

LIFEBOAT



THE RNLI IS THE
CHARITY THAT
SAVES LIVES AT SEA

ISSUE 613 | AUTUMN 2015



THE FORCE BEHIND THE LAUNCH

Discover the teamwork and technology that powers all-weather lifeboats to the rescue

PLUS:

'I WAS DROWNING'

Dramatic rescue accounts from lifesavers and survivors

YEARS OF THEIR LIVES

Trace the history of RNLI awards – and find out what's next

Welcome

Earlier this year, Hoylake launch volunteer Tracy Davies – pictured on the front page – became the first woman to qualify as an operator of the Shannon class lifeboat's launch and recovery vehicle. Now she's on call, ready to send the volunteer crew to sea and save lives.

People like Tracy and their launch equipment are sometimes overlooked. But without them, our rescuers can't get to sea in the first place – see page 26 for more on the force behind the launches. In this issue you can also read how Tracy's fellow Hoylake volunteers teamed up with crew members and lifeguards at West Kirby to go to the aid of a casualty in serious danger (p10). Our other rescue stories include words of gratitude from a

woman saved from drowning (p16) and the family of a man resuscitated with the help of our lifeguards, who said: 'You have given a 3-year-old her daddy back' (p14). All these lifesaving rescues are powered by people's time, skills, actions and support.

Thank you for yours!



Editor:
Rory Stamp
@LifeboatRory



RORY STAMP
LIFEBOAT EDITOR

GALLANTRY MEDAL ANNOUNCED

As we were finalising this magazine the RNLI's Trustees announced that Scarborough Helm Rudi Barman will receive a Bronze Medal for Gallantry. Rudi is receiving the award for his courage, skill and leadership during a launch to a dog walker, who was being washed against a sea wall. In breaking waves, a near gale and darkness, Rudi and his fellow volunteers got the casualty, Andrew McGeown, ashore and he was given CPR. Tragically, despite their best efforts, Andrew did not survive. We'll feature a full report of the service in the next issue.



Pictured: The RNLI's All-weather Lifeboat Centre was officially opened in Poole, Dorset in August. Chief Executive Paul Boissier opened the lifeboat manufacturing and maintenance centre along with the RNLI's two youngest fully-trained all-weather crew members: Caryl Jones from Porthdinllaen and John McDerimid from Arranmore.

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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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Hugh Fearnley-Whittingstall

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Blackpool volunteers pull drowning woman to safety with seconds to spare



News

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

Words: Jon Jones

Tall ships, long weekend

Belfast had its very own RNLI lifeboat station for a long weekend in July when Bangor and Red Bay volunteers provided extra rescue cover for the Tall Ships Race. Around 750,000 visitors poured into the city for the 4-day event and our lifesavers were at the very heart of the activities, at the ready with a relief Atlantic 85 lifeboat in the marina. Donaghadee's all-weather lifeboat crew were also afloat for the Sunday parade.

The RNLI was one of five charities that benefited from the event and visitors got a close look at our rescue gear, chatted to crew and lifeguards and had a go at dressing up in lifeboat kit. Darren Byers, RNLI Divisional Operations Manager, said: 'The inshore lifeboat responded to six service calls with thankfully no injured casualties. Belfast looked stunning during the event and the departing sight of the parade of Tall Ships accompanied by RNLI lifeboats is one that will stay with me for a long time.'



ROYAL HONOURS



A young solo sailor was among the selfless RNLI volunteers and fundraisers recognised by HM The Queen in this year's Birthday Honours.

Natasha Lambert was the youngest of the seven RNLI recipients named for their contribution to saving life at sea. The 17-year-old RNLI fundraiser (above) has raised thousands of

pounds for the RNLI and other charities with her incredible solo sailing achievements. The unstoppable teenager, who has athetoid cerebral palsy, controls the helm and sails of her boat with a sip/puff mechanism. Natasha said: 'I can't believe I've been chosen for this amazing honour. I just enjoy doing what I do.'

Officer of the Most Excellent Order of the British Empire (OBE)

- **Barry High**, Gloucestershire: Volunteer fundraiser and major donor of Ilfracombe lifeboat. For services to charity and to the community in Blockley, Gloucestershire.
- **Lady Sarah Pigot**, Isle of Wight: Volunteer fundraiser and Chairperson of RNLI Isle of Wight Board. For services to the community in the Isle of Wight.
- **Vicky Wright**, Buckinghamshire: RNLI Trustee and Deputy Chairman. For services to maritime safety.

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

- **Captain Neil Hardy**, Dorset: Volunteer Lifeboat Operations Manager at Swanage Lifeboat Station. For services to maritime safety.

British Empire Medal (BEM):

- **Kenneth Headley**, East Lothian: RNLI Dunbar shop volunteer. For services to maritime safety.
- **Edna Heappey**, West Midlands: Volunteer fundraiser and founder member of RNLI Sutton Coldfield Branch. For services to charity and to the community in Sutton Coldfield, West Midlands.
- **Natasha Lambert**, Isle of Wight: Volunteer fundraiser. For services to charity.
- **Captain Reginald May**, Dorset: President of RNLI Bridport and District Branch. For services to the community in Bridport, Dorset.

A VINTAGE LEGACY

Our lifesavers received a remarkable gift in May – two multi-million-pound Ferraris. Northampton businessman and RNLI supporter Richard Colton left his treasured sports cars to the RNLI in his Will, asking that money from their sale be used to build a new lifeboat named after him and his late wife. The cars, up for auction at the Imperial War Museum in Duxford on 14 October, are expected to fetch around £8M – enough to fund almost four new Shannon lifeboats. It's one of the largest bequests ever received by the RNLI.

The rare Ferraris – a red 1960 250 GT SWB and silver 1967 275 GTB/4 – were Richard's lifelong passion and he enjoyed driving them around Europe. He was described by friends as a shy and private man and said to be nervous of the sea, hence his great respect for our volunteers. Simon Hope, Chairman of the auctioneers H&H Classics, says: 'It promises to be an historic sale.'



Photo: H&H Classics/Neil Fraser

GENEROUS BEQUEST:

2 FERRARIS

EXPECTED TO RAISE:

AROUND £8M



ENOUGH TO FUND ALMOST 4 SHANNON CLASS LIFEBOATS

ST ABBS CLOSURE

The RNLI closed its inshore lifeboat station at St Abbs in Berwickshire in September, following an earlier announcement of changes to four stations in the north east of England and the Scottish Borders.

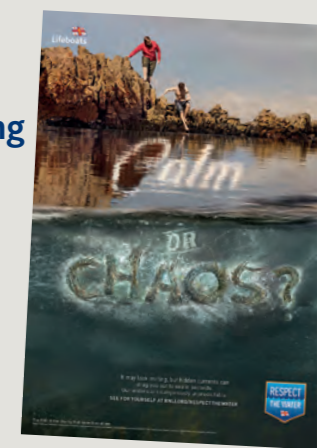
An extensive review of the area showed that Eyemouth Lifeboat Station – just 2 miles away – could safely and effectively cover the area with an additional D class lifeboat. George Rawlinson, RNLI Operations Director, says: 'The RNLI does not take lightly any decision to close a lifeboat station and we understand that it has been disappointing for our crew, supporters and the community at St Abbs. The station has served the RNLI proudly for over 100 years, saved 228 lives and rescued many more. On behalf of everyone at the RNLI, I would like to thank the volunteers for their dedication and commitment to saving lives at sea.'

Increasing respect for the water

Respect the Water – the RNLI's safety campaign – launched throughout the UK and Republic of Ireland this Summer. The campaign was bigger than ever, with thought-provoking adverts in cinemas, on radio, the web and in the press, all in the name of drowning prevention. It's a key part of the RNLI's mission to halve the number of coastal drownings by 2024.

Our research has revealed who is most at risk – adult men – and why they have been getting into danger. So the campaign included safety messages focused on three critical issues: cold water shock; currents, waves and tides; and slips, trips and falls into the water. It all served as a reminder that British and Irish seas are dangerously unpredictable.

It's not all about the adults, though. More than 55,000 youngsters got Beach Smart this Summer, thanks to a free RNLI safety pack full of tips on catching waves and what to do if they get into trouble in the surf. Children also took part in free Swim Safe sessions with the RNLI and the Amateur Swimming Association (ASA).



AIMS TO REACH 5.9M PEOPLE

SCOTLAND

Words: Philly Byrde

COMMUNITY NEWS

Kirkwall

LETTERS OF THANKS

When climber Peter Stephenson fell 8m from cliffs at Roseness last June, he broke his jaw, leg and a bone in his neck. Fortunately Kirkwall lifeboat came to Peter's rescue, and volunteers Magnus Croy and Marcus Vile used their casualty care skills to keep him as comfortable as possible until a Coastguard helicopter arrived.

In May this year, Magnus and Marcus received Letters of Appreciation from the RNLI's Chief Medical Officer, and Peter was well enough to attend the presentation with his wife and three daughters. He has since become a valued ambassador for this Summer's Respect the Water campaign.

'I'd like to say thank you to everyone for this award, especially to the crew for their support and my family for making it possible for me to be a volunteer crew member,' said Marcus.



Climber Paul Stephenson with (l-r) Kirkwall's Magnus Croy and Marcus Vile

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

LEVERBURGH LEADERS RETIRE



Leverburgh Honorary President Hamish Taylor thanks John Maclean (l) and Murdo MacAulay (r)

Looking after a lifeboat station's volunteers and making vital decisions on lifeboat launches is no small task. But for volunteers John Maclean and Murdo MacAulay, their respective roles of Lifeboat Operations Manager and Deputy Launching Authority also involved them setting up a brand new station.

Since Leverburgh was established in 2012, John and Murdo have developed the station and supported its crew through 55 rescue missions. They have both recently retired from active duties.

On 20 July they were thanked for their wisdom and commitment with framed photographs of the lifeboat in action.

Helensburgh | Oban

OPEN DAY ACTION

Our supporters come to open days around the coast expecting a slice of the action – but on 20 June visitors at two lifeboat stations saw the crews launch for real.

Lifeboat crew at Oban had returned from an overnight shout

to a grounded yacht, with just an hour to go before their open day got underway. But by 12.47pm they were called to stand-by another grounded vessel, which was safely refloated later that afternoon.

Meanwhile at Helensburgh, the busy volunteers were called away from their open day to attend a dinghy with engine failure, and were later called at 7pm and 12.50am the next morning to look after a grounded motorboat.



The grounded yacht that kept Oban crews at sea the night before their open day

Anstruther

RUNNER, RESTAURANT AND ROTARY CLUB SUPPORT

Support for our lifeboat stations comes from many different faces – all play their part in keeping our lifeboats afloat and training our crew.

Earlier this year, Anstruther celebrated a trio of tributes from the local community. Linda Thomson from the Boathouse Bar and Restaurant dropped by (but not into!) the station's capsizing training to donate £751 from a Boathouse Has Got Talent night. Members of Anstruther Rotary Club visited to donate a set of resuscitation mannequins. And local 'mumpreneur' Jo Macfarlane Barton jogged by in training for May's Edinburgh Half Marathon, which raised £360 for the station.

WHAT'S ON

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

HOPE IN THE GREAT WAR
Scottish Fisheries Museum, Anstruther

11 September–29 November

Discover the incredible story of RNLI volunteers' dedication during the First World War in our touring interactive exhibition.

See RNLI.org/hope for more details.

FREE WILLS MONTH
October

A chance for our supporters aged 55 and over to make or update a simple Will for free. See RNLI.org/FreeWills or call 0300 300 0124 for details.

FIDDLERS RALLY
Lochgilphead Joint Campus, Argyll, PA31 8AA

23 October, 7pm

Tap your toes to the Oban and Lorne Strathspey and Reel Society, plus community choir Bar None. Tickets, including refreshments: £8 adults, children free.

CHRISTMAS FAIR
Kinghorn Church Hall, Fife

28 November, 10am–midday

Souvenirs, Christmas cards and tasty baking to put you in the festive spirit. Contact Rachel Stewart on 07767 382336 for details.



RESCUE

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

6 HOYLAKE AND WEST KIRBY | PAGE 10

7 MAWGAN PORTH | PAGE 14

8 BLACKPOOL | PAGE 16

You can also watch and read the latest rescues online at RNLI.org/NewsCentre. We often post rescue stories and videos on social media too – see facebook.com/rnli and twitter.com/rnli.

Words: Jon Jones
Photos: RNLI



1 OUT OF THE RACE COURTMACSHERRY HARBOUR AND BALTIMORE | 17 JUNE

A solo yachtswoman was in a race from Falmouth to Baltimore when she lost power and steering off the Cork coast in a force 6. Courtmacsherry and Baltimore lifeboat crews sprang into action around 7pm and found the casualty 10 miles off the Old Head of Kinsale. Courtmacsherry crew towed the stricken yacht and its skipper into the safety of their harbour.



2 DRIVER ON THE ROOF WEST MERSEA | 26 MAY

A van driver was forced to climb onto the roof of his vehicle and await rescue when the tide rose around him. He was trying to drive out to Osea Island, off the Essex coast. 'The water had risen up to the van's windows, covering the seats inside,' West Mersea Lifeboat Operations Manager Martin Wade says. The lifeboat crew took him onboard and attached a marker buoy to the van to warn passing boats.



3 THUNDERCAT FLIPS FISTRAL BEACH | 30 MAY

When a powerboat flipped during a ThunderCat race, its rider was briefly knocked out. Her lifejacket kept her afloat until lifeguards arrived and, suspecting a spinal injury, they swiftly secured her to the sled of their rescue watercraft and got her to the beach. Lifeguard Supervisor Lewis Timson says: 'The lifeguards immobilised her until race paramedics took over and they all carried her to the ambulance on the rescue sled. It was a good team effort.'



4 THAT SINKING FEELING MACDUFF AND BUCKIE | 21 JUNE

A lone skipper triggered an early morning rescue on Father's Day after snagging a propeller and finding that his vessel had been holed. The boat – a decommissioned trawler – was on its side, taking on water, when Macduff lifeboat crew arrived. They immediately rescued the man and were joined by a member of Buckie lifeboat crew in an unsuccessful attempt to plug the 30cm hole and pump out water. The lifesavers abandoned the vessel moments before it sank.



5 LUCKY ESCAPE LOCH NESS | 23 MAY

When kayaker Steve McQueen capsized in Loch Ness he was so paralysed by its cold water that he couldn't swim the 15m to shore. Luckily, his friend made it back afloat and raised the alarm. Steve clung to his upturned kayak for 20 minutes and avoided being dashed on rocks before Loch Ness crew hauled him aboard their lifeboat. The volunteers wrapped him in a survival blanket and warmed him up with a shower and hot drinks at the station.

LIFESAVING ON THE EDGE



When lifeguards found a seriously injured man in the water, it would take three RNLI teams to bring him to safety over an island's rocky ledges

Hoyle volunteer Marcus Swaine was already in the cab of the Shannon class lifeboat's launch and recovery vehicle when his pager went off on 25 May. Slightly puzzled, he looked to Head Launcher Ian Farrall for guidance. From his position on the sand, Ian was signalling to recover the lifeboat from the sea, rotate her and relaunch immediately. There was a shout.

'We'd just got back from a cracking day escorting Cunard's *Three Queens* into Liverpool,' remembers Second Coxswain and Mechanic Andy Dodd, who was duty coxswain that day. 'As soon as we hit the beach and told the Coastguard, they came back to say they needed us.' With Hoyle's previous

Mersey class lifeboat, this would have taken 20–30 minutes. But the Shannon was away and at sea again within 12.

The call for help had come from RNLI lifeguards based 2 miles south at West Kirby, popular with holidaymakers and hikers – who often head across the

'Dad was just trying to protect him from the waves and hold his head'

sand at low tide to explore the three islands clustered at the water's edge.

