

LIFEBOAT



THE RNLI IS THE
CHARITY THAT
SAVES LIVES AT SEA

ISSUE 626 | WINTER 2019



BEFORE THE STORM

Restoring a classic photo archive

PLUS:

RESCUE STORIES

Paddleboarders, swimmers and sailors

COASTAL SKETCHING

Top tips for beginners

Welcome



Happy new year! With fresh new (RNLI Shop) diaries in hand, we're making plans for the year ahead. And 2019 is shaping up to be a busy one.

So what happens when an RNLI coxswain or a mechanic needs to plan some well-earned time off, or is otherwise unavailable due to life's ups and downs? This winter, we salute the experienced crew members who are willing to up sticks and take over duties at lifeboat stations in need all around the UK and Ireland.

Fleet Staff Coxswain Andrew McHaffie (who became coxswain at Tobermory at the age of just 25) and Rhyl Mechanic Jimmy Quinn tell us a little about the differences around the coast – but also what all our communities have in common – from page 22.

Our winter cover photo shows the legendary Holyhead lifeboat *St Cybi*, fresh off the production line in Cowes, Isle of Wight, in 1950. *St Cybi* is best known for launching into a force-11

violent storm in 1966 to help the crew of the Greek freighter *Nafsiporos*. Holyhead and Moelfre lifeboat crews brought 15 men to safety that night. Despite suffering significant damage during this rescue, *St Cybi* served for another 20 years.

The photo is part of a collection of more than 800 historic images we've restored using Heritage Lottery funding. You can see more images and read about their significance to the RNLI – and to the history of ingenious photographic techniques – from page 18.

Thank you, as ever, for your ongoing support.

M Dwane

Mairéad Dwane
@mazzadi

Photos: Martin Fish, RNLI/Nathan Williams



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The RNLI is the charity that saves lives at sea. We do so by providing a rescue service, safety education, and supervision on beaches. We also influence other organisations, policy-makers and regulators. Our crews and lifeguards have saved over 142,200 lives since the RNLI was formed in 1824. We want to halve UK and Ireland coastal drowning by 2024 and reduce drowning around the world where it's a major risk. We are independent from government and rely on voluntary contributions and gifts in Wills for income. The RNLI is a charity registered in England and Wales (209603) and Scotland (SC037736). Registered charity number 20003326 in the Republic of Ireland



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News

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

Words: Anna Burn. Photos: Richie Leonard, RNLI/ (Harrison Bates, Nigel Millard, Nathan Williams)

CEO retirement



The RNLI's Chief Executive Officer (CEO), Paul Boissier, has confirmed his long-held plans to retire in 2019.

Paul says: 'For the last 10 years I have had the privilege of serving as the chief executive of this brave and historic charity. In an uncertain world, we have continued to provide an outstanding service to the public, while modernising the organisation itself and strengthening the RNLI for any challenges that may lie ahead.'

'During this period, I have had the opportunity to meet and work with some of the most impressive and quietly courageous people that I have ever met. The job has been challenging, humbling and heart-warming in equal measure, and I now look forward to handing the mantle to my successor – someone who will help the RNLI continue its noble lifesaving work into the future.'

Paul plans to leave the RNLI this summer, and we hope to announce his successor in the spring issue.

THROWLINES TO SAVE LIVES WORLDWIDE



Set to save lives across the world, a brand new low-cost throwline is taking on the global drowning epidemic.

A step-by-step guide to producing the throwline is published in the *Rescue Throwline Manual*. Designed and produced by an RNLI team led by International Programme Manager John Powell, the manual has the support of key partners including Bournemouth University; the Centre for Injury Prevention and Research, Bangladesh; and the Little Sewing Company in Christchurch, Dorset.

Published online in September, the manual has already been used by Seasafe lifeguards in Cox's Bazar, Bangladesh, to create 200 throwlines. Worldwide, drowning claims the lives of an estimated 360,000 people every year – many of them children. In Bangladesh, this amounts to approximately 18,000 childhood deaths each year.

John says: 'We are delighted to see the manual already being used to create these throwlines. As well as producing a vital, low-cost lifesaving resource, the manual helps to support a community's economy, as local tailors can be used to produce the throwlines.'

HELLY HANSEN KIT ON SERVICE

The roll-out of the new Helly Hansen RNLI crew clothing has begun, with volunteers at Kirkwall Lifeboat Station in Scotland being the first all-weather crew to don the new kit.

Specially designed with the RNLI to ensure it meets the demanding needs of our volunteer crews, the new clothing uses state-of-the-art waterproof and breathable fabrics to keep crew warm and dry. It's light but strong, with reinforcement in key areas and a technical layering system that allows crew to adapt to any weather.

Weymouth Crew Member Alice Higgins was one of 60 crew from 6 stations across the UK and Ireland to trial the new gear. She says: 'The new all-weather lifeboat kit is absolutely fantastic. It's much lighter than the old kit and the breathable fabric is ideal for the more demanding tasks we often need to carry out.'



Lifeboat Enthusiasts' Society Handbook 2019

This 106-page handbook is the most complete guide available to lifeboat stations, lifeboats, hovercraft and launching vehicles. It includes an after-service list of retired all-weather lifeboats, showing last-reported locations – some have found new leases of life as wildlife tour boats and even holiday homes! The perfect companion for visits to the coast.



Out now for £6.50, including postage.
Send a cheque made payable to 'RNLI' to:
Tony Denton, Dawn, Upper Battlefield, Shrewsbury, SY4 4AA.

SAVING LIVES AT SEA: SERIES 3

Did you catch us on TV this autumn? Here's what happened when *Saving Lives at Sea* series 3 aired on BBC:



WALES COMMUNITY NEWS

Words: Anna Burn. Photos: Stephen Duncombe, RNLI/(M Double, Penarth, Rhyl), Ysgol Aberconwy/Caroline Roberts

Welcome to your community news for Wales. For all the latest from where you are, head to RNLI.org/news

New Quay



Penlee Coxswain Patch Harvey with New Quay Mechanic Bernie Davies and New Quay Lifeboat Operations Manager Roger Couch

HANDLES WITH CARE

Two volunteers from New Quay lifeboat station travelled 313 miles to Penlee in Cornwall on 7 November – to present a set of old cast-iron door handles.

Mechanic Bernie Davies explains: 'On reading on Facebook that someone had stolen the old Penlee Lifeboat Station door handle, I was shocked and upset. I remembered I had kept our old lifeboat station's cast-iron door handles, which were exactly the same. I saw that they were appealing for replicas, so I went to my garage and rummaged around.'

The theft of the Penlee door handle was a loss felt all around the RNLI, as it was from this station that the lifeboat *Solomon Browne* set out on 19 December 1981, never to return. Sixteen people were lost that night, including eight volunteer lifeboat crew.

Penarth

Marathon effort

Last year, Penarth trainee Crew Member Simon Marchant completed more than 40 marathons in Wales over 41 days, raising a fantastic £779 for the RNLI.

Simon set off with a goal of running an average of 26.2 miles a day (the length of a marathon) over 42 days but, beating his own expectations, Simon smashed his target a day early – instead covering 1,050 miles around the Welsh coast in 41 days. Simon ran Offa's Dyke and the Wales Coast Path, and visited all the Welsh lifeboat stations along his way.

Simon's motivation for volunteering and fundraising is



Simon at the starting line

his brother, who was rescued by RNLI lifeguards in Cornwall after being found unconscious and unresponsive in the water next to his surfboard by two surfers.

'RNLI lifeguards recovered him to the beach and administered CPR and oxygen until the air ambulance arrived to take him to hospital,' recalls Simon. 'I'd rather not think what could have happened to be honest, but he's fine now with an amazing family of his own.'

An incredible effort by Simon – well done and welcome onboard!



Simon with Penarth Lifeboat Operations Manager Jason Dunlop



Conwy

Best foot forward from Ysgol Aberconwy

In October, volunteers from Conwy Lifeboat Station were presented with a cheque for £1,721.20 by pupils from Ysgol Aberconwy.

The children at the local secondary school, which sits on the banks of the River Conwy, chose the RNLI as their local charity of the year and organised a series of events – including two big sponsored walks that passed the station and allowed pupils to learn more about saving lives at sea and staying safe near open water.

Speaking during the presentation, Conwy's volunteer Lifeboat Administration Officer David Howard said: 'We are very grateful for this donation and for the efforts that the school have made. Without such donations, we would not be able to carry out our lifesaving work.'



Ysgol Aberconwy pupils with Conwy crew during a sponsored walk

The Mumbles

IN MEMORY OF TIM



In October, more than 50 people met at The Mumbles Lifeboat Station to raise money in memory of RNLI supporter Tim Mahoney, who sadly passed away last year.

Tim loved cycling and completed a Ride to the Somme charity bike ride with Action Bikes in 2017, so his friends and family set off on a ride from The Mumbles to Porthcawl Lifeboat Station – via Port Talbot – in his honour.

The Mumbles Lifeboat Operations Manager Tim Conway says: 'We're very grateful for their fundraising efforts. It was lovely to see some of them returning to Mumbles just as our all-weather lifeboat was returning from a shout, relieving Porthcawl's lifeboat of a tow!'

WHAT'S ON

YEAR OF THE SEA EXHIBITION

Ongoing

National Library of Wales, Aberystwyth
Discover the impact of the sea on Welsh landscape and culture at the *Tra Môr yn Fur: Wales and the Sea* exhibition until Saturday 23 February. You'll also find Jack Lowe's incredible images from the Lifeboat Station Project on display until Saturday 9 March. Visit WalesTheBrand.com/themed-years/2018-year-of-the-sea.

PLEASE SEND US YOUR NEWS AND EVENTS

Want to share your RNLI news and events with *Lifeboat* readers? By the time this issue lands on your doorstep, we'll have wrapped up the spring issue and will be looking ahead to summer, so please email communitysupport@rnli.org.uk with anything you'd like considered.

Rhyl



PRESTATYN WOMEN DELIVER SUPPORT

Women from Prestatyn Inner Wheel visited Rhyl Lifeboat Station to deliver a considerable donation to their lifeboat appeal, after former Coxswain Peter Robinson gave them a talk about the station's history.

The women enjoyed a guided tour of the boathouse – and tea, coffee and biscuits in the crew room afterwards, while watching a film of some of the rescues the volunteer crew there have undertaken over the last few years.

You can support the appeal at RNLI.org/RhylAppeal.

RESCUE

Our lifeboat crews and lifeguards carry out thousands of rescues every year. Here are just some of those caught on camera, and see the following pages for more reports:

- 6 SKERRIES** | PAGE 10
- 7 PORTRUSH** | PAGE 14
- 8 DUNGENESS** | PAGE 16

You can also watch and read the latest rescues online at [RNLI.org/news](https://www.rnli.org/news) or [facebook.com/RNLI](https://www.facebook.com/RNLI).

