

LIFEBOAT

ISSUE 617 | AUTUMN 2016



THE RNLI IS THE
CHARITY THAT
SAVES LIVES AT SEA

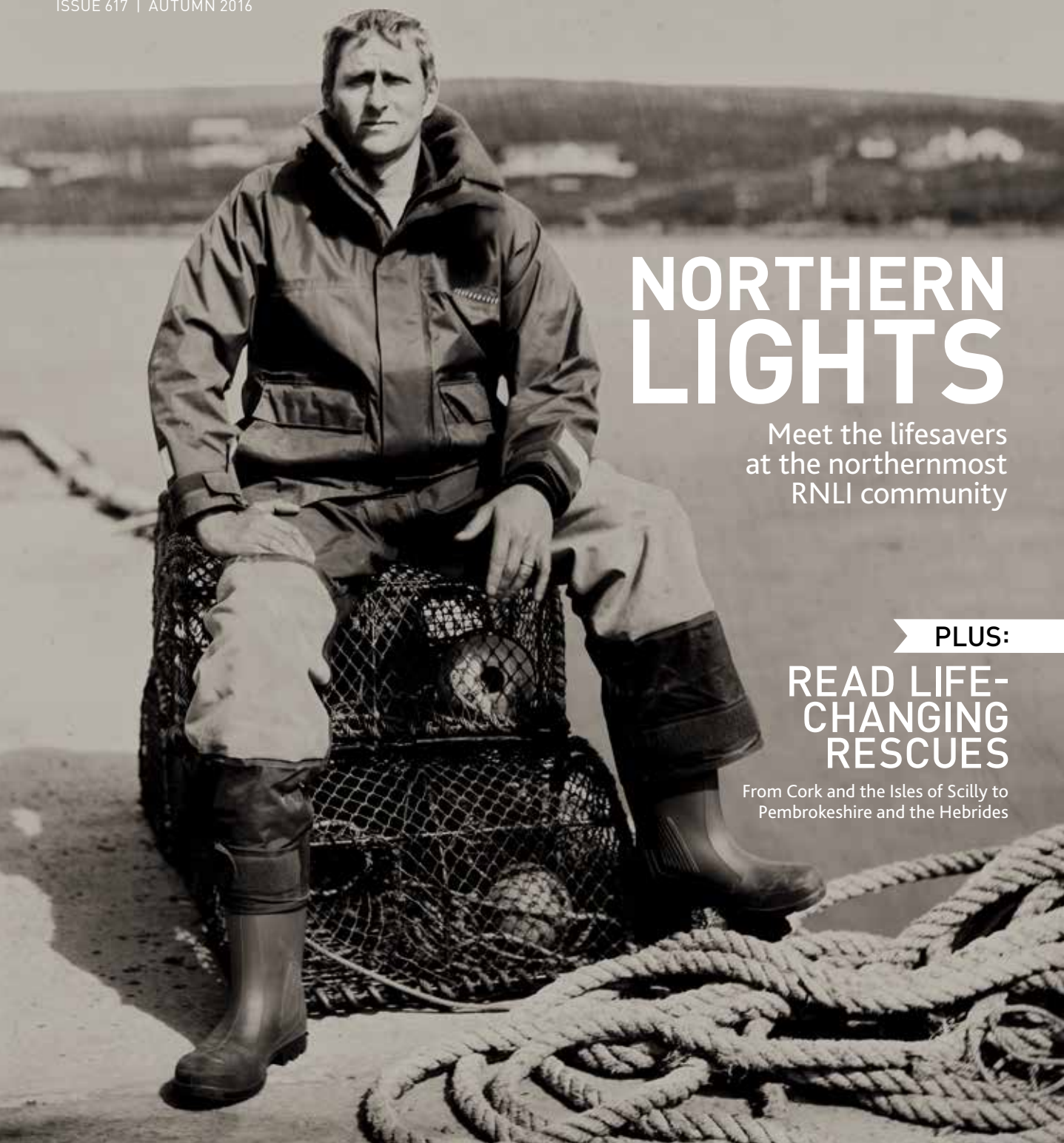
NORTHERN LIGHTS

Meet the lifesavers
at the northernmost
RNLI community

PLUS:

READ LIFE- CHANGING RESCUES

From Cork and the Isles of Scilly to
Pembrokeshire and the Hebrides



Welcome (and farewell)

I stepped down as Chairman of the RNLI at the end of September – but I could not do so without taking the opportunity to thank you



CHARLES HUNTER-PEASE
FORMER RNLI CHAIRMAN



As ever, you'll find stories showing the remarkable courage and selflessness of our lifesavers and volunteers in this magazine. They cannot do it without you, whether you give a donation or raise funds for the charity.

We have 1,032 branches and guilds and together last year they raised an amazing £13.8M. I want you to know that we strive to make sure every penny and cent is spent wisely.

I will miss this role hugely, but I'm delighted to hand over to somebody who brings amazing skills to ensure we continue our journey – to improve what we do to find new ways of preserving lives and ensure that our rescue service is second to none. Stuart Popham (see p41) will do a fantastic job. He is a true volunteer, and a wonderful person.

Meanwhile, although I have handed over the tiller, the RNLI will always be

part of my heart and soul. Thank you very much to anyone reading this who has given their support during my 3 years as chair and over my 25 years as a volunteer – you have helped us change and save lives.

Charles Hunter-Pease

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PICTURED ABOVE: Morecambe hovercraft *The Hurley Flyer* H-002
Photo: RNLI/Nigel Millard

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.

The RNLI was founded in 1824. Today it provides a 24-hour search and rescue service out to 100 nautical miles from the coast of the UK, Republic of Ireland, Isle of Man and Channel Islands; on the tidal reaches of the River Thames; and on selected inland waterways. It also provides a seasonal lifeguard service on appropriate beaches in England, Wales, Scotland, Northern Ireland and Channel Islands; and flood rescue. The RNLI is independent from Government and relies on voluntary contributions and gifts in Wills for its income. It is a charity registered in England and Wales (209603) and Scotland (SC037736). Registered charity number 20003326 in the Republic of Ireland.



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News

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

MISSION: accomplished

Rad Hart-George and Nick Pleydell-Bouverie's journey began with an epic vision: to cycle the entire British coastline, visiting every lifeboat station along the way and raising money to help save lives at sea. And this Summer, they completed their epic 'Tour of Britain' mission. Their original fundraising target of £25,000 was quickly reached and a new one of £70,000 set. They are now only £2,000 away.

The duo spent more than 450 hours in the saddle and climbed more than 175,000m – 20 times the height of Everest. 'It's been an amazing adventure – the planning and logistics alone have been very complicated,' says Nick. 'Our 2014 Scottish leg involved coordinating over 20 ferries, some of which only sailed once a week.' The expedition began in London in July 2010, with the route split into 7 legs over 7 years. They reached the finish line at Putney on 29 July 2016. Read more at: thernlitourofbrtaint.blogspot.co.uk



THE MISSION IN NUMBERS

- 7 YEARS, 7 LEGS
- 70 DAYS OF CYCLING
- 4,660 MILES CYCLED
- £68,000 RAISED
- 192 STATIONS VISITED
- 76 ECCLES CAKES EATEN

Top award for lifeguards

A year ago we reported how lifeguards at West Kirby in Merseyside teamed up with lifeboat crews to save a man who had fallen onto rocks. Now the team have been recognised with a special award.



The Alison Saunders Lifeguarding Award recognises the year's most outstanding rescue carried out by RNLI lifeguards. Norman and Mike Procter (who are father and son, pictured second and first from the right) and Tom Corlett (second from left) have become the latest people to receive the award. They found the casualty in a rocky area at the edge of Hilbre Island.

'I spotted a man clinging to a rock in the water who looked like he was in serious pain,' says Mike. 'He was becoming weaker and weaker and his head kept slipping under the surface of the water. Dad jumped straight in to rescue the man, and then I went in to support the lower half of his body. The waves were crashing in to all three of us making it really difficult to stay afloat.'

The lifeguards kept the casualty safe while lifeboat crews from Hoylake and West Kirby arrived with first aid equipment. The crews – who received RNLI letters of commendation – worked with the lifeguards to secure the injured man in a stretcher. He was then airlifted to hospital by a search and rescue helicopter.

Pride of place

Lough Swilly Lifeboat Station has welcomed its new vessel – the Shannon class *Derek Bullivant*, named after the generous supporter who helped fund it. Derek Bullivant started one of the biggest aluminium recycling companies in the UK and wanted his success to benefit lifesaving charities, which led him to provide a legacy to the RNLI. The new lifeboat was also funded by a legacy from Valerie Walker of Portsmouth. A plaque remembering her kindness has taken pride of place in the Donegal-based station.

The lifeboat was officially named by former Arklow lifeboat volunteer Jimmy Tyrell. It was Jimmy who asked



the RNLI to name a class of lifeboat after an Irish river, in recognition of the role Irish volunteers have played in the charity's lifesaving history. Until the Shannon class, the all-weather lifeboat classes were each named after UK rivers.

The Shannon is propelled by waterjets instead of traditional propellers, making it the most agile and manoeuvrable all-weather lifeboat in the fleet. Waterjets allow the vessel to operate in shallow waters and to be intentionally beached. The lifeboat has a top speed of 25 knots and a range of 250 nautical miles.

SAVING LIVES AT SEA IS A BIG HIT

Did you see *Saving Lives at Sea*? The Summer BBC documentary was a big hit with viewers, drawing 3M in its first episode.

For the first time ever, film crews were given an access-all-areas pass to the RNLI's stations, lifeboats and crew – and the results made for some compelling viewing.

It featured volunteers like Paul, a software consultant and crew

member at Abersoch, who was washed off a cliff trying to save a concussed spear fisherman. There was also 17-year-old Tom, who found himself rescuing a little girl in Cardigan Bay, trapped in a gap between the rocks below the high-water mark during a fast moving spring tide – all on his first shout!



3M VIEWS

ON FIRST EPISODE
(NOT INCLUDING IPLAYER)

MENTIONS OF THE RNLI
ON SOCIAL MEDIA WERE

450%↑
HIGHER THAN AVERAGE



#SavingLivesAtSea was in the top 10 most talked about topics on Twitter every Wednesday

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.

SCOTLAND

Words: Philly Byrde, Kate McMullen

COMMUNITY NEWS

Kirkwall | Longhope | Stromness



A DRAM TO REMEMBER

The Scapa Distillery has released 249 bottles of a Battle of Jutland centenary whisky, to remember those lost in the First World War's largest naval battle. The Scapa Jutland whisky has matured for 16 years, with 11 of the bottles named after ships from the battle. Her Majesty The Queen will receive the HMS *Collingwood* bottle.

While this special single cask will mark the efforts of those who made the ultimate sacrifice, it will also help to save lives in the future. The expected £40,000 profit will fund training at all three Orkney lifeboat stations: Kirkwall, Longhope and Stromness. Connoisseurs and supporters alike can buy a £200 bottle exclusively from the Scapa Distillery Visitor Centre.

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

Thanks to our courageous community

Volunteers, their family and friends came together for a special awards ceremony in June, which recognised the bravery and years of service they have given to the RNLI community. Crews from Girvan and Troon (pictured below) were met with a standing ovation, after they were thanked for their role in a gruelling rescue mission in January 2015.

Thank you to everyone who came to cheer them on, and congratulations to all our awardees. As our Chairman Charles Hunter-Pease said in his welcome speech: 'To every one of you receiving an award – whether your service has been at sea or ashore – wear it with pride. It is the mark of someone very special, selflessly dedicated to the lives of others.'



Glasgow



YOUR CHANCE TO SAVE LIVES

The RNLI is setting up a new fundraising network in Glasgow and we need your support. This is your chance to help Scotland's 46 RNLI lifeboat stations, 7 lifeguard patrols, the Flood Rescue Team and vital community safety work – all without getting wet!

Volunteers will help raise funds to support the RNLI around the Clyde and throughout Scotland. And with plenty of different roles available, you can give the amount of time that works for you. To find out more and become part of the lifesaving team, contact lynsey_anderson@rnli.org.uk or call her on 07557 191865.

Saved in the peck of time

Volunteers were diverted on their journey home, after launching to a rowing boat in difficulties that had since made it safely to shore.

Eagle-eyed crew spotted a gannet struggling in Kinghorn Bay – it was tangled in plastic string along with another that had sadly died. They clipped the pair free,

and the surviving bird was later handed into the care of the Scottish SPCA.

Crew Member Neil Chalmers says: 'This was a great example of teamwork to get the boat alongside, and then to get the birds into the boat, without further injury to the gannet – or the crew. It was still keen to peck and bite!'

Kinghorn



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.

FISH SUPPER AND QUIZ

North Kessock Village Hall, Inverness

4 November, 7.30pm

Fun quiz night with fish and chips. Tickets for the evening are £12.50, call A Marr on 01463 250821 for more information.

STRICTLY DUNDAS

Queensferry, Edinburgh

10 November

10 dancers have been training all Summer with professional instructors for an exciting joint event in support of the RNLI, Queensferry Churches Care in the Community and Dalmeny Kirk. Contact Rachel Stewart on 01764 655748 for more details.

CAROL CONCERT

St James Church, Broughty Ferry

12 December

Join the Broughty Ferry crew for carols and cheer. Time to be confirmed – call Rachel Stewart for tickets and more information on 01764 655748.

BOXING DAY SWIM

Fraserburgh Lifeboat Station

26 December, noon

Brave the cold in support of our brave crew! Call Victor on 01346 515162 for more information. Entry forms are available from Fraserburgh Lifeboat Station.