It was nearing the end of a Bank Holiday Monday as Lifeguard Mike Procter made a final sweep of Hilbre Island before it was cut off by the

incoming tide. Looking over an outcrop on the cliff's edge, he spotted a man in the water, clinging to a rock. 'He wasn't swimming up and down, he wasn't trying to get out or in. Something wasn't right,' Mike explains. He radioed the Coastguard for lifeboat backup, and contacted his fellow lifeguard – and father – Norman as he cleared the top of the island on his RNLI quad bike.

Together they approached the man in the water, who was starting to weaken in the relentless waves, complaining of back pain. With no time to put on his wetsuit, Norman jumped into the water and tried to hold the casualty steady in the chop that bashed the rocks.

A third lifeguard, Tom Corlett, had heard everything unfold over the radio. Carrying a spine board and large first aid kit, Tom made his way down from the clifftop over rocks slick with seaweed. Mike handed him the radios and went in to help Norman support the casualty in the water.

'We couldn't lift him out on our own – on sand, maybe, but not among those uneven rocks,' says Mike. 'So Dad was just trying to protect him from the waves and hold his head, while I was securing his lower body.' The tide was rising, but now all they could do was wait.

Norman had been in the water for around 20 minutes when West Kirby's



'Waves were coming in ... knocking us over'

**NORMAN PROCTER
LIFEGUARD | WEST KIRBY**

We just tried to keep his head up and keep his airway open, keep him stabilised, but it was very windy, with the waves coming in, knocking us over, the tide coming in, flooding up, getting higher and higher ... oh it was endless. The cold didn't even come into it until we came out and knew everyone was helping, and then the adrenaline dropped a little bit and I thought, hang on, I'm a bit cold here!

The rocks are full of barnacles as well. Tom's feet were cut to bits, my knees were cut to bits, at the time you're not even thinking of that ... you don't realise the bruises and cuts from getting bashed on the rocks until you're finished.

D class inshore lifeboat arrived. Helm Stuart Clark decided to veer down – he anchored the lifeboat, then steadily reversed towards the rocks until he was close enough for Crew Member Adie Gregan to jump out and wade ashore. 'They'd done an amazing job just the three of them up until that point,' says Adie. 'But I saw the relief in their faces when they realised an extra person was there to help get things moving.'

The four lifesavers managed to slip the spine board under the casualty and scrambled to lift him out of the sea onto a ledge just above. But, without the water supporting his body, the man's pain increased sharply – and the blood now running across the rocks made it clear that he had several serious injuries.

Adie and Mike started to bandage his wounds, while

the others monitored his breathing and ran through vital checks. 'The local lifeguard service was only adopted by the RNLI this year,' says Mike, 'but because we'd all done the RNLI's Casualty Care course, everyone was speaking the same language and we could work better as a team.'

By this time Andy Dodd was carefully approaching aboard the Hoylake Shannon class with more medical equipment. 'As we arrived you could hear the screams of the casualty over our engine noise,' says Andy. Using the precision of the lifeboat's waterjet power, he nudged the Shannon amongst the rocks as close to the inshore lifeboat as possible. Hoylake's Ian Davies transferred onto the inshore lifeboat with a basket stretcher and Entonox gas. Then he climbed overboard and allowed himself to be washed ashore, where he joined the others looking after the casualty.

With Ian on hand, West Kirby Crew Member Adie could take a step back and plan their exit. It wasn't an easy choice: steep, slippery cliffs and a rising tide meant that leaving via land was impossible. And, with the casualty having a suspected spinal injury and now slipping in and out of consciousness, evacuating him by boat over choppy waters wasn't an ideal alternative. The requested helicopter from RAF Valley was reportedly on another job – 30 minutes away.

'There were moments when it was tough, but what can you do? You can't just leave,' says Adie. 'But it did feel like one thing after another. I just took a breath and tried to work out what to

do. Then suddenly we got the call that the helicopter was only 12 minutes away, and that was a clarity moment:

boom, right we're onto something now, we're minutes away from someone coming to get him out of here.'

In the minutes that followed, the team secured the casualty in the basket stretcher and managed to lift him to higher ground. Once the helicopter arrived, they transferred him to an airlift stretcher, while Adie operated the highline for the winchman.

'I remember saying to the casualty: "You're in the best position you can possibly be in. All these people – you've got so much help",' says Mike. 'Every one of those people saved a man's life that day.' Although the casualty was in a critical condition in hospital for days afterwards, he was making steady progress in his recovery as this magazine went to print.

Words: Philly Byrde

Photos: RNLI/(Nigel Millard, Philly Byrde)

'Every one of those people saved a man's life that day'

With one of her crew ashore, Hoylake's Shannon class lifeboat stands by in case the casualty is evacuated by sea

West Kirby's D class lifeboat crew veer down on their anchor to transfer crew members ashore

Having lifted him clear of the waves, the team of lifeguards and lifeboat crew work to stabilise and reassure the casualty



'By far the most traumatic thing that I've witnessed'



IAN DAVIES
ELECTRICIAN
CREW MEMBER | HOYLAKE

In over 20 years on the crew, this was by far the most traumatic thing that I've witnessed, to see a human being in that much pain. You just need to do what you can to try and help him out of that situation.

I was holding his hand to offer him some comfort and I felt him squeezing back. I thought what a privileged position I was in – because I'm here at the pointy end of an arrowhead, and behind me are all the guys on the boat who got me there, all the guys on the shore who put us in the water, all the station management, the fundraisers ... and everybody, everybody behind me. And I had the role of holding that man's hand and caring for him in what could have been the last few minutes of his life. It was a massive moment.

To watch footage of the rescue and read accounts from others involved, visit RNLI.org/HilbreRescue

SPEED, SKILL, SURVIVAL

The quick thinking and skill of two honeymooners and RNLI lifeguards were the difference between life and death for a jogger who went into cardiac arrest on a Cornish beach

Mawgan Porth Beach was pretty quiet on the overcast evening of 21 May. As 6pm approached, it was time for Lifeguards Jackson Howell, Tim Robey and Dave Kelly to pack up and get ready for their weekly swim training at the local pool.

As the tide crept in, a man in his 40s jogged along the waterline. A couple on their honeymoon strolled nearby – and saw him suddenly keel over. Rachel Bennett, a retired

police officer, recognised the signs of cardiac arrest and began CPR. Her new wife Nick ran to fetch the lifeguards. For Jackson, Tim and Dave, swim training was off.

And so began the Chain of Survival – a series of events that, when they happen quickly enough, improve a person's chances of surviving cardiac arrest and making a good recovery (see panel, below right).

Care on the beach

'He was at the water's edge with an incoming tide, so we picked him up and brought him up the beach,' Dave recalls. 'I left the guys to start CPR and went to call Falmouth Coastguard.'

Jackson snatched the casualty care grab bag. He took over chest compressions and prepared the defibrillator. Tim took on the breathing element of CPR. Then Jackson gave the man, Sean, his first shock, while the tide came in fast. The lifeguards had to move Sean up the beach again before giving a second shock.

The lifeguards had been working on him for around 10 minutes when their supervisor, Anton Page, arrived by truck. Tim and Dave jumped on the back with Sean and continued working on him as Anton drove to the car park. 'The coastguards and paramedics were there, ready to take over,' recalls Tim. 'We did one last shock and handed him over into their care.'

With their advanced medical training and range of drugs and equipment, the paramedics and coastguards worked

'You have given a 3-year-old her daddy back'

Kate, Sean's wife

steadily on Sean for 20 minutes while waiting for the Royal Navy helicopter. By then, he was breathing unaided.

The last link

First-rate care at the Royal Cornwall Hospital in Truro forms the last link in this Chain of Survival. At the time of writing, Sean was making a steady, if slow, recovery – thanks to every link in the chain, and the speed, training and professionalism of everyone involved.

In a letter to the lifeguards, Sean's wife Kate writes: 'You have given us the opportunity to have our daddy, husband, brother and son back. Without the lifeguards and coastguards, we could be waiting for a body to wash up somewhere and never know what happened.'

'Your actions that day have a far reaching impact, which should not be underestimated. You have given a 3-year-old her daddy back. He will see her start school next year, can teach her to drive, and hold his future grandchildren. My family and I are incredibly grateful and will never forget that the RNLI gave us all that opportunity.'

Words: Mairéad Dwane
Photo: RNLI/Chris Speers



WHAT IS THE CHAIN OF SURVIVAL?

'It's when someone recognises the problem and starts the response,' says Peter Dawes, the RNLI's Lifesaving Services Manager. 'Early CPR buys time for the emergency services.'

Early defibrillation is essential as the chance of survival reduces with every passing minute, and early advanced care pre-hospital and in hospital is essential.'

Recognise problem and start response

A couple nearby saw – and understood – what was happening. Nick went to get help, Rachel started CPR.

Early CPR

The lifeguards were able to take over CPR within 2 minutes, using their extra equipment for safe breathing.

Early defibrillation

Jackson gave Sean his first shock within 5 minutes, greatly increasing his chances of survival.

Early advanced care

Paramedics and coastguards arrived within 15 minutes. They used special CPR machines and administered drugs.

Early in-hospital care

The Royal Navy helicopter was the best option to get Sean to hospital as fast as possible.



The British Heart Foundation and the Irish Heart Foundation run regular CPR courses – often for free. Visit BHF.org.uk/Heartstart or irisheart.ie.

'I THOUGHT IT WAS MY LAST BREATH'

After a fateful day at the end of June, Uzma Khan was left wondering what would have happened if she hadn't stepped out onto the sands ... if she hadn't been carrying a mobile phone ... or if three volunteers hadn't gone to her aid

'I had been fasting that day. I was struggling to pass the time, but the weather was very good in the evening so I went for a walk,' recalls Uzma. The 28-year-old Blackpool resident strolled out onto the sands near the town's Queen's Promenade, and walked until she reached water. 'I turned around, and that's when I realised I had water all around me,' adds Uzma, who dialled 999 and quickly explained her predicament to the Coastguard. They alerted Blackpool lifeboat crew.

Back on shore in the town, volunteer lifeboat Helm David Warburton was driving home from a shopping trip when his pager beeped. 'Being already in the car gave me a bit of a head start in terms of getting to the station quickly, so I was one of the first to arrive,' says David, an HR manager.



See RNLI.org/BlackpoolRescue for the rescue video



It shows the crew spotting Uzma and pulling her aboard



Below, Uzma says thank you to Jonathan and Alan



He kitted up along with Crew Members Alan Gilchrist – a funeral services operative – and Jonathan Horrocks, an alley gate coordinator.

'The water was soon up to my neck'

Meanwhile, Uzma's initial concern had given way to panic. 'At first I had a lot of space. But then the water started getting nearer. Within 5 or 6 minutes, I was in the sea. The tide came in so quickly.' Uzma stayed on the phone to the Coastguard, who told her to stay calm. 'But the water was soon up to my neck with just my head, my hand and the phone above it,' recalls Uzma. 'I couldn't swim. I don't know how. I said "yes" to everything the man on the phone said, that I would try and float, and take breaths. I took three breaths, then a fourth one. I thought: "That is it. This is my time – why? I don't want to die like this." Then I started thinking about everyone I knew, my family, my partner.'

David and his fellow crew know only too well how quickly the tide can catch people out, and headed to the scene at full speed. 'The situation had gone from someone being cut off by the tide to someone out of their depth, fully-clothed, exhausted and unable to swim,' says David. 'Coastguards and police had gathered at the shore, so I used them to guide me roughly towards where the casualty was.'

Suddenly, Alan and Jonathan spotted Uzma's face and arm just above the surface, about 100m away. 'I didn't hear the lifeboat arrive – I didn't hear anything at that stage. I was drowning,' reflects Uzma. 'My hands were up and somebody grabbed them and pulled me into the lifeboat. I remember struggling to breathe. I was crying and shouting.'

Initially Uzma was conscious and responded to the crew's checks. 'But after 30 seconds she passed out and went quiet,' recalls David. 'So, instead of heading back to the lifeboat station, I decided to land the boat there. If we needed to give treatment, it was going to be a lot easier on land than a lifeboat

at sea.' David managed to beach the lifeboat on a small area of sand at the foot of the sea wall. He grabbed oxygen and a first aid kit while Alan carried Uzma to the top of the steps – Jonathan stayed with the lifeboat.

'She was very cold, very tired and had taken on a lot of water, so we were concerned about secondary drowning,' adds David, who monitored Uzma with Alan before she was taken to hospital. She made a complete recovery.

'A few days later I went to the lifeboat station to say thank you to the volunteers. That's when I realised the RNLI is a charity,' says Uzma. 'From now, whatever I do, whether I earn more or less, I want to give something to the RNLI every month. I felt so helpless.'

Respect the Water - check tide times before you go on a coastal walk and keep an eye on the tide to check whether it's coming in or going out.

Words: Rory Stamp
Photos: RNLI/Chris Taylor



DAVID WARBURTON
BLACKPOOL HELM | HR MANAGER

'It's a privilege to have saved someone'

My focus was to make sure we reached Uzma at my first attempt. If I missed her and the crew couldn't reach, we'd have to do another approach. She could have disappeared at any second.

I'm so proud of the crew. But it wasn't just us – it was everyone involved in the station, including the launch crew who drove the D class down to the beach. And the training was vital too, because I believe any three volunteers from our crew in any combination would have done the same, with the same outcome. It's a privilege to have saved someone.

The UK and of Ireland have some of the biggest tidal ranges in the world so, before you head out, make sure it's safe – check tide times.

THE YEARS OF THEIR LIVES

Recognising our people's achievements – as well as reporting our progress – has always been at the heart of the RNLI's annual meetings. But how we do that has changed with the times, and is about to change again ...

From the RNLI's founders and first medallists to this year's governors and honorary awardees, our supporters and volunteers have gathered in London every year for the charity's annual general meeting and award ceremonies. And the venues, from the London Tavern to the Barbican, have hosted some historic moments. Here we share just a few of them – and reveal what the AGM and awards of the future will look like.



1967

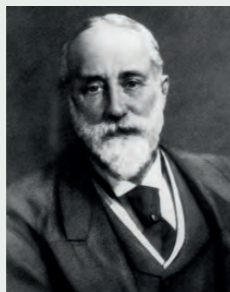
Lifesavers are welcomed ashore in central London as they prepare to receive Medals for Gallantry at the RNLI's Annual Presentation of Awards. In December the previous year, the *Moelfre* crew rescued 10 and the *Holyhead* crew rescued five from the Greek motor vessel *Nafsiporos* in a hurricane. For their parts in the rescue, *Moelfre* Coxswain Dic Evans (left) received a bar to his Gold Medal for Gallantry, Crew Member Evan Owens (middle) received a bar to his Silver Medal and Inspector of Lifeboats Harold Harvey (right) received a Gold Medal.

MEDALLISTS MAKE THEIR MARK

1824

Charles Fremantle

The Australian port of Fremantle is named after the HMS frigate commander who took possession of Western Australia in 1829. But his name came to prominence 5 years earlier when he received the RNLI's first Gold Medal for Gallantry. HM Coastguard Commander Charles Fremantle swam out through the surf to a brig striking the shore off Christchurch, Dorset. After attempting to rescue the crew, he was pulled back to shore by a line.



2004

Aileen Jones

In the RNLI's 180th year, Porthcawl Helm Aileen Jones became the first woman on a lifeboat crew to receive an RNLI Medal for Gallantry. Her Bronze award recognised her boathandling skills and courage when she and her crew went to the aid of a fishing boat in distress. Despite a large swell and gale-force winds, Aileen managed to get the inshore lifeboat close enough to put a fellow volunteer aboard the fishing boat, rescue the skipper, take both onboard and head safely back to shore.