Words: Jon Jones. Photos: RNLI/(Ben Billingham, Bridlington, Lewis Davidson, Paul Markland, Victoria Phipps)



1 MEDICAL EMERGENCY SALCOMBE | 13 JULY

When a woman fell heavily onto rocks near Gammon Head, our volunteers responded swiftly with both lifeboats. Two inshore crew, trained in casualty care, assessed the woman, who had sustained back injuries and was in considerable pain. Using extra hands and kit from the all-weather lifeboat they stabilised the casualty, gave her pain relief and carefully transferred her to the bigger lifeboat in a basket stretcher. The all-weather crew continued casualty care on the journey back to Salcombe Harbour, where the woman was transferred to an ambulance and taken to hospital.



2 NAVIGATEUR SOLITAIRE BRIDLINGTON | 10 SEPTEMBER

A French sailor on passage from Scotland to France found himself in trouble off the Yorkshire coast when two halyards snapped, leaving him with one sail. With a force 5 wind blowing, he was making little headway and was effectively stranded 11 miles off Bridlington. Our all-weather crew launched at 11am and carefully put alongside the yacht, so that Crew Member Andy Rodgers could get onboard. He helped to set up a tow and safely stowed all the loose sails and ropes, before the lifeboat crew towed the man and his yacht into the safety of Bridlington Harbour.



4 KNEE-DEEP IN TROUBLE HOYLAKE | 2 AUGUST

When hazardous mudflats prevented lifeguards reaching a man stuck fast in mud, Hoylake volunteers came to the rescue with their hovercraft and specialist mud rescue equipment. With the man stuck up to his knees and the tide coming in, the crew worked fast to free his legs while supporting him with boards. He was safely aboard the hovercraft before the area flooded. Crew Member Dave Noble says: 'The mud around the Wirral coast can be very dangerous. If it hadn't been for the prompt and coordinated efforts of all the emergency services, the outcome could have been very different.'



3 PIER DRAMA THE MUMBLES | 10 SEPTEMBER

A fisherman was trapped under Mumbles Pier when his boat lost power and was swept onto one of the pier's stanchions by a strong spring tide. One of our crew members spotted distress flares in the dark and called 999 on his way to the lifeboat station. The inshore lifeboat crew were on scene within 5 minutes and towed the man and his vessel back to safety at Knab Rock. Lifeboat Operations Manager Tim Conway says: 'One of our crew had spotted the boat launch earlier in the evening and was concerned that it had no lights.'



5 A WEEK AGROUND THURSO AND LONGHOPE | 18, 25 JULY

Thurso lifeboat crew were paged at just after 3am when a huge cargo ship, carrying oil and fertiliser, ran aground in Pentland Firth. Thurso volunteers stood by to ensure the safety of ship and crew until they were relieved by Longhope RNLI at around 2pm. Efforts to refloat the ship at high water were unsuccessful and the Longhope crew were stood down. The ship remained hard aground with her crew safely onboard, while salvage teams lightened her load. When she was eventually refloated a week later, Longhope crew returned to escort her to the safety of Scapa Flow.



A PADDLE TOO FAR

How many people does it take to save a life? As a mother and son found out last summer, it can take a village

It was almost 5am on Tuesday 14 August when the crew at Skerries Lifeboat Station were woken by their pagers. A family of five had raised the call for help after waking up on their yacht to find its mooring had broken overnight.

The family were safe but stranded, so the lifeboat crew powered out to sea to watch over them until the tide crept back in, helping ease the boat afloat again.

As they hung up their wet-weather gear to dry, the crew were looking forward to heading home for something to eat after their early morning call out. But there would be no time to relax.

'I came back to the lifeboat station to finish up some paperwork,' Crew Member David Knight recalls. 'Our lifeboat operations manager was here with me when, suddenly, his pager went off. The crew who had just left the station had to turn around, and before we knew it we were preparing to head back out to sea.'

Reports began to come in of a person in distress off Gormanston Beach – approximately 10 miles from the lifeboat station. 'We were given a vague area, but the beach is very long so we didn't know exactly where the casualty was,' explains Crew Member Emma Wilson.

'The crew had to turn around and head back out to sea'

With David at the helm, the lifeboat volunteers directed the B class lifeboat *Louis Simson* towards the beach and waited for further updates to come through on the radio.

Crew Member Johnny Tanner says: 'We heard that a fisherman may have brought the casualty onboard their vessel, so I thought: "OK, we're looking for a fishing boat" – any details you can get really help.'



'I was afraid he would fall unconscious'

'We knew we'd have to keep the boy calm and under control as we approached him because he could have panicked – he could have let go of the paddleboard, or tried to swim to shore. But you could see he was hypothermic and had definitely had a fright – it was starting to kick in for him, how far he was out at sea.'

'I was afraid he would fall unconscious so I just kept talking to him. I asked: "Where are you from? What football team do you support? What are you doing while you're here in Ireland?" I'm a publican, so I'm well practised at the chat!'

JOE MAY | CREW MEMBER

As the Skerries crew approached, they discovered there were two casualties – a young paddleboarder and a swimmer.

'He was freezing, unable to move'

The paddleboarder, a 13-year-old boy, was on holiday from the UK with his family, enjoying the Fleadh Cheoil festival and spending some time at the beach.

While his mum watched from the sand, the teenager went out on his paddleboard – but soon began to drift dangerously far out to sea. A local swimmer spotted him and swam out to help.

'They must have been almost a mile offshore by the time we reached them,' David remembers. 'The conditions must have just changed out there.'

Although the paddleboarder had been well kitted-out with a wetsuit and buoyancy aid, he'd been out on the water for around 45 minutes and the cold was beginning to take hold of him. 'The young lad was just freezing,' Emma recalls. 'The swimmer had helped him get back up onto his board, but after that he was unable to move.'

After the 10 minutes it took for the Skerries crew to reach the scene, it took less than 10 seconds to pull both the paddleboarder and the swimmer out of the water and into the lifeboat.

'They must have been almost a mile offshore by the time we reached them'



From left to right: David Knight, Emma Wilson, Johnny Tanner, Joe May



'The swimmer was very competent,' Crew Member Joe May remembers. 'When we pulled him into the lifeboat, he wasn't showing any signs of distress and wasn't in any immediate trouble himself.'

With the teenager safely in the crew's care, the volunteers were happy for the swimmer to make his way back to the beach. 'We made sure he got to shore safely before we headed back to the lifeboat station with the young lad,' Joe continues. 'We got the paddleboarder wrapped up and I sat up on the front of the boat with him, chatting to him to keep him conscious.'

'I can just imagine how she felt'

Meanwhile, back on the beach, the boy's mum was left alone as she watched her son get taken away onboard the lifeboat.

'Once she had realised the boy was getting blown out by the wind, the mother had put her wetsuit on and got into the water,' Johnny explains. 'She realised how far he was and had

to turn back – but in her hurry to get in the sea, she had also taken her car key fob with her. The water had damaged it and she couldn't get her car to start.'

'I can just imagine how she felt – seeing your child literally drift away and suddenly a helicopter and a lifeboat appear,' Joe continues. 'And then just watching us turn around and go [back to the lifeboat station] ...'

'After we had reached the station, the boy gave me his mother's phone number. She explained what had happened to her car and we had to think about how to collect her from Gormanston.'

'The Coast Guard drove to the beach and picked her up in their Jeep – she was really fraught at that stage, so it was good of them to help us get her back.'

'It was a bit emotional when she got reunited with her son. I walked out of our crew room to leave them to it, because I'm sure there would have been a few tears.'



'He just wanted to be warm again'

Fourteen hours is a long time to be on service for any lifeboat volunteer – but for Crew Member Emma Wilson, it's just another day at the office. By day, she is a firefighter – and at the time of writing this interview, Emma had just finished a full night shift at the fire station before arriving back at the lifeboat station on just 2 hours' sleep.

'Once we had the paddleboarder onboard the lifeboat, he just wanted to hide out of the way of the wind

and be warm again. We waited for his mother to arrive so we could take him to hospital. But by the time she got here, he had actually warmed up so he was well enough not to go to hospital. Our lifeboat medical adviser was at the station with us, and once the paramedics got here they were also happy that he was safe to enjoy the rest of his holiday.'

EMMA WILSON
CREW MEMBER

It was 7pm – 14 hours after the volunteers' pagers first went off.

'A special place in our hearts'

A note sent later to the crew reads: 'To everyone involved in helping us on Tuesday, thank you seems hardly enough. I have no idea what we would have done without you, but I'm sure the outcome may not have been the same. As a family, we have always supported the RNLI, but you will now

always have a special place in our hearts. You brought our son home.'

Whether you're visiting an area for the first time or know a stretch of coast like the back of your hand, conditions can change instantly – so always check the weather and tide times, and carry a means of calling for help. ■

Words: Jasmin Downs. Photos: Nicholas Leach, RNLI/(Anna Burn, Jasmin Downs)



JOINT RESPONSE

A swimmer gets into danger off the coast of Northern Ireland – just as local RNLI lifeguards are about to clock off for the night

Wednesday 27 June, and another day was drawing to a close on Portrush's East Strand Beach. 'The lifeguards had just finished for the day and were packing up,' recalls Senior Lifeguard Josh McCaw.

'Albert and Marcus were taking the rescue equipment off the beach and washing it down to get it ready for the following morning.

'A member of the public came up to them and expressed concern about a man entering the water about 500m away. Albert and Marcus grabbed their rescue boards and started off down the beach. The fourth member of the lifeguard team, Nicola, called me on the radio. While I joined Albert and Marcus, Nicola stayed in the lifeguard hut so she could liaise with the Coastguard.'

Support crew

Fortunately, Portrush's inshore lifeboat crew were on a training exercise at Ramore Head nearby.

'As we approached East Strand, we noticed two RNLI lifeguards running along the beach,' Helm Ben Wilson explains. 'They were heading towards a young man in the water, who was about 80m offshore. We hadn't received a call on the radio, so we assumed that the alarm had only just been raised.

'We sped towards him to ascertain if he was the casualty. It quickly became apparent that he was in difficulty. When we were 25m away, he turned around to face us and started moving his arms and legs as if he was climbing a ladder. We slowed right down as we got to him. Then he stopped moving. He just lay on his back and began to sink.

'We grabbed hold of him and pulled him out of the water, notified the Coastguard and brought the casualty ashore. He was conscious and talking, though dazed and confused. He wasn't wearing a wetsuit, only a pair of swimming shorts. If we'd been



'If we'd been just a few minutes later, he could have drowned'

BEN WILSON
HELM | PORTRUSH

just a few minutes later, he could have drowned. I don't think he realised quite how lucky he was.'



Careful transfer

'Once they were ashore, the lifeboat crew transferred the casualty into the lifeguards' care,' says Josh. 'We helped him into the lifeguard hut. We carried out all our casualty care checks, asking him if there was anyone with him and if he had banged his head. We also checked his vital signs – his breathing rate, his heart pumping rate (capillary refill) and how alert he was.'

The lifeguards monitored the man before judging him to have recovered sufficiently to rejoin his friends further up the beach.

It's no accident that our lifeboat crews and lifeguards are able to work together seamlessly as they did on this rescue. The lifeguards train with the lifeboat crew at Portrush every year. They focus on good communications between lifeguards and the crew. And

they practise many different rescue scenarios, including ones like this.

