ISSUE 616 | SUMMER 2016



THE RNLI IS THE CHARITY THAT SAVES LIVES AT SEA

SUMMER WAVE

How you're powering the mission to make our shores safer all round

WE'RE ALL INCREDIBLY GRATEFUL'

From stricken ships to the swimmer saved in seconds – read real lifesaving stories

> THE RNLI AND ME

Fern Britton reveals her love for lifeboating communities

Welcome

Who is the bravest person you know? Through this magazine, we regularly meet courageous people – often because they have risked their own life to rescue someone else. But Phil Bindon is showing a different sort of bravery to help save lives.



In this issue







IN DEPTH

18 **RESPECT THE WATER**

Majestic RNLI moments

'I can't believe they

safety campaign

24 64 YEARS WITH

THE OUEEN

30 THE RNLI AND ME

Meet Fern Britton

put themselves

through that'

Fern Britton

28 AGM REPORT

Father helps launch our biggest







REGULARS

- 4 NEWS Gallantry medal, America's Cup, Mayday and more
- 22 PUZZLE TIME
- 32 GIVE IT A GO
- 34 SIX OF THE BEST Powerful reads for Summer days

Get snapping on the coast

- 40 SPECIAL DELIVERY Your letters on Admiral Fitzroy, plus Spring lottery results
- 42 RNLI FAMILY Catch up with RNLI people



RESCUE

- 8 SNAPSHOTS Including a lucky escape when a motor cruiser catches fire and a teen trapped in Morecambe mud
- 10 TRAWLER TROUBLE Trawler drifts towards busy Dublin Bay shipping lanes
- 12 TOUCH AND GO Appledore and Padstow crews tested to the limit
- 16 UNDER PRESSURE Lifeguards power into action after swimmer is pushed under pier

Phil, interviewed on page 18, lost his son to the sea. Now he has pledged his support for the RNLI's Respect the Water campaign, which this year will reach more people than ever. It wasn't easy for Phil to talk about the tragedy that has hit him and his family, but he is determined to help prevent other people from getting into danger. That education work, coupled with

That education work, coupled with the supervision and rescue provided

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Front cover photo: RNLI/Nathan Williams

by our crews and lifeguards, will undoubtedly save lives this Summer. As you'll read, the lifeguard service has expanded to more beaches than ever. They are on hand with warnings and advice. And, if needed, lifeguards like Dominic Richard (pictured on the front cover) will speed to the rescue – see page 16 for more.

It's all powered by support – from our royal patron (page 24) and admiring

PICTURED ABOVE: Phil Bindon at

Polzeath Beach. Photo: RNLI/Nathan Williams

CONTACT US

If you have any enquiries – or would prefer not to receive this magazine – please email supportercare@rnli.org.uk. Alternatively, call 0300 300 9990 from the UK, or 0044 1202 663234 (non UK) or post c/o RNLI HQ, West Quay Road, Poole, Dorset, BH15 1HZ.

will celebrities (page 30) to the generous Summer. person holding this magazine. service has Thank you – and I hope you enjoy it. than ever.



Editor: Rory Stamp @LifeboatRory

> 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.



News

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



MAYDAY 2016: a prima response

The ballerinas of the Birmingham Royal Ballet were among the first to answer our Mayday call during the RNLI's big annual fundraising

event (pictured above). Premiership rugby players also pulled on crew boots in aid of Mayday 2016 – James Haskell, England rugby star and Wasps captain, said: 'We're always pushing ourselves to the max in all kinds of weather conditions, but at least we know when we're expected to perform! That's why I have so much respect and admiration for the volunteer

crew members." Top cyclists also played their part

- the RNLI was the Tour de Yorkshire's chosen charity, with all funds raised going to Mayday.

Meanwhile fundraisers and supporters across the Republic of Ireland and UK showed their admiration by buying and selling yellow welly pin badges, taking part in events and giving donations from 26 April to 2 May. As we went to press, funds were still coming in - but if you took part, thanks for answering the call.

TEAMING UP WITH THE AMERICA'S CUP

at Portsmouth this month with his British Challenger, Land Rover BAR, as part of his mission to win the 2017 America's Cup with his Great Britain crew. on 22–24 July can expect a strong RNLI presence. On the water, Bembridge lifeboat crew are planning a demonstration aboard their all-weather lifeboat,

MORE LIFEGUARDED BEACHES THAN EVER

If you're heading to the seaside in the UK or Channel Islands this Summer. the chances are there's a beach patrolled by RNLI lifeguards near you. This year our lifeguards will be on hand at more beaches than ever – they now patrol 238.

The changes include providing lifeguard cover on beaches in north Wales for the first time, and introducing a lifeguard service at four popular beaches in the Porthcawl area. To see a full list of locations and dates, go to RNLI.org/ lifeguards and click 'List of beaches'.

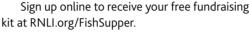


SERVE UP A FISH SUPPER FOR THE RNLI

Breakfast, lunch or dinner, RNLI crew leave their families at a moment's notice to save lives at sea. And this October, we hope you'll answer our rescue call over dinner too – by hosting a fundraising Fish Supper.

From 14–16 October, we need seasoned chefs and amateurs alike to dish up the fish for their friends and family in a fun, themed evening.

Every penny raised will help us to protect our courageous crew and the families who love them. Sign up online to receive your free fundraising









Bronze for Lochinver coxswain

Remember our rescue story in Spring 2015, reporting how Lochinver and Thurso crews aided a fish carrier during a 13-hour rescue in a gale? Now the Lochinver Coxswain, David MacAskill (above right), is to be awarded an RNLI Bronze Medal for Gallantry in recognition of his selfless courage and determination during the arduous rescue.

'The Lochinver crew faced appalling

FORCE B GALE

conditions during this service. When a lifeboat is pitching and rolling beneath you it takes a huge effort to also assess a hazardous situation and making difficult decisions is incredibly challenging,' says George Rawlinson, RNLI Operations Director. 'Coxswain MacAskill did all this while skilfully manoeuvring the lifeboat, ensuring that both his crew and his attention to the casualty vessel was

to the highest standards of seamanship. The bravery and determination of Coxswain MacAskill and his crew saved the captain and crew of the Norholm. I'd like to thank them all for their commitment and dedication to saving lives at sea and congratulate them on their well-deserved awards.'

Read more on the rescue and watch video footage

- at RNLI.org/LochinverBronze.

10m SWELLS 4 LIVES SAVED THANKS TO ALL THOSE WHO'VE CHOSEN TO STAY IN TOUCH WITH THE RNLI. AT THE TIME OF GOING TO PRINT. OVER 183,000 HAD OPTED IN TO HEAR FROM US IN THE FUTURE.

4 *Lifeboat* Summer 2016

WHAT'S ON

LIFEBOAT DAYS

GOLF EVENT

North Berwick

21 July

for details.

SEA FEST

Arbroath

Largs

13–14 August

and souvenirs on sale.

See arbroathseafest.co.uk.

DRAGON BOAT RACE

3 September, 10.30am–5pm

Crews 16-strong paddle ornate dragon-

shaped canoes over a 250m course. Come to cheer them on, or enter your own crew by

contacting Ian at dboatlargs@outlook.com

Details might have changed since going to print, so please check in advance to avoid disappointment. To find out what else is on

Your chance to get up close to the action

throughout the Summer – check with your

local station or see RNLI.org/ComeVisitUs

07767 382336 or rachel_stewart@rnli.org.uk

At this annual celebration of Arbroath's

fundraising volunteers will be out in force,

with lifeboat demonstrations, refreshments

maritime heritage, local station and

near you, see RNLI.org/events.

Please contact Rachel Stewart on

SCOTLAND Words: Bethany Hope, Laura Rainbow **COMMUNITY NEWS**

Oban

AWARD-WINNING WRITER DONATES **TO OBAN CREW**

Freelance journalist Moira Kerr has donated £300 of her prize money to Oban RNLI, having scooped the title of 'Diageo Journalist of the Year' in the annual Highlands and Islands Media Awards.

Moira's donation could cover the cost of seven pairs of specialist RNLI wellies for the lifeboat crew, keeping their feet warm, dry, protected and slip-free on long, wet shouts. Says Moira: 'My donation will help with the excellent work of the volunteer crew, who are on call 24/7, whatever the weather, and ready to save lives at sea.'



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**

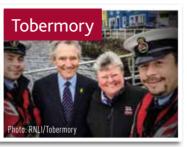


Epic cycle challenge

'I hope I remember how to walk,' says the saddlesore Steve McAllister after cycling a good chunk of his 8,000-mile route.

At the time of writing, Steve had just cycled through what he describes as 'the unbelievably beautiful beaches and rocky rolling landscape of West Harris,' only to be confronted by a 'stark, mountainous' climb over North Harris, including Clisham.

Steve started his epic journey at Penlee in Cornwall in September 2015 and aims to visit every single RNLI lifeboat station around the UK and Republic of Ireland. He's hoping to raise £8,000 for the RNLI and meet lots of volunteer lifeboat crew along the way. You can follow Steve's progress on his fantastic blog at rnlicoastalcycleride.com.



What happened NEXT?

Tobermory Lifeboat Station's Sam Jones tells us what occurred minutes after this photo was taken:

'A post rededication ceremony selfie with two coxswains and a chairman. Minutes later the pagers went off and the newly rededicated Tobermory lifeboat headed off on a 60-mile, 5-hour shout to a fishing vessel with engine failure to the west of the Small Isles. An eventful day and successful in all respects – the crew even came back with a bucket load of fresh langoustines from some very grateful fishermen.'

Fond farewell to volunteering trio

Having given almost two-thirds of a century to the RNLI between them, three Scottish volunteers are retiring this year.

After clocking up 14 years (and 6,625 nautical miles), Peter 'Ped' McKinnon is retiring from his role as full-time Mechanic at Oban Lifeboat Station. Since he first volunteered as a crew member in 2002, he's attended 385 shouts and spent a total of 681 hours aboard the lifeboat.

Queensferry Shop Volunteer Rose Ritchie has spent more than 30 years helping to raise lifesaving funds. In the early days she braved bitterly cold weather to sell products from a trolley outside the old lifeboat shed. In fact, Rose and her colleagues



Ped's retirement presentation

have only had the 'luxury' of a heated, properly equipped shop for the past 3 years.

And in Girvan, Bill Tait is hanging up his notepad and pen to retire from the role of Press Officer, a position he's held since 1996. While he's continuing his role as Treasurer, his 'knack of finding other stories to ensure that RNLI Girvan remained at the forefront of the public's mind' will be missed, says Richard Smith, RNLI Public Relations Manager for Scotland.

