

# LIFEBOAT



THE RNLI IS THE  
CHARITY THAT  
SAVES LIVES AT SEA

ISSUE 611 | SPRING 2015



## CHANGING OF THE GUARDS

What does it take to be an RNLI lifeguard?

PLUS:

### WAR ON THE WATER

The night the lifeboats headed  
to the *Lusitania*

### LIFESAVING RESCUES

Including a grounded cargo ship  
and a storm-struck fish carrier

# Welcome

Whether people walk by the sea, have fun on it, or save lives in it, we want them to stay safe. Lifeguards like those pictured on our front page face tough training to prepare them: high standards of fitness, safety knowledge and rescue skills are all vital.

A big part of their role this Summer will be prevention – spotting the hazards and warning people about them before they get into danger (see page 20). We're doing more and more of that sort of lifesaving as we try and reduce coastal deaths – around 165 such tragedies still happen every year. And when our lifesavers are called into action, some rescues call on very

specific skills – see page 14 for more on how the crew of a massive cargo ship were saved with the help of our volunteers. One of them used his experience as a tree surgeon to go to the rescue! That kind of selflessness and courage, combined with the outstanding training and kit that you help to fund, will save many more lives this year – on and offshore.



RORY STAMP  
LIFEBOAT EDITOR

## CORRECTION

Last issue we stated that the date for Mayday, our big 2015 fundraising event, is 22–25 May. I'm sorry to say this was printed in error and the correct date is actually **1–4 May**. The good news is that there's still time to get involved – see the back page for details.

Editor:  
Rory Stamp  
@LifeboatRory



## SPRING 2015 ISSUE 609

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The RNLI was founded in 1824. Today it provides a 24-hour search and rescue service out to 100 nautical miles from the coast of the UK, 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). Registered charity number 20003326 in the Republic of Ireland.



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# News

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

## CELEBRATING A BIG YEAR

In May we'll be celebrating the achievements of RNLI volunteers and supporters at the Annual Presentation of Awards. It's all happening at the Barbican Hall, London, on 21 May 2015. The Annual General Meeting starts at 11.30am and the awards ceremony is at 2.30pm. Copies of the *Annual Report and Accounts* will be available to everyone attending the AGM. You can download an electronic version of the booklet and other related documents at [RNLI.org/AGM2015](http://RNLI.org/AGM2015).

At the time of writing, there were still some seats available, so if you would like to attend contact us at [events@rnli.org.uk](mailto:events@rnli.org.uk), telephone 0300 300 9995 in the UK or 01 895 1850 in the Republic of Ireland. Please note that we will be filming throughout the day. By entering the hall, you are granting permission for the RNLI to film you and use any resulting footage or images.



## HM The Queen honours RNLI eight



Commitment to fundraising, education and innovation has earned eight RNLI volunteers a place on the 2015 Queen's New Year Honours list.

Included in the group is Captain Hugh Fogarty (pictured above), whose 30-year career in Poole involved all-weather lifeboat trials, creating the operational specifications for a fleet of lifeboats and the creation of our Flood Rescue Team. RNLI Chief Executive Paul Boissier describes Hugh as 'a man of genuine humanity who cares deeply for his professional colleagues'.

### Member of the Most Excellent Order of the British Empire (MBE):

- **Stephen Davies**, Swansea: Sea safety volunteer. For services to maritime safety.
- **Hugh J Fogarty**, Poole: Former Head of Operations (Operational Support) and Chairman of the RNLI Staff Association. For services to flood rescue and maritime safety.
- **William Michael Hewitt (Mike)**, Cornwall: Volunteer Lifeboat Operations Manager, Rock Lifeboat Station RNLI. For services to maritime safety on the Camel Estuary.
- **David Martin**, Dundee: Volunteer Lifeboat Operations Manager, Broughty Ferry and Peterhead Lifeboat Stations, RNLI. For services to maritime safety.
- **Tom Ridyard**, Bolton: Volunteer fundraiser and Chairman of the Bolton and District RNLI Fundraising Branch. For charitable services.
- **Mary Tulloch**, Fife: Volunteer fundraiser. For services to the community in Kinghorn.

### British Empire Medal (BEM):

- **Susan Watson**, Bridlington: Volunteer fundraiser and President of the RNLI Flamborough Lifeboat Supporters. For services to the RNLI.
- **Roy Pascoe**, Mousehole: Lifeboat Boathouse Manager. For services to the community in west Cornwall.

For more information about community volunteers in your area, turn overleaf.

## Victorian photographer's art of glass

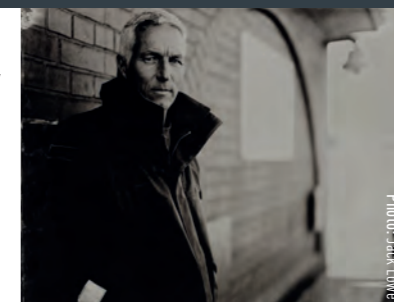
In a nod to his craft's Victorian heritage, one Newcastle-based photographer is visiting every lifeboat station with his 110-year-old camera and glass plate technology.

Using a former NHS ambulance as a mobile darkroom, Jack Lowe, grandson of Dad's Army actor Arthur Lowe, will take between 3 and 5 years to complete his labour of love – an epic tour of all 237 RNLI lifeboat stations in the UK and the Republic of Ireland.

Jack has been a lifelong supporter of the RNLI, joining Storm Force at the age of 8 and raising over £6,000 for the charity in three Great North Runs. His images are captured on plates of glass using an early Victorian process known as wet plate collodion.

He says: 'My early childhood was spent on a schooner on the Thames. Dad was in the Merchant Navy and I have always loved lifeboats – these wonderful, powerful pieces of kit designed for heroic missions on stormy seas. I wanted to be either a photographer or a lifeboat crew member when I grew up, now I'm uniting the two dreams.'

To follow Jack's project online, visit:  
**Website:** [lifeboatstationproject.com](http://lifeboatstationproject.com)  
**Twitter:** [Twitter.com/ProjectLifeboat](https://twitter.com/ProjectLifeboat)  
**Instagram:** [instagram.com/lordlowe](https://www.instagram.com/lordlowe)



## STORM FORCE CELEBRATES 30 YEARS



Happy 30th birthday to Storm Force, the RNLI's action-packed club for under 11s.

Born in 1985 and launched at the London Boat Show by actors from TV's *Grange Hill*, the RNLI kids' club, Storm Force, is 30 this year. Look out for family friendly special events across the UK and Republic of Ireland throughout 2015.

Membership of Storm Force includes a goodie bag, quarterly magazine, exclusive members-only lifeboat station days and an online Crew Room with exciting games.

It costs just £10 or €10.50 – visit [RNLI.org/StormForceLB415](http://RNLI.org/StormForceLB415) or call 0300 300 9990 to join.

NEW

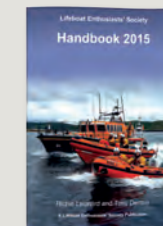
## 2015 enthusiasts' handbook now available

The brand new *Lifeboat Enthusiasts' Society Handbook 2015* is out now, priced at £7.

This annual guide includes up-to-date details of all the RNLI's offshore and inshore lifeboats, and is the most complete listing available. The Society also locates sold and retired lifeboats, fascinating for those wishing to catch up with their former vessel.

All proceeds from the handbook are donated to the RNLI, and copies may be purchased by sending a cheque (made out to RNLI) to:

Mr AJ Denton  
Dawn  
Upper Battlefield  
Shrewsbury  
SY4 4AA



## 2014: A year in numbers

In 2014, RNLI lifeboats launched 8,462 times and our busiest station was Tower on the River Thames, with 543 launches.

Volunteer lifeboat crews rescued 8,727 people – an increase from 2013's 8,384 rescues – with 368 classed as lives saved, 43 more than the previous year. RNLI lifeguards attended 17,050 incidents; a decrease from 19,594 in 2013. For more statistics see overleaf.

**10,496**  
people rescued by our  
lifesavers in 2014

SCOTLAND

Words: Philly Byrde and Laura Rainbow

# COMMUNITY NEWS

**51 LIVES**  
SAVED IN 2014

## 2014: RECORD YEAR FOR RESCUES

Statistics reveal that last year the RNLI rescued more people from the coast of Scotland than ever before.

Overall, 1,175 people were rescued and lifeboat crews launched 1,004 times in 2014, a slight rise from 995 incidents recorded in 2013. The busiest Scottish lifeboat station was Dundee's Broughty Ferry with 74 shouts. Of the total shouts in Scotland, 405 were conducted in darkness.

Michael Avril, RNLI Community Incident Reduction Manager for Scotland, says: 'The very nature of the sea means it's unpredictable, and can catch out even the most competent water users, like many of those who needed our assistance in Scotland.'

**1,004** LIFEBOAT LAUNCHES IN SCOTLAND

**39,855** CREW HOURS (EXERCISES AND SERVICE)



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



Photo: RNLI / Nicholas Leach

## Teen kayaker donates £1,000

Fife



Photo: Tom Danks

Kayaking schoolboy, Colin Christie, meets Anstruther RNLI

One 15-year-old sea kayaker from Fife has paddled his way to a £1,000 total, which will equip crew at Anstruther Lifeboat Station with personal locator beacons.

Youngster Colin Christie from Leven kayaked the full length of the Caledonian Canal from Fort William to Inverness, a distance of approximately 65 miles. Incredibly, Colin completed the trip in just 3 days.

Michael Bruce, Coxswain at Anstruther, says: 'What an amazing achievement! The beacons Colin's money will buy speed up the location and recovery of crew who get washed overboard in extreme weather conditions, so my crew and I will benefit greatly.'

Monifieth | Fife

## DUO OF VOLUNTEERS HONoured BY THE QUEEN

After 26 years as an RNLI volunteer, Monifieth's David Martin has been awarded an MBE in HM The Queen's 2015 New Year Honours List, with Mary Tulloch from Fife also scooping the award for her decades of service at Kinghorn Lifeboat Station.

Having started as a crew member, David is now the Lifeboat Operations Manager at two stations, Broughty Ferry and Peterhead, a feat that's almost unheard of in the RNLI's 190-year history. Meanwhile Mary's roles have included station treasurer and fundraising committee member. She's also a founding member of the Kinghorn Coastguard Rescue Team, on which she served for 33 years.

Both volunteers will pick up their awards later this year.



## TARGET SMASHED AT YEAR-END FUNDRAISER

Invergordon

Supporters of Invergordon Lifeboat Station boogied their way to an incredible £43,000 at a community disco, which capped off a year of exciting fundraisers.

As 2014 was the station's 40th anniversary, a target of £40,000 was set – and exceeded – for the year's money-making activities. These included a raft race, golf competition, open day,

bacon roll sales and an end-of-year dance at Invergordon Social Club.

The station's Press Officer, Michael MacDonald, says: 'Thanks to our dedicated supporters, lifeboat crew, fundraising volunteers, local businesses, press and the station's surrounding community for helping us raise this incredible total.'

## WHAT'S ON

Details might have changed since going to print, so please check in advance to avoid disappointment. For more details on all of the events below, contact Rachel Stewart: [rachel\\_stewart@rnli.org.uk](mailto:rachel_stewart@rnli.org.uk) or 07767 382336. To find out what else is on near you, visit [RNLI.org/events](http://RNLI.org/events).

### RON BONAR BEER FESTIVAL

The Fisherman's Tavern, Broughty Ferry  
1–3 May, from 3.30pm on Friday

Sample from a range of 30+ cask ales, Scottish cider and continental beers. All funds go to Broughty Ferry, Scotland's busiest lifeboat station.

### QUEENSFERRY LIFEBOAT STATION OPEN DAY

Hawes Pier, South Queensferry  
28 June

Get up close to the lifeboat and meet the crew. Plenty of stalls and activities to keep you entertained.

### COFFEE MORNING

St Andrews Town Hall  
4 July, from 10am  
Enjoy a cuppa and browse your favourite stalls and RNLI souvenirs.

### KINGHORN'S ANNIVERSARY SHINDIG

The Bay Hotel, Kinghorn  
2 May  
Celebrate the station's 50th anniversary.



Photo: RNLI / Mike MacDonald

# 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 PENLEE | PAGE 10**
- 8 THURSO | PAGE 12**
- 9 CALSHOT/COWES/YARMOUTH | PAGE 14**
- 10 NEWQUAY | PAGE 37**

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



### 3 CARGO SHIP MEDIVAC TENBY | 21 OCTOBER

Tenby lifeboat crew evacuated an injured man from a 135m container ship. One of the ship's officers had a deep cut to his hand. He'd caught it in a door that slammed shut in heavy seas. The Coxswain of the all-weather lifeboat battled high winds and a sea swell to position the lifeboat close enough to get the casualty aboard. The crew tended to the injured man and were met by paramedics at Tenby Lifeboat Station.



### 4 HEAD OVER HOOVES TRAMORE | 16 NOVEMBER

Volunteers from Tramore RNLI went to the rescue of a bull stranded on a rocky ledge after it fell from a clifftop into the sea. With the animal secured by rope, and a representative of Waterford Animal Welfare on scene, the crew of the inshore lifeboat used their oars to usher the bull gently off the ledge. The crew then guided the swimming bull into a nearby cove and the bull got out of the water safely, much to the waiting owner's relief.



### 1 TWO SLIPS IN 6 HOURS KYLE OF LOCHALSH | 13 SEPTEMBER

A canoeist endured a night alone in a cave by Loch Carron after slipping and injuring himself. In the morning he crawled out to get reception on his mobile and called for help. The crew of the Kyle of Lochalsh lifeboat treated the casualty for a suspected fractured ankle, and moved him on a stretcher. A few hours later, the crew also treated an 89-year-old man, with a severely lacerated face, who had slipped while walking along a remote bay south of Balmacara.



### 2 BAPTISM BY MIRE SOUTHEND-ON-SEA | 3 NOVEMBER

Southend's search and rescue hovercraft crew launched to reports of five people in the water struggling to get ashore. The volunteers quickly located three of them – waist-deep in water 200m offshore – and helped them back. The remaining two made it on their own. The group had got into difficulty in the soft sand and incoming tide, after going down to the water's edge for a baptism.



### 5 KAYAKERS PULLED FROM THE SEA TYNEMOUTH AND CULLERCOATS | 18 JANUARY

A trio of kayakers made a radio distress call after their craft capsized just outside Tynemouth Pier, leaving them at the mercy of stormy waters. Cullercoats inshore lifeboat crew arrived on scene first and quickly pulled them from the sea into the lifeboat, before retrieving the kayakers. Tynemouth's inshore and all-weather lifeboat crews searched the area to ensure any other kayakers from the group were accounted for and safe. It was Tynemouth's 2,000th service.



### 6 DOCTOR'S ISLAND CALL-OUT CLIFDEN | 23 DECEMBER

An elderly resident of Inishturk Island was able to spend Christmas at home, after volunteer crew from Clifden Lifeboat Station sped the local doctor to his bedside in an emergency evening call out. Thanks to their swift response, the patient did not have to be taken to hospital, and recovered well in the comfort of his own home.

# 'A LIFEBOAT IN THE BAY TONIGHT'

When Cornish band The Sea Kings recorded the song *Lifeboat*, they could never have known what the lyrics (featured below) foreshadowed. Years later, band member Joe Holtaway was drifting off Penzance, miles from home and minutes from tragedy

## 'A perfect Winter's night'

Joe (31) had visited his family in November 2014 and was preparing to travel back to London. Pulled by irresistible calm waters and a setting sun, he grabbed his bike and headed to the beach. His family didn't know he had taken his surfboard and wetsuit.

'The tide was in and the sunset was amazing – reds, pinks and blues. It was still and the water flat calm. I paddled out into it,' he remembers.

## 'Should I stay or should I go back in?'

Joe soon drifted further out than he'd realised. 'The temperature dropped and so did the strength in my arms. I didn't

have enough to make a good go for shore,' he explains. 'I sensed that I was drifting away, and that keeping balanced on the board was a priority. The scene became strangely peaceful. It felt like 20 minutes had gone by, but it had been hours.'

## 'I sensed that I was drifting away, and that keeping balanced on the board was a priority'

Meanwhile, his family grew concerned when they didn't hear from him. After searching local roads they went to the shore, soon joined by police, coastguard teams and local volunteers. Then someone spotted

Joe's bike and clothing, and the search changed immediately.