Lifeguard Supervisor Karl O'Neill, who is also a volunteer with Portrush lifeboat crew, says: 'This was definitely a life saved. I believe the man would have drowned if this had happened later and the lifeguards hadn't been there.'

Words: Robin Westcott

Photos: Stephen Scott, Shutterstock

SAFETY ADVICE

Swimming in open water is very different to swimming in a pool. Unseen currents, cold water and waves make open-water swimming more challenging. Even the strongest swimmers can tire quickly in the sea.

Our advice is:

- Swim between the red and yellow flags on a lifeguarded beach.
- Check weather and tide times before you go.

- Never swim alone.
- If you see someone in trouble, dial 999 or 112 and ask for the coastguard.
- Consider wearing a wetsuit and a brightly coloured hat for longer swims.
- Always swim parallel to the shore and not straight out. Cold water and currents can tire you out quickly and make it harder to return to shore.



Find out more at [RNLI.org/BeachSafety](https://www.rnli.org/BeachSafety).

CATAMARAN CATASTROPHE

A collision in the English Channel becomes a challenging rescue for Dungeness RNLI

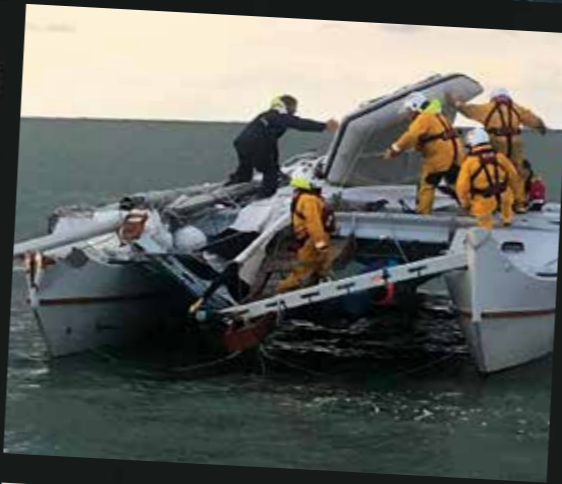
4.10am. Wednesday 8 August. Full-time Coxswain Stuart Adams is woken by his pager. There has been a collision in the English Channel and Dungeness RNLI has been requested to launch. Stuart quickly heads to the lifeboat station and prepares his crew to launch the Shannon class lifeboat *The Morrell*. They launch and make their way 4 miles south-west of Dungeness Point.

Having served for 41 years with the RNLI, both as a volunteer and as full-time coxswain, Stuart knows one thing to be true: you can never predict what you will face on a shout. 'The information we had received was that two yachts had collided,' recalls Stuart. 'When we approached the scene, we could see a small coaster. And as

we got closer, it became clear that the coaster had collided with a catamaran.'

The 2,000-tonne coaster dwarfed the catamaran, and the collision only had one winner. To make things more complicated, there was no contact with the coaster, and the two crew of the catamaran had lost their VHF set. 'We weren't sure of the condition [of the catamaran],' says Stuart. 'We could see it was clearly damaged, but weren't sure if it was taking on water.'

Stuart decided to get two lifeboat crew onboard the catamaran to assess the situation. Years of experience came into play as he expertly manoeuvred the lifeboat alongside the catamaran. The two volunteer crew members transferred across.

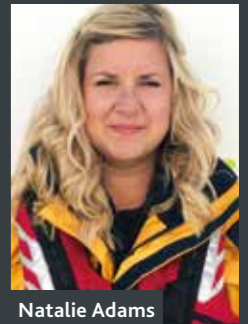


FAMILY AFFAIR

Stuart's navigator on this call out was Natalie Adams, his daughter. And the family connection doesn't stop there, with his son Jason also on the crew. 'They are always very professional at sea,' Stuart says. 'But I don't tend to take all three of us on a shout. If it's a rough one, or if the conditions are nasty, I do tend to leave one of them behind. Normally they take it in turns, but sometimes they will both want to go!'



Stuart Adams



Natalie Adams

'First, I wanted them to make sure the two sailors were OK,' Stuart says. 'Amazingly, there were no injuries. They were just badly shaken up.'

The catamaran itself was less lucky. Its mast and rigging had become entangled with the coaster. The longer it stayed caught, the more damage it would sustain. The crew of the coaster managed to cut some wires, allowing the catamaran to drift free. But another problem quickly became apparent.

A little improvisation

'Where it was severely damaged down one side, the two hulls were starting to come apart,' Stuart recalls.

Unable to secure a stable tow, the two lifeboat crew worked to get the engine going, then brought the catamaran to smoother waters. There, the lifeboat transferred two more crew members onboard. 'We weren't sure what would happen next,' Stuart admits. 'We had to come up with a solution to lash them together enough to get them into port.'

Using all their ingenuity, they managed to secure the two hulls together with rope from the casualty vessel and rig up a bridle. 'The discussion then was whether to beach or tow it to Dover. We decided to take it to Dover, a 2½-hour passage.'

They were greeted at the entrance by the harbour master and escorted to the safety of the visitors' berth. Without the lifeboat volunteers' assistance, it could have all been very different.

'We've been to many collisions over the years,' says Stuart, 'but I've never seen two vessels entangled like that. The two sailors were very pleased to see us that morning.' ■

Words: James Dwyer. Photos: RNLI/ (Judith Richardson, Nathan Williams)

SAFETY ADVICE

This story has a happy ending, but collisions like this often end in tragedy. Having worked on the English Channel during a long RNLI career, Stuart knows a thing or two about staying safe on the water: 'It's important to keep proper look-outs on watch at all times, especially in the early hours of the morning when it's just getting light and people are tired. No matter if you are inshore or further out, you must keep a look-out as collisions like this can be easily avoided.'

For more advice, visit [RNLI.org/safety](https://www.rnli.org/safety).

WINDOWS INTO THE PAST



A stunning collection of glass plate negatives brings the RNLI's lifesaving history into a new light

The RNLI's Heritage Team are always on the look-out for artefacts and materials that document the lifesaving work of the institution. With such a long and storied history at locations all across the UK and Ireland, it's easy for important pieces of the past to get lost over time. So when an opportunity to acquire a part of RNLI history comes along, the Heritage Team are quick to take it.

The Beken Collection is one such opportunity – hundreds of glass plate negatives of lifeboats, taken on the waters in and around Cowes by the Beken family.

Beken of Cowes

Based on the Isle of Wight, Beken of Cowes consists of three generations of photographers, world-renowned for their stunning portraits of boats, yachts and other watercraft. Their long association with maritime photography began in 1888, when Frank Beken

Left: The *Joseph Adlam*, Blyth

Below: Sir David Richmond of Glasgow has a capsized trial before going on duty in Troon

moved to the Isle of Wight with his family, who opened a pharmacy in Cowes.

'He looked out of his bedroom window and saw these beautiful yachts sailing past,' says Kenneth Beken, Frank's grandson and the last in line of photographing Beken. 'He looked at these yachts and said: "I can't draw, I can't paint, but I'm going to use this new invention we sell in our pharmacy called a camera."'

Heading out onto the water to take photos of the boats in the harbour proved difficult, with the glass plate cameras cumbersome and prone to damage from seawater and rough weather. Getting a clean, crisp picture was tricky.

'He had to invent his own new style of camera, a twin lens device that enabled him to hold it at arm's length and absorb all the movement of his boat and the yacht he was photographing,' says Kenneth. 'He wasn't the first photographer, but he was a great innovator. He couldn't fire the shutter with his thumb or fingers, because it jerked the camera, so he



Frank Beken with his ingenious rubber-ball firing mechanism

built a rubber tube which he put in his mouth, with a big rubber ball on the end that he would bite, and that would fire the shutter. People laughed, but the image of him with his camera became famous at the time.'

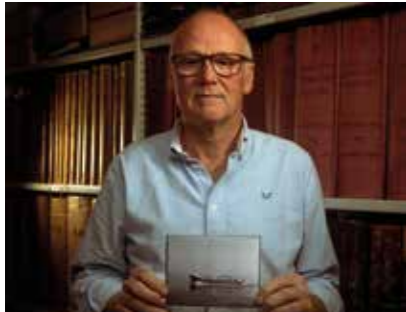
Frank was joined in the family business by his son Keith in the 1930s. Like his father, Keith trained as a pharmacist to work in the shop. His budding photography career was interrupted by the onset of the Second World War, when he served as an air-sea rescue pilot. When Frank died in the 1970s, it was decided that the pharmacy side of the business would be sold to focus on photography. Kenneth joined his father, Keith, and the famous Beken of Cowes was formally established.

The collection

Beken's own full archives have almost a million images documenting the changing face of maritime photography across the 20th century. Some of the most iconic names in maritime history were documented by the Beken family, including the *Titanic* and King George V's racing yacht *Britannia*. Among these world-famous vessels, Frank Beken also photographed lifeboats.

From the late-19th to the mid-20th century, more than 400 lifeboats were built in Cowes, mostly by two famous shipbuilders – JS White and Co, and Groves and Guttridge. The Beken family took photos of these lifeboats





Volunteers Corinne Lewis and David Craigmyle

as they rolled out of the shipwrights' and when they were trialled on the water, amassing a collection of stunning photographs that cover 1918 to 1969.

With more than 850 glass plate negatives of 250 lifeboats, the Beken Collection of lifeboat images is an incredible record of the lifeboats built on the Isle of Wight throughout the early 20th century. These stunning photographs capture a moment in time with an incredible amount of detail.

'Lifeboat building on the Isle of Wight is an important part of our technological history,' says RNLI Heritage Archive and Research Manager Hayley Whiting. 'We really see this as a snapshot in time of different classes of lifeboat and the development of our lifeboats. In some cases, these are the only images of these lifeboats that exist. When we heard that the collection was going up for sale, it was a fantastic opportunity to get a slice of RNLI history.'

The next steps were to preserve the archive and make the photos accessible. This was done with the support of the Heritage Lottery Fund (HLF), and Christopher Andreae and The Scorpion Trust.

'The HLF and the Trust were extremely enthusiastic about this project,' Hayley says, 'and this funding has allowed us not only to clean and digitise the plates, but to run an exciting programme of events and activities for the community here and beyond.'

Before the images could be displayed at exhibitions and online, every single glass plate negative had to be carefully cleaned, digitised and catalogued. To do this, the RNLI Heritage Team put out a call for volunteers.

Heritage volunteers

Recruited specifically for the task, five volunteers have been working to

prepare, clean, digitise and catalogue each of the 850+ plates in the collection. They come from a wide variety of backgrounds, some with a special interest in photography, others just keen to get involved in an important project.

Cleaning and digitising the plates took time. The volunteers cleaned each plate with de-ionised water, before brushing the surface to remove any dirt and debris that had accumulated during storage.

'When handling the glass plates, you have to be very, very careful,' says volunteer Corinne Lewis. 'You've got to hold them on the edges and take care when placing them into the scanner. It's quite a delicate process.'