Could you lend your skills and time to an RNLI role like lifeboat crew member, fundraiser or education volunteer?

To see a variety of RNLI volunteer opportunities, visit RNLI.org/VolRoles.







RESCUE

Our lifeboat crews and lifeguards carry out thousands of rescues every year (see launches on page 36). Here are just some of those caught on camera, and see the list below for more reports:

6 DUBLIN BAY | PAGE 10 7 PADSTOW | PAGE 12 8 BOSCOMBE | PAGE 16

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



I would like to personally thank each and every individual involved in her rescue. You saved my daughter's life and for that I will be forever thankful. Despite warnings to stay off the sands and wandering too far out; they think they're invincible and nothing will happen to them. I've never been so frightened in my all my days. It's a day I will never forget – I will be making a donation to you guys for sure xxx



1 MUD RESCUE MORECAMBE 18 MAY

A 14-year-old girl was rescued by Morecambe lifeboat crew after being trapped up to her waist in mud for 90 minutes. Morecambe's inshore rescue hovercraft crew, accompanied by a Coastguard rescue helicopter, headed to the scene, locating the cold and distressed teenager at about 7.30pm. The volunteers dug her out of the mud using specialist equipment and, fearing complications associated with suspension trauma (due to the length of time she had been trapped), transferred her from the hovercraft to the helicopter, which took her to hospital. The girl's mother later sent a message of thanks to the lifeboat crew, which they shared using Twitter (pictured).



2 HANDS TO THE PUMP THURSO 11 FEBRUARY

The two-man crew of a fishing boat called for help in the small hours when their engine room started filling with water off Dunnet Head. Thurso lifeboat crew reached the scene at 5am to transfer a salvage pump, with Shetland Coastguard helicopter arriving shortly after to lower a second and a winchman. With pump in action, the fishermen were escorted to Scrabster by lifeboat and helicopter – and all arrived safely by 8am.



4 TRAPPED IN AN INFERNO EASTBOURNE 22 MARCH

Two men in Eastbourne had a lucky escape when their motor cruiser went up in flames. Local fishermen pulled them to safety and used the cruiser's anchor to prevent it from drifting towards the pier. There was a risk of onboard gas cylinders exploding, putting other vessels in danger. But the lifeboat crew got the men ashore and then returned to the scene to keep other vessels away while the fire burnt itself out.



3 CROSS-CHANNEL SERVICE PENARTH AND PORTISHEAD | 13 MARCH

RNLI crews from both sides of the Bristol Channel worked together to help a yacht that was taking on water 2 miles off Cardiff. Penarth volunteers refloated the grounded vessel and escorted her across the channel, into the care of RNLI Portishead. Then another mayday came in so Portishead put a crew member aboard the yacht while they steamed to the other, safely guiding both vessels into the marina and helping eight people in total.



5 TRAWLER TROUBLE TYNEMOUTH 30 MARCH

The skipper of a 28-tonne trawler radioed for help when its propeller fouled in fishing gear, leaving the three-man crew adrift 12 miles off Whitley Bay. Tynemouth's Severn crew towed them to safety, arriving at North Shields Fish Quay 2 hours later. Adrian Don, station spokesman said: 'It would have been dangerous for the fishermen to attempt to free the fouled prop at sea. They did the right thing in calling for help.'

BRINGING **200 TONNES OF TRAWLER HOME**

Kieran had to work fast. In high winds, a trawler's heaving line had got tangled around the lifeboat's searchlight and radar. Someone had to climb up and cut it loose or the next big swell could bring the gear down ...

The call came at 2.50am on Wednesday 3 February. In a strong gale, a 25m trawler had suffered a fouled propeller while her six crew fished for scallops. She was disabled and drifting towards sandbanks outside Dublin Bay.

It was an untimely wake-up call for Dun Laoghaire Duty Coxswain David Branigan and his crew: 'You've just fallen asleep and all's good with the world,' says David. 'But when the pager goes off you're focused on getting to the station and finding out what the job is.'

The crew left harbour just after 3am, and the Irish Sea grew rougher as they

headed further out, with 4–5m waves. The trawler, Argonaut, had reported a position around 8 miles offshore, and had drifted a further 2 miles. Within 45 minutes, the Trent class lifeboat Anna Livia was on scene.

A challenging set up

Setting up the tow wasn't easy. In rough weather, it can be hazardous to take a lifeboat too close to the other vessel.

That means crews have to throw the line further, with more chance of it being taken by the wind. And strong winds can be loud, making communication difficult.

It took three attempts, and about an hour, to establish the tow. On one attempt, Argonaut's heaving line got tangled around the lifeboat's radar and searchlight and it was up to Mechanic Kieran O'Connell to climb up and cut it free. David recalls: 'It only took 2 or 3 minutes, but to have somebody hanging onto the radar gantry in that sea state - well. it took determination.'

Towing teamwork

At around 4.45am, they headed for the port of Howth. A tight turn just inside Howth Harbour can be tricky for a 200-tonne vessel, even in good



STEPHEN WYNNE

LIFEBOAT OPERATIONS MANAGER DUN LAOGHAIRE I was picked up by a lifeboat in 1970 when I was 12 and I joined the crew in 1975, so that's about 40 years.

I try to attend most shouts. It's important to be there when the lads get back, to thank them. If there's anything I can do to help shoreside, I'll get involved. On that night I was liaising with my opposite number in Howth, Colm Newport, to make sure that our lifeboat would get the appropriate assistance.

The crew are trained for this, but it doesn't make getting up at 3am any easier. What impresses me each time is that the crew don't know what they're assembling for, or how long they're going to be out. They'll turn up to do the job, and that's been unchanged in all the time I've been around.





Fishing crew on Argonaut, under tow

Dun Laoghaire and Howth lifeboats bring Argonaut

into the harbour

THE CREW

Duty Coxswain David Branigan (49) Photographer/Journalist **RNLI** Mechanic Kieran O'Connell (51) Gary Hayes (31) Marina Supervisor Alan Keville (40) Hairdresser Michael O'Connor (25) Boatman Damian Payne (34) **Business Development** Director

lack Shanahan (44) **Props Buyer**

conditions, so David requested the launch of Howth lifeboat to help in the confined final stages. 'You just don't know how the wind is going to affect things when you're coming into a harbour like that,' he says, 'and it's always good to see our mates from Howth.'

But, at a towing pace of around 3 knots, it would be nearly 6 hours before they saw the other crew.

'You just don't know how the wind is going to affect things'

The tow parted three times, and each time both boats would drift backwards while the tow was reset. It was after 10am when they arrived outside Howth. Keeping the trawler in an astern tow, they headed for the harbour entrance, with Howth's Trent class lifeboat Roy Barker III bringing up the rear. Howth lifeboat crew had put their fenders out and would give Argonaut a nudge whenever she started to drift off course. Working together, the crews brought the trawler in and tied her up safely at around 10.40am.

Seven full Irish and 14 coffees

Kieran knew a café nearby, and a tired and hungry Dun Laoghaire crew went for a full Irish breakfast and two mugs of coffee each. They then got back onboard to return the lifeboat to Dun Laoghaire, ready for the next service.

Many of the volunteers had to go straight to work. And for Kieran, the climbing Mechanic, top of the to-do list was ordering a new tow rope due to the wear and tear sustained on this long and arduous shout.

Words: Mairéad Dwane Photos: RNLI/(Dun Laoghaire, Noel Davidson, Nigel Millard)

TOUCH AND GO

When a cargo ship lost power and started drifting towards danger, two lifeboat crews headed out on a rescue that would test their endurance to the limit

'It's an unusual coincidence,' says Padstow Mechanic Mike England, 'that for the past 2 years, we've had an interesting shout in rough weather on almost exactly the same day at the end of January.' And this year, on 30 January, the lifeboat crew completed their hat trick.

The MV Verity, a 91m cargo ship carrying 3,000 tonnes of scrap metal, lost power to its engines, 25 miles offshore and began

drifting towards the jagged rocks at Hartland Point. Teaming up, Appledore and Padstow lifeboat

crews went out to rescue it and – in a rather unusual turn of events – ended up enlisting the help of a Dutch naval warship.

At 11pm on the night on 29 January, Falmouth Coastguard requested the launch of Appledore's all-weather lifeboat *Mollie Hunt*. Twenty-five miles west of Bude Haven, the MV *Verity* was adrift in a near gale and heavy seas. At the mercy of the sea, the vessel was slowly being pushed towards the jagged rocks at Hartland Point.

Although the engineer aboard the *Verity* was attempting to repair the

engine, the Appledore crew knew that, if the engineer couldn't fix the engine, they were going to need help.

However, with wildly unpredictable tides near Appledore, there was the very real possibility that, when called upon, they wouldn't be able to launch. Rather than risk leaving the *Verity* in danger, the crew decided to take no chances and head out to Bideford Bay overnight, to be near the vessel if

anything went wrong while the tide was out. Appledore Second Coxswain Owen

Atkinson says: 'If you've ever tried to sleep on a lifeboat, you'll know

that it's not the most comfortable of places! One of us had the floor, the other two were squeezed into the relative comfort of the casualty cabin – but in those situations, you don't really sleep anyway, because your senses are heightened and you're constantly alert. You can cat nap and switch off though, and charge your batteries a bit before the shout.'

The next morning, back on land at Padstow Lifeboat Station, Alan Tarby was monitoring the situation.

Knowing the situation was continuing to look worse, he called the Coastguard



RESCUE





TOP: Appledore's Tamar class all-weather lifeboat *Mollie Hunt* ABOVE: Padstow's Tamar battles to tow the *Verity*

and convinced them to launch the *Spirit* of *Padstow* too – in these seas and with a vessel of that size, two lifeboats were going to be better than one.

Once they reached the vessel, Padstow checked in with Appledore and they began to work out how to keep the vessel from drifting onto the jagged rocks at Hartland Point. They were now 8 miles from shore – drifting at a rate of 2 miles an hour – and the tug wasn't due to arrive for over 12 hours. If they didn't act quickly and prevent the vessel from drifting, it was going to Out that the vessel from dangerously close

be in trouble. Owen recalls: to rocks' 'Between us and

Padstow, we came up with the idea to have, essentially, a daisy-chain-with a lifeboat towing a lifeboat towing the vessel, which was an interesting idea; it's something that none of us have ever done or seen before.'

Once the daisy chain was established, the two crews tried to turn the bow of the boat. That way, if it drifted further ashore, it would avoid hitting Hartland Point.

'We'd never done or practised it before,' recalls Alan. 'But it worked first time. It was actually even more effective than we thought – we'd asked the skipper to get his engine running [although the boat was stranded, the engine could run and give thrust for around 20 minutes before it cut out] to give us a bit more power and initially assumed that his engine was responsible for turning the boat. After we'd turned it around though, we heard him over the radio say: "Shall I start my engine yet?" It turned out that the two little lifeboats had turned this 5,000-tonne boat out of harm's way!'