## 'Can only just see the lights of home'

'I could see blue lights flashing on the shore and I watched the helicopter sweep across the bay. I do believe the

warmth I felt from those people was literal. It helped sustain my body out there just enough,' says Joe.

By the time Penlee's all-weather and inshore lifeboats launched, he had been on the water for nearly 3 hours.



**JOSH SIMM**  
CREW MEMBER | PENLEE

## 'In 6 years as a volunteer, this was by far my most memorable shout.'

'In terms of weather conditions and all the things that people find really exciting, that didn't come into it. But seeing someone come back from the edge, right in front of you? It was amazing.

'I helped get Joe out of the water. He was so cold that when we rolled him over on his board, his body stayed rigid. It was quite a shock. I stayed with

him, squeezing his hand and reassuring him that he was safe. At first he was unresponsive, then he started making sounds and within 10 minutes he was forming words. I went through our casualty care checks and he really was in the final stages of hypothermia. That night was the best feeling I've ever had in my life. I couldn't sleep for 2 nights afterwards!



Joe Holtaway (centre, back) and his mum, Jill (second from right) thank Penlee lifeboat crew – including Coxswain Patch Harvey (third from right)

Thinking the search was for a swimmer, they scoured the inshore waters of the bay. 'The crew's persistence was impressive,' says Coxswain Patch

offshore, cold and unresponsive, still clinging to his board after 6 hours at sea.

## 'I went from pure desperation to elation. We could not believe it. It was a miracle.'

Harvey. 'When you're on that spotlight for hours it's tough, the concentration can dip. Plus it was freezing cold.'

After a warming tea break with the inshore crew, the all-weather lifeboat set out on another sweep, further out to sea than originally planned. Within 5 minutes they spotted Joe a mile

## 'There's a lifeboat in the bay tonight'

'In flashes, I saw their oilskins and friendly faces. I feel truly moved, remembering their gentleness and strength,' says Joe. 'They talked to me all the way into Newlyn.' As the crew radioed the Coastguard with the news, the relief for mum Jill overwhelmed

her: 'I went from pure desperation to elation. We could not believe it. It was a miracle,' she recalls.

'We carry on as long as there's hope,' adds Patch, 'but in 22 years this is the first search for a person in the water where I've found someone alive. One's all it takes. You can never give up.'

**See theseakings.co.uk for details of a gig planned in aid of Penlee's lifeboat station building appeal.**

Words: Philly Byrde  
Photos: RNLI/Nigel Millard, Chris Yacoubian

# RESCUE RELAY

When the crew of a stricken cargo boat found themselves being pushed towards Cape Wrath, two lifeboat crews were called into the gale for a 13-hour rescue relay

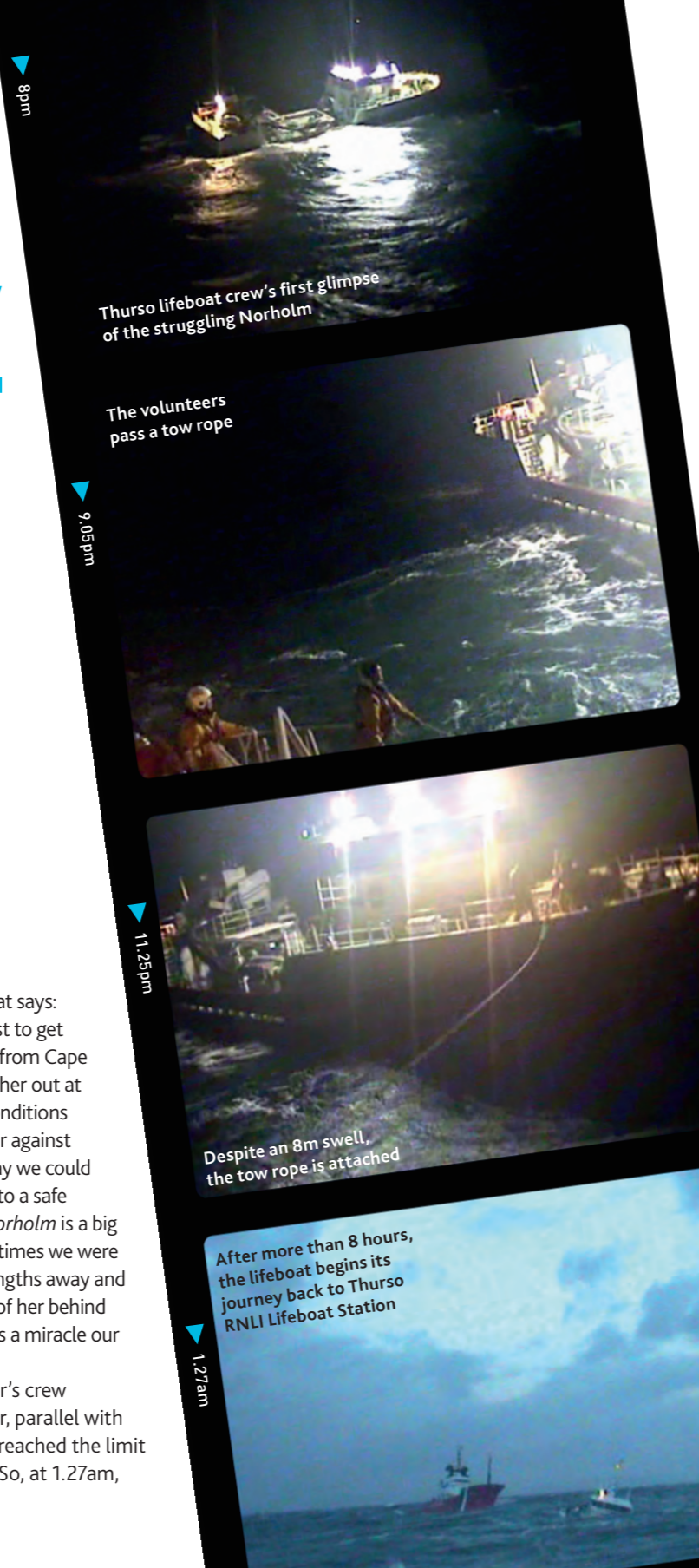
It was around 8pm on 7 December when the crew of *Norholm* – a live fish carrier – contacted Stornoway Coastguard to say their 32m vessel's engine had failed. They were drifting rapidly towards the rocks of Cape Wrath, the UK mainland's most north-westerly point. The four crew onboard had tried dropping anchors to keep their boat away from the rugged shoreline, but their attempts were no match for a growing westerly gale.

Stornoway Coastguard requested the launch of Lochinver's all-weather lifeboat. The coastguard helicopter also headed to the casualty, in case the cargo crew abandoned ship. Within 2 hours, the lifeboat crew were at the scene. They lent a hand with trying to restart the stricken engine, but to no avail. With the shore looming closer, they decided to attach a tow rope and pull *Norholm* away from danger.

Stuart Gudgeon, Mechanic and Deputy Second Coxswain on the

Lochinver lifeboat says: 'Our aim was just to get the vessel away from Cape Wrath and hold her out at sea – in those conditions with the weather against us, there's no way we could have towed her to a safe shore nearby. *Norholm* is a big vessel but sometimes we were just two boat lengths away and still losing sight of her behind the waves. It was a miracle our tow rope held.'

As Lochinver's crew travelled further, parallel with the coast, they reached the limit of their 'patch'. So, at 1.27am,



Thurso's all-weather lifeboat crew launched to take over. A severe gale with heavy hail, thunder and lightning was on their heels.

Thurso Coxswain William 'Wing' Monroe says: 'The gale that hit right about the time we arrived at the *Norholm* (around 4am) was one of the worst I've seen for a long time. On our way out, we hugged the coast as much as we could for

**'It was horrendous going and all seven crew in the lifeboat were really knocked about'**

William 'Wing' Monroe, Thurso Coxswain

shelter, but eventually we had to go out to open seas where the swell was around 8m. It was horrendous going and all seven crew in the lifeboat were really knocked about.'

After a tricky but well-executed line transfer, Thurso took over towing duties and battled through the mountainous swells to pull *Norholm* round the headland. With the cargo ship in

a more sheltered area, the Coastguard emergency tugboat *Herakles* picked up the tow. The tired but safe fish carrier crew eventually made it to Stromness Harbour with the help of a fourth boat – the *Voe Viking* – at just after midnight

on 9 December. Meanwhile, the volunteer lifeboat crews were recovering after their tough, but successful part in the rescue – Lochinver's crew having arrived back at their station at 7.15am, and Thurso at 11.20am.

'Both crews had a long, arduous night,' adds Stuart. 'It pushed the lifeboats to their limits.'

Words: Laura Rainbow  
Photo: RNLI, Andrew Stewart



**8pm:** *Norholm* contacts Coastguard for help. Soon after, Lochinver's all-weather lifeboat crew launch

**11.25pm:** Lochinver lifeboat begins to tow *Norholm* away from rocky Cape Wrath, after an hour's failed attempt to restart the casualty's failed engine.



**1.27am:** Thurso's all-weather lifeboat crew launches, taking over the tow at 4.15am.

**9.05am:** Coastguard emergency towing vessel *Herakles* arrives to relieve the crew.



**0.26am:** *Norholm* arrives safely at Stromness, towed by a fourth boat, the *Viking Voe*.



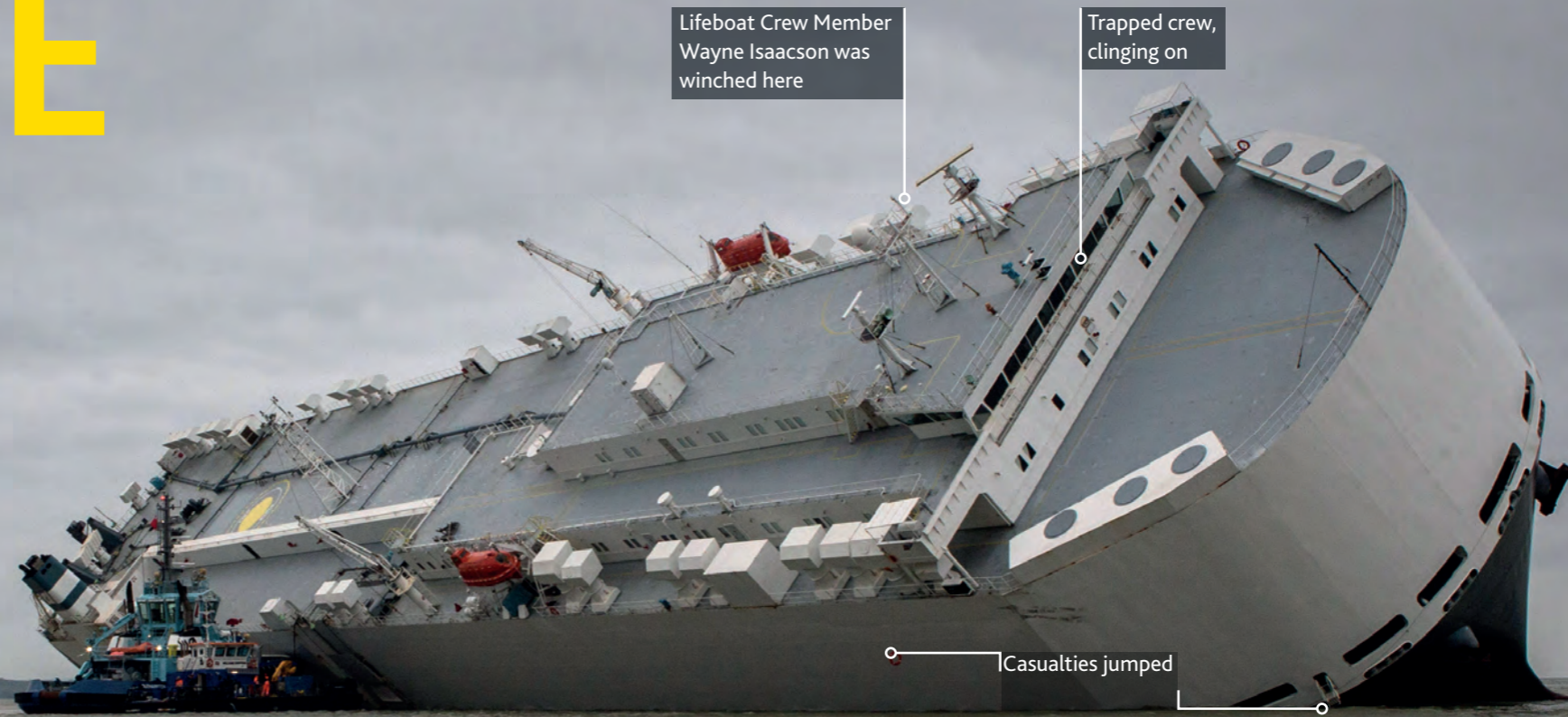
**STUART GUDGEON  
MECHANIC AND DEPUTY SECOND  
COXSWAIN | SEVERN CLASS  
LIFEBOAT CREW | LOCHINVER**

**'It's like being on a rollercoaster'**

Few of us have experienced what it's like to tackle huge swells in a force 9 and, as Stuart explains, it's not an easy ride. 'When you're sitting down, you have seatbelts to keep yourself firmly in place and standing up, you have lifelines to attach to yourself, but you still take a fair buffeting. It's a bit like being on a rollercoaster for a very long time,' says the Lochinver crew member, who raised more than £1,000 for the RNLI when he completed the Five Peaks Challenge. 'You have to trust your boat though and know what it's capable of – they're pretty tough machines!'

# MASSIVE MISSION

When a 180m-long cargo vessel beached on a sandbank on 3 January, some crew members were trapped inside while others prepared to abandon ship. What happened next called on the skill and courage of four lifeboat crews



It was the first weekend of 2015, and the stretch of sea just outside Southampton Water on the south coast of England was calm. Lifeboat crews based around the Solent were hoping for a quiet evening. But just before 9.30pm, they had to spring into action. Pagers rang out in over 100 households at Calshot, Hampshire, and Cowes and Yarmouth on the Isle of Wight. The 51,000-tonne 180m car carrier *Hoegh Osaka*, with 1,400 cars and 500 tonnes of fuel onboard, had gone aground on Bramble Bank in the Solent and was lying 45° on her side. Twenty-five lives were in danger.

Four lifeboats – inshore B and D classes from Calshot, B class from

Cowes, and an all-weather Severn class from Yarmouth – were the first rescue assets to arrive. The lifeboat volunteers were used to seeing large cargo vessels and cruise liners in the Solent. But seeing a vessel of that size on her side was a new experience. Yarmouth Coxswain Howard Lester recalls thinking: 'Crikey! What are we expected to do with this?'

Arriving aboard the Calshot B class lifeboat, Helmsman Tom Pedersen and his crew weighed up the risks. 'We weren't sure if it was stable and with a vessel that size, it's difficult to sense any small movements. The tide was pulling everything towards the hull and, with it lying on its side, if we got too close to

the hull we were in danger of it coming on top of us.'

Several of the ship's crew were making their way to the high side of the vessel, which was the safest place to evacuate by helicopter. But not all would be able to reach that point – so the lifeboat crews were asked to search around the hull to spot anyone lower down. It was then that Calshot's D class volunteers spotted a man halfway up. (See panel right.)

The crew of Coastguard *Rescue 104* helicopter, now hovering overhead, radioed that it was becoming more difficult to move people to the high side of the ship due to the increasing list – and many were stuck at the bottom



**MARTIN BARRETT**  
22 | POSTMAN  
D CLASS CREW  
CALSHOT

## 'His life was in my hand'

'One man was holding onto a bollard and shouting for help but we couldn't reach him. We moved closer to the hull but lost sight of him. He'd slipped and fallen. But thankfully he appeared with a ladder to walk down and jumped about 1m onto the lifeboat. All he could say was "Thank you, thank you".'

'Then the B class radioed that someone else was going to jump. Mike [our Helmsman] took the lifeboat around sharpish and we saw him hit the water 3m away. Mike nudged the nose of the D class

onto the ship but the tide pinned the casualty against the side – he was in danger of being swept under the hull.

'His head was showing but he was just out of arm's reach. I kept shouting "Can you hear me?" but there was no response. Eventually he raised his arm so I just grabbed him and Mike and Gavin helped him aboard. It didn't hit me until a couple of days later, the magnitude of it all. He may not be here today if I hadn't grabbed him. His life was in my hand and it was my first life saved.'



of companionways and trapped inside the bridge. So the Yarmouth Coxswain asked Crew Member Wayne Isaacson if he could use his specialist rope and climbing skills as a tree surgeon to help out. 'You use all the resources you can think of at the time. It was a calculated risk that thankfully paid off,' says Howard.

