

# LIFEBOAT



THE RNLI IS THE  
CHARITY THAT  
SAVES LIVES AT SEA

ISSUE 618 | WINTER 2016/17

## BREAKING THE DROWNING CYCLE

What can the RNLI do to tackle the global epidemic that takes a life every 85 seconds?

PLUS:

### 'I DON'T WANT TO DIE'

Read rescue reports of a dismantled yacht,  
sinking motorboats and more

### GOLD MEDAL RESCUE

The Welsh crews who  
braved a storm 50 years ago



# Welcome

'The cause is individual, national, and universal ... The people and vessels of every nation, whether in peace or in war, [are] to be equally objects of this Institution ...'

They are the words of Sir William Hillary, who founded the RNLI in 1824. Imagine the pride he'd feel today if he knew that the institution would go on to save 141,500 lives. Imagine his astonishment at the thousands of volunteers that raise funds and prevent tragedies in 2017 – and the technology our lifesavers use to keep themselves and other people safe. It all started with someone who could not stand by while people were drowning, because he knew it was preventable.

Today there are people drowning around our own shores who are beyond saving through rescue. So we're doing more than ever to encourage people to respect the water in and

around the UK and Ireland (see News). But, globally, drowning is an epidemic. As you'll read on page 24, the RNLI is looking at how to help. Meanwhile, our lifesavers are at the ready to rescue those in trouble, just as they have been since 1824. From Greek cargo ship crew members saved 50 years ago (p18) to people rescued in 2016 (see our Rescue pages) – the RNLI has been keeping people safe whoever they are, wherever they need us. We can't do that without your kind support. Thank you.



RICHARD POPHAM  
RNLI CHAIR

## ANNUAL GENERAL MEETING

Plans for the next RNLI AGM are underway – if you're interested in attending please visit [RNLI.org/AGM2017](http://RNLI.org/AGM2017) for more information. RNLI Governors will receive an official notification and instructions separately.

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### WINTER 2017 ISSUE 618

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Photo: RNLI/Mike Lavis

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



# News

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

## Stepping up the safety message

The RNLI's thoughts are with the families who lost loved ones to the sea in 2016.

A summer of hot weather brought people flocking to the seaside. And, on the weekend of 20–21 August, our coastlines were pounded by waves bigger and more powerful than usual for the time of year.

Seven people died in tragic coastal incidents that weekend – some were swimming, some didn't intend to enter the water at all. A week later, five more lives were sadly lost at Camber Sands, East Sussex. It was reported that a group of friends were caught out by the tide. In response, the RNLI provided a temporary RNLI lifeguard service that worked alongside the existing local authority personnel.

The RNLI's Respect the Water campaign had already been seen and heard by millions of people during the summer. And following the sad spate of deaths, our safety warnings were stepped up even more. Free advertising in newspapers and public spaces was kindly offered, helping us reach even more people with safety advice.

Our face-to-face fundraisers on the coast changed their focus so that their only mission was to raise awareness of what the water is capable of. 'I speak on behalf of many RNLI people by saying I was very moved by these tragic events, particularly as the incidents were without question preventable,' says Ross MacLeod, Coastal Safety Manager. 'It is a tragic reminder why we should all respect the water as, no matter how amazing our lifeguards and volunteer crew are, the sea is always unpredictable and they cannot save everybody.'

In September, RNLI flags were flown at half mast in tribute to a fellow lifesaver: Coast Guard volunteer **Catriona Lucas**. **Catriona** died after a Coast Guard rescue boat capsized during a search operation for a missing person off Co Clare. The mother-of-two was the first Irish Coast Guard volunteer to die during a rescue.



## RUNNING TO THE RESCUE

RNLI runners are looking back on months of worthwhile training and fundraising – they raised over £40,000 by completing the 2016 Great North Run. Supporters and crew members rubbed shoulders (and aching legs) as they tackled the 13.1-mile route from Newcastle to South Shields in October.

Among the supporters who laced up for our lifesavers was Lou Mitchell (pictured), who said: 'It still hasn't sunk in that I have run 13.1 miles – to think on 31 December 2015 I couldn't even run a mile! I am really proud of myself for finishing it and for raising money for the RNLI.' Crew members also swapped their yellow wellies for trainers, including volunteers from Hunstanton, Morecambe and Penarth. Blyth Crew Member Rob Brister's running gear for the day was more familiar, though – he ran the half-marathon dressed as RNLI mascot Stormy Stan!

'As a volunteer myself, I really do appreciate the support the charity receives,' says Rob. 'It ensures we have effective kit and training to continue to operate a 24-hour search and rescue service.'

Perhaps the most experienced runner to raise funds for the RNLI on the day was Alan Norman. He completed his fifth Great North Run at the age of 79. As the *Lifboat* magazine went to press runners were also preparing to take part in our festive Reindeer Runs in Cork, Dublin and Dorset.



## High fives for Stormy

Young RNLI fans got a chance to meet their heroes when they headed to Storm Force Open Days in 2016. Among the lifeboat crews welcoming kids to their stations were volunteers on the Isle of Wight, who hosted a fun-filled event at Cowes Lifeboat Station in October.

The excited visitors – all members of the Storm Force RNLI club for under-11s – learned all about the RNLI's lifesaving work and met the station's volunteers. They also took part in seven different activities, including using a VHF radio, performing CPR training on dummies and learning how to stay safe in and around the water. Plus they got to climb aboard the station's Atlantic 85 lifeboat *Sheena Louise* – and meet Stormy Stan (above).

Lifboat Visits Officer Penny Maclean said: 'I hope we have encouraged these families to continue to support the RNLI – and perhaps the young people themselves to become volunteers one day.' There will be plenty of open days around the UK and Ireland for our Storm Force members this year. So, if your kids would love to see a lifeboat and meet some crew, sign them up at [RNLI.org/StormForce](http://RNLI.org/StormForce).

## THANK YOU FOR YOUR TICK

As of 1 January, we became a fully opted-in organisation. That means that we only contact people by post, email or telephone if they have given us permission to do so. Over 400,000 people have given us the tick that allows us to stay in touch – and that communication is vital if we're going to give our lifesavers everything they need to continue saving lives.

'We're proud to be the first charity to move to an opt-in approach, but we couldn't have done it without your support,' says Leesa Harwood, RNLI Fundraising Director. 'So I'd like to say thank you to everyone who's told us they want to stay in touch – you're helping secure the future of our lifesaving work.' If you know someone who supports the RNLI who has not opted in to stay in touch with us, please ask them to visit [RNLI.org/saveslives](http://RNLI.org/saveslives).

In just a tick, they'll help to make a lifesaving difference, just as you do.

COMMUNICATION  
**SAVES LIVES**

## Do you miss our lottery?

The Lifeboat Lottery is back for 2017 – thanks for your patience while we paused it last year. This was to make sure we confirmed how all our supporters wanted to stay in touch (see left). Now this is complete, our lottery is back on!

From 20 January, you can take part in our spring 2017 draw. You could win a first prize of £5,000, a second prize of £2,000, or seven other cash prizes. To take part, contact our Supporter Care Team on **0300 300 9990** or email [lottery@rnli.org.uk](mailto:lottery@rnli.org.uk).



# COMMUNITY NEWS

## A roaring success

The Bikers Cove, neighbours and friends of RNLI Queensferry Lifeboat Station, hosted a custom bike show at the end of July – and it was certainly a 'triumph'.

Over 400 bikers from all over Scotland – Aberdeen to Stranraer and Dunbar to Largs – attended the bike show and barbecue organised by Kev Meldrum of Edinburgh. The event included raffles, auctions, live music and home-baking stalls. And when RNLI Queensferry lifeboat Crew Members Iain Leil, Michael Garfitt and Ross Denver returned from assisting a dismasted catamaran in stormy conditions off Dalgety Bay that day, they were in for a surprise. Kev, and the other generous motorcycle enthusiasts, rewarded their bravery with an amazing £2,238!

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](http://RNLI.org/NewsCentre)

### Queensferry



Photo: RNLI/Stewart Atwood

## Feel-good fundraising

The Kinghorn Lifeboat Open Day, which included two in-water lifeboat demonstrations, was a resounding success. Under clear skies, around 800 people opened their hearts – and their wallets – raising nearly £5,000.

The event was opened by the 'royal party' from the town's children's gala, followed by a spectacular display from the tug *Cramond* from Hound Point, showing her firefighting capability and manoeuvrability. Supporters were also treated to displays from the local Coastguard Rescue Team and Army Reserve, a team of Newfoundland rescue dogs, and the Lang Toun Model Boat Club.

This was complemented by traditional games and plenty of stalls selling home baking, plants, and lifeboat gifts.

Lifeboat Operations Manager Alan McIlravia said: 'Fundraising events like the Open Day help fund the RNLI's service; it costs nearly £460,000 each day to run the RNLI.'

Kinghorn Lifeboat Open Day

Photo: RNLI/Rair Henderson



### Ayrshire



Photo: RNLI/Wigwam Photography

## STEPPING UP

Alex Ellis-Roswell (23) from Kent, set out from home on 3 August 2014 with a goal of walking the entire UK coastline to raise funds for the RNLI. September found Alex in south Ayrshire, heading north to Girvan Lifeboat Station after extending his route in August to include Ireland.

Throughout his epic journey, Alex has stayed close to the sea. Using the RNLI's network of 46

lifeboat stations in Scotland as waypoints gives Alex the chance to meet the volunteers whose lifesaving work his funds are helping – and share his tales from the road over supper from time to time!

Along the way, Alex has worn out six pairs of boots and raised over £26,500 for the RNLI.

To donate to the RNLI on Alex's fundraising page go to: [bit.ly/2e11rMa](http://bit.ly/2e11rMa).

## Dram generous

A private collection of 200 bottles of blended and malt whiskies went under the hammer at Dingwall and Highland Marts in September and raised £8,176 for Kessock lifeboat volunteers.

Robbie Gordon Munro, a Royal Navy veteran, started collecting the bottles in 2009 after he went on the Malt Whisky trail with his brother. When the collection became too big to keep at home, Robbie (pictured right with fundraisers from the Inverness and North Kessock Branch) decided to donate proceeds of its sale to the RNLI at Kessock. He said: 'RNLI volunteers are unsung heroes. Giving up time, as they do, is more valuable than anything.'

Dan Holland, volunteer Helm at Kessock, said: 'To raise over £8,000 is incredible. This will make a significant difference to helping save lives on the water around the Beaulay and Moray Firths.'

## WHAT'S ON

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

### MEET THE TEAM

**Dobbie's, Monifieth, Dundee.**

**Sunday 8 January and Sunday 5 February**

Meet your local fundraisers, browse the sales, and find out how you can get more involved in your RNLI community. Contact Rachel Stewart on [rachel\\_stewart@rnli.org.uk](mailto:rachel_stewart@rnli.org.uk) for more information.

### ARBROATH SUP OUR SOUPS

**Old and Abbey Church Hall, Arbroath**

**Wednesday 8 February, 12–2pm**

Arbroath fundraisers are sending out an SOS to RNLI supporters. Come along for a cup of warm soup and help raise money for the RNLI. Contact Mo Morrison on 07990 850917 or [momorrison@talktalk.net](mailto:momorrison@talktalk.net).

### TROSSACHS BRANCH SAVOURY SUPPER

**Callander Youth Hostel, Callander, Perthshire**

**Friday 17th February 7.30pm**

Join Trossachs branch for some Friday night fundraising and enjoy a warming and savoury buffet to boot. Tickets are £12 from the honourable secretary on 01877 331429.

### Kessock



# RESCUE

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

- 6 LITTLEHAMPTON** | PAGE 10
- 7 CASTLETOWNBERE** | PAGE 12
- 8 ISLES OF SCILLY** | PAGE 14
- 9 BARMOUTH** | PAGE 16

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



## 1 WHAT'S YOUR POSITION? RAMSEY/BARROW/ DOUGLAS | 8 JULY

Skipper Alan Birkett set out on an overnight fishing trip to the Isle of Man with his son and a friend but, when the boys fell violently ill, their getaway turned into a rescue mission involving a ferry, a helicopter and three lifeboats. With no suitable GPS onboard, locating the stricken crew took both ingenuity and teamwork.

For more on the rescue, read our online magazine report at [RNLI.org/BarrowRescue](http://RNLI.org/BarrowRescue).



## 2 CAVE CASUALTY PORTRUSH | 24 JULY

Portrush volunteers launched both lifeboats for the second time in 24 hours when a man fell onto rocks in a cave near Dunluce Castle. The inshore lifeboat crew, joined by an ambulance paramedic, got in close to recover the casualty and transferred him to the all-weather lifeboat where a rescue helicopter was hovering overhead. The helicopter winchman and RNLI crew worked together to strap the casualty securely into a stretcher and airlift him to hospital.



## 3 UNLUCKY CATCH TYNEMOUTH | 3 SEPTEMBER

When a crew member aboard a 10,000-tonne vehicle carrier impaled his finger on a fish hook, Tynemouth lifeboat volunteers steamed through poor visibility to evacuate him. Two RNLI crew members boarded the ship to assess the man and ferried him to North Shields where paramedics got him to a specialist hospital. RNLI spokesman Adrian Don says: 'The hook was firmly embedded ... it wasn't possible to remove it without minor surgery.'



## 4 INJURED KAYAKER TENBY | 10 SEPTEMBER

Tenby's all-weather lifeboat crew launched after a wave capsized a kayaker. The woman was washed into rocks at the base of a sheer cliff. Fellow kayakers helped the injured casualty back into her vessel, and the lifeboat was soon on scene. As the casualty was in pain, the lifeboat crew decided to float the kayak to the stern of their vessel, then lift it on deck with the casualty still in it. She was then winched onto a Coastguard helicopter and airlifted to hospital.



## 5 RUSH HOUR PETERHEAD | 9 JUNE

Our volunteers had an early start when a man aboard a yacht in Peterhead Bay reported severe chest pains to Aberdeen Coastguard just before 6.30am. The RNLI crew promptly arrived on scene, boarded the vessel and gave the man casualty care. Then they escorted the yacht into harbour and handed the sailor into the care of waiting ambulance paramedics. The lifesavers and their Tamar class lifeboat were done and dusted by 7.30am.



An 11-year-old girl clings to the Dicker Works. Surfers George and Matt hold her and shield her from the worst of the waves, while the lifeguard and crew speed out to them

Littlehampton crew cut through the choppy waters at high speed to reach the final casualty

# 'I DON'T WANT TO DIE'

When an overwhelmed boat disappeared under the waves, seven adults and children found themselves in the cold sea. Could RNLI teams reach them in time?