> However, by this stage, the three vessels were just 3 miles off the coast. Towing the vessel and its 3,000 tonnes of scrap metal wasn't an

option – all the lifeboats could do was to hold it, stop it from drifting and hope that a tug arrived soon.

Luckily, a Dutch warship was nearby and responded to a call for help from the Coastguard, arriving on scene in the nick of time. After a few practice runs, the warship attached a tow rope and began to tow them to safety.

Kevin Dowle, Captain of the Verity, remembers this moment well: 'Each of those three runs took around 30 minutes, and by the time they got the rope aboard, we were getting dangerously close to the rocks. It was



KEVIN DOWLE CAPTAIN CARGO SHIP VERITY

'I wouldn't like to guess what would have happened'

There's no two ways about it – the two crews were out there for hours and they did incredibly well. Although there's not much they could do – we were far too heavy and the conditions were a bit too rough – they managed to hold us still and stop us smashing into Hartland Point.

They were all good lads and they all knew exactly what they were doing. I wouldn't like to hazard a guess what would have happened if they hadn't got hold of us. We're all incredibly grateful for what everybody did. Absolute 10/10 to all of those involved.



getting a bit touch and go. If those boys
hadn't held us until it'd arrived, I dread
to think how it could have gone – they
gave us a bit of breathing time to gethe'd pulled together a team who had
just come back from a training course
and told them to meet at Clovelly.
The relief crew took it in turns to

everything sorted. If they hadn't, I think

we'd have lost the old girl on the rocks.'

Luckily, now the tow had been

attached, the crew aboard Appledore's

Mollie Hunt could return to shore and

make a crew change. After 17 hours

of being thrown around by a rough

feeling a little worse-for-wear.

from their long shout.

had heard the news too and had

sea, they were all tired, exhausted and

Volunteers at Clovelly Lifeboat Station

arranged for the Appledore crews to

change over at Clovelly and use their

kit. They'd also prepared hot food and

drinks for the crew when they returned

Martin Cox, the Coxswain at

Appledore, was on leave, but had been

monitoring the situation. Knowing he'd

probably be needed to relieve the crew,

sleep as they waited by the vessel, staying in position until the tug arrived to pull the *Verity* to safety. The lifeboat was finally stood down, but Martin and his crew had to wait for the tide to turn before they could return to Appledore.

As Martin says: 'We didn't have the most difficult job to do, but after 17 hours of standing by and escorting duties – especially when the lads had been away on a course all week and had got straight back on the boat without returning home – we were all ready for bed!'

Words: Jack Barclay Photos: RNLI/(Padstow, Nigel Millard, Nathan Williams)

'We are so very grateful'

This letter from Faversham Ships Ltd was received by Padstow lifeboat crew:

'To the Coxswain and Crew, Padstow lifeboat.

Many thanks for the incredible assistance given to our MV Verity yesterday, pleased to say the ship is just waiting to berth safely in Swansea for engine repairs. The calm, professional and very humbling assistance given by yourselves and the Appledore lifeboat have been fundamental to this. We now understand what the true traditions of the RNLI mean and are so very grateful.'

'Thank you again.'

UNDER PRESSURE

When a swimmer drew close to a pier at a Dorset beach, lifeguards moved quickly to warn him of the dangers – but they soon found he needed more than advice

The waters off Boscombe beach looked deceptively calm on 5 May. Senior Lifeguard Dominic Richard was one of the RNLI team just days into their Summer patrol season, and took to the sea aboard a rescue watercraft (RWC) to practise his skills. It wasn't long before he needed to call upon them for real.

'One of the other lifeguards back on the beach had spotted a swimmer, on the other side of the pier from me, about 150m out to sea,' recalls Dominic. 'So I headed a bit nearer to advise him of the dangers round there – a bit of easterly wind and swell had picked up. When that combines with the tidal change and currents around the pier, it can get pretty dangerous.' As Dominic approached and the swimmer's face came into view, he realised all was not well. 'The man's face was panicked,' says Dominic. 'He was really tired and had the look of "save me" ... he had underestimated that swell.'

After being pushed further out to sea than planned – and expending most of his energy – the man was now drifting underneath Boscombe Pier, with its concrete, barnacle-encrusted pillars and eddying waters.

To reach the man in the quickest time possible, Dominic decided to head underneath the pier rather than go around it. 'This was a technically difficult rescue to carry out,' says Mike Winter, Boscombe Lifeguard Supervisor. 'It's hard to drive a ski [RWC] in and around hazards like that.' But Dominic safely negotiated the pier structure, drew alongside the swimmer and grabbed his hand at the first attempt. 'He wasn't saying much when I got him aboard – I think he was quite shaken up,' adds Dominic, who pulled the man onto the craft's rescue sled and radioed fellow Lifeguard Dan Miller to request medical help on the shore.

Powering onto the sand, Dominic helped the swimmer off the sled and into the care of Dan. 'He was tired out, but medically okay. Thankfully he hadn't bumped his head or swallowed any water,' explains Mike. 'It was a great job by Dominic – his training has obviously paid off and been put to good use. It's another example of why people should choose a lifeguarded beach.'

Words: Rory Stamp Photos: RNLI/Nathan Williams



'He would have got more and more tired – and probably drowned'

DOMINIC RICHARD SENIOR LIFEGUARD BOSCOMBE

They weren't the most dramatic conditions in terms of waves but the current under the pier is dangerous. My training and experience on the RWC helped so much – it was about using enough power to reach the casualty but not so much that I put him or myself in danger.

It was vital I got hold of him first time because, if I missed him, I would have had to do a fresh approach. And while you're doing that, people can lose more energy, start going under and so on. He was on his own, so if we hadn't been there he would have got more and more tired – and probably drowned.

RESCUE



WANT ANYONE GOING THROUGH WHAT WE HAVE'



18 Lifeboat Summer I

Our lifesavers rescue thousands every Summer, but not everyone can be saved. That's why the RNLI has launched its biggestever campaign – and why a father in mourning has bravely spoken about why everybody should Respect the Water

'Speaking at my son's memorial ceremony is that hardest thing I've ever had to do,' says Phil Bindon, trudging across a damp beach, flanked by his two daughters and the mother of his only son. 'If I can do that, I can do this.' The sand gets wetter as he approaches the water's edge at Polzeath, Cornwall. Phil casts his eyes to the right, where grassy headland looms over dark rocks. It's the last place that his son Mike was seen alive.

'I've never had such a sinking feeling'

Later, Phil will visit Rock Lifeboat Station for the first time. The volunteers there worked with the crews at Padstow and Port Isaac to search for Mike after he was swept from a rock by a freak wave while angling. Along with a Coastguard helicopter, the lifeboat crews scoured the sea for hours on 22 January 2014. But Mike was never found.



'Nobody expects to lose a child'

Phil Bindon, pictured with his daughters Katie and Jennie

Phil sits on a rock and takes a deep breath as a video camera trains on his face and a clapperboard snaps. He's here to support Respect the Water, the RNLI's biggest-ever safety campaign. It's designed to raise awareness of the sea's dangers among those most likely to succumb: men aged 16–39. 'Mike was a 23-year-old lad,' says Phil. 'He was just full of life – he probably wouldn't have thought it was a risk, getting washed out to sea. I have lost parents ... but nobody expects to lose a child. I've never had such a sinking feeling.'

Mike was one of 168 coastal fatalities in 2015 (source: WAID). More than half

of those lost don't expect to even get wet – they get caught out doing seemingly safe things like walking along the coast or fishing from rocks. So the RNLI's focus this year is to highlight the risks of unexpectedly falling or slipping into the water – and reminding people how dangerous the sea can be.

'A potentially fatal combination'

'The sea can be so unpredictable,' says Rock Lifeboat Helm Paul Hancock, one of the volunteers who spent hours searching for Mike. He and his fellow crew members have launched to many people who have fallen foul of the sea's



From tonnes of water that show the power of the sea, to pint glasses explaining how only a little liquid can cause drowning; the campaign prompts people to think differently about the risks when close to the water



Watch short, thought-provoking films – including one about the Bindon family – that will make you think differently about the water at RNLI.org/ RespectTheWater. You can also see them on catch-up <u>TV</u>, at cinemas and on social media turbulence, tides and temperature. 'It takes a very small wave to wash someone off rocks. Plus they forget it's not a lake – it's under the influence of the tides, which can catch people out. People also underestimate the temperature of the water and how energy sapping it can be. All these things combine to make a potentially fatal combination.'

This Summer more people than ever will hear about those dangers, thanks to the Respect the Water campaign. It's all part of the RNLI's aim to halve coastal drowning by 2024 – something that can't be achieved through rescue alone. That's a fact that Phil Bindon knows only too well.

'They resumed the search the next day and it was very hard as a parent to know that he was out there and there was nothing you could do to get him back,' recalls Phil. 'And to this day we have still never got him back, which makes it hard for us as a family to get some sort of closure. I don't want anyone going through what we have.'

Words: Rory Stamp Photos: RNLI/Nathan Williams

You'll notice print, radio and digital adverts that highlight the risks and help you avoid them



-

'The sea is no respecter of life'



PAUL HANCOCK HELM | ROCK LIFEBOAT STATION

We were paged, got to the station and told we were looking for someone in the water. The conditions were wind against tide ... rough, choppy, an extremely cold wind. The area we searched is between an island and headland the tide runs quickly through there. We linked up with Port Isaac and Padstow lifeboats. We set out a search pattern from that point and scoured the sea for 6 hours, trying to travel with the tide. But the sea is no respecter of life. Anyone who gets immersed in water will realise how quickly you can become exhausted and unconscious. In this tragedy the water was around 10 degrees – cold enough to steal the air from your lungs and leave you helpless in seconds.

You'll find expert advice – including specialist information on activities such as angling, kayaking and scuba diving – at RNLI.org/RespectTheWater

Friends of the RNLI

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



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

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

Ouick wordsearch

Can you find the hydrological terms?