Wayne agreed and the Coastguard crew accepted the offer. While Wayne prepared to be winched aboard the cargo ship, his fellow crew members brought the man rescued by Calshot's D class onboard their all-weather lifeboat. They placed him in a stretcher with suspected neck and back injuries.

Then a second casualty was picked out by the searchlights from Cowes and Calshot lifeboats and the crews shouted to him to stay where he was. Cowes Crew Member Chris Cockroft said: 'The casualty was clearly distressed and had climbed outside the safety rail. He jumped without warning.' (See panel on previous page.)

**'The casualty was clearly distressed and had climbed outside the safety rail.'**

The Calshot D class crew quickly took him to the Yarmouth lifeboat where the crew changed his wet clothing for a thermal suit. The quickest way to take him ashore was to airlift him, but a particular helicopter stretcher was needed. So, leaving their winchman on the stricken ship, the helicopter crew lowered their stretcher down to the lifeboat. They took the opportunity to winch Wayne up and over to the cargo ship (see panel right).

Meanwhile, cold and shocked, the man who'd jumped was airlifted by *Rescue 104*. Then, an RAF helicopter – *Rescue 169* from 22 Squadron based at RMB Chivenor – arrived and winched the stretchered man off. Both were

taken ashore for treatment. Cowes and Calshot's B class crews then continued to search for any other casualties until the Coastguard, which had been coordinating the rescue, confirmed that all 25 onboard were accounted for.

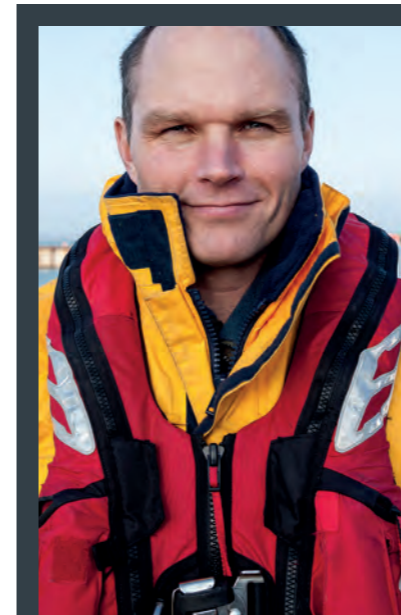
The lifeboat operations managers at all three stations had called other volunteers to be on standby in case fresh crews were needed. By 1.30am, the lifeboat crews were greeted by warm cups of tea and fellow crew back at their stations.

Three other ship's crew, including the pilot and ship's captain, had initially stayed onboard but were airlifted later, with a fresh Cowes crew relaunching to cover. All were in bed by 3am.

'It's definitely not the sort of rescue we go to every day,' concludes Tom. 'It was a massive task but thankfully, after 4 hours, everyone was rescued safely.'

Words: Anne Milman

Photos: Getty Images/Matt Cardy, Nicholas Leach, RNLI/(Nigel Millard, Nathan Williams), Tim Woodcock



**WAYNE ISAACSON**  
42 | CONSULTANT  
ARBORICULTURIST  
SEVERN CLASS CREW  
YARMOUTH

**'If they slipped they would face a 20m drop ... I lost count of the number of people we helped'**

'I'm used to dangling on the end of a rope with my tree surgeon job, so it was a bit like work for me – just in a different location! As I was winched on the topside of the cargo vessel, I thought 'that's big!' I slid down and hit the superstructure where Dave 'Wally' Wallace, the Coastguard helicopter winchman, was already working hard to evacuate the ship's crew.

'Some were trying to climb up the sloping corridor while others were trapped in the bridge clinging onto desks. If they slipped they would face a 20m drop, slamming into metal below.

'I'd taken some lifeboat ropes with me and cut up the heaving line to make

Prusik loops on the main rope, which work under friction and lock in place. I managed to free a jammed door and dropped a rope down with a lifejacket safety line attached to one of the loops and, one by one, the crew put this round their arms and Dave and I pulled them up ready for winching.

'Concentrating on what we were doing, I lost count of the number of people we helped but it must have been about 12 and Dave had already helped many others. We weren't conscious of the ship moving, but it was definitely steeper when we were finally winched off together.'

**THE LIFEBOAT CREWS**



**INSHORE LIFEBOATS**

Calshot B class: B-860 *Max Walls*  
Helm Tom Pedersen, Crew Anthony Carrier, Jody Miles, Andy Headley



Calshot D class: D-748 *Willett*  
Helm Mike Croxson, Crew Gavin Cole, Martin Barrett



Cowes B class: B-859 *Sheena Louise*  
Helm Patrick Moreton, Crew Chris Cockroft, Neil Archer, Peter Murphy-Latham. Second launch: Helm Alasdair Boden, and Crew Members Graham Creagh, Mark Harker and Will King



**ALL-WEATHER LIFEBOAT**

Yarmouth Severn class: 17-25 *Eric and Susan Hiscock (Wanderer)*  
Coxswain Howard Lester, Mechanic Richard Pimm, Crew Wayne Isaacson, Graham Benton, Steve Barclay, Kevin Taylor, Adam Preece

# GIVE IT A GO: WALKING THE COAST

With a combined total of more than 10,000 miles to explore, our coastal paths are some of the most epic walking routes in the world. Alex Ellis-Roswell, almost 8 months into his 2-year coastal walk that will take in every UK lifeboat station, agrees. Where will a stroll by the ocean take you?



'We're blessed to have so many beautiful places to visit'



**£10,000:** Fundraising target



**24 MONTHS:** Station-to-station tour



**6,500:** Approximate miles on foot

From wild and windy clifftop castles and tranquil coves packed with wildlife, to wide open beaches with mind-stilling views, there's something for everyone to enjoy on a coastal walk – and it's all for free. But walking a coast path isn't without its dangers. In 2013 the RNLI rescued many walkers, including people who had been cut off by the tide, fallen down cliffs and even been overcome by waves while stormwatching.

RNLI supporter Alex Ellis-Roswell knows a thing or two about walking the coast. Since setting off from his home in Minnis Bay, Kent, in August 2014, the 21-year-old has visited more than 30 of the UK's lifeboat stations, camping and bunking up with friendly hosts along the way. When *Lifeboat* went to press, Alex had already raised more than £3,000 through donations and sponsorship. With a £10,000 target in mind, he doesn't expect to finish his coastal trek until August 2016, just over 6,500 miles later.

Alex explains: 'Walking the coast was just one of the things on my bucket list, and we're blessed to have so many utterly beautiful places to visit so I just thought "why not?'" Now, 166 nights of camping later, I can tell you it's not for the faint-hearted.

'When you're trekking long distances on your own, little things get you through the day. A sunrise over the ocean after a cold night, a hot meal at a cosy pub, or meeting amazing people who welcome you into their lives for a night or two. Contrary to what you hear on the news, most people really are very nice.'

But for the more casual walker, those considering 2 hours or 2 days rather than Alex's 2 years on the hoof, what can you expect from a coastal stroll?

'One of the great things about our coastal paths is that there are routes to suit everyone's abilities and requirements', says Alex. 'You can potter to a seaside pub on an afternoon's wander, or push yourself to the limits up rugged cliffs and hills for miles. Organisations such as National Trails and the Ramblers are mines of inspiration and practical information, but you must be responsible for some basic precautions to ensure your own safety near the sea.'

Words: Sarah Thompson and Laura Rainbow  
Photos: Shutterstock, RNLI/Nathan Williams

## WALK THIS WAY

Keep yourself safe and have these five top tips in mind when you're out walking by the coast this Spring:

- 1 Always tell someone where you're going and when you'll be back – mobile phone reception can be patchy by the coast.
- 2 Take something to eat and drink – walking can be more tiring than you expect, especially up steep gradients and over uneven ground.
- 3 Stick to designated paths – unmarked paths might look interesting but can often lead to dangerous situations. If you are crossing a beach, make sure you know the tide times so you won't be cut off.
- 4 Dogs are great company on a walk and welcome on coast paths, as long as they behave themselves. Always keep your dog in sight, and use a lead near cliffs. Someone avoiding a boisterous dog can easily lose their footing. Don't go into the sea after your dog.
- 5 Love your shoes: the right footwear is vital when walking the coast. If you're planning to put in some serious miles, be sure to get a sturdy pair of well-fitting, waterproof boots.

## FIND OUT MORE

Coast paths are managed by different authorities in different areas. Search the following websites or buy a local guide to find the best information for your area.

- [nationalcoastalpath.co.uk](http://nationalcoastalpath.co.uk) for Scotland
- [walkni.com](http://walkni.com) for Northern Ireland
- [irishtrails.ie](http://irishtrails.ie) for the Republic of Ireland
- [walescoastpath.gov.uk](http://walescoastpath.gov.uk) for Wales
- [nationaltrail.co.uk](http://nationaltrail.co.uk) for all of the major England and Wales coast paths.

# Changing of the guards

They advise, assist and rescue thousands of beachgoers every Summer – but what does it take to become an RNLI lifeguard?



Lifeguards are up bright and early for a morning's training session on Perranporth beach, Cornwall, before starting duty for the day

With the official start to the 2015 lifeguard season just around the corner, over 1,300 RNLI lifeguards are being recruited and put through their paces to make sure they're ready to fulfil their demanding role. They will be patrolling over 220 beaches this Summer, and lives will be in their hands – so what does their training involve?

Returning for her second season as a lifeguard at Viking Bay in Thanet is teenager Lucy Kear, 17, who lives in Ramsgate. 'I've been swimming since I was a young girl and love the beach scene and anything to do with water, so it's a natural progression to become an RNLI lifeguard,' says Lucy, who is also studying for her A Levels when not in the water. 'I'm team captain at my local swimming club, work weekends as a pool lifeguard and am a member

of Broadstairs Surf Life Saving Club too!'

There are over a thousand lifeguards like Lucy who love the water. But being keen isn't enough. There's a set of qualities and an aptitude that the RNLI looks for in all lifeguards, including confidence, the ability to work in a team or on your own, fast reactions and a cool head. James Uren, Thanet Lifeguard Supervisor, says: 'Around 75% of our lifeguards return each season so we need to recruit 25% new lifeguards each year. When Lucy applied last year, her qualities and aptitude fitted the bill completely – and she has a valid, internationally recognised surf lifesaving qualification, which is essential.'

#### Well on course

In the UK, beach lifeguard courses are run by Surf Life Saving GB, Surf Life Saving Association

Wales, and Royal Life Saving Society UK, although, if there's a local shortage, the RNLI will run a course to help people obtain the relevant beach lifeguard qualification. But, while qualifications are permanent, fitness can be temporary. Brett Shepherd, Operations Manager (Lifeguards) says:

'Lifeguards are tested against strict criteria at interview, during pre-season induction and every month while operational.

It's imperative to pass these tests and if lifeguards fail then they are stood down from their operational duties and given two chances to prove their fitness. Otherwise they have to leave the job.'

**'We aim to reach any casualty up to 300m from shore within the red and yellow flags within 3½ minutes'**

These tests assess the physical demands involved in lifeguarding, such as moving equipment when setting up and packing away, handling casualties and – of course – running and swimming to a casualty. During the off-season, the RNLI provides resources to help lifeguards

maintain their flexibility, strength, stamina and swim fitness.

It's a tough side to the job but, as a lifeguard with a season under her

belt, Lucy understands why. 'Seconds count and can actually mean the difference between life and death,' she explains. 'You need to get to an incident in the quickest time – we aim to reach

# OFFSHORE



LIVE LIFE  
TO THE FULL  
AT THE COAST



**'It's great to be able to give something back to the community and even break the typical teenage stereotype!'**

Lucy Kear, Viking Bay Lifeguard

any casualty up to 300m from shore within the red and yellow flags within 3½ minutes.'

So, once we have recruited a keen, fit, qualified lifeguard, what's next? We make sure they are trained to save lives, the RNLI way. 'Our training prepares all our lifeguards for any foreseeable incident,' says Brett. The induction training covers key areas of working safely, local knowledge and responding to critical incidents, with their knowledge and skills being put to the test in a series of staged scenarios. Casualty care and working alongside other search and rescue organisations are also included. Depending on location, there's also specialised training in the use of vehicles and powered watercraft.

### Preventative medicine

'A good lifeguard is a dry lifeguard and rarely gets wet!' says Lucy. 'It's best if we can prevent accidents before they happen. It sounds easy just to look around the beach and spot those who may be at risk, but at times like the Broadstairs Water Gala when there are over 10,000 people on the beach, you really have to be on the ball.'

'There's a few techniques we use and swap around – watching from rescue boards, scanning from the lifeguard hut, rotating our patrols

and keeping hydrated. We also learn to spot hazardous areas, how they change with the state of the tide and weather, and how to identify and target those at risk.

'As a rookie lifeguard last year there was so much to learn but our senior lifeguards take us under their wings and teach us how to deal with difficult situations.'

Brett adds: 'We encourage all of our lifeguards to maintain vigilance at all times. As an organisation, we're always looking at ways to improve the service we provide to the public. We have continued to work with the University of Portsmouth as part of a programme designed to enhance the surveillance capabilities of our lifeguards.'

### Ready for rescue

When someone does get into trouble, the fitness and training slot into place. Rushing to the scene of two separate incidents, Lucy put her training into action and helped look after a young girl who'd collapsed on a hot day and an elderly lady who was cold after drifting too far out on an inflatable dinghy.

'I realised that the little things can sometimes help and just chatting and reassuring them made them feel safe in our hands,' recalls Lucy.

'You're well respected as an RNLI lifeguard. It's great to be able to give something back to the community and even break the typical teenage stereotype! I really enjoyed last season and can't wait to get back on the beaches.'

Words: Anne Millman

Photos: RNLI/Nigel Millard, Nathan Williams, James Oxley

### More details

See [RNLI.org/lifeguardedbeaches](http://RNLI.org/lifeguardedbeaches) to find out which beaches will be patrolled by RNLI lifeguards and when. If you think lifeguarding's for you, and you can pass our fitness tests, apply online at [jobs.rnli.org/lifeguards](http://jobs.rnli.org/lifeguards).



## THE JOYS OF SPRING

P8 GET A NATURAL HIGH IN THE SOLENT

| P2 RACERS FOILED AGAIN! | P2 GADGETS TO HELP YOU GET UP AND GO  
| P4 GASPING FOR BREATH: SHIRLEY ROBERTSON | P11 AWARD WINNER NATASHA LAMBERT  
| P12 SURVIVAL GUIDE FOR ANGLERS | P15 YOUR VIEWS ON OFFSHORE | P16 TEST YOURSELF:  
ARE YOU FIT TO SCUBA DIVE?

WHY IS THE  
**RNLI**  
TELLING YOU  
WHAT TO DO?  
P14

# WELCOME



**BETHANY HOPE**  
OFFSHORE EDITOR

Dear reader,

The verdict's in! Thank you to everybody who filled in the *Offshore* Survey about the previous issue of *Offshore*. See page 15 for a summary of your feedback.

This issue of *Offshore* is full of the joys of Spring and packed with practical tips to keep you safe when the water's colder than you might expect.

Turn to page 8 to see how our volunteers love the island life and be inspired by adventurer Natasha Lambert.

Opposite, get up to speed on foiling, and discover how some racing sailors and boarders are flying to victory.

We've also got double Olympic Gold Medallist Shirley Robertson. She bravely agreed to demonstrate some of the effects of cold water shock at the University of Portsmouth. Find out what she's learned overleaf and pick up some survival tips.

There are more practical tips on pages 12 and 16: an easy-to-follow guide on what to do if you're swept off the rocks and a test to see if you're fit to scuba dive.

Prevention is a key way the RNLI saves lives at sea these days. So why would anyone object to RNLI safety messages? Find out on page 14.

Please tweet or email your photos of the joys of Spring.

Enjoy the season!

*Bethany*

@BethanyRHope  
offshore@rnli.org.uk

## ON THE RADAR

Have you clocked the spectacularly fast speeds now being reached by foiling sailboats and boards? *Offshore* held on tight to discover what the fuss is all about ...

