

LIFEBOAT

ISSUE 627 | SPRING 2019



THE RNLI IS THE
CHARITY THAT
SAVES LIVES AT SEA

RNLI.org

READY, SET, GO

Kitting kids out with the smarts to stay safe

PLUS:

RESCUE

Heavy seas and tidal cut-off

GIVE IT A GO

Find yourself a fossil

Welcome



'Excited, happy and proud of himself'

That's how 7-year-old Jim – often quite a shy boy – felt after taking part in a beach-based activity session with RNLI lifeguards and Swim England last summer.

Jim is just one of 543,170 children we reached in 2018, with water safety advice and stories of the RNLI's history.

What we learn as children stays with us. And we believe that by helping young people understand the water, we're not only reducing the number of call outs for our lifeguards now, but also ensuring safer behaviour that lasts a lifetime. It helps that it's fun too.

You can read more about how we're keeping children safe, with your support, from page 22.

From the summer issue, Bethany Hope will be taking over as editor of *Lifeboat* magazine. Many of you will know Bethany as the editor of *Offshore* – our magazine for supporters who use the water for fun.

It's been a privilege to look after this publication since 1852, for a couple of years, and to hear from so many of you. I'll still be working in the RNLI's Creative Team, but on some different fundraising and safety projects. And I know Bethany will produce an inspiring magazine that will get you even closer to the action.

One person who *would* like to say goodbye is our Chief Executive, Paul Boissier. Read a message from Paul on page 30. We wish him all the very best for his retirement. And we hope he, like Jim, is excited, happy and proud of himself.

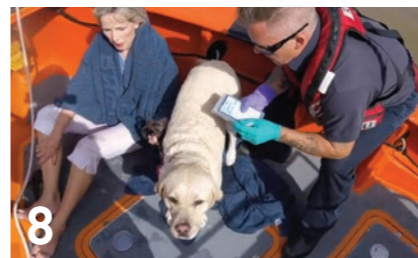
Thank you, as ever, for your ongoing support.

M Dwane

Mairéad Dwane
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Photos: 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. Royal National Lifeboat Institution, a charity registered in England and Wales (209603), Scotland (SC037736), the Republic of Ireland (20003326) and the Bailiwick of Jersey (14)



News

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



SAVE THE DATE: AGM 2019

Our annual general meeting (AGM) will be held at Grange Tower Bridge Hotel in London on Thursday 25 July. It's open to all RNLI governors. Booking is essential, so please visit RNLI.org/AGM2019.

Can you help stop drowning in Bangladesh?

In Bangladesh, drowning is a leading killer of children, claiming 40 lives every day.

The country has 700 rivers and around 5,000 miles of inland waterways, meaning children are only steps away from danger. Most children who drown do so within 20m of their home.

Children aged 1–4 are particularly vulnerable and are most at risk between 9am–1pm, when parents are busy working. With paid-for childcare beyond reach for most people, families are faced with an impossible situation.

Drowning is preventable and there are simple, low-cost, sustainable solutions. Community-led creches (anchals) provide a secure place for the youngest Bangladeshi children to play and learn, and access to a free anchal place reduces a child's risk of drowning by 82%.

Bangladesh's existing pre-school creches cannot meet the need for young children to be kept safe and supervised, leaving thousands of under-5s at risk. So we're working with the Centre for Injury Prevention and Research, Bangladesh, and fundraising for anchals to protect thousands more children.

Every public donation made in the UK during the appeal will be matched by the government. The appeal runs until 30 April 2019.

To find out more and donate, visit RNLI.org/creches.



New Year Honours

Congratulations to our 10 RNLI people recognised in the 2019 New Year Honours for their contribution to saving lives at sea.

Companion of the Order of Saint Michael and Saint George (CMG)

Stuart Popham, RNLI Chair, is appointed a CMG for his work as chair of the Royal Institute of International Affairs (Chatham House) think tank.

Queen's Commendation for Bravery

Joe Rowlands is recognised for his bravery in risking his own life to save his father's when he lost consciousness after their kayak capsized last winter off of Anglesey. Joe was also awarded the Pride of Britain Teenager of Courage award in 2018. You can read about the rescue by Moelfre lifeboat crew at RNLI.org/rowlands.

Member of the Order of the British Empire (MBE)

Graham Drinkwater, Holyhead Lifeboat Operations Manager (LOM), is awarded an MBE for his dedication and commitment to the RNLI. He joined as shore crew at the age of 16, then as a crew member at 17. Graham's first shout was to the Greek cargo ship *Nafsiporos*. This rescue earned him a Bronze Medal for Gallantry at the age of 19.

Robbie Harris is a Port Talbot RNLI volunteer and is recognised for his dedication and service. Robbie recently stepped down as LOM after more than 34 years' volunteering.

Sue Webster is a Chair of the RNLI Port of Liverpool Fundraising Branch. Sue is recognised for her dedication to growing the branch and establishing a strong relationship between the RNLI and the people of Liverpool.

British Empire Medal (BEM)

Evelyn Bennett, Chair of the Donaghadee Fundraising Branch, is awarded a BEM for her dedication, organising and fundraising.

David Hayward, volunteer Visits Officer in Whitstable, is recognised for his work conducting school visits and helping to keep more people safe.

Archie Smith, a Vice President of the RNLI Council, is recognised for devoting more than 30 years to fundraising and strategic advice.

John Soones, Community Safety Officer, is honoured for his efforts to prevent drowning along the Thames and to reduce suicide.

Anne Speirs, Isle of Bute Branch Souvenir Secretary, is honoured for her work with Bute Museum and the RNLI.



Stuart Popham



Graham Drinkwater



Robbie Harris



Sue Webster



Evelyn Bennett



John Soones

Words: Anna Burn

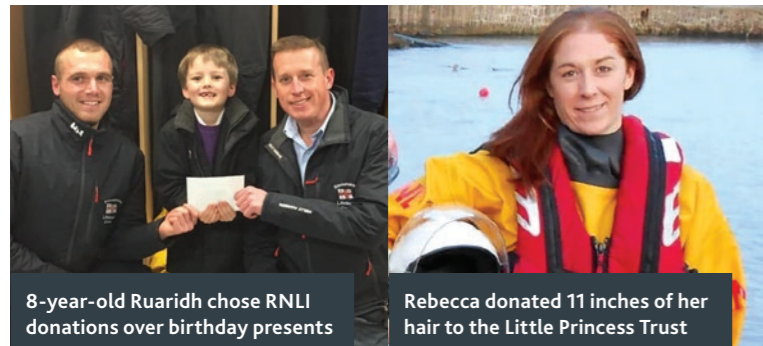
Photos: Centre for Injury Prevention and Research, Bangladesh; Grange Tower Bridge Hotel; RNLI/Nathan Williams

Words: Anna Burn
 Photos: Nicholas Leach, RNLI/(Lorraine Clark, Kinghorn, Stonehaven, Nettie Wood)

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

Stonehaven

Action station



8-year-old Ruaridh chose RNLI donations over birthday presents

Rebecca donated 11 inches of her hair to the Little Princess Trust



Stonehaven crew and family did a beach clean on the shoreline

Stonehaven have been pulling out all the stops for community and charity over the last few months.

Eight-year-old Ruaridh, a pupil at Portlethen Primary School, asked his friends to give donations to the RNLI instead of buying him birthday presents. To show their thanks, Stonehaven lifeboat crew invited him to visit the station, and to join the crew in around 10 years or so!

In 2016, Stonehaven Crew Member Rebecca Sweeney

donated her long, red hair to the Little Princess Trust, a charity that provides real hair wigs to children and young people with cancer. And, in December, she did it again raising £687 for the charity. Rebecca says: 'I hope it helps make a little girl's world just that little bit better.'

Also in December, crews and their families joined in to help with a beach clean-up around Stonehaven shoreline.

Well done to everyone involved.

Tobermory

FROM GARAGE TO GROTTO

Around 130 children listened to Santa tell a story by the fire, each receiving an individual present, when the garage at Tobermory Lifeboat Station was converted into a magical grotto in December.

Tobermory RNLI Lifeboat Operations Manager Dr Sam Jones says: 'It was wonderful to host Santa at the station this year and to see so many children enjoy a festive tale. This was a real team effort. We're really pleased to have done a little bit to support the town's Christmas lights fund, so a big thanks to all the families who came along to help raise £400.'