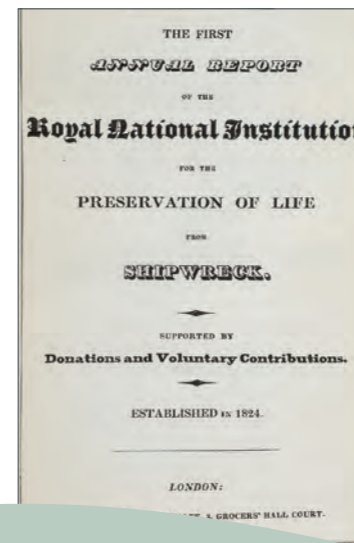


RECORDING OUR PROGRESS

1825

First report

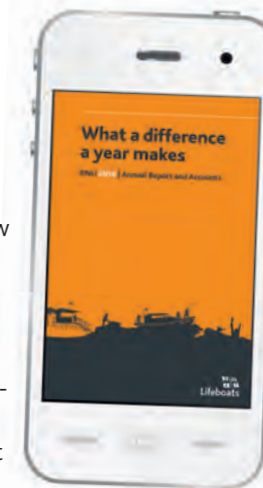
The first annual report produced by the charity – then known as the Royal National Institution for the Preservation of Life from Shipwreck – declared that: 'The objects of the institution ... extend to all, without distinction of country, in war and peace, who may be in imminent peril of shipwreck, on any part of the coast.'



2015

Online now

The latest Annual Report and Accounts document is available in print, but you can also view and download it online – along with a selection of films that show last year's achievements – at RNLI.org/RNLI2014. '2014 was the year in which we set out to save even more lives, now and in the future,' writes Charles Hunter-Pease in his Chairman's message. 'Whatever time, talent or support you generously give, thank you.'



2,532
MEDALS
FOR GALLANTRY
AWARDED IN OUR HISTORY

334 PEOPLE
ATTENDED THE
2015 AGM

£9,826
INCOME IN 1824
£182M
INCOME IN 2014



HRH THE DUKE OF KENT
BECAME RNLI PRESIDENT IN

1969

BIG VENUES, BIG MOMENTS

1915

Caxton Hall

In the 1950s and 1960s, Caxton Hall hosted glitzy weddings – Orson Wells, Elizabeth Taylor, Joan Collins and many more celebrities were married there. But 100 years ago it was the scene of a more humble occasion: the RNLI's Annual Meeting. The Chairman, The Earl Waldegrave, announced that 'some 1,112 persons were saved' in the previous year. Among the lifeboat crew members awarded with medals (pictured) were coxswains involved in the rescue of the *Rohilla* at Whitby (as recalled in issue 609).



2015

The Barbican

These days the RNLI's AGM presentation takes full advantage of audio-visual technology: a slideshow with images, rescue footage and live video feeds is projected onto a large screen as the Chairman delivers his annual report. Backstage at the Barbican, the RNLI's events logistics and film and image teams are pictured working together to manage the show after months of planning.



GUESTS OF HONOUR

2008

Silver service

Special guests from all sorts of backgrounds have presented awards and given speeches at our annual events over the years. They have included former President of Ireland Mary McAleese, Paralympic athlete Baroness Tanni Grey-Thompson and Entrepreneur Richard Branson. The many royal guests have included HRH The Duchess of Cornwall, pictured above, presenting Torbay Coxswain Mark Criddle with his Silver Medal for Gallantry in 2008. Mark went on to present the awards himself in 2014.



2013

Courage and commitment

Since becoming our President in 1969, HRH The Duke of Kent has presented hundreds of awards to lifesavers, fundraisers and supporters. Among the recipients at the 2013 awards was Natasha Lambert, a teenage RNLI supporter with athetoid cerebral palsy, who has sailed, climbed mountains and raised thousands for the RNLI. Natasha is pictured (right) with her younger sister Rachel and HRH The Duke of Kent. See page 4 for news of Natasha's latest award.



OFFSHORE



LIVE LIFE
TO THE FULL
AT THE COAST



Pictured clockwise from top left: Chairman Charles Hunter-Pease meets supporters at the York awards; guests enjoy the Scotland

Annual meeting; Chief Executive Paul Boissier congratulates Ann Atkinson at the Poole awards; awardees gather in Dublin.

2016 and beyond

From next year, our awards will be presented at regional and community events. There are already major annual ceremonies held outside London, including those at Belfast, Dublin and Perth, as well as smaller regional and local events.

When we asked our volunteers about how they want to receive recognition, 75% of those surveyed said they preferred to receive awards locally.

So next year's ceremonies will take place at events across the UK and Republic of Ireland in areas that minimise travel times for those attending.

'It's a tall order to expect everyone to come here [to London] for the awards, when our lifesaving communities are based all around the United Kingdom and the Republic of Ireland,' explained RNLI Chairman Charles Hunter-Pease during this year's annual awards at The Barbican. 'And yet the people of those communities deserve to celebrate the difference they make

'It's a tall order to expect everyone to come here for the awards, when our lifesaving communities are based all around the UK and Ireland'

Charles Hunter-Pease, RNLI Chairman

as much as anyone. While the number of RNLI awardees has been going up, the numbers able to attend this event has been going down – because of the time, cost and commitment involved in coming to London. And having two events – this one and the AGM – in one day, is costly.'

The Chairman added that the Annual General Meeting wouldn't be tied to a London venue either. Instead, the next AGM will take place in Poole at the Lighthouse arts centre, close to our Headquarters. This will save the amount of time and cost used to deliver the event. If you're a Governor member of the RNLI, we'll be in touch in the coming months with more opportunities to get involved in the AGM and shape the future of the charity.

Words: Rory Stamp

Photos: RNLI/(Adrian Don, Sam Jones, Derek King, Jon Stokes, Pat Moore)



STORM TROOPER

P4 EXTREME AUTUMN WEATHER – LOVE IT OR HATE IT?

| P2 TOP GEAR: LIFESAVING FERRARI | P2 WHAT YOU GET IF YOU CROSS WAKEBOARDING AND KITESURFING | P11 PETE GOSS AND BLONDIE HASLER | P12 HOW TO ABANDON SHIP | P15 MUST-READ LIFEJACKET ADVICE | P16 HOW TO FEND OFF A SHARK

GOING
LOW-TECH
IS THE WAY
FORWARD
OPINION P14

WELCOME



BETHANY HOPE
OFFSHORE EDITOR

Dear Reader,

What's your most popular topic of conversation? For many, it's the weather. We're obsessed! For some it's just small talk, but for those of us who love the ocean, the weather can make or break your day – see feature overleaf.

Speaking of obsession, I'm a big fan of Yachtsman Pete Goss, who chats to *Offshore* (p11).

As well as sharing your love of the coast, we also offer you expert advice: a step-by-step guide on how to abandon ship (p12) and end-of-season kit tips (p15). And we'll help you swim/surf without fear on your Winter holiday, arming you with the skills to fend off a shark (p16)!

Are you addicted to your mobile/tablet/MP3 player? Find out on p14 why I think you should put your gadgets away when you're on the water.

What's your obsession this year? Please tell me what watersports you're into, whether it's an old favourite or a new challenge. Or if you don't want to talk to me about that, we could always talk about the weather ...

Bethany

PS Thank you to those of you who have completed the *Offshore* survey so far. We'll report on it in a future edition.

@BethanyRHope
offshore@rnli.org.uk

ON THE RADAR

Is it a kite? Is it a board? We spotted a kitesurfing wakeboarding hybrid flying high and asked watersports guru Dave Hartwell to give us the low-down

'Take kitesurfing and add a boat,' says Dave from the Watersports Academy, Poole, 'and you get wakekiting.'

Dave, who'll give most watersports a go, owns a wakekite and describes the set up. 'You've got a board attached to your feet. You use the boat's momentum and speed to create height with the kite.'

What's the appeal? 'You get bigger, floatier airtime. The jumps are huge. It's different – combining wakeboarding and kitesurfing. And it's good for those really light wind days.'

'You get bigger, floatier airtime.'

Safety wise, you could come a cropper if you go too high, but there are quick release systems to help keep you safe. With the right training and if you know how to wakeboard and kitesurf, you should be up and jumping in no time.

FUN FACTOR: ★★★★★

COST: ★★★★★

RISK: ★★★★★

AVAILABILITY: ★★★★★

TOP GEAR TO FLOAT YOUR BOAT

The Finisterre wetsuit

Designed specifically for cold water conditions in the UK, not sunny California, these wetsuits come in a 5mm hooded and 4mm non-hooded style.

Due October 2015
From £360
or around €500



Waterproof gadget pouch

Keeps your phone, iPod or other personal items visible, yet safe from the elements.

£4.95 at RNLIShop.org



1960 Ferrari 250 GT SWB

Fancy a spin? Featured on p5 of *Lifeboat* magazine, this classic Ferrari is one of two left to the RNLI in a generous legacy by Richard Colton.

Auction on 14 October
by H&H Classics.



MEET OUR EXPERTS

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



SARAH-LOUISE ROSSITER

COASTAL SAFETY OFFICER
WEXFORD

Sarah-Louise is Senior Powerboating Instructor and Boating Vice-Captain.



KEVIN RAHILL

INCIDENT REDUCTION
MANAGER/VOLUNTEER
CREW MEMBER
WICKLOW

A sea survival trainer and keen sailor, Kevin has over 40 years' hands-on experience of 'when things go wrong'.



ALLEN STEVENS

SENIOR ENGINEER
POOLE

Allen's an expert in all things technical and is a key part of the planning team for *Offshore*.



DR YANNIS PAPANASTAMATIOU

MASTS RESEARCH FELLOW
UNIVERSITY OF
ST ANDREWS

Yannis is an expert in our finned friends, sharks, and is funded by the Marine Alliance for Science and Technology for Scotland (MASTS).



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Cover image: Shutterstock

May the force be with you

Words: Bethany Hope | Photos: Paul Appleton, Andy Lyons, Roy Morrison, RNLI/Andy Perryman, Nicola Watts

When Autumn storms approach do you batten down the hatches or bring out the boards? *Offshore* explores the perils and pleasures of this volatile season

In the St Jude storm of October 2013, 14-year-old Dylan Alkins was swept into the sea from Newhaven's West Beach. The Newhaven crew launched the lifeboat to help in the search in storm force 10 (pictured below).

In failing light, large waves broke over the stern of the lifeboat, pushing water into the engine room. The crew relied on their safety lines as they were swept off their feet by what station volunteer Alan Novis described as 'exceptionally large waves'. The crew searched for 6 hours in the storm, to no avail.

AUTUMN STORMS

October and November are notorious for gales and storms like St Jude in the UK and Republic of Ireland.

So why do storms often hit in Autumn? It's because the warm air of Summer retreats south, and the colder

air from the north pushes down, so that the point of collision between warm and cold air is often directly over us (pictured left). In the Summer, the area of collision is generally further north and in the Winter, it moves further south.

Then there's the jet stream – a fast moving ribbon of air around 9–16km above the Earth's surface – which can turn a harmless low rapidly into a violent storm (called rapid cyclogenesis). This is what happened with St Jude.

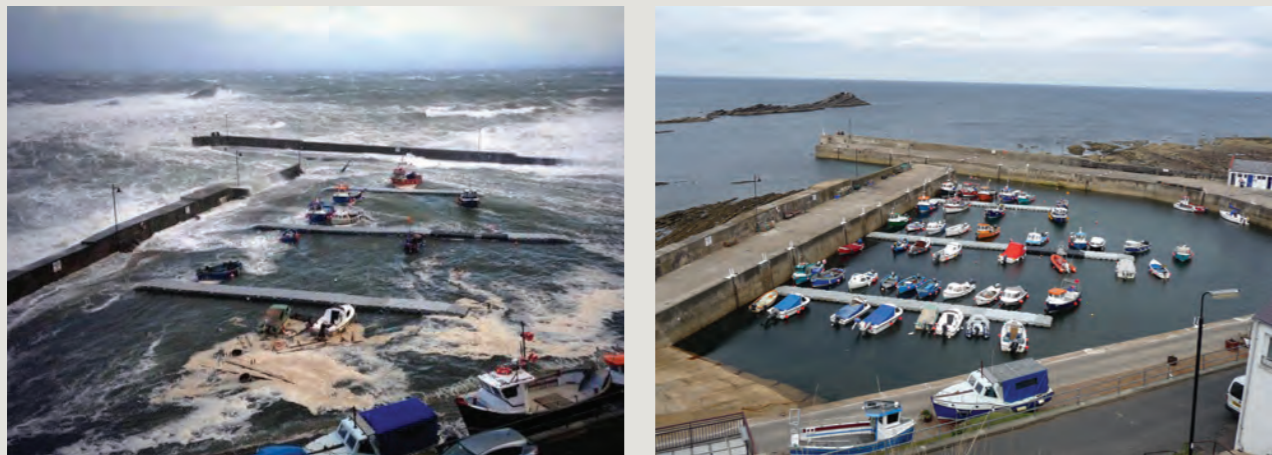
In a storm at sea, you're exposed to the elements. Over the weekend in late October 2013, when St Jude hit, lifeboat crews launched 32 times. Ocean Sailor Pip Hare has weathered a few storms at sea: 'Offshore, the waves can pose more of a risk to sailing yachts than the wind itself. Big waves beam onto boats can cause them to roll excessively and broach. Large waves from behind can break in the cockpit.'

As witnessed with the tragedy of Dylan, people on the coast are also vulnerable. At high tide, strong winds cause destruction with storm surges and flash floods. When there's a high risk of floods, the RNLI Flood Rescue Team gets ready for action. ▶



Two views of the St Jude Autumn storm: Satellite image of clash between high and low pressure directly over the UK and Republic of Ireland and sea-level photo of Newhaven crew battling force 10

SPOT THE DIFFERENCE



Gardenstown Harbour, Aberdeenshire, during a storm and in calmer conditions

YOU HAVE BEEN WARNED

The RNLI recommends strongly that you should check the weather forecast before you go out, and at regular intervals when you're out on the water. It's rapidly changing conditions that can catch people out, especially in Autumn.

It's easy to be fooled when the water looks calm, as Crew Member Anne Millman recalls when she went sailing a few years ago: 'I'd seen the forecast, but when I stepped onto the yacht it was beyond flat. I was lulled into a false sense of security. It went from flat calm to force 9 in 20 minutes.'

These days Anne keeps her feet firmly on solid ground when there's a gale forecast, except of course if her pager goes off for a lifeboat call out.

Admiral Robert Fitzroy, founder of the Met Office, knew his onions. He stressed that it's the combination of keen observation and scientific theory that forms the best forecast. In other words, check the forecast and keep a look out.

Ocean Sailor Pip says: 'I always look out to sea at the waves and the clouds to try and anticipate what is ahead and make any changes before they need to happen.'

Here's Pip's advice if you're offshore and there's a gale/storm approaching:

- reef down early and if changing to storm jibs or trysails, do this early
- lash down or stow away all loose items above and below decks and keep washboards in place
- get an accurate position fix and understand where any points of danger are and if your boat will be blown towards them
- look after the crew with any seasickness tablets
- prepare snacks and hot drinks
- check crew have warm waterproof clothing, lifejackets and safety harness lines well fitted.

AUTUMN REVELS

What's a nightmare for some is a dream for others. Autumn is when the games begin for many windsurfers, surfers and kitesurfers. In September, the wind picks up and sea surface temperatures reach a peak around our coasts. Large low pressure systems in the Atlantic bring consistent swells and surf.

Kitesurfer Daniel Sharp enthuses: 'September and October are magic months for kitesurfers as they follow what can be less windy Summer months.' What's more, the beaches are less crowded, as the children are back at school and the tourists have gone home.

THE CHOSEN FEW

But what happens when the season of mists and mellow fruitfulness turns really nasty? While most of us batten down the hatches before the onset of a storm, there are some hardcore watersports men and women who hear a weather warning and rush to the coast.