Where river meets sea, standing waves are an ominous threat to anyone in a small boat. With a 2m swell and spring tide, conditions on 21 August at the mouth of the country's second-fastest river overwhelmed an underpowered and overloaded vessel carrying a family of seven.

'Hitting the first wave, the boat went right over the top,' Lifeguard Alex Bryant recalls. 'But with too much weight in the bow, it ploughed straight down into the next wave. I watched a boat go down, but only people came back up.'

When the call came from the Coastguard at 4.38pm, the crew at Littlehampton Lifeboat Station were packing up from an open day. They launched the station's Atlantic 85 lifeboat, *Renee Sherman*, in just 3 minutes at 4.41pm. 'If it'd happened 30 minutes later, we would have already gone home and it could've been a disaster,' remembers Crew Member Martin Blaker-Rowe.

Meanwhile, Alex and fellow Lifeguard Jacob McGoldrick raced to launch the inshore rescue boat (IRB) from the beach. While Alex expertly manoeuvred the IRB around six of the casualties, Jacob pulled them out in record time. 'Not an easy pick up for that boat,' remarks Rob Devo, on the



The lifeguards helped most of the casualties to shore

lifeboat crew that day. 'Alex showed phenomenal boathandling.'

But there was one more casualty still struggling to keep her head above water. Across the river at the Dicker Works an 11-year-old girl was being crushed against the wooden structure, hysterical as the barnacles cut her arms and legs. Matt Sapsed and George Clark, who'd spent the afternoon surfing, spotted the girl.

'I thought to myself: "Can I realistically help her?"' George recalls. 'You hear about these incidents of people trying to save others and being lost themselves. But I've lived in Littlehampton all my life – I knew the conditions and I knew my capabilities. I ran in.'

'The waves were crashing into us and my biggest worry was that we'd be knocked into the flow of the river. Her oversized lifejacket was slipping off, but I had my arms around her, determined

to hold on whatever happened. She kept crying, repeating: "I don't want to die, I don't want to die."

'When we saw another lifeguard powering across the river on his rescue board and the lifeboat heading out to us it was a relief to tell her: "Look, they're coming to get you."'

Back at the station, the shaken girl was reunited with her dad. Crew Member Rob Devo says: 'I became a father 7 weeks ago. Seeing dad and daughter in the crew room in blankets, hugging and crying together really hit me.'

'It could've ended very differently that day and I'm proud of how everyone – lifeguards, crew, Coastguard and even two brave surfers – worked together to get everybody out safely.'

Words: Anna Burn  
Photos: Alexandru Zaharia, RNLI/Anna Burn



**ALEX BRYANT**  
LIFEGUARD | LITTLEHAMPTON

**'I watched a boat go down, but only people came back up'**

It wasn't easy getting over the swell in the IRB, finding six people and pulling everyone into the boat. When we got there the children were screaming and crying and the adults were in complete silence, shocked. They had swallowed water but, frankly, with the way the boat went down, I was relieved to find that everyone was still conscious.

Much of the work we've done this summer has been to do with safety and prevention. This was actually my first incident in the water with casualties but my training kicked in straight away, and made all the difference to the outcome.

# ALL SHOOK UP

Lifeboat volunteers faced an exhausting 12-hour shift when a yachtsman was stranded 50 miles off the coast in appalling weather

It was just before 8am and the start of a blustery August weekend in Castletownbere. Coxswain Brian O'Driscoll was about to tuck into breakfast when his pager sprang into life.

A lone yachtsman, sailing home from the Azores, was struggling in a heavy swell and rough seas. Dismasted, and with the VHF antenna washed overboard, he resorted to motoring on his last dregs of fuel and triggered the distress signal on his personal locator beacon.

Brian knew the location well from his years as a fisherman. Joined by his trusty volunteer crew, he launched Castletownbere's Severn class lifeboat *Annette Hutton* into squally conditions.

Meanwhile Coast Guard helicopter *Rescue 115* was scrambled from Shannon. 'They [the helicopter crew] had a bit of a struggle finding the yacht,' says Brian, 'but they eventually spotted it drifting 4 miles south east of its last known position.' The yacht's skipper managed to rig his broken radio through a GPS aerial just long enough to contact the helicopter at short range. *Rescue 115* confirmed the position and reassured the yachtsman that the RNLI crew were on their way.

As they reached the scene, the lifeboat crew and were in the teeth of a severe gale force 9 and dealing with 9m waves. Brian remembers how this added to communication



On their first approach, the RNLI crew raise the sailor from his cabin



The scene from above, pictured from the rescue helicopter



Back in safer waters off Castletownbere

problems: 'The weather was too bad for us to go alongside. We had to raise the sailor from his cabin using a loud hailer. We couldn't hear him through the wind and spray but he confirmed our directions with hand signals.'

Given the conditions, it was safer to leave him aboard while the lifeboat towed the vessel. The sailor was shaken up but was able to tie the tow rope and take himself below decks to prepare for the long journey into harbour.

With the stricken vessel now in tow, the RNLI crew reached speeds of 5–6 knots but, about 2 hours in, the casualty flagged them down. 'We

shortened the tow to see if he was okay,' says Brian. 'He said he was very cold, maybe hypothermic. Waves were breaking over the deck and flooding his cabin. Everything was saturated. He'd had enough and wanted to get off.' But Brian knew it was too risky for the all-weather lifeboat to make the transfer. 'There would have been too much damage,' he says. 'Crew Member David Fenton volunteered to go across in our inflatable Y boat. Launching that was hairy enough.'

David skilfully manoeuvred alongside the lurching yacht, and helped the casualty safely aboard *Annette Hutton*. The man was taken into the wheelhouse and, after a cup of sweet coffee, he began to warm up and feel a lot better.

**'He'd had enough and wanted to get off'**

Brian O'Driscoll



**BRIAN O'DRISCOLL**  
COXSWAIN | CASTLETOWNBERE

The ordeal was far from over though. 'We continued with the tow, it was 9 hours all in all,' says Brian. 'There was a fair amount of slamming and when you've got people onboard with a lot of time to think they're gonna get seasick.'

They finally arrived at the station around 8.30pm, more than 12 hours after launching. Castletownbere's main pier was chock-a-block with vessels sheltering from the storm so they moored the yacht on the other side of the lifeboat pontoon.

Lifeboat Operations Manager Tony O'Sullivan had arranged for a second band of volunteers to get the lifeboat refuelled and ready for service again, freeing up the weary lifesavers and their casualty to get changed in the boathouse.

The grateful yachtsman thanked everyone and the crew invited him to dinner at a local restaurant. It was their first square meal for a day and it had been weeks for the yachtsman. The hospitality didn't end there, the volunteers also arranged accommodation for the sailor. It would be a week until his vessel was seaworthy again.

For more on the rescue – including video footage – visit [RNLI.org/CastletownbereRescue](http://RNLI.org/CastletownbereRescue)

Words: Jon Jones | Photos: RNLI, Marney O'Donoghue, Irish Coast Guard

**'It was hard enough. Force 8–9 pretty much all day'**

It was such a long haul in such bad weather – we don't get too many like that. We had a few bits of damage to the lifeboat but nothing major. The wind was blowing from west-north-west and we were going out south-south-west so we were pretty much across it. If we had been punching into the weather it would have been far worse.

On the way back the wind didn't let up until we were about an hour from harbour. Every now and again the yacht would disappear under a wave. The casualty was frightened and just wanted to get off. He said it felt like going 12 rounds with a professional boxer! It was a difficult one for our crew too but they stepped up to the mark very well. It was great teamwork.

# ONCE TRAINED NEVER FORGOTTEN

You never forget your RNLI training. For our lifeboat crews, the ability to assess a situation and take immediate action is vital. When Isles of Scilly boatman and retired lifeboat Coxswain Andy Howells saw a boat capsize during a wildlife excursion, he knew exactly what to do



Pictured: the damaged boat after the capsize

'We were at the top end of Tresco making our way back round,' recalls Andy Howells. 'We passed a small boat with three or four people onboard going in the opposite direction. I thought no more of it.'

Behind them, was the granite outcrop known as Kettle Rock. The channel of water between the rock and the shore can be unpredictable and dangerous. 'The swell can build and build through there,' says Andy. 'You end up with a surfing wave. It's one of those places you don't want to be. The swell was building rapidly so I decided to go back and check.'

It was fortunate he did. The boat had ground to a halt. 'It looked like a big wave had already gone through,' says Andy. 'It wasn't looking good.' The next moment, a powerful wave broke over the top of the boat, upending it and sweeping it towards the shore.

Andy powered *Osprey* back the way they'd come. 'I told the passengers to look out for any people in the water, any debris. We couldn't see anything at first – there was no sign of the boat, or anyone.' Then they spotted three people on the rocks and one person in the water. Andy immediately radioed the Coastguard for help

'As we got nearer we could hear the man in the water shouting,' says Andy. 'He was complaining of being tired. I knew I had to go in and get him and that I might only have one chance. I crept in quietly, carefully. We got the lifering over the bow next to the casualty so he could get his arms and then his whole body inside. Then I slowly came astern so I could get away from the shore, out of the way of the breaking waves.'

Andy's casualty care training kicked in while they waited for the lifeboat. 'He started to be sick. We put him in a thermal protection bag, then in the recovery position, and monitored his condition carefully.' Once he'd been safely transferred to St Mary's all-weather lifeboat, Coxswain Pete Hicks and his crew gave the casualty oxygen and prepared



'A fair whack was down to my RNLI training'

**ANDY HOWELLS**  
SKIPPER, *OSPREY*

Andy Howells has been taking passengers between the islands and on wildlife excursions since 1990. He was second coxswain at St Mary's Lifeboat Station for 7 years, and coxswain for 12. Family and business commitments led him to step down as a lifeboat volunteer in 2011. 'The RNLI's something I've done nearly all my career. I joined the crew in 1985 – I was in it for 26 years. I would say a fair old whack of what I did that day was down to my RNLI training. I've taken part in all sorts of rescues, but not anything quite like this one.'

him for medical evacuation. Helicopter *Rescue 924* airlifted all four casualties to hospital on the mainland, where they received treatment for their injuries.

As they disembarked, *Osprey's* passengers applauded the actions of their skipper. Lifeboat Coxswain Pete Hicks said: 'Andy's natural curiosity saved the day. His instinct was spot on. There's no doubt Andy saved the man's life. He and the three other casualties are lucky to be alive.'

Words: Rob Westcott

Photos: RNLI/Rob Westcott, Barefoot Photographer



'There's no doubt Andy saved the man's life'

Pete Hicks, St Mary's Coxswain



# A HAT-TRICK RESCUE

Struggling in the cold, dark sea, three football fans wondered if it was game over

After a night out in Barmouth watching Wales play in a televised football match on 6 July 2016, three sailors rowed a small dinghy back to their yacht.

With their lifejackets and VHF devices left onboard the yacht, the men suddenly found themselves in deep trouble when a wave capsized the

dinghy. A strong ebb tide was flowing at 4 or 5 knots, and the trio were swept out from the harbour to the open sea.

Struck by the cold and the power of the waves, the sailors cried for help. Eventually, someone heard them and alerted the Coastguard. The inshore lifeboat crew launched *The Rotarian*

*Clive Tanner* at 1.18am, joined by the Mersey class *Moira Barrie* 18 minutes later. The search was on.

## A LIGHT IN THE DARK

Together with a Coastguard helicopter, the two lifeboat crews scoured the choppy sea for any sign of casualties.



Pictured: Barmouth's all-weather lifeboat, launch tractor and carriage



'They wouldn't have had much longer'

Barmouth Coxswain Pete Davies, pictured below, centre back, with the all-weather, inshore and shore crews who helped the three sailors

Powerful searchlights from the all-weather lifeboat joined hand held lights from the inshore lifeboat. But the trio were now far from the harbour, where they'd first gone in.

'At that point, we weren't sure if we were looking for individuals in the water or on a vessel,' says Coxswain Pete Davies. 'Luckily for them, they'd climbed back aboard their dinghy. But with no buoyancy aids, and the boat half-full of chilly water, they were really panicking. We found out later that they could see our lights and one was waving the seat around from the dinghy to attract attention. They were using their hands to try to bail out.'

After initially finding nothing, the lifeboat crews widened their search area – they knew the strong currents at Barmouth could have dragged the sailors out to sea. And, just after 3am, the volunteers spotted the casualties. 'They'd been swept over the sand bar and quite far into the bay,' explains Mechanic Daryl Jones. 'They were cold, exhausted and extremely shaken.' Adds Coxswain Pete: 'As we pulled

them aboard the lifeboat, it was clear the men were too cold and tired to help themselves; the oldest of the three could hardly move his legs.'

## WELCOME WARMTH

With the help of tea, woolly thermals and warm showers back at the station, the casualties began to recover. One explained that when he saw the lifeboat's searchlights and heard the helicopter, he knew he'd need a final burst of energy to get the attention of the rescuers. 'Even after a relatively warm day, the water was cold and rough,' says Pete. 'They wouldn't have had much longer, and I think that dawned on them pretty quickly.'

To say thanks, the three casualties bought the crew some wine from their favourite Indian restaurant, close to the lifeboat station. When the waiter asked why they wanted wine for the crew, the yachtsmen replied simply: 'Last night they saved our lives!'