The Santa Grotto, before and after

Kinghorn

Loony Dook raises over £1,000

If you saw a mermaid in the Firth of Forth on any other day of the year, you might look twice. But on New Year's Day in Kinghorn they've been seeing mermaids, elves, and even giant bananas for the last 8 years!

It's all part of the annual fun family day known as the Kinghorn Loony Dook. This year a record 140 dookers took the plunge, raising over £1,100 for the RNLI.

Fundraising Chair Sheona Smith emphasises the importance of community events like the Loony Dook: 'Kinghorn was one of the busiest lifeboat stations in Scotland in 2018. It costs over £1,600 per year to train a crew member, and this is funded by events such as the dook.'



WHAT'S ON

MAYDAY 1-31 MAY



FUNDRAISE LIFESAVE

Mayday events will be happening around Scotland in May.

Visit RNLI.org/mayday to get involved.

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 be nearing our deadline for the autumn issue, so please email communitysupportteam@rnli.org.uk with anything you'd like considered.

Orkney



Cheers to Rescue Beer

All three RNLI lifeboat stations in Orkney are to receive £3,000 each following a donation by Braunstein Bryggeri & Destilleri, a Danish brewery producing a special Rescue Beer flavoured with Highland Park whisky.

Kirkwall Second Coxswain Graham Campbell was flown to Denmark by the brewery and presented with the cheque for 75,000 kroner. Speaking at the presentation, Graham said: 'On behalf of the RNLI in Orkney thank you to Michael, Klaus, Jesper and Martin for all their effort in raising this significant amount of money.'

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 TOBERMORY | PAGE 10

7 LOOE | PAGE 14

8 CASTLETOWNBERE | PAGE 16

Watch and read the latest rescues online at RNLI.org/news or facebook.com/RNLI.

Words: Jon Jones
 Photos: RNLI/(David Clarke, Cleethorpes, Mick Howes, Shakira Rushton, Michael Thomas)



1 ALL ADRIFT HOLYHEAD | 29 SEPTEMBER 2018

RNLI pagers went off just after 8am when an Irish fishing crew found themselves drifting 21 miles off Holyhead after their vessel suffered mechanical failure. The lifeboat crew swiftly arrived on scene, checked everyone was OK, and set up a tow. After 5 hours at sea, the lifesavers returned to harbour with the broken fishing boat and her crew. The two fishermen went to Ireland on the next ferry, leaving their boat to be repaired locally. Holyhead Coxswain Tony Price says: 'It's always a shame for people and craft in difficulty, and it's particularly tough when they're earning a living from the sea. We wish them well.'



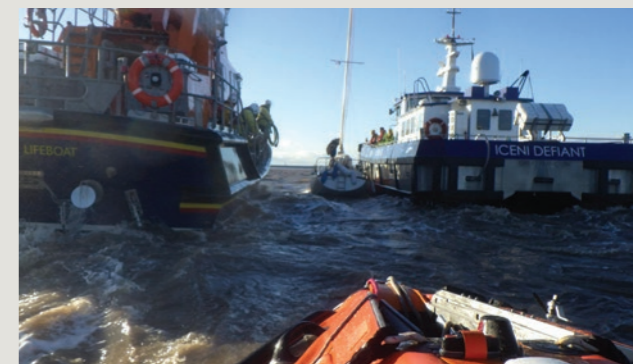
2 SOGGY DOG TALE CHISWICK | 9 SEPTEMBER 2018

Chiswick crew tackled their seventh dog-related rescue of the year when a woman got stuck trying to pull her pet Labrador out of the River Thames. The woman was clinging to a ladder, knee-deep in water, before she was taken onboard the lifeboat with her dog Brodie. Crew members checked the woman over and took her and Brodie back to dry land at Imperial Wharf. Helm Glen Monroe says: 'We always advise people not to put themselves at risk by following their dogs into the water. Instead, they should dial 999 and ask for the coastguard.'



4 SAFETY MISSION LOWESTOFT | 14 OCTOBER 2018

As some of the UK's finest young sailors battled it out in the Laser UK World and European qualifiers, Lowestoft lifesavers battled their way to the event's safety boat. The rigid-inflatable, with two people onboard, was stranded on Newcombe Sands and being pounded by waves. Lowestoft Coxswain John Fox says: 'They were towing marker buoys when ropes and chains fouled their propeller and stopped the engine. As seawater engulfed the craft they lost the ignition key overboard. We threw them a tow and brought them back to the yacht basin. The two crew were fine – if a little wet!'



3 HANDS TO THE PUMP CLEETHORPES AND HUMBER | 11 NOVEMBER 2018

Two of our crews joined forces when a yacht, with three men aboard, started taking on water 2 miles off Grimsby. The crew of a commercial vessel kept the yacht safe until Cleethorpes lifeboat arrived. Happy that the people were OK, the RNLI crew had to clear the seawater before they could tow the yacht into port. Humber lifeboat crew joined the operation with a salvage pump and helped to get the yacht and her crew safely into Grimsby. Cleethorpes Helm Steve Burton says: 'This was a complex rescue involving a number of teams. I'm sure the yacht would have been lost without our assistance.'



5 BEDRAGGLED CAT DOVER | 18 NOVEMBER 2018

Lifeboat volunteers were called into rough seas one evening to help rescue two people and their sinking catamaran 1½ miles off Dover. The local harbour patrol crew helped the sailors while the RNLI crew towed the stricken vessel in to prevent it from being a hazard to other boats. Unfortunately, it foundered in the 2½m swells at Dover's western entrance, so the tow was cut and Dover Harbour Patrol kept a close eye on the vessel as it drifted and eventually beached. Its two occupants were wet and shaken but otherwise OK, and warmed up with a nice cuppa at the lifeboat station.

ROPE TRICKS



With a yacht pinned to rocks in 60mph winds and driving rain, Tobermory lifeboat crew would need to quickly overcome some hurdles to save the four people onboard

The 2018 summer heatwave took a dramatic turn at the end of July when storms, torrential rain and floods hit the UK and Ireland. The weekend of 28 and 29 July was particularly busy for RNLI lifesavers on the west coast of Scotland, who were hit abruptly by a storm force 10.

'The night just blew up out of hell'

Tobermory Coxswain David McHaffie had been keeping a close eye on the forecast and thought his crew would be in for an interesting Saturday night. Crew Member Tony 'Kiwi' Spillane remembers: 'The weather was fine during the day, but the night just blew up out of hell.' So it was no surprise that their fellow volunteers at Oban were called out just before 10.30pm. Reports said that an 11m yacht, with two adults and two children onboard, had run aground in the storm off the Isle of Seil.

Half an hour later, the Coastguard received another call, this time from a yacht dragging its anchors in Loch Feochan. This shout was also in Oban's patch but Tobermory's crew were asked to help while their colleagues dealt with the first. But the Tobermory lifesavers had barely got into their storm jackets when they were stood down again. An update from the yacht's skipper said that his anchor was holding and he was OK, for now.

'A funny feeling'

The volunteers returned home. 'But I just had this funny feeling,' says Kiwi. 'So I stayed up and had a cuppa.' Come midnight, the Oban crew were returning with the family they had rescued. Then Stornoway Coastguard received more calls – including a mayday from a small motorboat aground at the north end of Lismore, a small island in the Inner Hebrides. This time, both Tobermory and Oban crews

were alerted. The Tobermory volunteers immediately returned to station and launched their all-weather lifeboat *Elizabeth Fairlie Ramsey* into the storm. With a south-westerly gusting at around 50mph and rough seas, the journey was lively for the redirected Oban crew too – and for the casualties who were still onboard from the first incident.

Reaching Loch Linnhe, the Tobermory crew were diverted to a fourth incident while Oban crew continued to the third. This time, the Coastguard had received a mayday from a yacht in trouble at Loch Aline, about 13 miles south of Tobermory. The two couples aboard were taking it in turns to keep anchor watch and realised they were in danger when it started dragging. Now they were in the shallows, heading for rocks. The skipper was experienced and his yacht sound, but it didn't have the power to make headway in the conditions.

'Loch Aline is a beautiful mooring on a good day,' says Kiwi. 'But at night, in bad weather, it's a nasty wee place and there's no way out.'