Foiling or hydrofoiling is a way of modifying a boat or board, with the sole aim of increasing its speed on the water. Foils are wing-like structures, mounted on struts below the hull or board, or across the keels of a catamaran.

**The effect makes the craft look – and feel – as though it is flying.**

When the vessel reaches a certain speed, the foils lift the craft out of the water, decreasing the drag and making it go faster. The effect makes the craft look – and feel – as though it is flying.

Sailing foils can reach incredible speeds of up to twice the wind speed. But they don't come cheap. Use of foils in sailboats has so far been mostly at the sharp end of sailing: laser dinghies, moths and catamarans on the Extreme 40 circuit.

ADRENALINE RATING: ★★★★★★

COST: ★★★★★★

RISK: ★★★★★★

AVAILABILITY: ★★★★★★

## GADGETS TO FLOAT YOUR BOAT THIS SEASON

### Splash-proof speaker

Enjoy amazing sounds anywhere with this compact and splash-proof Bluetooth 3.0 speaker.

£39.95

at  
RNLIShop.org



### Gill classic sunglasses

UV protection, glare-free polarised lenses specifically designed for use on the water. Plus they float if you drop them.

RRP £41 or €52



### Quickboat

This Australian-designed boat folds up in a bag and can be assembled in under 3 minutes.

Approx £2,630 or €3,340



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

Share your tip with other *Offshore* readers @BethanyRHope



## MEET OUR EXPERTS

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



### EILEEN REMEDIOS

COASTAL SAFETY OFFICER  
BRIGHTON

Eileen is a mental health nurse and loves open-water swimming. She works with a number of local organisations to improve coastal safety.



### TONY JONES

COASTAL SAFETY OFFICER  
NEW BRIGHTON

Ex-helm Tony plays a major role at New Brighton Lifeboat Station and has 40+ years' experience in water safety, especially beaches and RIBs.



### DEREK SUTTON

HELM  
QUEENSFERRY LIFEBOAT

When he's not commanding the lifeboat or training crew, Derek is a BSAC advanced diver and instructor.



### CHRIS ADAMS

RNLI COASTAL SAFETY  
PROJECT MANAGER  
POOLE

Chris is our resident expert in kayaking and sea angling safety, who trained watersports instructors before joining the RNLI.



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# A BOLT FROM THE BLUE

Words: Jo Roche | Photos: Chris Ison for the University of Portsmouth

As Summer approaches many of us head to the sea, but the temperature of the water can shock you, as Olympian Shirley Robertson discovered

After years of training in all conditions, double Olympic Gold Medallist Shirley Robertson was no stranger to cold water but even she was surprised by its debilitating effect when she took part in a recent study, filmed by CNN. The cold water shock test, which involved lowering her into a tank of water at 12°C wearing a sailing jacket and trousers, was conducted by sea survival expert Professor Mike Tipton at the University of Portsmouth's Extreme Environments Laboratory.

Cold water shock, the body's automatic response, can be so severe – causing soaring heart rates, gasping for breath, hyperventilation and aspiration of water – that many, particularly those with underlying health conditions, die within minutes.

Not a fan of cold water at the best of times, Shirley admitted to feeling a little apprehensive before the test. But she didn't expect such dramatic results: 'I thought 12°, that's not that cold. I even thought perhaps I'm going to have to act a bit for the cameras.'

Gasping as she was lowered in, her heart rate quickly accelerated and she lost control of her breathing, later going into rapid shivers and losing movement in her hands.



Sea survival expert Professor Mike Tipton

**COLD WATER  
KILLS AND IT  
KILLS QUICKLY**

## THE RISKS

Each year around 165 people die around the UK coastline (RNLI analysis of WAID) and many of these deaths are likely to be due to cold water shock.

Professor Mike Tipton says: 'Cold water shock is one of the biggest stresses that you can place the body under. Cold water kills and it kills quickly.'

It can occur in temperatures of under 15°C. Sea temperature heats up more slowly than air temperature. Even on the relatively warm south coast of England, sea temperatures don't tend to rise above 15°C until July. And in many parts of Scotland and Northern Ireland, surface sea temperatures usually stay under 15°C throughout the year.

Studies carried out by Mike and colleagues in Portsmouth and at King's College London highlight a particular risk for those who put their face in the water. The body's automatic response to going under – holding your breath – can conflict with the body's cold shock response, which does the opposite. This causes the heart to go into abnormal rhythms, which can lead to sudden death.

Everything Mike said was going to happen, happened. After the experiment she told *Offshore* how it felt:

'As soon as the water went down my neck I went into cold water shock instantly. I was really surprised by that and it made me think if I had fallen out of a boat it would have been much worse.'

'We tend to think of the air temperature, but it's really very different in water.'

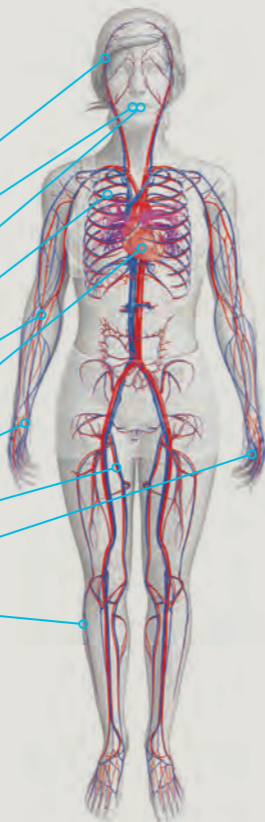
'I could not control my breathing, the shock was very real. Quite quickly my extremities got cold and I started shivering very, very quickly.' She soon lost the use of her hands and was lifted out.

## MYTHBUSTER

- Hypothermia is believed by many to be the greatest danger if you fall into cold water.
- In reality, a large proportion of those that die do so before the effects of this condition set in.
- In fact, the greatest hazard is the body's initial reaction to immersion.

## THE EFFECTS OF COLD WATER SHOCK

- Stress hormones released
- Automatic gasping
- Uncontrolled breathing
- Intense shivering
- Vessels constrict
- Heart rate soars
- Blood pressure increases
- Loss of mobility
- Loss of manual dexterity
- Muscle cramps



I COULD NOT CONTROL MY BREATHING, THE SHOCK WAS VERY REAL

Shirley Robertson

Moments before Shirley's immersion at the Extreme Environments Laboratory



## RNLI PRACTICAL ADVICE

**Wear a flotation device.** It greatly increases your chances of making it through the initial shock stage, holding your head above the water, and will keep you alive when cold prevents you from swimming. Lifejackets should have a splash guard, a light and crotch straps or similar.

**Always take a means of calling for help and carry it on you. Know how to use it.**

### DON'T FALL IN ...

**Anglers** – Avoid rocks that may be hit by waves. If you fish from a small boat, make sure it is up to the conditions.

**Coastal walkers** – Don't get cut off by the tide. Avoid slippery paths, rocks and promontories close to breaking waves.

**Yacht sailors** – Wear a lifejacket and safety harness and clip on.

**Dinghy sailors and kayakers** – Be prepared to capsize. A well-fitted wetsuit will provide good protection. Consider investing in a drysuit.

**Swimmers** – Think before you leap. Let your body acclimatise by going in slowly.

### IF YOU FALL IN ...

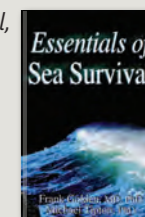
Mike says: 'With people like the RNLI around you've got a really good chance of being picked up before you die of hypothermia if you can survive the first few minutes. So, stay still and get your breathing under control. Don't move about too much as it increases heat loss.'

It's not an experience Shirley will forget. She reflects: 'I learnt what to expect and I learnt it helps if you can manage that period and know it won't last forever.' She also says it made her more aware of how vital it is to carry safety equipment on you and know how to use it quickly, having seen how rapidly she lost the use of her hands.

Mike's found through his research that those who expect the cold water shock response are better able to control their breathing. He summarises: 'Remember the initial shock will pass. Knowledge of what will happen is good preparation.'

### FIND OUT MORE

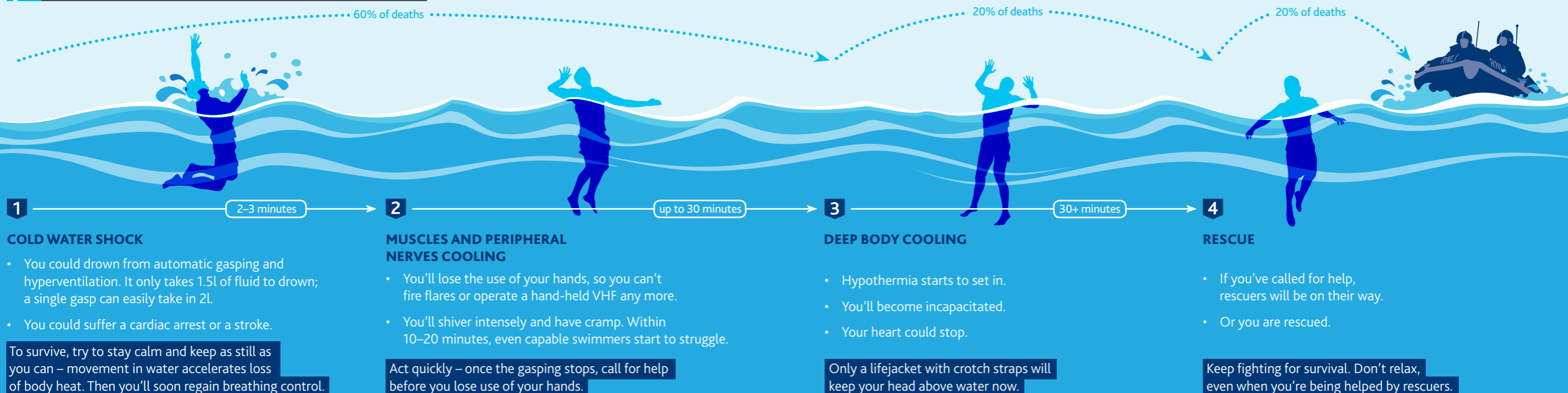
*Essentials of Sea Survival*, by Frank Golden and Michael Tipton



Watch a short video of Shirley's experience at [cnn.it/1EgssjL](http://cnn.it/1EgssjL)

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

## THE FOUR STAGES OF IMMERSION



# COWES AND THE SOLENT



Discover the delights and challenges of sea, river and land around Cowes, Isle of Wight, with the RNLI people in the know ...

Words: Valerie French  
Photos: Nick Edwards – Wight Seen, RNLI/Dave Davies, rick-tomlinson.com

## COWES

Synonymous with sailing, Cowes hosts the Round the Island Race and Cowes Week – the world's largest sailing regatta of its kind. It's a particularly busy time for the lifeboat crew with training and call outs among the competing yachts.

A convenient stop-off for sailors navigating the Solent, berthing is plentiful at Cowes, but do book ahead in Summer.

Water action includes RIB and yacht charter, diving courses and tuition in sailing, paddleboarding, windsurfing, kayaking, keelboating and powerboating.

Off the water, 'there's a real mix of interesting pubs and cafés', says Cowes Lifeboat Operations Manager Mark Southwell. 'Traditional, family, trendy – Pier View bar for top racers.'

Sea glass and shell hunters will love Cowes Beach and Gurnard Beach and they're popular with swimmers, kayakers and windsurfers.

'Stroll along the esplanade to Gurnard past the Royal Yacht Squadron in Cowes Castle and watch the world's shipping float by – a cracking way to spend an afternoon,' recommends Mark.

See page 14 of the *Lifeboat* for an epic rescue in the Solent.

For seafaring history, visit Cowes Maritime Museum and the splendidly pink Sir Max Aitken Museum – look out for the ghost of King Louis Philippe of France in this beautiful 18th century sailmaker's loft!

**FIND OUT MORE** [visitisleofwight.co.uk](http://visitisleofwight.co.uk)  
[cowesharbourcommission.co.uk](http://cowesharbourcommission.co.uk) (for berthing)

## EAST COWES

Hop on the chain ferry across the River Medina to East Cowes. Known locally as the 'floating bridge' it will deposit you close to the Classic Boat Museum where

Prince Philip's Flying Fifteen *Coweslip* resides. For a fascinating range of exhibits dedicated to famous sailors such as Dame Ellen MacArthur, visit the Classic Boat Museum Gallery and, to understand the social and industrial history of East Cowes, the Heritage Centre.

The sand and shingle beach at East Cowes is quiet, has fantastic views across the Solent and is a good source of worm bait for fishing. Fishing from the beach or harbour or from Prince's Esplanade is idyllic. When the beach disappears at high tide take a walk on the wild side through woodlands behind the beach.

Visit Osborne House just outside East Cowes to see how Queen Victoria lived or follow the River Medina inland to East Cowes Marina and The Lifeboat pub: 'a lovely place to sit outside on a good day,' according to Cowes crew.

Slightly further afield, get set for some monkey business at the Owl and Monkey Haven near Newport. Or meet donkeys Jigsaw, Jimbob, Jack and Jill; dress up in medieval armour and discover how to fire cannons at Carisbrooke Castle.

**FIND OUT MORE** [cowes.co.uk](http://cowes.co.uk)  
[redfunnel.co.uk](http://redfunnel.co.uk) (ferries)

## LIFEJACKET TREND

'On a Summer Saturday every year I count how many sailors using Cowes Harbour are wearing lifejackets. In 1982 the figure was 20%, by 2013 that had risen to 40% and in 2014, 50%. If you fall overboard wearing a lifejacket, your chances of being rescued are much greater than if you're not wearing one.'

**DAVE DAVIES**  
COWES COASTAL  
SAFETY OFFICER



**FABULOUS FOR  
SAILING, SWIMMING,  
KAYAKING AND WINDSURFING**

Photo by ex-crew member Rick Tomlinson.  
See more from Rick at the Cowes Yacht Haven Gallery



## INSIDER INFO

**WILL MATTHEWS**  
COWES VOLUNTEER,  
COMPUTER TECHNICIAN



'I do everything water! Even on a rainy day you just go out and have fun. I'm biased but ... the best place for dinghy sailing is Gurnard and The Solent Forts Race in Autumn from Cowes around the sea forts Spitbank, Horse Sand and No Man's Land is fantastic.'

**MARK SOUTHWELL**  
COWES LIFEBOAT  
OPERATIONS MANAGER



'Walk up Baring Road near the Royal Yacht Squadron, and you'll find yourself level with the bridge of some of the biggest ships in the world. It's such an unusual view looking down on these huge ships as they execute a tight turn.'

**DAVE LEWIS**  
COWES LAUNCHING  
AUTHORITY



'We rescued two fishermen who lost their balance and fell overboard when pulling up anchor. They clung to the hull of their boat and a trailing rope for 30 minutes and were suffering badly from the cold when we arrived.' Relative of the fishermen, Kerry Hatch, messaged the crew on Facebook: 'The guys you saved yesterday are my Dad and Grandad! If it weren't for you we would have lost them both.'



## TOP TIP

Don't wait to call for help – because of the volume and size of vessels in the Solent, breaking down here is potentially dangerous.



## THE SOLENT

This strait separating the rest of England from the Isle of Wight is a seafarer's playground: commercial tankers, warships and leisure yachts all rub shoulders, making it a great place to shipwatch.

In addition to moving traffic, the Solent has a number of static structures to challenge and delight the sea user: three sea fortresses, the Needles and piers at Totland, Yarmouth and Ryde.

Sailors will find a variety of stop-off places, from the quiet retreat of

Newtown National Nature Reserve to the cosmopolitan cities of Southampton and Portsmouth. However, although this 30-mile stretch of water can be sheltered by the island, sea conditions can vary tremendously. It has very complex tidal patterns.

For stupendous views across the Solent from the mainland, walk The Solent Way. It's a 60-mile coastal and woodland path taking in the New Forest, picturesque Lymington and the rural splendour of Warsash.

**FIND OUT MORE** [thesolent.co.uk](http://thesolent.co.uk)  
[solentway.co.uk](http://solentway.co.uk)

## DO YOU LOVE ANGLESEY?

Tell us your favourite spots and sports on the coast of north Wales @BethanyRHope or [offshore@rnli.org.uk](mailto:offshore@rnli.org.uk).



# NATASHA LAMBERT

## This remarkable sailor shares one incredible day in the Solent

'My very best day's sailing has to be a cold but sunny day in November 2011, when I was 14. It was the first day I sailed completely on my own!