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 KINSALE** | PAGE 10
- 7 ISLAY/BARRA** | PAGE 12
- 8 TYNEMOUTH/SUNDERLAND** | PAGE 16

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



1 PASSENGER BOAT EVACUATION ST MARY'S | 15 MAY

With 48 passengers onboard, a passenger boat hit trouble off the Isles of Scilly's Western Rocks, and her skipper sent out a mayday call. Nearby vessels arrived moments later, with a RIB pilot using his boat to transfer passengers onto larger vessels. St Mary's lifeboat crew soon joined the rescue aboard their Severn class, rounding up the passengers and returning them safely to St Mary's Harbour. Coxswain Pete Hicks says: 'Thanks to all who brought their vessels to the scene and others that offered to help. This swift response ensured that all passengers were transported from the boat quickly.'



2 PARAGLIDER CRASH ABERYSTWYTH | 15 MAY

A paraglider, fearing that his flying partner had crashed into some cliffs, called 999. The crew of RNLI Aberystwyth's inshore rescue boat launched quickly, soon joined by the larger Atlantic 85 lifeboat. They found the casualty clinging to rocks with his canopy tugging him back into the water. Thankfully, he was unharmed but very cold. An RNLI volunteer jumped in to help him aboard the lifeboat, and safely back to shore.



3 MISSING FOR DAYS LOWESTOFT | 6 JUNE

After a Dutch yachtsman failed to reach his destination and days of radio silence passed, a Coastguard aircraft spotted him drifting 14 miles off Lowestoft. Coxswain John Fox launched with his fellow crew members and says: 'The sailor was pleased to see us and told us that he had been at sea for 3 days and had become becalmed.' The lifeboat crew connected a tow and pulled the sailor with his yacht into harbour.



4 CUT OFF BY TIDE: 34 TEENS DOVER/WALMER | 16 JUNE

In a widely publicised rescue, lifeboat crews from Dover and Walmer helped save 34 teenagers and two adults, stranded at the bottom of the cliffs. The group were on a coastal walk when they were cut off by the tide as darkness fell. RNLI volunteer crews teamed up to rescue 31 of the group, and the Coastguard helicopter crew saved the other five.



5 HELM'S QUICK THINKING WICKLOW | 20 JUNE

When a woman slipped and fell while stepping ashore from a moored boat, it was lucky that RNLI Helm Vinnie Mulvihill was at hand. Vinnie was tending the Wicklow lifeboat when he heard shouting and realised that someone was in the water. He jumped in and manoeuvred the woman alongside a nearby boat (pictured), where others helped lift her out of the water to safety.

TRIPLE JUMP

Three trawlermen aground in a gale take a courageous leap of faith ...

Jonathan Connor was spending his Sunday evening studying. The trainee crew member was at Kinsale Lifeboat Station, working on an RNLI course, when he heard a message on the radio. A 20m trawler had been forced onto rocks and its crew were speaking with the Coast Guard. It was 6pm on 10 April.

Jonathan knew the situation was serious. He called RNLI Helm Nick Searls, who set off for the station straight away.

Meanwhile, Crew Member Matthew Teehan was shopping for his evening meal when he saw Nick dashing past the supermarket door. Matthew knew something was up: 'You wouldn't often see Nicky running.' He followed Nick down to the station and – just as they got in the door – heard the trawlermen issuing their mayday call.

Third to arrive at the station was Jim Grennan. They launched the lifeboat at 6.10pm – Jonathan had bought them a good 5 minutes.

Rocks and rolls

Onboard the trawler *Sean Anthony*, things were pretty rough for Portuguese fishermen Angelo, Jose and Ruben. In a force 7 near gale, they had gone aground on rocks at the entrance to Kinsale Harbour. The tide was in, and a messy swell rolled the vessel around on its rocky perch. The fishermen had their lifejackets on, but there was no way to safety for them just yet.



Kinsale lifeboat crew approach Sean Anthony



The first fisherman swims to the lifeboat



As the gunwale slips underwater, the third fisherman makes his leap



The lifeboat crew cut the anchor rope and get everybody to safety. Watch the video: [RNLI.org/KinsaleRescue](https://www.rnli.org/KinsaleRescue)

It took around 5 minutes for the lifeboat crew to get to the scene. Nick says: 'We were flat out, but using our local knowledge to get there quickly and safely. It was a mayday so we had people in trouble. From knowing where the boat was, we knew it was going to be a metre up on the rocks and we wouldn't be able to get in that close. We knew we'd have to veer down and pick them up out of the water.'

Veering down involves dropping anchor at the bow and then reversing carefully. It keeps the lifeboat under control in difficult or constrained situations – just like this one. There was no way to get the lifeboat close enough to the trawler for the fishermen to step aboard. They would have to jump into the water – in 3–4m waves – and trust that the RNLI volunteers would scoop them out.

Hours of training meant Nick's experienced crew knew just what to do. Using the time-honoured techniques of shouting and hand signals, they urged the fishermen to jump.

Swimming for it

The first two fishermen were keen to get off the trawler. They leaped in and swam to the lifeboat, where they were hauled aboard by all three crew members. The third was more hesitant. Matthew says:

'The wave came up the beam of the trawler

and he was standing at the gunwale. It nearly pulled him into the water.' Once in, though, he swam strongly to the lifeboat. Matthew knew there was no time to waste: 'After we got the three lads onboard and got over the rocks, we cut the anchor to get out of the danger zone as fast as possible.'

'We cut the anchor to get out of danger fast'

They returned to station, where the rescued fishermen were offered hot showers, coffee and woolly bears (the thermal all-in-ones the lifeboat crew wear under their drysuits). Their possessions were still onboard *Sean Anthony*.

The town of Kinsale rallied round. A local shoe shop sent shoes for the fishermen, and a local hotel offered them a place to stay – as well as a meal for the rescues and crew to share. Matthew says: 'They dropped down some pizzas and a mountain of chips, and chicken. There was loads of food here.' Despite the abandoned supermarket shopping, there was still a hot dinner for the crew – and the rescued fishermen.

Words: Mairéad Dwane

Photos: RNLI



NICK SEARLS HELMSMAN | KINSALE

I suppose it was challenging enough. We know the area, and we train an awful lot together, so there was no big discussion. We did it and we were gone. For the last guy, we were very close to the rocks, so we just had to cut the line and go. It all happened very quickly.

Definitely the young lad who was in the station, Jonathan, was a big help. He had the cop on to realise that something was happening and that bought us time. Five minutes can make all the difference. It was a good call, and he's been on three shouts since.

Looking back, I wouldn't have done anything different. The lads knew what they were doing and they just cracked on.

THE CREW

Helm Nick Searls (38)
Chief Officer,
North Sea Boat

Matthew Teehan (24)
After Sales
Support,
Motor Dealer

Jim Grennan (38)
Maintenance,
Day Care Centre

THE 18-HOUR RESCUE MISSION

When Islay lifeboat crew launched to a yachtsman in treacherous seas and force 11 winds, they couldn't have known that their courage would result in a life saved that night – or a Medal for Gallantry

'My adrenaline started running and I didn't even think about the situation – you just go to sea and take what comes.'

Crew Member Duncan McGillivray

The call for help came to Belfast Coastguard at 12.15am on Tuesday 16 February 2016, crackling from a yacht's VHF radio. Its lone skipper had run aground on the remote, treacherous reef of Skerryvore – close to the most westerly island in the Inner Hebrides of Scotland.

The Coastguard requested the immediate launch of Islay lifeboat crew, who rushed out of bed and headed to the station in driving wind and rain. 'I didn't realise the state outside until I got to my driveway,' remembers Coxswain David MacLellan. 'Then I thought: "uh-oh"! When my father [Islay's Deputy Launching Authority, Victor MacLellan] told us what we were launching to, I thought: "What's a yacht doing out there? That's got to be wrong."'

Under Coxswain MacLellan's leadership, Crew Member Duncan McGillivray took the helm of the all-weather Severn class lifeboat,

with Navigator Thomas Coope, Mechanic David McArthur and Crew Member Peter Thomson also onboard. Powering out to sea, the volunteers soon met 4–6m waves and heavy sleet showers.

'You need to be constantly checking your position at sea in those conditions,' explains Coxswain MacLellan, 'but then our radar failed. It was really challenging without it. You can't see anything when the lifeboat is going up and down in 8m swells. We knew when we were close to Skerryvore because of the reefs. It's notoriously bad – there are shallow waters, it's in the middle of nowhere. You have to be aware of what's coming around the corner, as well concentrating on steering the lifeboat.'

The severity of the wind – now up to violent storm force 11 – was beginning to take its toll inside the lifeboat as well, as two crew members fell ill. 'There were only five of us on the shout that night so we had to be extra vigilant,' adds Crew

Member Duncan McGillivray. 'That pulls you through illness – you get over it quicker because you have to keep going.' The volunteers were finally approaching Skerryvore Reef, but there was no trace of the yachtsman. 'Initially, I thought: "He's gone. Skerryvore's claimed him,"' Coxswain MacLellan remembers. But, in the ferocious winds, the casualty had drifted 5 miles north close to Outer Hurricane Rock – a dangerous area of shoal.

It was 3am by this point and coastguard rescue helicopter R100 was at the casualty's new position, helping to guide the lifeboat crew as the Severn class rolled over the breaking waves. 'The yachtsman was side on, taking the brunt of the conditions ... the boat was just rolling,' recalls Coxswain MacLellan. 'The hull had taken a real beating where he'd been dragged over the rocks. The skipper looked absolutely spent – he'd had enough.' With the storm still raging, R100 was forced to

stand down and Coxswain MacLellan began to run through his options. 'I thought: "Do we get him to jump in the water? Do we go in and pull him off the boat?" But you've got to think of your crew – the masts were blowing around dangerously,' he explains.

The coxswain knew the yachtsman would have to be towed into calmer waters immediately. The lifeboat crew prepared a heaving line and tow rope, but then came up against a new problem – the yachtsman couldn't speak English. To communicate, the crew would have

to rely on an interpreter who was added to the communications system by the Coastguard. Translating added further delay to the rescue – time they didn't have to spare.

The volunteers stepped out onto the lifeboat deck, battling heavy sleet,



DUNCAN MCGILLIVRAY
CREW MEMBER
AND RELIEF MECHANIC | ISLAY

'Our coxswain said:
'It's going to be a rough night!'

'I always leave a pair of trousers and a T-shirt on the floor in case the pager goes off in the night. Because I'm a relief mechanic, I have a deputy launching authority pager, which goes off 10 minutes earlier than the main pager – and that night we had an immediate launch request from the Coastguard, so I had to leave even faster. Once we'd learned what we were heading to, our coxswain said: "It's going to be a rough night!" My adrenaline started running and I didn't even think about the situation – you just go to sea and take what comes. The journey was very bouncy and the swells were rough, so we had to have our wits about us. It was still bad on the way home too – there wasn't a moment's rest! Getting off the lifeboat and walking along the pier was an experience ... it felt really weird after being on the boat for so long – I couldn't tell what was real!'



freezing sea spray and crashing waves to throw their lines across. 'It was quite horrendous,' recalls Duncan. 'We were strapped on to the lifeboat from our lifejackets to keep safe, so we had to form a bit of a production line.'

As the lifeboat continued to roll violently, passing the lines over was becoming almost impossible. 'You never think of giving up,' explains Coxswain MacLellan. 'You just think: "We'll go again, we'll go again."' And with determination and persistence, the crew members eventually managed to throw the line to the yacht's cockpit. 'They did a marvellous job – they really did,' Coxswain MacLellan says proudly. Starting the tow was now absolutely critical if the yacht was to clear the approaching overfalls of Outer

'Initially, I thought: "He's gone. Skerryvore's claimed him"'

Coxswain David MacLellan (above)

Hurricane Rock. The yachtsman hadn't properly secured the tow rope, but Coxswain MacLellan had no choice but to try. He began to tow the vessel slowly, stern first, away from the swell. For a few minutes, the plan began to work – but the line soon became slack and eventually came completely adrift from the yacht. Remarkably, from the small distance that the lifeboat had managed to make with the tow,

the yacht had cleared the imminent danger of the overfalls. That saved the skipper's life. But the danger wasn't over. With the swell continually rising, the crew prepared for another attempt to secure the yacht – but as they did so, a huge wave came crashing down, striking both vessels with force. 'I was standing right at the doorway when it hit,' remembers Duncan. 'You felt the bang, aye!'

The impact caused the lifeboat's stern to collide with the yacht's bow – giving the crew their one opportunity to physically pass the heaving line to the yachtsman.

This time they had success – and after some gesturing from the lifeboat crew, the sailor attached the tow rope to his vessel more securely.

Coxswain MacLellan began the tow once again, but luck – and the relentless weather conditions – were against them. The tow failed again. It was now 6.30am and the winds were still at gale force. With all options exhausted, the lifeboat crew contacted the Coastguard for help. 'We had four heaving lines on the lifeboat and by the end of it, we'd used them all,' recalls Coxswain MacLellan.

Meanwhile, unbeknown to the Islay crew, Pipe Laying Survey Vessel *Deep Energy* was passing near to the scene. The coastguard radioed the Islay crew reporting that the survey vessel was coming to help, along with the assistance of *R100* and the volunteers of Barra Island Lifeboat Station. 'We had a big sigh of relief,' remembers Coxswain MacLellan.