'I couldn't get close enough without the risk of running aground'

On this night, with rough seas and the wind gusting to 60mph, it was definitely the latter. 'It was grim,' Kiwi says. 'The wind was howling over the hill and the rain was horizontal.'

Limited options

By now it was well after 1am, and David McHaffie was getting the full force of that weather in the Severn's upper steering position. 'It was a very dark night, with heavy rain and mist, so visibility was poor,' he says. 'At least up top I was getting the best possible view.'

With just a few feet of water under the 42-tonne lifeboat, David knew his options were limited: 'I couldn't get close enough to the yacht without the risk of crushing her or running aground. So I decided to launch our inflatable Y boat and get its crew to pass a tow across.'

A tow was set up, but it was nigh-on impossible to keep the line taught. And when it turned slack – and then suddenly too tight – the crew knew it had got caught up somewhere.



Coxswain David McHaffie

With all lights now directed to the rear lifeboat deck they could just see the rope disappearing into the pitch dark under the stern. 'We tried our best to free it, but it wasn't happening,' says Kiwi.

With the yacht now virtually on the rocks, time was running out. David told his crew to cut the tow and, once the pressure was released, they were able to quickly retrieve both sections. The Y boat crew then passed over the end attached to the yacht.

Homeward bound

With the tow made fast and the yacht now free, David went about the slow and careful business of towing the casualties to safety. 'Loch Aline can be a horror to get out of,' says Kiwi. 'It has a narrow, twisted entrance lined with rocks, so we had to keep our tow short until we got into the Sound of Mull.'

Meanwhile, Oban RNLI had reached their second yacht. The weather here had calmed slightly and the person and dog onboard were no longer in immediate danger. But conditions were unpleasant for the original rescued family still aboard

the lifeboat so Oban crew transferred them to a nearby safe haven before returning to the scene. The volunteers then deployed their XP boat, refloated the yacht and escorted it to Glensanda to await calmer weather. Arriving at 4.30am, they picked up the family from the first incident again.

Around 2½ hours after starting their tow, the Tobermory crew brought their casualties safely into Tobermory Harbour. The lifeboat was then refuelled and made ready for service for around 7am. Oban returned to station, dropped off their casualties and departed one more time to help recover the last vessel. They finally returned and were ready for service again around 8am. Combined, both RNLI crews had spent more than 15 hours at sea.

David McHaffie says: 'We had some great weather in the summer but the conditions that night were very poor. We're glad that there was a good outcome for all the yachts in trouble that night.' ■

Words: Jon Jones. Photos: RNLI/Sam Jones

'Lifeboating is all about thinking your way out of situations'

'David did a hell of a job keeping that lifeboat steady. We were right at low tide, so there was hardly any water under her, and we were getting hit by gusts. We had a few challenges but every time something was thrown at us, we figured it out. Lifeboating is all about thinking your way out of those situations.'

'When the tow rope went slack, it fell behind the trim tabs at the back of our lifeboat and got wrapped around the rudder. We didn't know it at the time but were grateful to know that

later. There are far worse things it could have wrapped around, things that would have caused some real damage.'

'The tow back wasn't that far but, at 5 knots, it took time and patience. The wind started to disappear and, by the time we got back to Tobermory, the sea was flat. It was absolutely bizarre.'

'The worst thing that happened is that we lost 25m of tow rope. Maybe we could chop up the leftovers and sell them as a fundraiser. That rope could certainly tell a few tales!'



TONY 'KIWI' SPILLANE
CREW MEMBER | TOBERMORY

TRAPPED BY THE TIDE

Two walkers and their dog get caught between rising seawater and 30m cliffs



Mollie, Parker and Christine on a return visit to the station to thank the crew

Christine and Mollie stepped off the bus at Tregantle in Cornwall in late September for a day's walking.

The 25 miles between Cremyll and Polperro was to be the penultimate stage of their epic coastal adventure. They already had 600 miles of the South West Coast Path safely under their belts. But one misjudgement and their plans unravelled.

Shortly before 5pm, a paddleboarder reported that a kayaker had spotted two people stranded on rocks east of Portwrinkle Beach. The kayaker had stayed with them. Both Looe lifeboats were immediately scrambled.

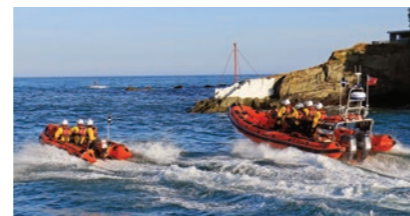
'The casualties were stuck in the middle of a large area of rock,' says Clive Palfrey, Helm of Looe's B class lifeboat *Sheila & Dennis Tongue II*. 'The tide was coming in fast and they were below the high tide mark, so we had to get them off quickly. I decided to put one of my crew ashore to assess the situation.'

Swim to shore

Taking the grab bag and a radio, experienced Crew Member Brian Bowdler jumped into the sea and swam 10m to the shore, where he discovered not two casualties, but three – Christine and Mollie, plus Mollie's 11-year-old border terrier, Parker.

Putting his fear of dogs to one side, Brian checked that the casualties were OK, and then radioed Clive and fellow Crew Member Victoria Thomas onboard the lifeboat. With help the trio could be moved to the water's edge, but they'd need the station's smaller D class lifeboat *Ollie Naismith* to get them off the rocks.

Because of where they were located, D class Helm Matt Jaycock couldn't just drop the anchor and reverse in – the method he'd normally use. Instead, he would have to drive in bow first, threading a route around rocks to reach them. 'There was a bit of swell, so we waited for a couple of



Looe's D and B class lifeboats



Clockwise, from top left: Clive Palfrey, Brian Bowdler, Matt Jaycock

big waves to come through, then got in before the next ones arrived,' Matt explains. He touched the bow on the rocks, allowing Crew Member Jack Spree to step ashore.

Luck and speed

'It's lucky we got there when we did,' Matt recalls. 'The rocks level off higher up the shore, so 30 minutes later we wouldn't have had enough depth to reach them.' Matt held the boat against the rocks with the engine in gear while Goron Wilkes-Jones, the third member of his crew, helped Brian and Jack get the two women and their dog onboard.

'With the waves coming in we couldn't afford to be alongside for very long,' Matt says. 'It felt like minutes, but it was only seconds.'

The lifeboat crew reversed out and took the casualties back to the beach at Downderry, where they were reunited with their car. Parker became best friends with the coastguards, who provided him with a welcome bowl of water. Christine and Mollie, although a little wet, were otherwise untroubled by their ordeal – they were out on the coast path again the very next day. Parker was there too, as he has been every step of the way.

Clive says: 'I thanked the kayaker for taking the action he did. Two hours later it would have been dark. He definitely helped us save Christine and Mollie's lives that day.' ■

Words: Robin Westcott
Photos: Christine Bright, RNLI/Ian Foster, Mike Lavis, Looe



Christine took some photos of the rocks barring the trio's way



'I never thought I would need the RNLI'

Christine Bright says: 'From the tide tables we thought we had time. When we reached rocks, we considered turning back. But we were persuaded to carry on after we got talking to some other ladies who were doing the same walk.'

'We scrambled over the rocks to another sandy beach. Half way across a second group of rocks, the tide was coming in behind us. The rocks were slippery and we were making slow progress so we decided to stop and phone for help. But there was no signal, and that's when we started to panic.'

'I got the attention of a kayaker. He came over and reassured us that we were safe, then went off to get help.'

'Although I don't live far from the coast I am not a great fan of the sea. So while I have always admired the RNLI's volunteers, I never thought I would need the lifeboat myself.'

HOW TO STAY SAFE WHILE OUT WALKING

- Always check the weather and tides.
- Be wary of all edges around the sea and waterside.
- Let someone know where you are going and when you expect to be back.
- Take care if walking in dark or slippery conditions.
- Always take a means of calling for help.
- Even if you have no signal, it's worth trying to dial 999 and asking for the coastguard. For 999 calls, your phone will attempt to pick up service on other networks.

MAYDAY AT THE HARBOUR MOUTH

The lives of six fishermen are in danger. Their fishing boat is drifting dangerously close to shore. Powerless against the gale-force winds and sea swell, they need help – fast

It's the end of a blustery October day in Castletownbere. Coxswain Dean Hegarty decides to get something for dinner from the shop across the road from the lifeboat station, but the sound of his pager sends him running back to the station.