'I had never ever been able to do anything on my own. I have athetoid cerebral palsy. I always had someone helping me so this day was just so very special.

'My dad was driving the safety RIB, with mum. My sailing instructor James jumped off the Artemis 20 keelboat I was in, and into the RIB. They followed closely as I sailed from Cowes over towards Southampton, to Bramble Bank.

'I was really nervous at first and James was shouting from the RIB and checking if I was okay. I absolutely loved it! Control and freedom at last!

'When I approached Bramble Bank I was supposed to slow down and James was going to come back onboard. But instead I put a tack in, turned round and headed back to Cowes! I was having far too much fun and wanted to carry on. When they finally came alongside, mum was in tears, dad too.'



## CONTROL AND FREEDOM AT LAST

Natasha Lambert – able to sail with her sip and puff system.

See the February issue of [RNLI.org/magazine](http://RNLI.org/magazine) for more

# HOW TO SURVIVE A FALL OFF THE ROCKS

The more adventurous side of shore fishing is a draw for many anglers. The thought of scrambling round a rocky headland late into the evening may seem like madness to some, but to those committed to making that elusive catch, it can be a way of life.

Like all activities in and around the water, taking the right precautions and carrying the right kit is vital. It ensures you have the freedom to focus on enjoying your sport and helps you get out of trouble if you do fall in.

Around 12 anglers were swept from the rocks while fishing between 2010 and 2013, and tragically lost their lives (RNLI analysis of WAID). The RNLI is now working with the leisure angling community to increase awareness of risks and help people enjoy their sport safely.

So what can you do? You're out fishing; it's early Spring. There is a steady swell running, nothing spectacular. A freak wave catches you out and before you know it you've been pulled off the rocks and into the sea.

You can't control the sea, but that doesn't mean it's all out of your hands.

Your chances of survival are hugely reliant on the kit and clothing you choose to carry and wear before you end up in the water. Here are some simple steps for you to follow that can mean the difference between life and death.



## STEP-BY-STEP GUIDE FROM RNLI COASTAL SAFETY'S CHRIS ADAMS



1



### STAY CALM!

Your lifejacket should inflate automatically, but if not, pull the toggle to fill it with air. Cold water shock increases your heart rate and you'll gasp for air. **If you don't wear a lifejacket or another form of flotation, your chances of survival are drastically reduced.**

2



### PROTECT YOURSELF

Waves may push you towards rocks, but climbing out may be impossible. Instead, float on your back and keep your legs up, slightly bent, in front of you. Push back off the rocks with your feet. Keep your back to waves to avoid water hitting your face.

3



### RAISE THE ALARM

If there are people nearby, wave, shout for help, blow a whistle if you have one. Call mayday with a hand-held VHF radio, dial 999/112 from a mobile, or activate a personal locator beacon. **Make sure your means of calling for help is within reach and you know how to use it.**

4



### HELP (HEAT ESCAPE LESSENING POSTURE)

Keep your arms tucked in across your body and your legs pulled up in front of you to minimise heat loss while you wait for help to arrive. If you're being pushed towards rocks, use your arms to scull backwards, away from the danger.

5



### ATTRACT ATTENTION

When help gets near, use anything you have on you to attract attention. Pinpoint flares are designed for this, and even something as simple as wearing a jacket with reflective tape on the shoulders will increase your visibility to others.



## PREVENTION'S BETTER THAN CURE?

What's your reason for supporting the RNLI? Do you value our brave crews who face storms with 10m waves; or do you support them because you might need their help one day?

I personally am inspired by the impulse of volunteers to help strangers in trouble. I also value the logic of the RNLI's coastal safety work, which helps people enjoy the water, safely.

Some people object to this proactive side of our charity and find our safety messages patronising, labelling us part of a 'nanny state'.

Our crews know that rescue alone will not prevent all drowning. Sometimes people are dead before the crew even launch the lifeboat. In 2014, crews launched to 227 fatalities.

Lifeguards put such an emphasis on prevention, that they consider they've failed if they have to do a rescue. In 2014, lifeguards carried out 2,363,033 preventative actions.

Our safety messages help the public enjoy their time on the beach or on the water without drama. And it saves lives.

One of our lifejacket programmes meant that Fisherman Sam Cully was wearing a lifejacket the day his boat sank in September 2013. Without a lifejacket he wouldn't have stayed alive long enough to be rescued by the RNLI.

However successful our safety messages are, lifeboat crew and lifeguards will always be needed on our unpredictable seas. It's the combination of prevention and rescue that works best. Sam Cully needed both to survive.

Most of the public understand the importance of basic safety messages: 93% of those asked thought that our Respect the Water campaign message is credible.

So do you mind being told what to do? I understand the impulse to rebel against any bossiness (just ask my parents), but the RNLI doesn't lay down the law, it's offering sound advice, backed up by experience.

### Would you rather be plucked from the water while taking your last breath, or floating in a lifejacket knowing that help is on its way?

A powerful video I saw online recently was Guy Cotten's *sortieenmer.com*. It's a graphic portrayal of what can happen if you're not prepared.

The RNLI can't force people to do as it says, but we can be honest and encourage people to shoulder the responsibility for keeping themselves safe at sea.

Do you agree?

@BethanyRHope  
offshore@rnli.org.uk

What's the RNLI's safety campaign called?

Go to [RNLI.org/OffshorePoll](http://RNLI.org/OffshorePoll)



Volunteer crew rescue anybody, regardless of how they got into trouble



Sam Cully's alive today thanks to the RNLI's prevention work and rescue service



A hard-hitting video at [sortieenmer.com](http://sortieenmer.com)

## QUICKFIRE Q&A

YOUR QUESTIONS ANSWERED BY OUR SAFETY EXPERTS



**Is it safe to swim in the sea in Spring?**

Eileen advises: Like any sport, open-water swimming requires local knowledge, skill, experience, equipment and safety support. Look out for cold water shock, rip currents and dumping waves. If you're new to it, it is best to start in Summer and join a local club.

**How much does an Advice Onboard session cost?**

Eileen replies: An RNLI Advice Onboard session is free and provides friendly, confidential and impartial safety advice for owners of all types of leisurecraft and all levels of experience. To find out more, go to [RNLI.org/AdviceOnboard](http://RNLI.org/AdviceOnboard) or call UK 0845 122 4999 or Freephone Republic of Ireland 1800 789589.



**I do a lot of diving. What personal safety equipment do I need?**

Tony answers: Consider surface marker buoys, personal waterproof flares or a personal locator beacon. Bright dayglo-coloured hoods will help others locate you. But remove the hood to be spotted by a rescue helicopter's infrared camera. Dye is also effective from the air. And of course always dive with a buddy.



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

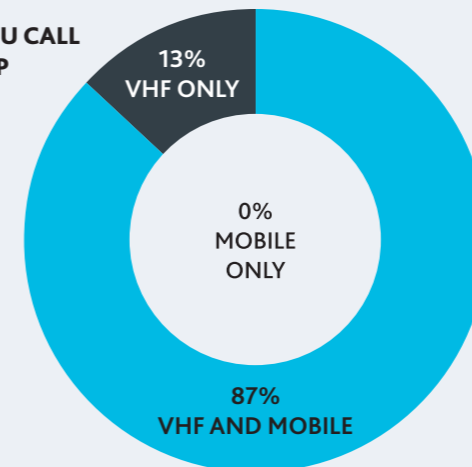
## FEEDBACK

WE REPORT YOUR COMMENTS

Thank you to everyone who filled in the VHF versus mobile phone poll in the Winter issue of *Offshore*. All of the sea goers who completed the poll have a VHF radio of some description and the vast majority have belt and braces – both VHF and mobile phone.

If you'd like to join these safety-aware sea goers and get a VHF radio plus training, go to [RYA.org.uk](http://RYA.org.uk) or [Transport.ie](http://Transport.ie).

HOW YOU CALL FOR HELP



### WHAT YOU THINK OF OFFSHORE

Thank you to those of you who gave us feedback on the Winter *Offshore* magazine.

The response rate was low, but the comments were mostly positive. Here are some extracts:

'Interesting' 'excellent content'

'It seems a bit "offshore lite". Maybe it loses some gravitas in the new format.'

'Too much black ... it gives the magazine a sombre feel which it does not deserve.'

'The magazine looks fantastic' 'good design/layout' 'well done to you and your team.'

We try to have a balance of in-depth and lighter features in the new format. The black was a bit heavy in the Winter issue of *Lifeboat* and *Offshore*. I've fed this back to the designer and we'll review the design in a year or so.

What do you think? Email [bethany\\_hope@rnli.org.uk](mailto:bethany_hope@rnli.org.uk), write to Bethany Hope, Editor, Creative Services, RNLI, West Quay Road, Poole, Dorset, BH15 1HZ, or tweet @BethanyRHope.

# WHAT WOULD YOU DO NEXT?

You're an experienced diver out with your mates on a wreck dive, so what could go wrong?

Test your judgement here:

You've dusted off your kit and checked your regulator's working. Although you haven't dived for a good few years, your drysuit still fits ... if you breathe in.

On deck, it's an effort to get your tank on your back and you struggle to get your fins on. You're hot and sweaty.

You enter the water, which is colder than you expect. You swim hard against the current to get to the shot buoy. By the time you reach it, you're breathless and feeling exhausted.

## DO YOU?

- A** Abort the dive immediately.
- B** Carry on regardless.
- C** Tell your buddy that you'll take it slowly and see how you go.

## EXPERT ANSWER



**DEREK SUTTON**  
HELM, QUEENSFERRY LIFEBOAT

Abort the dive (A). These are all warning signs that you are on the edge of what is often called the incident pit. What might seem fixable issues could escalate and push you further into the incident pit to the point of no return.

I'm a qualified BSAC advanced diver and instructor. After a 2-year break from diving I myself asked my doctor for a health check as things change, especially as we get older and near that 50 mark.

Diving is a kit-intensive hobby, but your body is the most valuable piece of equipment. So make sure you get it serviced as regularly as your dive gear.

If you haven't dived for a while, get all your equipment serviced to ensure it's working perfectly. Make sure your kit still fits well, as this can affect buoyancy.

Take a refresher course or start with some easy dives with an experienced diver until you're more comfortable. This will help build up your skills, fitness and confidence in a safe controlled manner. And hopefully it'll mean you can enjoy diving for years to come.



OF ALL UK COASTAL SUB AQUA FATALITIES 2010-13 OCCURRED IN PEOPLE OVER THE AGE OF 45

RNLI analysis of WAID

## DO YOU HAVE A STORY?

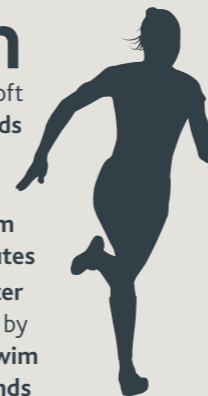
If you've had a near miss at sea, email us your story at [offshore@rnli.org.uk](mailto:offshore@rnli.org.uk).

## FIT FOR PURPOSE: Our lifeguards have to show they are ready for the physical demands of their job

**200m**

beach sprint on soft sand in **40 seconds**

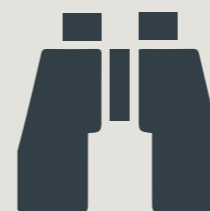
- **200m swim** in **3.5 minutes** and **400m swim** within **7.5 minutes**
- **25m underwater swim**, followed by **25m surface swim** within **50 seconds**



## SAFETY FIRST: Lifeguarding isn't all about rescue – it's about preventing people from getting into danger too

**95%**

of a lifeguard's work is **preventative**



- **2,363,033** preventative actions carried out by lifeguards in 2014
- **£53** cost of lifeguard binoculars



## SKILLS SAVE LIVES: Training prepares lifeguards for carrying out rescues and providing medical assistance

**19,353**

people **aided** by lifeguards in 2014

- **224 beaches** patrolled by RNLI lifeguards this Summer
- **£524** – the cost of individual lifeguard training, including rescue and casualty care



# War on the water

On a windless Spring day off Ireland's south coast, a magnificent steamship carrying almost 2,000 people was hit by a torpedo. It was a tragedy that would be felt around the world

The passenger liner *Lusitania* and her sister ship *Mauretania* were 'the largest, fastest and most magnificent steamships in the world', according to Cunard. Promotional posters called *Lusitania* one of the greatest wonders of the age. But this was an age overshadowed by the gunsmoke and losses of the First World War – a war in which *Lusitania* would play a large and unhappy part.

It was 1915, and the United States had not yet entered the war. The waters around Britain were a declared war zone, known to be patrolled by German submarines.

Undaunted – perhaps due to the number of neutral American citizens travelling, *Lusitania's* famed size and speed, and the liner's lack of overt military intent – 1,959 passengers and crew boarded. *Lusitania* left New York for Liverpool, via Queenstown (now Cobh, Co Cork, and back then still part of the UK), on 1 May.

## Steaming into danger

It took 6 days to cross the Atlantic, with Captain William Turner in charge. 7 May dawned a beautiful, windless day off Ireland's south coast. The blue skies and sunshine betrayed no hint of the danger lurking beneath the surface. At 1.20pm, the crew of German submarine U20, under Captain Walther Schwieger, spotted the *Lusitania*. At 2.10pm, 8 miles south south west of the Old Head of Kinsale, U20 fired a single torpedo. It struck.

Picture: *The Sinking of the Lusitania* by Thomas Marie Madawaska Hemy. Used by permission of Brecknock Museum and Art Gallery

**'It was dreadful.  
It was a fright to  
me for I was young.'**

Crew Member Jerry Murphy



Captain Turner later recalled the initial torpedo impact as being 'like a heavy door being slammed shut'. Perhaps *Lusitania* could have survived being holed. But almost immediately, a second, much larger explosion was heard – and felt – around the ship. This second explosion was devastating; *Lusitania* sank bow-first within 18 minutes.

There has been much speculation on the cause of the second explosion. Some see it as evidence that backs up the German claim that *Lusitania* was carrying 'large quantities of war material' – the reason given for the attack. The Royal Navy denied this.

All that mattered to the rescuers putting to sea that fateful afternoon was that there were people drowning – civilian men, women and children.

#### Launch the lifeboats!

Courtmacsherry Harbour RNLI

Coxswain Timothy Keohane was on government coastwatch duty that day, and saw what happened. He ran to tell the Lifeboat Secretary, the Reverend William Forde. Forde hurried to summon the rest of the crew. Jerry Murphy, who was a crew member in 1915, later told RTÉ Radio's Donncha Ó Dúlaing: 'Forde ran over here and he saw me down the back of the house rolling manure and shouted to me: "Come on Jerry, the *Lusitania* is gone down south there."' The 14-man crew gathered at the station at Barry's Point, and they launched the lifeboat *Kezia Gwilt* at 3pm.

Meanwhile, the naval station at Queenstown had received the *Lusitania's* mayday call at 2.15pm. The man in charge, Admiral Coke, sent all available tugs and trawlers to the torpedo site. Motor lifeboats had not reached the Corconian coast at the time. So one of the tugs towed

the Queenstown RNLI lifeboat, *James Stevens No. 20*, along with her.

There was no such luxury for the men from Courtmacsherry. Their sails were useless in the calm conditions and they faced a 12-mile row – knowing that their chances of pulling survivors from the water diminished with every stroke. Rev Forde, who joined the crew on their mission of mercy, reported in his service log: 'We did everything in our power to reach the place, but it took us at least 3½ hours of hard pulling to get there – then only in time to pick up dead bodies.'

#### 'A harrowing sight'

Onboard the *Lusitania*, the ship's own lifeboats were launched as quickly as possible. But due to the ship's severe list, those on the port side could not be lowered, and one was lost in the large explosion. The ship's lifeboats and their lucky occupants were picked up by the tugs and trawlers from Queenstown, as was anyone alive in the water. In all, there were 761 survivors.

It fell to the Courtmacsherry crew to recover as many bodies as they could. Rev Forde wrote, with an emotion not often seen in official reports: 'If we had wind or any motor power our boat would certainly have been first on the scene. It was a harrowing sight to witness. The sea was strewn with dead bodies floating about, some with lifebelts on, others holding on to pieces of rafts – all dead. I deeply regret it was not in our power to have been in time to save some.'

#### A TINY SURVIVOR



*Lusitania* survivor Audrey Lawson-Johnson said she owed her life to the RNLI and the day's other rescuers.