N | O M | A R Y T Y L W P E H O N Z N Z N K U G L S M S H S IOOQPMHOEUICARV TNGIOSLWPSNWLWE IDOWTOSEKMCVTE SHCIRAROGUEWAVE O D L D S T T B S V V S T R I P D Y K I O P R G G G B I I I EHXDMVRQOCYXOMC DOESEGBEGPQWNMN WOLFESABMVSUIGU TFIRDEROHSGNOLI N X S D K B A E M K N I A H K Q U O V W S E D S D G Z Z R C Q D G U H K R U N F B N W X 1

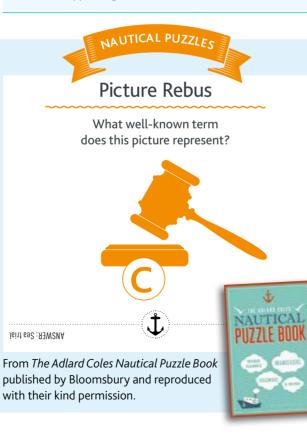
Coastal Spring

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.



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 7736 4242 or email support@giveacar.co.uk.



FLOUR POWER!

Feast your eyes on a batch of tasty RNLI treats celebrating 150 years of support from the Communications and Public Service Lifeboat Fund

Every slice of these spectacular RNLI-flavoured cakes is benefiting The Lifeboat Fund's 150th Anniversary Appeal, which aims to raise £1.1M towards a new Shannon class lifeboat for Wells-next-the-Sea. They're made by the RNLI Cake Collaboration group, which has made more than £1,000 so far. Here are just a few of their sugary creations ...



These edible RNLI souvenirs were made by Angela of Blossom Dream Cakes, who explains: 'Both the bag and the teacup are made from chocolate mud cake, chosen because it's rich, dense and great to carve shapes from. It's filled and coated with dark chocolate ganache.'

lune of Made in Cake describes her striking piece: 'It depicts RNLI Whitby's Trent class lifeboat George and Mary Webb fighting through the heavy North Sea, while the houses packed into the nooks and crannies of the steep cliffs of Whitby look on.'





Liz Lander, who works at RNLI College's Riggers Restaurant, set up the RNLI Cake Collaboration. She says: 'The RNLI is a really interesting theme for us to work with – there have been so many different interpretations of the sea, lifeboats, heritage and so on.'

This bear, by Trudy of the Chain Lane Cake Co, looks almost too cute to devour. However: 'The arms and legs are made from modelling chocolate, which the whole cake is covered in says Trudy. 'I used a texture mat to make him look like he had fur and then dressed him in oilskins, which I glazed for the slightly shiny look. The hat is made from fondant and I printed the RNLI logos onto an icing sheet using edible printing.' Photos: RNLI Cake Collaboration



NEW LIFEBOAT FUND EBOOK

APS Group (Scotland) Ltd has launched an eBook in aid of The Lifeboat Fund. The book commemorates the Eyemouth disaster that killed over 180 fishermen in 1881 – see: thelifeboatfund.publishingthefuture.info

64 YEARS WITH THE QUEEN

There's always been a royal relationship at the heart of the RNLI and, since 1952, Her Majesty Queen Elizabeth II has been the charity's patron. During that time, our volunteers and supporters have shared a host of memorable moments with Her Majesty, who celebrated her 90th birthday in April

Main: The Queen pictured meeting crew in 1962 (see timeline overleaf)

Right: The Queen at the opening of RNLI College in Poole 2004



WEDDING PRESENT FROM THE PEOPLE OF KIMBERLEY, SOUTH AFRICA (SHE DONATED THE SUM TO THE RNLI)

Sir William Hillary, founder of the RNLI, believed that sea rescue was 'a cause which extends from the palace to the cottage ... and which addresses itself with equal force to all the best feelings of every class in the state.' So began our Institution's close connection with the Royal family. Some 128 years later, at the age of 25, Princess Elizabeth ascended to the throne, following her mother's footsteps to become, as Her Majesty Queen Elizabeth II, patron of the RNLI.

Although she now supports more than 600 charities and organisations, Her Majesty has still found the time to take a very real interest in our lifeboats and their crews. To date, she has officially named five lifeboats, visited numerous lifeboat stations, invited hundreds of RNLI volunteers to the palace, and included many more RNLI people in her honours lists. In July 2004, HM The Queen also opened the Lifeboat College, which any visitor



THE NUMBER OF RNLI LIFEBOATS THE QUEEN HAS NAMED

to Poole Headquarters will recognise as the home of crew training (and home of the best view this side of a pint of lifeboat ale).

'If you look at any photos of The Oueen's visits to our stations, all the lifeboat crew and supporters she meets are beaming from ear to ear. It is a hugely special moment to have your hard work and dedication recognised in that way – the same for those volunteers who have been awarded medals and invited to Royal functions,' says RNLI Chairman Charles Hunter-Pease. 'Of course, anything The Queen does with us receives a lot of attention, so it's a great opportunity to spread our safety messages and proudly show off the lifesaving work our people do each and every day.'

Our archive contains a treasure trove of royal photos and press cuttings – here are just a few in celebration of 64 years of royal support.





A SMART APPEARANCE Four lifeboats took part in The Queen's Coronation Review of the Fleet on 15 June 1953. When Her Majesty passed in HMS Surprise the crews gave three cheers.



FUTURE COXSWAIN MEETS THE QUEEN

A 10-year-old Robbie Maiden, who later became Coxswain of Hartlepool lifeboat, met The Queen in 1977. Her Majesty was in town to name the lifeboat The Scout as part of her Silver Jubilee celebrations.

Robbie recalls: 'I was dressed in a small lifeboat gansey and bobble hat. I had to present a big book about the RNLI and the royal family to The Queen. I was told she wouldn't talk to me but she did and asked me about the lifeboat. I told her my dad was the coxswain and that's what I wanted to be. I was proud as punch.'

1952

Mary (patron 1911-37).



AN IMAGINATIVE DECISION'

October's edition of The Life-Boat proudly showed The Queen disembarking from the new Solent class The Royal British Legion Jubilee at Henley-on-Thames on

17 July 1972. The boat had been funded by an appeal to mark the 50th anniversary of the foundation of the Royal British Legion, and each member had been asked to 'subscribe a sum of not less than 5p' towards the final total. The Queen said that it was 'an imaginative decision to bring the lifeboat up the Thames'.



'YOU'RE ALL VERY BRAVE MEN'

The Mary Williams Pier in Newlyn was opened by HRH Queen Elizabeth in 1980, and RNLI volunteers lined up to greet the royal party.

Elaine Trethowan is Lifeboat Press Officer at Penlee, and spoke to former Crew Member Leslie 'Nabo' Nicholls about his memories of the event: 'She asked Nabo what he did for

1965

of Wight.

Yarmouth lifeboat

crew welcome The

Oueen and Duke of

a living. Nabo explained that he was a fisherman, as was his shipmate Barrie Torrie, and pointed out their trawler, moored on the North Pier. The Queen said "you're all very brave men" and then moved along, briefly stopping to speak to the other crew. Sadly, Barrie was lost on the Solomon Browne lifeboat disaster a year later, along with the rest of the lifeboat volunteers.'



A DAY TO REMEMBER On a sunny Wednesday in July

2004, RNLI volunteers, supporters and staff watched Her Majesty officially open the Lifeboat College at Poole Headquarters. The Royal Party and assembled crowds watched as all the coxswains and helmsmen held their caps aloft and gave three cheers for The Queen, which she acknowledged with a smile and a wave.



CREW IN THE MAKING

Stacie Nicoll was just 6 years old when she met The Queen in 2002 at the naming ceremony of Falmouth's Severn class lifeboat Richard Cox Scott. Now, aged 19, Stacie is a member of the station's shore crew.

HERITAGE

OFF TO THE TOWER Crew from Tower Lifeboat Station met The Queen in February 2010, as Her Majesty toured London to meet the city's 'behind the scenes' workers. Crew Member Roger Cohen remembers: 'She was fairly struck by all the kit we have at the lifeboat station – about 60 drysuits were hanging up'.

Words: Laura Rainbow Photos: RNLI/(Hartlepool, Penlee, Simon Culliford, JP Trengue, Bella West)

1949

As Princess Elizabeth, the future Queen makes her first official RNLI visit, meeting the crew at St Helier Lifeboat Station.

Her Majesty The Queen becomes patron of the RNLI, joining their Majesties Queen Elizabeth, the Queen Mother (patron 1937–52) and Queen

1962 The Queen and Duke of Edinburgh visit Newhaven and Brighton Lifeboat Stations.

1972

The Queen becomes the first reigning monarch to name a Edinburgh during the lifeboat - the relief Royal Tour of the Isle lifeboat The Royal British Legion Jubilee at a ceremony at Henley-on-Thames.

1992

The Queen tours Fraserburgh Lifeboat Station and, at Ramsgate, names a new relief lifeboat (a Mersey class) Her Majesty The Queen.

2002

On the first day of her Jubilee tour, The Queen meets the crew of Falmouth's Severn class all-weather lifeboat Richard Cox Scott.

2003 Plymouth's Severn class, Sybil Mullen Glover, is named at a special ceremony with The Queen and Duke of Edinburgh in attendance.

RNLI lifeboat crews take part in The Queen's Diamond Jubilee flotilla, with Eastbourne's new Tamar class Diamond Jubilee.

2012

2013 Chiswick lifeboat crew bring the royal barge Gloriana, wedged under Kew Road bridge, to safety. The Queen visits St lves Lifeboat Station at the start of their appeal to raise funds for a Shannon

class lifeboat.



Our courageous community

It was the last Annual General Meeting for our Chairman, but the event was also a day of firsts as RNLI supporters and staff came together at a new venue

On 19 May, after 12 years at the Barbican in London, the AGM came home to Poole for the first time in our 192-year history. It was held in the more intimate theatre setting of Lighthouse, the town's arts centre, meaning that local teams could run the event more easily – and at a greatly reduced cost. With the new addition of live broadcasts, voting and questions from satellite locations in Perth, Dublin and London, the stage was set for more supporters than ever to be included in future AGMs.

It was a time to celebrate the 442 lives saved last year, to reflect on those lost to the sea at home and abroad, and to look to a future where such tragedies

will be prevented. 'We've always been united explained that Taking to by the common cause ... the stage under the banner of to preserve human life' One Courageous

Community, Chairman Charles Hunter-Pease and Chief Executive Paul Boissier explained how our work in 2015 puts the RNLI in the best possible position

to halve coastal drowning by 2024. From the opening of the All-weather Lifeboat Centre to the local safety groups working together, the Chief Executive

> everyone within the RNLI has a part to play in saving more lives.

'We've always been united by the common cause that inspired our founder almost 200 years ago: to preserve human life,' Paul said.

'That's whether we are volunteers,

supporters, governors or staff. That's what makes us one courageous community.'

His speech also outlined the financial position of our charity, concluding that 'the finances of the RNLI remain sound at a time when we are facing particular challenges around fundraising'. (See more in Money Matters, right.)