Windsurfing guru Simon Bornhoft explains the appeal of the rougher Autumn conditions: 'They make it more demanding, exciting, and really rewarding to be out on the water embracing the elements. Travelling at high speed and skipping over a white cap sea, riding and flying over waves

'Travelling at high speed, skipping over a white cap sea, flying over waves ... there is nothing else like it!'



is a sensation few get to enjoy, but once you have there is nothing else like it!'

Exactly how you react to the forecast of high winds is of course up to you. It depends on your level of experience and your location as well as the conditions. And the folks that go out in gales and storms are unbelievably fit.

LIFESAVING POWERED BY YOU

RNLI lifeguards are on patrol until the end of September, so if you are experienced enough to brave the volatile conditions in late Autumn, you'll need to look out for yourself and each other.

Sudden changes in the weather can catch out the best of you, even if you follow the safety advice to the letter. In 2014 lifeboats crews launched 268 times in force 7 and above. With your support, we saved 460 lives.

If you do get into trouble at sea, don't hesitate to call for help. If there's one vessel that can handle a storm, it's an RNLI all-weather lifeboat.

STORM SKILLS

Gale and storm force conditions aren't for everybody. According to Simon Bornhoft, windsurfers need to:

- be very experienced, fit and talented
- have the right size sail, board and a decent wetsuit with weather protection and buoyancy
- sail with others, keep within your limits and don't go too far out
- always seek local advice, choose tide and wind direction so that you are swept along or into the shore if something goes wrong
- learn self-rescue or buddy rescue techniques.



MYTHBUSTER

Can a ship's cat predict a storm?

There is a *little* truth in this. A cat's inner ears are very sensitive and they can detect slight changes in pressure. But the marine forecast at metoffice.gov.uk will provide more detail on an impending storm.

PLYMOUTH



Start your next adventure from Devon's ocean city

Words: Philly Byrde

Photos: Barry Berrins, Michael Bowles, Lloyd images, National Trust Images/Joe Cornish

SAIL CITY

Even before the Pilgrim Fathers set sail for the New World in 1620, Plymouth has been a place for starting out, casting off and tasting new nautical adventures. Now it's your turn!

The waters around Plymouth Sound have activities to suit every taste, skill and budget. At Mount Batten Watersports and Activities Centre, for example, you can try everything from coastering to gorge walking, powerboating to kayaking. Sailing is undoubtedly the star attraction, though. It's no wonder, with the city's impressive pedigree: it was the starting point for Sir Francis Drake's circumnavigation of the globe, and is the finishing post for the Fastnet Race. In May 2016, the start of The Transat race returns to the city.

For more domestic racing, the sheltered waters of the Sound – and the open seas beyond – make for perfect close, competitive sailing. Plymouth Regatta week offers first-class competition for yachts and dinghies every July.

If you're taking it a little easier, head east from Plymouth to the Mewstone off Wembury Point, to catch pollack and mackerel, or spot dolphins and basking sharks in Summer.

FIND OUT MORE visitplymouth.co.uk
mount-batten-centre.com, rwy.org/plymouthregatta

TAKE ME TO THE RIVERS

Away from busy Plymouth Sound are the hidden gems: the Lynher, Tamar and Yealm rivers. Lush woodlands crowd the banks as Amazon-esque trees cool their heels in the tranquil waters. Whether you row, stand-up paddleboard, kayak or sail upriver, you'll feel like a real explorer.

Navigate up the Lynher and you'll find a secluded deep water anchorage at Dandy Hole. Continue to St Germans Quay, and in August you could meet friendly revellers from Port Eliot, a family festival of music, food and literature, with guided wild swimming sessions in the river at high water.

The Yealm is another peaceful haven to anchor overnight, where the welcome of the waterfront Ship Inn beckons from nearby Noss Mayo. The area is also worth exploring on foot via National Trust trails through Wembury Woods.

FIND OUT MORE

Search online for the RYA's free *Guide to the River Lynher*, porteliotfestival.com, nossmayo.com, nationaltrust.org.uk/wembury

LIVING HISTORY

From a Lancaster bomber to a torpedoed American supply ship, the area offers plenty for scuba divers. HMS *Scylla* is a former warship deliberately sunk to create an artificial reef in 2004.

INSIDER INFO

SEAN MARSHALL
SECOND COXSAIN,
PLYMOUTH



'One of the best things for divers is the variety of depth options Plymouth provides. Just opposite the lifeboat station you've got Firestone Bay – you can swim straight off the beach and dive to 45m. There are loads of friendly dive shops and schools who offer advice too.'

ALEX GRASSICK
THIRD MECHANIC AND
INSHORE LIFEBOAT HELM,
PLYMOUTH



'For cruising we've got Fowey and Salcombe within easy reach, but one of the nicest day trips is up the River Yealm (pictured below). Just watch the bar at the entrance and stick to the channel – a good pub is your reward!'

Away from busy Plymouth Sound are the hidden gems



SAILING IS
UNDOUBTEDLY THE
STAR ATTRACTION



Port Eliot Festival

It's a popular and exciting dive, but be aware that entering the deteriorating wreck is now strongly discouraged.

If you prefer your history on dry land, the newly refurbished Mayflower Museum on the Barbican tells the city's story from natural harbour to thriving port. Cool off with a dip in the original 1930s Tinside Lido, or follow in sailors' footsteps of old and refuel at Royal William Yard Harbour, a Grade I-listed former naval victualling yard that now holds cafes, restaurants and bars.

The area has several historic properties with rolling landscaped grounds, perfect to reflect and recuperate after a day on the water. Saltram House, on the banks

of the River Plym, is also the starting point of the Plym Valley Trail, part of the coast-to-coast cycle route to Ilfracombe.

Across the Tamar, Antony House has grounds so enchanting they were used in Tim Burton's version of *Alice in Wonderland*. And for high-speed sightseeing, you can explore Mount Edgcombe's country park and coast paths on a Segway safari.

FIND OUT MORE divescylla.com
everyoneactive.com/centre/tinside-lido
nationaltrust.org.uk/saltram
nationaltrust.org.uk/antony
adventuresegway.co.uk

HAVE YOU BEEN TO HOLY ISLAND?

Share your favourite spots and sports on the coast of Northumberland @BethanyRHope or offshore@rnli.org.uk.

CREW TIPS



'Plymouth is an extremely busy naval, mercantile and fishing port. Small craft are hard to spot from the bridge of a warship, which probably has less room to manoeuvre than you,' says Dave Milford, Coxswain at Plymouth Lifeboat Station.

He advises:

- visit royalnavy.mod.uk/qhm/ Plymouth before you go afloat
- check for planned naval movements, exclusions or other notices to mariners, then let the port control and Coastguard know your plans
- follow any instructions from the MoD Police immediately.

BEACH LIFE

Plymouth is sometimes outshone by the glittering sands of its South Hams neighbour, but nip over the border into Cornwall, round the Rame Peninsula and the quieter beaches are worth the trip. RNLI lifeguards patrol four beaches between Tregantle and Tregonhawke. Whitsand Bay is great for experienced windsurfers and kitesurfers confident in waves, but it's not for beginners.

Back in Devon, flatwater windsurfers head to St John's Lake to regularly clock speeds of 35 knots. Wembury beach is also popular with local windsurfers, surfers and stand-up paddleboarders. Warm up afterwards in the Old Mill Cafe, and – as you're so close to the Cornish border – consider some research into the ongoing jam first or cream first scone debate.

FIND OUT MORE windsurfplymouth.org.uk
www.reactivewatersports.co.uk/Whitsand-Bay.html

PETE GOSS

MBE

This Devon-born sailor and adventurer shares one inspiring moment in Plymouth

'I was with my father in Plymouth Sound on my Grandfather's old motor sailor. I was about 5, watching the start of one of the early OSTAR races.'

'We pulled up to Blondie Haslar and my Dad had a chat with him. I couldn't believe that he was heading off into the wide blue yonder on that odd looking little green boat of his. It felt like a lifetime later that my Dad said he had made it to America. If anyone inspired me in my life it was him.'

'In this area, you have all the history of Plymouth Harbour and one of the UK's best anchorages in Cawsand Bay. Lose yourself in the many fingers of the Tamar Estuary, which carry you up to Morwellham Quay where the salmon jump.'

'I have lived on and around the Rame Peninsula all my life, sailed, fished, farmed, brought up the kids. Its striking outline has always meant home as I have sailed back from every corner of the globe. It's where my heart is.'

'Come and visit, for we have something for everyone.'

COME AND VISIT
 FOR WE HAVE SOMETHING
 FOR EVERYONE

HOW TO ABANDON SHIP

Many of us are familiar with the one-line wisdom, 'always step up into a liferaft' – but do you know the details of abandoning ship?

If your vessel is sinking, a liferaft dramatically increases your chance of survival. It helps to prevent cold water shock (when entered dry) and hypothermia, and it keeps you and your crew together.

'As a lifeboat crew member, there's nothing more worrying than rescuing someone from the water, only to discover there are others out there,' says Kevin Rahill, from the RNLI's Community Safety Team.

Liferafts prove their value time and again. In May alone, Hunstanton lifeboat crew rescued two sailors saved by their raft, and five fishermen were brought to safety 74 miles west of the Isles of Scilly, thanks to the EPIRB and raft they deployed as their ship was sinking.

Follow the lifesaving steps opposite if you're abandoning ship, but be aware most of the preparation comes long before an emergency. If your liferaft is stowed under lots of kit and padlocked on deck – or you're not familiar with its functions – all you've got onboard is extra weight and bulk. But if you know how to deploy your raft, have it serviced regularly and are familiar with the kit it carries, you could very well become your own lifesaver.

To ensure you and your crew are fully prepared, consider a [Personal Survival Techniques \(Sea Survival\)](#) course.



Photo: Shutterstock



YOUR STEP-BY-STEP GUIDE FROM RNLI COMMUNITY SAFETY'S KEVIN RAHILL

- **1 GET READY**

A liferaft is a last resort. A partially submerged vessel is still safer, and easier for rescuers to see. If there's time, grab extra kit or your dry grab bag with clothing, blankets, hand-held VHF radio, flares, food, water, EPIRB and SART.*
- **2 DEPLOY THE RAFT**

Be familiar with your own liferaft's process before it's an emergency. Remember to tie it securely to your vessel with the painter before deploying.
- **3 GET ONBOARD**

Ideally, bring the raft close to your vessel and step aboard carefully. If you have to, enter the water as close as possible to sea level and the raft. If the raft's further away, clip your lifeline onto the painter and pull yourself out to the raft. Do a headcount.
- **4 CUT, STREAM, CLOSE**

Cut the painter close to the vessel, keeping as much rope as possible. Stream the drogue for stability and to slow your drift. Close up all openings to keep warm and dry.
- **5 MAINTAIN**

Time to look after the raft and crew. Bail out water, operate the EPIRB, make a mayday call, assign someone to keep watch, deal with sick/injured crew and take seasickness pills.
- **6 KEEP COMMUNICATING**

If you're in contact with the Coastguard via VHF, let them know of any injuries so they can prepare. If a helicopter's coming, communicate early, as it'll be noisy for VHF communications when it's overhead.

*EPIRB: emergency position indicating radio beacon, SART: search and rescue transponder

UNPLUGGED

I used to go running with Lady Gaga.

OK, so I listened to her music when jogging by the sea. I always hoped the music made me run faster, but the MP3 player wasn't the only thing on shuffle.

Now I run without Lady Gaga. Not the most exciting news, but bear with me. Without the headphones, I notice more. I'm more aware of everything around me – the warmth of the sun, the breeze by the sea, the cyclists hurtling towards me.

Unplugged, I save time and energy: I don't waste valuable minutes untangling the headphones cord and I don't get cross when the battery runs out halfway through Bad Romance.

Are you addicted to tech? Many people can't seem to do anything without holding or being plugged into a gadget.

Even when driving their cars. And if you haven't observed the trend, you're probably part of it!

Gadgets can distract you from your surroundings, whether that's enjoying nature or avoiding collisions on land or afloat.

Are you addicted to tech?

Of course there are some gadgets that you shouldn't be without on the water. Technology saves lives. It can assist you with navigation, calling for help and being found by the rescue services.

But it's easy to become over-reliant on tech. Colregs state that you should maintain a proper lookout at all times on any vessel by sight and by hearing.

Earlier this year lifeboat Crew Member and experienced sailor Simon Fayers (pictured below) from The Lizard sailed



763 miles single-handed, navigating without relying on electronic aids. 'I think it is great to be able to use just the basics of a sextant, compass and chart,' explains Simon. 'As a lifeboat crew member we often get called to yachts that have been disabled and are unable to use their electronic navigational aids.'

So next time you go out on the water, choose your gadgets wisely. Take a means of calling for help and other aids, but don't rely solely on them. Make sure the batteries are charged and that you know how to use them.

I strongly advocate turning off the background noise – MP3, DVD, snapchat – that drowns out the here and now. You'll be more in touch with your surroundings, spot any potential collisions early and rediscover the simple things in life.

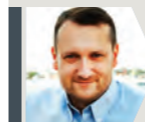


Are you a technophile or technophobe? Tell me the gadgets you love and hate

by tweeting @BethanyRHope or email bethany_hope@rnli.org.uk.

QUICKFIRE Q&A

YOUR QUESTIONS ANSWERED BY OUR SAFETY EXPERTS

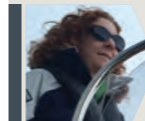


Is there a special way I should store my personal flotation device (PFD) at the end of the season?

Allen answers:

Don't squash your PFD into a small space or store heavy items on top of it as this can compress the foam and reduce buoyancy. These checks will help them last for years:

- Ensure your PFD is clean and completely dry. Avoid the use of strong chemical cleaning agents as these can damage the buoyancy foam.
- Check buckles are undamaged and that straps are not cut or damaged.
- Do zips move freely? Brush off any salt with a stiff brush.
- If possible, check that the buoyancy of your PFD is still up to its stated level.
- Hang your PFD on a coat hanger in a cool dry place.



What do I do with my out-of-date flares?

Sarah-Louise gives you the low-down:

Bring out-of-date or damaged flares ashore as soon as possible to be disposed of safely.

First, contact the place where you bought the flares to ask about a take-back scheme.

If you have no luck there, in the UK contact your local Maritime Rescue Co-ordination Centre – find it at gov.uk and search for 'marine flares'. In the Republic of Ireland, there are some chandlers where you can take time-expired pyrotechnics – see www.dttas.ie and search for 'pyrotechnics'.



Photo: RNLI/Watkin Williams

FEEDBACK

FROM SUPPORTERS

Novice Sailor Carol Donnelly thanks her rescuers:

'I was part of a sailing party at Newtown Creek, Isle of Wight, in July. As I was retrieving a fender, a sudden gust of wind caught the mainsail and the boom shot across and cracked me on the head.

'I was unconscious for a minute or two and bleeding profusely. Friends onboard acted swiftly to call for help and Yarmouth lifeboat was alongside in a very short time.

'The lifeboat crew were terrific, professional, skilled and very reassuring. I felt very safe and confident that I was being cared for by the best people.

'I am back home now with a black eye and a large lump on the head. A huge thank you to Yarmouth lifeboat and the rescue helicopter.'

RYA Cruising Instructor and RNLI supporter Paul Weinberg warns of dangers of posting your lifejacket by Royal Mail:

'This year, I went to the post office to post my Spinlock Deckvest to Ocean Safety in Southampton for its annual test. It went Royal Mail Special Delivery with next day delivery.

'Shock – the next day I was told it had been destroyed as it was deemed a "dangerous item!". The 33g cylinder wasn't even attached to the jacket in line with IATA regulations.

'I was told it was all my fault because I hadn't read Royal Mail's definitions of dangerous items.'

WHAT WOULD YOU DO NEXT?

Imagine yourself on holiday bathing at dusk at the end of a long hot day on the beach. The water's calm. You're enjoying the quiet, away from the crowds, about 40m from shore. You're a strong swimmer and you're fit.