Audrey, who died in 2011 aged 95, was just 3 months old on that fateful day in 1915. Her family was emigrating from the US to the UK.

Audrey and her brother Stuart were in their cabin with their nanny Alice Lines when the torpedo struck.

Alice brought the two young children onto the deck and jumped with them into one of the ship's lifeboats. Audrey's mother Amy was on deck at the time, and saw the torpedo travelling through the

water. She also got to safety. But Audrey's older sisters, Susan and Amy, did not make it.

Audrey grew up hearing how the Courtmacsherry lifeboat crew helped her family and other survivors – and recovered the bodies

of those less lucky. She would tell her own children: 'I was put on this Earth

for some reason; I was saved for some reason.'

Audrey's gratitude towards her rescuers was evident throughout her life, culminating in her funding of two lifeboats for New Quay RNLI – *Amy Lea* and *Audrey LJ*.

**'I was put on this Earth  
for some reason; I was  
saved for some reason.'**



The 1915 Courtmacsherry Harbour Lifeboat Station at Barry's Point, just over a mile from today's station



The ex-Looe lifeboat *Ryder*, similar to *Kezia Gwilt*, will be used in the re-enactment

#### 22 April 1915

The German Embassy prints a warning in several US newspapers that ships carrying the British flag through the war zone are 'liable to destruction'.

#### 1 May 1915

*Lusitania* sets sail from New York to Liverpool, via Queenstown, with 1,959 people onboard.

#### 7 May 1915, 2.10pm

U20's torpedo strikes *Lusitania* 8 miles south south west of the Old Head of Kinsale. Almost immediately, a second explosion rocks the ship and causes massive destruction. She sinks in 18 minutes.

#### 7 May 1915, 2.15pm

*Lusitania's* call for help is received at Queenstown Naval Station. Admiral Coke sends all available tugs and trawlers, and the Queenstown RNLI lifeboat.

#### 7 May 1915, 3pm

The Courtmacsherry Harbour Lifeboat *Kezia Gwilt* is launched, arriving on scene 3½ hours later.

#### 8 May 1915, 1am

An exhausted Courtmacsherry lifeboat crew get home.

The Courtmacsherry lifeboat crew spent nearly 6 hours on the scene, fishing bodies from the water and transferring them to the larger ships to be brought back to Queenstown. At 8.40pm, the exhausted and traumatised crew were towed part way back to Courtmacsherry by a steam-driven fishing vessel. Rowing and sailing the rest of the way, they reached the boathouse at 1am.

Jerry Murphy told RTÉ: 'It was dreadful. It was a fright to me for I was young. I had never seen a corpse before in the water ... I don't think any man could forget it.'

Words: Mairéad Dwane  
Photos: RNLI/Nigel Millard, Tony Margiocchi

Today's Courtmacsherry Harbour lifeboat crew are re-enacting the row out to the *Lusitania* site on Sunday 3 May. **Find out more at [lusitaniacentenary.com](http://lusitaniacentenary.com).**

## LUSITANIA'S AFTERMATH

President Woodrow Wilson was determined to keep the United States out of the First World War. Initially, his citizens were with him. But public opinion in the US turned against Germany, first during a series of atrocities against Belgian civilians in 1914. And in 1915, with the sinking of *Lusitania*.



UK waters were a declared war zone, but Americans were shocked at the sinking of an unarmed passenger ship with the loss of 1,198 civilian lives (including 128 US citizens). Wilson warned Germany that it would face 'strict accountability' if it sank more passenger ships with US citizens onboard. German submarines were ordered not to take down any more civilian vessels.

However, in 1917, unrestricted submarine warfare on all ships heading for Britain was resumed. The United States declared war on Germany on 7 December 1917.

The *Lusitania* disaster was also a call to arms in Europe. At a time when Irish republicans were rising against British rule, posters demanded: 'Irishmen, avenge the *Lusitania*'. Stylised images of the sinking were also used to galvanise public opinion against the Kaiser and his navy in the British local press.



Photo: Christopher Taylor

# FOREVER BY THE SEA

A positive way to pay tribute to someone you miss

After the tragic death of 27-year-old lifeboat helmsman Andrew Cante in a plane crash in 2011, his family and friends agreed they needed a special way to remember him; one that honoured his bravery and his love of the charity he served for more than a decade. Setting up an RNLI Forever by the Sea Tribute Fund seemed the natural choice.

Ann Cante, his mum, said: 'As a family we loved, adored and were extremely very proud of Andrew but until the fundraising began, we hadn't really realised what impact he had on so many people.'

'One of his fellow crewmen and good friend remarked that "when you met Andrew you liked him, but when you

got to know him you loved him." Never was there a truer statement made.'

Together, those involved in Andy's Forever by the Sea Tribute Fund have set a bold fundraising target: enough to buy Sunderland RNLI station a new D class lifeboat, which will be named after their friend. Through sponsored events such as the Three Peaks Challenge, football matches and social gatherings, around £20,000 (half the amount needed) has already been raised.

There will be many more such events for Andy's fund in the coming years, each one a tribute to a friend and family member remembered as a hero.

To set up a fund, visit [RNLI.org/foreverbythesea](http://RNLI.org/foreverbythesea), call Alison Murphy on 0300 300 0124, email [in\\_memory@rnli.org.uk](mailto:in_memory@rnli.org.uk), or simply fill in the form below and return it to our freepost address.

If you would like your Forever by the Sea Tribute Fund to be online there is no need to complete this form, simply visit [RNLI.org/foreverbythesea](http://RNLI.org/foreverbythesea) and register your details. Otherwise, please fill in your details below and we will contact you about setting up a Tribute Fund offline. Please return your completed form to:  
**Gemma Nightingale, In Memoriam Coordinator, RNLI, Freepost RTEC-CJBS-YKLB, West Quay Road, Poole, Dorset, BH15 1HZ**

Title \_\_\_\_\_ Forename \_\_\_\_\_ Surname \_\_\_\_\_  
Address \_\_\_\_\_  
Postcode \_\_\_\_\_  
Telephone (optional) \_\_\_\_\_ Email (optional) \_\_\_\_\_

If you are happy to receive emails from the RNLI, please tick this box.   
We would like to send you news and information about the RNLI and other ways to support by post. If you would prefer not to receive this, please tick this box.   
We never give your information to other organisations for marketing purposes. Your details will only be used by the RNLI and its trading companies.

The RNLI is the charity that saves lives at sea  
Royal National Lifeboat Institution, a charity registered in England and Wales (209603) and Scotland (SC037736).  
Registered charity number 20003326 in the Republic of Ireland



# The RNLI and me: Neil Oliver

The lead presenter of the BBC's long-running *Coast* series shares his admiration for our supporters and lifesavers – especially the volunteers who rescued him ...

## You've come face to face with more than a few lifeboat crew members, haven't you?

Oh yes! Being the rescue dummy for the crew at Cardigan particularly sticks in the memory. And I have been left in the water off Donegal with only a flare for a friend before being winched up by the Irish Coast Guard helicopter and then lowered onto the Arranmore lifeboat, while it motored along. Plus I did the sea survival course at the RNLI College. All were money-can't-buy experiences that make me feel very privileged.

## And you needed to be rescued for real on one occasion?

We were recreating the traditional cricket match on the Goodwin Sands, Kent, when the tide started coming in and our boat got stuck. The film crew and I were stranded, but Ramsgate and Walmer lifeboat crews came to our rescue. Seeing that orange livery coming into view is like the relief of a breakdown vehicle arriving – times a million.

## We're sharing enthusiasm for coastal walking this issue ...

Great – I think walking is the best exercise there is. You just need a decent pair of shoes and coat. And coastal walking is special because the views are interesting throughout.

## And how is the writing going?

I've worked on history books and lots of journalism, but now I'm writing my first novel – it's historical fiction. It's been fun working in the dramatic side of things, which I have inclinations

towards. This is intended to be a page turner. I am a history enthusiast rather than an academic, you see.

## Coast is going strong after a decade on our screens – what's the secret of its success?

It's a subject matter people don't get bored of, because we are islanders. Humans can't help but gaze at the sea – in the same way we gaze at the sky or a fire. And it's so dynamic. It's our holiday, our industry, our recreation. *Coast* explores that, as well as the natural history.

## 'Seeing that orange livery coming into view is like the relief of a breakdown vehicle arriving – times a million'

### ... and the lifeboats?

Absolutely! The lifeboats are so important – they make the same sort of difference to people's lives as ambulances, police and the fire service. The distinction is that they are voluntarily crewed and voluntarily funded. That is a very moving thought. Our own citizens are prepared to donate towards the safety of others, regardless of creed or nationality. I'm proud that the RNLI is part of our islands.

Interview: Rory Stamp  
Photo: seanmalyon.co.uk

## MY FAVOURITE ...

### ARTEFACT:

#### Birka girl

'It's the skeleton of a 5–6-year-old girl found in Sweden. Very small for her age and buried in 900AD with very high status. She's a mystery I often think about.'

### COUNTRY:

#### Scotland

'I love our coast, the mountains, the islands. We still holiday in Fife and walk the same beach every day. We never tire of the place.'

### FOOD:

#### Roast chicken

'It tastes great but also symbolises a family event – me, my wife and children all love sitting round for chicken and all the trimmings.'

## WHO IS NEIL OLIVER?

After qualifying as an archaeologist Neil trained as a reporter and worked with daily newspapers. He then combined his passion for history and journalism for BBC2's *Two Men in a Trench*, which led to his presenting role on *Coast*. Since then he has worked on a host of other historical programmes and accompanying books.



# Active service

Put a spring in your step with this fresh selection of lifesaving must-haves, to help you get the most out of the great outdoors

## 1. Light and shade

This excellent quality cotton cap is great for keeping the new season sun off your face. Embroidered with the RNLI flag, you'll look sharp too.

product ref: 598046  
price: £4.95

## 2. Spring showers

The clever vents in this storm-proof broly stop the wind turning it inside out, even in the strongest gusts of wind. Designed in smart navy blue with RNLI lettering, this sturdy fellow will also keep you dry in the worst of the Spring showers. Diameter: 150cm (60")

product ref: 873123  
price: £24.95

## 3. Come rain or shine

This three-in-one jacket covers all bases in Spring's unpredictable climate – it's waterproof, windproof and breathable. The detachable fleece can be worn alone while the outer jacket features a concealed hood, adjustable cuffs and studded storm flap.

product ref: 888122  
price: £90.00

## 4. A warming cuppa

This tough travel cup will keep your all-important cuppa warm for up to 2 hours in the worst weather. In durable rubber with a screw-on cap and a ribbed holding cuff. Dishwasher safe. Capacity: 450ml.

product ref: 741301  
price: £4.00

## 5. Energy boost

These traditional, hard-boiled sweets in zingy fruit flavours come in a cute reusable tin. Handy for car journeys and long walks alike, they're made in Yorkshire, with all natural flavourings and colours. 200g.

price: £1.95 (available from RNLI shops only)

## 6. Muddy puddles

Little lifeboat fans can be like real-life crew members with these bright yellow RNLI wellies. Tough enough for muddy walks and blustery beach excursions. Available in children's shoe sizes 9–13.

product ref: 859026  
price: £12.95

### ALL THESE ITEMS ARE AVAILABLE FROM THE RNLI

You can purchase all of them, apart from the sweets, from the RNLI's online shop at [RNLISHOP.org](http://RNLISHOP.org) or by telephoning 0300 300 9916.

The sweets are available from selected RNLI sales outlets. Please note that postage and packing charges will apply for telephone and online orders.

Words: Sarah Thompson and Carol Waterkeyn | Photos: Simon Moss



# 1,232

## RNLI RESCUE CRAFT LAUNCHES 1 October–31 December 2014

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 1 January 2015

Behind every launch, new lifeboat and naming ceremony listed in this section is a community of volunteers, fundraisers and supporters. Whatever you do to keep our crews ready to rescue, **thank you.**



**ABERDEEN**  
ON-1248(17-24):Dec12  
D-675:Oct10  
D-694:Nov16,Dec26  
**ABERDOVEY**  
B-758:Oct5,Nov1(x2)  
**ABERSOCH**  
B-790:Oct12,24,Dec24  
**ABERYSTWYTH**  
B-822:Oct1,16,Dec28  
**ACHILL ISLAND**  
ON-1240(14-28):Dec6  
**AITH**  
ON-1232(17-14):Oct12,  
Dec1,15  
**ALDEBURGH**  
ON-1193(12-34):Nov4  
D-673:Oct5  
**ALDERNEY**  
ON-1199(14-04):Oct2,29,  
Nov14  
**AMBLE**  
ON-1176(12-19):Nov2,17  
D-736:Oct22,Dec11  
**ANGLE**  
ON-1291(16-11):Oct17,23,  
29,Nov1,21  
D-638:Oct23  
**ANSTRUTHER**  
ON-1174(12-17):Oct29  
**APPLEDORE**  
B-861:Oct6,31,Nov24  
**ARAN ISLANDS**  
ON-1217(17-06):Oct26,  
Nov7,28,Dec1,6,12,25  
**ARBROATH**  
ON-1194(12-35):Oct24,  
Nov23,Dec20  
D-759:Oct7,24,Dec20  
**ARRAN (LAMLASH)**  
B-876:Oct26(x2),Dec18  
**ARRANMORE**  
ON-1244(17-22):Oct3,8,  
Nov23,26,Dec15  
**BALTIMORE**  
ON-1302(16-22):Oct19  
B-760:Dec11

**BANGOR**  
B-805:Oct10,12,27,Nov1,2,  
4,14,Dec6,11,29,30  
**BARMOUTH**  
ON-1185(12-26):Nov1  
**BARRA ISLAND**  
ON-1230(17-12):Nov29,  
Dec10  
**BARROW**  
D-733:Oct8  
**BARRY DOCK**  
ON-1245(14-29):Oct1,26,  
Nov17,Dec28  
D-670:Nov13  
**BEAUMARIS**  
B-838:Oct4,5,19,21  
**BEMBRIDGE**  
ON-1280(16-01):Oct6,10  
ON-1297(16-17):Nov17,  
Dec7  
**BERWICK-UPON-TWEED**  
D-639:Oct29  
**BLACKPOOL**  
B-867:Nov10  
D-729:Oct25  
D-732:Oct25  
**BLYTH**  
D-746:Oct2,5  
**BRIDLINGTON**  
ON-1169(12-12):Oct10,29,  
Nov5  
D-680:Oct23  
D-721:Oct3,13  
**BRIGHTON**  
B-852:Oct5,6,10,19,Nov9,  
11,20,Dec14  
**BROUGHTY FERRY**  
ON-1252(14-31):Oct12,  
Nov3,Dec20,25  
D-698:Oct12,Nov3,25,  
Dec20,25  
**BUCKIE**  
ON-1268(17-37):Oct5,9,11,  
26,31,Dec13,23  
**BUDE**  
D-715:Oct27  
**BUNDORAN**  
B-834:Oct30,Nov22

**BURNHAM-ON-CROUCH**  
B-849:Oct11,Nov9,14,27  
D-672:Dec18  
**BURRY PORT**  
B-777:Oct7,Nov2  
D-749:Oct2,3,4(x2),7,  
Nov1,3  
**CALSHOT**  
B-860:Oct2(x2),23,26,28,  
Nov30,Dec27  
D-748:Oct2,6,Nov8,Dec27  
**CAMPBELTOWN**  
ON-1241(17-19):Oct8  
**CARDIGAN**  
B-871:Nov9  
D-709:Dec27  
D-768:Nov9  
**CASTLETOWNBERE**  
ON-1277(17-44):Oct16  
**CHISWICK**  
E-006:Oct31  
E-08:Oct4(x2),5,22,25(x2),  
28(x2),29,Nov6,11(x2),  
15(x2),17,24,26,27(x2),  
28(x2),Dec2,7,10,11,20(x2),  
22,29  
E-09:Oct7,12,13,19,21  
**CLACTION-ON-SEA**  
B-863:Oct12,Nov23  
D-723:Oct27,Nov5,Dec23,  
26,28,30  
**CLEETHORPES**  
D-757:Oct9,22,26,31,Nov8,  
20,27,30(x2)  
**CLIFDEN**  
ON-1186(12-27):Dec23  
B-869:Nov2,Dec23  
D-695:Dec10  
**CONWY**  
D-765:Oct24,Nov3,28  
**COURTMACSHERRY**  
HARBOUR  
ON-1205(14-07):Oct14,29,  
Nov16  
**COWES**  
B-859:Oct2(x3),10,21,26,  
Nov18,Dec7,9(x2),23