The Chairman introduced the audience to his successor onstage, Vice Chair Stuart Popham, and - in







a surprise twist to the traditional vote of thanks – received a fond farewell on behalf of all our lifeboat crews from Kevin Riley, Exmouth Lifeboat Operations Manager. Kevin thanked him for more than 25 years of voluntary service, and reflected that Charles is known on the coast for being one of the crew, able to put people instantly at ease and inspire others to our cause.

Words: Philly Byrde Photos: RNLI/Nathan Williams

Annual Report and Accounts 2015

You can find the full year in review, financial information and more in One Courageous Community, our Annual Report and Accounts. Read or download at RNLI.org/RNLI2015.

[£] **MONEY MATTERS**

COST

- It cost £168.1M to run the RNLI in 2015 – that's around £460,000 per day.
- A further £51.3M was spent on buildings (eg lifeboat stations) and equipment (eg lifeboats, launch and IT). This is reduced from last year as we completed work on the new All-weather Lifeboat Centre in February 2015.
- 10% of costs are support costs fundamental to the running of the RNLI (eg IT systems, HR, finance and general admin).

INCOME

- We raised £184.1M in 2015.
- 64% (£118.5M) of our income came from legacies.
- Another 31% (£56.5M) was raised through donations.
- £9.1M was raised through trading (eg RNLI shops, lifeguard income and investments).

FINANCIAL HEALTH

- We manage the generous donations entrusted to us very carefully.
- Our trustees manage the RNLI's financial health by monitoring the free reserves – the funds available to run the RNLI in case of a shortterm setback.
- The reserves are kept within a range that would allow the RNLI to run for 6–18 months if all other income stopped. We are currently at 11 months.



The RNLI and me: Fern Britton

The TV presenter and author talks Cornwall, creativity and crabbing

What inspired someone who's spent a lot of their life around London to write about a tiny Cornish fishing village?

I've loved Cornwall, especially Looe, since I was a little girl. My mother would always bring us to stay in the same holiday cottage (called The Dolphin) and I just felt so safe – I could walk along the beach on my own and paddle all day. There was a Punch and Judy man, speedboat rides, catching mackerel – I just loved it. Since 1980 I've had a property of some sort down here, and I take my own children on the same kind of holidays. We had a caravan here for 10 years so it was all crabbing competitions, walking across Bodmin Moor in the rain and wind, pasties and more speedboats.

Crabbing competitions?

You have 1 hour to catch as many as you can, but I might award you a prize for the biggest one too. It's always best with an incoming tide, which brings them in. Never bother if the tide's going out.

You've danced on Strictly; greeted Britain every day for a decade on This Morning; and presented cookery, comedy, chat and awards – a pretty varied bag. What's next? I love television – it's now my 36th year. The whole decade on This Morning was a huge highlight, there was so much variety, but I don't think doing five mornings every week is for me at this stage in my life. I actually really enjoy doing political work (I interviewed Tony Blair about the Iraq war, for example), even though I know people don't perceive me that way.

While Clare Balding is away covering the Olympics this Summer, I'll do her Radio 2 show, and we're also doing another series of the BBC antiques show *For What it's Worth*. I'm no expert on the antiques, but it's a treat to be around all those beautiful objects.

DAY BY THE SEA

MY FAVOURITE...

One of your early news reports was about the Penlee lifeboat disaster in December 1981. What was that like?

It was such a shock and disbelief, we all felt rather numbed by it, as if it was unreal. As the names came through of people that were lost, and we realised the impact on so many families and the community, it was the saddest thing ever. One thing I really remember though is the incredible warmth that came through, not just from Cornwall but the whole world. I think it was the sheer heroism of those volunteers, and the fact it was at Christmas too.

Last year you donned a pair of yellow RNLI wellies for our Mayday campaign. Why do you support our volunteer lifeboat crews? Having spent so much time in Cornwall, I do meet a lot of people who just drop in that they're on the crew and I'll think 'bloody hell – I know a hero!'

I went out on the Padstow lifeboat in the Summer of 2014 for one of their evening exercises and there was a bit of a swell, nothing much. The (now) Deputy Launching Authority Dave Flide said to me that when it's a really rough night, of course they can get scared and seasick, but they just pass the bucket and get on with it. I can't believe they put themselves through that, as volunteers, all for someone else's safety. They're incredible people.

Interview: Laura Rainbow Photo: RNLI/Nigel Millard I'd start with a walk on the beach, then a speedboat trip (I have my RYA Powerboat Level 2 certificate) round the bay and a fish and chip lunch. The afternoon's for a crabbing competition followed by a swim

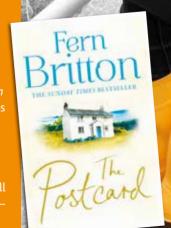
COASTAL DESTINATION Most of Cornwall, but Sennen Cove has a really fantastic beach.

and bodyboarding.

NOVEL I read so many great books it kind of puts me off being a writer – I feel so inadequate! I'd probably choose the *Chronicles of Narnia* by CS Lewis. They gave me such a spiritual experience when I was young.

WHO IS FERN BRITTON? A household name among anyone

who's watched TV in the UK over the past 4 decades, Fern has been the smiling face of *This Morning, Ready Steady Cook* and *Fern Britton Meets* to name just a few. She lives in Buckinghamshire and Cornwall and, in between raising money for charity through international cycle challenges, she has written a series of novels about life in a small Cornish village. The sixth of these – *The Postcard* – came out in June.



RNL

Light Think about the quality of light and consider the 'golden hours' of sunrise and sunset.

× Est

Subject Add some interest with a pier or a lifeboat, for example.

Composition Follow the rule of thirds, foreground interest and leading lines.

COASTAL PHOTOGRAPHY

Is your photography limited to snaps of birthday parties and holidays? For those who want to raise their game, we share inspiration and practical tips from Photographer Nathan Williams

'It's not all about taking that perfect shot – it's about being outside, the freedom you feel and capturing what's there right in front of you.'

Nathan's enthusiasm is infectious. He's been part of the RNLI Film and Image Team for 9 years and has been taking photographs for longer. His work regularly appears on the pages of this magazine and promotes the RNLI to the general public.

So is there a knack to taking good photos at the coast? Nathan assures us that anybody can do it: 'Trial and error – it's the best way to learn. And it helps if you have a good eye for composition.' If you do want some free training, Nathan strongly recommends going online: 'YouTube's absolutely brilliant for tutorials – from what kit to buy to more advanced skills like flash lighting.' You can spend a fortune on cameras and gear, but you don't have to. Some professionals are doing great things with mobile phones these days. One big benefit is that your photo can be online instantly. Other cheap options are point and shoot cameras, quality second-hand ones or an old film camera. 'If you invest in one bit of extra kit, buy a tripod,' Nathan advises. 'It stabilises the camera – this is particularly useful when there's less light, which would mean you need longer shutter speeds.

'Work on your technique, get the basics right and, to a certain degree, it won't matter what you're taking the photo on,' asserts Nathan.

NATHAN'S STEP-BY-STEP GUIDE

1. PLAN AHEAD Familiarise yourself with the location, think about what you're trying to achieve and what kit you'll need. Avoid taking risks when taking photos near cliffs or water – visit RNLI.org/RespectTheWater for safety advice.

2. TAKE YOUR TIME When you're aiming for sunrise or sunset, get there early so you can set up carefully. Patience is key.

3. SNAP AWAY Try different compositions, move the camera around, try something that wasn't planned.

4. LOOK AFTER YOUR LENS When changing a lens, shelter from the sand, salt and dirt.

5. EXPERIENCE THE MOMENT Have a little look up from the camera now and then.

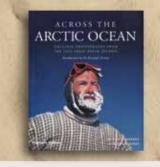
6. RESIST OVER-EDITING Adjust contrast, brightness and sharpen, but don't overdo it.

7. SHARE Don't just store your photographs on your computer: share them, print some out, enter competitions or create a calendar.

Share your best coastal photos with us on Twitter or Instagram by including the hashtag #RNLIOffshore. Or email images@rnli.org.uk.

Words: Bethany Hope | Photos: Nathan Williams, Samantha Williams

The power of the sea



For adventurers Across the Arctic Ocean – Original Photographs from the Last Great Polar Journey by Sir Wally Herbert and Huw Lewis-Jones Review by Chris Speers, Crew Member at RNLI Poole

'What compels a man to risk everything on a dream?' asks Sir Ranulph Fiennes, who introduces this inspiring story.

In February 1968, Wally Herbert and his team of three companions (and 40 huskies) set off from Alaska on an incredible 3,800-mile journey across the North Pole and the frozen Arctic Ocean. This volume documents the trip using the explorers' own photographs and accounts. With the future of the frozen polar regions threatened by human activity, this journey through an austere and beautiful wilderness is unlikely to ever be repeated.

Published by Thames and Hudson ISBN 9780500252147 Price: £24.95 (hardback)



For those on the light side Light in the darkness – a history of lightships and the people who served on them by Liam Clarke

Illuminating the voyage home is a dangerous job but, since Roman times, lightship crews have been risking their lives to help seafarers traverse the night in safety. Author Liam Clarke comes from a family with a long history of lightship service, and uses his inside knowledge to explore this lonely and seldomdocumented profession. It might not be the most uplifting Summer read, but it's certainly an interesting and comprehensive history.

Published by Amberley Paperback ISBN 9781445646589 Price: £15.99 Coccean cuideen en velopeder Coccean Coccean

For young ocean explorers Ocean – a children's encyclopedia by John Woodward

Dive into the depths of coral reefs, polar oceans, rugged coasts, mangrove swamps and much more, with this comprehensive, 256-page visual encyclopedia. Packed with gorgeous colour photos, easy-to-digest information and fantastic facts, it's an ideal reference guide for junior scientists aged from about 8 to 12 years, although readers of all ages will be entranced by the images.

Published by Dorling Kindersley ISBN 9780241185520 Price: £17.99 (hardback) Need some inspiration for your Summer reading list? Here's a collection of books that celebrate the skills and endurance needed to master our planet's expansive oceans

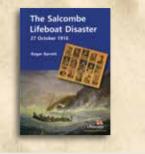


For armchair aviators *Rescue pilot – cheating the sea* by Jerry Grayson AFC

Aged just 17, Jerry Grayson became the youngest helicopter pilot to ever serve in the Royal Navy. By 25, he was the most decorated peacetime naval pilot in history. Full of adventure, adrenalin, humour and sometimes tragedy, his career in maritime search and rescue is celebrated in this highly readable account.

Foreword by HRH The Duke of York, Prince Andrew.