It was 11am by the time *Deep Energy* arrived on scene and the wind was still blowing at gale force 8. The vessel skilfully manoeuvred alongside the yacht to provide the Islay crew with a lee for the strong wind. 'The difference they made was tremendous,' Coxswain MacLellan recalls. 'It was like a different day.'

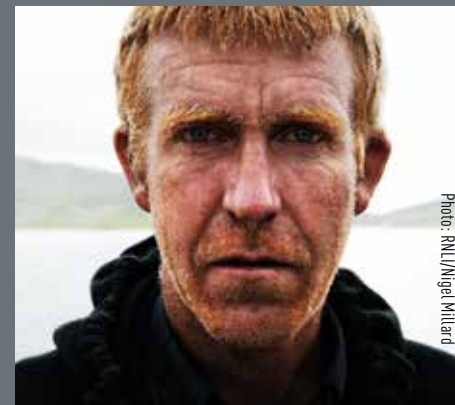
Among the *Deep Energy* crew was Gavin Hyne, Assistant Mechanic at Buckie Lifeboat Station. Using his RNLI

training, Gavin coordinated the transfer of the casualty from the yacht to the ship, where the yachtsman was winched to safety. Thanks to the crews of the two lifeboats, the helicopter and *Deep Energy*, the sailor was finally out of danger.

The Islay crew could now begin their arduous journey home. Meanwhile, the Barra lifeboat volunteers attempted to secure the yacht and bring her back to shore. But with the strong winds and heavy seas working against them, it proved too difficult and the volunteers had to stand down and head back to station.

The Islay crew were finally back on land at 6.20pm – 18 hours after the initial launch. For his exemplary situational awareness and courageous leadership, Coxswain David MacLellan is awarded the Bronze Medal for Gallantry. His four crew members also receive Framed Letters of Thanks from the RNLI Chairman. Buckie Crew Member Gavin Hyne receives an RNLI signed Letter of Appreciation from the Operations Director for his skilful conduct in managing the transfer of the casualty.

Words: Jasmin Downs
Photos: Clive Booth

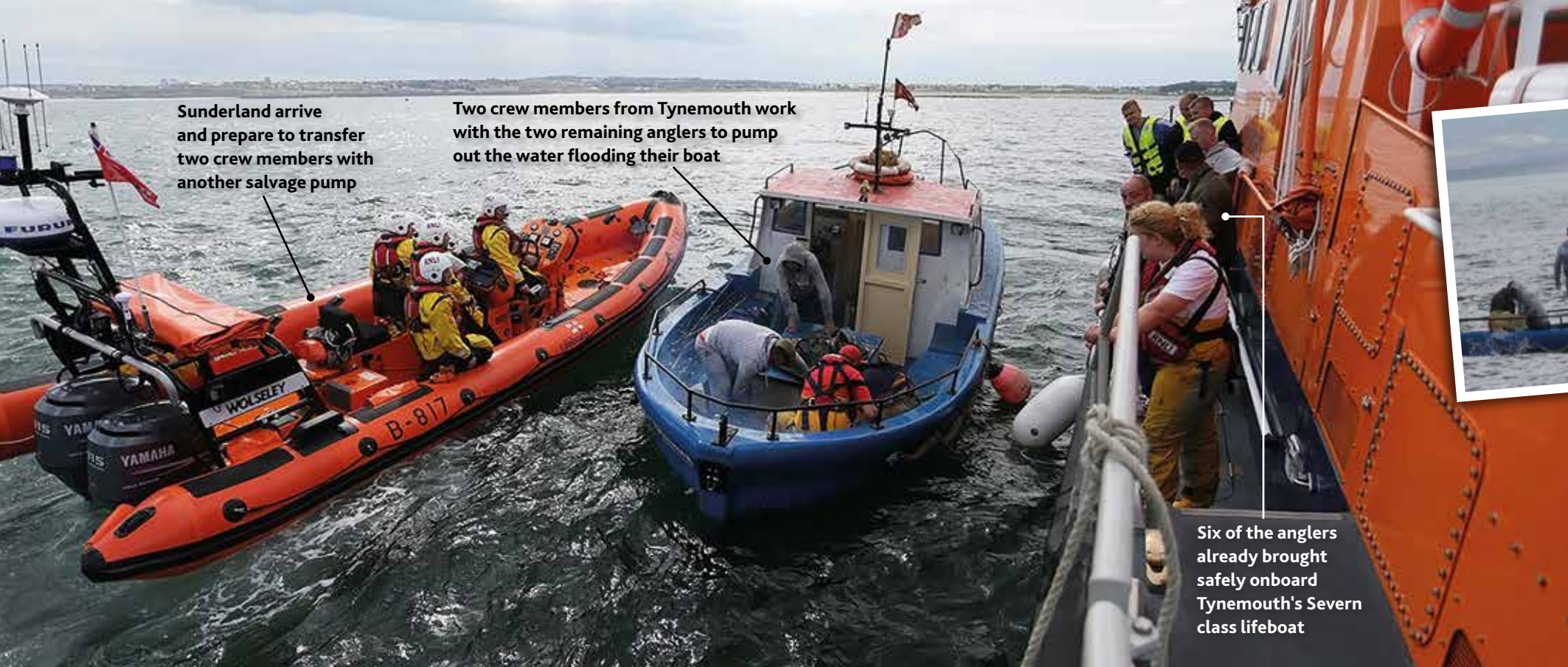


DONALD MACLEOD
COXSAIN | BARRA ISLAND

Photo: RNLI/Nigel Millard

'The Islay crew did an excellent job'

'When we heard about this shout, my crew were down at the station by breakfast time – we couldn't really concentrate on anything other than monitoring the situation. We thought that we would have to relieve the Islay lifeboat because of how long they'd been out and we wanted to help them in any way that we could. As we arrived at the scene, *Deep Energy* was making a lee for Islay's lifeboat and we were on standby to make sure the casualty was transferred safely. By the time *Deep Energy* had the yachtsman onboard, the yacht had drifted out of the lee and back into the rough sea. I assessed the situation and I didn't want to put anyone else in unnecessary danger by trying to retrieve it in those conditions – so the yacht was recovered by a fishing vessel the next morning. Overall, this was a really long shout for the Islay crew – they did an excellent job and I'm pleased they're getting recognised for it.'



Sunderland arrive and prepare to transfer two crew members with another salvage pump

Two crew members from Tynemouth work with the two remaining anglers to pump out the water flooding their boat

Six of the anglers already brought safely onboard Tynemouth's Severn class lifeboat



helped transfer the grateful anglers safely to shore. 'They were at least a mile offshore and lucky there were so many boats around. You're only getting to land from there if you're an Olympic swimmer,' reflects Michael. 'If we'd launched from the pager it would have taken another 6-8 minutes to get there and they would've had a lot more water onboard.'

The two stations worked really well together – it was the two pumps that saved that boat.'

Words: Philly Byrde
Photos: RNLI/Adrian Don

ALL HANDS TO THE PUMP

With a small angling boat rapidly taking on water in the North Sea, it took the combined skills of three lifeboat crews to save the vessel and the eight men onboard

The volunteers on Tynemouth's all-weather lifeboat were making for home after an exercise with a Coastguard helicopter in June, when they heard the distress call over the radio. Coxswain Michael Nugent was about to refuel the Severn class lifeboat, but routine was shelved as they headed out to sea again.

The helicopter returned and hovered overhead, while pagers were

sounding for Sunderland's crews, who soon launched their two inshore lifeboats.

'I asked the Coastguard if it was a mayday. They said it wasn't yet, but it was certainly heading in that direction,' says Sam Clow, Helm of Sunderland's Atlantic 85 that day. 'The group didn't have a radio but fortunately it was a lovely day with lots of boats out. They'd attracted the attention of

another fishing boat, who'd called for help and were now standing by.'

As they were already afloat, the Tynemouth crew arrived first. It became clear this wasn't a moment too soon.

Stemming the flood

'The anglers were fairly panicked and trying to bail out the water with buckets, but it wasn't doing much. Only three of them had buoyancy aids, and no one had a lifejacket,' remembers Michael. He quickly brought six of the anglers to the safety of the lifeboat, then two RNLI crew members swapped over with a salvage pump to see if they could make a dent in the water swamping the little craft.

With the pump running, the flooding slowed – but it still wouldn't stabilise. 'It's very unusual for the level not to go down at all in a small boat like that,' Michael explains.

By this point, Sam and the other volunteers from Sunderland had arrived. He could see that the water was right across the deck, at least 30cm deep and going nowhere. One glance at Coxswain Michael up on the flying bridge and Sam knew it was worth trying the Atlantic 85's pump too.

With four lifeboat crew members working the two pumps, the water level stabilised at last, and the Tynemouth crew began to tow the stricken boat back to Sunderland Harbour. The Atlantic 85 followed closely alongside the angling boat, in case the crew onboard needed to evacuate.

Time to investigate

Once in the shelter of Sunderland Harbour, they could look into what had gone wrong. 'It was a case of right, sleeves up lads, what's happened here?' says Sam. 'It turned out the propeller shaft had sheered off and the propeller had swung round and ripped a hole in the hull.'

'You could push a tennis ball clean through it,' adds Michael. 'We improvised and wrapped a bung from the Atlantic 85 in a heavy-duty deck glove, and at last the flow became a trickle rather than a full-on gush!'

Sam and his crew secured the stabilised boat alongside and towed it to a beach upriver with the help of their fellow volunteers on Sunderland's D class lifeboat, who had also



'Everyone's on the same page' SAM CLOW | HELM | SUNDERLAND

I looked up at the flying bridge and Michael looked down at me. We couldn't even shout over the noise of the pump and two lifeboat engines, but I knew he was having the same thought process about trying out the second pump. Michael's got years of experience as a fisherman and coxswain, so it was reassuring to look up and see him reaching that same decision.

It's not often we get a job with flank stations, but everyone seemed to work together so instinctively. No bickering over who would take charge – it was all hands on, get the job done. At the end it felt really good, thinking of the RNLI family, this rescue really brought it home. It doesn't matter what station you're from, everyone's on the same page.



NORTHERN EXPOSURE

What's it like to volunteer at our most northerly station, Aith, on the Shetland Islands? On 20 June, Photographer Jack Lowe of the Lifeboat Station Project made the most of the midsummer light, while the crew spoke about life at 60° north

'Odin! Here, Odin!' A man calls his large, soppo dog back from the water's edge. From the remains of the ancient settlements at Jarlshof, to the famously raucous Winter festival of Up Helly Aa, Norse heritage flows lustily through island life.

The Vikings arrived around 800AD, and held sway for more than 600 years. These days, however, you're more likely to see fishing boats than longships, oil exploration than metalwork. The energy industry has seen a revitalisation of Shetland's economy, and ever more boats on the water. Keeping these communities safe are the volunteer crews of two Severn class RNLI lifeboats – one at Lerwick and another at our most northerly station: Aith.

'It's harsh. It really is,' says Aith Coxswain Hylton Henry, his Rottweiler, Bear, at his feet. 'The dark is probably the worst thing. Some days, we're lucky to get 4 hours of daylight. And the wind; it just blows across the Atlantic. It's not unusual to have 70-foot (21.3m) waves on a nasty day, mixed in with snow and rain and hail.'

It takes a hardy individual to go to sea on a rough Shetland day when the call comes in.

Left: Aith Coxswain
Hylton Henry

Perhaps that's when the Viking blood kicks in. 'You need to be willing to go, that's the main thing,' Hylton advises. 'And you need somebody that's not seasick.'

LONG SHIFTS AND MOTIVATION

There are around 20 volunteers on the crew, drawn from Aith and the surrounding settlements of Bixter, Twatt and Clousta. They train together every 10 days. Many crew members work long shift patterns in the oil and fishing industries. Hylton recognises a potential problem: 'It's not easy for them to make shouts and keep their motivation up. If it's possible, and if it's

not a rush job, I'll wait for them and let them have a chance. It might only delay us by a minute or 2, but it's important to encourage everybody. It'd be a shame to do so much training and never get to use it.'

ON A ROUGH DAY, IT'S BETTER

Mechanic John Robertson joined the crew in 2013. He moved to Aith from nearby Voe after falling for a woman from the village. He and Kayla have now been married for a year. When we spoke with John, he was trying to come up with a romantic way of celebrating their anniversary. It's a half-hour drive along a winding road to get to Lerwick,

the islands' capital. That's where the restaurants are.

But John and Kayla are happy to have settled in Aith. 'You go away, but you always love coming home. It's what you're brought up into and you love the remoteness and the way of life up here,' John says. 'I couldn't live in a big city. I would change the weather, though. I think any Shetlander would say that. The Winter months are wild up here. We've had 115mph winds recorded.'

For Kayla, though, that's part of the magic: 'It's special when it's rough and wild – which is most of the time. If you go up to Eshaness (pictured, right) on a day like today, it's beautiful. But on a really, really rough day, it's better.'

COMMUNITY SERVICE

Shetlanders are pretty used to weather extremes. It's not unusual for schools to close during windy periods, for fear a bus might be blown over. And when these extremes disrupt island life for long periods, the lifeboat crew at Aith can be relied upon.

They've brought a nurse to the remote island of Foula (population 38) when it's been too foggy to fly. And in the Winter of 1995–96, when heavy snows made roads impassable, they spent 2 long but dark days delivering fuel, food and medication to cut-off communities in their patch, including the island of Papa Stour (population 15). Hylton was on the crew that Winter, as was Ivor Moffat, who features on the cover.