It's a mayday – the most urgent of all calls for help. Six fishermen are adrift in their 25m fishing boat after it suffered a fouled propeller and lost power. Now at the mercy of south-westerly gale-force winds and a 4–5m swell, they are being pushed towards the rocky shore at the entrance to the harbour.

'There were five of us – the minimum number of all-weather

lifeboat crew, but the way the weather was, we had to go,' recalls Dean.

A tumultuous sea

The crew launched their Severn class lifeboat *Annette Hutton* at 7.30pm and headed for the harbour entrance.

Dean says: 'It's only about 1½–2 miles to the harbour's mouth, but conditions at that particular spot were very poor. The way the tide was going out and the wind was coming in, it churned it all up like an explosion.'

All sorts of scenarios raced through Dean's mind. How close will the fishing boat be to the rocks? Will the fishermen have abandoned ship? Will they be in the water?

The lifeboat crew reached the fishing boat about 3 minutes after launching. By this time, the boat and her six crew were close to Piper Rocks and just 20m from shore.

'We had the tow rope ready,' explains Dean. 'We got as close as we could and got the rope across on the first throw. The fishermen secured it to their bow.'

It took about an hour to tow the fishing boat and her crew through the churning harbour's mouth and back to the safety of the pier.

'We were heading into the weather,' Dean continues. 'There was a massive swell and the fishing boat was up and down. We kept the lifeboat in gear,

'There were five of us – the minimum number of all-weather lifeboat crew, but the way the weather was, we had to go'

DEAN HEGARTY
COXSAIN | CASTLETOWNBERE



just enough to pull her. She was a big boat.'

Due to the deteriorating weather conditions, two local tug boats helped the lifeboat crew to secure the fishing boat alongside the pier.

'The tug boats were a big help,' says Dean. 'They stood by inside the harbour just in case anything went wrong with either one of the boats.'

'The fishermen were so thankful. They were lucky. They did the right thing putting out a mayday straight away, especially with the weather conditions and where they were.'

A close-knit community

Dean praises Castletownbere's community spirit, which sees people always looking out for one another.

'We have a very tight community here. Everybody knows everybody. We rely on the support of the community big time. And the fishermen support the RNLI a lot because they rely on us at times.'

This was Dean's second shout as coxswain at Castletownbere after being a volunteer crew member for 5 years.

'There was a lot of pressure being coxswain, but the crew were excellent. They had the tow rope out and everything sorted by the time we got out there.'

Lifeboat Operations Manager Paul Stevens used to teach Dean at primary school. Speaking after the rescue, Paul says: 'Time was of the essence this evening and I would like to commend our volunteer crew for the fast response that had them on scene and providing help within 10 minutes of the mayday. Given the weather conditions and how close the fishing boat was drifting to the shore at this point, the lifeboat's timely arrival managed to avert a potential tragedy.' ■

Words: Vicki Lovegrove-Fray
Photos: Nicholas Leach, RNLI/(Paul Stevens, Jimmy Young)



The five-strong Castletownbere lifeboat crew: Seamus Harrington, Mechanic Marney O'Donoghue, Coxswain Dean Hegarty, John Paul Downey and Dave Fenton

FISHING SAFETY

Commercial fishing is a hazardous business and we're working with fishermen across Ireland and the UK to help them understand the risks and improve their safety.

Man overboard

Simple and affordable solutions such as rope tyres, rope ladders and haul-out rigs could help save lives in man overboard situations.

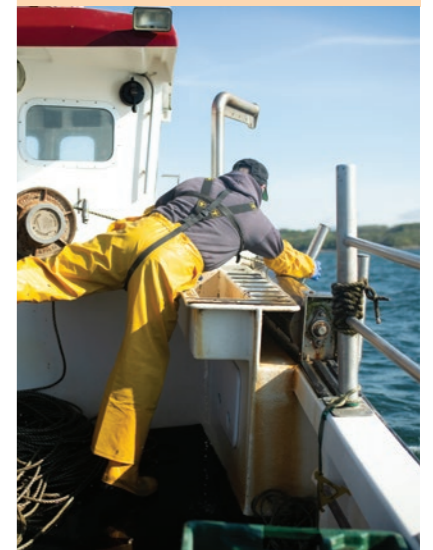
Lifejackets

You're four times more likely to survive in the sea if wearing a lifejacket or personal flotation device (PFD). If correctly fitted and maintained, it will help you to float even if you're unconscious, buying precious time until help arrives.

Vessel stability

Unstable vessels are a leading cause of death among commercial fishermen. Simple and regular boat checks can significantly reduce the risks.

To find out more about commercial fishing safety and how our work is already saving lives, visit [RNLI.org/fishing](https://www.rnli.org/fishing).



1969: Disaster at Longhope

A close-knit Orkney island remembers the courage and sacrifice of its lifeboat crew who lost their lives 50 years ago



The lifeboat TGB



The steamship Irene

Main picture: TGB out in Full Sea (painting by Harry Berry)

A south-easterly gale had been pounding Scotland's coast for days, heavy seas forcing the closure of Aberdeen Harbour and damaging the breakwater at Stonehaven.

Further north, the 2,600-ton Liberian registered steamship *Irene* was being driven towards the Caithness coast, its crew powerless to resist.

As the maroons exploded, momentarily silencing the wind and the rain, the lifeboat crew assembled and Longhope's Coxswain Daniel Kirkpatrick considered his options. In view of the conditions, he decided to take an extra member of crew.

Bearing south, then east, the eight-man crew braced themselves for what lay ahead. The lifeboat TGB was about to enter the notorious Pentland Firth. The crew had been together for many years and they had trained in gales before. But as the spring flood tide smashed into the wind whipping in off the North Sea, conditions were perilous, even for an experienced lifeboat crew.

Families held their breath. A coastguard reported seeing the mast light on the lifeboat as it was swept towards Lothar Rock. Three or four times he saw the light disappear, only to be followed by an agonising wait until it reappeared. People on the shore were glued to their wireless radios, listening anxiously on the lifeboat waveband to monitor the volunteers' progress. The radio operator at Wick maintained constant

contact with Daniel Kirkpatrick and his crew. An acknowledgement was received from TGB an hour and a half after launching.

Later, the radio fell silent. The lightkeeper on Pentland Skerries rocks recalled seeing TGB's stern light half a mile to the north-east, putting the lifeboat roughly at a point where the flood tide running down the east coast of South Ronaldsay was crashing into the tide running east. By now it was registering force 10. Repeated calls from Wick went unanswered.

Meanwhile, SS *Irene* ran aground half a mile south of Grim Ness, further up the South Ronaldsay coast. The steamship was on rocks, but intact. Battered by the wind, a shore rescue party using ropes began the torturous process of getting the ship's company to safety, a process that would take them 4 hours.

The search for the steamship became a search for the missing lifeboat. The crew of



Above: Seven of the eight crew who were lost. Back row left to right: Daniel Kirkpatrick, Jimmy Johnston, Robert (Sodger Bob) Johnston, Ray Kirkpatrick and James Swanson. Front row left to right: Robbie Johnston and John (Jack) Kirkpatrick. The eighth crew member was Eric McFadyen.





Collecting on the streets of London at the time of the Longhope disaster

Kirkwall's lifeboat *Grace Paterson Ritchie*, which had been launched at the same time as *TGB*, fired a white parachute flare into the air. There was no sign of the other boat. In conditions such as these, Kirkwall's coxswain reported to the Coastguard that there was virtually no hope of seeing *TGB* – there was no radar onboard lifeboats in those days – and the search was called off.

The search resumes

As day broke, the gale had moderated and a full-scale air and sea rescue – involving a Shackleton aircraft from RAF Kinloss, a helicopter from RAF Lossiemouth and lifeboats from Kirkwall, Stronsay, Thurso and Stromness – began.

Tuesday 18 March was London Lifeboat Day. As Longhope families waited anxiously for news of their loved ones, coins were dropped into

LONGHOPE LIFEBOAT STATION HISTORY

Longhope Lifeboat Station was one of 200 operated by the RNLI in 1969. Its lifeboats had saved 587 lives during 95 years of lifesaving, spanning two world wars. Its crew had been awarded several RNLI Medals for Gallantry.