Published by Adlard Coles Nautical Paperback ISBN 9781472917942 Price: £8.99



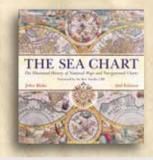
For RNLI historians *The Salcombe Lifeboat Disaster* – **27 October 1916** by Roger Barrett

This October marks 100 years since the tragic loss of 13 crew members aboard Salcombe's lifeboat *William and Emma*. This detailed book, written by Salcombe Lifeboat Museum's Curator, explains the events that led up to the fatal capsize, and the sad aftermath of the disaster.

It contains illustrations and eyewitness accounts, and is a must for any RNLI supporters with an interest in this tragic event. We'll also be featuring an article on the tragedy in our Autumn issue.

Available from Amazon, or email salcombebooks@rnli.org.uk.

Published by Salcombe RNLI ISBN 9780993420900 Price: £7.99



SIX OF THE BEST

For cartography buffs The Sea Chart - the Illustrated History of Nautical Maps and Navigational Charts (2nd edition) by John Blake

The sea, as many RNLI supporters may have noted, is vast. About 2,000 years ago, maps and charts started to give shape to the world around the mariners of ancient Europe, the Middle East and North Africa, opening up trade and exploration routes. This hefty tome contains a fantastic geographical spread of maps and illustrations, along with clear, precise and incredibly informative background context. With a foreword by Sir Ben Ainslie, this is a truly magnificent addition to any seafarer's coffee table.

Published by Bloomsbury ISBN 9781844863143 Price: £25 (hardback)

In the Spring edition of *Lifeboat*, we incorrectly listed author John Hicks' address (from which copies of his book *An Absolute Wreck – the loss of the Thomas W. Lawson* can be obtained). We apologise for this error. The book is available by writing to John at Flat 3, 17 Montagu Square, London, W1H 2LE.

Buy these books online via RNLI.org/amazon and Amazon will donate a minimum of 5% of the value to the RNLI. Please note that postage and packaging charges will apply. Reviews: Laura Rainbow (unless otherwise stated) | Photos: Simon Moss

1,045 RNLI RESCUE CRAFT LAUNCHES 1 January-31 March 2016

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 1 April 2016

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.

BARMOUTH

D-678: Jan27

Feb16.Mar1

BARRY DOCK

BEAUMARIS

BEMBRIDGE

Mar14.31

Feb28

D-778: Jan1

BARROW

Mar23

Mar10

BARRA ISLAND

ON-1230(17-12): Jan3

ON-1288(16-08): Feb9.

ON-1228(14-24):Feb16.

ON-1245(14-29): Jan 24

ON-1297(16-17): Jan24.

ON-1191(12-32): Jan17.

D-777: Jan17. Feb28

D-729:Feb4.13.25

D-760: Jan 30. Feb 10

BROUGHTY FERRY

Feb10,28,Mar27

Mar23,24,27

BUCKIE

11.28

BUDE

ON-1252(14-31): Jan14,

ON-1268(17-37): Jan8,

D-756:Mar5.10.19

BLACKPOOL

B-867:Feb14

D-732:Feb25

D-746:Feb11

BRIDLINGTON

D-721:Jan31

BRIGHTON

B-815:Jan5

22.27

BLYTH

BORTH

D-638:Feb16.Mar10

B-838: Jan 4. Mar 25



ABERDEEN **ON-1248(17-24):**Feb28 D-694: Jan11.16. Feb28 ABERDOVEY B-758:Feb17 ABERSOCH B-886:Mar24.31 ABERYSTWYTH B-822:Feb10 ACHILL ISLAND ON-1240(14-28): Jan 27. Feb8 AITH ON-1232(17-14):Mar7 ANGLE **ON-1291(16-11):** Jan12(x2). 17.Feb9.21.Mar5.8(x2).9.17. 18(x2).25(x2)**D-776:**Jan12 ANSTRUTHER ON-1174(12-17): Feb7 D-667: Jan11, 20, Feb7 APPLEDORE ON-1296(16-16): Jan28 B-861:Mar17 BB-546: Jan 7. Feb 29 ARAN ISLANDS ON-1217(17-06): Jan2, 15, 19, 22.Mar30 ARBROATH D-759:Jan16 ARKLOW ON-1223(14-19):Feb23, Mar3.28 ARRAN (LAMLASH) B-876:Mar25 ARRANMORE ON-1244(17-22): Jan11, Feb1(x2),24,Mar20 BALLYGLASS ON-1235(17-15):Feb12 BALTIMORE ON-1302(16-22):Feb1,3,21 B-760:Feb19 BANGOR B-805: Jan8, 13, Feb11 B-810:Mar29

B-849:Jan24 BURNHAM-ON-SEA B-784:Feb18.Mar20.28 D-664:Feb18.Mar20.28 BURRY PORT B-777: Jan 2.24. Mar 28 D-749: Jan 2. Mar 28 CALSHOT B-860:Feb13,19,25,Mar12 D-748:Feb13.19 CAMPBELTOWN ON-1241(17-19): Jan16. Feb14 CARDIGAN B-871:Feb12 CASTLETOWNBERE ON-1277(17-44): Jan 5.31. Feb3.Mar9 BERWICK-UPON-TWEED CHISWICK E-08:Jan5.11(x2).14.20. 22[x3].24.28.29.31.Feb1.11. 12.20.21.27.28.Mar1.2.3. 7(x2),13,15,17,22(x2),23, 25(x2),26,27(x3) E-09:Mar10.11 CLACTON-ON-SEA B-863: Jan 23, Feb 21, Mar 25 D-723:Feb29 CLEETHORPES D-757:Mar30 CLIFDEN ON-1192(12-33):Feb18.25 B-869: Jan1 D-679: Jan1.9 B-852:Feb16.Mar4.12(x2). CLOGHER HEAD ON-1190(12-31):Feb24. Mar20 CONWY D-765:Jan25 D-698: Jan14, Feb10, 19, 20, COWES B-859: Jan8, Mar25, 27, 28 CRICCIETH B-823:Mar8 CROMER ON-1287(16-07): Jan13, Mar10

D-734:Jan5

BURNHAM-ON-CROUCH CROSSHAVEN B-782: Jan 9.10.11.15. Feb6 18 Mar12 CULLERCOATS B-811: Jan 8.16.31. Feb7 10.22 DART D-702: Jan10. Feb7.13. Mar10 DONAGHADEE ON-1267(14-36): Feb27.29 DOUGLAS ON-1145(47-030):Feb20 ON-1147(47-032): Jan 9.23. Mar23(x2) DOVER ON-1201(17-02):Feb27 ON-1220(17-09): Jan 9.10. Feb14 DUN LAOGHAIRE ON-1200(14-05): Jan18. Feb1.3.14 D-731: Feb6.15. Mar7.13 DUNBAR ON-1266(14-35):Feb3. Mar17,28 D-708:Feb6,9,Mar28 DUNGENESS ON-1309(13-02):Mar24 ON-1311(13-04): Jan1 DUNMORE EAST ON-1215(14-17): Jan8, Feb27 EASTBOURNE ON-1303(16-23):Mar12,21 D-744:Feb11,24,Mar12,30 ENNISKILLEN B-773:Mar5,6,20 B-792:Mar5,20 RWC-054:Mar6 EXMOUTH D-669: Jan25, 31(x2), Feb 4, 28(x2),Mar3,9,28 EYEMOUTH ON-1209(14-11):Feb3. Mar2 D-745: Mar 4

FALMOUTH ON-1256(17-29):Mar20,26 B-756:Jan18,28,Feb20, Mar6,19,25,26,28 FETHARD D-683:Jan23 FILEY D-728:Mar25 FISHGUARD **ON-1198(14-03):** Jan13 D-789:Mar22 FLAMBOROUGH B-820:Feb8.28.Mar12. 13.23 FLEETWOOD ON-1156(47-038): Jan 3.4.16. Feb14 D-719: Jan 3.4. Feb14 FLINT D-658:Jan1,9 FOWEY ON-1222(14-18): Jan1.17. Feb26 D-681: Jan17, Feb22, 26 FRASERBURGH ON-1259(14-34):Mar24 GALWAY B-853: Jan2, 3, 7, 31, Feb15, Mar10(x3).18 GRAVESEND B-827: Jan4.19. Feb4[x2].7. 9(x2),11,20,28,Mar14,21, 26.27.28.30 B-870:Jan5 GREAT YARMOUTH AND GORLESTON B-786:Jan15.Feb26 HARTLEPOOL ON-1274(14-37): Jan 20, Mar1,13 B-881:Jan24 HARWICH ON-1202(17-03):Feb12 B-789:Feb12 HASTINGS ON-1125(12-002):Mar11 D-699:Feb4,24,Mar4,31

HAYLING ISLAND LOOE B-829: Jan 24. Mar 10.12 D-779: Jan 24. Mar 10 HELENSBURGH B-791: Jan19, Feb15, 20(x2), 28 Mar5,25 HOLYHEAD ON-1272(17-41):Feb2 ON-1278(17-45): Mar17 D-654: Jan 2.17 HORTON AND PORT EYNON D-688:Mar27 HOWTH ON-1258(14-33): Jan 23.30. Feb3.Mar5 D-659: Jan23.30. Feb5. Mar8.17.18 HOYLAKE ON-1313(13-06): Feb13.24. Mar9 HUMBER ON-1216(17-05): Jan16, 19, Feb15,20,21,Mar8,13,21 B-783: Jan19, 24, Feb5, 6, 15, 28(x2),Mar1,10,13,30 HUNSTANTON B-848: Jan 9.10.24 H-003: Jan22, Feb20 ILFRACOMBE ON-1314(13-07): Mar24.31 ON-1316(13-09): Jan1 D-717: Jan1. Feb14.20 INVERGORDON ON-1206(14-08):Mar11 ISLAY ON-1219(17-08):Feb16 KESSOCK B-873:Jan31 KILKEEL B-812:Feb24 KILMORE QUAY ON-1298(16-18): Jan 7.9.16. Feb21.Mar12.18 KILRUSH **B-844:**Jan24 KINGHORN B-836:Feb9.Mar20(x2).21 KINSALE B-796:Feb6.Mar12.28 LARGS B-854:Jan8 LERWICK ON-1221(17-10): Mar18 LEVERBURGH ON-1195(12-36): Feb16 LITTLEHAMPTON B-779:Mar18 D-769:Feb22.Mar23 LITTLESTONE-ON-SEA B-785: Jan16. Mar5 LLANDUDNO ON-1164(12-006):Feb29 D-656:Jan25,Mar21,22 LOCH NESS B-763: Feb24, Mar18, 26, 29 LONGHOPE ON-1290(16-10): Feb6