Words: Laura Rainbow

Photos: RNLI/Dan Wyre / Philip Hendy

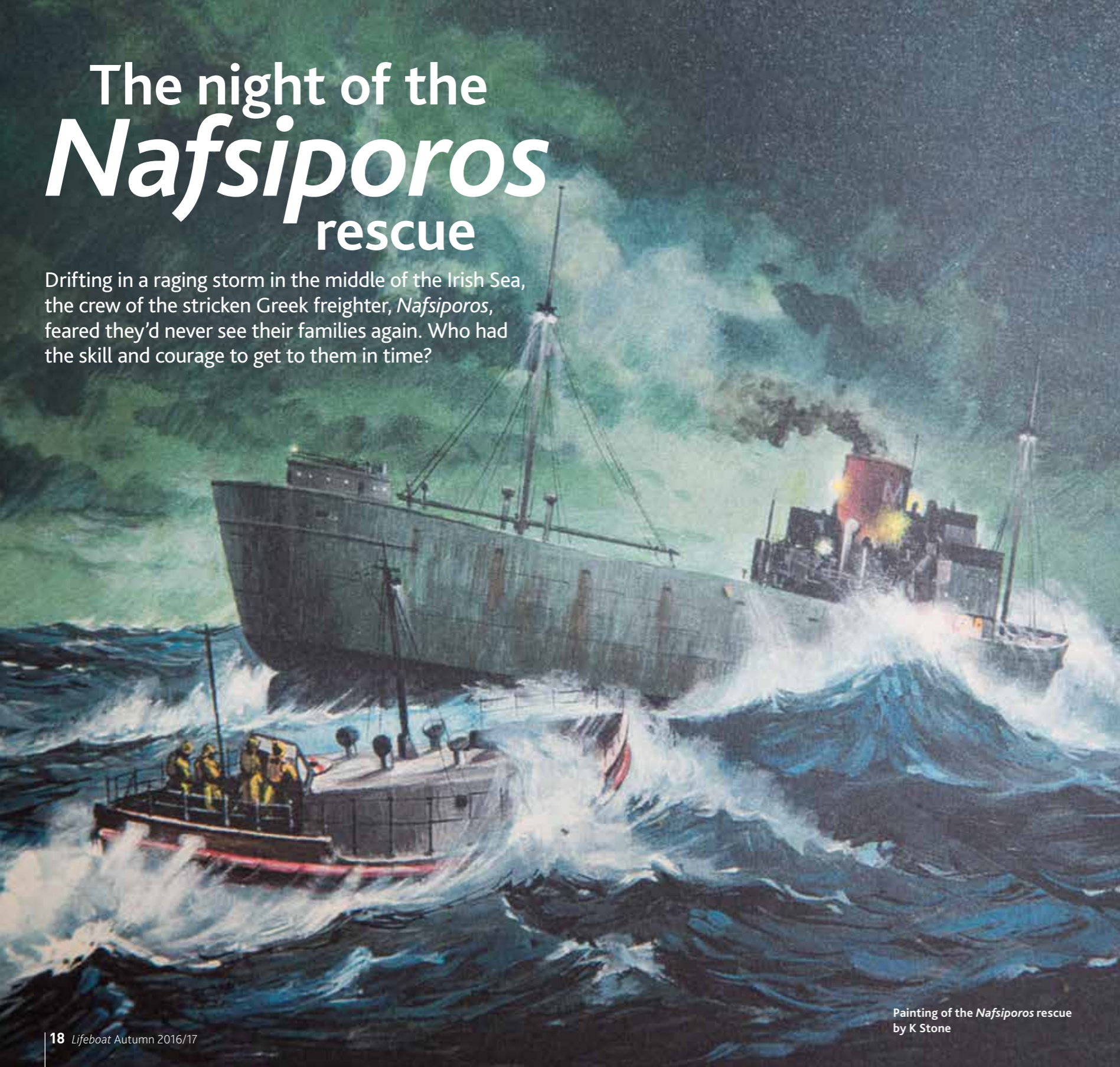


**HELEN ILES**  
CREW MEMBER | PRIMARY SCHOOLTEACHER AND PHOTOGRAPHER

'They could see the lights onshore, they could see us searching, they could see flares; but they had no way of signalling to us. We were so close to them in the dark, and they were just bailing out the whole time. Fortunately, they decided to stay together too – sometimes stranded people start to give up and one swims for help. Then you're in trouble.'

# The night of the *Nafsiporos* rescue

Drifting in a raging storm in the middle of the Irish Sea, the crew of the stricken Greek freighter, *Nafsiporos*, feared they'd never see their families again. Who had the skill and courage to get to them in time?



Painting of the *Nafsiporos* rescue  
by K Stone



Aerial view of the Greek cargo ship, *Nafsiporos*, adrift in the middle of the Irish Sea

It's only 3½ weeks until Christmas. The crew onboard the *Nafsiporos*, a Greek cargo ship, are preparing to get underway after a week's stay in Liverpool where the ship's festive cargo of fruit and nuts was unloaded.

Next stop is Belfast to pick up potatoes to take back to Piraeus in Greece. The end of the voyage is in sight and crew members' thoughts are turning to Christmas with loved ones at home.

They set off on Thursday 1 December 1966. En route, a violent storm sets in and Captain Angelo Katsoufis decides to take shelter in Douglas Bay, Isle of Man. After 20 hours, the ship sets out to cross the Irish Sea, despite the continuing storm. 'The ship – being unladen – was too small and light to cope,' recalls Second Officer Anestis Rokopoulos. 'There was an imbalance.'

### At the mercy of the sea

Within an hour, the *Nafsiporos* was totally out of control. Her engines couldn't cope: at times her propellers and rudder were being lifted clear of the water. 'We were at the mercy of the sea,' says Anestis, who remembers being on the bridge of the 1,287-ton ship with Able Seaman Haralambos

Lemperos as she pitched and rolled furiously. She was listing to as much as 30 degrees.

There was only one thing they could do: they sent out a mayday as the ship was blown by the violent north-westerly storm towards the coast of Anglesey.

### Finding the *Nafsiporos*

Douglas lifeboat crew were the first to respond. Despite heading out at a full speed of 8.5 knots in their Watson class motor lifeboat, *R.A. Colby Cubbin No.1*, they never caught up with the *Nafsiporos*. The force 11 winds were too great and had reduced visibility to less than 457m. While the Douglas crew turned back, the Holyhead volunteers were on their way.

Meanwhile back on the *Nafsiporos*, Haralambos (or Babis as he was fondly known) and a fellow crew member tried to hoist a flag to help the ship get spotted. They lashed themselves together and inched along the deck using rope around the guard rails for extra security. Conditions meant they could only hoist the flag up to 2m high. But this still made all the difference.

It meant the Shackleton aircraft flying overhead could guide Holyhead lifeboat crew to the ship through the



Moelfre Coxswain Dic Evans with the grateful sailors at the former County Hotel in Holyhead

10m high waves. By this point, the lifeboat crew had been battling the extremely rough conditions for 3 hours after launching in their Barnett class lifeboat, *St Cybi* (Civil Service No. 9). A Russian timber ship, *Kungurles*, was also on the scene ready to help.

#### Hazards ahead

The *Nafsiporos* was now dangerously close to the Anglesey coast and less than half-a-mile from the buoy marking the submerged Ethel Rock. With Holyhead lifeboat standing by, two attempts were made by the Russian crew to secure a tow rope to the drifting ship, but each time the line broke due to the ship's constant pitching and rolling.

In the end, the *Kungurles* captain had no choice but to leave the area for his own crew's safety, bidding the

*Nafsiporos* crew 'goodbye and good luck'. In a last-ditch attempt to secure the ship, the crew of the *Nafsiporos* let go their port anchor. It eventually took hold at just a quarter-of-a-mile from the turbulent shallows of the notorious rocky islet of West Mouse. But the conditions were getting worse. The wind speed had increased to 100mph. The *Nafsiporos* was rolling up to 35 degrees in the turbulent waters. And with the sun now setting, Holyhead lifeboat crew had to work quickly to evacuate the Greek seamen before darkness hampered the rescue mission.

#### 'You will see your ladies and babies at Christmas'

Once they understood the lifeboat crew's plans to evacuate the *Nafsiporos*, the Greek crew dropped the pilot

ladder down the starboard side. Anestis was put in charge of overseeing the evacuation. He chose the youngest first.

**'That day the sea was like a foreign country. It was being blown into clouds of spray and visibility was nil.'**

They were to go down the ladder, one by one, in lifejackets, with Anestis being the last person. The captain and three others were to stay onboard.

The Greek crew watched anxiously as Holyhead Coxswain Thomas Alcock brought the lifeboat round the stern of the *Nafsiporos* to the starboard side.

At the same time, Moelfre lifeboat crew arrived on the scene. They'd just got back from a 6-hour shout in the appalling conditions when they received the call to assist Holyhead.

Standing on the bridge of the *Nafsiporos*, Chief Engineer John Patsoulas remembers with great emotion the message he heard over the radio from the Holyhead lifeboat: 'You will see your ladies and babies at Christmas.'

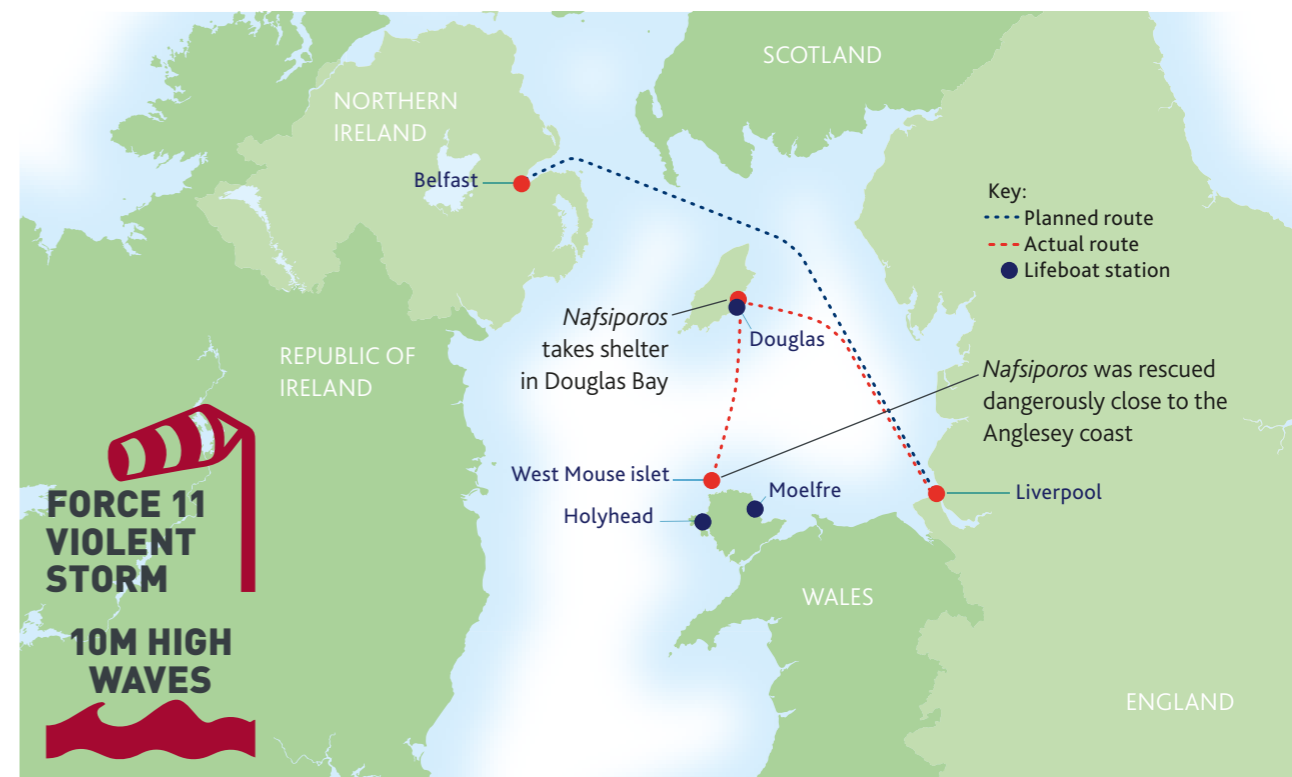
Suddenly, the *Nafsiporos* rolled to starboard. Holyhead Coxswain Alcock drove *St Cybi* full ahead with the wheel hard to starboard to get clear but the ship caught the port side of the lifeboat,

causing considerable damage. Realising he needed to oversee the rescue from the foredeck, Coxswain Alcock asked RNLI Inspector Lieutenant Commander Harold Harvey to take the wheel.

As one of the *Nafsiporos* crew members appeared on the ladder, Lt Cdr Harvey seized the moment. Displaying outstanding boathandling skills, he manoeuvred the lifeboat alongside while the crew on the foredeck grabbed the man and pulled him aboard. Despite the lifeboat being tossed around by the heaving sea, Lt Cdr Harvey managed to hold her steady while the crew pulled another four sailors off the ladder.

Meanwhile, Moelfre Coxswain Richard 'Dic' Evans was bringing the Moelfre Watson class motor lifeboat *Watkin Williams* alongside the *Nafsiporos*. It took all of Coxswain Evans's might and skill to hold the lifeboat in position as 10 more sailors were plucked from the ladder to the safety of the lifeboat.

With Captain Katsoufis and his three remaining crew members refusing to abandon ship, the two lifeboats made way for Holyhead. The Holyhead crew only stopped long enough to have a cup of tea before launching once again into the storm and pitch black darkness to standby the *Nafsiporos* overnight.



#### Thursday 1 December 1966

Greek cargo ship *Nafsiporos* leaves Liverpool for Belfast across the Irish Sea

Extreme storm conditions force the freighter to seek shelter in Douglas Bay on the Isle of Man

#### Friday 2 December 1966

The *Nafsiporos* continues her journey to Belfast in the storm but sends out a mayday within the hour

#### 8.10am

Douglas lifeboat crew launch their lifeboat but are outpaced by the force 11 winds

#### 10.30am

Holyhead lifeboat crew launch *St Cybi* (Civil Service No. 9)

#### 1.38pm

Holyhead crew find the *Nafsiporos*, guided by a Shackleton aircraft

#### 2.22pm

Moelfre crew launch *Watkin Williams* to assist the Holyhead crew

#### 3pm

Crew onboard the *Kungurles* attempt to secure a tow rope to the freighter but it fails

#### 4pm

Moelfre crew arrive on scene, just as the *Nafsiporos* rolls and crashes down onto the Holyhead lifeboat

Holyhead's Barnett class lifeboat, *St Cybi* (Civil Service No.9)



**24 hours later**

By 7am the next day, the Dutch tug *Utrecht* arrived to tow the *Nafsiporos* back to Liverpool. The exhausted Holyhead lifeboat crew finally returned to station an hour later, 24 hours after the whole rescue mission had begun. Fifty years on and the *Nafsiporos* rescue remains one of the most outstanding RNLI rescues ever performed.

Given the challenging conditions that day, it is testament to the courage and exceptional seamanship of the Holyhead and Moelfre lifeboat crews that no lives were lost. All lifeboat volunteers were reunited with their families, including 17-year-old Graham Drinkwater. It has been his first experience of a rescue. And, true to the Holyhead crew's words, the Greek seamen were reunited with their 'ladies and babies', although not in time for Christmas – which they had to spend in Liverpool.

After disembarking the *Nafsiporos* in Piraeus, Anestis, Babis and John never saw each other again until they were reunited in October 2014 (left). The emotional reunion saw the men sharing precious photos of their families and grandchildren; and for that they will always be indebted to the RNLI.



Above: Three of the sailors from the *Nafsiporos* met for the first time in almost 50 years in October 2014. They are, left to right, Haralambos 'Babis' Lemperos, John Patsoulas and Anestis Rokopoulos.

