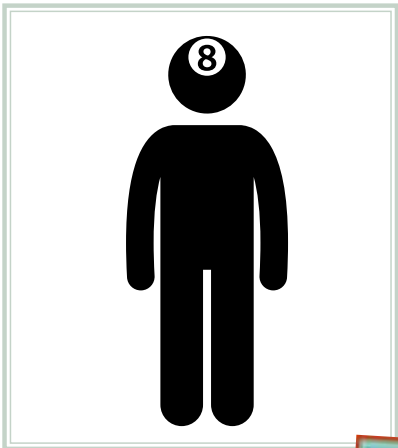
**Windy Wordsearch:**  
Can you find the Beaufort scale wind descriptions?

E O S G D E G R S G O L Y E V	CALM
G L A T P Q I Q Q T I C Z N I	FRESH BREEZE
E L A X R A K L R G O E K A O	GALE
E I S G T O V Y H U E R L C L	GENTLE BREEZE
Q U I H E H N T I R C Y M I E	HURRICANE
L T G S R R B G B V A H D R N	LIGHT AIR
E I B N B R E E B Z L G H R T	LIGHT BREEZE
L Z I J E G T V Z R M H T U S	MODERATE BREEZE
G N E E X A R V E T E R A H T	NEAR GALE
E Y Z T R H G C F S D E B W O	SEVERE GALE
Q E G E N T L E B R E E Z E R	STORM
B X D Y B B N E A R G A L E M	STRONG BREEZE
N O E Z E E R B H S E R F N J	VIOLENT STORM
M L U N Z Y L K V Y A E I E D	
L X N B Z O A M K U G K C S X	



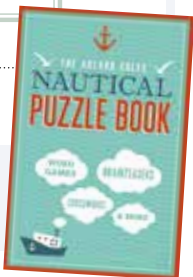
### Picture Rebus

What well-known term does this picture represent?



No. 100 Figurehead

From *The Adlard Coles Nautical Puzzle Book* published by Bloomsbury and reproduced with their kind permission.



# A LIFESAVING TICKET

## HELP RAISE



Most of our volunteers sign up without seafaring experience, so training them to save lives and return home safely in all weathers is vital. By playing our Spring Lifeboat Lottery you can help us raise £1M – enough to train 712 crew members for a whole year.

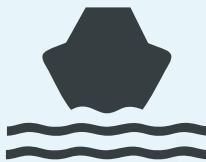
Volunteers at North Berwick Lifeboat Station were glad to put their training into action last Summer. Two fishermen were thrown into the sea

## THAT'S ENOUGH TO TRAIN 712 CREW MEMBERS



as their boat sank. The North Berwick crew knew exactly what to do and launched in minutes. One of the fishermen managed to swim ashore, but the other man was struggling in the water. The lifeboat crew found him and pulled him to safety.

Rescues like this one are only possible thanks to the training that turns an ordinary person into a lifesaver.



IN 2013 OUR CREWS RESCUED  
**8384**  
PEOPLE

## AUTUMN 2014 LOTTERY RESULTS

Congratulations to Mrs KL Wilkie, from Roxburghshire, who won the £5,000 first prize in our Autumn Lifeboat Lottery!

### THE OTHER WINNERS WERE:

- 2ND PRIZE: £2,000**  
Mr SA Sugden, Derbyshire
- 3RD PRIZE: £500**  
Mr W Turner, Leicestershire
- 4TH PRIZE: £250**  
Mrs O Harding, Lanarkshire
- FIVE PRIZES OF £100 EACH:**  
Mr I Newitt, Dorset  
Mr AW Lacey, South Glamorgan  
Mr M Stent, Gwent  
Mr AW Porter, Hampshire  
Mrs P Mason, Suffolk

We'll report the winners of the Winter Lifeboat Lottery in our Spring 2015 issue. The Spring Lottery will mail on 22 January 2015. The closing date is 13 March and the draw date is 27 March 2015.



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](mailto: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](http://RNLI.org/lottery) or see your lottery letter.



# Be ready for anything with the RNLI

Being prepared for whatever life throws at us is a big part of the RNLI's spirit. Now you can brace yourself for Winter with our Ready For Anything range of products – and raise vital funds at the same time.

The Ready for Anything range is designed to make life easier when you're on the move during the challenging Winter months. There's a hand-picked selection of useful gadgets and time-saving devices, each designed to help you stay ahead of the game. Among the favourites is the storm-proof umbrella (pictured), which will withstand conditions that would consign other brollies to the bin!

Every penny of profit we make on the Ready for Anything range helps save lives at sea. So, whichever item you choose, you can be sure you're supporting the RNLI, and helping to keep our lifesavers ready for anything.

PRODUCT REFERENCE:  
873119 | £24.95

For the full range, plus Winter sale bargains, visit:

**RNLISHOP.org**



You won't find yourself scrabbling for batteries or candles with the wind-up lantern (left)

PRODUCT REFERENCE:  
800207 | £9.95

There's no need to boil the kettle before driving on frosty mornings, with our magnetic windscreen cover (right)

PRODUCT REFERENCE:  
800207 | £9.95