LOUGH DERG B-781: Jan1.26 29.30 Mar28 OBAN

Y-226:Feb13

LOUGH REE B-772:Jan3 LOWESTOFT LYME REGIS LYMINGTON MACDUFF B-804: Jan10 MALLAIG Mar3,25,30 MARGATE MINEHEAD MONTROSE D-780:Mar26 MORECAMBE D-722: Jan16. Feb9 **D-774:**Mar13 MUDEFORD B-806:Mar31 NEW BRIGHTON NEWBIGGIN B-864:Mar20 NEWCASTLE Feb18,Mar14 D-775:Jan5 NEWHAVEN NEWQUAY Feb21.Mar5 NORTH BERWICK D-758:Feb9.Mar17 D-780: Jan25 26(x2),27 **ON PASSAGE** PADSTOW

D-741: Jan9 B-790: Jan 21 [x2]. Mar 25. 27. **ON-1312(13-05):** Jan1.22 B-857: Jan 4.8. Mar 11.21.25 B-882: Jan 8.23. Mar7 LYTHAM ST ANNES ON-1189(12-30): Jan 30 ON-1250(17-26): Jan 5, 12, 13,14,17,21,24,30,Feb13,15, ON-1177(12-20):Mar23 D-706:Feb10,Mar29 B-824:Feb3.Mar19.20 D-712:Feb3(x2).Mar19.20 H-002: Jan16, Mar13(x2), 31 B-825: Jan 4, 11, Feb 7, 11, 15, 21 B-837: Jan 23. 25. Feb 6. ON-1148(12-11):Feb13,16 ON-1188(12-29): Jan5, ON-1243(17-21): Jan16,23, Feb11,20,Mar10,13,25 ON-1269(17-38):Mar30 B-821: Jan 5, 22, 23, 25, 27, Feb21, Mar5, 12(x2), 18 D-773: Jan 9, 11, 22, 23, 25, 27, ON-1227(14-23): Jan19. Feb26, Mar15, 21, 24, 25, ON-1210(14-12): Jan18 RHYL ON-1183(12-24): Jan 25, ON-1283(16-04): Jan 5, 29 Feb22,Mar22 D-770: Jan19, Feb22

Mar5.6.7.13.15 D-692: Jan2.24[x4].26. Feb9.11.Mar5.7.13.15.21 PENLEE ON-1263(17-34):Mar19 ON-1265(17-36): Jan6, 18, 29, Feb9.24 B-787: Jan 4, 29, Feb 10, Mar8,27 PETERHEAD ON-1282(16-03):Mar23 ON-1286(16-06): Jan3 PLYMOUTH **ON-1264(17-35):**Feb23 B-775: Jan17.29.30, Feb29. Mar11 POOLE B-826: Jan1, Feb26 PORT ERIN B-813: Jan3 PORT ISAAC D-707:Feb23 PORT TALBOT D-713:Feb14.16.18.22. Mar23,26(x2) PORTAFERRY B-833: Jan 2.10.23. Feb 13.18. Mar8 PORTHCAWL B-832: Jan 8. Feb 9.27. Mar13.20(x2).27 D-714:Jan8,Feb27, Mar20,27 PORTISHEAD B-884: Jan3, 23(x2), Feb11(x2),12,21, Mar4.12(x2).13(x2).22 PORTPATRICK ON-1301(16-21): Feb15. Mar19 21 PORTREE ON-1214(14-16): Jan 20.29. Feb1.Mar13.29 PORTRUSH ON-1257(17-30): Jan10(x2) 28.Mar14.15 D-738:Mar8 PORTSMOUTH B-846: Jan3(x2).23. Feb9. 10.19.Mar14.21.22.23 D-716: Jan 23. Feb 9. Mar 16. 22.23 PWLLHELI ON-1168(12-010): Jan 6, Feb 26 D-676:Feb24 QUEENSFERRY B-851: Jan 15. 22. 24. 25. 26. Feb8.22.Mar3.13(x2).14.15 REDCAR B-858: Jan 30, 31, Feb 18, 21, Mar24(x2) D-786: Jan 30, 31, Feb 21, Mar 20

PENARTH B-839: Jan 2.24 [x3]. Feb14.

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: £2.2M

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

R-###

H-###

B class (Atlantic 75, 85)

Inshore rescue hovercraft

new cost: £214.000



F-## E class (MK1 or 2) new cost: £560.000

D-### D class





A-## Inshore rescue boat new cost: £13,000

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

new cost: £400.000

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

LAUNCHES

ST AGNES

ST BEES

B-831:Mar8

ST DAVIDS

ST HELIER

Mar11,18

STIVES

B-816:Mar11

B-788:Jan15

B-762:Feb1

STORNOWAY

STRANRAER

D-697:Mar31

Mar2.25

Mar2.11

Mar2.13

SWANAGE

ROSSLARE HARBOUR ON-1276(17-43):Mar6,10, 12,20,30 **RYE HARBOUR** B-875: Jan1(x2), 10, Feb17, Mar13 SALCOMBE ON-1289(16-09): Jan5, Feb25,Mar29 B-794:Mar30 SCARBOROUGH ON-1175(12-18): Jan 5, 21, Feb14 **ON-1184(12-25):**Mar31 D-724: Jan 21, Feb 14, Mar19,30,31 SEAHOUSES ON-1173(12-16):Feb5,9, Mar26 D-686:Feb9 SELSEY ON-1146(47-031): Jan 5,24 D-691:Mar5,23(x2) SHEERNESS ON-1211(14-13): Jan 6,18 D-662: Jan6, 17, 31, Mar7, 12.19 SHOREHAM HARBOUR **ON-1280(16-01):**Mar13 ON-1295(16-15): Jan5, 16, Feb11,20 D-784: Jan16, Mar15, 25 SKEGNESS ON-1162(12-004): Jan14 D-739:Mar16 SLIGO BAY B-888: Jan 21. Feb 11. 29 SOUTHEND-ON-SEA B-885: Jan 31. Mar 12. 19 **D-682:**Mar12 D-771: Jan10.17.18 SOUTHWOLD B-868: Jan 29. Feb 22 [x2]. 29. Mar6.8.13

TEIGNMOUTH D-787:Feb4,18,Mar26 A-67:Jan5 B-809: Jan 5, 9, 11, Feb 12, 13. Mar4.13 TENBY ON-1139(47-026):Feb14 ON-1281(16-02):Feb1 D-704:Jan20,Mar15 D-727:Feb14 THE LIZARD ON-1292(1612): Jan7, ON-1300(16-20):Mar2.17 THE MUMBLES ON-1307(16-27): Jan 27. Feb15.24.Mar27 ON-1314(13-07): Jan19,26 D-761: Jan 27.30. Feb 21.24. **ON-1318(13-11):**Mar10 Mar22(x2).25(x2) D-668:Jan17,22,Mar10 THURSO ST PETER PORT **ON-1273(17-42):** Jan11. **ON-1203(17-04):**Mar2.11.12 Feb11.Mar11 STAITHES AND RUNSWICK TOBERMORY **ON-1270(17-39):**Mar10.15 STONEHAVEN TORBAY ON-1255(17-28): Jan16(x2), Feb26 ON-1238(17-18): Jan10, ON-1263(17-34):Feb13 D-788: Jan3. Feb16. Mar 30.31 Feb1,8(x2),20,Mar6, 26 TOWER E-005:Feb3 E-07:Jan1(x4),3,4,5,6(x3), SUNDERLAND B-817: Jan 29, Mar 3, 31(x2) 7(x4),8(x2),9(x2),11,15,16(x4), D-747:Feb5.13.20.28. 17(x2),18,19(x3),21,22,23,25(x3), 26,27,28(x2),29(x2),Feb2,4, 5[x3].6.8.9.10.11[x3].12.14[x2]. ON-1182(12-23):Feb20. 15,17,18(x2),24,25(x3),27,29, Mar2.4(x2).5.6.9(x6).10.12(x3). D-752: Jan31, Feb20, 14,18,20,21(x3),22,24(x2),26 27(x4),28(x2),29 TEDDINGTON E-09:Jan1(x2) D-743: Jan11, 16, Mar3, 9 TROON ON-1213(14-15): Jan8 D-785: Jan 1.11.16. Feb3,4,11,16,Mar2(x2), ON-1226(14-22):Feb5.6.20. 3(x2).7.8.11(x2).24 Mar21,22(x2) D-684: Jan8. Feb5. Mar21. 22[x2] XP-33:Feb6

TYNEMOUTH ON-1242(17-20): Jan 3.13.17. Feb10.20.Mar20(x3) D-693: Jan 3.13.17. Feb10. 12.20.29.Mar12.13.20 VALENTIA ON-1218(17-07): Feb1,12, Mar10,21(x2) WALMER D-663:Feb19 WALTON AND FRINTON ON-1299(16-19):Feb23. Mar9.21 WELLS ON-1161(12-003): Jan14. Feb13 D-661:Feb13.Mar27 WEST KIRBY D-751: Jan10. Feb14.21.28 WEST MERSEA B-879:Mar19.25

WESTON-SUPER-MARE

B-769:Feb13 B-770:Mar6.27 D-696: Jan24.28. Feb13. Mar6.27 WEYMOUTH ON-1261(17-32): Jan16, 22, Mar29(x2) B-774:Mar15.18.29(x2) WHITBY ON-1212(14-14): Jan15,30, Feb15.19.Mar1 D-674:Feb18.Mar8 WHITSTABLE B-877: Jan12.22. Feb1. Mar11 WICKLOW ON-1153(47-035):Feb23 D-671:Feb23 YARMOUTH ON-1269(17-38): Jan23, Feb17,19

ON STATION

D-791, Mary & Archie Hooper, Holyhead, 19 January 2016 (D-654 has been withdrawn) B-885, Julia & Angus Wright, Southend-on-Sea, 27 January 2016 (B-755 has been withdrawn) D-792, Marie Theresa Bertha Barrass, Relief, 9 February 2016 ON-1319 (13-12), Cosandra, Relief, 11 March 2016 D-793, Dr Barbara Saunderson, Llandudno, 6 April 2016 (D-656 has been withdrawn) B-890, Gordon and Phil, Youghal, 12 April 2016 (B-780 has been withdrawn) B-776, Vic and Billie Whiffen, Blyth, 15 April 2016 D-794, Duggie Rodbard II, Walmer, 19 April 2016 (D-663 has been withdrawn) ON-1320 [13-13], George Thomas Lacy, Swanage, 20 April 2016

NAMING CEREMONIES

B-884, My Lady Anne, Portishead, 5 March 2016 B-889, Elizabeth and Margaret Milligan, Relief, 31 March 2016 D-792, Marie Theresa Bertha Barrass, Relief, 31 March 2016 B-886, Peter and Ann Setten, Abersoch, 16 April 2016 B-888, Sheila & Dennis Tongue, Sligo Bay, 16 April 2016 D-784, Joan Woodland, Shoreham Harbour, 23 April 2016 D-787, Xkalibur, St Agnes, 30 April 2016 D-789, Edward Arthur Richardson, Fishquard, 30 April 2016 D-785, Peter Saw, Teddington, 7 May 2016 D-786, Eileen May Loach-Thomas, Redcar, 7 May 2016

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



HALF A CENTURY **OF FUNDRAISING**

The tale starts back in the 1960s, when two inspired RNLI volunteers were enjoying a Fred. Olsen cruise ...