'That's the thing with being up here. You have to be resourceful,' Hylton says. 'But if the pager goes off, day or night, even in a storm, the crew turn out. And they know what they're facing: the sheer enormousness of the sea and the power that it holds. It's very humbling. Very much so.'

Words: Mairéad Dwane
Photography: Jack Lowe



'Eshaness on a day like today is beautiful. But on a really, really rough day, it's better.'

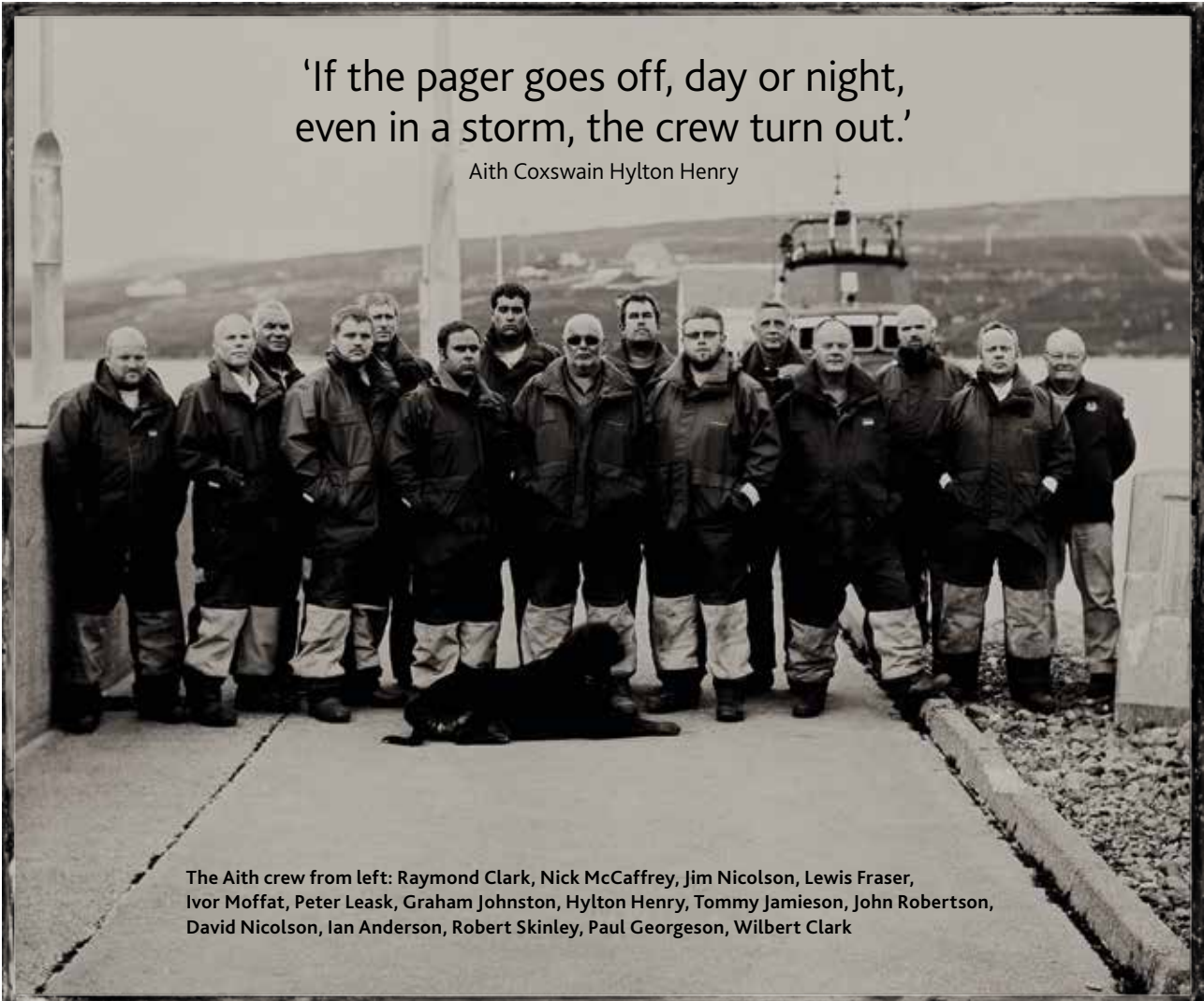
Kayla Robertson, Shetlander



WIND POWER

The RNLI is committed to saving lives in a sustainable way and a wind turbine towers over Aith lifeboat's mooring. It generates electrical power to light and heat the station, as well as keeping the lifeboat's engines warm and batteries charged so it can

reach full power faster. Former station Mechanic Kevin Henry, Hylton's brother, says: 'We're well situated for the RNLI's first turbine. Aith is one of the windiest places in Britain – well, it feels like it at times! We all support this green energy project, especially if it's saving the RNLI money.'



'If the pager goes off, day or night, even in a storm, the crew turn out.'

Aith Coxswain Hylton Henry

The Aith crew from left: Raymond Clark, Nick McCaffrey, Jim Nicolson, Lewis Fraser, Ivor Moffat, Peter Leask, Graham Johnston, Hylton Henry, Tommy Jamieson, John Robertson, David Nicolson, Ian Anderson, Robert Skinley, Paul Georgeson, Wilbert Clark

ART OF GLASS

Our cover photo and the images in our piece about Shetland life were made by Jack Lowe using a Victorian process called wet plate collodion

Jack plans to visit all 237 RNLI crews as part of the Lifeboat Station Project, using his mobile darkroom (a former NHS ambulance). 'From an early age, I knew that I wanted to be either a photographer or a lifeboat crew member when I grew

up,' he says. 'Now I'm uniting the two dreams. I'm using a technique developed in the 1850s, in which the photographs are made directly onto glass plates. It really is magical – the final image is always a surprise, even to me.'



1. First, the glass plates are cleaned and polished with a mixture of calcium carbonate, ethanol and distilled water.



2. Jack must make sure he's happy with the photo's composition before continuing. Once the chemical process begins, there isn't much time for discussion and rearrangement.



4. The prepped plate is loaded into the camera. The key moment is when Jack removes the lens cap and the light hits the plate. Depending on conditions, the lens cap can be left off for anything from 4 seconds to 4 minutes.



5. With the darkroom door closed, the image is developed using ferrous sulphate. It appears as a negative in around 20 seconds. The process is stopped at just the right time with water.



3. The collodion is poured over the plate, which is then placed in a bath of silver nitrate for around 3 minutes – to sensitise the glass ready to record the image.



6. Sodium thiosulphate is used as a fixer. The image switches from negative to positive. Jack is pleased with the result – and so is his subject, Aith Coxswain Hylton Henry. 'Aren't I gorgeous?' he quips.

See more of Jack's photos – and order prints – at lifeboatstationproject.com. You can also follow his progress on Facebook, Twitter and Instagram.

Photos: Mairéad Dwane/
Jack Lowe/Joanna Quinn

The recipe for a perfect evening

The RNLI Fish Supper, supported by Lakeland, is a tasty annual fundraising event that supports our lifesaving work. It's a great way to serve up some extra support for the lifeboat crews who are on call around the clock.

There are lots of ways to get involved with this year's event. Whether you host a meal at home or visit one of our partner restaurants, every fish supper eaten can help support our lifesaving work.

levels, as well hosting tips and money-saving offers from our partners Naked Wines and Saucy Fish – see our website at RNLI.org/FishSupper to help your event go with a bang! Download our placename cards to add a nautical feel to your dinner. Or if you're feeling creative our lifeboat napkin origami video provides a fun challenge!

FREE
RECIPES, TIPS AND
PARTNER OFFERS
AVAILABLE
ON THE WEBSITE

HOSTING AT HOME

The idea is simple: you sign up to host a fish-themed supper to raise vital funds for our lifesavers. Prepare a supper for as many people as you like – and you don't have to be a master chef to take part. Your menu can be as simple as fish finger sandwiches or a warming fish pie. We've got plenty of recipes for all skill

SAVING ON THE WASHING UP

If entertaining at home isn't for you we've teamed up with several restaurants to make participating in Fish Supper extra easy. From 14–16 October, all Vintage Inns, Loch Fyne restaurants and a host of fish and chip



THE RNLI
FISH SUPPER



DATES FOR YOUR DIARY: 14–16 OCTOBER

shops are offering either set menus or special fish-themed dishes. A donation is made to the RNLI for every one purchased. Visit RNLI.org/DineOut to find out more

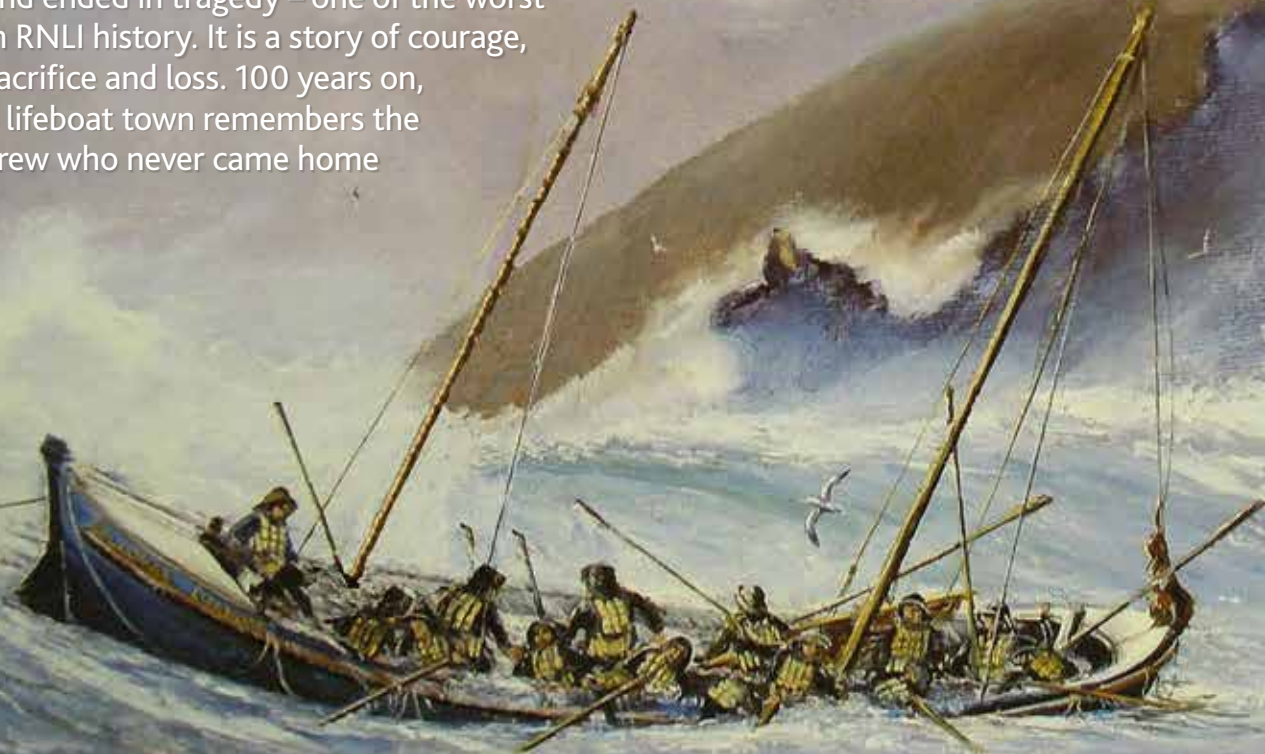


Serve up your support – sign up at:
RNLI.org/FishSupper

SUPPORTED BY
LAKELAND

THE SALCOMBE LIFEBOAT DISASTER

Friday 27 October 1916 started with a rescue and ended in tragedy – one of the worst in RNLI history. It is a story of courage, sacrifice and loss. 100 years on, a lifeboat town remembers the crew who never came home



The Salcombe Lifeboat Disaster
Painting by Paul Deacon

(Note: The mizzen sail shown on the original painting has been erased, with the artist's consent, for historical accuracy)



William and Emma launching in 1904

A war is raging on one side of the English Channel while, on the other, gale force winds are battering the Devon coast, putting lives at risk. At the lookout station at Prawle Point – the county's most southerly point – extra volunteers have been drafted in.

At around 5am, their worst fears are realised: a topsail schooner *Western Lass* runs aground near rocks at Langerstone Point, half a mile east of Prawle Point. Chief Officer May – responding to a distress signal from the ship's crew – phones the Senior Coastguard in Salcombe to request help, then mobilises a shore rescue team.

Western Lass is fortunate to be driven onto a sandy cove, narrowly missing rocks that could tear her apart. In the teeth of a force 9 severe gale, volunteers from the East Prawle Lifesaving Apparatus Company evacuate the ship's crew to safety using rescue lines fired from a rocket on the shore.

The launch

Because of a fault on the phone line there was a delay before the call from Chief Officer May reached the Coastguard in Salcombe. It meant the lifeboat – the pulling and sailing *William and Emma* – launched just minutes before the last man on *Western Lass* was hauled ashore.

To reach the open sea the lifeboat crew, clad in their oilskins and lifejackets, had first to row across Salcombe Bar – a hazardous sand spit guarding the mouth of Kingsbridge Estuary.

Conditions on the Bar that day were worse than anyone could remember. A force 9 south-westerly severe gale whipped the shallow water into a frenzy of breaking waves. The greatest danger for the crew was a mistimed stroke, which could easily have turned them broadside into the waves, resulting in a capsize. But the crew were confident in their ability and their craft.

Summoning every ounce of strength, they pulled the 6¼-ton *William and Emma* straight out over the surf into deeper, calmer water beyond.