Coxswain Daniel Kirkpatrick himself held three Silver Medals for Gallantry – the only man alive at that time to do so. Two of the medals were for night-time

rescues – 9 crew rescued by *TGB* from the trawler *Ben Barvas* in 1964 and 15 more from the trawler *Ross Puma* in a blizzard in 1968. Daniel never got the chance to collect his last medal.

Left to right: The 1874 boathouse, the 1906 boathouse and slipway at Brims (now the Longhope Lifeboat Museum), and today's station built in 2003 (the lifeboat is moored afloat)



17 March 1969

8pm

Longhope and Kirkwall lifeboats launch into a force 9 south-easterly gale

9.15pm

The steamship *Irene* runs aground on South Ronaldsay

9.35pm

The Longhope lifeboat *TGB* is spotted by Pentland Skerries Lighthouse

9.47pm

The time at which the coxswain's watch – later recovered – stops

10.30pm

People on South Ronaldsay start scouring the shore for signs of the Longhope crew

18 March 1969

1.30am

The last of the steamship's company is evacuated by the Coastguard rescue party

1.40pm

The upturned hull of *TGB* is found, with the bodies of seven crew still onboard

'The lifeboat is a great asset to the island'

'I have been a part of the RNLI here in Longhope for 28 years and have had the privilege and honour of being coxswain for the last 17 years.

'The lifeboat is just a way of life here in Longhope. It is a great asset to the island and community.

'It gives us the opportunity to help people and it is something we feel proud to be part of. My wife Karen

and I both lost close family, as did other families, in the disaster.

'One consolation is that we are a small community and it is that spirit of community, I am sure, that provided the support that brought us all forward to where we are today.'

KEVIN KIRKPATRICK
COXSWAIN | LONGHOPE



collection boxes on street corners all over the city.

At 1.40pm, hearts were broken. The crew of the Thurso lifeboat had discovered *TGB*'s upturned hull floating 4 miles south-east of Tor Ness. There were no signs of life.

The Thurso and Stromness lifeboats began the grim business of towing *TGB* back to Scrabster on the mainland. They couldn't have known it at the time, but seven of the crew were still strapped in their seats under the waves. The body of the eighth man, James Swanson, was missing.

Hoy resident Mary Harris moved to the island 15 years ago, and helps run the Longhope Lifeboat Museum. 'I was always up here as a child. I remember the day of the disaster – I was in London when it happened. It's the only time I ever heard my dad cry.'

Impact on the community

The sea is part of daily life on Hoy and everyone's lives were bruised by what happened. The Longhope lifeboat disaster is still raw – and still evokes

bitter memories. An inquiry found no blame in anyone's actions or the condition of the lifeboat. There was significant damage to the lifeboat but exactly what happened in the last moments remain a mystery. The body of Crew Member James Swanson was never found.

In the immediate aftermath, traumatised families faced financial ruin. The Longhope Lifeboat Disaster Fund followed a radio appeal by the broadcaster Raymond Baxter. RNLI pensions were paid to widows and the lifeboatmen's dependants. Offers of help came from some surprising places. 'We received some amazing support from the village of Longhope in Gloucestershire,' says Mary at the museum. 'They sent money and support, as well as toys for the children who lost family. That connection is still strong today.'

Keeping their memory alive

The old lifeboat station at Brims – affectionately referred to as 'the Shed' – has been turned into a museum.

One of the old lifeboats is there and the old station workshop has become a dedicated room for the lifeboat disaster. Coxswain Kevin Kirkpatrick is chair of the museum trust: 'The museum is very important for keeping the memory of 1969 alive. We like to show our old lifeboat (1936–62) in the museum alongside today's boat – it compliments the RNLI and it shows how far we've come in my lifetime.'

After being salvaged and refurbished, and a spell back in service in Arranmore, *TGB* was sent on permanent loan to the Scottish Maritime Museum in Ayrshire. Here, it serves as a reminder of the heroism of the Longhope crew. ■

Words: Robin Westcott
Photos: Longhope Lifeboat Museum, RNLI/(Mary Harris, Nigel Millard), Syndication International

Longhope's Lifeboat Museum is independent from the RNLI and relies entirely on public support. You can make a donation at longhopelifebot.org.uk/museum.



PLAYING SAFE

Every year our lifeboat crews and lifeguards rescue hundreds of children. But it's much more fun helping them stay out of trouble in the first place

Walter Lee is a volunteer education presenter in Glasgow. 'Some of the children don't know what the tide is,' he says. 'And some have never been to the coast.'

But most of them will visit the coast at some stage. And inland waterways can be just as treacherous. How can we help them stay safe? Through a mixture of education, partnerships and fun hands-on activities – and through the knowledge and commitment of our volunteers.

Our water safety and heritage messages reached more than 543,000 young people last year. Natalie O'Sullivan,

RNLI Youth Education Manager for the north of England, says: 'I'd really like to see a big shout out for our 407 education volunteers. They do such an amazing job.'

Education, education

We're justly proud of the RNLI's lifesaving heritage, which is celebrated at RNLI lifeboat stations, visitor centres and museums around our coasts.

The RNLI's Grace Darling Museum in Bamburgh commemorates the life of Victorian Britain's greatest heroine,



Enjoying the Grace Darling Museum

who risked her life to save nine people from the wreck of the *SS Forfarshire* in 1838. The museum provides an immersive learning experience for children. Museum volunteers recreate the Grace Darling story with a Victorian shadow puppet show, and children make their own puppets with which to act out the story.

Meanwhile, back in the classroom, the Meet the Lifeguards schools' programme takes our safety messages into the community. Lifeguard Supervisor Jason Walsh says: 'By delivering the programme to coastal schools at the start of the summer, we are reinforcing key safety messages that will hopefully reduce the number of incidents that lifeguards have to deal with.'

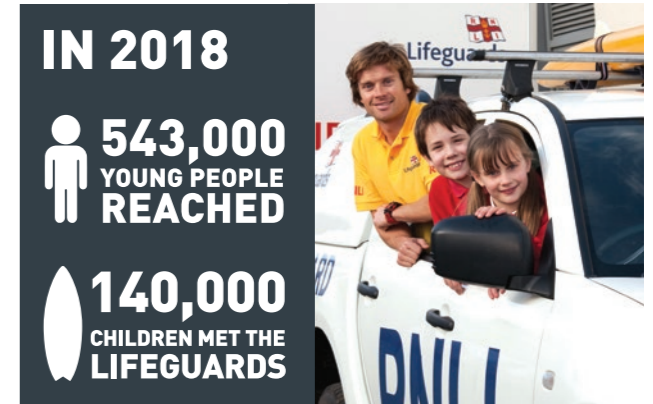
'Some of the kids don't know what the tide is. Some have never been to the coast.'

And this April sees the launch of the RNLI's new suite of online resources for youth leaders, teachers and parents – 40 downloadable activities to inspire the next generation.

Happy together

We can't prevent drowning alone. So we work with many different organisations, including Swim England, Beach Schools South West and Haven Holidays, as well as police and fire rescue services, to keep children safe.

Broader child safety initiatives like Junior Citizen schemes also provide opportunities to share our water safety messages with children. The RNLI's Youth Education Manager in London, Sam Johnson, explains how this works: 'Year 5 or 6 children take the day out of school to visit a community space and learn how to keep themselves safe and be good citizens, as they transition from primary to secondary school. To cover our safety messages, we'll dress the room up so it's interactive and immersive, involving crew kit and posters.'



Learning under way at the RNLI National Historic Lifeboat Collection, Chatham



Schoolchildren visit Bembridge Lifeboat Station



Children wising up at Coldfall Primary School

'Last year, we gave safety talks to thousands of children in schools and on the beach. It could potentially save thousands of lives – which is amazing!'

KIM DUGAN
LIFEGUARD | SOUTHSEA



Working with bereaved families

Where loved ones have been lost to drowning, the RNLI works with families to help prevent similar tragedies happening elsewhere.

After 16-year-old Robbie Lea drowned while swimming with his friends in a lake at the Lee Valley Regional Park, his mum Sarah helped set up the Robbie Lea Water Safety Partnership. Organisations including the RNLI, the Canal and River Trust, Hertfordshire Crucial Crew and the Royal Life Saving Society UK are raising young people's awareness of the dangers of swimming in lakes and rivers.



SeaSafe at Cox's Bazar, Bangladesh

International partnerships

Children in some parts of Africa and Asia are at far greater risk of drowning than in the UK and Ireland. We're working with international partners to try to reduce these risks.