Volunteer David Craigmyle adds: 'I've thoroughly enjoyed this completely different challenge. Volunteering is something that I'd never done before, and I've really enjoyed meeting new people. The RNLI are a fantastic organisation to volunteer for. They look after you really well, and it's been a fascinating project to work on.' ■

Words: James Dwyer. **Photos:** Beken of Cowes, RNLI/Nathan Williams

A selection of the Beken photos are on display at Poole Museum, Dorset, from 26 January until 22 April. You can learn more about the collection by visiting RNLI.org/beken.

Interested in volunteering? Find out more about the opportunities available at RNLI.org/volunteer.



The Yarmouth lifeboat S. G. E. is launched



A LIFESAVING PARTNERSHIP



'The passion of the Haven team can't be underestimated, and if the RNLI can harness that we can do some great things together'

ANN-MARIE SMITH
HAVEN HR AND GRAVESEND RNLI

Like the RNLI, Haven is at the heart of coastal communities. Last spring we began a 3-year partnership to make our coasts safer and help people create happy memories by the sea

Haven runs 40 award-winning holiday parks around England, Scotland and Wales. All of these parks are close to the coast – and that's not the only connection between Haven and the RNLI.

During early talks with Haven, Tenby Crew Member Chris Thomas helped make the case for us working together – Chris not only serves on the crew, but also works at Haven's Kiln Park.

And Chris isn't the only member of staff with RNLI links. Other Haven staff

also serve at RNLI stations. Ann-Marie Smith from Haven's HR Team serves on the Thames-based Gravesend crew. 'I saw the documentary *The Cruel Sea* about the Penlee lifeboat disaster. I was so moved at the end of it that I felt a compulsion to be involved in some way,' she says.

'People still go: "You're crew on a lifeboat?" They're kind of bowled over by it. But you've got to bring them back to earth. We're just volunteers from the community who go out and do what we do.'

We're excited to be partnering with Haven too – and we're thrilled to welcome Haven team members with a passion for saving lives as part of our lifeboat crews.

Haven offers a 10% discount to RNLI supporters.

Visit haven.com/RNLI.

Fast-acting relief

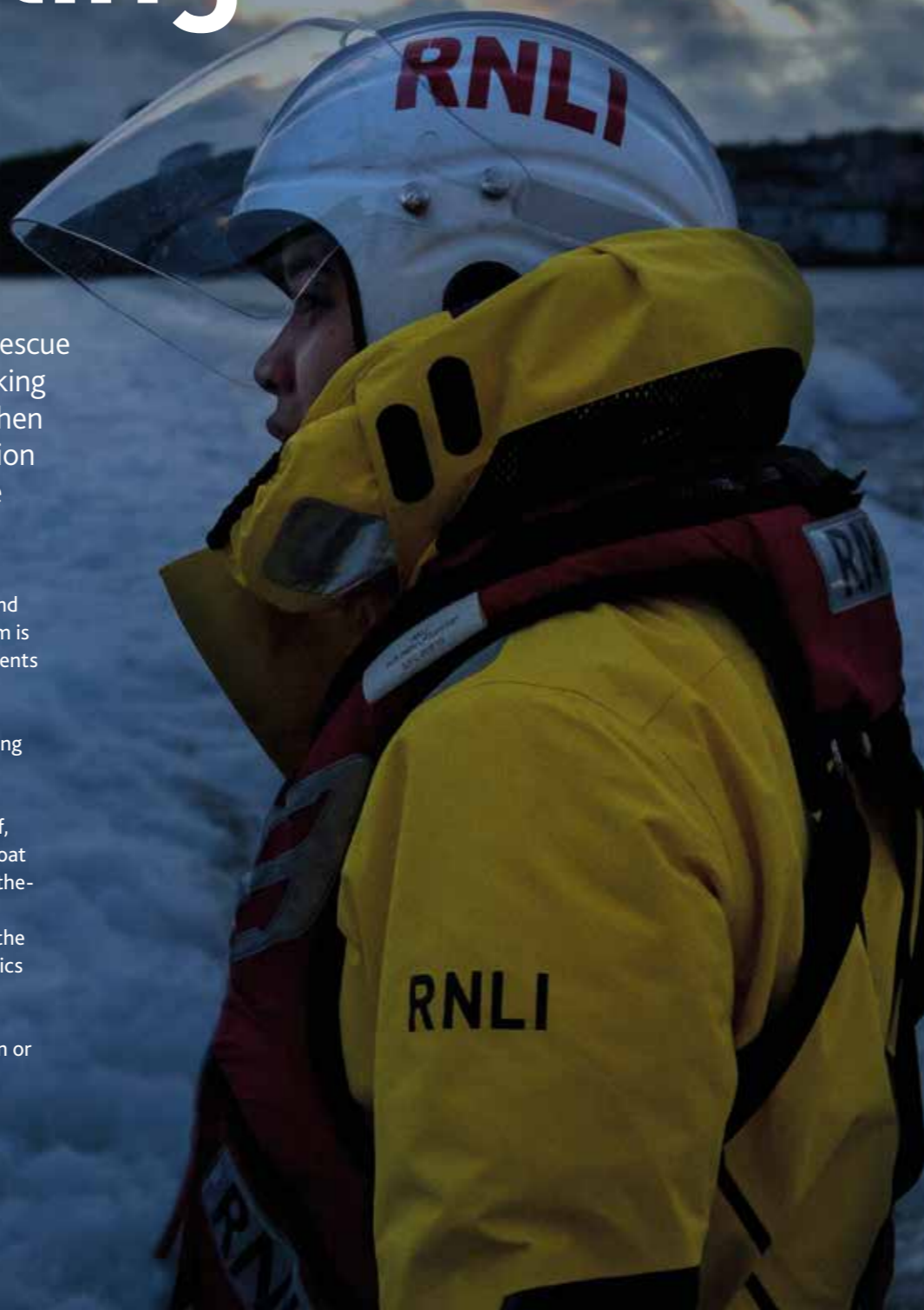
How do you keep a 24/7 search-and-rescue service running when a coxswain is taking a well-earned holiday? What about when a family emergency arises for the station mechanic? Or illness strikes? Meet the team who answer the call for cover

There are 238 RNLI lifeboat stations around the UK and Ireland – and at the beating heart of every one of them is a volunteer crew who are willing to drop all commitments to help save a life.

Leading our all-weather lifeboat crews through difficult rescues, guiding them through vigorous training sessions and keeping their lifeboats in top working condition are RNLI coxswains and mechanics.

And when coxswains and mechanics need time off, it's essential that their positions are covered at a lifeboat station – so our volunteers can keep providing round-the-clock cover to their community.

That's where volunteers from other stations, and the RNLI fleet staff, step in. These coxswains and mechanics can be called at a moment's notice to fill in at any lifeboat station around the UK and Ireland – and they stay for as long as needed, until the full-time coxswain or mechanic returns.



So what's it like to be called out to a station hundreds of miles away from home? Coxswain Andrew McHaffie and volunteer Mechanic Jimmy Quinn walk us through what happens when duty calls – and what it's like to step into a new crew, and a new community.

'I'm a volunteer third mechanic at Rhyl Lifeboat Station,' explains Jimmy. 'I spoke to an RNLI engineer one day and said: "If you need any help with cover, let me know," and that was it!'

'When I'm called to a lifeboat station, my role will depend on the lifeboat they have and where they keep her. She might be afloat, on a carriage, or in a boathouse ... that helps guide the work I do, from carrying out maintenance to specific station duties.'

As for Andrew: 'I was the first member of my family to join the RNLI and eventually became coxswain at Tobermory Lifeboat Station. My brother soon followed, and now he's coxswain there! We always had a love/hate relationship growing up, but the RNLI brought us closer together.'

'I wanted to help other stations stay on service whenever their coxswain required time away. It means a lot to me. I can be delivering specific training, trialling new lifeboats or assessing a lifeboat crew, to name just a few responsibilities.'

Home away from home

'The longest I'm generally away for is 3 weeks at a time,' says Andrew. 'When fleet staff provide cover, we stay in a hostel, a room in a pub, a crew



Rhyl Third Mechanic
Jimmy Quinn



Fleet Staff Coxswain
Andrew McHaffie

member's house, a caravan ... wherever we need to. It's hard being away from friends and family for that long, but the job is massively rewarding. We are on the front line, making a difference every day.'

Jimmy adds: 'I can be called to cover anytime from over a weekend to 6 weeks. Last October, I was called to cover the Hebrides in Scotland for a whole month.'

Special stations

'A lifeboat station that I always remember is The Mumbles in South Wales,' Jimmy reflects. 'It was my first time being called out to provide cover. It was the end of the season so we were fairly quiet in terms of rescues, but I helped carry out essential maintenance on their lifeboats.'

'One that sticks in my mind is Penlee,' Andrew adds. 'It's a special thing to be coxswain at any lifeboat station, but when any volunteer hears

'It's special to be coxswain at any lifeboat station, but to be coxswain at Penlee, for any amount of time, is an honour'



“Penlee” it tugs on the heartstrings. To be coxswain for any amount of time there is an honour.’

Rewards and challenges

‘The most rewarding thing about providing cover at a lifeboat station is knowing that you’re helping people,’ Andrew says. ‘From being the coxswain on a rescue to training crews on a new Shannon class lifeboat, we’re helping to save lives.’

‘Sometimes, the lifeboat stations closest to home can feel the furthest away’

‘Being away from family is the most challenging thing about being called out – missing birthdays, Christmases or school plays. Sometimes, the lifeboat stations closest to home can feel the furthest away.’

Jimmy recalls: ‘The furthest station I’ve been called to is Aith on Shetland. It’s very quiet there, hardly any people at all. It can be quite challenging coming out to areas like these, because they’re so remote – if the weather is foggy, for example, you’re stuck!’

‘My favourite thing about providing cover as a mechanic is being able to keep our lifeboats in service. People might need our help and a crew need to be able to reach them – they can’t do that without reliable lifeboats. Each class is different and they all have particular needs. We have an all-weather Mersey class in Rhyl, which is totally different to the Tamar class lifeboat at the Lizard.’

‘Because I’m from a station with an all-weather Severn class lifeboat, she used to be my favourite in the fleet,’ Andrew says. ‘But in recent years, the Shannon class has stolen the top spot for me. She’s a phenomenal lifeboat – I still smile every time I step aboard one.’

‘I always get a warm welcome around the coast’

‘I like the Tamar,’ says Jimmy. ‘The Shannon’s design was based on it and it’s a really good lifeboat – everyone can stay in their seats during a launch and a lot of the commands are controlled through computers.’

Taking the reins

So what’s it like arriving in a new town and joining a new crew? ‘When I get to a lifeboat station, sometimes I’ll recognise someone from a training course I’ve done at the

RNLI College in Poole, Dorset,’ Jimmy says. ‘That’s great because they’ll recognise you too and introduce you to the rest of the crew.’

‘Absolutely,’ agrees Andrew. ‘I always get a warm welcome around the coast.’

‘As a coxswain, you don’t just arrive at a station and start telling people what to do. You have to gain the crew’s trust, learn their names and understand their abilities. I was a volunteer who progressed to second coxswain, to mechanic, to full-time coxswain to fleet staff, so crews always find common ground with me.’ ■

Words: Jasmin Downs. Photos: Nicholas Leach, RNLI/(Sam Jones, Nigel Millard, Stacie Nicoll, Nathan Williams)



Selsey lifeboats at sea

‘I was on exercise with Selsey lifeboat crew recently, when we were paged to someone in the water. Luckily, a local angling crew had spotted the casualty and pulled him aboard their vessel – so when we arrived, we transferred him onto our lifeboat.’