Suddenly a large dark shape appears in the water close by. A large shark starts circling you.

WHAT DO YOU DO NEXT?

- A** Swim as fast as you can to shore.
- B** Stay calm, and make sure you keep facing the animal.
- C** Bash it on the nose.

EXPERT ANSWER



DR YANNIS PAPASTAMATIOU
MASTS RESEARCH FELLOW
UNIVERSITY OF ST ANDREWS

Most incidents between sharks and swimmers consist of a sudden strike, and the shark is not seen beforehand. So if you do see the shark, then the chances are that it won't pay much attention to you. The majority of interactions between humans and sharks are not predatory. You should be able to move away slowly.

There are a few large species that may very occasionally be evaluating you as potential prey (but this is very rare). If it starts circling you should be extra cautious and do not act like prey. Try your best to maintain visual contact with the animal (B) and to

not let it get behind you. Slowly make your way out of the water, maintaining eye contact. Only start fighting if it actually goes for you.

To reduce your chances of being attacked in the first place:

- swim in groups, close to the shore
- swim on beaches with shark spotters or lifeguards
- avoid swimming at dawn or dusk or during the night in general
- don't go in if you're bleeding from an open wound
- don't wear shiny jewellery, resembling fish scales
- avoid areas with anglers, particularly if there are any signs of bait fish
- look out between sandbars or near steep drop-offs and areas close to river mouths – the favourite hangouts of sharks.

MYTHBUSTER

- We're more dangerous to sharks than they are to us. On average 100M sharks a year are killed by human activities. Almost a quarter of shark species are facing extinction, with commercial fishing being the main threat.
- It's a myth that sightings of porpoises mean there are no sharks around. They can be around at the same time as they eat the same food. In fact some sharks eat porpoises.
- Sharks do not have poor vision. Their vision's pretty good and well adapted for seeing under low levels of light.

FOREVER BY THE SEA

Photo: RNLI/Nathan Williams



A positive way to pay tribute to someone you miss

There's an emotional story behind every tribute fund set up in aid of the RNLI. Dan Williams was spurred on to raise RNLI funds after his cousin, James Male, was lost in a sailing accident.

'I decided to attempt a 1,000K ride from Santander back to Southampton in honour of James,' explains Dan, 21, from Southampton. 'James was one of four crew members onboard the yacht *Cheeki Rafiki*, which was lost at sea mid-Atlantic. An extensive search effort from multiple countries

was prompted by the signal received from a personal locator beacon (PLB). Unfortunately, despite several days of searching, only the hull of the yacht could be found.'

Dan tackled the challenge with fellow cyclist Ollie Matthews – Ollie is raising funds for the Rose Road Association, which provides services for young people with disabilities.

'The money that I raise will be received by the RNLI and contribute specifically to the *Cheeki Rafiki* Forever by the Sea Tribute Fund,' adds Dan. 'This fund was set up by families of the lost crew to promote the work of the RNLI.'

The duo completed their epic journey in July, raising over £1,600.

To set up a Tribute Fund, visit RNLI.org/ForeverByTheSea, call the Giving In Memory Team on **0300 300 0124**, email 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 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:

The Giving In Memory Team, RNLI FREEPOST

Title _____ Forename _____ Surname _____

Address _____

Postcode _____

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



give with confidence

FBTS/BBTS

Photo: Shutterstock

The RNLI and me: Hugh Fearnley-Whittingstall

The father, chef, broadcaster, writer and campaigner on his marine passions

A lot of your work seems to be intertwined with the sea – why is that?

I've long had a fascination with the ocean, and with the amazing foodstuffs that can be foraged at its margins or hauled up from its depths. And of course I'm lucky enough to live very close to the beautiful Jurassic Coast. But perhaps the greatest reason is that, whether you're an environmentalist or a foodie, marine conservation and the management of our fish stocks are among the most important issues to face us today. We have to think very carefully about the fish we buy. And if we want to bequeath a better world to our children, we must take a long hard look at the way we treat the ocean.

European politicians voted to end fish discards – is that mission accomplished for you?

No, but it's a major marine milestone! The Fish Fight campaign proved that consumers care passionately about their fish and that they are prepared to raise their voices to get things changed. Thanks to them and pressure from a swathe of NGOs, a series of measures that will eventually amount to a ban on discards are being phased in. Of course, politics and policy are never simple – only time will tell if these measures will be effectively and fairly implemented and lead to lasting stock recovery. And there's more to do: unsustainable fishing practices continue to threaten the ecology of every ocean on this planet.

We're asking supporters to create fundraising fish suppers (see back page) – what's your idea of a great fish dish to share?

I'm a huge fan of line-caught mackerel and I love it cooked (whole or fillets) on a base of roasted

new potatoes with onions, lemons and bay leaves – it's a fantastic, aromatic, comforting one-pot dish.

'It's wonderful there are teams of volunteers ... ready to stop sticky situations turning into disasters'

What first-hand experience have you had with volunteer lifesavers?

About 4 years ago, I was out fishing with my son, Oscar, off Sidmouth when our small boat became wedged on submerged rocks. We were unable to free her and so I called the local independent lifeboat crew. Their response was fantastic. A crew member swam out to us to attach a line, and they set us loose in no time. It's wonderful to know that there are dedicated teams of volunteers – whether they are independent or RNLI crews – around the coast ready at any time to tackle incidents like this, to stop sticky situations turning into disasters.

You're a man of many hats – what's your current big project?

I always like to keep my irons in a few different fires, as it were! But a lot of my attention at the moment is focused on the problem of waste. Not just food waste – although of course that is an issue close to my heart – but the material waste we generate across all areas of our lives. We have become very much a 'chuck-it-out' society and there are some pretty shocking truths that must be faced in this area. But luckily there some very neat and achievable solutions too.

MY FAVOURITE ...

UTENSIL:

Potato ricer

'I picked it up years ago at a second-hand shop. It does the job a treat – fluffy, lump-free mash every time.'

GADGET:

Juicer

'I find the juicer can take care of excess fruit and veg such as apples, carrots, beetroot, rhubarb and kale – so nothing goes to waste.'

SNACK:

Hot fish sandwich

'A great way to cook fillets and undervalued fish such as dab, pouting or whiting. Just lightly coat them in seasoned flour, fry till golden and ram them into a soft bun.'

WHO IS HUGH FEARNLEY-WHITTINGSTALL?

The *River Cottage* series of cookery books and TV programmes have earned Hugh a huge following. His uncompromising commitment to ethically produced food has also driven campaigns such as Fish Fight (see right). If you fancy tackling a cookery course at River Cottage HQ, see the reader offer on page 42.

PICTURED:
Exmouth's Shannon
class lifeboat
launches quickly and
safely thanks to its
launch and recovery
system and volunteer
shore crew

THE FORCE BEHIND THE LAUNCH

While many lifeboats lie afloat in harbours, primed to head straight out to sea, others sit in boathouses on the shore. So, what – and who – is involved when it comes to getting an all-weather craft to sea in an emergency?

Capable of crashing through all weathers and any conditions, a Shannon class lifeboat is astonishingly manoeuvrable on the water. But weighing in at 18 tonnes (roughly the same as one-and-a-half double-decker buses) some real expertise is needed to get the lifeboat out to sea in the first place. So when engineers were challenged to design a Shannon launch and recovery system for our crews in 2001, there were, unsurprisingly, some very specific requirements to meet.

Around 50% of our Shannons are launched from a beach rather than a slipway or from afloat. Many of these beaches are steep; many are battered by heavy waves.

The launching solution was a tractor and carriage set-up with a unique turntable cradle that rotates a beached lifeboat 180° to launch again, bow-first. This entirely bespoke vehicle can haul its lifesaving cargo up a 1 in 3 gradient, and tow at 9mph over sand or shingle.

In calm conditions, the cradle tilts the boat down a 7° slope to launch – a bit like a mobile slipway – but in rougher seas the whole assembly drives into the water, where it can safely launch its lifeboat while submerged in depths of up to 2.4m. But the system can cope with deeper water than that after a launch – it can sit 9m below the waves before being retrieved.

John Deas is a Principal Engineer at the RNLI and a key member of the Shannon trials team, as well as a volunteer crew member at Swanage Lifeboat Station. He says: 'Feedback from volunteers involved in the launch and recovery trials showed that they especially liked the vehicle's four-track drive, which allows access to remote or difficult beach sites much closer to rescues than ever before. It's also pretty user-friendly to operate, which is important for people giving up their spare time to help out.

'It's an incredibly versatile bit of kit, and it's designed and built solely for the unique challenge the RNLI's lifeboat and shore crews ask of it.'

'It's a sophisticated machine, but it's also incredibly effective'

Trevor Bunney
Dungeness Lifeboat Mechanic



AN ALL-TERRAIN LIFESAVER

RNLI Dungeness Lifeboat Station welcomed its Shannon *The Morrell* in Spring 2014 (pictured below) – the first to receive the new class of lifeboat. As Dungeness's Station Mechanic, Trevor Bunney was involved in the initial launch and recovery system trials.

Trevor says: 'The very steep, shingly incline on our beach was a sort of benchmark for the designers – it was a case of "if the launch system can cope

with this, it can cope with anything".

When they came to trial the first model, we saw it disappear over that huge mound of pebbles, and were pretty sure we wouldn't see it come back up. It proved us wrong, reappearing effortlessly. That sold it to us!

'It takes a fair bit of training to learn how to do the routine services and repairs because it's a sophisticated machine – lots of hydraulic pipes. But it's also incredibly effective at its job.

The big deal for us is that it can reverse quickly and nimbly. If you come over that slope and are faced with massive waves and a really tough launch, you just trundle backwards and wait a moment for a safer opportunity. The old tractor launch vehicle couldn't do that – you had to just go for it.'

THE SLIPWAY WAY

Many of our all-weather lifeboat stations sit high above the water, on

cliff tops or piers. So the quickest way to get to sea is via a slipway. The crew at The Mumbles, Swansea, is one such station (pictured above) – the new boathouse and launch facility for their Tamar class lifeboat were officially opened in March.

Tamar class lifeboats are launched either from a tipping cradle – resting the boat flat until it's needed – or, on the shallower slipways, by releasing the 'sea catch' restraint to let gravity slide the vessel down the slipway, into the water. Some Tamar slipways are as shallow as a 1 in 12 gradient, but most are 1 in 5 and the lifeboats may reach speeds of up to 30mph as they hit the water.

At least four volunteer crew are required for the job, including a head launcher, winch operator and two shore crew. They're also needed to return (or wait at the station) to haul the boat back up when it returns after a shout. Throughout the process, the team use radio headsets to make communications clear and audible over the noise of waves, weather and engines.

The Mumbles Shore Crew Member Brian Jeffery and Coxswain Martin Double have volunteered for more than

70 years between them, and have seen many changes in launch and recovery during that time.

Says Martin: 'We've got more automated, updated and everything – a lot easier than it was years ago. In those days, you had eight shore crew to get all the big ropes down, and these days you can just do it with five. The guys used to have to pull all the heavy ropes down by hand, and they used to have to balance on concrete beams, so if you had a good gale of wind blowing, rain whatever – down you go.'

Brian, whose father, son, cousin and brother-in-law have all volunteered for the RNLI too, agrees. 'In our day, we had an open boat, and you got wet as soon as you went down the slipway,' he recalls. 'It seems to have improved so much through the years.'

Words: Laura Rainbow
Photos: RNLI/(Nigel Millard, Nathan Williams), Nicholas Leach



LADIES THAT LAUNCHED

For more than a century, the lifeboats of Dungeness were launched by a team of women known as the Lady Launchers, usually the wives and daughters of crew.

The Lady Launchers had to drag heavy wooden 'skids' across the beach and position them under the keel of the lifeboat. In the very early years, wearing no more protective or thermal kit than their own coats and scarves, the launchers then had to piggy-back crew onto the boat.

In 1979, a carriage-launched lifeboat came into service and the Lady Launchers were stood down. Dungeness Lifeboat Committee member Betty Paine (pictured below, meeting HRH Princess Anne) was on the team in the 1960s

and 70s, as was the station's current Press Officer, Judith Richardson.

Betty remembers: 'It certainly kept us all fit! But it was rewarding. I remember one particular rescue in the 1970s, where two tankers crashed at sea. One was stranded on the sand for days, and the captain used my house as a base to make phone calls and so on – no mobile phones back then. The freezers on his boat started failing while he was waiting on repairs, so he let us have the contents rather than waste them – there were sacks of meat sitting on the beach for us!'



KNIT A PAIR OF LIFESAVERS!

Are you a knitter? Woollen gifts have always helped raise funds and made great bespoke presents for loved ones. We asked one of our volunteers for a popular pattern that won't tax the needles too much, but will still go down well with supporters, friends and family



YELLOW BABY BOOTIES

'I was inspired by the lifeboat crew and the Flood Rescue Team and wanted to help. I hope this pattern helps raise funds for the lifesavers.'

Before Sally Mabey went along to Penarth Lifeboat Station with her husband, she didn't expect to be able to help save lives at sea. But then Jen Abell, Community Safety Manager, found out that Sally was a keen knitter. Jen encouraged Sally to get knitting in aid of the RNLI, and it wasn't long before Sally found her perfect pattern: booties for babies, inspired by lifeboat crew wellies.

'I managed, with the help of three friends, to take 106 of these knitted wellies to Barry Dock Lifeboat Station for the fundraisers to sell,' says Sally. 'Then the pattern started getting shared! I'm delighted at the idea of people using it to make families happy – and safe.'

THE PATTERN

For knitters with some experience

Materials needed:

1x 25g ball each of yellow and black double knitting (DK) acrylic yarn
1 pair of 3.25mm (UK size 10) knitting needles

Abbreviations:

DK – double knitting
Inc – increase
K – knit
K2tog – knit 2 stitches together
P – purl
P2tog – purl 2 stitches together
Sl 1 – slip one
St – stitch
St st – stocking stitch
TBL – through back of loop

Cast on 29 sts, using thumb method

First row: Knit one row

Second row: K13, inc in next st, K1, inc in next st, K13 (31sts)

Third row: K13, inc in next st, K3, inc in next st, K13 (33sts). Change to yellow DK wool and work 4 rows in st st

Shape toe

Next row: K20, K2tog through back of loops, turn

Next row: Sl 1, P7, P2tog, turn

Next row: Sl 1, K7, K2tog TBL, turn

Next row: Sl 1, P7, P2tog, turn
Repeat last two rows until 7sts remain on each side of toe shaping

Shape ankle

Next row: Sl 1, knit to end

Next row: P7, turn

Next row: Sl 1, knit to end

Next row: Purl

Next row: K7, turn

Next row: Sl 1, purl to end

Work leg

Work 11 rows in st st, (ending on right side)

Next row: (wrong side) Knit

Next row: (right side) Knit

Cast off knitwise on wrong side.

Sew up back seam in yellow, and sew sole seam in black.

Words: Rory Stamp and Carol Waterkeyn

Photos: RNLI/(Nathan Williams, Gavin Dando)

All wrapped up

1. SealSkinz gloves

That's handy! Black ultra-grip gloves in waterproof, windproof and breathable stretch knit. Designed for a range of outdoor activities.

Price: £39.95
Product ref: 873133000MED (medium) or 873133000LGE (large)

2. Lockable journal

Let mermaids, tropical fish and friendly sea creatures guard their most precious secrets. Includes padlock and two keys.

Price: £5.95
Product ref: 603247

3. Boat wall art

Handcrafted in wood (with a metal loop) to add a touch of nautical chic wherever it hangs.

Price: £12.95
Product ref: 760088

4. Songbird jug

This pretty 1.75l jug is decorated in grey with oak leaves and speckled songbirds. Made in the UK, microwave and dishwasher safe.

Price: £29.95
Product ref: 759101

5. Illuminated woodland tree

Bring the Winter woodland indoors with this sparkling LED light decoration. Requires three AA batteries. Approximately 60cm high.