Working with the Felix Fitness Foundation in Ghana, we have helped roll out its Aquatic Survival programme to schools. Teachers are being taught how to deliver water safety messages in the classroom and children are learning to stay safe as a result.

Our SeaSafe partnership with the Centre for Injury Prevention and Research, Bangladesh provides a full-time lifeguard service on three beaches at Cox's Bazar. SeaSafe also gives water safety education to local schools and communities, and teaches children to swim.

With our help, children are also learning to swim in Zanzibar. Traditionally, parents discourage their children from learning to swim. However, with the help of influencers like Haji Ali Haji, our partner the Panje Project is starting to win communities over.

'The children come to the edge of the water and we give them water safety advice to help them to overcome their fear,' says Haji Ali Haji, who is the project coordinator and a swimming instructor. 'We get them to hold hands and then play some games and sport, which help them to feel more comfortable in the water.' ■

Words: Robin Westcott

Photos: RNLI/(Harrison Bates, Tony Buckingham, Colin Davidson, Chrissie Decker, Andrew Parish, Nathan Williams)

Targetting hard-to-reach children

For cultural and social reasons, many children and young people are hard to reach. By working with schools and community groups we are finding ways to break down barriers. Here are a few examples.

Young Adults Programme

An innovative lifeboat rescue based education programme for college students teaches teamwork and leadership skills, with water safety weaved in. It has had some unexpected results.

Joint project lead Paul Gillions says: 'Students have to come in to Dudley along one of the major canals. Work is now beginning on getting sponsorship for throw lines on the canalside – Dudley College working alongside the RNLI. Kirklees College is doing something similar. For an inland college it's great to get something visible that identifies with the RNLI.'

Kumon Y'all

Kumon Y'all, an Islamic community group, approached the RNLI in 2017 for safety advice for a canoe expedition they were planning in Scotland. Since then, we've trained up four of their young men to deliver water safety messages in mosques and religious schools in West Yorkshire.

'It's having an impact in a community where we've had little engagement in the past,' says RNLI Youth Education Manager Natalie O'Sullivan. 'It's been going for about a year and it's doing really well. The water safety messages are pitched in a way that is suitable for the audience. It gives those involved skills for their CVs and for the workplace, and it's helping to keep their community safe too. It's a win-win situation.'

SAFE Birmingham

We are working with Birmingham City Council, the Canal and River Trust and the Royal Lifesaving Society on an ambitious programme to take water safety messages to every primary and secondary pupil in this ethnically diverse city by 2022.

Get involved

We are always looking for new volunteers to join our Youth Education Team. Visit [RNLI.org/volunteer](https://www.rnli.org/volunteer).



We were approached by Thackwray Medical Museum in Leeds, who asked us to run workshops for museum staff. The staff deliver safety training on the RNLI's behalf covering cold water shock and throw lines for canals, rivers and quarries. We have been helping to promote this through social media.

In Ireland, we are working with the GAA (Gaelic Athletic Association) to reach young people in sports clubs around the country – by the coast and inland. We also support Northern Ireland Water with its Water Bus – an exciting project involving a double-decker bus converted into an interactive primary school classroom. And across the island of Ireland we are delivering water safety messages to young people as part of the Bee Safe campaign.

Immersive programmes

Swim Safe, our partnership with Swim England, has offered around 50,000 water safety activity sessions for children since it started in 2013. Hope Filby, Swim Safe's Site Coordinator at Criccieth, says: 'We're teaching kids about water safety – giving them a real experience of open water. With more people on the beach, and in lakes and reservoirs, because of the hot weather, Swim Safe was more important than ever last year.'

Hit the Surf provides schoolchildren with an opportunity to get out of the classroom for a practical safety session on the beach with RNLI lifeguards. Children put on wetsuits and get into the water and they're given plenty of safety tips and advice. In 2018, more than 9,000 children took part.

Learning water safety skills with Swim Safe

GIVE IT A GO: FOSSIL HUNTING

Ever wanted to walk in the footsteps of dinosaurs?
Foraging for fossils at the coast may be the closest you'll get

Paddy Howe's fascination with fossils started at a young age.

'When I was a kid, I was fascinated by dinosaurs – because they were real whereas King Kong and Godzilla weren't.

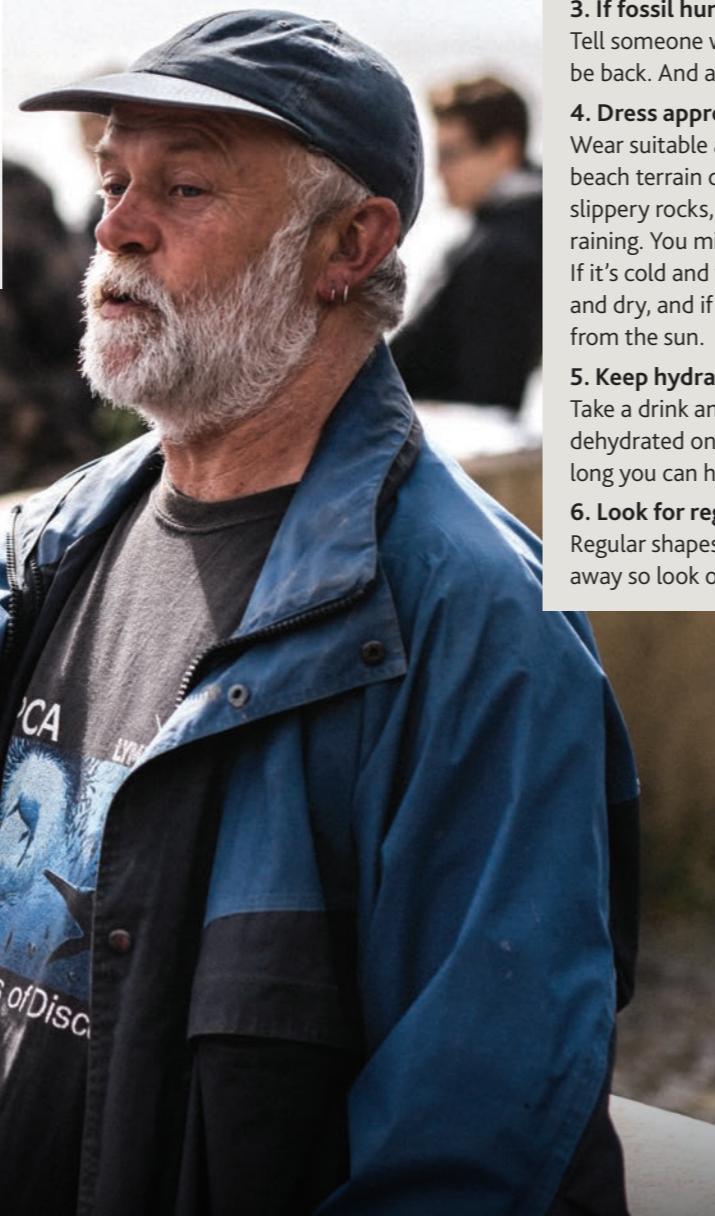
'My mum took me to Lyme Regis on a day trip when I was 6 years old. I was hooked on looking for fossils straight away and have been ever since.'

Paddy is a geologist for the Lyme Regis Museum and takes visitors on guided fossil walks throughout the year.

Words: Paddy Howe, Vicki Lovegrove-Fray
Photos: Lyme Regis Museum



A fossil walk with geologist Paddy Howe



PADDY'S GUIDE TO SAFE AND RESPONSIBLE FOSSIL HUNTING

1. Join a guided fossil walk

Being part of an organised group can be safer and much more fun. You'll get advice on the types of fossils to look for, where and how to look, and how best to preserve the fossils you find, as well as learning about the local geology and history.

2. Check tide times

You don't want to be cut off by the tide. Go when the tide is on its way out. It's not only safer, it gives you more time on the beach too and means you're one of the first people on the beach if there's anything obvious lying around. Time flies when you're having fun so be aware of incoming tides too.

3. If fossil hunting alone ...

Tell someone where you're going and when you expect to be back. And always carry a means of calling for help.

4. Dress appropriately

Wear suitable and sensible clothing and footwear. The beach terrain can be quite rugged in places. There are slippery rocks, and slippery shale and mud if it's been raining. You might have to scramble around boulders. If it's cold and wet you'll want clothing to keep you warm and dry, and if it's warm and sunny you'll need protection from the sun.