‘The man had been in the water for around an hour, had sustained various injuries and was hypothermic so we gave him a medical assessment while a paramedic was winched down to us from the Coastguard helicopter. Our crew powered the casualty back to shore where he could be taken into an ambulance – then we continued with our training exercise and the crew went back to their day jobs. Being a coxswain is something I’m immensely proud of, but a coxswain is nothing without the crew.’

ANDREW McHAFFIE
FLEET STAFF COXSRAIN

VIEW FROM THE CREW

‘Getting a coxswain or mechanic to provide cover add heaps of value to a lifeboat station, because they give you a different perspective on how to handle a situation. We’ve had some amazing coxswains stand in at Tobermory – like Mark Criddle from Torbay.’



‘To this day, our crew still talk about him because his insight was fantastic. After we’d trained with him, I thought to myself: “What did I learn tonight?” and realised I took away so much. Angus Budge from Longhope was the same. He’s been at sea all his life but understands we haven’t all had the same experience, so he explained things incredibly well.’

‘The bottom line is that a lifeboat has to go out if someone is in danger – and you need a coxswain to take a crew out. It would be the worst feeling if we couldn’t launch because we didn’t have a coxswain and something really bad happened.’

TONY ‘KIWI’ SPILLANE
CREW MEMBER | TOBERMORY

MEET THE RELIEF FLEET

It’s not just crew members who provide essential cover. Regular rescues and rough seas take their toll on lifeboats too – and it is vital that they receive regular maintenance and upgrades so they can carry on saving lives. That’s why we have a relief lifeboat fleet. At the time of writing, we have 36 all-weather relief lifeboats and 40 inshore relief lifeboats in our fleet. Our relief fleet are always ready to stand in at any lifeboat station around the UK and Ireland to power our lifesavers out to the rescue.



Give it a go: Coastal sketching

Winter days may be short, but the coast is just as beautiful – and often more dramatic – in the colder months. Wrap up warm and get creative with Illustrator Jessica Hogarth



Jessica in Astol, Sweden, July 2018



For Jessica, art began at home: 'My coastal upbringing has had an undeniable influence on my work. As a student, I did a project based on Robin Hood's Bay, where I grew up, and fell in love with drawing higgledy piggledy coastal houses, wooden boats and fish.'

Whether you fancy visiting a new part of the coast, or you live by the sea and want to enjoy your local area in a new way, sketching is a great way of observing your surroundings differently, taking in colours, materials, objects, moods and themes that are unique to that area.

'A very cold winter's afternoon when the seas are rough and there's hardly anybody around will evoke such different emotions to a hot summer's day in an area full of people making the most of the sunshine,' Jessica says.

'It's great to be able to sit back in the comfort of the studio and illustrate from photos I have taken, but drawing on location really makes me look hard at my surroundings and fully take in what's there. The wooden buildings and colourful buoys spark ideas for colourways or repeat patterns, as well as one-off illustrations. I love expressing my personality through my work.'

To give those of us who left our doodling pencils behind at school a hand, Jessica gave us a few tips to unleash our own creativity.

Jessica, what if ...

... I can't draw at all?

'Everyone can draw one way or another – it doesn't have to be lifelike! There are no mistakes: some of the results you will be happy with, and others you won't. You will learn to create in a way that suits you and plays to your strengths, and it's fun figuring out exactly what they are. You'll hone your own style as you practise. Play around with different materials like paint, chalk, felt tips or ink and I think you will soon start to enjoy creating art. Don't be precious; just get some ideas down on paper!'

... I don't know how to put what I see on paper?

'Start with a few short sketches while you're out and about, take photos of things that catch your eye, then draw from these with your own twist, an artistic impression.'

... I don't have the materials?

'I create the majority of my artwork with a fine liner pen before colouring it digitally, so I would always recommend just using pens! Black ink and various brushes are great tools for just loosening up and getting some marks down on paper, but you might feel more comfortable just with a pencil and paper.'

Stay safe while exploring the coast

- Be wary of all edges around the sea and waterside. Slips and falls happen in all locations – it is not just high cliff edges that are a risk.
- Always let someone know where you are going and when you expect to be back.
- Always take a means of calling for help.
- Take care if walking in dark or slippery conditions.

... it's cold outside?

'Wrap up warm and try giving yourself time restrictions. Timed drawings are a really good way of challenging yourself to create artwork freely and quickly. Alternatively, sit yourself in the window of a cosy café that has a great view and enjoy a cup of something warm while gazing out of the window and drawing what you see.' ■

If you're inspired to try coastal sketching, we'd love to see your work! Share it with us on social media or by using the contact details on page 2.

Words: Lois Bosatta, Jessica Hogarth

RNLI SHOP | Lifeboats

From tea towels to sticky notes, Jessica Hogarth's Ocean pattern adorns an exclusive range, now available at shop.RNLI.org.



The RNLI and me: Julian Fellowes

The multi-award winning creator of *Downton Abbey* tells us about visiting a lifeboat station and imagines it as a setting for a new drama

MY FAVOURITE ...

Coastal spot?

My beach hut in Devon, with a huge sea view. That is always very reassuring to the senses, a balm. For my birthday this year I just went for 2 days there and spent the night in the hut.

Book on the beach?

I'm fond of *Moby Dick*. My wife Emma has assembled a library of sea stories for the beach hut. I read my book, put my feet up and let it all wash away.

Childhood memory?

My parents bought an islet in Ballinskelligs Bay, off the coast of Co Kerry, when I was about 13. Very, very beautiful. We spent many summers there – in the words of Kenneth Grahame, messing about in boats.

WHO IS JULIAN FELLOWES?

Julian Fellowes is a novelist, Conservative peer, actor and screenwriter, best known for creating *Downton Abbey* and writing the script for *Gosford Park*, which won him an Oscar.

Julian is currently filming the *Downton Abbey* movie, working on a new series for US viewers called *The Gilded Age*, a series about football called *The English Game*, and scripts for a screen adaptation of his own novel *Belgravia*.

Photo: Tom Keller

Why do you support the RNLI?

My parents were very keen on the RNLI. My grandfather was a great supporter and died in the First World War, quite young. I think my father felt that he needed to go on with it, as a link to his own father. And I have a certain amount of naval history in my background. It's in my blood. Also, my godson Olly is on the crew at Padstow. He finds it very rewarding.

What do you think of the RNLI's volunteer crews?

I really do admire these volunteers because they're often called out when the sea is at its most ferocious. They are a tremendous asset to the community. These are men and women deciding to give up their time in the interests of others. We are all increasingly dependent on that, so it does seem very, very important that we should support people who are good enough to do it. With the lifeboat crew, it's not just giving up time to help – these people are risking their lives, and showing a considerable degree of courage. That deserves to be recognised and saluted.

You supported the RNLI at Lyme Regis Lifeboat Week. What was that like?

It was rather an extraordinary visit, because of this incredibly dramatic tug of war they do each year when they pull across the mouth of the harbour, so one team or another is pulled into the sea. I did the 'ready, steady, go' bit and had a ringside seat from a boat. They were so phlegmatic about being plunged into the water.

What did you get out of your visit?

That being on a lifeboat crew is a dangerous and brave activity that is tremendously needed in our seagoing community. Clambering up into the lifeboat was the most testing thing, physically, I've done recently. You have to remember they're doing it at speed and they have to get out of their clothes and into their suits in seconds, because seconds may make the difference between life and death.

Do you think a lifeboat station would work as a setting for a period drama?

I think it could be a very good *contemporary* drama. Because one of the things you want from a workplace drama is a believable context where people can come from very different backgrounds, occupations, ages and so on – like hospitals or lawyers' offices. A lifeboat station is a pretty classic example of that; volunteers come from every walk of life and a wide range of ages. There could be some good dramatic material there.



Julian supports Lyme Regis Lifeboat Week

Book reviews

Take a voyage into the briny blue from the comfort of your armchair, whether you're yearning for adventure or looking to brush up on your nautical knowledge



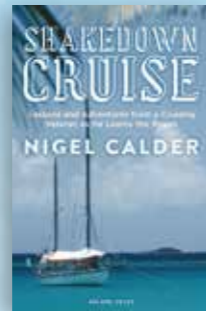
Lighthouses: Beacons of the Sea

by David Ross

For generations of seafarers around the world, lighthouses have provided a dependable, guiding light in hazardous seas. Today, most lighthouses are operated automatically from the safety of land – but they still provide that reassuring beacon.

This book is a collection of stunning photography from around the world, showcasing lighthouses against backdrops of extreme weather, rugged natural beauty and isolated rocky shores. As well as traditional cylindrical towers with typical red-and-white markings, the book shares some modern approaches to lighthouse architecture. There's Iho Tewoo Harbour's pair of horse-shaped lighthouses in South Korea and the futuristic glass and steel orb atop Jeddah Port Control Tower in Saudi Arabia. This coffee table book is perfect to leaf through while safely curled up on the sofa this winter.

Published by Amber Books
ISBN 9781782746591
Price £19.99



Shakedown Cruise

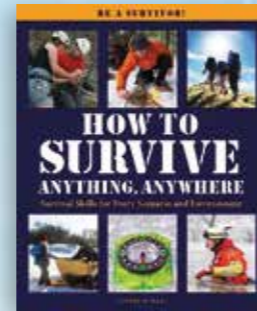
by Nigel Calder

Nigel Calder, best known for writing practical sailing guides, gives us something a little more personal with this book about his experiences of learning to cruise in the 1980s – often with his wife Terrie and their young family aboard.

As they get more experienced, they set off on a thrilling cruise from New Orleans to Cumana, Venezuela, via the islands of the Caribbean. But things don't always run smoothly, and Nigel reveals where he gets it wrong, such as running aground, and includes detailed notes about how you can help yourself if you find yourself in a similar situation.

Perfect for anyone dreaming of setting sail with their family on the ultimate adventure.

Published by Adlard Coles
ISBN 9781472946683
Price £21.60



How to Survive Anything, Anywhere

by Chris McNab

They say you shouldn't judge a book by its cover, but in this case the title tells you everything you need to know. From edible plants to survival psychology, this is a comprehensive manual for how to stay alive in any environment.

Taking you from the sub-zero landscape of the Arctic to the searing heat of the desert, this book uses clear instructions and sketches to teach you everything from building a shelter to lighting a fire. You'll even learn how to hide your food up a tree to deter big cats! This offers more than your traditional survival handbook, covering lesser known aspects of survival, such as natural remedies, unarmed combat and urban survival.

Published by Amber Books
ISBN 9781782747000
Price £14.99



The Sailing Bible

by Jeremy Evans

Do you dream of setting sail and experiencing the wonders of the water? If you're craving a nautical adventure but not quite sure where to begin, look no further than *The Sailing Bible*.