Words: Vicki Lovegrove-Fray  
Photos: *Liverpool Daily Post and Echo*, RNLI/Eleanor Driscoll

**Awards for bravery**

For their outstanding seamanship, tremendous courage and great leadership, RNLI Inspector Lieutenant Commander **Harold Harvey**, Acting Coxswain of the Holyhead lifeboat, and Moelfre Coxswain **Richard (Dic) Evans** were each awarded an RNLI Gold Medal for Gallantry.

Holyhead Coxswain **Thomas Alcock**, Holyhead Motor Mechanic **Eric Jones** and Moelfre Mechanic **Evan Owens** each received a Silver Medal for Gallantry.

**All other lifeboat crew members each received a Bronze Medal for Gallantry:**

**HOLYHEAD**  
Second Coxswain **William Jones**  
Acting Bowman **Francis Ward**  
Acting Assistant Mechanic **Jack Sharpe**  
Crew Member **John Hughes**  
Crew Member **Graham Drinkwater**  
Crew Member **Brian Stewart**

**MOELFRE**  
Second Coxswain **Donald Francis**  
Bowman **Hugh Owen**  
Assistant Mechanic **William Davies**  
Crew Member **David Evans** (son of Coxswain Evans)  
Crew Member **Hugh Jones**  
Crew Member Captain **David Jeavons**

# SUPER SUPPER SUCCESS



THE RNLI FISH SUPPER

Whether you slaved over a hot stove or just popped down the chippy, thanks for making our Fish Supper a real hit

Thousands of people are feeling that warm glow of satisfaction after sharing a hearty meal for the RNLI Fish Supper. Some hosts created a gourmet banquet while others plumped for good old fashioned fish and chips.

What they all had in common was a wish to raise some money in honour of volunteer crew who miss meal times and special occasions with loved ones to save lives at sea.

We had a lot of fantastic partners onboard, including Albert Bartlett, who proudly supported the RNLI Fish Supper 2016. A family-owned company, Albert Bartlett is committed to providing a branded range of the best potatoes grown in the most responsible way.

If you missed Fish Supper this year, you'll have to wait until autumn 2017 to take part. But if you need some cooking inspiration in the meantime, follow this winter-warming recipe from Albert Bartlett.



Howth lifeboat crew were glad their pagers didn't go off during a Fish Supper prepared by TV chef Clodagh McKenna – see page 30 for more on Clodagh

**ALBERT BARTLETT ROOSTER POTATO GRATIN DAUPHINOIS**



**Serves 4**  
Preparation/cooking time – 55 minutes

**Ingredients**

- ½ bag Albert Bartlett Rooster Potatoes
- 350ml double cream
- Cut garlic clove
- Salt, pepper and nutmeg, to taste

**Method**

1. Peel and thinly slice half a bag of Rooster potatoes, then toss with salt, pepper, nutmeg and double cream. Preheat oven to 150°C/310°F/Gas Mark 2–3.
2. Rub a shallow baking dish with a cut garlic clove. Spread the potatoes and cream mix in the dish, pressing down the mixture evenly.
3. Cover the dish with foil and bake in the oven for 30 minutes. Remove the foil, turn the heat up to 200°C/390°F/Gas Mark 6 and cook for a further 15 minutes.
4. Leave to cool for 10 minutes before slicing and serving.

SUPPORTED BY **LAKELAND**



**4.30pm**

Holyhead crew persevere and rescue 5 of the 19 *Nafsiporos* crew members.

Moelfre crew take over and rescue 10 more sailors. The Greek captain and three remaining crew members refuse to abandon ship

**6.30pm**

Both lifeboats reach the safety of Holyhead. Holyhead launch again soon after to standby the *Nafsiporos* during the night

**Saturday 3 December 7am**

Dutch tug *Utrecht* takes the *Nafsiporos* in tow and makes for Liverpool

**8am**

Holyhead crew finally return to their lifeboat station

# The silent epidemic

WORLDWIDE, AN  
ESTIMATED



PEOPLE DROWN  
EVERY YEAR

In too many countries, drowning is the leading killer of children. It affects the poorest in our world first and worst: people caught in the rhythms of everyday life – washing, cooking, playing.

Every day, people are drowning for want of the simplest things. Water from a tap. A swim survival lesson. A home that doesn't flood.

In the face of such staggering numbers, it is right to feel angry – but we shouldn't feel hopeless. Many of the solutions are simple, sustainable and can be scaled up at a reasonably low cost.

The RNLI is joining drowning prevention partners from across the world, helping countries with some of the highest drowning rates to implement these solutions themselves. Turn over to meet three of the faces who are making a difference in their own communities.

## BANGLADESH

Fifty children drown every day in this country alone. This situation is shocking. But it is not exceptional.



## SEARCH AND RESCUE

**Shukuru Lugawa**  
Volunteer Helm, Tanzania Sea Rescue  
Dar es Salaam, Tanzania

Last July, Shukuru helped start Tanzania's only voluntary lifeboat service from scratch, learning alongside two RNLI trainers in Dar es Salaam. The following month, he attended the Future

'Everything has a beginning'

Leaders programme at RNLI College, where candidates share knowledge

to develop their own lifesaving organisations.

Working on tourist sailing boats for 7 years, Shukuru's seen more than enough to know the desperate need for change:

'Our sailing boat crews get called to help in so many incidents. I saw a boat sink in front of me. There were four people clinging to the mast without lifejackets. We also need to help local fishermen to protect themselves better with safety equipment and education. Everything has a beginning. I see the problem and want to make a difference.'

This really is just the beginning. The day we took this photo (above), Tanzania Sea Rescue's first lifeboat was arriving in Dar es Salaam from the safer waters foundation.



## SAFETY EDUCATION AND LIFEGUARDING

**Mohammad Shaifullah Sefat**  
Education Supervisor and Lifeguard, SeaSafe  
Cox's Bazar, Bangladesh

The RNLI has been working with the SeaSafe Team at Cox's Bazar since 2012, providing advice and training to set up a sustainable safety and education service.

'There are a lot of drowning problems in Bangladesh. Most people use the water every day, for cooking, washing their clothes ... And rainy season here creates hazards because we have many rivers. They fill up, there's water everywhere and children fall in and drown very near their homes. So in schools, we use flashcards with pictures to explain easily to children how to stay safe: they show how to reach a casualty in the water using a stick, how to check the water, not to swim

'The teachers know students who have drowned'

alone ... The teachers know students who have drowned, so they are very happy that we are helping to keep their students safe.

'On the beach most people get into trouble because they've never come to Cox's Bazar before. There are lots of strong currents here, but they don't know which is the good place to swim and which is dangerous. Now our lifeguards can communicate with them before they get into the water.'



'I don't want to stand by any longer'

## AQUATIC SURVIVAL

**Siti Hai Simai**  
Swimming Teacher, The Panje Project  
Nungwi, Zanzibar

'Water is our life. Every day, people travel from here to reach local islands using dhows. They're always badly overcrowded. Every time I've made the journey I've felt scared – I knew I wouldn't survive if the dhow started to sink. Without lifejackets, and full of passengers who cannot swim, boats that capsize – as I have known them do near Tumbatu – cause people to drown. Too many people drown.

'Growing up by the sea in Zanzibar I used to play in the water with my brother, but there was never an opportunity to learn how to swim. Girls in Zanzibar are always told there are better things they should be doing with their time.

'But last year I decided to learn how to swim. After 24 years I'd had enough. It isn't fair that boys are taught to be safe, and not girls.

'So I attended a swimming course by The Panje Project, supported by the RNLI. I had one aim: to learn to swim so I could save myself and rescue other villagers in difficulty in the water. Too many times I have seen this happen; I don't want to stand by any longer.

'We learned how to float, swim and rescue others using sticks, jerry containers and floats. I feel powerful and free. I want other girls to feel that way. Now I can swim I want to share these skills with girls across my village, my island, so that they can be safe too. I know that they will only be taught if I teach them. So now, I'm learning how to be a swimming teacher.

'Everyone in Zanzibar deserves the opportunity to be safe in the water; every boy and every girl.'

## SO WHAT'S NEXT?

The RNLI has been working with partners to put 15 different interventions to the test – including Aquatic Survival, Lifeguarding and Flood Rescue. By March this year, training guides and manuals will be complete. We'll be rolling the programmes out to help more people like Shukuru, Sefat and Siti take on the drowning problems that affect their communities.

We're keeping a wider focus too, supporting governments and other influential groups to make drowning the global priority it deserves to be. We will share more with you over the coming year. If you'd like to stay up to date, follow the RNLI on Facebook and Twitter, or see the story so far at [RNLI.org/International](http://RNLI.org/International).

Words: Philly Byrde | Photos: RNLI/Nathan Williams, Steve Wills, Mike Lavis



# FLASH FICTION

Instead of beating yourself up about not writing that novel, tell a shorter story with the help of RNLI Helm and Writer Eleanor Hooker. You might even get published ...



'She lived with us for three days after she drowned.  
'The old fishermen tied their boats along the quay and joined the gathering crowd on the Cobb. They stood with their backs to the weather, against the spindrift carried inland on arctic winds. One removed his cap, said, *the sea has that wee bairn now. I didn't dare speak, say, no, she's here, beside me.*

An extract from *Sage*, by flash fiction writer and RNLI Helm Eleanor Hooker, from *A Tug of Blue*, a collection of poems published by Dedalus Press.



'You hear the phrase "it wrote itself". That rarely happens. Revise, revise, revise.'

Flash fiction has one rule: stick to the word count. Some flash fiction is as short as six words, some as long as 1,000. It can be anything you like: it can be sad or silly, thought-provoking, or trivial. Flash fiction might not take long to write, but it's all in the edit.

Eleanor Hooker is a poet and well known in flash fiction circles. Eleanor also volunteers as helm and shares RNLI stories as lifeboat press officer at Lough Derg Lifeboat Station, Co Tipperary. Even when Eleanor's immersed in her fiction, she'll drop it for the RNLI. 'If my pager goes off, I go. There has only been one occasion when I forgot to hit save!'

Eleanor was awarded first prize by Richard Skinner in the Bare Fiction Flash Fiction competition in 2016. She stresses that anybody can give flash fiction a go – plenty of winners of flash fiction competitions are first timers.

## COMPETITION

For a chance to get your work published in *Lifeboat* and win a copy of *Flash Fiction: 72 Very Short Stories*, enter our Flash Fiction Competition. Write up to 300 words on the theme of saving lives at sea, and send your entry to [lifeboat@rnli.org.uk](mailto:lifeboat@rnli.org.uk) with 'Flash Fiction Competition' in the subject line.

## ELEANOR'S TIPS TO GET YOU STARTED

**For inspiration:** If you're stuck for an idea, use prompts – try interpreting the shape of a Rorschach inkblot, or think about a piece of clothing – whatever's resonating with you.

**Believe in yourself:** Don't think about the audience, the reader. That can be paralysing and you'll already be a step away from the integrity of the story. It's between you and the blank page. Don't be afraid.

**No need to shout:** When there's a huge drama you don't have to make a huge noise. On a lifeboat if a casualty's screaming and shouting, you talk quieter. Do the same with your writing.

**Revise, revise, revise:** You hear the phrase 'it wrote itself'. That rarely happens. Pare it down to its skeleton, what's essential. Let the reader fill in the gaps. Adverbs are the enemy of writers.

**The killer line:** The story should hold the reader to the end. The last line can be a revelation or a secret. It should have a sense of completion, but it can resonate with the reader for the rest of their lives.

**Enter a competition:** Winning writing competitions certainly gets you noticed. Much is down to luck. Keep to that word count!

**Trial and error:** Rejections can be soul destroying, but you need to break through the urge to give up. You must persist and try again, as Samuel Beckett said: 'Ever tried. Ever failed. Try again. Fail again. Fail better.'

Words: Bethany Hope | Photos: Shutterstock, Gerardine Wisdom

Sorry, but we cannot accept posted entries for this competition. The winning story will be chosen by Eleanor Hooker.

**Closing date: 10 February 2017.**  
For T&Cs go to [RNLI.org/LifeboatCompetition](http://RNLI.org/LifeboatCompetition).

# The RNLI and me: Clodagh McKenna

International TV chef and restaurateur tells us about her love for the sea – and the people who work on it

## Your grandfather and your uncle were both fishermen. How did that affect you?

I grew up in Cork and our family has always lived beside the water so I really appreciated the value of having fresh local fish from a very young age.

Fishermen have a tough job, especially on the Irish Sea and the Atlantic. They're heroes in my mind. For the two TV series I made based around the sea, I spent a couple of months meeting fishermen and getting out on the boats with them. I was cooking the produce but also showing the challenges they face and the fact that so much of our seafood is now exported.

Despite being an island nation, we sometimes turn our backs to the sea and don't appreciate the amazing fish we have available. Sustainability requires a change in mindset about the way you shop – that goes for every kind of food, but particularly for fish. It takes time to do the homework but a good fishmonger is always happy to hear our requests for local and in-season seafood.

## How does the food culture in Irish fishing villages and towns compare with London?

In Ireland, we've such incredible access to fish; it's so easy to get fresh fish daily. In London, it's more of a struggle. You've really got to find a fishmonger you can trust.

Things that we have that you can't get in London? Incredible seaweeds, which I love using in my cooking. Otherwise, our waters are quite similar but I do think our shellfish – especially our crabs – are the best in Europe. When I'm away, I miss getting to cook at home. The first

## 'Young fishermen face a really tough job now. The RNLI allows them to feel safer'

thing I do when I get back to my little coach house in London is bake bread and go down to my local fishmonger to pick something up for a quick supper. Fish is faster than any takeout you could ever buy – and it's incredibly good for you.

## How far back do you and the RNLI go?

My sisters and my uncle have been involved in the RNLI and they all sail, so I've known of the RNLI since I was born. But I hadn't realised the challenges they face every day until I

joined a lifeboat crew in the series *Fresh from the Sea*. That 'drop everything' mentality – leaving from wherever they are for a shout – it's a major commitment.

Young fishermen face a really tough job now. The RNLI allows them to feel safer and to carry on the great tradition of fishing in Ireland. And they're even on the Thames doing incredible things. I'd walked over the bridges but had never thought to look out for a station on the river.

## Are you a water person through-and-through then?

Yes, I am! I fish and I sail and I'm very attached to the water. Even though I spend half of my life travelling for work, if I'm not around the sea for a while I miss it terribly. I think my number one piece of advice for anyone going to sea is always wear your lifejacket. I noticed when I was making the series that a lot of fishermen unfortunately don't wear them and we really have to convince them to put them on.