5. Keep hydrated

Take a drink and something to eat. It's easy to get dehydrated on a warm day. And you'll be surprised how long you can hunt for!

6. Look for regular shapes and patterns

Regular shapes and repeating patterns generally give fossils away so look out for these.

7. Bring a bag

You don't need much in the way of fossiling kit. All you need is a bag for the fossils you find. People always think it's about hammering but it's not – it's about looking.

8. Take loose fossils only

Finders keepers. Everyone is welcome to take home loose fossils found on the beach. Otherwise, they'll only get washed away. If you find a fossil that is still embedded in a rock, you must get permission to extract it. This is so that it can be scientifically recorded. Get help rather than attempting to extract it yourself. Check with your guide if on a guided walk, or with a local museum, heritage centre or professional collector. You still get to keep the fossil, but it can be extracted without being damaged or destroyed.

9. Wear safety glasses

Experienced fossil hunters use special geological hammers to gently split open rocks to reveal and extract fossils. Only do this if you know what you're doing, and always wear eye protection because small chips of rock can easily damage your eyes. Don't hammer or climb cliffs – this could cause a landslide and some cliffs are protected.

10. Take your time

Don't expect to find something straight away. Enjoy the search and the anticipation of potentially finding something that lived on this earth millions of years ago.

To find out more about the Lyme Regis Museum's guided fossil walks, visit lymeregismuseum.co.uk. Or to find other places around the UK and Ireland to go fossil hunting, visit ukfossils.co.uk.

Three common fossils to look for

A. Belemnites

Belemnites were squid-like creatures. They had a hard skeleton called a guard. It's this bullet-shaped guard that is commonly found as a fossil.

B. Ammonites

The spiral shells of ammonites are commonly found as fossils. Ammonites were related to squid and octopus.

C. Ichthyosaur teeth and bones

Ichthyosaurs were marine reptiles with strong jaws and sharp teeth. Although finding a complete skeleton isn't so common, finding their fossilised teeth and bones is.



The RNLI and me: Tomos Parry

The Michelin-starred restaurant owner and chef tells us what it's like to grow up on the Welsh coast with the RNLI – and how he's raising awareness of our lifeboats in London

WHO IS TOMOS PARRY?

Son of Gareth Parry, one of the RNLI's longest serving crew members, Tomos is the former head chef at Mayfair's prestigious restaurant Kitty Fisher's – and now a proud restaurant owner in trendy Shoreditch.

His debut restaurant Brat, named after an old English word for turbot ('the best fish in the world'), opened in 2018 and earned itself a Michelin star within 6 months of opening.

Photo: Benjamin McMahon

What was it like growing up in Anglesey?

I spent the first few years of my life in Beaumaris on Anglesey and practically grew up on the sea because my dad was on the crew there. He has been with the lifeboat for 46 years in total – 30 years as crew member and the past 16 years as deputy launching authority. I always remember him paging the other volunteers and rocketing off to the lifeboat station. Every summer holiday revolved around visiting a new station, like Scarborough, so I've been around the RNLI my whole life.

Now you live and work in London, how has your relationship with the water changed?

I don't see the sea as often as I'd like anymore, but staying safe around the water – any form of water – is important. I want to build a relationship with the RNLI, because people in London still don't really know the lifeboats exist here. At Brat, our fish comes from local fishermen on dayboats – they wouldn't dare go out to sea if they knew the RNLI weren't there to look out for them.

What can you tell us about your restaurant, Brat?

It's been open since March 2018, so we're relatively new – it's a nice, informal and open kitchen so you feel part of it all. We're mainly a fish-based restaurant and I'm super passionate about our fish being caught and supplied by the dayboats.

Over November and December 2018, Brat kindly added a £1 RNLI donation to every customer's bill – with an additional donation from the restaurant for every turbot served. What inspired you to support the charity in this way?

It's a really good way to give back to the charity and raise awareness. It gets the conversation going between customers and reminds them that the restaurant is only here because of the fishermen and the RNLI.

You recently went down to Tower Lifeboat Station to meet the crew. How was that?

I took some of the guys from my restaurant down and Helm Steve King showed us around. It was really cool because, although I'm so used to seeing the RNLI, they had no idea we have lifeboats on the Thames. I'm going down to Tower again with my dad when he comes to London in a couple of weeks. He knows everyone at the station there and feels part of it.

You had an incredible 2018 – opening your own restaurant, which has already earned a Michelin star. What's on the horizon for you this year?

More of the same! I'd like to keep improving on what we've built and make stronger ties with the local fishermen and suppliers. I think once I've built that up a bit better, I'll be able to start thinking about a new project. But I'd also really like to get the guys from Tower to come down and have something to eat at Brat.

MY FAVOURITE ...

Dish?

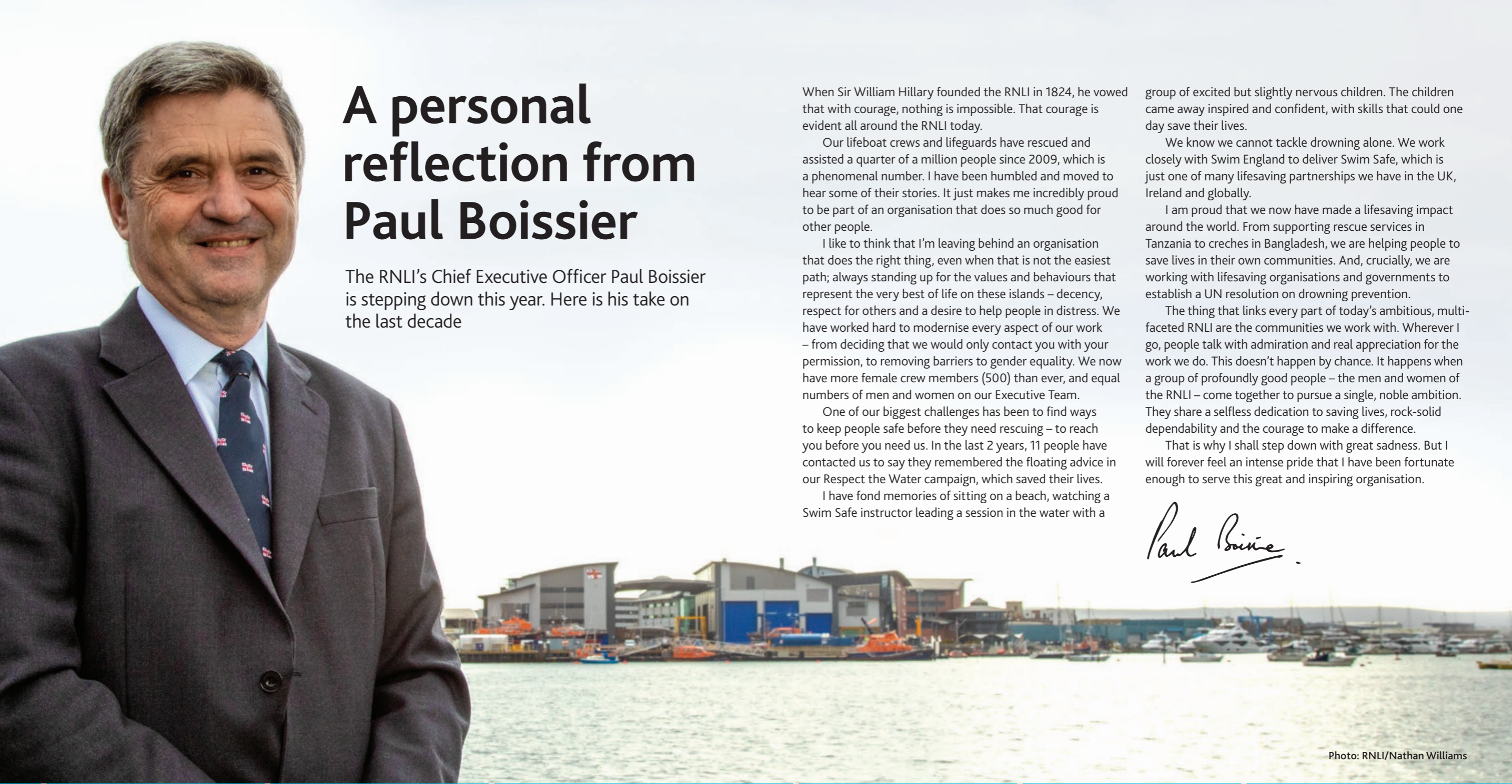
Grilled turbot. My restaurant is inspired by the way they grill fish in the Basque Country – it's cooked over fire.