This is a user-friendly, hands-on manual – full of step-by-step diagrams, action-packed photographs and useful advice to get the most out of sailing, whatever your level.

It covers everything you could possibly need: from choosing a dinghy or cruiser to sailing with a spinnaker. There are also sections on reading weather, racing techniques, maintenance and navigation to ensure you're ready to set sail.

Published by Adlard Coles
ISBN 9781472949547
Price £25.00

Buy these books online via [RNLI.org/amazon](https://www.rnli.org/amazon) and Amazon will donate a minimum of 1% of the value to the RNLI.

Words: Kate Sampson, Jen Clough, Alexa Dugmore, Nikki McMullen, Lois Bosatta



Ocean Meets Sky

by the Fan Brothers

This stunning picture book takes us on a voyage through the imagination of a young boy who sets sail to find the fantastical place of his late grandfather's stories.

Written and illustrated by brothers Eric and Terry Fan, this book is a perfect tribute to the power of storytelling, legend and folklore, which gently steers us through bereavement and the healing properties of nature.

The intricate, beautiful illustrations of clockwork contraptions, sea creatures and impossible dreams make this book a perfect gift for your little ones.

Published by Lincoln Children's Books
ISBN 9781786032058
Price £12.99

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



The Lifeboat Service in Wales: Station by Station

by Nicholas Leach

Lifeboats have come to the aid of those in peril around the wild coasts of Wales since the 1770s. And today, there are 30 lifeboat stations in Wales, from Penarth to Flint. Nicholas Leach takes us through the gallant history of the lifeboat service in Wales – from the Anglesey Association to Gold Medal rescues, and from the development of motor lifeboats to inflatable inshore rescue craft.

This book also gives us a brief history of every station in Wales, where you'll find key dates, current lifeboats and station honours – as well as a wealth of photographs from the archives. Many of these photos are previously unpublished.

This is the eighth and final book in Nicholas Leach's series covering every RNLI lifeboat station, past and present, in the UK and Ireland. Buy it to complete your set!

Published by Foxglove Publishing
ISBN 9781909540118
Price £17.99

3,137 RNLI RESCUE CRAFT LAUNCHES 1 JULY-30 SEPTEMBER 2018

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/Nigel Millard

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 30 September 2018.

ABERDEEN
D-694: Jul 10,14,18,22,23, 29, Aug 10,12
ON1248 (17-24): Jul 10,18, 23,29, Aug 12,28,31(x2), Sep 8
ABERDOVEY
B-896: Jul 8,29, Aug 26
ABERSOCH
B-886: Jul 5,26,30, Aug 4(x2),16,22,25, Sep 4,5,7
ABERYSTWYTH
A-73: Jul 1,10,22
B-822: Jul 6,10, Aug 11,16, 17,28
ACHILL ISLAND
ON1240 (14-28): Jul 13, Aug 5(x2),6,15,25, Sep 27
ON1253 (14-32): Jul 8
AITH
ON1232 (17-14): Jul 3, Aug 7,27
ALDEBURGH
D-808: Jul 15,22,30(x2)
ON1193 (12-34): Jul 7,23, 30(x2), Aug 24, Sep 9,16
ALDERNEY
ON1199 (14-04): Jul 1,13, 20,21,24,25, Aug 2,7,13, Sep 13
AMBLE
D-736: Jul 28, Aug 12
ON1323 (13-16): Jul 10,25, 26(x2),28, Aug 12,21, Sep 22
ANGLE
ON1286 (16-06): Sep 10,11, 12,15,22
ON1291 (16-11): Jul 2,5,6, 8,11,13,17,22,26(x2),28,29, 30(x2), Aug 2,3,13,15,18,23, 24,25,26, Sep 2

ANSTRUTHER
D-802: Jul 16,23, Aug 8, 15,24
ON1174 (12-17): Jul 16(x2), 23, Aug 8,15,22,24, Sep 9
APPLEDORE
B-861: Jul 2,3,7,8,15, Aug 3,14,24,25,27
D-650: Jul 3,22,25, Aug 27, Sep 6,9,24
ON1296 (16-16): Jul 2,13
ARAN ISLANDS
ON1217 (17-06): Jul 7, 9,15,18,26, Aug 1,9,13, 15(x2),16,20,25, Sep 3,8
ARBROATH
D-759: Jul 29, Aug 1,4, Sep 24
ON1194 (12-35): Jul 7, Aug 1,31
ARKLOW
ON1223 (14-19): Aug 12,27, Sep 7,8,23,28
ARRAN (LAMLASH)
B-876: Jul 1,18,19, Aug 13,22,25, Sep 15
ARRANMORE
ON1244 (17-22): Jul 11,26,30, Aug 5, 12, Sep 15,16,19
BALLYCOTTON
BB-669: Jul 2,14, Aug 23, Sep 7
ON1233 (14-25): Jul 16, 17,26, Aug 4,10, 11, Sep 7,25
BALTIMORE
B-780: Aug 16
ON1302 (16-22): Jul 4,16,25, Aug 16,29
BANGOR:
B-805: Jul 7,14,18,28,31, Aug 6, 8,12,15, 20(x2), 24,31, Sep 9,23

BARMOUTH
D-814: Jul 2,4(x2),8, 12,14, 18,24, Aug 4,5,10
ON1185 (12-26): Jul 7,12, 21,31
BARRA ISLAND
ON1230 (17-12): Jul 1, Sep 16
ON1260 (17-31): Jul 24
BARROW
D-733: Jul 2,18, Aug 12,14, 17
ON1288 (16-08): Jul 1,14, Aug 14,17
BARRY DOCK
D-638: Jul 20
ON1245 (14-29): Jul 6,8, 20,24,26, Sep 7,23
BEAUMARIS
B-825: Jul 1(x2),2(x4),4, 15(x3),16
B-838: Jul 10,21(x2),26,28, Aug 6,17,18,20, Sep 9,15, 18,24
BEMBRIDGE
D-778: Jul 5, Aug 13(x2), Sep 6,9
ON1297 (16-17): Jul 8, 13,28,29,30, Aug 24,27,28, 29,31(x2), Sep 9(x2),13
BERWICK-UPON-TWEED
D-777: Jul 22,31, Aug 11, Sep 2(x2),15,23
ON1191 (12-32): Jul 26, Aug 4, Sep 2,23(x2)
BLACKPOOL
B-867: Jul 9
D-729: Jul 9,11,16,27(x2),31
D-732: Jul 7,11,27,31, Aug 5,6
BLYTH
B-776: Jul 2, Aug 12, Sep 10
D-746: Jul 4,8,29, Aug 12, Sep 10

BORTH
D-760: Jul 5,9,13,17, Aug 29
BRIDLINGTON
D-721: Jul 8, Aug 5,8,16, 25(x2),30
ON1329 (13-22): Jul 8
BRIGHTON
B-852: Jul 2,5,7,8,13,22,26, 27
BROUGHTY FERRY
D-698: Jul 2,4,7,8,13,16, 22,24, Aug 4,7(x2),17,20, 21,27, Sep 6,13,18,19(x3),27
ON1225 (14-21): Aug 27, Sep 6,13,18,19(x2),27
ON1252 (14-31): Jul 2,7,8, 16,22, Aug 4,7,17,20,21
BUCKIE
ON1268 (17-37): Jul 1, 21(x2),27, Aug 2,6,9, Sep 12 16,25
BUNDORAN
B-834: Jul 7,22(x2)
BURNHAM-ON-CROUCH
B-849: Jul 15,22,28, Aug 2, 5,9,18,24(x2),26(x2), Sep 2,13,14,22(x2)
D-807: Aug 6,24
BURNHAM-ON-SEA
B-795: Jul 1,12,18, Aug 20
D-801: Jul 1,12, Aug 20
BURRY PORT
B-793: Jul 14(x2),15(x2), 17,22,24,28, Aug 2,10(x2), 19,25
D-749: Jul 7,8,9,12,14(x3), 15(x2),17(x2),21,22, 24(x2),Aug 2(x2),8(x2), 19, Sep 1,15,28

CALSHOT
B-860: Jul 1(x2),11,20,22, 26, Aug 4(x3),8(x2),9,10, 15,17,24,28, Sep 12,29
D-748: Jul 1(x2),7,17,26, Aug 1(x2),6,8,15
CAMPBETOWN
D-737: Aug 4,7, Sep 5
ON1241 (17-19): Jul 17, Aug 3,4, Sep 3,5,26
CARRYBRIDGE
B-904: Sep 9,12,22
RWC: 9,12,22
CASTLETOWNBERE
ON1277 (17-44): Sep 16
CHISWICK
E-08: Jul 27, Aug 7,9,14,15, 16,17,18(x2),19,21,22(x2), 23(x2),Sep 22(x3),23,27
E-09: Jul 1,3(x3),4,5,9,12, 14(x3),16,19,20,21(x2), 22(x3),23,24,25,26, Aug 2(x3),4,24,25(x2), 27(x2),28,31, Sep 2,4,5, 6(x2),9,12,15,28,29
CLACTON-ON-SEA
B-863: Jul 24,26,27(x2), Aug 3,8,9, Sep 27
D-723: Jul 26,27(x2), Aug 2,3,5,9,22
CLEETHORPES
D-757: Aug 30, Sep 2,15, 17(x2),18,29(x3),30
D-809: Jul 7,8(x2),10,13, 17,18,25,28,29, Aug 1,2,3, 5,11,12(x2),15,16
CLIFDEN
B-869: Aug 8
D-815: Aug 8,12
CLOGHER HEAD
ON1190 (12-31): Jul 8,14, 22,26,31, Aug 1,14,20, Sep 9
CONWY
D-765: Jul 7(x2),8,9,14,24, 27,29, Aug 9,26, Sep 29

COURTMACSHERRY HARBOUR
ON1205 (14-07): Jul 4, 15(x2),22, Aug 3,9,25, Sep 13
COURTOWN
D-711: Jul 24
COWES
B-859: Jul 25,26(x2), Aug 3, 10,19,28, Sep 14,17,18,23,27
CRASTER
D-703: Jul 3, Aug 16,18
CRICCIETH
A-76: Jul 7, Aug 19,25, Sep 28
B-823: Jul 7,9,23, Aug 4,25
CROMER
D-734: Jul 4,5,30, Aug 4, 8,15
ON1287 (16-07): Aug 26,28
CROSSHAVEN
B-892: Jul 3,11,13,15,16, 17,21,30, Aug 7,19,29, Sep 1
CULLERCOATS
B-811: Jul 27, Aug 1,8,11, 24,30, Sep 9,18,29
DART
D-702: Jul 20, Aug 1,3,7,9, 11,22(x2), Sep 9,30
DONAGHDEE
ON1267 (14-36): Jul 2, 18,28(x2), Aug 6,11, 23, 30,31, Sep 6(x2),27,28
DOUGLAS
ON1169 (12-12): Jul 14,15, Aug 31, Sep 8,25,27,29
DOVER
ON1220 (17-09): Aug 15, Sep 12
ON1269 (17-38): Jul 6,9, 20,21,22(x2),27,29(x2),30, Aug 3,5,8,10,12
DUNBAR
D-708: Jul 11,28, Aug 13, 31, Sep 8,16
ON1266 (14-35): Jul 11,26, 28,31, Aug 6, Sep 11,16
DUNGNESS
ON1309 (13-02): Jul 5,9,15, Aug 8(x2),23,29
DUNMORE EAST
ON1204 (14-06): Jul 8, Aug 1,3, Sep 12
EASTBOURNE
D-744: Aug 6,11, Sep 13
ON1303 (16-23): Aug 6, 23,26
ENNISKILLEN
B class: Jul 4,7,13,14,17, 20, 26, Aug 4(x2),5,10,25, 27,30
RWC: Jul 4,20,26, Aug 4,27
EXMOUTH
D-805: Jul 4,11,13,16(x2), 29, Aug 4,12,13(x2),19, Sep 1,5,14,23,29(x2)
ON1310 (13-03): Jul 28,29, Aug 12,26