Interview: Anna Burn | Photo: Photocall Ireland

## MY FAVOURITE ...

### Favourite quick snack?

Fresh crab mixed with a little bit of horseradish, lemon, cayenne pepper, crème fraiche and fresh tarragon. It is beautiful with sourdough toast or sprinkled over avocado and salad.

### Favourite childhood chef?

I love Alice Waters, the American TV chef and activist known for promoting fresh, organic food grown locally.

### Favourite place by the sea?

Co Kerry and west Cork. I just love that rugged coastline, it's very natural and untouched there.

## WHO IS CLODAGH MCKENNA?

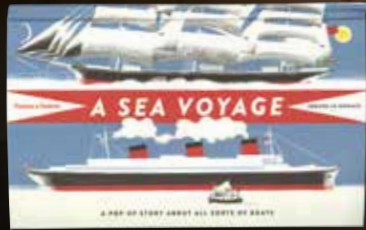
Born in Cork, Clodagh McKenna describes her cooking as: 'A fresh, modern take on Irish food with a focus on seasonal and local produce.' Seafood is at the core of her cooking, influencing everything from the menus in her restaurants to her bestselling cookbooks. Her TV appearances, including the series *Fresh From The Sea* and *Clodagh's Irish Food Trails*, are watched by over 15M in the USA.

Now living in London, following stints in Italy and France, Clodagh's cooking has many influences but Irish ingredients are her passion.



# NEW YEAR – NEW KNOWLEDGE

Start 2017 by boosting your maritime knowledge. Our collection of New Year reads will also give you plenty of impressive facts to share at what's left of the festive party season!



## For salty sea-pups

*A Sea Voyage*  
by Gérard Lo Monaco  
(reviewed by Storm Force members Ella and Noah Dance, aged 7 and 9)

Noah: 'I really like it because it tells you about the boats and it rhymes, and tells us facts.'

Ella: 'And it's fun because there's pop-ups. My favourite is the tall ship. I think the lifeboat is cool. There's a piece of string attached to the picture of a bit of string! If I had to describe it in three words they would be fun, fantastic and fact-filled.'

Noah: 'I think it's an anytime kind of read, because it fits calming down for night-time and also it's not scary. Because you can only read scary books during the day, not at night.'

Published by Thames and Hudson  
ISBN 9780500650882  
Price £18.95



## For good listeners

*The Shipping Forecast*  
By Nic Compton

'And now, the shipping forecast ...' begins the soothing lullaby so beloved by mariners and daydreamers alike. Tucked up by the fire, the rain lashing the windows, landlubbers can only imagine the winds and the waves being calmly narrated.

Although the BBC Radio 4 shipping forecast has been taking listeners from Faeroes to Sole since 1925, it's baffling to many. The author, himself a sailor, demystifies the jargon and provides a beautiful miscellany of amusing and fascinating facts about the places, the events and people who make up a seafaring community.

Published by Penguin Random House  
ISBN: 9781785940293  
Price: £9.99



## For RNLI enthusiasts

*Amble and Hauxley, and Shoreham Harbour Lifeboat Station*  
History Books

By Rodney Burge, and John Periam and Michelle Tugwell

Two new instalments in the RNLI Station History Book series are now available, written, as always, by knowledgeable and enthusiastic volunteers. Amble author Rodney Burge is a former lifeboat crew member and coxswain, and speaks with warmth, authority and humour about life at one of England's most northerly stations. Meanwhile Shoreham Harbour authors John and Michelle have filled their volume with incredible photos, brave rescues and shared memories from their station in south-east England.

Available from local outlets (including the respective lifeboat station shops) and online at [RNLISHOP.org.uk](http://RNLISHOP.org.uk).

Published by the RNLI  
Price: All priced at £8.95



## For shipping historians

*Britain's Historic Ships – a Complete Guide to the Ships that Shaped the Nation*

By Paul Brown

Twenty of the country's best-known ships are documented in this highly detailed edition. They're presented in order of launch date, accompanied by their full specifications, and illustrated thoroughly. The book includes ships from the sail-to-steam transition era, merchant and Navy vessels and coastal steamers. *SS Great Britain*, *Mary Rose*, *Cutty Sark*, *HMS Victory* and *Gypsy Moth IV* are all covered, plus many more.

Although it goes in to some depth, the clear writing style makes it a very accessible history.

Published by Bloomsbury  
ISBN: 9781844864096  
Price: £20

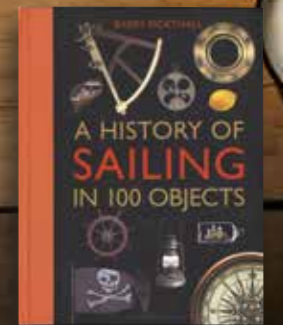


## For meteorologists

*Instant Weather Forecasting*  
(5th edition)  
by Alan Watts

The weather: a mild obsession for most sailors, watersports enthusiasts and outdoorsy people. Fifty years after it was first published, this indispensable guide is still a great bet if you want to learn how to identify clouds, pick up climate clues and predict how soggy your trip to the coast might be. The full colour photos are particularly useful, and it's a valuable companion to any pre-voyage planning session (but do make sure you get an up-to-date forecast as well).

Published by Adlard Coles  
ISBN: 9781472929730  
Price: £9.99



## For the curious

*A History of Sailing in 100 Objects*  
by Barry Pickthall

Bitesized chapters take you through the ages from a 3500BC pot depicting a Nile boat, to Ellen MacArthur's camcorder, which she used to record her record-breaking circumnavigation in 2003–4. Along the way, you'll enjoy an eclectic range of nautical photos and accounts that show the significance of ships, clothes, kit, technology, safety and, um, a lemon (well when was the last time you had scurvy?).

A beautiful, fascinating book to dip in to when you've 10 minutes of curiosity that needs satiating.

Published by Adlard Coles Nautical  
Hardback ISBN 9781472918857  
Price £20

Buy these books online via [RNLi.org/amazon](http://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

# SPECIAL DELIVERY



## 'THE RNLI RESCUED HIS DADDY'

My little boy Arthur, who is only just 5, has been given homework for the first time. He was asked to produce something to do with the value 'courage'. We explained about what the word courage means and, immediately, the bravest people he could think of was the RNLI as they went out in a big storm and rescued his daddy. He said that even though the RNLI must have been frightened they didn't run away and they pulled his daddy out of the water. He has drawn a picture, which I have attached for you. It's quite a big deal for him – he sat for a long time to get this right because it meant so much to him.

Salcombe lifeboat crew rescued Arthur's daddy (Tristan Iles) and 11 other people from a boat that sank near the wreck of the *Maine* off Bolt Head. We have taken Arthur to see some of the lifeboats in Cornwall. He was blown away by them and by the crew. To him you are the most courageous people he knows and thinks of. He has told me that he hopes one day to be able to be part of the RNLI.

Anthea Iles  
Minchinhampton, Gloucestershire



## 'ATTENTION ALL SHIPPING'

I thought you might be interested to know that my painting of the shipping forecast, entitled 'Attention All Shipping', was awarded top prize in a competition run by the British Cartographic Society. This is particularly amazing as I am not a professional or trained map-maker! The painting features an RNLI lifeboat near the Hebrides.

Jane Tomlinson  
Eynsham, Oxfordshire

Our readers certainly seemed to be moved by the account of the Salcombe lifeboat disaster in 1916 – here are extracts from just two of the letters that we received:

## 'COURAGE AND DEDICATION BEYOND BELIEF'

I was particularly touched by the article. I have sailed in many parts of the world and often encountered rough seas. Only a few years ago we were sailing round the north coast of Scotland and were warned to expect force 9 gales. Fortunately we were in a well-found vessel with powerful engines, but were tossed all over the place. Therefore I can imagine what the [Salcombe] crew must have experienced with only their muscle power to drive the lifeboat. Their courage and dedication is beyond belief. As a member of the Godalming and Cranleigh RNLI support group I often participate in street collections ... most give something but quite a few tell us how much they appreciate your lifesaving work. I feel proud to be able to do a little to help but very humble.

David Snowball, Godalming, Surrey

## 'BRUISED, BATTERED AND SHOCKED'

As a child I was privileged to know Bill Johnson, one of the two survivors. Grahame Farr's book *Wreck and Rescue on the Coast of Devon* amplifies the details of his rescue with Edwin Distin: 'They reached a rock about 40 yards from the shore and, with almost their last strength, climbed up on to it. Eventually a thin weighted line was flung to them and stimulants passed along the line which gave them the strength to haul on a heavier rope with lifebuoys, by which means they were dragged ashore. They were so bruised, battered and shocked that they were confined to bed for several weeks.'

John Chilton, Cirencester, Gloucestershire

## 'A VERY PROUD GRANDFATHER'

I am attaching a picture of my 5-year-old granddaughter – Ruby – who helped me with a lifeboat collection in Marlow, Bucks. Ruby helped me for the first time last year, and has enjoyed it on both occasions. She is very inquisitive, and asked me why we were collecting for the lifeboats.

I explained that originally I am from the seaside village of Withernsea in East Yorkshire, and it has a lifeboat station, and that they use the boat there to go out to sea to help rescue people. By raising money, we help to pay for the lifeboat and crew.

If you wish you use the picture then please feel free to do so (as a very proud grandfather, I hope you do!).

Andrew Sanderson MBIFM



FROM RNLI SUPPORTERS ON FACEBOOK AND TWITTER  
Thanks for 'whiting' to us with your Fish Supper highlights.  
Here are some of our favourites:

'Going to invite some 5 year olds over for fish fingers peas & mash followed by some jelly shaped into a shape of a fish with some ice-cream in a banana split dish & dress it to look like a boat.'

Lisa-Jayne McGalvin

'An idea: by guest's place setting, place two pieces of rope/string and they have to tie a specified knot according to difficulty ie 1 point for reef knot!'

Diane Brookman, Haverfordwest



'Volunteer helmsman Carl Evans and his son, crewman Lewis Evans, serving up fish and chips earlier today.'

RNLI Porthcawl

Fabulous fundraising night last night for the @RNLI #RNLIFishSupper for 20 friends and family raised a fantastic £300 and such good fun!

Joolz@farmerswife

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

# 3,697 RNLI RESCUE CRAFT LAUNCHES

## 1 July–30 September 2016

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 30 September 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.**

Photo: RNLI/Chris Walker

**ABERDEEN**  
**ON1248(17-24):**Aug20, Sep19  
**D-694:**Jul20,26, Aug17,20, 22, Sep19  
**ABERDOVEY**  
**B-758:**Jul2,18, Aug5,7,21, 24, Sep12  
**ABERSOCH**  
**B-886:**Jul4,12, Aug6,13(x2), 18(x2)  
**ABERYSTWYTH**  
**A-78:**Aug17,31, Sep5  
**B-822:**Jul7, Aug14,17,25, 30,31, Sep1,5(x2),7  
**ACHILL ISLAND**  
**ON1240(14-28):**Jul4,20, Aug5,14,19,28,29(x2)  
**AITH**  
**ON1232(17-14):**Jul8,23, Aug6,23, Sep11  
**ALDEBURGH**  
**ON1193(12-34):**Jul10  
**D-673:**Jul10, Aug24, Sep9,16  
**ALDERNEY**  
**ON1199(14-04):**Aug3,12, Sep19  
**ON1253(14-32):**Jul6(x2), 16,25,28  
**AMBLE**  
**ON1176(12-19):**Jul19, Aug7,9,10,21,27  
**D-736:**Aug1,8,9,10,21  
**D-774:**Aug27  
**ANGLE**  
**ON1291(16-11):**Jul1,10,14, 18,19,21,22,23,29, Aug6,18, 28, Sep7,19  
**D-776:**Aug25  
**ANSTRUTHER**  
**ON1174(12-17):**Jul30, Aug2,20, Sep6,16,22  
**D-667:**Jul23,30, Aug2,20, Sep9,16,18

**APPLEDORE**  
**ON1293(16-13):**Jul6,23, 26, Aug14,17,28  
**ON1296(16-16):**Aug5, 22(x2),24,25  
**B-861:**Aug7(x2),15,27, Sep14,22,25  
**D-650:**Aug2,16, Sep14(x2)  
**ARAN ISLANDS**  
**ON1194(17-46):**Jul5(x2),6, 8,9,15,16,21,30,31, Aug1,5, 8,9,16, Sep3,7(x2),9,12,20  
**ARBROATH**  
**ON1194(12-35):**Jul1,3,9, Aug10,17(x2),20, Sep2  
**D-705:**Jul9, Aug10,13(x2), 17,20,27,31(x2), Sep2(x2)  
**D-759:**Jul1,3  
**ARKLOW**  
**ON1204(14-06):**Sep10,28  
**ON1223(14-19):**Aug7  
**ARRAN (LAMLASH)**  
**B-876:**Jul9  
**ARRANMORE**  
**ON1244(17-22):**Jul8,9(x2), Aug1,6,11,18, Sep24,25  
**BALLYCOTTON**  
**BB-570:**Sep29  
**ON1233(14-25):**Jul9,12,29, Aug4,7,11,15,26  
**BB-051:**Jul12, Aug4,11  
**BALLYGLASS**  
**ON1235(17-15):**Sep26  
**BALTIMORE**  
**ON1302(16-22):**Jul1,21, 24,26(x2),31, Aug3,15,16, 19,20,21,23,28, Sep10,12  
**B-780:**Jul21, Aug15,16,21, 28, Sep2  
**BANGOR**  
**B-805:**Jul18(x2),23(x2), Aug6(x2),11,12,19(x2),29, Sep1,5,7,10,11

**BARMOUTH**  
**ON1185(12-26):**Jul7, Aug3,7,17, Sep1  
**D-678:**Jul7,19(x6),20,21,26, Aug3,7,8,13,16(x3),17,23,28, Sep1  
**BARRA ISLAND**  
**ON1230(17-12):**Jul8,10,23  
**BARROW**  
**ON1290(16-10):**Jul8  
**D-733:**Jul23, Sep4  
**BARRY DOCK**  
**ON1245(14-29):**Jul1,5,8, 12,14,16,18,19(x2),21,31, Aug3,6(x2),16,19,26(x3), Sep11,16,25  
**D-638:**Jul12,18,19,22,31, Aug16  
**BEAUMARIS**  
**B-838:**Jul10,14,16,17(x2), 19,23,25,31, Aug2,7,13,16(x2), 17(x2),20,21,22,29,30(x2), Sep1(x2),4,10(x2),22,28  
**BEMBRIDGE**  
**ON1297(16-17):**Jul2(x7),5, 20,23,25, Aug2,19,25,26,31  
**D-778:**Jul2(x2),4,17,20, Aug14,22,26  
**BERWICK-UPON-TWEED**  
**ON1191(12-32):**Sep21  
**D-777:**Aug8,14,28, Sep4,21  
**BLACKPOOL**  
**B-867:**Jul22(x2), Aug4,10,17  
**D-729:**Jul18(x2),19,27, Aug2,4,6,16,17,19,25, Sep13,21,23  
**D-732:**Jul18,19,21,22(x2), 27, Aug2,4,6,16,17(x2),19, 25(x2), Sep18,21,23  
**BLYTH**  
**B-776:**Jul5, Aug9,19,28,29, Sep12  
**D-746:**Jul2,21, Aug1,19, Sep12