Price: £19.95
Product ref: 799174

6. Fishing port in a tin

A miniature fishing port, complete with lifeboat station and slipway, stored in a decorative tin. Components are made of brightly painted wood. Suitable for children aged 3+.

Price: £9.95
Product ref: 461309



1



2



3



4



5



6

ALL THESE ITEMS ARE AVAILABLE FROM THE RNLI
You can purchase all of them from the RNLI's online shop at RNLI.SHOP.org or by telephoning 0300 300 9916.

Please note that postage and packing charges will apply for telephone and online orders.

2,287

RNLI RESCUE CRAFT LAUNCHES 1 April-30 June 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.**

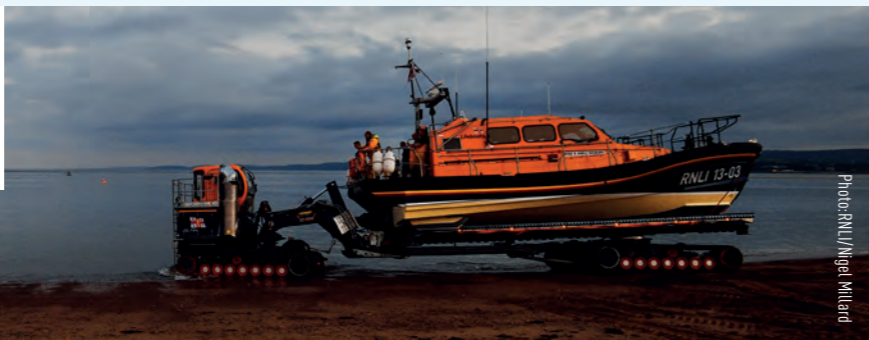


Photo: RNLI/Migel Millard

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 30 June 2015

ABERDEEN
ON-1248(17-24):Apr8,13
ON-1260(17-31):Jun18,25
D-694:Apr8,Jun18
ABERDOVEY
B-758:Apr21
ABERSOCH
B-790:Apr7,25,May16,28,
Jun22,27
ABERYSTWYTH
A-78:Apr5(x2),7,18,19,
22(x2),May30
B-822:Apr5(x2),7,18,19,
May28,30
ACHILL ISLAND
BB-513:May2,Jun10
ON-1240(14-28):Apr1,
Jun8,13,14
AITH
ON-1232(17-14):Apr29,
May28,Jun15,23
ALDEBURGH
ON-1193(12-34):Jun17
D-673:Apr21,May28,
Jun8,23
ALDERNEY
ON-1199(14-04):Apr25,29,
May2,23,Jun20
AMBLE
ON-1176(12-19):May8,14,
30,31,Jun20
D-736:May8,9,14,30,31
ANGLE
ON-1291(16-11):Apr2,15,16,
May3,15,25,27,29,31,Jun5,
9,27
D-776:Apr2,Jun17
ANSTRUTHER
ON-1174(12-17):May20,
24(x2),Jun18,20
D-667:May20,24(x2)
D-715:Jun6,13
APPLEDORE
B-861:Apr7,17,May16,18,
Jun15,27
BB-546:Apr14,22

ARAN ISLANDS
ON-1217(17-06):Apr8,17,22,
May3,14,17,22,23,Jun9,11,
16,18,21
ARBROATH
ON-1194(12-35):Apr21,
May3,Jun8
D-759:Apr21,May18,20,
Jun8
ARKLOW
ON-1223(14-19):Jun10,14
ARRAN (LAMLASH)
B-876:Apr25,May14,16(x2),
Jun8,15
ARRANMORE
ON-1244(17-22):Apr4,8,
12,18
ON-1279(17-46):May2,6,7,
19,Jun1,11,13,16
BALLYCOTTON
BB-036:Apr12,Jun18
ON-1233(14-25):Apr12,
Jun20
BALLYGLASS
ON-1235(17-15):May11,14,
21,22(x2)
D-687:Jun 27
BALTIMORE
ON-1302(16-22):Apr4,17,
May10,27,Jun17,18
B-760:May5,25,Jun20
BANGOR
B-805:Apr6,9,27,May4,13,
19,23,31,Jun2,5,16,19,21,
27,28
BARMOUTH
ON-1185(12-26):Apr19,21,
May15,Jun29
D-678:Apr5,9,May27,29,
Jun11,24
BARRA ISLAND
ON-1230(17-12):Apr8,
May13,21,25,Jun15,17
BARROW
ON-1288(16-08):May19,
Jun10
D-670:Jun12
D-733:Apr26,May19

BARRY DOCK
ON-1245(14-29):Apr16,
May1,10,18,20,25(x2),Jun3,
4,5,9,18,20
D-638:Jun4,9
BEAUMARIS
B-838:Apr3,5,7,12,17,18,26,
May8,23,24,26,30,Jun3,11,
24,28
BEMBRIDGE
ON-1297(16-17):Apr19,21,
May23,24,26,Jun21,27(x2),
28(x2)
D-777:Apr20(x2),Jun27
BERWICK-UPON-TWEED
ON-1191(12-32):Apr5,
May2,10,Jun5,10,24
D-777:Apr5,May10,26,
Jun5,8,10
BLACKPOOL
B-867:Apr30
D-690:Jun3
D-729:Apr4,15,16,17,23,30,
May5,14,27(x2),Jun3(x2)
D-732:Apr9,May5,14(x2),27
BLYTH
D-746:Apr22,
Jun17,27(x2),30
BORTH
D-760:Apr3,19,May4,7,28,
Jun15,21
BRIDLINGTON
ON-1169(12-12):Apr23,
Jun4,8,9,25
D-721:May18,21,Jun6,9,19
BRIGHTON
B-852:Apr11,12,18,27,
May22,27,Jun4,13,14(x2),
17,20(x2),24,30
BROUGHTY FERRY
ON-1252(14-31):Apr1,
May3,14,20,30,31,Jun2,6
D-698:Apr1,May3,14,20,30,
31(x2),Jun2,3,6,14,21
BUCKIE
ON-1268(17-37):May3,4,15,
21,Jun3(x2),20,21

BUDE
D-756:Apr15,May9
RWC-049:May9
BUNDORAN
B-834:Apr6,9,10,May16,20,
Jun7,13,15
BURNHAM-ON-CROUCH
B-815:Jun3(x2),21
B-849:May2
D-672:May2,23
BURNHAM-ON-SEA
B-795:Apr4,12,Jun5,7
D-664:Apr4,12,May5,25,
Jun4,5,7
BURRY PORT
B-777:Apr6,19,Jun16,21
D-749:Apr6,17,19(x2),21,
May5,10,25,27,28,29,
Jun16,28
CALSHOT
B-860:Apr4(x2),6,12(x3),
19(x2),29,May13,17,24,
Jun12,30(x2)
D-748:Apr5,12,19,29,
May13,30,Jun7,10,14
CAMPBELTOWN
ON-1241(17-19):May8,14,
Jun8
D-737:May14
CARDIGAN
B-871:Apr7,21,May10,16,17,
Jun14,21,29
D-709:Jun1,7,14,17
CASTLETOWNBERE
ON-1277(17-44):Apr7,
Jun15,23(x2)
CHISWICK
E-08:Apr11,17,22,Jun6,8,
10(x3),12,13,15,17,18,20,
21(x2),26,27,28,30(x2)
E-09:Apr1,6,7,10,11(x3),12,
16,20,23,May9(x3),10(x2),
16,18(x2),24,Jun1
FR-07:Apr11(x4)
CLACTION-ON-SEA
B-863:Apr15,May2,18,23,
24,25
D-723:Apr6,7,23,29,May8,
Jun13

CLEETHORPES
D-757:Apr22,May16,Jun5
CLIFDEN
ON-1186(12-27):Apr17,19,
20,24,May3,7,9,17,18,20
B-869:Apr17,20,24,May3,
5,16,17,20
D-679:Apr19,20
CLOGHER HEAD
ON-1190(12-31):Apr19,29,
May22(x2)
CLOVELLY
B-872:Jun18
CONWY
D-765:Apr6(x2),9,10(x2),22,
May19,23,Jun1,11
COURTMACHERRY HARBOUR
ON-1205(14-07):Apr10(x2),
11,Jun17(x2),18,26,29
COURTOWN
D-711:May22,31,Jun5
COWES
B-859:Apr3,16,23,26,27,
May11,17,Jun1,3(x2),6,10,
12(x2),21
CRASTER
D-703:Apr25
CRICCIETH
A-76:Apr11
B-823:Apr11,May26,Jun18
CROMER
ON-1287(16-07):May29,
Jun20
D-734:Apr4,6,May29,Jun20
CROSSHAVEN
B-782:Apr5,11,15,16,
22(x2),24,May5,11,16(x2),21
CULLERCOATS
B-865:Apr5,11,16,24,
May10,15,24,Jun10,27
DART
D-702:May25,Jun29
DONAGHADEE
ON-1213(14-15):Apr6
**ON-1267(14-36):May19,
Jun12,16**

DOUGLAS
ON-1147(47-032):May25,
30,31,Jun6,11
DOVER
ON-1220(17-09):Apr4(x2),
13,16,28(x2),29,May1,15,16,
20,25(x2),Jun3,14,16
DUN LAOGHAIRE
ON-1200(14-05):Apr22,
May6,8,24(x2),Jun10,17,
29,30(x2)
D-680:Jun15(x2)
D-731:Apr8,14,23,26,27,
May13,25,Jun27(x2),28
DUNBAR
ON-1266(14-35):May22,
Jun17
D-708:Apr9,May22,Jun7,9,
17,24,28
DUNGENESS
ON-1309(13-02):Apr4(x2),
May8,Jun14
CLIFDEN
ON-1186(12-27):Apr17,19,
20,24,May3,7,9,17,18,20
B-869:Apr17,20,24,May3,
5,16,17,20
D-679:Apr19,20
CLOGHER HEAD
ON-1190(12-31):Apr19,29,
May22(x2)
CLOVELLY
B-872:Jun18
CONWY
D-765:Apr6(x2),9,10(x2),22,
May19,23,Jun1,11
COURTMACHERRY HARBOUR
ON-1205(14-07):Apr10(x2),
11,Jun17(x2),18,26,29
COURTOWN
D-711:May22,31,Jun5
COWES
B-859:Apr3,16,23,26,27,
May11,17,Jun1,3(x2),6,10,
12(x2),21
CRASTER
D-703:Apr25
CRICCIETH
A-76:Apr11
B-823:Apr11,May26,Jun18
CROMER
ON-1287(16-07):May29,
Jun20
D-734:Apr4,6,May29,Jun20
CROSSHAVEN
B-782:Apr5,11,15,16,
22(x2),24,May5,11,16(x2),21
CULLERCOATS
B-865:Apr5,11,16,24,
May10,15,24,Jun10,27
DART
D-702:May25,Jun29
DONAGHADEE
ON-1213(14-15):Apr6
**ON-1267(14-36):May19,
Jun12,16**

FISHGUARD
ON-1198(14-03):May27,
Jun17
D-652:May14,19,27
FLAMBOROUGH
B-820:Apr6,May10,14,25,
31,Jun6,19,20
FLEETWOOD
ON-1156(47-038):Apr4,18,
May11,18,19,21,23,Jun10,
16,18(x2),21
D-719:Apr4,18(x2),May11,
17,18,21,23,Jun10,16,17,18,
21(x2),25,30
FLINT
D-658:Apr23(x2),28
FOWEY
ON-1222(14-18):Apr20,24,
May16
D-681:Apr20,May16,
Jun6,9
FRASERBURGH
ON-1259(14-34):May22,
Jun8,23
GALWAY
B-853:Apr3
GIRVAN
ON-1196(12-37):Apr21,
May7,Jun4,17
GRAVESEND
B-827:Apr7,21,23,24,
May8,10,17,19(x2),25,Jun4,
9(x2),10,13(x3),14,29,30
E-006:Jun7,8
GREAT YARMOUTH AND GORLESTON
ON-1208(14-10):Apr17,30,
May13,18,Jun5,7,21
A-77:Jun28
B-786:Apr4,8,15,29,May9,
14,Jun5,20(x2),21,28
HARTLEPOOL
ON-1225(14-21):May21,
Jun11,30
ON-1274(14-37):Apr2,6
B-881:Apr2,5,7,15(x2),18,
23,Jun21,30(x2)
HARWICH
ON-1202(17-03):Apr15,17,
May30,Jun28
B-784:Jun26,27,28
B-789:Apr3,14,17,19,21,22,
May9,13,16,24,25,Jun4,6,
12,21
HASTINGS
ON-1125(12-002):Apr13,25
D-699:Apr9,11,15,18,24,25,
May23,Jun17,29
HAYLING ISLAND
B-829:Apr6,18,29(x2),
May10,17(x2),20,26,
Jun8,14,15,17,27
D-779:Apr19(x2),May4(x2),
27,Jun6,14,20,21
HELENSBURGH
B-791:Apr17(x2),May1,8,
Jun20(x2),21,28

HELVICK HEAD
B-874:Apr8,Jun13,20,23
HOLYHEAD
ON-1272(17-41):Apr18,24,
May21,30,Jun10,13(x2),20
D-654:Apr7(x2),18,29,
May30,Jun13,20,27
HORTON AND PORT EYNON
D-688:May9,16,24,
Jun7(x2),27(x2)
HOWTH
ON-1258(14-33):Apr6,24,
May27,Jun6,25
D-659:May19,22,27,Jun6,7,
8,11,16,26,27(x2),29
D-755:Apr4(x2),6,9,14,20,
22,28
HOYLAKE
ON-1313(13-06):Apr18,
May5,25
HUMBER
ON-1216(17-05):Apr9,24,25,
May25,Jun18(x2),19,22,
25(x2)
ON-1269(17-38):May12,13
HUNSTANTON
B-835:Apr13,14,25,May10
B-848:May16,19,31(x2),
Jun8
H-003:May31
ILFRACOMBE
ON-1165(12-007):Apr2,6,7,
May3(x2),Jun2,16(x2)
D-717:Apr2,6,7,May3(x3),
11,17,Jun2,16(x3)
INVERGORDON
ON-1206(14-08):Apr13
ISLAY
ON-1219(17-08):Apr5,
Jun9,19
KESOCK
B-873:Apr9,May13,Jun6,
8(x2),18(x2),20,21
KILKEEL
B-812:Apr19,May5,8,24,
Jun10,16,19
KILMORE QUAY
ON-1298(16-18):Apr11,
May18,Jun5,7,13,14,22,
27,29
KILRUSH
B-844:Apr13,19(x3),21
KINGHORN
B-836:Apr5,12,20,May8,
13,16,21,31,Jun17
KINSALE
B-796:May1,4,Jun9,26
KIPPFORD
D-718:May8,Jun4
KIRKCUDBRIGHT
B-814:Apr1,Jun13
KIRKWALL
ON-1231(17-13):Apr23,
May17,31,Jun20
KYLE OF LOCHALSH
B-856:Apr24