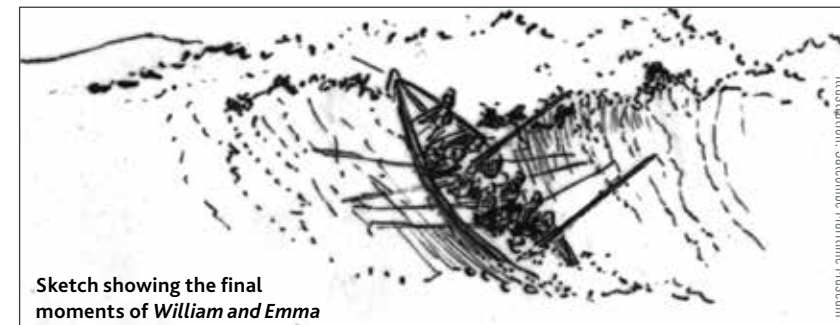
The elements were now in the crew's favour. With the wind filling their sails, they powered along the rocky coastline towards Langerstone Point. Although Chief Officer May could see the lifeboat approaching, with darkness lifting, he had no way of signalling to the crew to turn back.

Strike for home

As Coxswain Sam Distin steered a wide course around Prawle Point to stay clear of the treacherous surf, he got his first glimpse of *Western Lass*. Realising the schooner's crew had already been rescued, he stood the lifeboat down.

'They made the ultimate sacrifice.
We need to make sure what
happened isn't forgotten.'

Lifeboat Crew Member James ('Coops') Cooper,
great grandson of Eddie Distin (inset), one of two
survivors of the lifeboat *William and Emma*



Sketch showing the final
moments of *William and Emma*

Illustration: Salcombe Maritime Museum

The next few minutes would decide the lifeboat's fate. Aware of the risks of crossing back over Salcombe Bar, the crew considered the safer option of sailing on to Dartmouth, 13 miles to the east. A short hop for today's all-weather lifeboat, in 1916 it would have taken much longer – an enormous physical challenge for already tired limbs. There was also the cost of the overland journey back to Salcombe to consider; many of the crew were poorly paid fishermen. Confident in their lifeboat, and anxious to get home to their loved ones, they vowed to return via the Bar.

To retrace their path, the crew now had to sail into the teeth of the wind. It took a supreme physical effort, sapping much of their energy. Ahead of them, they could see, and hear, the thunderous roar of the breakers over Salcombe Bar drawing ominously near. The water over the Bar was unusually shallow. This fact and the weather, combined to devastating effect, sending huge breakers crashing down. Holding out for conditions to abate, the coxswain twice gave the order to turn about and head back out to sea. It took a heavy toll on the crew, who were by now drenched, cold and exhausted. If they were to reach the sanctuary of

South Sands on the other side of the Bar – tantalisingly near, yet agonisingly far – it was a case of crossing now or never.

The capsize

No amount of experience could have prepared the crew for what happened

next. Approaching the Bar via the western channel, they lowered the sails, deployed the drogue to keep the boat pointing straight ahead, and made ready to take down the masts. Before they could take up the oars, a mountainous wave rose up and exploded over the lifeboat's port side. It delivered a fatal blow. Pitchpoled, stern over bow, the lifeboat rolled to starboard, catapulting the 15 crew into the raging sea.

From the shore, friends and families looked on in horror. The crew's oars, suddenly useless, scattered like matchsticks. In the chaos, hands reached out and grabbed the hand battens and lifelines on the upturned hull.



The Bar at the
entrance to Salcombe Harbour

Photo: RML/Salcombe

SALCOMBE BAR

Straddling the entrance to Kingsbridge Estuary, the sand spit known locally as Salcombe Bar presents a hazard to vessels of all kinds under particular combinations of tide, wind direction and atmospheric pressure.

The conditions that confronted *William and Emma* in 1916 would have been a severe test for today's advanced all-weather lifeboats. As Salcombe's Coxswain Chris Winzar admits: 'It would have been too dangerous for our all-weather lifeboat to return over the Bar that day.'

Friday 27 October 1916

5.12am: Chief Officer May sees a blue light – a known signal of distress – over Langerstone Point

5.50am: Coastguard in Salcombe receives distress call

6.50am: Crew launch *William and Emma* from the lifeboat station at South Sands

6.52am: Last crew member pulled to safety from the schooner *Western Lass*

8.00am: Crew reach Langerstone Point and turn the lifeboat around

8.25am: Lifeboat passes Prawle Point on her way home

10.40am: Lifeboat capsizes off the Bar

11.03am: The time at which survivor Eddie Distin's watch stopped

Monday 23 April 1917:
A new lifeboat enters service at Salcombe

Those who could, hung on. The next wave to hit spilled them into the sea once more. Back they went again. But as the breakers kept coming, the men's resolve, and their grip, was finally broken.

Thirteen crew members lost their lives that day. Miraculously, two survived: Eddie Distin and Bill Johnson were discovered clinging to a rocky outcrop, metres from the shore. A rescue party, using throw lines, scrambled down to the shore and pulled the men – dazed, dashed and bruised – to safety.

Find out more
The full story is told in *The Salcombe Lifeboat Disaster* written by Roger Barrett. We are grateful to the author for allowing us to reuse some of the content here. You can buy the book by emailing salcombebooks@rnli.org.uk or online from RNLI.org/amazon (add £2.80 for p&p), priced £7.99.
There is a wealth of additional information on the lifeboat station's website, salcombelifeboat.co.uk, which includes a link to the film that accompanies the book, and details of the commemorative events happening this year. There are further displays in the station's Lifeboat Museum and Salcombe Maritime Museum.

Words: Rob Westcott
Photos: RNLI/Nathan Williams

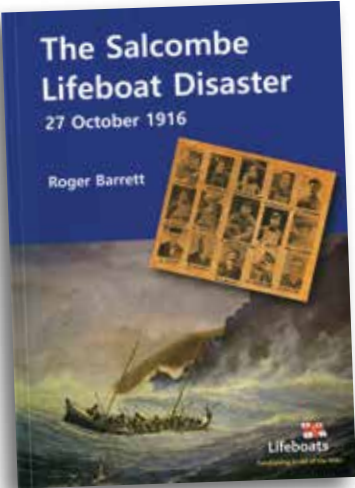
A COMMUNITY IN MOURNING
There was barely anyone in Salcombe whose life was not touched by what happened. With younger crew members away fighting in the trenches, the average age of *William and Emma's* crew had risen to 40. Many of them had families and several were related, including three members of the Foale family.
As lives and livelihoods were destroyed, their families fell on hard times. Nine of those who died were fishermen. Their loss tore through the local fishing industry, already

depleted by the First World War. The RNLI set up a Relief Fund to support the 8 widows and 20 children left behind.
The community rallied, and it took just a few weeks to recruit a replacement lifeboat crew. In less than 6 months a new lifeboat went into service. Eddie Distin was persuaded to rejoin the crew, serving as coxswain until he retired in 1951.
The tragedy may have passed from living memory, but there is a quiet determination among lifeboat families in Salcombe to remember the sacrifices of the past, and keep the story alive for future generations.



THE SALCOMBE CREW
Above: The 15 crew of *William and Emma*. Photo: Fairweather Collection, Kingsbridge Cookworthy Museum

The 13 crew members who lost their lives were: Sam Distin, Albert Distin, Peter Foale Senior, Peter Foale Junior, William Foale, James Canham, James Cove, Ashley Cook, Frank Cudd, John Cudd, William Lamble, Thomas Putt and Albert Wood. All are remembered on the town's war memorial, which overlooks the estuary.



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.



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.



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 bays?

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

- Coldingham
- Whitecliff
- Galway
- Porlock
- Binnel
- Chessell
- Ballycastle
- Morecambe
- Weymouth
- Holyhead
- Ringstead

NAUTICAL PUZZLES

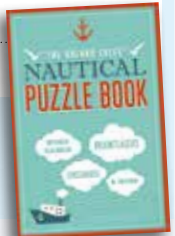
Ketch me out

What letter replaces the question mark to give an important nautical person

| | | | |
|---|---|---|---|
| ? | H | A | O |
| A | I | O | N |
| V | F | G | E |
| D | T | A | I |

ANSWER: N - Head of navigation

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



With thanks to Kate McMullen, our work experience student, who created this wordsearch

The RNLI and me: James Cracknell

The athlete, adventurer and TV presenter explains why he respects the water – and the RNLI's lifesavers

This Summer you threw your support behind our Respect the Water campaign, but it wasn't your first brush with the RNLI, was it?

Nope! Back in 2005 Ben Fogle and I came to RNLI College to do the Sea Survival course. It was in preparation for the Atlantic Rowing Race. I remember being in the survival pool with the wave machine going, bobbing around in a liferaft in the dark and feeling a bit green around the gills afterwards! Luckily we managed to finish the race without needing to call on that training for real. It was special to experience the same training that the crews go through.

'I know what it's like to take risks. You feel fit, you enjoy the adrenaline, but actually you are no more immune than anyone else.'

And you turned rescuer yourself last year, when you spotted people in trouble at the beach?

Me and my son were surfing in Devon, when we realised a boy was struggling out of his depth. His grandfather had started wading in to help him. So I swam out and pulled the boy to safety. Meanwhile, the grandfather started to get into difficulty too – but my son Croyde paddled over on his surfboard and the man grabbed hold of it. I was really proud of Croyde for helping the man back to shore. I wondered if he'd be a bit shocked by it all but he was very calm.

Did that experience have an effect on how you view what the water's capable of?

To me it really brought it home that no two square metres of water are the same, and that people don't all understand the tides, rip currents and so on – it's not like a swimming pool. And when I found out that 2015 was a 5-year high in deaths around our shores, I wanted to give my time to the Respect the Water campaign. We clearly need to get better at understanding the dangers – not just of swimming, boating and so on, but just being near the water – because over half of those people didn't even plan to get wet. I'm glad the RNLI is working hard to get the message over to those most at risk: adult men. I know what it's like to take risks. You feel fit, you enjoy the adrenaline, but actually you are no more immune than anyone else. Currents can be faster than [Olympic swimmer] Michael Phelps – and you're never going to outswim him!

And if people do get into trouble, it's good to know we have lifesavers on hand too?

Absolutely – that experience on the beach made me appreciate what the rescuers do all the time. Because the RNLI is an emergency service, people assume it's state funded like the police or fire brigade. That's testament to how professional the lifesavers are. But, of course, it's a charity that relies on volunteers – and that is what makes it a particularly special organisation.

Interview: Rory Stamp
Photo: SgHaywood Photography

MY FAVOURITE ...

COASTAL DESTINATION

Cape Town – it's an unusual, beautiful place where the Atlantic meets the Pacific. Where else can you see ostriches and penguins on the beach?

POST-CHALLENGE TREAT

A proper toilet. When you've been in the snow or at sea for a long time, you look forward to simple comforts!

WAY TO UNWIND

I love going to places with the family where you don't get interrupted. At sea you're just an insignificant dot – which can be liberating.

WHO IS JAMES CRACKNELL?

When he retired from competitive rowing in 2006, James Cracknell OBE had two Olympic Gold Medals and six World Championship titles under his belt. In the same year, he and TV presenter/adventurer Ben Fogle completed a rowing race across the

Atlantic. Since then, he's forged a career as a TV presenter, newspaper columnist and adventurer. James's other challenges have included a cycle, run, row and swim from LA to New York. It was during this trip that he suffered a near-fatal accident after being struck from behind by a truck while cycling through Arizona.

After a difficult 6-month recovery period, James completed the Canadian Yukon Coldest Race on Earth. This Summer he was interviewed by press and broadcasters on his support for the RNLI's Respect the Water safety campaign.

A bit of a drama

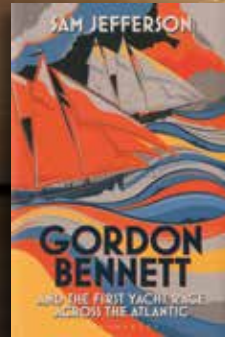
As hibernation time approaches, let our selection of books do the pulse-racing stuff for you



For the naval historian
The Complete Scrimgeour
 – From Dartmouth to Jutland: 1913–16
 by Alexander Scrimgeour
 Review by Jason Hughes, Inshore
 Lifeboat Crew Member at RNLI Cowes

Released to coincide with the centenary of the Battle of Jutland, this is a compilation of diary extracts and letters written by young Midshipman Alexander Scrimgeour. It details his time as a naval cadet at Dartmouth through to the days before the battle commenced. The hidden gems in the text give a glimpse of life for a teenage boy in Edwardian, middle-class England, and how this genteel lifestyle gives way to the harsh reality of being in the Royal Navy during the First World War.

Published by Bloomsbury
 Hardback ISBN 9781844863105
 Price: £20



For the gambler
Gordon Bennett and the First Yacht Race Across the Atlantic
 by Sam Jefferson

The 1866 transatlantic yacht race started out as a drunken bet in pursuit of a prize worth millions of dollars. It ended with the death of six men, and changed the perception of yachting from a slightly effete gentlemen's pursuit into something altogether more rugged. Absolutely brimming with scandal, humour, legendary characters and adventure.