**BORTH**  
**D-760:**Jul7, Aug21, Sep12,17  
**BRIDLINGTON**  
**ON1163(12-005):**Jul8,12, Sep7  
**ON1169(12-12):**Jul26, Aug7,14,19  
**D-721:**Jul1,10,20,30, Aug1, 7,8,12,17,26,29,30, Sep5  
**BRIGHTON**  
**B-852:**Jul13,19(x2),23(x3), 30,31, Aug12,18,23,24, 27(x2),28,29, Sep1,4,5,12, 14,21,23,24  
**BROUGHY FERRY**  
**ON1252(14-31):**Jul6,10,17, 23,25,27, Aug3,7,17,20, Sep3,8,11(x2),13,29  
**D-698:**Jul5,6,10,11(x2),16, 17,19,23,25,28, Aug3,7,17, 18,27, Sep3(x2),8,11(x2),13, 23,24,29,30  
**BUCKIE**  
**ON1262(17-33):**Aug28,29, Sep18(x2),20  
**ON1268(17-37):**Jul23, Aug10, Sep11(x2)  
**BUDE**  
**D-756:**Jul6(x3),24,30, Aug10,18  
**BUNDORAN**  
**B-834:**Jul8,19, Aug3,6,13, 16,23(x2),24(x3), Sep17  
**E-09:**Jul6,18,20, Aug17(x2), 19,20(x2),21,23,24(x2), 26(x2), Sep12,14,16,18(x2), 20,25,30  
**CLACTON-ON-SEA**  
**B-835:**Jul23,24(x5),29, Aug11,19  
**B-863:**Jul7, Aug26(x2), 27(x2), Sep3,8,17  
**D-723:**Jul24, Aug8,9(x2), 13,26,31

**BURRY PORT**  
**B-777:**Jul16,19,31, Aug2, 7(x2),13,15  
**D-749:**Jul16,18,19(x2),20, Aug1,2,7(x2),15,16(x2),17, 23,28,29(x2),30, Sep2  
**CALSHOT**  
**B-860:**Jul2(x7),10(x3),18, 26,31(x2), Aug2(x2),6(x2),7, 12,17,19,21,29, Sep3,18,25  
**D-748:**Jul1,2(x3),10,19,20, 21,26,31, Aug5,10,12,29(x2), Sep14,24,25  
**CAMPBELTOWN**  
**ON1241(17-19):**Jul5,10,15, 21(x2),27,31, Aug3,6(x2),22, Sep4,11  
**D-737:**Jul21(x2),27, Aug3, Sep11  
**CARDIGAN**  
**B-871:**Jul8, Aug7,8(x2),12, 13,28  
**D-709:**Jul20, Aug1,7,8,12, 13,23, Sep1,2  
**CASTLETOWNBERE**  
**ON1277(17-44):**Jul3, Aug20  
**CHISWICK**  
**E-08:**Jul3,5,7(x2),8,9,10(x3), 13,16,20(x2),21,22,23,24(x2), 27,28,31, Aug1,2,10,11,14, 16,28(x2),29, Sep4(x2),6,8  
**E-09:**Jul6,18,20, Aug17(x2), 19,20(x2),21,23,24(x2), 26(x2), Sep12,14,16,18(x2), 20,25,30  
**CLACTON-ON-SEA**  
**B-835:**Jul23,24(x5),29, Aug11,19  
**B-863:**Jul7, Aug26(x2), 27(x2), Sep3,8,17  
**D-723:**Jul24, Aug8,9(x2), 13,26,31

**CLEETHORPES**  
**D-757:**Jul7,12,14,17(x3),19, 23,31, Aug5,6,7(x2),8(x2),9, 17,20,24,29, Sep13,14,16  
**CLIFDEN**  
**ON1192(12-33):**Jul10,28  
**B-810:**Aug15,23,26, Sep13  
**D-679:**Aug23, Sep13  
**CLOGHER HEAD**  
**ON1190(12-31):**Aug29, Sep4  
**CONWY**  
**D-765:**Jul3,10,20,21,23, Aug10,12,29(x3), Sep1,3, 18(x2),25,30(x2)  
**COURTMACSHERRY HARBOUR**  
**ON1205(14-07):**Jul27, Aug7, Sep26  
**COURTOWN**  
**D-711:**Jul5,10,24, Aug1,6,7  
**COWES**  
**B-859:**Jul1(x2),2,7,8,11,12, 17,23,24,25,28,31, Aug2,5, 6,7,8,12,14,16,18,24,25,26, 27,28,31, Sep13,16,17,21,25  
**CRASTER**  
**D-703:**Jul3(x2), Aug7,23  
**CRICCIETH**  
**A-76:**Jul15,23, Aug13,25, Sep8,14,20,27  
**B-823:**Jul30, Aug11,13, Sep8  
**CROMER**  
**ON1287(16-07):**Jul4  
**D-734:**Jul10, Aug14, Sep24,28  
**CROSSHAVEN**  
**B-892:**Jul4,12,15,18,22,25, 27, Aug7,16,20(x3),21,23, 27,31  
**CULLERCOATS**  
**B-811:**Jul7, Aug7,8,29(x2), Sep13  
**DART**  
**D-702:**Jul23,30, Aug5,19, 27(x2),28,29, Sep24  
**D-774:**Jul7  
**DONAGHADEE**  
**ON1267(14-36):**Jul1,10,15, Aug19,20(x2),25,27,29,31, Sep17  
**DOUGLAS**  
**ON1147(47-032):**Jul3,8(x2), 17,27, Aug1,22,30, Sep18  
**DOVER**  
**ON1220(17-09):**Jul6(x2), 12,13,14,17(x2),19,25,27, Aug6,13(x2),14(x2),27, Sep8,12,14  
**DUN LAOGHAIRE**  
**ON1200(14-05):**Jul1,4,18, 21, Aug1,14,25, Sep11(x3), 12,14  
**D-731:**Jul17,21,30, Aug15, 28,31(x2), Sep4,5,18,25,30

**DUNBAR**  
**ON1266(14-35):**Jul4, Aug5, Sep1,11,14,18  
**D-708:**Jul6(x2),21,30,31, Sep11,16,17,18  
**DUNGENESS**  
**ON1309(13-02):**Jul5,17, Aug6(x2),24,28, Sep14  
**DUNMORE EAST**  
**ON1215(14-17):**Jul16, Aug12,17  
**EASTBOURNE**  
**ON1303(16-23):**Jul2,6,9, 16(x2),18,24,26,30, Aug4,6, 11,14,16,26, Sep10,11,26  
**D-744:**Jul9(x2),17(x2),23, 24, Aug3,11,14(x2),16(x2), 23,24,25, Sep22  
**ENNISKILLEN**  
**B-773:**Jul3,24(x2), Aug4,6, 14(x2),25(x2),28, Sep1,4,9  
**B-792:**Jul12(x2),19,27, Aug4,7,17,28, Sep1,10(x2), 18(x2)  
**RWC-052:**Jul19, Aug7,17,28  
**RWC-053:**Jul3, Aug25(x2), Sep1,9  
**RWC-054:**Aug4,6,14(x2)  
**EXMOUTH**  
**ON1310(13-03):**Jul23,26, Aug11(x2),18,24(x2), Sep10  
**D-669:**Jul4(x2),5,10,15, 19(x3),29,30(x3), Aug3,5, 7(x3),11(x2),21,24(x2), 31(x2), Sep11  
**EYEMOUTH**  
**ON1209(14-11):**Jul9,24, Aug5,9,22(x2), Sep3  
**D-745:**Jul12,24, Aug5,9, 17(x2), Sep3,26  
**FALMOUTH**  
**ON1256(17-29):**Jul10,13, 17, Aug1(x2),7,18,26, Sep10(x2),11,24,28  
**B-756:**Jul1,2,8,12,24, 30(x3),31(x2), Aug1(x2),7,11, 16,17,18,26,27,28,29(x2), Sep2,5,18,24  
**FENIT**  
**ON1239(14-27):**Aug13,15  
**D-730:**Sep7  
**FETHARD**  
**D-683:**Jul10,11,17,18,28, Aug6,7,20(x2),23,24, Sep29  
**FILEY**  
**ON1170(12-13):**Sep15  
**D-728:**Jul24(x2),25,30, Sep1,2,5(x2)  
**D-780:**Jul2  
**FISHGUARD**  
**ON1198(14-03):**Jul10,17, 18, Aug1,4,7,9  
**D-789:**Jul10,18, Aug1,4,5,8, Sep9,17,24

**FLAMBOROUGH**  
**B-820:**Jul2,6(x2),13,25,26, 30, Aug5(x2),17,19,27, Sep5  
**FLEETWOOD**  
**ON1156(47-038):**Jul14,24, 29,30, Aug16,21  
**ON1321(13-14):**Jul16, Sep1,2,18,25  
**D-700:**Sep14,18(x2)  
**D-719:**Jul14(x2),15,16(x2), 24,30, Aug16,21, Sep1,2  
**FLINT**  
**D-725:**Jul10,19, Aug19  
**D-795:**Aug31  
**FOWEY**  
**ON1222(14-18):**Jul19(x2), 26, Aug29, Sep1,6  
**D-681:**Jul16,23,26, Aug12, 22,29, Sep4,6  
**FRASERBURGH**  
**ON1259(14-34):**Aug1,7  
**GALWAY**  
**B-853:**Jul3,9,21,30, Aug6, 16,20,21  
**GIRVAN**  
**ON1186(12-27):**Aug13,30, Sep6  
**ON1196(12-37):**Jul3,4, Aug2  
**GRAVESEND**  
**B-827:**Jul1,4,6,7,17,20(x2), 23,26(x2),28,29, Aug1(x2),4, 5,7,10,13,24(x2),25,30,31, Sep3,11,14,20,24  
**GREAT YARMOUTH AND GORLESTON**  
**ON1208(14-10):**Aug21, Sep5  
**B-786:**Jul9,10,15,16,22,24, Aug7,13, Sep5  
**HAPPISBURGH**  
**B-778:**Jul10,23, Aug4,7, 21,30  
**D-607:**Jul23, Aug12,30  
**HARTLEPOOL**  
**ON1274(14-37):**Jul2,10,16, 23(x2), Aug12,14, Sep2,14  
**B-881:**Jul3,7,10(x2),17,24, 25,27, Aug5,24,28, Sep1(x2),2,3,11  
**HARWICH**  
**ON1202(17-03):**Jul2,5,12, 15,24,25,26, Aug6,13,23, 24,27,29, Sep1,2,15  
**B-789:**Jul3,8,10,16,23, 25(x2),28, Aug7(x2),14(x2), 21,24,27(x2),29, Sep1,2,5,12  
**HASTINGS**  
**ON1125(12-002):**Aug25, Sep6  
**D-699:**Jul3,6,17,24,26,31, Aug7,8,13(x2),14,23,24(x2), 25(x2),26,27,28,31, Sep1(x2), 4(x2),6  
**D-762:**Sep30



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

**HAYLING ISLAND**  
**B-829:** Jul20(x2),23,26(x2), Aug2,6,7,14,24,26,27, Sep10,23,25  
**D-779:** Jul6,22,23(x2), Aug7,14,15,16(x3),18,24,30, Sep1,10,13,14  
**HELENSBURGH**  
**B-791:** Jul9,13,14,25,30, Aug5,10,22(x2),24(x2), Sep12,23  
**HELVICK HEAD**  
**B-874:** Jul16, Aug3,7,8,15, 18,25, Sep2,11  
**HOLYHEAD**  
**ON1272(17-41):** Jul29,30, 31, Aug6,17(x2),18,21, Sep5, 8,10  
**ON1278(17-45):** Jul12  
**D-791:** Jul22,29,30,31, Aug6(x3),15, Sep5  
**HORTON AND PORT EYNON**  
**D-688:** Jul18,22,23, Aug4, 10,16,22,24,25,28(x2), 29(x2),30, Sep17  
**HOWTH**  
**ON1258(14-33):** Jul5,14, 18,31, Aug14, Sep6,17,19,23  
**D-659:** Jul2,3,9  
**D-796:** Jul16,18(x2),19, Aug1,10, Sep19,28  
**HOLLAKE**  
**ON1313(13-06):** Jul10,27  
**HUMBER**  
**ON1216(17-05):** Jul3,4,11, 16,24,25, Aug3,4,8,21, Sep14,28  
**ON1237(17-17):** Aug26,27  
**HUNSTANTON**  
**B-848:** Jul2,7,9,10,31, Aug6, 7,15(x2),17,21, Sep1,4,13  
**H-003:** Jul21, Aug23(x2)  
**ILFRACOMBE**  
**ON1163(12-005):** Aug30  
**ON1316(13-09):** Jul5,9,13, 18,29(x2),30, Aug7,15,23, 25(x2),27,30, Sep1,6,7,8,15, 24,25  
**D-717:** Jul5,16,17,29(x2), 30(x3),31, Aug7(x2),13, 15(x2),23,25(x2),26, Sep6,7,8,17,23,24  
**INVERGORDON**  
**ON1206(14-08):** Jul22, Aug1,18,27  
**ISLAY**  
**ON1219(17-08):** Aug8,17, 18,25(x2), Sep12  
**KESSOCK**  
**B-873:** Jul1,8(x2),9,25, 27(x2), Aug6,13,20,27  
**KILKEEL**  
**B-812:** Sep27  
**B-850:** Jul30, Aug15, Sep14