When supporters Howard and Poppy Bell encouraged fellow guests to help the RNLI during their holiday, the fundraising idea caught on. Today, Fred. Olsen is the RNLI's longest-running corporate partner.

In December 2011, the RNLI unveiled the fourth lifeboat to be funded by Fred. Olsen, in Kyle of Lochalsh. The Atlantic 85 B-856 Spirit of Fred. Olsen replaced the previous Atlantic 75-class boat, Alexander Cattanach, which had been stationed at Kyle since 1997. The replacement lifeboat was funded with guest donations from across Fred. Olsen's four ships – Balmoral, Braemar, Boudicca and Black Watch.

Mike Rodwell, Fred. Olsen's Managing Director (pictured centre, right), says: 'We are delighted to have made such an important difference to the RNLI. The work that they do is invaluable, and any of us who go to sea owe them an enormous debt.'

Andrew McDonald, from Kyle of Lochalsh Lifeboat Station, says: 'Our lifeboat has got quite a few advantages; the biggest one being that it can carry an extra crew member. It's also more advanced in terms of the equipment that it's got onboard. So we're so grateful to everyone - passengers and employees.' In May 2010, Fred. Olsen's commitment was recognised with an RNLI Lifetime Achievement Award, presented by Patron HRH Prince Michael of Kent (pictured below).

And the support doesn't stop there - there's a tremendous amount of fundraising going on for the RNLI across the Fred. Olsen fleet every single year.



TIMELINE

- 1824 The RNLI was founded
- 1848 The Olsen family starts a shipping business in Hvitsten, Norway
- 1960s Two RNLI supporters start fundraising on a Fred. Olsen cruise, initiating the long-standing charitable partnership

• 2010 Fred. Olsen receive an RNLI Lifetime Achievement Award

• 2011 Fred. Olsen's fourth guestfunded inshore lifeboat, Spirit of Fred. Olsen, is launched in Kyle of Lochalsh

• 2012 onwards Fred. Olsen supports crew training programmes and funds kit for RNLI stations around the UK, close to its regional departure ports



Photos: Fred. Olsen, RNLI/Jon Stokes/Nathan Williams

SPECIAL DELIVERY

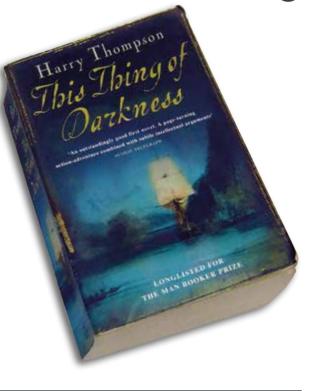
Last issue's Father of Forecast piece charting the life of Robert FitzRoy certainly caught the imagination – here are just some of the many letters and emails we received ...

'A FANTASTIC READ'

I'm currently reading the book *This Thing of Darkness*, written by Harry Thompson, which describes very vividly the journeys that FitzRoy undertook with Darwin on the *Beagle* ... it really is a fantastic read and your article only makes it all the more worthwhile. John Maxwell

I was very interested to read the article about Robert FitzRoy, an unsung hero and a man decades ahead of his time. There is a phenomenally good book called *This Thing of Darkness* ... a fictionalised account of the famous voyage and the relationship between FitzRoy and Darwin, and was long-listed for the Man Booker Prize. The title refers to his fight with depression and is a line from Prospero in *The Tempest*. You may like to recommend this to your readers. Joy Allan

Thanks John and Joy – a review of *This Thing of Darkness* appeared in the *Lifeboat* back in 2006 and we agree it's great read. If readers order it via RNLI.org/amazon, Amazon will donate 5% of the value to the RNLI.





'AN EXTRAORDINARY CAREER'

I wanted to say how much I enjoyed the article. I had heard of him, naturally, but I hadn't appreciated just what an extraordinary career he'd had and how great his achievements were, especially considering he appeared to have suffered serious mental health issues during his life. I found his story inspiring and moving – thank you for drawing attention to the life of this remarkable man.

Robert Pallant



'I COMMANDED BEAGLE'

I thought you might be interested to know that the RNLI has another ex-Commanding Officer of HMS *Beagle* – an education volunteer. Obviously my *Beagle* is not FitzRoy's! But the Royal Navy has a tradition of using old names for new ships. FitzRoy's *Beagle* was the third. Mine was the ninth to bear the name and was one of four Bulldog class coastal surveying vessels. She was built at Lowestoft and launched in 1967. She was paid off in 2002 after 35 years' service, and was the first Beagle built specifically for hydrographic surveying.

I commanded *Beagle* for 2 years, during which we surveyed a huge swathe of the Celtic Sea, an area off Porthcawl, and Rosia Bay in Gibraltar, thus continuing the enormous task

'STILL TRYING TO FIND OUT WHY' ...



of keeping the seas and oceans for mariners to navigate safely. In that time we were involved in two search and rescue operations. During one we worked with an RNLI lifeboat from the Republic of Ireland in an unsuccessful search for the crew of a French fishing boat.

After 26 years in the Royal Navy and 16 years working in the property industry, I am now winding down to full retirement and spend as much time as I can working as an education volunteer. I am about to give two lectures to a St John Ambulance group. I am really looking forward to these as I feel it is important that we spread our message far and wide. John Partington

Surrey

I thought I would send you a picture of a stormglass that I own. You will notice that there is what looks like the London Transport symbol, used as part of all the Underground station signs – also the Plimsoll mark. I am still trying to find out why. Lewis Hobbs

Can any of our readers help Lewis get to the bottom of this mystery – what do the markings mean?

SPRING 2016 LOTTERY RESULTS

Congratulations to Mr M King from Hampshire, who won the £5,000 first prize in our Spring Lifeboat Lottery.

The other winners were: 2ND PRIZE: £2,000 Mr K Hope, Kent

3RD PRIZE: £500 Mr JD Evans, North Yorkshire

4TH PRIZE: £250 Mr J Leonard, Essex

FIVE PRIZES OF £100 EACH: Mr R Way, Lanarkshire Miss JE Tumbelty, Manchester Mr DL Bray, Berkshire Mr and Mrs M Ford, Dorset Mr I Williams, Lancashire

We have temporarily paused our lottery programme while we ask our supporters if they are happy to 'opt in' so we can stay in touch.

If you'd like us to keep you informed about the lottery and other opportunities to support the RNLI, please contact our Supporter Care team by phone on 0300 300 9918 (UK) or 00 44 1202 663234 (non-UK) weekdays 8am–6pm, or by email at optin@rnli.org.uk.

Write to us using the contact details at the bottom of page 2 or share your stories at twitter.com/RNLI or facebook.com/RNLI.

RNLI FAMILY: THE LIFE OF THE CHARITY

Words: Laura Rainbow and Helen McHugh | Photos: RNLI/Jane Mascall/ the Lifeboat Enthusiasts' Society



Station to station

Lifeboat superfan Harry Mascall is celebrating an important milestone on his mission to visit every one of the RNLI's 237 stations.

The 8-year-old Storm Force member from Cheshire enjoyed a special reception at Humber Lifeboat Station in February, as he notched up his 100th port of call. Along the way, Harry has been raising funds for the RNLI with a target of £2,500. At the time of print, with 137 more stations to go, the youngster had already clocked up an impressive £2,704.88.

He says: 'I've met some amazing, brave volunteers and crew members. When I am old enough I want to be a volunteer crew member.'

You can follow Harry's adventures on Twitter @HarryMascall1 or boost his fundraising at justgiving.com/harrymascall

Birthday fundraiser is flush with donations



When Connie Richards, President of Redruth Ladies' Lifeboat Guild. celebrated her 90th birthday, she requested donations to the RNLI instead of gifts. Together, they totalled £654 with Gift Aid.

Pictured here is Connie's birthday cake, made by her daughter Anne, and eagle-eved readers will notice that the hat resting on the bow of the lifeboat has a toilet on it.

Redruth's Publicity Secretary Margaret Percival explains:

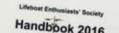
New handbook for enthusiasts

The Lifeboat Enthusiasts' Society Handbook 2016 is now out. This complete guide to RNLI lifeboats past and present details every lifeboat in our fleet, plus the post-service names and locations of retired vessels.

To order your copy, send a cheque for £6.50 (payable to the RNLI) to the Society's Honorary Treasurer AJ Denton, Dawn, Upper Battlefield, Shrewsbury, SY4 4AA.

'On a recent holiday to France, Connie was walking around a lake and decided to visit the ladies' room. She approached a houseboat restaurant owner and in her schoolgirl French said: "Pardon monsieur, avez vous un toilette dans votre chapeau?" which translates as "Have you a toilet in your hat?"

'He replied "no madam. but I do have a toilet on my boat, which you are welcome to use." Needless to say the family will not let her forget this faux pas.'



Handbook 2016



Celebrating life

leff Davies – March 2016

Chairman and former Lifeboat **Operations Manager at St Davids** Lifeboat Station

David Martin – January 2016 Former Coxswain/Assistant Mechanic at Donaghadee Lifeboat Station

David Mitchell – February 2016 Former Property Manager, Poole Headquarters

Andy Tait - December 2015 Crew Member at Aith Lifeboat Station

Alan Thurlwell – December 2015 Shore Helper and Former Crew Member at St Bees Lifeboat Station

Martin Wale - January 2016 Technical Author and Illustrator, Poole Headquarters

John Willis – January 2016 Former Hull Overseer (South)

Nathan Dale – March 2016 Deputy Launching Authority at Plymouth Lifeboat Station

Lady Patricia Jones – February 2016 Former Regional Organiser, North East

Doreen Rogers – February 2016 Former Administrator at Poole Depot

Tom Wakenshaw – October 2015 Former Lifeboat Operations Manager at Berwick-upon-Tweed

George (Mac) Cumming - December 2015

Committee Member, Secretary and Chairman, Dumbarton and District Branch

Christmas (Chris) Tudno Jones - January 2016

Former Shore Crew, Crew Member, Bowman and Second Coxswain, Llandudno

John Sutton – Febuary 2016 Former Chairman and President of Leicester Branch

100% of profit helps save lives at sea

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