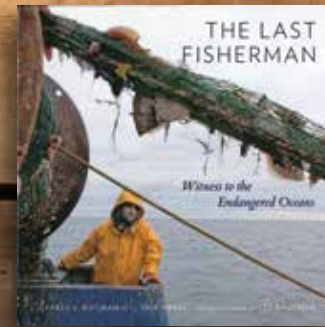
Published by Bloomsbury
 Hardback* ISBN: 9781472916747
 Price: £16.99 (£14.99 on eBook)
 *Paperback due for release in February 2017



For the sociologist
The Swordfish and The Star
 – Life on Cornwall's most treacherous stretch of coast
 by Gavin Knight
 Review by Rory Stamp

Tough fishermen, ex-miners and eccentric artists rub shoulders – and sparks fly – in this raw account of Cornish characters and culture on the Penwith Peninsula. Named after two of the pubs frequented by many of them, this book trawls the seaside communities so often seen as idyllic holiday destinations. What it reveals is emotional, unexpected and sometimes shocking. Like a deep-water fishing trip in the Atlantic, it's a memorable journey – and not for the faint hearted.

Published by Penguin
 ISBN: 9781784740153
 Price: £16.99



For the ecologist
The Last Fisherman – Witness to the Endangered Oceans
 by Jeffrey L. Rotman with Yair Harel

Underwater photographer Jeffery Rotman's 40-year passion for documenting sealife took a dramatic turn when he found a pile of dead, de-finned sharks discarded at the bottom of the sea, left to die by fisherman. In his stunning collection of photos, he now captures our changing oceans and the people who rely on them as hunting grounds.

The author is a masterful storyteller, who uses this work of art to show the bleak consequences of ecological decimation.

Published by Abbeville Press
 ISBN: 9780789211910
 Price: RRP unconfirmed at the time of writing.
 From around £25 + P&P online

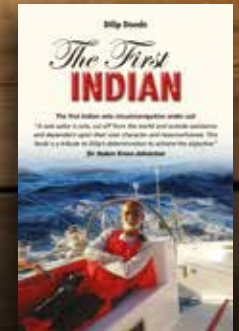


For the lifeboat enthusiast
Barmouth, Bembridge, and Torbay Lifeboat Station History Books
 by Norma Stockford and David Baily, Martin Woodward, and Alan Salsbury

Three new instalments in the RNLI Station History Book series are now available, written, as always, by knowledgeable and enthusiastic volunteers. All the books have been released to coincide with special station anniversaries: Barmouth's rapidly approaching bicentenary, Bembridge's 2017 celebration of 150 years, and Torbay's 150th, which is celebrated this year.

Available from local outlets (including the respective lifeboat station shops) and online at RNLISHOP.org.uk.

Published by the RNLI
 Price: All £8.95 each



For the loner
The First Indian
 by Dilip Donde

'I'm not exactly sure what it involves,' Naval Commander Dilip Donde said to his mother, shortly before he volunteered for a 21,600-nautical-mile solo circumnavigation voyage in 2010. When he finally sailed the INSV *Mhadei* back into Mumbai Harbour 9 months after he set off, he had become the first Indian national to achieve such a feat of seamanship and endurance. This is the second title in the publisher's Making Waves series, which is subtitled 'real lives of sporting heroes on, in and under the water.'

Published by Fernhurst Books
 ISBN: 9781909911499
 Price: £10.99

Buy these books online via RNLI.org/amazon and Amazon will donate a minimum of 5% of the value to the RNLI.

Recommended retail prices may vary from the time of writing. Post and packaging costs may apply to books ordered online.

Reviews: Laura Rainbow (unless otherwise stated) | Photos: Simon Moss

'HER MAJESTY ENJOYED A VERY HAPPY DAY'

Our article on Her Majesty The Queen's relationship with the RNLI stirred a few memories – here's just one of them ...

In 1992, whilst serving with the Thames Valley Police, I had the enviable task of being the secretary of the National Offshore Sailing Championships, in which 20 Forces competed in that week's event. The flotilla started and finished in the Hamble with races to Cherbourg and along the south coast. At the conclusion, the formal race dinner was held at the Hampshire Police HQ during which monies were raised and donated to the RNLI.

This occasion coincided with the separate National Police Lifeboat Appeal which aimed to raise the sum £250,000. The appeal was highly successful and resulted in the acquisition of a Mersey class lifeboat gifted from the Police Service to the RNLI. In fact the target was not only reached, but culminated in a cheque being presented in excess of £300,000!

Her Majesty the Queen in 1993 was celebrating her 40th anniversary of Accession to the Throne and she consented that the lifeboat be named after herself.

On 16 July 1993 the official Naming Ceremony and Service of Dedication of the lifeboat took place at Ramsgate Harbour, in the presence of Her Majesty accompanied by His Royal Highness, Prince Philip, The Duke of Edinburgh. It was a memorable occasion and Her Majesty enjoyed a very happy day in Kent.

John Hayward, Detective Inspector (Rtd)



Our Summer edition's Give it a Go piece encouraged readers to try their hand at coastal photography – and this is one of the excellent snaps sent our way

Torbay lifeboat at rest in Brixham harbour on glorious day this year. New pontoon access will make getting out on a shout more efficient than days gone by.

We used to get shouted at for swinging off the looped ropes on the sides of the lifeboat as we swam in the harbour back in the mid 60s! Quite right too – we really would have been in the way if the maroons went up.

**Rosemary Springfield Lambert
(nee Young)**



'THERE WASN'T A DRY EYE'

Did you see *Saving Lives at Sea* – the BBC1 documentary following our lifeboat volunteers? Many supporters took to Facebook and Twitter to praise the show ...

YOUR FACEBOOK POSTS

Great show. I donate to RNLI every year. Thank goodness for people like yourselves. You all deserve a medal.

May you stay safe at sea.

Sarah Emery

Just watching Ep4 of *Saving Lives at Sea*. All these volunteers are amazing people. They may not see themselves as someone special but they should know the public know they are. Thank you.

David Neve

'WHY WERE THEY PUT ON THE STORM GLASS?'

Last issue we shared an enquiry from Lewis Hobbs – what was the marking on his storm glass (pictured)?

You should be inundated with responses to the question given our maritime heritage. I hope this from the Chairman is the first. The symbols together ARE the Plimsoll line marks. They represent the maximum safe loading lines dependent on variable factors such as the salinity of the water. There are fuller definitions and pictures online. The more difficult question is why were they put on a storm glass other than for simple decoration?

Charles Hunter-Pease

Lifeboat Issue 616 contained an item in 'Special Delivery' about markings on a stormglass. The circle with line through it is the actual Plimsoll mark, with the line indicating the sea/water level when the vessel is loaded to its normal state, in normal sea states. The 'gridiron' marking on the right is the load level for different sea states. The top line (ie the ship's deck is low in the water) represents the loading level for ships in calm, inland waters such as rivers or lakes. The bottom mark (ie the ship's deck is high out of the water) represents the loading level for winter, oceanic seas. The mark is named after Samuel Plimsoll who campaigned in the 1870s to prevent the loss of ships through overloading.

I presume that the markings on the stormglass were simply an indication that the stormglass was designed to be used on a boat.

Mike Den, Andover



Another brilliant programme, the little girl stuck in the rocks! Wasn't she so brave and calm? Well done to the lad on his first shout. Bless you all.. Thank you.

Ruth Richardson

After watching tonight programme, there wasn't a dry eye in my household. Thinking differently about what the RNLI do. Thank you, stay safe.

Alan Brown

YOUR TWEETS

No idea there was an RNLI station on the Thames until I saw #SavingLivesAtSea - such an eclectic mix of people :) @KerryHowells

15 mins left of #SavingLivesAtSea and we get called to a male wrong side railings Blackfriars Bridge @TowerRNLI

Shout out to all the wives, husbands & partners of the @RNLI crew. We often forget about the ones sat at home worrying. #SavingLivesAtSea @MattRnli9

In France at the moment, thank God for catch up TV, would hate to miss @BBCOne tonight 9pm #SavingLivesAtSea @RNLI @Rick_Stein

Watching the #SavingLivesAtSea @RNLI documentary with my dad, a pager goes off on the TV and my dad jumps up thinking it's his own..oops @tmhannahes

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.

2,361 RNLI RESCUE CRAFT LAUNCHES

1 April–30 June 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**.

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

ABERDEEN

Y-164: May7
ON-1248(17-24): Apr3, Jun5,6,23
D-694: Apr3, May7,15,20, Jun5,6,20
ABERSOCH
B-886: Apr2,6,30, May2,5,31, Jun4,5,9,11
ABERYSTWYTH
A-78: May4,13,15(x2), Jun1,5
B-822: Apr7, May3,4,13,15, Jun3,20
AITH
ON-1232(17-14): Apr11, Jun2
ALDEBURGH
ON-1193(12-34): May8,29
D-673: Jun5
ALDERNEY
ON-1199(14-04): Apr5
ON-1253(14-32): Apr18, May5,11,19
AMBLE
ON-1176(12-19): Jun13,25,26
D-736: Apr10
ANGLE
ON-1291(16-11): Apr2,16, 28,29, May10,26,28, Jun1(x2),3,5,7,13,19,21,26
D-776: May7,26, Jun22
ANSTRUTHER
ON-1148(12-11): May14,29, Jun5
ON-1174(12-17): Apr6,28(x2)
D-667: Apr6, May14
D-705: May29, Jun1,3(x2),5
APPLEDORE
ON-1293(1613): May11, Jun6,10
B-861: May29,30,31, Jun6
BB-546: Apr7, May13,26, Jun13,29
ARAN ISLANDS
ON-1217(17-06): Apr3,6,12, 14,23, May5
ON-1279(17-46): May11,15, 26, Jun6,8,19,29
ARBROATH
ON-1194(12-35): May15, Jun4
D-759: Apr9,10, Jun8

ARKLOW

ON-1223(14-19): Apr29, May1, Jun1,9,17,19
ARRAN (LAMLASH)
B-876: May11,20,28, Jun1
ARRANMORE
ON-1244(17-22): Apr9,13, May6,16, Jun5,14,25
BALLYCOTTON
ON-1233(14-25): Apr27, Jun5,17,25
BB-051: Jun12,25
BALLYGLASS
ON-1235(17-15): Apr20,24, Jun23
BALTIMORE
ON-1302(16-22): Jun6,22,23
B-760: Jun1,5
BANGOR
B-810: Apr5,29, May1,22, 27,29, Jun3,4,7,8,13,20
BARMOUTH
D-678: Jun1(x2),2,4,8,11
D-725: May5,8,14,22,30(x2)
BARRA ISLAND
BB-553: Apr10
ON-1230(17-12): Apr9(x2), 10,11,14,16, May7,8,21,28, Jun18
BARROW
ON-1288(16-08): Apr23, May26(x2)
D-733: Apr10,23, May9,15
BARRY DOCK
ON-1245(14-29): Apr3,14,16, 18,27, May8,5,29,30, Jun26
D-638: Apr28, May8,30
BEAUMARIS
B-838: Apr10,20,22,23, 30(x3), May2,26,28,29,30, Jun1,2,4,5,10,11,24,25
BEMBRIDGE
ON-1297(16-17): Apr5,17(x2), 24, May6,7(x2),20,29, Jun15
D-778: May28,30
BERWICK-UPON-TWEED
ON-1191(12-32): May16,25, Jun30
D-777: Apr6, May16,25

BLACKPOOL

B-867: May5,29
D-729: Apr14, May5,7,11,17, 25, Jun5,13
D-732: Apr14, May5,7,11,14, 17,29, Jun5,13
BLYTH
B-776: Apr12, May8,24, Jun18,26
D-746: Apr12, May8, Jun20, 24,26(x2)
BORTH
D-760: Apr3, Jun1
BRIDLINGTON
ON-1163(12-005): May12, Jun7
ON-1169(12-12): Apr6,12,18
D-721: Apr12, May7, Jun7,22
BRIGHTON
B-852: Apr14(x2),18, Jun26(x2)
B-889: May8,9,11,14,20, Jun4,6(x2),9,13,14
BROUGHTY FERRY
ON-1252(14-31): Apr6, 19,28, May4,5,8,9,31, Jun11
D-698: Apr6,12,19,22,28, May4,5,7,8,9(x2),21,31, Jun11,19
BUCKIE
ON-1268(17-37): Apr16, May4, 10(x2),12,14,18, Jun2,24,26
BUDE
D-756: May30, Jun5
BUNDORAN
B-834: Apr9
BURNHAM-ON-CROUCH
B-849: Apr10,11(x2), May2,5,6,14, Jun18
D-672: Apr10,11
BURNHAM-ON-SEA
B-795: May8
D-664: May8,22
BURRY PORT
B-777: Apr12,24, May7,21,30, Jun4,20,26(x2)
D-749: Apr4,8,12,24(x2), May7,21,29(x2),30, Jun2,4,5,8,20(x2),26

CALSHOT

B-860: Apr1,3,8,10(x2),20, 24, May2,8(x2),13(x2),24, Jun3,7,9,24(x2)
D-748: Apr20, May1,6,7(x3), 14,24,27,29, Jun24
CAMPBELTOWN
ON-1241(17-19): Jun7,14,21
D-737: May4
CARDIGAN
B-871: Apr5,22, May8, Jun2,12(x2),17
D-709: Apr5
D-750: May8, Jun2,5,17
CASTLETOWNBERE
ON-1277(17-44): Jun9
CHISWICK
E-08: Apr5,8,14,20,21, May2,4(x3),5,8(x3),16,21(x2), 27,28(x2), Jun2,3(x2),5(x2), 7,8,11,12,14,15,16,18,20,26, 27,28
E-09: Apr24,25,27,28(x2), May2(x2),14(x2),18,26,27, Jun10,19(x2),21,25(x2)
CLACTON-ON-SEA
B-863: May8,17,29, Jun18,28
D-723: Apr17, May26,29, Jun4,8,25,28
CLEETHORPES
D-757: Apr21, May2,6(x3),7, 8,19(x2),24,27
CLIFDEN
ON-1192(12-33): Apr9, Jun27
B-869: Jun10,27
D-679: Apr6
CONWY
D-656: May8(x2)
D-765: Apr2,17, May29,30, Jun3,4,5,19,26
COURTMACSHERRY HARBOUR
ON-1205(14-07): May14
COURTOWN
D-711: Jun7
COWES
B-859: Apr9,30, May7(x2),15,18,19, Jun8,10,24,25