**KILMORE QUAY**  
**ON1298(16-18):** Jul5,8(x2), 11,17,23,27, Aug5,13,15(x2), 22,23,24(x2),25,30, Sep10,14  
**KILRUSH**  
**B-844:** Aug6, Sep6,9,12  
**KINGHORN**  
**B-836:** Jul9(x2),18,24,30, Aug4,5,10,20,25,26,27,28, 31, Sep2,10,20  
**KINSALE**  
**B-796:** Jul9,15(x2), Aug6, 7(x2),11,16(x2),25,27, Sep11,16  
**KIPPFORD**  
**D-718:** Sep3,12,19  
**KIRKCUDBRIGHT**  
**B-814:** Jul23  
**B-825:** Sep1  
**KIRKWALL**  
**ON1231(17-13):** Aug19,30, Sep4  
**KYLE OF LOCHALSH**  
**B-889:** Jul4,14, Aug16(x3), Sep4(x2),27,28  
**LARGS**  
**B-815:** Jul3  
**B-854:** Jul7,18,24,29, Aug4, 7,16,18,24,28, Sep15,18,24, 25(x2)  
**TW63:** Aug1  
**LARNE**  
**ON1246(14-30):** Jul7,20, 24,29, Aug16,19, Sep9,11(x2)  
**D-675:** Aug16, Sep9  
**D-783:** Jul7,20,24,30, Aug6  
**LERWICK**  
**ON1221(17-10):** Jul8(x3), Aug15,24, Sep29  
**LEVERBURGH**  
**ON1195(12-36):** Jul9, Sep22  
**LITTLE AND BROAD HAVEN**  
**D-766:** Jul15,19,22,30, Aug6,7,26, Sep17  
**LITTLEHAMPTON**  
**B-891:** Jul8,12,17,19,24,28, 30, Aug7,9,21(x2),22,23,27, 29, Sep1,11,13,24  
**D-769:** Jul28, Aug17,21,22, 23,27, Sep4,10  
**LITTLESTONE-ON-SEA**  
**B-766:** Jul16,23,24(x2),25, 27, Aug6,8(x2),13,27,30  
**B-785:** Jul5, Sep17,18,22  
**LLANDUDNO**  
**ON1164(12-006):** Jul1,22, 25, Aug7,12, Sep25,30  
**D-793:** Jul2,8,30, Aug7,22, Sep4,11,19  
**LOCH NESS**  
**B-763:** Jul1,2(x2),21, Aug15, 19,21,22(x2)  
**LONGHOPE**  
**ON1284(16-05):** Aug2

**LOOE**  
**B-793:** Jul20, Aug6,9,15,16, 18,19  
**D-741:** Jul17,28, Aug6,8,9, 15,16,18,19  
**LOUGH DERG**  
**B-781:** Jul1,3(x2),19,30(x2), Aug20, Sep4,22  
**LOUGH REE**  
**B-772:** Jul4(x2),8,9,19,27, Aug3,8,9,11,16,18,20(x2),21, 29(x2), Sep4,11(x2),15,25  
**LOWESTOFT**  
**ON1312(13-05):** Jul4,14, 20,26,28,31, Aug6,27,28, Sep8,26  
**LYME REGIS**  
**B-857:** Aug16(x2),19,26, Sep7,22  
**LYMINGTON**  
**B-882:** Jul1(x2),2(x3),7,11, 24,29, Aug5,6(x5),17, Sep2,11  
**LYTHAM ST ANNES**  
**ON1189(12-30):** Jul7, Sep25(x2)  
**D-657:** Jul6,7,21(x2), Aug16,29  
**MABLETHORPE**  
**B-887:** Jul1,19, Aug9  
**D-790:** Jul1, Aug12  
**MACDUFF**  
**B-804:** Jul1, Aug7,13,23,27  
**HOLLAKE**  
**ON1260(17-31):** Jul11,23, Aug8,10,15,21,23,26, Sep4, 6,14,20  
**MARGATE**  
**ON1177(12-20):** Jul5,13, Aug7,19,30, Sep21,30  
**D-706:** Jul2,5,11,20,23, 24(x3),27,31(x2), Aug3,9,10, 14,21,24,27, Sep6  
**MINEHEAD**  
**B-824:** Jul19,24, Aug28, Sep9  
**D-712:** Jul13,19(x2), Aug11, 16,28, Sep9  
**MOELFRE**  
**ON1305(16-25):** Jul14,20, 28,30, Aug6,7,8,10,13,18, Sep8,17  
**D-689:** Jul23(x2), Aug4, 6(x5),7,12(x3),13(x2),15,25, 26,31  
**MONTROSE**  
**ON1317(13-10):** Aug27  
**D-764:** Jul8, Aug15,27  
**MORECAMBE**  
**D-722:** Aug20,21, Sep9  
**H-007:** Sep3,9  
**MUDEFORD**  
**B-806:** Jul2(x4), Aug14, 16(x2),19(x2),20(x2),21, 24(x3),28(x3), Sep11  
**B-880:** Jul10,16,24, Aug7(x2)

**NEW BRIGHTON**  
**B-837:** Jul2,10,18, Aug9,14, 16, Sep21,25  
**H-005:** Jul10  
**NEW QUAY**  
**ON1172(12-15):** Aug7  
**D-754:** Jul29, Aug6,23,29  
**NEWBIGGIN**  
**B-864:** Jul26  
**NEWCASTLE**  
**ON1188(12-29):** Jul17, Sep26  
**D-775:** Jul8,30, Aug7,15, Sep17  
**NEWHAVEN**  
**ON1243(17-21):** Jul9,15,16, 29,31, Aug2,5,12,14,15,17, 29, Sep3,5,19  
**NEWQUAY**  
**B-821:** Jul11,15,17,23,30, Aug4(x2),9,16,19(x3),29, Sep11,29  
**D-773:** Jul2,11,15,17,20,23, 30, Aug4,16(x3),19(x2),29, Sep11,18,28,29  
**NORTH BERWICK**  
**D-758:** Jul25,31, Aug5,13, 17,25, Sep8,22,28  
**OBAN**  
**ON1226(14-22):** Jul25, Aug9,18,20,22,26, Sep1,9, 13,16  
**PADSTOW**  
**ON1283(16-04):** Jul3,17,19, 24,27,30, Aug10(x2), Sep3  
**PEEL**  
**ON1181(12-22):** Jul18,25, Aug8,15,29  
**ON1187(12-28):** Sep21  
**PENARTH**  
**B-839:** Jul2,5,31, Aug3,14, 16, Sep10,18,24  
**D-692:** Jul3,5,16,19(x2), 31(x2), Aug3,7,14,16,17(x2), 21,22, Sep10,14,18,23  
**PENLEE**  
**ON1265(17-36):** Jul9,18,27, Aug4(x2),11,19,21,24, Sep20  
**B-787:** Jul9,18,19,27, Aug3, 4,7,9  
**B-893:** Aug27,29, Sep4,25  
**PETERHEAD**  
**ON1282(16-03):** Aug8,16, Sep2  
**PLYMOUTH**  
**ON1254(17-27):** Jul27,29, Sep16,18,22  
**ON1264(17-35):** Jul3,10, 16(x2),21(x3),24, Aug2,7,10, 13,18,22,23,25(x2), Sep5,6, 23,25  
**B-775:** Jul2,9,10,11,17,18, 27,29, Aug1,6,9(x2),14,16(x3), 20,22, Sep6,11(x2),24,25

**POOL**  
**ON1131(47-023):** Jul16,19, 20,25, Aug3, Sep4,9,17(x2)  
**B-807:** Aug23,25(x2), Sep9,24  
**B-826:** Jul2,6,11,16(x5),17, 18,19(x2),20,22(x2),23, 24(x3),25(x2),31, Aug14  
**PORT ISAAC**  
**D-707:** Aug24, Sep4,27(x2)  
**D-768:** Jul26,31, Aug7  
**PORT ST MARY**  
**ON1204(14-06):** Jul18  
**ON1234(14-26):** Aug25  
**D-742:** Jul18, Aug31  
**PORT TALBOT**  
**D-713:** Sep10,18  
**D-750:** Jul23,26, Aug16(x2)  
**PORTAFERRY**  
**B-833:** Jul3,10,29(x2),30, Aug4(x2),9,16,19(x3),29, Sep11,29  
**PORTHCAWL**  
**B-832:** Jul2(x2),3,16,17,18, 31(x3), Aug3,6(x2),7(x3)  
**B-865:** Aug17,18,19,28,30  
**B-870:** Sep28  
**D-714:** Jul2,3,9,16,17,18, 31(x2), Aug3,7,17,18,28, 29,30  
**PORTHDINLLAEN**  
**ON1304(16-24):** Jul11,12, 25,28(x2),30, Aug9,14,16,17, Sep23  
**PORTISHEAD**  
**B-884:** Jul3(x2),10,16,17, 19(x2),24(x2), Aug6(x2),12, 20,21, Sep16,25  
**PORTPATRICK**  
**ON1301(16-21):** Jul6,8,22, Aug13,15,22,27, Sep1,10  
**PORTREE**  
**ON1214(14-16):** Jul2,9,14, 15,16,22,27,30, Aug7,24,30  
**PORTRUSH**  
**ON1257(17-30):** Jul17,23, 24, Aug7,16,20,21,25,28, 30, Sep11  
**D-738:** Jul6,19(x2),23,24, Aug14,16,27, Sep5,10,17  
**PORTSMOUTH**  
**B-846:** Jul1,21,22,23(x2), 24(x3),29, Aug1,4,17,20, 23(x2),24,28, Sep9,17,20, 25(x2),30  
**D-716:** Jul14,21,23(x4),24, 29(x2), Aug1,17,20,21,23, 24, Sep8,11,13,19,26  
**PWLLHELI**  
**ON1168(12-010):** Jul4,18, 21,30, Aug9,23,25  
**D-676:** Jul12,14,30, Aug8  
**QUEENSFERRY**  
**B-825:** Jul2,4,5,7  
**B-851:** Jul21(x2),25,26,28, Aug1(x2),6,13,21,23,24,29, Sep2,7,18,21,22,23

**RAMSEY**  
**ON1171(12-14):** Jul8  
**ON1187(12-28):** Jul26  
**RAMSGATE**  
**ON1197(14-02):** Jul3,5,6, 12,15,23(x2),25, Aug5,14, 22,29  
**B-878:** Jul3,6,10,14,15,18, 21,22,23(x2),25,26,29,31, Aug1,4,6(x4),7,14,17,23  
**RED BAY**  
**ON1213(14-15):** Jul12,20, Aug22, Sep27  
**D-691:** Jul23(x2),28, Aug16, 21,27, Sep17,28  
**SENNEEN COVE**  
**ON1294(16-14):** Jul20, Aug1,17,18,22,25(x2)  
**D-763:** Aug15(x2),18,22  
**SHERNESS**  
**ON1211(14-13):** Jul3,8, Aug1,14(x2),18, Sep4,24  
**D-662:** Jul2,6,9,10(x2),16, 17,21,22,26(x2),27  
**D-799:** Aug13(x2),14,15,29, Sep4,5,29  
**SHERINGHAM**  
**B-818:** Jul23,27, Aug30  
**SHOREHAM HARBOUR**  
**ON1295(16-15):** Jul7,12,15, 22(x3),29,31, Aug25,26, 27(x2), Sep1,21,23(x2)  
**D-784:** Jul19,22, Aug7,13, 16,27, Sep1,3,4,6,26  
**SILLOTH**  
**B-828:** Aug22, Sep4,13,15  
**SKEGNESS**  
**ON1166(12-008):** Aug16,17, 18, Sep30  
**D-792:** Jul8,17,24,25,31(x3), Aug3,12(x2),13,16,17,18, 23(x3),24,26, Sep6,30(x2)  
**7(x2),10,15,29, Sep21**

**SCARBOROUGH**  
**D-724:** Jul26, Aug6,27, Sep10  
**D-735:** Sep17  
**SEAHOUSES**  
**ON1173(12-16):** Jul3,9,23, 25, Aug7,23,28,31, Sep18  
**D-686:** Jul5,9,17,24, Aug7, 23,28,31, Sep18  
**SELSEY**  
**ON1146(47-031):** Jul19,28, Aug14,16,27  
**D-691:** Jul23(x2),28, Aug16, 21,27, Sep17,28  
**SENNEEN COVE**  
**ON1294(16-14):** Jul20, Aug1,17,18,22,25(x2)  
**D-763:** Aug15(x2),18,22  
**SHERNESS**  
**ON1211(14-13):** Jul3,8, Aug1,14(x2),18, Sep4,24  
**D-662:** Jul2,6,9,10(x2),16, 17,21,22,26(x2),27  
**D-799:** Aug13(x2),14,15,29, Sep4,5,29  
**SHERINGHAM**  
**B-818:** Jul23,27, Aug30  
**SHOREHAM HARBOUR**  
**ON1295(16-15):** Jul7,12,15, 22(x3),29,31, Aug25,26, 27(x2), Sep1,21,23(x2)  
**D-784:** Jul19,22, Aug7,13, 16,27, Sep1,3,4,6,26  
**RYE HARBOUR**  
**B-875:** Jul11,23,24(x3),31, Aug6,8,9,11,14,23,24,28, Sep13,18  
**SALCOMBE**  
**ON1289(16-09):** Jul4,14, 16,26,31, Aug2,10,11,15,30, Sep5,19,21,24  
**B-794:** Jul3,26,31, Aug3, 7(x2),10,15,29, Sep21

**SKERRIES**  
**B-866:** Jul21,23,28  
**SLIGO BAY**  
**B-888:** Jul25  
**SOUTHEND-ON-SEA**  
**B-885:** Jul1(x2),7,20(x3),23, Aug1,6,7,11,13,14,15,24,28  
**D-682:** Jul8,20(x2), Aug3,8, 21,22(x2),23(x2),24(x3), 27(x3), Sep2,4,17(x2)  
**D-771:** Jul2,8,31(x2), Aug6, 7,16,17,27(x2),28, Sep4  
**H-004:** Jul6,16,17(x8),20(x4), 21,24,28, Aug2,17(x3),23(x2), 24,29, Sep7(x4),8,12,13,18  
**SOUTHWOLD**  
**B-868:** Jul5,9,21, Aug1,3,5, 6,22,27  
**ST AGNES**  
**D-715:** Jul19  
**D-787:** Aug8, Sep4  
**ST BEES**  
**B-830:** Sep14,15  
**ST CATHERINE**  
**B-841:** Jul10,12,14,31  
**ST DAVIDS**  
**ON1306(16-26):** Jul18, Aug7,10,15,22, Sep13  
**D-704:** Jul10,15,22, Sep10(x3)  
**ST HELIER**  
**ON1286(16-06):** Jul12, 14(x2),16,24,30, Aug6, 14(x2),15,20, Sep2  
**B-816:** Jul3,14,17(x2),30, Aug4,8,20, Sep2  
**ST IVES**  
**ON1314(13-07):** Jul2,3,17  
**ON1318(13-11):** Jul29,30, Aug2,6,17, Sep4  
**D-668:** Jul2,3,9,11,14,17,29, Aug2,6,8,17, Sep4