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: £2.1M



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



E-##
E class (MK1 or) 2
new cost: £530,000



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



D-###
D class
new cost: £48,000



H-###
Inshore rescue hovercraft
new cost: £400,000



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

LARGS
B-854:Apr8,26,May21,22,23(x2),24,31,Jun14,18,28
LARNE
ON-1246(14-30):Apr19
D-646:Apr5,19(x2),Jun1
LERWICK
ON-1221(17-10):Apr14,19,May12(x2)
LEVERBURGH
ON-1195(12-36):Jun30
LITTLE AND BROAD HAVEN
D-766:Apr4,May28,Jun29
LITTLEHAMPTON
B-779:Apr13(x2),14,19,21,25,26,May20,Jun24(x2),25
D-631:Apr13
D-769:Apr14,May11,16,Jun17
LITTLESTONE-ON-SEA
B-785:Apr16,May24,Jun14
LLANDUDNO
ON-1164(12-006):Apr12,19,May27
D-656:Apr12(x2),May1,13,16,30,Jun14,17,18
LOCH NESS
B-763:May9,23,Jun2,13
LOCHINVER
ON-1271(17-40):Apr6,24,29,May5,23
LONGHOPE
ON-1284(16-05):May13
LOOE
B-793:Apr8,May23
D-710:Apr8
D-741:May30
LOUGH DERG
B-747:Apr4,12,16(x2),May17,Jun5,11,15
LOUGH REE
B-772:Apr18,27,28,May2,18,19,20(x2),30,31(x2),Jun10(x2),12,14,20,21
LOUGH SWILLY
B-819:Apr23
LOWESTOFT
ON-1312(13-05):Jun4,8
ON-1314(13-07):Apr11,26
LYME REGIS
B-857:May3,7,16,26,Jun14,18,24
LYMINGTON
B-882:Apr4(x2),6,19(x2),May9,31
LYTHAM ST ANNES
ON-1189(12-30):May27,Jun18
D-657:Apr16,May3,18,Jun23
MABLETHORPE
B-778:Apr25
D-653:Apr25,May7
MACDUFF
B-804:Jun21

MALLAIG
ON-1250(17-26):Apr7,9,12,21,22(x3),May10,23(x2),27,29,Jun5,13,14,16,18(x4),20,21
MARGATE
ON-1177(12-20):May10,17,21,23,Jun12,27
D-706:Apr12,17,25,May22,26,30,Jun21,28(x2)
MINEHEAD
B-824:Apr16,May3(x2),30
D-712:May30,Jun7
MOELFRE
ON-1305(16-25):May25,30,Jun8,15,18
D-689:May3,30(x2),Jun5,6,18,19
MONTROSE
ON-1152(47-034):May17
MORECAMBE
D-670:May14
D-722:Jun4,11
H-002:May14,22,23,Jun4,25
MUDEFORD
B-806:Apr3,15,19,25,May3,17(x2),25,29,Jun18,27(x3)
NEW BRIGHTON
B-837:Apr8,18,May14,19,Jun8,11,13
H-007:May11,25,Jun7
NEW QUAY
D-754:Apr10,14,19(x2)
NEWBIGGIN
B-864:May4,Jun20
NEWCASTLE
ON-1188(12-29):Apr26
NEWHAVEN
ON-1243(17-21):Apr10,14,15,28,May1,10(x4),18,24,Jun4
ON-1269(17-38):Jun7,13,15(x2),21,23
NEWQUAY
B-821:Apr4,5,8,9,18,19(x2),May3,9,Jun5,6,17,21,23
D-773:Apr4,5,8,9,15,18,May3,9,20,22,Jun5,6,17,21,23,27
NORTH BERWICK
D-758:Apr25
OBAN
ON-1227(14-23):Apr4(x2),6,8,11,13,16,May4,5,8,12,15,23,28,30,Jun11,12,14,18,19,20,25(x2),30
PADSTOW
ON-1283(16-04):May31,Jun6,8,17,23,25
PENARTH
B-839:Apr16,19,May25(x2)
D-692:Apr7,19,May23,Jun4,18,23

PENLEE
ON-1265(17-36):Apr9,22,30,May2,3,15,17,18,30,Jun9,11
B-773:Apr22
B-787:Apr30,May2,3,13,18
PETERHEAD
ON-1282(16-03):Apr18,19
PLYMOUTH
ON-1263(17-34):Apr6,8,11,May3,8,9,Jun5,7,8,19(x2)
B-750:Apr6,8,9,15
B-775:May4,16,30,Jun5(x2),6(x3),11,19,21,30
POOLE
ON-1131(47-023):Apr12,May3,24Jun7,19,27
B-826:Apr1,3,5(x2),9,11(x2),12,18,21,May1,3,20,23,24(x3),31(x2),Jun5,(x2),7,9,13,14(x2),15(x2),16,19,27
POOLE CREW TRAINING CENTRE
ON-1180(14-01):Apr20
ON-1316(13-09):May28
PORT ERIN
B-813:May15
PORT ISAAC
D-707:Apr7,16,20,May9,Jun23
PORT ST MARY
ON-1234(14-26):Jun12,22
D-742:May31
PORT TALBOT
D-713:Apr9,16,May5,17,22,23,30,Jun15,30(x2)
PORTAFERRY
B-833:Apr29,Jun5,12,14,20,24
D-724:May10,25,Jun8
SEAHOUSES
ON-1148(12-11):Apr12
ON-1173(12-16):May23,Jun10(x2),28
PORTHINLLAEN
ON-1304(16-24):Apr15,Jun2,7,13,18,30
PORTISHEAD
B-759:May14,18,26,Jun8
PORTPATRICK
ON-1301(16-21):Apr12,May25(x2),Jun12,16
PORTREE
ON-1214(14-16):Apr21,May10,27
PORTRUSH
ON-1257(17-30):Apr23,26,May23,Jun7,19,30
D-680:May3,23
D-738:Apr15,26,29,Jun8,17
PORTSMOUTH
B-846:Apr24(x2),May10,15,27,Jun5,7,8,9,14,17,27,28(x3)
B-880:Apr4,17(x2),19
D-716:May10,27,Jun8,9
D-762:Apr17

PWLLHELI
ON-1168(12-010):Apr5,10,May18
D-676:May18
QUEENSFERRY
B-851:Apr4,5(x2),6,10,12,18,May3,4,7(x2),9,10,13,Jun15,16,24,28
RAMSGATE
ON-1197(14-02):Apr8,May2,17
B-878:Apr2,8,12,May2,10,15,17
RED BAY
B-843:Apr24,Jun8
REDCAR
B-858:May25,Jun12,20
D-700:Jun12
RHYL
ON-1183(12-24):Apr25,May13,Jun16
D-770:Apr2,18(x2),May13,23,25,Jun16,25,26
ROCK
D-772:May3,13,28,Jun23
ROSSLARE HARBOUR
ON-1276(17-43):Apr8,May10,Jun26
RYE HARBOUR
B-842:May8
B-875:May10,17
SALCOMBE
ON-1289(16-09):Apr1,May11,27
ON-1293(16-13):Jun9,29
B-794:Apr1,May27,29,Jun6
SCARBOROUGH
ON-1175(12-18):May17,Jun11
D-724:May10,25,Jun8
ON-1148(12-11):Apr12
ON-1173(12-16):May23,Jun10(x2),28
D-686:Apr5,12,19,Jun10(x2),28
SELSEY
ON-1146(47-031):Apr26,May16,24,Jun27,28(x2)
D-691:Apr9,18,May11,26,Jun25,28(x2)
SENNEN COVE
ON-1293(16-13):Apr4,May15,23
ON-1294(16-14):Jun9,16,28
D-763:Apr4,8,22
SHEERNESS
ON-1211(14-13):Apr16,May2,3,5,10,Jun21(x2),24,25,27
D-662:Apr4,12,18(x2),25,May2,3,11,12,14,28,Jun6(x2),14,17(x2),21(x2),24,25,29
SHERINGHAM
B-818:May4,Jun20

SHOREHAM HARBOUR
ON-1280(16-01):May17,Jun12,13
B-807:Jun16
ON-1295(16-15):Apr11,21
D-647:Apr7,11,21,23,26,May17,28,Jun7,9,13,29
SILLOTH
B-828:Apr5
SKEGNESS
ON-1166(12-008):May9,12,19,Jun20,27
D-739:Apr6,Jun6(x2),20(x2)
SKERRIES
B-866:Jun20,28
SLIGO BAY
B-781:Apr16
SOUTHEND-ON-SEA
B-750:Jun27
B-776:Apr4,11,16,19(x2),25,May2,9,10,13,17,Jun6,13,14,21(x2)
D-682:Apr25,May27,Jun4,27,28
D-750:Apr25,May29,Jun4,14,17,18,19,28
H-006:Apr4,19(x2),May30,Jun6,7,9,19(x2),20,21,27(x3),29
SOUTHWOLD
B-868:Apr15
ST ABBS
B-770:Apr17,19,25,May30
ST AGNES
D-705:Apr14,19,Jun16
ST BEES
B-807:May13
B-870:May29
ST CATHERINE
B-841:Apr8,26,May4,28,Jun14
ST DAVIDS
ON-1306(16-26):Apr4,21,May14,Jun17,19
D-704:Apr21,May25(x2),Jun19
ST HELIER
ON-1292(16-12):Apr4,22,May24,25,26,29,Jun5,15,20
B-816:Apr14,19,22,May29,Jun6,15,20,27
ST IVES
ON-1167(12-09):Apr5(x3),23,Jun8,10(x2),28,30
D-668:Apr3,5(x3),19,May24,Jun8,10(x2),16,30
ST MARY'S
ON-1229(17-11):May1,2,19,Jun15,24
STAITHES AND RUNSWICK
B-771:May11,Jun24
STONEHAVEN
B-762:Jun4
STORNOWAY
ON-1238(17-18):May17,26,27,Jun18,20,28,30
ON-1260(17-31):Apr8,May10,11

STRANRAER
D-697:Jun26
SUNDERLAND
B-807:Jun16
B-817:Apr10,May14,15,21,25,Jun1,2,9,17,21,28
D-747:Apr17,30,May7,20,Jun7,13,15,22,28
SWANAGE
ON-1182(12-23):May21,23(x2),24,25,Jun21
D-720:Jun21
D-752:Apr28,May3,16,25
TEDDINGTON
D-648:Apr8,May2,10
D-743:Apr2,6,14,15,17,26,Jun8,20,21,22
TEIGNMOUTH
A-67:Jun24
B-809:Apr1,6(x3),22,May13,28,Jun6(x2),15,18,24,30
TENBY
ON-1281(16-02):Apr9,25,May9,25(x2),26,Jun7
D-727:Apr6,7,May3,20,30,Jun15,19,22,23
D-768:Jun27
THE LIZARD
ON-1300(16-20):May4,26,Jun30
THE MUMBLES
ON-1307(16-27):Apr4,6(x2),14,15,20,May4(x2),24,25,Jun7
D-761:Apr5,7(x2),8(x2),10,12,19(x2),22,May4(x2),12,24,Jun4(x2),5
THURSO
ON-1262(17-33):Apr5,7,21
ON-1273(17-42):May15,23
TIGHNABRUAICH
B-862:Apr4,May3
TOBERMORY
ON-1262(17-33):Jun15
ON-1270(17-39):Apr5,11,30,May23,24
TORBAY
ON-1255(17-28):Apr10,13,15,18,19,23,May2,4(x2),6,21,Jun10,13,19,30
D-651:Apr11,18,24,May2,3,4,9(x2),21(x3),Jun5,14,19,21,27
TOWER
E-07:Apr3,4(x3),5(x3),7,8(x2),10(x2),11(x5),12,13,14(x5),15(x3),16,17(x2),18,19,20,21,23,24(x2),26,27,28,29(x3),May1,4,5,6,7,8,9(x2),10,11(x3),13,14(x2),16(x3),17,18,20,21,23(x2),24(x2),25,28(x2),29(x2),30(x2),31,Jun3(x4),4(x5),6(x2),7,8,10(x2),11,12(x7),13,14,15(x3),16,17(x2),18(x2),19(x2),21,22(x3),24,25,26(x4),27(x5),29,30
TRAMORE
D-643:Apr9,16
TREARDUR BAY
B-847:Jun10(x3),14
D-753:Apr22,Jun11,14

TROON
ON-1226(14-22):Jun9
ON-1275(14-38):Apr2,10,May6,16,19,21(x2),Jun5,27
D-684:Apr2,10,May16,19,21,Jun5(x2),9,16,27,28
TYNEMOUTH
ON-1242(17-20):Apr24,27,May27,28,30,Jun8,11(x2),13,18,21,23,24
ON-1269(17-38):Apr8,9
D-693:Apr2,23,25,May10,24,31,Jun9(x2)
UNION HALL
B-767:Jun8,9,13,26
VALENTIA
BB-039:Jun13
ON-1218(17-07):Apr30,Jun3,6,7,12,17,28
WALMER
B-808:Jun6
D-663:Apr25,Jun30

WALTON AND FRINTON
ON-1280(16-01):Apr4
ON-1299(16-19):May2,13,16,25,Jun4
WELLS
ON-1161(12-003):May9,12
D-661:Apr3,11,13,14,19,25,May27,Jun3
WEST KIRBY
D-751:Apr7,18(x2),May25,Jun21
WEST MERSEA
B-879:Apr1,17,18(x2),May26,Jun2,4,14,15,20
WESTON-SUPER-MARE
B-769:Apr12,18,Jun4
D-696:Apr12,18,Jun4,7(x4)
WEXFORD
D-644:Apr20,26,May24,Jun14
WEYMOUTH
ON-1261(17-32):Apr6,25,28,May2,10,23,31,Jun2,4(x2),16
B-746:May2,5,9,12,23,31,Jun2,12,17,19,20,21,28

WHITBY
ON-1210(14-12):May10
D-665:May16
D-674:Apr4,May10
WHITSTABLE
B-877:Apr10,12,15,May17(x2),23,25,Jun7,11,20,26,28(x3)
WICK
ON-1224(14-20):Apr29,30,May10
WICKLOW
ON-1153(47-035):Apr7,15,May10
D-671:Apr7,Jun5
WITHERNSEA
D-701:Apr4,Jun8,13
WORKINGTON
ON-1145(47-030):May17
D-767:May23,Jun20
YARMOUTH
ON-1249(17-25):Apr4(x3),May24,26
ON-1254(17-27):Apr19,May4,14
YOUGHAL
B-780:May25,Jun20

ON STATION

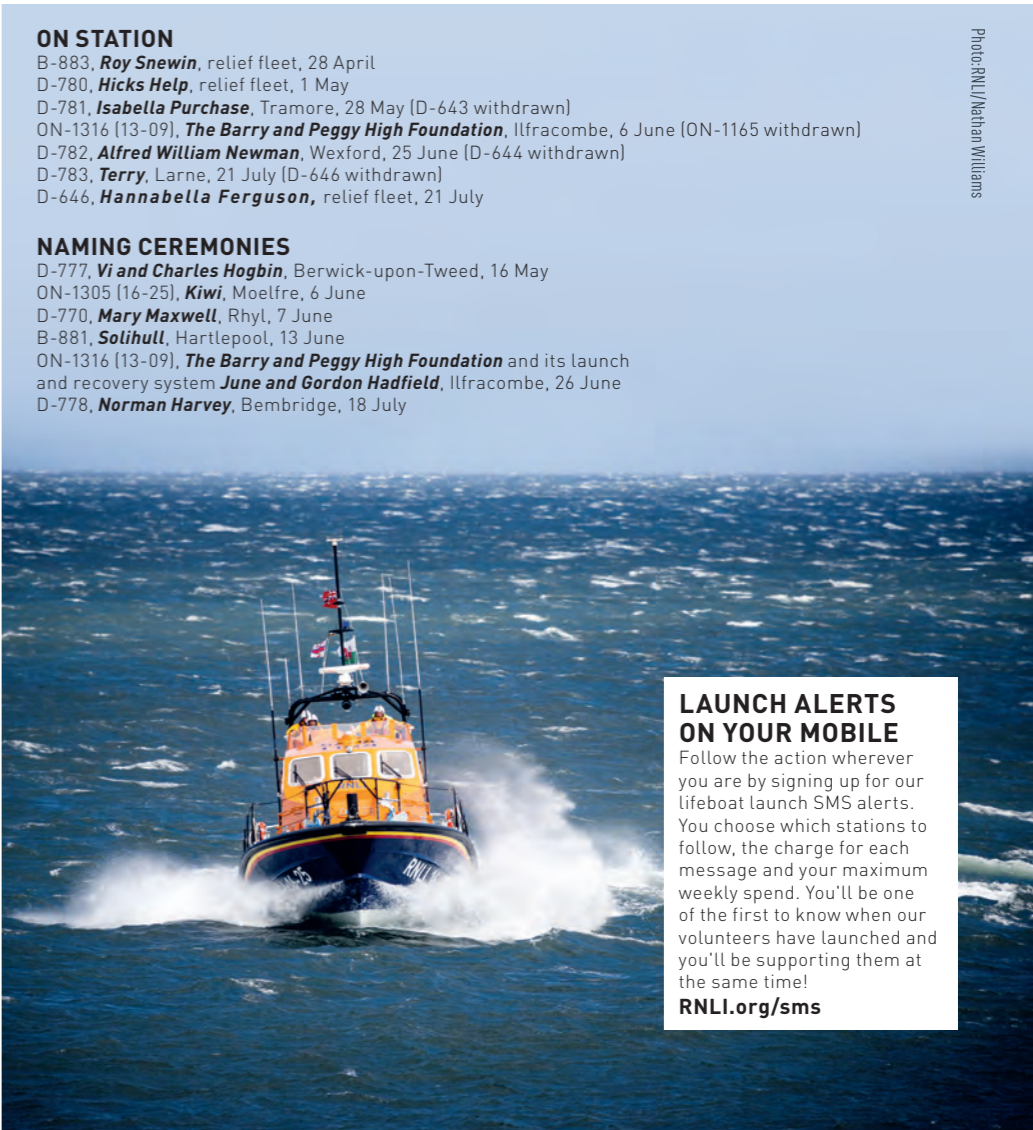
B-883, *Roy Snewin*, relief fleet, 28 April
D-780, *Hicks Help*, relief fleet, 1 May
D-781, *Isabella Purchase*, Tramore, 28 May [D-643 withdrawn]
ON-1316 [13-09], *The Barry and Peggy High Foundation*, Ilfracombe, 6 June [ON-1165 withdrawn]
D-782, *Alfred William Newman*, Wexford, 25 June [D-644 withdrawn]
D-783, *Terry*, Larne, 21 July [D-646 withdrawn]
D-646, *Hannabella Ferguson*, relief fleet, 21 July