CRICCIETH

A-76: May28,30(x2)
B-823: May5,24,25,29(x3), 30(x2), Jun4(x3)
CROMER
ON-1287(16-07): Jun5
D-734: May7
CROSSHAVEN
B-782: Apr2,4,9,10(x3),28, 30(x2), May6,15,20(x2),28, 29, Jun4,12
CULLERCOATS
B-811: Apr5,7,24, May5,20, 24, Jun13
DART
D-702: May4,8,29
D-774: Jun14,17,25,30
DONAGHADEE
ON-1267(14-36): Apr29, Jun4,5
DOUGLAS
ON-1147(47-032): Apr5, Jun2,4(x2),19
DOVER
ON-1220(17-09): Apr1,14, May1,8(x2), Jun6,11(x2),12
DUN LAOGHAIRE
ON-1200(14-05): May3,15, Jun25,28
D-731: Apr18,26, May8,16,30, Jun1,4,5,20
DUNBAR
ON-1266(14-35): Apr15(x2), Jun23
D-708: Apr15,21, Jun3,5,23
DUNGENESS
ON-1309(13-02): Apr14, May19,21,29, Jun28,29
ON-1314(13-07): Jun7
DUNMORE EAST
ON-1215(14-17): Apr3, Jun3
EASTBOURNE
ON-1303(16-23): Apr9,13,21, May22,29,30(x3), Jun9,15
D-744: Apr9, May8(x3), 13(x2),14,15,24,29,30(x2), Jun4,7,10,11,15,19

ENNISKILLEN

B-773: Apr17,20(x2),25(x2), May15, Jun11(x3),19
B-792: May3,10,23
RWC-052: May10
RWC-053: Apr25(x2), Jun11(x3),19
RWC-054: Apr17,20(x2),25(x2)
EXMOUTH
ON-1310(13-03): Apr2,20, May4, Jun28(x2)
D-669: Apr2,6,9,10,19,26, May8,9(x2),20,29, Jun2,8, 11,24(x2),28(x2)
EYEMOUTH
ON-1209(14-11): Apr1,4,6, May28, Jun7,15,23
ON-1225(14-21): May1,11(x2)
D-745: Apr1,6, May11, Jun15,23
FALMOUTH
ON-1256(17-29): May6,22, Jun1,10,13,26,29
B-756: Apr6,9,14, May6,16, 20,22,29,30, Jun7,23,25,29
FENIT
ON-1239(14-27): Apr25, May15, Jun5
D-726: Apr11, May29, Jun5
FETHARD
D-683: Apr20, May8,15, Jun6,17
FILEY
ON-1170(12-13): Apr8, May7
D-728: Apr6(x2),7,8, May17,29
FISHGUARD
ON-1198(14-03): Apr3,17, 21,28,29, May14,18
D-789: Apr10,17,21
FLAMBOROUGH
B-820: Apr6,21, May18,20, 28, Jun19(x2),23
FLEETWOOD
ON-1156(47-038): May7,29, Jun4
D-719: Apr15, May7(x2),14, 17,21,29, Jun7
FLINT
D-658: May15
D-795: May30, Jun5
FOWEY
ON-1222(14-18): Apr13, May24,28,29(x2),30,31
D-681: May5,24,28,31, Jun19,27
FRASERBURGH
ON-1259(14-34): Apr28, May18, Jun27
GALWAY
B-853: Apr2(x4),3(x2),4,6, 9(x2),12,21,23,28,29, May8, 9,15(x2),24, Jun2,6,16
GIRVAN
ON-1196(12-37): May10,25
GRAVESEND
B-827: Apr3,4,6,7,8(x2),12, 13,16,19(x3), May7,8,10, 14(x2),16,18,22,23, Jun2,6, 9,10,19,25,26,28

GREAT YARMOUTH AND GORLESTON

ON-1208(14-10): Apr7, May4
B-786: Apr6,7(x2),9,11, May21,22,26,28, Jun3,6,8,16,24
HARTLEPOOL
ON-1274(14-37): Apr10,23, May23,28, Jun9(x2),25,26
B-881: Apr10,11,23, May8(x2), Jun28,30(x2)
HARWICH
ON-1202(17-03): Jun9
B-789: Apr8,12, May1,5,11, Jun6,17,24
HASTINGS
ON-1125(12-002): Jun7,11
D-699: May8,10,11,17, Jun3,8,10,18,19,22,25,26
HAYLING ISLAND
B-829: Apr2,10(x2),13,15,25, May1,14, Jun3,5,12,26,27
D-779: Apr2,10(x2), May1,8,14, Jun12,27
HELENSBURGH
B-791: Apr18,20,21,23, May4,7,3,23,29,30,31, Jun1,5,8,12
HELVICK HEAD
B-874: May29, Jun12
HOLYHEAD
ON-1278(17-45): May2,14, Jun3,5
D-791: May2,7, Jun3
HORTON AND PORT EYNON
D-688: Apr5,20, May30(x2), Jun30
HOWTH
ON-1258(14-33): Apr17, May13,15,28,30,31 Jun6,7
D-659: Apr20, May8,13,28,30, Jun8,23
HOYLAKE
ON-1313(13-06): Jun29
HUMBER
ON-1216(17-05): Apr7,10,20, May7, Jun8,25,29
ON-1237(17-17): May19(x2), 23,24
B-783: Apr7,21, May2,6(x3), 19,24
HUNSTANTON
B-848: Jun18
H-001: May9, Jun 8
H-003: Jun4,22
ILFRACOMBE
ON-1316(13-09): May31, Jun5,6,10,13
D-717: Apr19, May15,16,24,31, Jun1,5,6,12,13,23
INVERGORDON
ON-1206(14-08): Apr5,7, May21, Jun22
ISLAY
ON-1219(17-08): Apr1, May10,22,29, Jun3,27

KESSOCK

B-873: Apr7,14,16,24, May17,1(x2), Jun12,27
KILKEEL
B-812: Apr30, May17,31, Jun3
KILMORE QUAY
ON-1298(16-18): Apr12,13,29, May19, Jun18,25
KILRUSH
B-844: Apr3, May21,31, Jun5,18,29,30
KINGHORN
B-836: Apr17,24,30, May8, 15,29, Jun4,6,12,15(x2),18
KINSALE
B-796: Apr2,10,19,23, May22,31, Jun2,25
KIPPFORD
D-718: Apr30
KIRKCUDBRIGHT
B-814: May27, Jun11,18(x2)
KIRKWALL
ON-1231(17-13): May22, Jun19,28(x2)
KYLE OF LOCHALSH
B-856: Apr7, Jun6,20,27
LARGS
B-815: Apr10,12,16,19,20, May10,20,28, Jun4,9
LARNE
ON-1246(14-30): Jun8,9,10
D-783: Jun8,10(x2),11
LERWICK
ON-1221(17-10): May27, Jun13,27(x3)
LEVERBURGH
ON-1186(12-27): May25,29
ON-1195(12-36): May31, Jun10,19,27
LITTLE AND BROAD HAVEN
D-766: Apr16,29, May19(x2),26,28, Jun3
LITTLEHAMPTON
B-779: Apr8,12,30(x2), May1(x3),8
B-891: May27,30, Jun8, 9(x2)
D-769: Apr2, May1(x2),7,11,30
LITTLESTONE-ON-SEA
B-785: May8,29, Jun10
LLANDUDNO
ON-1164(12-006): Apr27, May14,25, Jun3,5
D-656: Apr3
D-793: Apr10,18,20, May7,30,31, Jun4,18,19,24
LOCH NESS
B-763: Apr24, May31, Jun2,5,14,30
LOCHINVER
ON-1271(17-40): Apr5
LOOE
B-793: Apr8(x2), May5,28, Jun7
D-741: Apr8(x2), May5,26, 28,31, Jun3

LAUNCHES



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



E-##
E class (MK1 or 2)
new cost: **£560,000**



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



D-###
D class
new cost: **£52,000**



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



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



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

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

LOUGH DERG

B-781:May29,Jun4

LOUGH REE

B-772:Apr26,May4,10,25,
Jun7,12,17(x3),21,25,27

B-790:Apr5,17

LOUGH SWILLY

ON-1315(13-08):Apr12,15,
May1

B-819:Apr15,May21,Jun4

LOWESTOFT

ON-1312(13-05):Apr2,
May8,12,14,28,29,

Jun2,4,5,12

LYME REGIS

B-857:Apr17,May8,14,29,
Jun3

LYMINGTON

B-882:Apr9,30,May1,
Jun1,10,19,22,24,25

LYTHAM ST ANNES

ON-1189(12-30):Jun4,30
D-657:May4,22,

Jun4(x2),30

MABLETHORPE

B-887:Apr14,May8,20,
Jun23(x2),30

D-790:May8(x2),Jun23,30

MACDUFF

B-804:Apr16,May12,
Jun2,23,26

MALLAIG

ON-1250(17-26):Apr7,11(x2),
May13,14,15,17,21,29,30,31,
Jun1,7,8,9,10,17,26

MARGATE

ON-1177(12-20):May6,
Jun14,22,29

D-706:Apr20,May29(x2),
Jun2,19(x2)

MINEHEAD

B-824:May31,Jun6,26,30
D-712:Jun6,26,30

MOELFRE

ON-1305(16-25):Apr10,
May15,22,Jun4,5

D-689:Jun14,21,22

D-768:Jun4,5(x2)

MONTROSE

ON-1317(13-10):Apr18,May12
D-764:Apr18

MORECAMBE

D-722:Apr8,May5,7,Jun19
H-002:Apr8,May13,18,Jun16

MUDEFORD

B-806:Apr13,28,May3,7(x2)
8,11,13,16,18,21,30(x3)

Jun9,15,19

NEW BRIGHTON

B-837:Apr2,17,May28,
Jun4,5,7,20,23

H-005:Jun5(x2),8,11

NEW QUAY

D-754:Apr4,May29,

Jun3,14,23

NEWCASTLE

D-775:May8,Jun1(x2)

NEWHAVEN

ON-1243(17-21):May22,
Jun1,3,4,9,14,27

ON-1269(17-38):Apr6,13,
17,21

NEWQUAY

B-821:Apr3,4,6,18,24,
May2,29(x2),Jun4(x2),23

D-773:Apr3,6,24,May2,4,16,
Jun4(x2),5(x2),9,23

NORTH BERWICK

D-758:Apr15,May22,Jun18

OBAN

ON-1226(14-22):Jun20

ON-1227(14-23):Apr6,9,
23,25,27,30(x2),May3,7,
8(x2),9,16,31(x2),Jun5

ON PASSAGE

ON-1265(17-36):Jun16

PADSTOW

ON-1283(16-04):May9,Jun8

PEEL

ON-1181(12-22):May8,15,
Jun9

PENARTH

B-839:Apr16,21(x2),
May8,15

D-692:Apr5,21(x2),May4,15

PENLEE

ON-1263(17-34):Apr4,23,
May7,11,30,Jun5,6,12

ON-1265(17-36):Jun20

B-787:Apr30,May7,8,11,16,
Jun1,5(x2),6,9,12,13

PETERHEAD

ON-1282(16-03):Apr12,
May9,Jun9,18,19

PLYMOUTH

ON-1264(17-35):Apr17,
May14,17,24,25,28(x2),29,

Jun1,7,8,9,18,22

A-31:May15,31

B-775:Apr7(x2),13,30,
May7,8,9,15,31,Jun20

POOLE

ON-1131(47-023):May28(x2),
Jun26

B-826:Apr10(x2),26,May7(x2),
9,11,13,28,29,Jun10

PORT ERIN

B-865:May6,Jun5

PORT ISAAC

D-707:May5,18,Jun2,15

PORT TALBOT

D-713:Apr28,29

D-740:Jun19

PORTAFERRY

B-833:Apr9,17,30,May6,
Jun5,9

PORTHCAWL

B-832:May7(x2),18,29,30,
Jun5(x3),7,26

D-714:Apr3,May7,22,30,
Jun5(x4),7

PORTH DINLLAEN

ON-1304(16-24):May10,
24,30,Jun8,18,26

PORTISHEAD

B-884:Apr16,17,19,20,
May8,12(x2),15,Jun1,11,15,23

PORTPATRICK

ON-1301(16-21):May11,22,28,
Jun9,16,18

PORTREE

ON-1214(14-16):Apr30,
May27,Jun13,14,20,21,27

PORTRUSH

ON-1257(17-30):May18

D-738:Apr8,May13,

Jun7,14,21

PORTSMOUTH

B-846:Apr5,10,12,15,17,27,
May7,14,28,Jun10,11,15,16,
17,24,29

D-716:Apr3,10,27,

May6,8,Jun16

D-720:Jun5

PWLLHELI

ON-1168(12-010):Apr2,30,
Jun1,4,9

D-676:Apr16,May14,29

QUEENSFERRY

B-825: Apr6(x3),9,10(x2),
May6,8,9,22,23,27,28,29,

Jun7,9,16,20,24,25

RAMSGATE

ON-1197(14-02):Apr16,19,29,
May1,8,9,24,27,29,30,

May5,7,9,14

B-787:Apr13,17,19,May1,9,
26,30,Jun7,14,23

RED BAY

ON-1213(14-15):May30,
Jun10(x2),25,27

B-843:Apr5,May29,30,

Jun9,10,19,27

REDCAR

B-858:Apr2,May6,10,22,
24(x2),Jun22,26

D-786:May10,22,24,
Jun22,26

RHYL

ON-1183(12-24):Apr11,
May16,28,Jun4,5(x3),23

D-770:Apr11,May6,8(x3),
22,28(x2),29,30(x2),

Jun3,4,5(x3),7(x2),8,20,

23(x2),25

ROCK

D-772:Apr27

ROSSLARE HARBOUR

ON-1276(17-43):Apr20,

May8,Jun16

RYE HARBOUR

B-875:Apr10,24,May1,8,29

SALCOMBE

ON-1289(16-09):Apr7,
May22,28,31,Jun14,26

B-794:Apr12,18,May30,
Jun5,16(x2)