**ST MARY'S**  
**ON1263(17-34):** Jul16, Aug7,8,19,26  
**ST PETER PORT**  
**ON1203(17-04):** Jul10,13, 15,18,21, Aug2(x2),7,27, Sep14,17  
**STAITHES AND RUNSWICK**  
**B-788:** Jul3,10, Aug28, Sep14,22  
**STONEHAVEN**  
**B-762:** Jul4, Aug6  
**STORNOWAY**  
**ON1238(17-18):** Jul24, Aug8,10,15,21,27, Sep20,22  
**STRANRAER**  
**D-697:** Jul13, Sep1,11,12  
**STROMNESS**  
**ON1236(17-16):** Aug2,6,16, 31, Sep6,29  
**SUNDERLAND**  
**B-817:** Jul3,17,19,21,23,24, 30, Aug1,4,13,23,29,30, Sep7,10,12,18,25(x2)  
**D-747:** Jul6, Aug14,23,27, 29(x2),30,31(x3), Sep6,10, 12,14,21,25  
**D-762:** Jul3,8,17(x4),23, Aug1,6,13,14  
**SWANAGE**  
**BB-527:** Aug14  
**ON1320(13-13):** Jul3,5,14, 15,16(x3),18,19, Aug1,6(x2), 29, Sep7,17  
**D-752:** Jul5,15,17,18,19,21, 29, Aug8,14,16,17(x2),19,28, 29, Sep7,8(x2),26  
**TEDDINGTON**  
**D-785:** Jul3,8,9,13,23,24, 26,31, Aug6,7(x2),13,25,26, Sep6,12,14(x2)

**TEIGNMOUTH**  
**A-67:** Jul24, Aug23  
**B-809:** Sep8,10,15,28  
**B-883:** Jul2,4,15,19,20,24, Aug4,18,20,22,23(x2)  
**TENBY**  
**ON1281(16-02):** Jul17,18, 24, Aug7(x5),9,14,18,19(x2), 25,26,28(x2), Sep1,10  
**D-727:** Jul2,27,30(x2), Aug7, 8,23,26(x2),28,31, Sep1  
**THE LIZARD**  
**ON1300(16-20):** Jul11,17, Aug1(x3),16,21,30, Sep18  
**THE MUMBLES**  
**STRANRAER**  
**ON1263(16-27):** Jul3,18(x2), 21,26,30, Aug6(x2),16,20, 22,27, Sep1,14,16  
**D-761:** Jul18,20,23,31, Aug3,4,11(x2),16(x3),20,24, 29,31, Sep1,7,12,21  
**THURSO**  
**ON1273(17-42):** Jul9,13,15, Aug22, Sep19  
**TIGHNABRUACH**  
**B-862:** Jul19,23, Aug15,24, Sep17,21,24  
**TOBERMORY**  
**ON1270(17-39):** Jul3,12(x2), 29, Aug10,13, Sep5,6,9  
**TORBAY**  
**ON1255(17-28):** Jul6,9,19, 20, Aug6,14(x2),15(x6),19, 21,23, Sep10,12(x2),22  
**D-788:** Jul3,6,8,20,22,28, 31, Aug2,6,7,10,11,13,15(x3), 17,21,22,23(x2), Sep5,9,10, 12,14,17,20,23



**Poole lifeboat crew have waved goodbye to their all-weather lifeboat *The City of Sheffield*. The stretch of coast around Poole Bay and Harbour is now served by a 25-knot Shannon-class all-weather lifeboat at Swanage, the 25-knot Severn-class at Yarmouth on the Isle of Wight and inshore lifeboats from Mudeford and Poole. Poole is now an inshore lifeboat station – the crew will continue to operate their Atlantic 85, along with a new D class.**

Photo: RNLi/Andy Lyons

**TOWER**

**E-07:** Jul1,2(x4),3,4,5(x3),6(x2),7,8(x3),9,10(x3),13,14(x2),15,16(x3),17,18(x2),19(x4),20(x6),21,23(x5),25(x3),26,27(x7),30(x3),31(x2),Aug2(x3),3,4(x2),5(x3),6(x3),7,8(x2),9,10,11(x3),12(x2),13(x2),14(x2),15(x2),16,17(x4),18(x3),20(x2),21,22,23(x3),24,25(x4),26(x3),27(x5),28(x4),29(x3),30(x3),31(x2),Sep1(x4),3(x2),4,5(x2),7,8(x4),9(x2),10(x4),11(x5),14,15,16(x2),17,18(x3),19,20(x2),21(x3),24(x4),26,28(x4),29,30  
**E-08:** Sep23  
**E-09:** Jul28,29,30  
**TRAMORE**  
**D-781:** Jul24, Aug7,28, Sep2  
**TREARDUR BAY**  
**B-847:** Jul8,14,16(x2),17,24,26,27,30, Aug18,26, Sep11,18  
**D-753:** Jul2,14,16,17,18,26,29, Aug13,18,26, Sep11  
**TROON**  
**ON1275(14-38):** Jul4,19,23,28,30, Aug13(x2),16,19, Sep6,15,24,25,26  
**D-684:** Jul20,21,25,28, Aug13, Sep15  
**TYNEMOUTH**  
**ON1242(17-20):** Jul17,21,23,29, Aug8,11,28, Sep3,6,7  
**D-693:** Jul10,13,16,21,23, Aug8(x2),10,15,24,28,29,30, Sep10,22  
**UNION HALL**  
**B-767:** Jul22, Aug16,18

**VALENTIA**

**ON1218(17-07):** Jul12,23,29, Aug1,3,29, Sep9,13  
**WALMER**  
**B-808:** Jul8,12,24, Sep15,23  
**D-794:** Jul5,11,31, Sep13,15  
**WALTON AND FRINTON**  
**ON1280(16-01):** Jul20,22,25,29,31, Aug14(x2),15,29, Sep4,15,16,29  
**ON1299(16-19):** Jul3,6  
**WELLS**  
**ST05:** Aug31  
**ON1161(12-003):** Jul20,25, Aug18  
**D-797:** Jul20,21,23,25,29,30, Aug25,26,27,29, Sep13,30  
**WEST KIRBY**  
**D-751:** Jul11, Sep16  
**WEST MERSEA**  
**B-879:** Jul2,10,17(x2),20,22(x2),25, Aug7(x4),14(x2),17,18(x3),20,21,23,26,27(x2),31, Sep3,4(x2),5,15,24(x2),25  
**WESTON-SUPER-MARE**  
**B-769:** Jul1,20,30, Aug20,26,27,29, Sep21,24  
**D-696:** Sep21,24,28  
**D-735:** Jul1,30,31, Aug5,17,20,23,26,27,29,31  
**WEYMOUTH**  
**ON1261(17-32):** Jul10,14,20(x2),31(x2), Aug3,5,6,17,23,27,28,30, Sep4,8,11,13,22  
**B-754:** Jul2,16(x2),20(x3),22,24,26,31, Aug2,5,6(x2)  
**B-774:** Aug16,17,21,25,27,28, Sep24

**WHITBY**

**ON1212(14-14):** Jul9,10,14,19,29, Aug19,25, Sep7,15,27,28  
**D-674:** Jul17, Aug1(x2),14(x2),17,19,20, Sep3,10,11,15,21,28  
**WHITSTABLE**  
**B-877:** Jul2(x2),11(x2),17,23(x2),24(x3), Aug7(x4),14(x2),15,28(x3),29,30,31, Sep1,3(x3),7,18,20,21,23,25,30(x2)  
**WICK**  
**ON1224(14-20):** Jul24, Aug5, Sep2,26  
**WICKLOW**  
**ON1153(47-035):** Jul18, Sep3,7,17  
**D-671:** Jul10,18, Aug6,13, Sep25  
**WITHERNSEA**  
**D-701:** Jul7, Aug10, Sep3  
**WORKINGTON**  
**ON1141(47-028):** Jul17,19,21, Sep15(x2)  
**D-767:** Sep15,17  
**YARMOUTH**  
**ON1249(17-25):** Jul5,12,15,16,18,23,24,31, Aug3,6(x2),8,11  
**ON1269(17-38):** Jul2(x8)  
**YOUGHAL**  
**B-890:** Jul24(x2),30(x2), Aug23(x2), Sep6

**ON STATION**

B-894 *Sheila & Dennis Tongue II, Looe*, 7 September 2016  
 D-800 *Moam, Lytham St Annes*, 12 September 2016  
 D-801 *Burnham Reach, Burnham-on-Sea*, 5 October 2016  
 B-895 *Irene Cornford, Relief*, 13 October 2016  
 D-798 *John Wickens, Relief*, 13 October 2016  
 D-802 *Akira, Anstruther*, 28 October 2016

**NAMING CEREMONIES**

D-795 *Lady Barbara, Flint*, 4 September 2016  
 B-890 *Gordon and Phil, Youghal*, 10 September 2016  
 B-891 *Renée Sherman, Littlehampton*, 10 September 2016  
 B-892 *John and Janet, Crosshaven*, 11 September 2016  
 D-794 *Duggie Rodbard II, Walmer*, 02 October 2016  
 D-796 *Aideen Cresswell, Howth*, 02 October 2016  
 D-797 *Peter Wilcox, Wells*, 09 October 2016  
 B-895 *Irene Cornford, Relief*, 13 October 2016  
 D-798 *John Wickens, Relief*, 13 October 2016  
 B-894 *Sheila & Dennis Tongue II, Looe*, 12 November 2016

**LAUNCH ALERTS ON YOUR MOBILE**

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

Photo: RNLI / Brendan O'Driscoll

Youghal's new Atlantic 85 lifeboat was named *Gordon and Phil* in September 2016



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



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



**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](mailto:support@giveacar.co.uk).

## Puzzle time

### Quick wordsearch

Can you find the shipping forecast areas listed below?

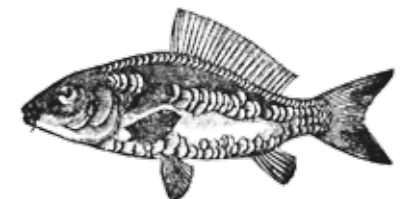
W V U J L I V C T E N T S A F  
 L N B H Y U N C H C B G H W F  
 L N O E F O R T I E S N J H H  
 N O I F Q L J T V W G W G T O  
 N J Q I B G R K C P S E I O W  
 Q Q L B Y D N U L Y R R C O S  
 F C R O M A R T Y M T I Y M Q  
 E A D E J G L S A B A S Z A C  
 P I I Z N C B N B Z F T I L Q  
 K U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

NORTH UTSIRE • MALIN • FORTIES • GERMAN BIGHT • WIGHT  
 FAIR ISLE • VIKING • CROMARTY • TYNE • FASTNET • LUNDY

### NAUTICAL PUZZLES

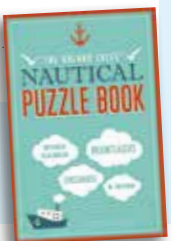
#### Picture Rebus

What well-known phrase does this picture represent?



ADM

ANSWER: Carpe Diem



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

# RNLI FAMILY: THE LIFE OF THE CHARITY

Celebrating the RNLI family, past and present

Words: Laura Rainbow and Helen McHugh

## NO PEACE FOR NEWLY WEDS



'Just another day being married to an RNLI coxswain,' says newly-wed Trina Sawyer, whose big day with Eastbourne lifeboat Coxswain Mark Sawyer was interrupted by the sound of pagers.

In the middle of his wedding day, Mark and the volunteer crew were called to assist a man who'd jumped from Eastbourne Pier. As if that wasn't enough, Trina continues:

'Not only did we get the shout on the wedding day, we had also arranged a big after-wedding party 3 weeks later for the lifeboat crew, fundraisers and harbour staff. It was due to start at 7.30pm but the all-weather crew got paged to assist a yacht at 6pm. When they finally got to the party at 8.45-ish, they got to the bar and their pagers went off again. I couldn't believe it! This time it was to assist a motor cruiser.

'They finally got back to our reception at 10.45pm, soaked in sweat. Needless to say, the party was a bit thinner on the ground than we had hoped.'

## Family volunteers honoured

The Martin family of Newbiggin have been praised as local heroes for collectively dedicating more than 150 years to the RNLI.

Husband and wife Tim and Barbara Martin and their son Richard were honoured in Northumberland County Council's Local Hero Awards.

Tim has served the Newbiggin lifeboat for 57 years as second mechanic, deputy launching authority and boathouse manager; while, after 52 years of volunteering, Barbara is now president of the Newbiggin Ladies' Lifeboat Guild fundraising team. Richard joined the team more than 42 years ago and the family are currently restoring the town's Rocket House, built in 1866 to house lifesaving apparatus.



Councillor Liz Simpson said: 'Their kind-hearted dedication is really honourable, and they're each very deserving of these awards.'

'If I can make a difference by raising money ... I will be so proud'



Coming from a long line of rowers and RNLI supporters, Lottie Pitcher (pictured, right) is training to row 162 miles from Burnham to the Isle of Wight.

The sponsored challenge will take place in June and Lottie, who is daughter of rowing world record breaker Charlie Pitcher, anticipates the challenge will take her 5 or 6 days. During this time, she'll eat and sleep onboard her boat. She says: 'My grandmother has been raising money for the RNLI for over 50 years. I remember helping her when I was

a little girl, and my family's business regularly raises money for the lifeboats through sponsored rows.

'My family are all involved in some sort of activity with the water – my father and two cousins have all rowed oceans. If I can make a difference by raising money to help others stay safe at sea, then I will be so proud.'

To support Lottie, visit [gofundme.com](http://gofundme.com) and search 'Home 2 Home for RNLI'.



### BABY ONBOARD

Thanks to the volunteers at Angle RNLI for sharing this cute photo of 7-month-old Luke and his lifeboat crew parents at the station's recent open day. He's pictured with dad Lewis, who's coxswain of the lifeboat, and mum Rhiannon, who's a crew member. With those parents, it might not be long before Luke's at the helm of Angle's Tamar class lifeboat, *Mark Mason*.

### Celebrating life

**John Connell – October 2016**  
Former Coxswain at Amble Lifeboat Station

**Bill Foster – July 2016**  
Former Crew Member at Mudeford Lifeboat Station

**Edward Hannford – September 2016**  
Former Mechanic at Salcombe Lifeboat Station

**Liam Hazzard – June 2016**  
Former Divisional Electronics Engineer, Ireland

**Julie Mogg – August 2016**  
Former Solutionist at ILC Cowes

**Steve Ormrod – August 2016**  
Former Business Analyst

**Eileen Soper – August 2016**  
Former PA to the Head of Fundraising and Marketing

**David Warren – September 2016**  
Boathouse Attendant at Swanage Lifeboat Station



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