**CRICCIETH**  
A-76:Oct29  
**CROSSHAVEN**  
B-782:Oct20,26,Dec2  
**CULLERCOATS**  
B-811:Oct11,Nov5(x2),9  
B-865:Oct5,7  
B-875:Dec18,28  
**DART**  
D-702:Oct11,Nov11,23  
**DONAGHADEE**  
ON-1267(14-36):Oct12,  
Dec29,30(x2)  
**DOVER**  
ON-1220(17-09):Oct3,13,  
19,Nov13,20,22,Dec3,5,19  
**DUN LAOGHAIRE**  
ON-1200(14-05):Oct4,19,  
Nov2(x2),28  
D-731:Oct5,14,19,22,  
26(x2),27,Nov1,Dec27  
**DUNBAR**  
ON-1266(14-35):Oct12,  
Dec23  
D-708:Oct7  
**DUNGENESS**  
ON-1311(13-04):Nov13,24  
**DUNMORE EAST**  
ON-1215(14-17):Oct11,  
Nov16  
**EASTBOURNE**  
ON-1303(16-23):Oct3,12,  
Nov7,15,30,Dec30  
D-744:Oct12,14,24,25,  
Nov15,Dec3,7  
**ENNISKILLEN**  
B-751:Dec17,21(x2)  
B-792:Oct5,15,Dec17  
RWC-052:Dec17  
RWC-053:Dec21(x2)  
**EXMOUTH**  
ON-1310(13-03):Oct22,  
Nov9,13  
D-669:Oct4,6(x2),7,  
Nov1(x2),10(x2),13(x3),  
28(x2)  
D-740:Dec7

**EYEMOUTH**  
ON-1209(14-11):Oct4,  
Nov22  
ON-1210(14-12):Dec2,4,9,  
16,20,21,22,29,30,31  
**FALMOUTH**  
ON-1263(17-34):Nov12,  
Dec20  
B-756:Oct9,12,Nov12,14,  
27,28,Dec20,21,29  
**FENIT**  
ON-1239(14-27):Oct25(x2),  
Nov10,24  
D-726:Oct25,Nov10,23  
**FETHARD**  
D-683:Nov13,14,15,26,  
Dec22  
**FILEY**  
ON-1170(12-13):Oct13  
D-728:Oct19,24,Dec4  
**FISHGUARD**  
ON-1198(14-03):Nov20  
D-652:Oct17  
**FLEETWOOD**  
ON-1156(47-038):Oct23  
D-719:Oct5,19  
**FLINT**  
D-658:Oct12,20,Nov3  
**FOWEY**  
ON-1222(14-18):Oct4  
D-681:Oct4,Dec8  
**FRASERBURGH**  
ON-1259(14-34):Oct16(x2),  
Nov2,Dec5,14,27  
**GALWAY**  
B-853:Oct1,22,Nov11,  
Dec1  
**GIRVAN**  
ON-1196(12-37):Oct18,  
Nov27  
**GRAVESEND**  
B-827:Oct1,11(x2),14,  
19(x2),28,Nov7(x2),10,13,  
Dec7,25,28  
**GREAT YARMOUTH**  
AND GORLESTON  
ON-1208(14-10):Oct7  
B-786:Oct5,Nov4,5,Dec2

**HAPPISBURGH**  
D-607:Oct19  
**HARTLEPOOL**  
ON-1274(14-37):Oct5,  
Dec30  
B-766:Dec28(x2)  
**HARWICH**  
ON-1202(17-03):Oct21  
ON-1269(17-38):Nov28  
B-789:Oct25,27(x2),29,31,  
Nov2,3,9,25,26,29(x2),  
Dec21  
**HASTINGS**  
ON-1125(12-002):Dec19  
D-699:Oct14,19,Nov30  
**HAYLING ISLAND**  
B-829:Oct4,6,11,12,27,  
Nov9,10,22,27,Dec7,24  
D-642:Nov9,22,27,Dec7,24  
**HELENSBURGH**  
B-791:Oct4,21,27,Nov5,8,  
15,23  
**HELVICK HEAD**  
B-874:Oct4,6  
**HOLYHEAD**  
ON-1272(17-41):Oct1,  
Nov14,Dec21  
D-654:Oct10,Nov14  
**HORTON AND**  
**PORT EYNON**  
D-688:Nov22,30  
**HOWTH**  
ON-1258(14-33):Oct25,  
Nov7,8,21  
D-659:Oct4,12,25,Nov7,  
8,10  
D-755:Nov21  
**HUMBER**  
ON-1201(17-02):Oct2,  
Nov10  
ON-1216(17-05):Dec22  
**HUNSTANTON**  
B-848:Oct16,Dec17  
**ILFRACOMBE**  
ON-1165(12-007):Dec7,  
22,25  
D-717:Oct3,31,Dec22,25  
**INVERGORDON**  
ON-1225(14-11):Oct9,12,25,  
Nov12  
**ISLAY**  
ON-1219(17-08):Oct2  
ON-1262(17-33):Dec5  
**KESOCK**  
B-873:Oct22  
**KILKEEL**  
B-830:Oct20  
**KILMORE QUAY**  
ON-1290(16-10):Dec1  
ON-1298(16-18):Dec16  
**KILRUSH**  
B-810:Dec14  
**KINGHORN**  
B-836:Oct5,6,18,Nov7,9,  
Dec8,18,23  
**KINSALE**  
B-753:Oct18,Dec18

**KIPPFORD**  
D-718:Oct24  
**KIRKCUDBRIGHT**  
B-814:Oct13,Nov23(x2)  
**KIRKWALL**  
ON-1231(17-13):Nov10,26  
**KYLE OF LOCHALSH**  
B-856:Oct6  
**LARGS**  
B-854:Oct5,31,Nov2  
**LARNE**  
D-646:Oct12  
**LERWICK**  
ON-1221(17-10):Dec1,21  
**LEVERBURGH**  
ON-1195(12-36):Nov19  
**LITTLE AND**  
**BROAD HAVEN**  
D-766:Nov9  
**LITTLEHAMPTON**  
B-773:Oct3  
B-779:Nov1(x2),30  
**LITTLESTONE-ON-SEA**  
B-785:Oct8,Nov28,Dec5  
**LLANDUDNO**  
ON-1164(12-006):Oct24  
D-656:Oct18,Nov6,15,17,  
21,22,26,Dec31  
**LOCH NESS**  
B-763:Oct4,15,29  
**LOCHINVER**  
ON-1271(17-40):Oct29,  
Dec7  
**LONGHOPE**  
ON-1284(16-05):Oct7,14  
**LOOE**  
B-793:Oct8,30,Nov15,29  
D-741:Oct16,22,Nov15  
**LOUGH DERG**  
B-747:Oct8  
**LOUGH REE**  
B-772:Oct1,14,27,Nov16  
**LOUGH SWILLY**  
ON-1116(47-013):Nov8  
B-819:Nov8(x2)  
**LOWESTOFT**  
ON-1312(13-05):Oct4,12,  
13,25,27,Nov5,18,24  
**LYME REGIS**  
B-857:Oct9,17(x2),Nov30  
**LYMINGTON**  
B-784:Oct9,19,Nov8  
**LYTHAM ST ANNES**  
D-657:Oct11,26,Nov10,  
Dec15,22  
**MABLETHORPE**  
D-653:Dec13  
**MACDUFF**  
B-804:Dec7  
**MALLAIG**  
ON-1250(17-26):Oct7,Nov6,  
Dec21  
**MARGATE**  
ON-1177(12-20):Oct26,  
Dec5  
D-720:Oct25,Nov1



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



ON-####(16-##)  
Tamar class  
last built: 2013



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



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



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



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



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



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



D-###  
D class  
new cost: £41,000



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



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



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

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

**PORT ERIN**

B-813:Nov30,Dec24

**PORT TALBOT**

D-713:Oct4,18,Dec16

**PORTAFERRY**

B-833:Oct2,Dec22

**PORHCRAWL**

B-832:Oct1,28,Nov4,5,8,17,23,Dec7(x2)

D-670:Oct19(x2),Nov17

D-714:Oct28,Nov5(x2),8,

28,Dec7

**PORHDINLLAEN**

ON-1304(16-24):Oct5,Nov9

B-757:Oct25

**PORTREE**

ON-1214(14-16):Oct16,

Nov28

**PORTRUSH**

ON-1257(17-30):Dec14

D-738:Oct12,Dec16

**PORTSMOUTH**

B-825:Oct1,6(x2),19,29,

Nov1,7(x2),8,15(x2),22,30,

Dec29

D-716:Oct1,6,19

**PWLLHELI**

D-676:Dec5

**QUEENSFERRY**

B-851:Oct12,19(x3),Nov3,

6,8,9(x2),10,19,23,29,

Dec16,25(x3),28

**RAMSGATE**

ON-1197(14-02):Nov20,

22,25

B-850:Dec10(x2),18

B-878:Oct4,11,14,17,22,26,

Nov12,20,26(x2)

**RED BAY**

B-830:Oct28

B-843:Dec14

**REDCAR**

B-858:Oct25

**RHYL**

ON-1183(12-24):Oct17,

Nov13,16,23

D-770:Oct6,Nov19,23

**ROCK**

D-634:Oct3,5

D-772:Oct19,Nov13,14,

Dec7

**ROSSLARE HARBOUR**

ON-1276(17-43):Oct12,

Dec30

**RYE HARBOUR**

B-842:Oct5,26,Dec28,31

**SALCOMBE**

ON-1280(16-01):Nov30

ON-1289(16-09):Oct6,

12,30

B-794:Oct25,30(x2)

**SCARBOROUGH**

ON-1175(12-18):Oct5,15

D-724:Oct27,Dec27

**SEAHOUSES**

ON-1173(12-16):Dec21

D-686:Dec21(x2)

**SELSEY**

ON-1146(47-031):Nov1,

Dec16

**SENNEN COVE**

ON-1294(16-14):Nov22

**SHERNESS**

ON-1211(14-13):Oct18(x2),

Dec2

D-662:Oct1,17,18,Nov1(x2),

9,21,30,Dec2

**SHERINGHAM**

B-818:Oct12

**SHOREHAM HARBOUR**

ON-1295(16-15):Oct6,10,

18,Nov10(x2),20,25,Dec5

D-647:Oct4,10,29,Nov1,10,

20,25,Dec29

**SILLOTH**

B-828:Oct8,Nov23,29

**SKEGNESS**

ON-1166(12-008):Dec16

D-720:Oct7

D-739:Nov23,25,Dec16(x2)

**SKERRIES**

B-866:Oct24

**SLIGO BAY**

B-770:Oct26

**SOUTHEND-ON-SEA**

B-776:Oct11,Nov2,20

D-682:Oct25,Nov2

D-771:Oct6,Nov20

H-001:Nov2,Dec2

H-004:Nov20

**SOUTHWOLD**

B-868:Oct23,31

**ST ABBS**

B-783:Nov22,Dec20,21

**ST AGNES**

D-740:Oct2(x2),Nov4,

24(x2)

**ST CATHERINE**

B-835:Oct11,15

**ST DAVIDS**

ON-1306(16-26):Nov20

**ST HELIER**

ON-1292(16-12):Oct5,

15(x2),Nov6,Dec6,25

B-816:Oct15,25,Nov22,

Dec25,26,30

**ST IVES**

ON-1167(12-009):Nov14,

Dec6

D-668:Nov8,Dec6

**ST PETER PORT**

ON-1203(17-04):Nov14,16,

Dec9,30,31

ON-1269(17-38):Oct13

**STAITHES AND RUNSWICK**

B-788:Dec13

**STORNOWAY**

ON-1238(17-18):Oct4

ON-1260(17-31):Nov27,

Dec23

**STRANRAER**

D-697:Oct16,Nov27

**STROMNESS**

ON-1237(17-17):

Dec10(x2),15

**SUNDERLAND**

D-705:Nov2,9,11,Dec7,

13,23

**SWANAGE**

ON-1162(12-004):Oct19

ON-1182(12-23):Oct14

D-752:Oct14,Nov10

**TEDDINGTON**

D-648:Oct8,19,Nov11,14,

23,Dec3,30

**TEIGNMOUTH**

B-809:Oct9,14,18,27,

Nov23

**TENBY**

ON-1281(16-02):Oct12,21

D-727:Oct12

**THE LIZARD**

ON-1300(16-20):Nov1

**THE MUMBLES**

ON-1293(16-13):Oct24

ON-1307(16-27):Oct2

D-761:Oct4,24,Dec29

**THURSO**

ON-1273(17-42):Oct12,

Dec8,19,20

**TIGHNABRUACH**

B-862:Oct1

**TOBERMORY**

BB-555:Nov21

**TORBAY**

ON-1255(17-28):Nov1(x3),

13,16(x2),18,23

D-651:Oct19,Nov1,13,18

**TOWER**

E-07:Oct8(x2),9(x2),11(x2),

14,16,17,18(x3),19(x2),

20(x2),21,22(x2),23(x4),

24(x2),27(x2),28(x2),

29(x2),30(x4),31(x2),

Nov1(x3),2,4,5(x3),7,8(x2),

9(x2),12(x2),13(x2),14(x2),

15(x2),16,17(x3),18,19(x2),

20,21,22,23,24,25,26,27,

28(x2),29(x2),30,Dec1(x2),

2,3,4(x4),5(x3),6(x3),7(x2),

8(x2),9(x2),10,11(x2),

13(x2),14(x2),15,17(x3),

18(x4),20,22(x2),23(x2),

24,25,31

E-09:Oct2,3(x2),4,5(x2),

6(x5),7

**TRAMORE**

D-643:Oct11,21,Nov16,

17,25

**TREARDUR BAY**

B-847:Dec6

**TROON**

ON-1275(14-38):Oct12,18,

Nov1,6,12,18(x2)

D-684:Oct18,Nov1,18

**TYNEMOUTH**

ON-1242(17-20):Oct7,15,

Nov5(x2),7

D-692:Oct7

D-762:Oct17,19,Nov2,

5(x2),7,30,Dec17

**UNION HALL**

B-767:Nov13

**VALENTIA**

ON-1218(17-07):Oct1,5,

Dec3,8,28

**WALMER**

B-808:Nov13

D-663:Dec9

**WALTON AND FRINTON**

ON-1299(16-19):Oct19,

22,25

**WELLS**

ON-1161(12-003):Nov9

D-730:Nov8

**WEST KIRBY**

D-751:Oct26(x2),Nov11

**WEST MERSEA**

B-761:Oct9

B-879:Oct21,22,25,30,

Dec26

**WESTON-SUPER-MARE**

D-696:Oct5,Nov7,Dec13

D-710:Oct17

**WEXFORD**

D-644:Oct3,6,Nov22

**WEYMOUTH**

ON-1254(17-27):Oct7,9,

10(x2),Nov3

ON-1261(17-32):Dec9

B-746:Oct7,10,14,21

**WHITBY**

ON-1212(14-14):Oct24,

Nov16,20,Dec3

D-674:Oct2,Dec3,16

**WHITSTABLE**

B-877:Oct27,28,Nov3,9,

13,22,Dec13

**WICK**

ON-1224(14-20):Oct29(x2),

Nov27

**WICKLOW**

ON-1153(47-035):Nov9,

23,26

D-671:Oct16,Nov9,26

**WITHERNSEA**

D-701:Oct25

**WORKINGTON**

ON-1141(47-028):Oct9,15,

Nov20

D-767:Oct12

**YARMOUTH**

ON-1249(17-25):Oct6,Dec2

**YOUGHAL**

B-780:Nov9,16

**ON STATION**ON-1186 (12-27), *Pride and Spirit*, Clifden, 6 August 2014D-770, *Mary Maxwell*, Rhyl, 12 August [D-632 withdrawn]B-767, *Maritime Nation*, Union Hall, 1 SeptemberD-771, *William Henderson*, Southend, 23 September

[D-633 withdrawn]

B-878, *Claire and David Delves*, Ramsgate, 24 September

[B-765 withdrawn]

ON-1312 (13-05), *Patsy Knight*, Lowestoft, 2 October

[ON-1132 withdrawn]

D-772, *Rusper II*, Rock, 6 October [D-634 withdrawn]B-879, *Just George*, West Mersea, 21 October

[B-761 withdrawn]

D-773, *Enid Mary*, Newquay, 5 November

[D-626 withdrawn]

D-775, *Eliza*, Newcastle, 3 December [D-637 withdrawn]ON-1313 (13-06), *Edmund Hawthorne Micklewood*,

Hoylake, 9 December [ON-1163 withdrawn]

D-776, *Super G II*, Angle, 13 January 2015

[D-638 withdrawn]

**NAMING CEREMONIES**D-767, *John F Mortimer*, Workington, 27 September 2014ON1304 (16-24), *John D Spicer*, Porthdinllaen,

28 September

B-878, *Claire and David Delves*, Ramsgate, 10 OctoberD-769, *Ray of Hope*, Littlehampton, 16 OctoberB-877, *Lewisco*, Whitstable, 25 October**LAUNCH ALERTS ON YOUR MOBILE**

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

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

# TRAPPED BY THE TIDE

Among the new lifeboats that were in action (listed in Launches, left) over the Autumn and Winter was Newquay's D class lifeboat, *Enid Mary*. Her crew faced a tricky rescue in the surf when a group of students were cut off by the tide ...