SCARBOROUGH

ON-1175(12-18):May21,
Jun15

D-724:Apr6,14,May21

SEAHOUSES

ON-1173(12-16):May5,Jun11
D-686:Apr8,10,21,Jun11,24

D-780:May3

SELSEY

ON-1146(47-031):Apr19,Jun3
D-691:Apr14,26,May26,

Jun2

SENNEN COVE

ON-1294(16-14):Apr16,
May25,26(x2),

Jun11,22,24

D-763:Apr2,May25,26,

Jun1,24

SHEERNESS

ON-1211(14-13):Apr3,6,
May8,20,28,Jun5,11,22

D-662:Apr5,20(x2),

May2(x2),9,18,19(x2),21,23,
24(x2),Jun5,8,11(x2),12,23,
28(x2),29

SHERINGHAM

B-818:Apr24,Jun15

SHOREHAM HARBOUR

ON-1280(16-01):Apr24,

May20,Jun9,13,14,16,22
ON-1295(16-15):Jun25

D-784:Apr13,18,May8,20,
22,29,30,Jun13,14,22,

25,30

SILLOTH

B-828:Apr10,May28

SKEGNESS

ON-1162(12-004):Apr14

ON-1166(12-008):May20(x2),
Jun18

D-739:Apr14,May20

D-792:Jun18,23,30

SLIGO BAY

B-888:Apr2,27,May8,
Jun4,18,26(x2)

SOUTHEND-ON-SEA

B-885:Apr13,May12,21,29,
Jun4,5(x2),6,8,19,25,30

D-682:Apr13,Jun4,6,16,
25,27

D-735:Apr26,May8,12

D-771:Apr9,13,26,

May10,29,Jun4,8,15,17,30
H-004:Apr13,26,May5(x2),

8,9,23,Jun4,19,30

SOUTHWOLD

B-868:May25,Jun2

ST AGNES

D-715:May26,29,Jun28

D-787:Apr28,May4

ST BEES

B-875:Apr10,24,May1,8,29

ST CATHERINE

B-841:Apr9(x2),May1

ST DAVIDS

ON-1139(47-026):Apr10,
12,28,May26

ON-1306(16-26):Apr28,29,
May26

D-704:Apr17,28,29,30(x2),
May21,Jun8,13

ST HELIER

ON-1286(16-06):Jun21

ON-1292(16-12):Apr18,
May28,Jun3(x3)

B-816:Apr4,7,May1,20,30,
Jun21

ST IVES

ON-1318(13-11):Apr26,28,
29,May30,Jun10

D-668:Apr29,May7,8,

Jun21,30(x2)

ST MARY'S

BB-043:Apr30

ON-1229(17-11):Apr10,13,
29,30,May7,15,31

STAITHES AND RUNSWICK

B-788:Apr10,May22,Jun2

STONEHAVEN

B-762:May27,Jun20,25

STORNOWAY

ON-1238(17-18):Apr9,16,19,
May1,6,Jun11,19,21,26,29

STRANRAER

D-697:May31,Jun19

STROMNESS

ON-1236(17-16):Apr18,

May29,Jun19(x2)

SUNDERLAND

B-817:Apr7,May1,20(x2),
22,28,29,Jun19,25(x2)

D-747:Apr8,10,19,May1,5,

14,16,18,22,29,30,Jun3,6

D-762:Jun14,19,22,26,28

SWANAGE

ON-1319(13-12):May15,19
ON-1320(13-13):Apr22,27,

30,Jun15(x2),28(x2)

D-752:Apr8,17,22,27,

Jun11,15,28

TEDDINGTON

D-743:May9

D-785:Apr2,3,8,17,18,21,
May9,12,15,20,Jun5(x2),7,

11(x2),16,30

TEIGNMOUTH

B-809:Apr4,7,12,17,20,

May7,24

B-883:Jun6,28

TENBY

Get into the festive spirit at RNLI College

CHRISTMAS MARKET

On Sunday
4 December noon–4pm
Admission and parking FREE

- Home-made crafts
- Special gifts
- Traditional food
- Mulled wine
- Children's activities
- Santa arriving by lifeboat

**RNLI College, West Quay Road,
Poole, Dorset, BH15 1HZ**

Royal National Lifeboat Institution (RNLI), a charity registered in England and Wales (209603) and Scotland (SC037736). Registered charity number 20003326 in the Republic of Ireland



The RNLI and me: Stuart Popham

There are many types of volunteer at the RNLI – including Stuart Popham, who has taken up the role of chair. So who is the man at the helm of the charity?

Chairing a charity is quite a commitment – why did you choose to take up the role?

I have to admit I'm in love with the RNLI. As a child I used to help my mother collect donations – or at least count the money! And I've been involved in sailing all my life. I thought I knew the RNLI from external observations, but what I hadn't fully appreciated until my time as Trustee and Council member is the enthusiasm, dedication and expertise of everyone involved. Be they volunteers, donors, fundraisers or staff – they are all really engaged and that has energised me.

What's the difference between the chief executive and chair?

Our Chief Executive, Paul Boissier, is in charge of the business – our activities, and the day-to-day management of the organisation. I know our supporters will agree he is doing a superb job. The chair has other responsibilities that aren't managerial. I'm available to offer advice to the executive team, but the priorities are to represent the charity, ensure we are compliant and doing the right thing, and to have a responsibility for our reputation. That's a challenging but really rewarding role when you consider the RNLI has been around for nearly 200 years. We must stay faithful to the values that our people and supporters have seen and reflected over the years.

And will you have particular areas of focus in your time as chair?

What I really want to help ensure is that anyone in the UK and Ireland who is not familiar with the RNLI is better informed. I'm also keen to see what we are going to do to prevent drowning internationally, using our knowledge to benefit others. Like all volunteers, I want to help in whatever way I can to reduce drowning.

How does your experience and personality set you in good stead for this role?

For 35 years I was a lawyer. That involved dealing with all sorts of issues with all sorts of different people, government representatives, regulators and the like. I feel that will be relevant to the activity as chair. In terms of personality I hope I will show I'm approachable as I meet and work with people from different backgrounds. That's really important as I understand the RNLI and spread the message in this more ambassadorial role.

What will be the toughest part of being RNLI chair?

Charles Hunter-Pease has left me with one of the world's most difficult jobs – to follow him! He has spent a huge amount of time being so dedicated and committed. It's difficult to think how he could be more so.

'I want to help in whatever way I can to reduce drowning.'

The thing that stands out from watching him is how he has engaged with people and expressed gratitude for what everyone has done – it's ironic that he possibly hasn't realised quite how much *he* has done. I will certainly be tapping his knowledge to seek to emulate him.



Stuart Popham

After working as a solicitor at Clifford Chance for over 35 years, Stuart joined Citigroup in July 2011 as Vice-Chairman of EMEA Banking. He was elected to the RNLI Council in May 2011 and appointed a Trustee in July 2013. He became Chairman of the Audit and Risk Committee in 2014 and was appointed RNLI Chairman at the end of September 2016.

RNLI FAMILY: THE LIFE OF THE CHARITY

Celebrating the RNLI family, past and present

Words: Laura Rainbow and Helen McHugh

Andy and Andrea, with colleagues from the Coastguard and RNLI



Rhyl couple tie the knot

Congratulations to Coastguard volunteer Andrea and RNLI volunteer Andy, who brought a whole new level of inter-agency cooperation to the shores of Rhyl when they got married in June.

Andrea has been a volunteer for the Rhyl Coastguard team for 15 years, inspiring Andy to join the lifeboat crew. Her daughter Jamie also volunteers for the Coastguard.

Coxswain Martin Jones of Rhyl lifeboat said: 'Both the coastguards and the lifeboat crew are very proud of the happy couple, and wish Andrea and Andy all the best in their future life together.'

ON YER BIKE!

Yorkshireman Will Ockelton, who now lives in California, popped in to Flamborough Lifeboat Station to show the crew his Shannon-themed mountain bike – *The Mike*.

The two-wheeled masterpiece is named in honour of former RNLI Coxswain Mike Storey, a good friend of Will's father, who passed away in 2014. It's a unique, custom bike painted at Will's workplace, Santa Cruz bikes.

The not-quite-25-knot cycle is designed to carry its owner round the French Alps on holiday; hence the inscription 'let not the steep swallow me up'. Will explained that, having grown up near the coast, he's always been an avid RNLI supporter.



Close up of *The Mike*



The bike with crew of Flamborough lifeboat

Celebrating life



In 2012, the station struck lucky when Paul agreed to become the lifeboat mechanic and a shore crew member.

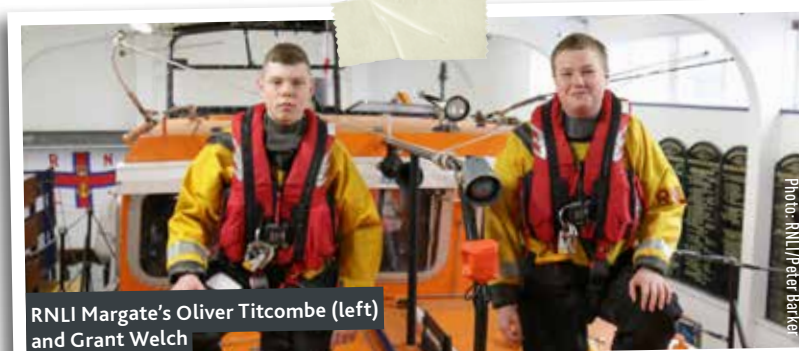
His friends remember how handy he was with all things mechanical, ensuring that all standards were met and all lifeboat inspections passed with flying colours.

Lifeboat Operations Manager Damien Delaney recalls: 'Visitors would often comment on the jovial atmosphere, which was mainly due to Paul's wit and banter, and nobody was left out or escaped. He loved boats, or should I say he loved fiddling about with engines and boat bits in general, so the lifeboat mechanic role suited him perfectly. It was plain to see that he loved the job ... I used to joke with him that I would put a bed into the workshop for him to save him going home.'

Paul was a very important member of the station family. He was well loved and will be missed dearly.

'It was plain to see that he loved the job'

It is with great sadness that the Lough Ree Lifeboat Station community announce the death of their friend and volunteer Paul Browne.



RNLI Margate's Oliver Titcombe (left) and Grant Welch

Margate teens join crew

The sons of two RNLI Margate crew volunteers have followed in their fathers' footsteps by joining the crew, becoming the youngest members of the station's lifesaving team.

Oliver Titcombe and Grant Welch signed up on their 17th birthdays,

the youngest age volunteers can enrol. They are now starting an intensive training programme to become full sea-going members of both the inshore and all-weather lifeboat crews at Margate.

Colin Underwood, OBE
– February 2016

Former Secretary of Matlock and Bakewell Branch

Eric Russell – March 2016

Lifeboat Support Group Member, Shop Volunteer and brass polisher, RNLI Scarborough

Annie Marsden – April 2016

Member of RNLI Mossley Branch

Ron Chapman – May 2016

Former Coxswain and Chairman of Skegness Lifeboat Station

Paul Browne – May 2016

B class lifeboat Maintenance Mechanic at Lough Ree Lifeboat Station

Alan Raby – June 2016

Former Shore Crew at Barrow Lifeboat Station

Alan Radford – June 2016

Former Chairman Barnet, Finchley and Friern Barnet District Branch

Delwyn Gibson – July 2016

Former Clerk at Poole Depot

Ray Heffernan – July 2016

Deputy Launching Authority at Crosshaven Lifeboat Station

John Rose – July 2016

Former Drawing Office Manager at Poole Headquarters

Jessie Fisher – July 2016

Former Supervisor at the Central England Office

Ross Tyson – August 2016

Former Crew Member, Tractor Driver and Standard Bearer at Scarborough Lifeboat Station

FOREVER BY THE SEA

Keep a loved one forever by the sea with an online tribute

More and more people are choosing to remember their loved ones with a commemorative space. A Forever by the Sea Tribute Fund is a place to store all your happy memories, ensuring you never forget that special someone. Share precious memories with your family and friends through

stories, photographs, music and videos, and even candles to mark special anniversaries.

If you wish you can also use the fund to raise money for our lifesaving work, through donations or by setting up a fundraising event.

To explore all the new features of a Forever by the Sea tribute fund, visit: **RNLI.org/ForeverByTheSea** or contact our Supporter Care Team on 0300 300 0124 or email in_memory@rnli.org.uk