EYEMOUTH
D-745: Jul 21, Aug 20
ON1209 (14-11): Jul 20,21, 22, Aug 17,20, Sep 2,11
FALMOUTH
B-756: Jul 3,9(x2),12,13,19, 23,24,25,26,28, Aug 1,4(x2), 8,14
ON1256 (17-29): Jul 4,13, 26, Aug 1,4(x2),5
FENIT
D-726: Jul 30, Sep 16
ON1239 (14-27): Jul 8,17, 23,25(x2),30
FETHARD
D-819: Jul 2, Aug 30, Sep 1,11
FILEY
D-728: Jul 1(x2),7(x2), 17,30, Aug 5,16, Sep 1,11,16
ON1170 (12-13): Jul 15,17, 22
FISHGUARD
D-789: Sep 5,12,20
ON1198 (14-03): Jul 12, Aug 12, Sep 2,9,28
FLAMBOROUGH
B-820: Sep 6,15,18
B-883: Jul 14,15,16,26(x2), Aug 11(x2),19(x2)
FLEETWOOD
D-719: Jul 28, Aug 5(x2),12, 13,15,27, Sep 9(x2),21
ON1321 (13-14): Jul 28, Aug 5(x2),27, Sep 9,21,28
FLINT
D-795: Jul 7,29, Sep 19, 22(x2)
FOWEY
D-817: Jul 20,24, Aug 4, Sep 11,27
ON1222 (14-18): Jul 3,28, Aug 23,26,27
FRASERBURGH
ON1259 (14-34): Jul 14, 18(x2),20, Aug 1,9, Sep 26
GALWAY
B-853: Sep 12
GIRVAN
ON1330 (13-23): Jul 3,6,8, Sep 12
GRAVESEND
B-827: Jul 2,5,7,8,14,18(x2), 19,21(x2),25,27,29,31, Aug 7,9,21,30, Sep 3,11, 18,19,20,21(x2),25(x2),27,30
GREAT YARMOUTH AND GORLESTON
B-788: Jul 4,21, Aug 7,12, 18,21,30, Sep 2,6,9,10(x2), 13,15
ON1228 (14-24): Jul 4,5, Aug 9,25
HAPPISBURGH
B-899: Aug 22, Sep 2
D-813: Aug 5, Sep 2

HARTLEPOOL
B-881: Jul 6,9,14(x2),17, 23,25,29, Aug 19,26, Sep 14,22
ON1274 (14-37): Jul 6,14, 19,24, Aug 2,11,14,19(x2), Sep 29
HARWICH
B-907: Jul 4,7,8(x2),14,16, 21, 26(x2),28, Aug 5,7,11, 16(x2),18,20(x3),24(x2),25, 31, Sep 2,3,5,8,9,18
ON1202 (17-03): Jul 16,30, Aug 18
HASTINGS
D-768: Jul 8(x3),14,19,21, 22,24,26,31, Aug 25, Sep 1, 2,10,11,16,24
ON1125 (12-002): Sep 1
HAYLING ISLAND
B-829: Jul 2,4,5(x2),8(x2), 15(x3),16(x2),22,26,29, Aug 3(x2),10,16,18,19,25, 26,27,29, Sep 1,3,9
D-779: Jul 2,4,8(x3),15(x3), 24,26,29, Aug 1,16,25, 27(x2),29, Sep 6
HELENSBURGH
B-903: Jul 8,12,21,23,31, Aug 12,13,23, Sep 8,16
HELWICK HEAD
B-874: Jul 14,20,23
HOLYHEAD
D-791: Jul 19,22,28, Aug 2,5,6,7,20
D-816: Jul 14
ON1272 (17-41): Jul 28, Aug 1,7,12, Sep 29
HORTON AND PORT EYNON
D-688: Jul 14
D-824: Aug 1,3,10,12,13(x2), 20,21,23,30, Sep 11,16
HOWTH
D-796: Jul 23
HOYLAKE
H-005: Jul 23,25,30, Aug 2, 12,21(x2),31, Sep 12
ON1313 (13-06): Jul 1, Sep 29
HUMBER
ON1216 (17-05): Jul 6,9,19, Aug 4(x2),13,24,30, Sep 29
HUNSTANTON
B-848: Jul 1,13,14,15,24, 25,26(x2),27,28, Aug 3,17, 30, Sep 16
H-001: Jul 14,15,22,24,25, 31, Aug 1,6,28,29, Sep 9
ILFRACOMBE
D-717: Jul 7,14,23,24,26,30, 31, Aug 2,3(x2),25, Sep 3(x2), 9,10
ON1311 (13-04): Aug 11,23, 24, Sep 14
ON1316 (13-09): Jul 14, 25(x2),30, Aug 2



ON-####(13-##)
Shannon class
introduced 2014
new cost: **£2.2M**



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



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



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



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



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



B-###
B class
new cost: **£214,000**



D-###
D class
new cost: **£52,000**



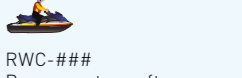
E-##
E class
new cost: **£560,000**



H-###
Inshore rescue hovercraft
new cost: **£450,000**



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-### and RR-### Flood Rescue Team boat

Friends of the RNLI

Renewable energy company Ørsted has pledged its support to the RNLI with a new 3-year partnership

A global leader in offshore wind, Ørsted will donate more than £200,000 to fund the running costs of lifeboats at Barrow, Clacton-on-Sea, Humber, New Brighton, Ramsgate, Skegness and Wells.

Ørsted is also working with us to make the seas a safer place. In one recent example of this collaboration, Clacton-on-Sea RNLI volunteers worked with Ørsted staff in a training exercise.

The scenario involved evacuating a mock casualty from a wind turbine.

Clacton-on-Sea Lifeboat Operations Manager Dave Wells says: 'This partnership is more than just a corporate donation. It allows us to work with Ørsted on making sure we are prepared for all eventualities at sea. These real-world exercises are invaluable to equip our crew with the skills they need to carry out rescues effectively and safely.'

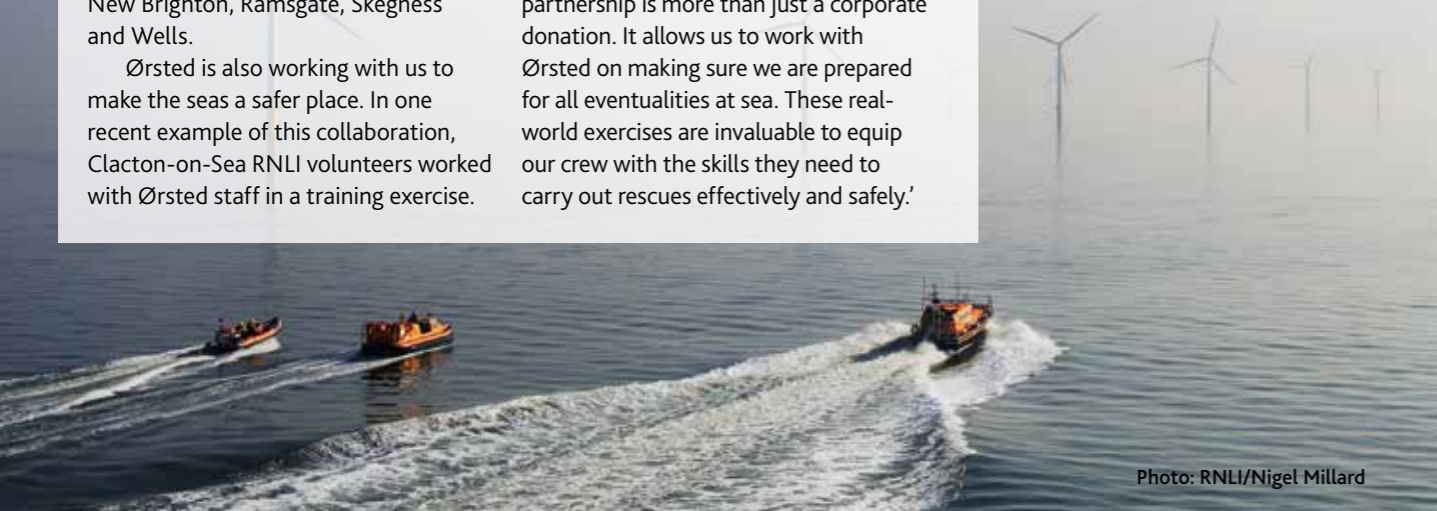


Photo: RNLI/Nigel Millard

LIFESAVING MODELS



RNLI volunteer David Gillingwater is the artist behind *Oilskins: A Portrait of the Aldeburgh Lifeboat Crew*. At the time of writing *Lifeboat*, the exhibition was just getting under way in the Suffolk town's Garage Gallery

David has been painting his fellow crew members in oils since October 2017, and was looking forward to showing his work in the space. 'The gallery makes you feel like you're in the wheelhouse – you've got the natural soundtrack of the sea. And with the paintings there, you feel like you're surrounded by the crew; like they're protecting you. That's what they do, and that's what I'm trying to get across.'

See more at RNLI.org/oilskins.



Puzzle time

Quick wordsearch:

Inspired by our coastal sketching feature on page 26, and the beautiful paintings opposite, we've hidden 12 British and Irish artists in this wordsearch.

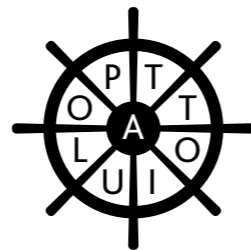
Y M S G L L J H E Y E Y X E C
 B E B Q N P E M G A X Z H V O
 L A N H D P I B N V A N Q E N
 Q J C K W N O R R L M A C Y S
 J Q U O C M C W H O G W X R T
 Q Q R Y N O C V I U C S N U A
 D T H A H K H A R G R O P V B
 H Y M Q L E Q E S T T S U A L
 Y E M T X L N S T H U M X Y E
 H Q Q F D R Z F E H H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

- BACON
- BALLAGH
- BANKSY
- CONSTABLE
- EMIN
- GAINSBOROUGH
- HEPWORTH
- HIRST
- HOCKNEY
- LE BROCQUY
- SWANZY
- TURNER

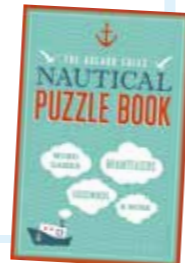
NAUTICAL PUZZLES

Word wheel

How many words of three letters or more can you make, always using the letter in the middle? There is one nine-letter word (solution on page 39).