**NEWQUAY | 22 NOVEMBER**

A leisurely stroll turned into a dramatic rescue for three university students after they found themselves cut off by the tide at Whipsiderry. One student was soaked through, having taken a tumble. Newquay's lifeboat volunteers landed their D class on a small patch of shale 50m away from the trio. Volunteer Crew Members Tim Stokes and Duncan Wallace scrambled across the rocks to assist them back to the lifeboat. Then the station's B class Atlantic 85 lifeboat took them back to New

# SPECIAL DELIVERY

## 'THIS BRAVE OLD SEAMAN'

I thought you might be interested in the enclosed taken from *The Seamen of the Downs* by the Rev Thomas Treanor, c1890s.

'... There is a Norse flavour about the name of Jarvist Arnold, for many years coxswain of the Kingsdown lifeboat *Sabrina*. This brave, fine old seaman still survives, and still his eye kindles, and his voice still rings, as with outstretched hand and fire unquenched by age he tells of grapples with death on the Goodwin Sands. He is no longer, alas! equal to the arduous post which he nobly held for 20 years ... but still he is regarded with reverence and affection, and the rescue of the crew of the *Sorrento* and the story of the 'old cork fender' will always be honourably associated with his name.'

I am 95, and Jarvist Arnold was my great grandfather. My mother, who was born in 1889 remembered him in her childhood. Obviously I am very proud of him – a hero from the days of rowed or sailed lifeboats. How amazed he would be to see the lifeboats of today!

It would be so nice if he could, perhaps, be mentioned in the magazine!

**June Brockson** (also known by many as Peggy in the BBC Radio programme *The Archers*)



## 'I WILL REACH FOR MY PURSE'

Your article about fundraising brought back several memories to me.

As kids in Surrey we knew about the RNLI because my grandfather in Port Erin, Isle of Man, would always take us to the Lifeboat House when we visited him on holiday. We all put donations in the box whenever we saw one – the slipway collecting box was particularly popular.

Some years later (but still a long time ago) my husband and I took a trip out to Lundy on the *SS Oldenberg*. On the way back we were wonderfully entertained by the local lifeboat (*George Gibson*, Appledore) doing an exercise practising taking a person off the *SS Oldenberg*. As we queued to disembark, everyone was looking for their purses to make donations to the RNLI. Unfortunately there was nobody with a collecting tin – I even went in search of a donation tin without success. I know there are all sorts of regulations about when you can collect, but I hope you can make better use of training exercises now.

Nowadays I donate the easy way through my work payroll, but if I ever see a slipway box, I will reach for my purse to launch the lifeboat!

Thank you for the memories, and keep up the good work!

**Carol Stevenson**  
London

## FROM RNLI FANS ON FACEBOOK

We asked what you were looking forward to doing as the weather gets warmer – here are just some of the replies



'Well the kids have been disappointed by the lack of snow here on the north Norfolk coast so we can't wait to get sledging on the sand this Summer. Also, sliding across the salty mud to gather samphire – green as sea glass and completely delicious!'

**The Partridge family of Barnhouse Holiday Cottages, Norfolk**



'We are waiting for the sunny days so we can get out on the water. And 1–4 August, the city of Aalborg will be the finish line for the Tall Ship race 2015, with 96 of greatest ships in the world ... that's gonna be awesome!'

**Camilla Karsten Jensen, Denmark**

'Looking forward to hot sunny days so we can go scuba diving in blue clear waters around Anglesey, diving on the many wrecks that are scattered on the seabed followed by BBQ and beers on the beach with great friends, watching the sun go down over the bay – fantastic!'

**Mark Webber**

'Looking forward to enjoying the view again on Porthmeor, St Ives.'

**Bex Bruce**



'Looking forward to taking my new kayak down to Woolacombe for a bit of surfing and then over to the Ardèche in France for a bit of white water fun.'

**Dan Owen**

'Week's holiday in Dumfries and Galloway right by the Solway Firth; beautiful walks, breathtaking coastal views. Go and look at one or two local RNLI stations.'

**Reuben Manuel, London**

'My son was very ill for most of 2014 so for us just some warm days to get him out and about in his wheelchair; preferably at the coast.'

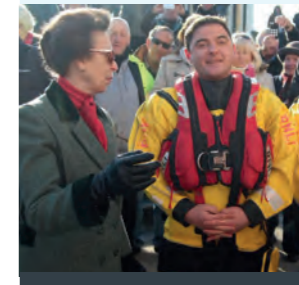
**Janet Manchester, Stevenage**

## TWEETS FROM SUPPORTERS

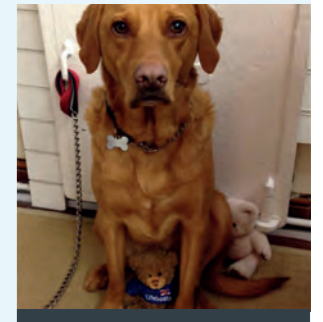


Some great photos taken by a supporter during a recent exercise. #trainingsaveslives @AmbleRNLI

RNLI crews in Porthcawl congratulated by HRH Princess Royal @glamgazette



Loving his new bear, @RNLI our Dunbar guard dog @Marmiteandme



Flippin' eck! Volunteers from Redcar help a young seal pup to safety after he washed up on the beach @RNLI

Write to us using the contact details at the bottom of page 2 or share your stories at [twitter.com/RNLI](https://twitter.com/RNLI) or [facebook.com/RNLI](https://facebook.com/RNLI)

# RNLI FAMILY: THE LIFE OF THE CHARITY

Celebrating the RNLI family, past and present

## Shirley recognised at Trearddur Bay

Shirley Rogerson, awarded the British Empire Medal in HM The Queen's 2014 Birthday Honours list, made history in November by receiving her medal at the lifeboat station that Shirley calls her 'second home'. Her award was presented by the Lord Lieutenant of Gwynedd.

Shirley began volunteering with the RNLI in 1987 when she became Secretary for the local lifeboat guild as well as later serving as Souvenir Secretary and Press and Lottery Coordinator.

Incredibly, Shirley's husband Bill received an MBE in 1995 for his own charitable work including with the



## A tradition within the family

RNLI. Meanwhile their children – Steve Rogerson and Alison Dixon – are volunteer lifeboat crew members, and ambulance technicians in their day jobs. So service to the community is quite a tradition within the family.

Deborah Ferns, who is the RNLI Community Fundraising Manager for

the area, said: 'This award is so very well deserved. Shirley gives up so much of her time for the RNLI. She gets the whole family involved in fundraising, which really is fantastic. It is even more inspiring as with her husband Bill she helps raise the vital funds needed to help the crew go to sea to save lives.'

## A lasting legacy

When a supporter kindly bequeaths to the RNLI in their Will, sadly we don't always know why they chose our charity

Derek (Stanley) Willett of Lanarkshire passed away in 2013 and left a legacy to the RNLI. As far as we know he had no remaining close family.

He was born in Truro, Cornwall in May 1952. We believe his parents were Stanley and Sylvia Willett. Both had been in the RAF during the Second World War. After the end of the war, Derek's father was employed as Chief Cook on the *Empire Rhodes* cargo vessel and became a night watchman in the 1950s. A newspaper cutting of the time states that

Stanley Willett raised the alarm after he saw a man falling from the vessel *Barboro* into the dock. Perhaps Stanley talked to his son Derek about this traumatic event.

We were given some family photos and there are clues within: happy seaside holidays with Derek's mum and dad and one we believe depicts Margate Lifeboat Station from around the 1960–70s.

If any of our readers knew Derek, we would love to find out more about our generous benefactor.



Derek and his mum pictured around 1970

## Celebrating life

# Sad passing of Lifeboat Mary

Over the weekend of 17–18 January, stalwart volunteer Mary Taylor sadly passed away

Widely known and loved as 'Lifeboat Mary', she was born into a family of crew members and began volunteering when she was 4 or 5 years old. Our thoughts are with Mary's family and friends, especially those at RNLI Padstow and Penlee where she'll be particularly missed.

Mary's father and grandfather were coxswains of Padstow lifeboats and Mary started fundraising in 1935, supporting the RNLI for nearly 80 years. She raised many thousands of pounds through knitting, embroidery, making toys, doing collections and selling lottery tickets. Her cross-stitched pictures of Padstow's lifeboats grace the walls of the lifeboat station. She also baked biscuits and cake for the crews and made countless cups of tea proving she was as dedicated as the lifeboat crew and had a heart of gold. Mary featured in Nigel Millard's photographic book *Courage on our Coasts*.



Lifeboat Mary as pictured in the book *Courage on our Coasts*

**Moira Cameron – October 2014**

Former Guild Chairman, Montrose

**Frederick Campion – September 2014**

Former Mechanic at Hoylake Lifeboat Station

**Arthur Fidling – November 2014**

Active member of Chester Fundraising Branch

**Rita Graves – November 2014**

Committee member, Gloucester Branch

**Bryan Johnson – November 2014**

Former Mechanic at Torbay Lifeboat Station

**Philip Leport – December 2014**

Crew Member at Montrose Lifeboat Station

**Len Patten BEM – January 2015**

Former Coxswain/Mechanic at Newhaven Lifeboat Station

**Cmdr Gifford Rosling – December 2014**

Former Area Organiser

**Richard Secker – November 2014**

Long-serving member of Lewisham Fundraising Branch

**Bob Stammers – October 2014**

Former Deputy Launching Authority at Clacton Lifeboat Station

**Peter Tapner – November 2014**

Former Cashier in Finance at Poole HQ

**John Wain – December 2014**

Former Chairman and Committee Member at North Staffordshire Branch

**Tom Walters – December 2014**

Former Exhibitions and Display Manager at Poole HQ

**Charles Watton – January 2015**

Former Finance Director at Poole HQ

## Support for RNLI families

The Royal Merchant Navy Education Foundation (RMNEF) is a charity close to the hearts of the RNLI but its aims and activities are often less well known in the wider maritime charitable sector. This charity was founded in 1827 and its main objective is to provide educational help to needy children of Merchant Navy seafarers, professional sea-going fishermen and RNLI lifeboat crew members who are currently serving, or have served, at sea and who have found themselves unable to support their children's education needs.

Each beneficiary is assessed on an individual basis to meet the unique needs of the child. A range of support can be provided to 'enable education' such as school/university fees, living expenses, educational books or visits, equipment, school uniform, and even laptops. The end goal is to provide sufficient assistance in training for employment in the future.

For more information visit [rmnef.org.uk](http://rmnef.org.uk), telephone 0118 997 7700 or email [office@rmnef.org.uk](mailto:office@rmnef.org.uk).

# Friends of the RNLI

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



## Coastal Spring

Look out for the Coastal Spring range of Cornish bottled water in your local shops, bars and restaurants. 1p per bottle will go to the RNLI.



## Amazon

The RNLI receives at least 5% of your order value only via [RNLI.org/amazon](http://RNLI.org/amazon).

## 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.



## Discounted holiday home

St Justinians is a large family holiday home that sleeps up to 16 people in an unforgettable Pembrokeshire coastal location near St Davids. The construction of the new St Davids Lifeboat Station is taking place nearby. While the works do not affect the principal views west towards Ramsey Island they are clearly in view to the south and near enough for some noise and visual intrusion. To compensate, the bungalow is being offered with a 50% discount on the normal weekly tariff (usually £1,599–£2,975) to anyone referring to this article when booking directly with the owners. Contact Mrs Kath Hall on 07557 368683 or email [penstrumbly@hotmail.com](mailto:penstrumbly@hotmail.com).

## Giveacar

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



## Furness Building Society

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

## Puzzle time

### Quick Wordsearch:

Can you find the island lifeboat stations?

U B E M B R I D G E H H W I H  
B W Y L U H Q T W P S J X S A  
B A X R E Q M X J E J O X L A  
V O N H O V U Z U E M Y D A N  
W E O B E H E K R L Z E R Y S  
I C H E E H B R J C R A E V K  
O W W Z S B M X B N N E I Y I  
U O N L E O D S E U Z S E F V  
M Q C M W E E Y B U R K G O F  
D Q L V O M B P J P L G H M L  
V M M J C W B S E M L N H H X  
Z I W X X K N M D D I G C B Z  
L O N G H O P E N H H T I A D  
E L S H I Z W D D C Q A X F  
C R D J K M Z B S J A N E R K

AITH  
LONGHOPE  
ISLAY  
ARAN  
PEEL  
ALDERNEY  
COWES  
BEMBRIDGE  
ACHILL  
LEVERBURGH

## NAUTICAL PUZZLES

### Get Hitched

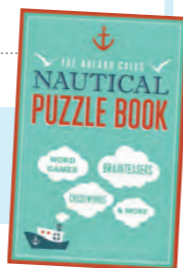
Pair these nautical terms.

- |             |             |
|-------------|-------------|
| 1. Bosun's  | A. Effect   |
| 2. Apparent | B. Rig      |
| 3. Dead     | C. Wind     |
| 4. Furious  | D. Downwind |
| 5. Fujiwaha | E. Fifties  |
| 6. Jury     | F. Chair    |

1 2 3 4 5 6 7 8 9 10 11 12



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



# A LIFESAVING TICKET

1,100 children rescued by lifeboat crews in 2014



HELP RAISE  
£1M



220+ family beaches patrolled by RNLI lifeguards this year



## WINTER 2014 LOTTERY RESULTS

Congratulations to Mrs M Armstrong from Northumberland, who won the £5,000 first prize in our Winter Lifeboat Lottery.

### The other winners were:

2ND PRIZE: £2,000

Mr D Giddings, Lincolnshire

3RD PRIZE: £500

Mr J Carlyle, Ayrshire

4TH PRIZE: £250

Mr A Moffett, Nottinghamshire

FIVE PRIZES OF £100 EACH:

Mrs E Doleman, Derbyshire

Mr BJ Halls, South Yorkshire

Mr C Mason, Bedfordshire

Miss CA Whaley, Northumberland

Mr B Jarvis, Kent

We'll report the winner of the Spring Lifeboat Lottery in our Summer 2015 issue. The Summer Lottery will mail on 17 April 2015. The closing date is 12 June and the draw date is 26 June 2015.

Last year, over 8,700 people were rescued by the RNLI's lifeboat crews – more than 1,100 were children under the age of 18.

With your help, we can prevent more young people from getting into danger. Our safety work includes:

**Education:** Hundreds of volunteers at stations, schools, beaches and special events all share practical safety tips and lifesaving messages.

**Swim Safe:** Our annual, free beach safety classes – including open water swimming lessons with qualified instructors – for children aged 7–14 years.

**Lifeguards:** Over 220 beaches around the UK and Channel Islands are watched over by our highly trained lifeguards, ensuring family holidays are remembered for all the right reasons.

**Signs and flags:** Our beach flags and signs help youngsters understand when and where it's safe to play in the water.

We report on 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.

# MAYDAY

1-4 May 2015



## Ready to go the extra mile?

With so many ways to raise money for the RNLI's lifesaving work, why not put your best foot forward and get involved in Mayday? From cake sales, collections and sponsored walks to welly-wanging, carwashes and quizzes, there's a fun way for every supporter to help raise vital funds on Mayday weekend, 1-4 May.

You can organise your own event at work or in your community, help out at an existing event or donate money to a local collection.

To find out more about organising or participating in a Mayday event in your area, visit:

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