NAMING CEREMONIES

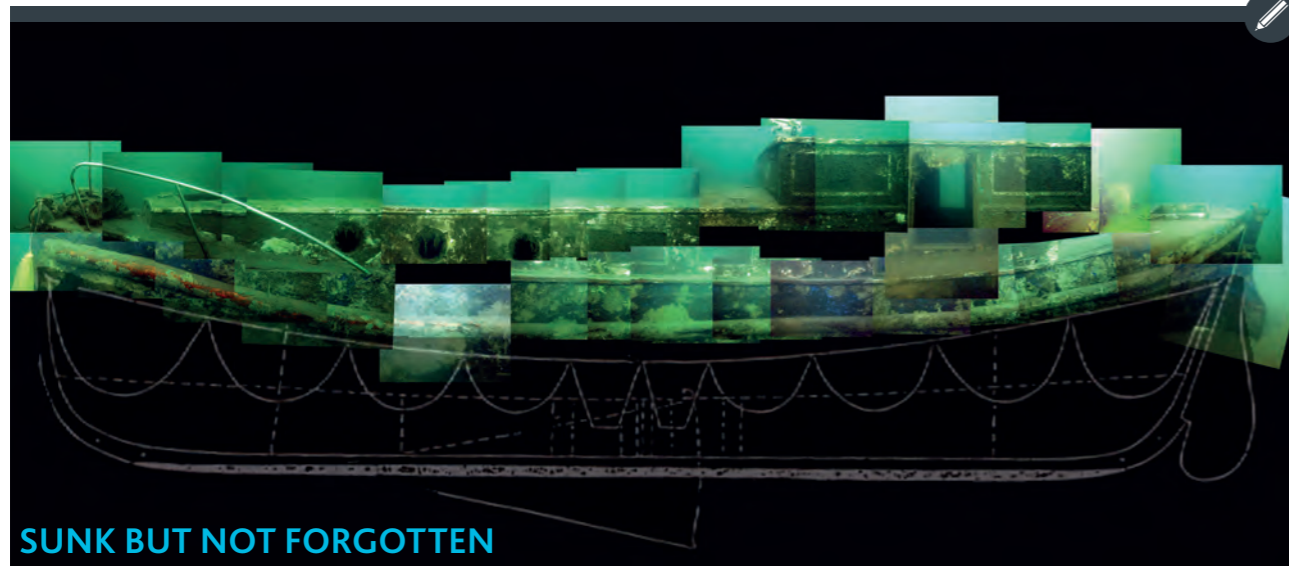
D-777, *Vi and Charles Hogbin*, Berwick-upon-Tweed, 16 May
ON-1305 [16-25], *Kiwi*, Moelfre, 6 June
D-770, *Mary Maxwell*, Rhyl, 7 June
B-881, *Solihull*, Hartlepool, 13 June
ON-1316 [13-09], *The Barry and Peggy High Foundation* and its launch and recovery system *June and Gordon Hadfield*, Ilfracombe, 26 June
D-778, *Norman Harvey*, Bembridge, 18 July

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

Photo:RNLI/Nathan Williams



SPECIAL DELIVERY



SUNK BUT NOT FORGOTTEN

I thought it worth updating readers to let them know that, while many RNLI lifeboats have been lost when their service to the RNLI finished, the former Cardigan lifeboat *Elizabeth Austin* continues to contribute to history, albeit in a different form.

This lifeboat – now used as a dive wreck in Middlesex – featured in issue 599 (Spring 2012, pictured above) of *the Lifeboat* magazine in an article entitled Beneath Wind and Wave. You will be pleased to hear that she has now been awarded status as a national monument (#1587652) under the National Record for the Historic Environment held by Historic England. While this does not award her any protected status, it does acknowledge her age, history and service to the RNLI in the Cultural Heritage record for the UK and Republic of Ireland.

What's more, the surveys carried out during my 2-year project on the vessel from 2012–2014 have contributed to the archaeological record on site formation in freshwater environments. This is important for maritime archaeologists to understand the decay mechanisms for Underwater Cultural Heritage where such sites exist. I and a number of divers from the Nautical Archaeology Society continue to monitor her status on an annual basis with the last survey completed in June 2015.

Brian Minehane, London

CONVERTED BUT NOT FORGOTTEN

We enjoyed the recent piece on Lifeboats at War (Summer 2015) and the involvement of Ramsgate's *Prudential* lifeboat. We own that boat – now *Trimilia* – and were pleased to be able to take her to Ramsgate and then Dunkirk in May to take part in the 75th Anniversary Commemoration of the Dunkirk evacuation. We were also pleased to meet Coxswain Ian Cannon, who featured in the article. He came aboard and it was from the current Ramsgate lifeboat that this great shot of *Trimilia* (pictured) was taken as we headed back to shore.



David and Moira Jay, Ipswich
(see trimilia.co.uk for more information)

SURVEY RESULTS

We sent out a questionnaire with our Spring issue to ask what you think of our magazine, which we relaunched a year ago. Thank you to all those who responded! Here are some of the figures – and comments – from the survey.

5,982
people responded

42%
have been reading
the Lifeboat
for over
10
years

95%
rated the magazine
good or
very good

93%
rated our
heritage
article as good
or very good

89%
said they would
definitely
read the next issue

Our most popular articles:

RESCUE STORIES

We'll do our best to continue to get the balance right – many of you seem satisfied with the magazine and wouldn't change a thing, but there were also lots of suggestions that could help us make it even better.

WAS THERE ANYTHING YOU DISLIKED?

- 'Yes. There wasn't enough of it'
- 'Actually prefer previous layout/design, sorry!'
- 'Can't say I disliked anything'
- 'I miss *Compass*, which had a lot more local news'
- 'Facebook/tweets – what do they add?'
- 'I liked the adverts that you no longer carry'
- 'Six of the Best should not be described as an article – it's a sales list'
- 'Modern style takes a bit of getting used to'
- 'No – I like the new format'
- 'My name wasn't in the lottery results (not serious!)

TELL US WHAT YOU'D LIKE TO SEE IN FUTURE EDITIONS

- 'A day in the life of a volunteer'
- 'More historical articles – this one about *Lusitania* was brilliant'
- 'A page with knitting, embroidery or craft would be appreciated'
- 'Map showing station locations'
- 'More articles on women's role in the RNLI'
- 'More rescue stories to boost profile of our volunteer crews'
- 'Surprise me!'
- 'Technical articles on boats and equipment'
- 'You have the balance right – keep on as you are!'

If you have any comments on this issue or a story to share, write to us using the contact details at the bottom of page 2. If you would like to receive rescue stories and more by email, visit RNLI.org/RNLIlife.

RNLI FAMILY: THE LIFE OF THE CHARITY

Celebrating the RNLI family, past and present

Crew member ensures safe berth

'It was a truly amazing experience for us'

As a Courtmacsherry Harbour lifeboat crew member, Garry Barrett knows something about safe deliveries. But when his partner Helen rapidly went into labour at home, he found himself facing a very different sort of emergency.

'There was no time for a midwife, doctor or ambulance to arrive,' recalls Helen, who was overdue by 8 days. 'But Garry guided me through the birth and caught our beautiful daughter, Ena Moira Barrett, as she entered the world.'



'Garry was so calm and there was no sign of panic or stress. I am sure that his training with the RNLI gave him this ability to deal with the situation so wonderfully.'

'It was a truly amazing experience for us.' As our picture shows, Helen, Garry and their new baby are doing well. If you're a knitter and would like to create some booties like those sported by little Ena, see page 30.



Proud of our Daddy

Helen Turpie took this picture of her husband Simon Turpie at the Lytham St Annes RNLI fun day. Simon, a helm on the inshore lifeboat at Lytham St Annes, is pictured here with two of their four children – Lottie (aged 2) and Lucy (7).

Helen says all the RNLI volunteers in the community put a huge effort into the event. She said: 'My girls are very proud of their daddy and love hearing about his adventures on the lifeboat and out at sea. It was a lovely day – I just love this picture and thought I would share.'

Celebrating life and remembering our friends

'Remembered with great affection'

VIC DERHAM

Former naval man and lifelong RNLI volunteer Vic Derham passed away on 17 April. He will be greatly missed by all at Mudeford station and our thoughts are with his wife Margaret and his family.

Vic is remembered with great affection by the local community and from his time at Avon Beach. Several generations of his family had owned the beach and the café.

After his father became instrumental in setting up a lifeboat service, Vic followed in his father Ken's footsteps and was a crew member on Mudeford lifeboat, later becoming Honorary Secretary, Deputy Launching Authority and Chairman. He received the Gold Badge and Bar to Gold Badge for his services to Mudeford Lifeboat Station and a Meritorious Award from Christchurch Council in 2006 for services to the lifeboat.



'He captured people's hearts'

TREVOR WALKER

Trevor Walker, who sadly died in March, joined the Wroxham and District RNLI Committee during December 2007 and was awarded a Certificate of Thanks in June 2013. His colleagues say they will miss his wonderful enthusiasm and persistence in promoting new fundraising ideas for the RNLI. Trevor's collecting bucket was always the most full as he captured people's hearts with his lovely cheeky grin. Committee member and Honorary Secretary Linda White added that he is a great loss to the RNLI, and as a friend to all the committee members.

Trevor's widow, Ann Walker, arranged for Trevor's ashes to be scattered by Cromer lifeboat and made a donation in his memory to the station.



Robin Aitchison – Spring 2015
Former Crew Member at Eyemouth

Charles Beer – May 2015
Former Chargehand/Foreman at Borehamwood Depot

Janet Curran – June 2015
Former Chairman and Secretary of Dorking Branch

Ronald Cyril Curtis MBE – October 2014
Former Honorary Secretary of Shoreham Lifeboat Station

Alf Dickinson – Winter 2014
Chairman, Biggleswade Branch

Reverend Leslie Fraser – May 2015
Former Deputy Regional Manager – North West

Jean Harris – June 2015
Volunteer fundraiser at Exmouth and formerly at Halesowen Branch

Graham Mercer – May 2015
Former Honorary Secretary and active fundraiser at Portpatrick Lifeboat Station

Bob Miller – May 2015
Former Senior Area Organiser, South

Barry Pike – April 2015
Former Mechanic at Torbay Lifeboat Station

Peter Somers – June 2015
Former Mechanic and Second Coxswain/Mechanic at Scarborough Lifeboat Station

Bill Tulloch – July 2015
Chairman of the Lifeboat Management Group at Kinghorn Lifeboat Station

Charles Webster – July 2015
Former Surveyor of Machinery

Bernie Wickham – April 2015
Long-serving volunteer fundraiser at Rosslare Harbour Branch

Words: Carol Waterkeyn and Helen McHugh
Photos: RNLI/(Andy Hodgson, Nigel Millard), Derham family and Derek Willett's estate

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.

Interflora

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



River Cottage Fish Cookery

River Cottage are offering readers an exclusive 20% off their fantastic Fish Cookery course taking place before 31 March 2016.

Join the team at River Cottage HQ on the Dorset/Devon border and learn how to fillet fish, prepare shellfish and master the techniques behind hot smoking fish.

You'll make some delicious fishy recipes and, best of all, you'll get to try them! For terms and conditions and to sign up, visit www.rivercottage.net – and then enter RNLIFISH at the online checkout.

Giveacar

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



Furness Building Society

This mutual has launched an affinity savings account with the RNLI. Please go to furnessbs.co.uk/community/affinity-accounts.

Puzzle time

Quick Wordsearch:

Can you find the RNLI lifeguarded beaches?

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

CATS AND DOGS
CLARACH
FISTRAL
GORLESTON
GREVE DE LECQ
LLANTWIT
LEVEN
MEXICO
TOWANS
SEABURN
TYRELLA

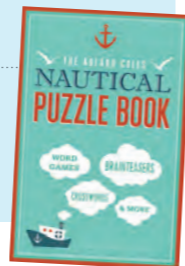
NAUTICAL PUZZLES Picture Rebus

What well-known phrase does this picture represent?



Know the ropes

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



A LIFESAVING TICKET

Our Lifeboat Lottery has raised lifesaving funds for nearly 40 years



RAISED THROUGH TICKET SALES

LOTTERY MONEY HELPS ACROSS THE RNLI



THE FUNDS IT RAISED LAST YEAR ARE EQUIVALENT TO CREW TRAINING COSTS AT

103 STATIONS

700,000+ TICKETS SOLD

TO SUPPORTERS EACH QUARTER

SUMMER 2015 LOTTERY RESULTS

Congratulations to Mrs D Churchhouse of Surrey, who won our first prize of £5,000 cash. The other winners were:

2ND PRIZE: £2,000

Mrs G Meyer, Surrey

3RD PRIZE: £500

Miss J Gibbs, Lanarkshire

4TH PRIZE: £250

Mr AW Kerr, East Lothian

AND FIVE PRIZES OF £100 EACH:

Mrs H Woolham, Lancashire

Mrs S Crausay, Kent

Mr P Blackmore, Rochester

Mr D Buckley, Lancashire

Mr S Eason, Lancashire

We'll report the winners of the Autumn Lifeboat Lottery in our Winter 2015–16 issue. Tickets for the Winter Lottery mail on 21 October 2015. The closing date is 7 December and the draw date is 21 December 2015.

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

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

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



**THE RNLI
FISH SUPPER**

— 6 —
**IT'S ALWAYS
THE *ping* OF THE
MICROWAVE THAT
TELLS ME HE'S
HOME **SAFE****
— 9 —

RNLI crew leave their families at a moment's notice to save lives at sea. Help us keep them coming home safely by hosting a fish supper for your friends and family from 9 – 11 October.

**SIGN UP FOR YOUR FREE FUNDRAISING
KIT AT [RNLI.ORG/FISHSUPPER](https://www.rnli.org/fishsupper)**