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



SPECIAL DELIVERY

WHITBY MEMORIES

I've just read the article 'Happy birthday, Frammy!' (*Lifeboat*, summer 2018). I was born at Whitby in the 1920s and one of my first recollections is watching the crew of the lifeboat trying to row out in a fierce winter storm. They couldn't get out as the sea was too rough, and I think the Scarborough boat managed the rescue.



Ex-Crew Member Frammy celebrates his 90th birthday

My mother led me away as it was very frightening. The waves were huge and kept sweeping the crew back from the entrance of the harbour. I think I must have been about 3 or 4.

I am so glad to be able to contribute to the wonderful work you do. I wish I lived near the sea but I'm stuck in the middle of the country!

Mary Youings, Derbyshire



The Whitby No. 2 lifeboat *John Fielden* may well be the one Mary remembers. The crew of this lifeboat was involved in the famous rescue of the hospital ship *Rohilla* in 1914.

MALLAIG'S MODEL LIFESAVER



Mallaig's Severn class lifeboat undertook an unusual passage on Sunday 26 August 2018. Starting off in Hertfordshire in the early hours, she proceeded overland by road to Mallaig, arriving in the evening in the careful hands of the Park and Clissold family.

No, this was not the station boat *Henry Alston Hewat*, but a scale model of her built by Dave Park from Stevenage. Sadly Dave, an RNLI supporter and a keen and talented modelmaker, passed away earlier in 2018. Over some years, he built a radio-controlled sailing replica of the Mallaig Severn class lifeboat, reproducing the exact detail, including the daughter boat number.

Dave's nephew Roger contacted the station to inform us of the family's wish to donate the model. The team at Mallaig had no hesitation in accepting their kind offer after seeing pictures that Roger had forwarded on.

We welcomed Dave's family to the station to receive the model. Dave was very fond of holidaying in Scotland and it seems a fitting tribute to his hard work and passion for the RNLI that 17-26 has come home.

Michael Ian Currie, Coxswain, Mallaig Lifeboat Station



A PICTURE PAINTS 1,000 WORDS

I was thumbing through my copy of *Lifeboat* (autumn 2018) over coffee at breakfast when I came across a small item in the article about tracing family trees.

I was drawn in by Richard Beard's research into the loss of his little brother Nicky in 1978.

They say a picture paints a thousand words and this was certainly the case. After reading the brief text, my eyes panned right to the image of four brothers enjoying some holiday time together filled with mischief, fun and expectation for another great day together.

My eyes just drilled down into that picture and little Nicky (on the left) looking into the camera so full of life. To think that he lost his life soon after this photo was taken and of the utter devastation that his brothers and family would suffer was a very poignant moment for me over my coffee. My brother and I used to go swimming on holidays in Cornwall many years ago.

The amazing circumstances in which Richard was able to speak with Ted Childs and connect with an RNLI volunteer involved in the rescue attempt of Nicky may – I am telling myself – have helped Richard to find some peace.

I cannot really say thank you for this article, as it doesn't sound right, but it's an example of how important it is to have the RNLI and to continue to strive to prevent the loss at sea of innocent young people like Nicky.

My thoughts are with Richard and his brothers Tim and Jem.

Paul Jobling

Photos: Richard Beard, Ann-Marie Long, RNLI/ (Grahame Farr Archives, Mallaig, Ceri Oakes)



FUTURE CREW?



My partner Sam and our little boy Quinn who is 5 months old really enjoyed reading the latest issue of *Lifeboat* magazine.

I wonder if Quinn is your youngest reader?

Ann-Marie Long

HEROES REMEMBERED

Each year on Remembrance Day I march to our local war memorial with fellow WI members and representatives of local organisations. As an ex-Wren I have always tended to think mainly of the role of the Royal Navy, Army and Royal Air Force – and also the merchant navy and the fire service.

After reading your excellent and inspiring article *Stars in our Time of Darkness* (*Lifeboat*, autumn 2018), the brave men of the RNLI will now also be foremost in my thoughts and prayers.

Pamela Miley, Somerset

Write to us

Were you moved by a rescue story? Do you want to know more about something you've read? We love hearing your thoughts and ideas. Get in touch using the contact details at the bottom of page 2.

Word wheel solution (page 36): the nine letter word is **autopilot**

Share your stories at twitter.com/RNLI



Connect with us on facebook.com/RNLI



RNLI FAMILY: THE LIFE OF THE CHARITY

Celebrating the RNLI family, past and present

Happy retirement, Elsie

Elsie Miller, Honorary Secretary at Ramsgate RNLI, is stepping down from her role after celebrating an impressive 64 years of volunteering at the station.

She first became involved with Ramsgate Lifeboat Station when she was just 6 months old, taking part in a water gala with the crew. She later joined the Ramsgate Ladies' Lifeboat Guild, which her mother had helped to found. Between 1954 and 2018, Elsie volunteered in several roles, including honorary secretary, chair and minutes secretary. She was awarded the RNLI's Silver Badge in 2003 and Gold Badge in 2014 for her devoted service.

Perhaps it was inevitable that Elsie would become a volunteer. Her father, Douglas Kirkaldie, was coxswain at Ramsgate from 1946 to 1952.

We thank Elsie for her dedication to the RNLI and wish her a long and happy retirement.



A familiar face: Crew member rescues father

When Anstruther Crew Member George Hodge was paged at 6am, the last person he expected to be called out to was his father.

George had just fallen asleep after finishing a night shift when he was woken by the sound of his pager. He made his way to the station, helped launch the D class lifeboat and powered to the scene – where he found his father Brian, whose boat had a fouled propeller.

George joined his dad aboard the boat and worked with his fellow crew members to bring Brian back to the sanctuary of Anstruther Harbour. George and Brian even took a photo together to remember the rescue. It certainly won't be something they forget in a hurry!



Elsie (left) passing on her knowledge to new Honorary Secretary Jean



A DREAM COME TRUE

Ten-year-old Theo from London was diagnosed with a diffuse leptomeningeal glioneuronal tumour of the central nervous system. Theo loves dressing up as the emergency services and told charity Starlight Children's Foundation that his ultimate dream would be to have his very own RNLI uniform.

He was invited to Tower Lifeboat Station, where he was given a private tour and his own special crew kit – including a helmet, lifejacket and yellow wellies. It fitted him perfectly!

The crew at Tower Lifeboat Station were absolutely delighted to meet their newest recruit – Theo's a real hero.

Feathered family rescued

When a house martin's nest fell off its wall at Cardigan Lifeboat Station, a quick-thinking crew member came to the rescue. After discovering the nest and examining the damage, the crew found three chicks still alive – and one volunteer had the bright idea of improvising a new nest from his helmet!

We're pleased to report that the parents didn't seem to mind the change, and the baby birds successfully fledged a couple of weeks later. The crew hope they'll return this year to nest on station.

Celebrating life

Join us in remembering our RNLI Family members who have recently passed away.

David Acland CBE DL – September 2018
Former Chairman of the RNLI

Neil Cooke – September 2018
Legacy Team Manager

Moira East – April 2018
Former Systems Administrator

Paul Giles – June 2018
Volunteer at Weston-super-Mare Lifeboat Station

Sean Kearns – July 2018
Former Mechanic at Dunmore East Lifeboat Station

Adam Moody – September 2018
Helm at Craster Lifeboat Station

David Oliver – June 2018
President at Barnstaple Branch

Peter Simmonds – August 2018
Former Boatbuilder at the Inshore Lifeboat Centre

Peter Thorpe – May 2018
Former Mechanic at Humber Lifeboat Station

Ken Wilson – September 2018
Former Crew Member at Peel Lifeboat Station



Words: Nikki McMullen. Photos: Starlight Children's Foundation, RNLI/(Karen Cox, Martin Macnamara, Tracy Newman)

Unsung heroes Mike Howland

Lifeboat Press Officer,
Douglas Lifeboat Station

How did you first get involved with the RNLI?

I'm a hobby wildlife photographer, and my son was on the crew as deputy second coxswain. The press officer left at the end of 2011 and the coxswain said to my son: 'Your dad takes a reasonable picture. How does he fancy the job?' I thought: 'What the heck, I'll give it a go!'

What's the best thing about your volunteer role?

It gets me out and about, mixing with people. And I've had a good life, so it's an opportunity to give a little bit back.

Any standout moments in your RNLI career?

One big thing was the last slipway launch of the Tyne class lifeboat *Sir William Hillary* in January 2017. We decided to make a bit of a celebration of it. In the 1930s they got all the island's lifeboats into Douglas for a photograph. We recreated the picture with our boat on the slip and Ramsey, Peel and Port St Mary alongside. The turnout was absolutely amazing.

What would you say to someone thinking about signing up to be a volunteer?

Don't think about it, just do it. I'm a great fan of Dame Ellen McArthur and an expression she once used comes to mind: 'A donf.' It's French shipyard slang for 'go for it!'

What is special about Douglas?

We've had a lifeboat in Douglas since 1802. The RNLI's founder, Sir William Hillary, was on the crew. Douglas is the spiritual home of the RNLI. Our station was the first and we're quite proud of that.

Photo: RNLI/Nigel Millard

There is a huge variety in RNLI volunteer roles. Find the one for you at [RNLI.org/volunteer](https://www.rnli.org/volunteer).

LIFEBOAT LOTTERY

AUTUMN 2018 RESULTS

Congratulations to Mr K Cooper from Norfolk who won our first prize of £5,000 cash.

OUR OTHER WINNERS WERE:

2nd PRIZE: £2,000	AND FIVE PRIZES OF £100 EACH
Mrs D Upfold, Buckinghamshire	Miss PG Warner, Essex
3rd PRIZE: £500	Mrs WS Boxall, East Sussex
Lord R Firth, Devon	Mr D Costigan, Hampshire
4th PRIZE: £250	Mr M West, Surrey
Mr S Guthrie, Tyne and Wear	Mr R Jenkins, Bedfordshire

We'll report the winners of the winter Lifeboat Lottery in our spring 2019 issue. The spring Lifeboat Lottery will mail on 18 January and close on 15 March. The draw will take place on 29 March.

To take part, please call 0300 300 9990 or email your details to lottery@rnli.org.uk and request a lottery mailing.

Phone lines are open Monday–Friday, 8am–6pm.

Please note that, due to tax and gaming laws, Lifeboat Lottery tickets are only available in England, Scotland and Wales. Entrants must be aged 16 or over. For full details (including terms and conditions), please go to [RNLI.org/lottery](https://www.rnli.org/lottery) or see your lottery letter.

Photo: Nicholas Leach



Wrap up warm for winter walks

ONLINE
EXCLUSIVE

shop.RNLI.org

These smart and stylish gilets are perfect for braving the cold. They're made from quilted, water-repellent fabric and filled with insulated padding to keep you snug and comfortable, whatever the weather.

Our gilets come with RNLI embroidery on the chest – so wear yours with pride, everywhere you go.



Men's Flag Padded Gilet in seal grey – £45
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