Way to relax?

It has to be eating and drinking!

Home comfort?

My local Chinese takeaway near Menai Bridge in Anglesey. We often had it as a treat growing up, and we always have it whenever I go back home.



A personal reflection from Paul Boissier

The RNLI's Chief Executive Officer Paul Boissier is stepping down this year. Here is his take on the last decade

When Sir William Hillary founded the RNLI in 1824, he vowed that with courage, nothing is impossible. That courage is evident all around the RNLI today.

Our lifeboat crews and lifeguards have rescued and assisted a quarter of a million people since 2009, which is a phenomenal number. I have been humbled and moved to hear some of their stories. It just makes me incredibly proud to be part of an organisation that does so much good for other people.

I like to think that I'm leaving behind an organisation that does the right thing, even when that is not the easiest path; always standing up for the values and behaviours that represent the very best of life on these islands – decency, respect for others and a desire to help people in distress. We have worked hard to modernise every aspect of our work – from deciding that we would only contact you with your permission, to removing barriers to gender equality. We now have more female crew members (500) than ever, and equal numbers of men and women on our Executive Team.

One of our biggest challenges has been to find ways to keep people safe before they need rescuing – to reach you before you need us. In the last 2 years, 11 people have contacted us to say they remembered the floating advice in our Respect the Water campaign, which saved their lives.

I have fond memories of sitting on a beach, watching a Swim Safe instructor leading a session in the water with a

group of excited but slightly nervous children. The children came away inspired and confident, with skills that could one day save their lives.

We know we cannot tackle drowning alone. We work closely with Swim England to deliver Swim Safe, which is just one of many lifesaving partnerships we have in the UK, Ireland and globally.

I am proud that we now have made a lifesaving impact around the world. From supporting rescue services in Tanzania to creches in Bangladesh, we are helping people to save lives in their own communities. And, crucially, we are working with lifesaving organisations and governments to establish a UN resolution on drowning prevention.

The thing that links every part of today's ambitious, multi-faceted RNLI are the communities we work with. Wherever I go, people talk with admiration and real appreciation for the work we do. This doesn't happen by chance. It happens when a group of profoundly good people – the men and women of the RNLI – come together to pursue a single, noble ambition. They share a selfless dedication to saving lives, rock-solid dependability and the courage to make a difference.

That is why I shall step down with great sadness. But I will forever feel an intense pride that I have been fortunate enough to serve this great and inspiring organisation.

Paul Boissier

Photo: RNLI/Nathan Williams

2009 Paul Boissier becomes RNLI Chief Executive

2012 Working with local partners, the RNLI helps establish Bangladesh's first surf lifesaving club on Cox's Bazar Beach

2013 Dungeness is the first lifeboat station to receive one of our new Shannon class all-weather lifeboats

2013 The Respect the Water safety campaign is launched.

2015 Building and maintenance of our all-weather lifeboats starts at the RNLI's new All-weather Lifeboat Centre in Poole, Dorset

2019 Paul Boissier retires from the RNLI

POOLE

B-826: Oct 6,7(x2), Nov 13, 27, Dec 9,18,20,27
B-870: Oct 6,10,24,27, Nov 3(x2),10(x2),24,25
D-804: Oct 6(x2),11,27, Nov 13,24, Dec 9,18,26
PORT ERIN
B-813: Oct 1
PORT ISAAC
D-707: Nov 4
PORT TALBOT
D-713: Nov 6,18
PORTAFERRY
B-833: Nov 20
PORTHCAWL
B-832: Oct 7,28(x2),29, Nov 4,23,25
D-714: Oct 28,29, Nov 23
PORTISHEAD
B-884: Nov 8,17,19,30, Dec 8,16,22,25
PORTPATRICK
ON1301 (16-21): Oct 3, Nov 14,24,30
PORTREE
ON1214 (14-16): Oct 2,30, Dec 1,27
PORTRUSH
ON1257 (17-30): Oct 1,4,25, Nov 28, Dec 18,28
PORTSMOUTH
B-846: Oct 21,31, Nov 5,6, 13, Dec 19
D-716: Oct 4,7,9,15,21,27, Nov 6,13,17
QUEENSFERRY
B-851: Oct 3,8(x2), 10(x2),14,16,18, Nov 7, Dec 15,19,20,24, 26, 29
RAMSEY
ON1171 (12-14): Nov 11
RAMSGATE
B-878: Oct 20, Nov 6,11,24, Dec 3
ON1197 (14-02): Oct 6,23, 27, Nov 14
RED BAY
B-843: Oct 17,18, Nov 2, Dec 2
B-883: Dec 14
REDCAR
B-858: Oct 12,21,25, Nov 7, 8,11, Dec 22
D-735: Nov 7
RHYL
D-770: Oct 5, Dec 11,20,27
ON1166 (12-008): Oct 5
ON1183 (12-24): Dec 11
ROCK
D-772: Nov 17
ROSSLARE HARBOUR
ON1276 (17-43): Oct 17,18
RYE HARBOUR
B-900: Nov 18, Dec 14,31

SALCOMBE

B-905: Oct 1,5
ON1289 (16-09): Oct 11,21,
 Nov 15, Dec 6
SCARBOROUGH
D-724: Oct 10,18, Dec 2,25
ON1322 (13-15): Oct 21,30
SEAHOUSES
ON1173 (12-16): Nov 18
SELSEY
D-691: Oct 4
D-827: Dec 22
ON1327 (13-20): Nov 10,15,
 22, Dec 22
SHEERNESS
D-799: Oct 5(x2),
 9,13,14(x2),16,22,29, Nov
 9,23,27,29, Dec 27
ON1211 (14-13): Oct 1,
 Nov 3,18, Dec 21
SHERINGHAM
B-818: Dec 16
SHOREHAM HARBOUR
D-784: Oct 13,28,31,
 Nov 30, Dec 11
ON1295 (16-15): Oct 13,28,
 Nov 12, Dec 2
SILLOTH
B-828: Oct 9
SKEGNESS
D-792: Oct 4
SKERRIES
B-866: Oct 1
SLIGO BAY
B-888: Oct 6(x2)
SOUTHEND-ON-SEA
B-885: Oct 5,6,29, Dec 21
D-818: Nov 11, Dec 21
H-004: Oct 4, Nov 3
SOUTHWOLD
B-868: Oct 20,21
ST AGNES
D-787: Oct 11, Nov 15
ST CATHERINE
B-841: Oct 10, Dec 15
ST DAVIDS
D-704: Oct 4
ON1306 (16-26): Oct 10
ST HELIER
ON1292 (16-12): Oct
 1,10,21(x2), Nov 2,15,17,25
ST IVES
D-803: Oct 3, Nov 11
ON1318 (13-11): Oct 21,
 Nov 11,17
STAITHES AND
RUNSWICK
B-897: Nov 5,10
STONEHAVEN
B-782: Nov 18
STORNOWAY
ON1238 (17-18): Oct 29,
 Nov 3,17,19
STRANRAER
D-697: Oct 11, Nov 29

STROMNESS

ON1236 (17-16): Oct 1,
 Dec 31
SUNDERLAND
B-817: Oct 20,29, Nov 6,11,
 Dec 1,5,7,16,29,30
D-747: Nov 6(x2),
 7,17(x2),30, Dec 31
SWANAGE
D-752: Oct 6,7,17,21,
 Nov 11,14, Dec 16
ON1320 (13-13):
 Oct 6,7,15,21, Nov 12,
 Dec 10,20
TEDDINGTON
D-743: Oct 23, Nov 9,24
D-785: Nov 10,29
TEIGNMOUTH
A-67: Dec 21,30
B-809: Oct 6, Nov 24,
 Dec 6,19,21,22,29,30
TENBY
D-727: Oct 13, Dec 4,7,9
ON1281 (16-02): Nov 7,
 Dec 4,9
THE LIZARD
ON1300 (16-20): Oct 4,13,
 Dec 5,6
THE MUMBLES
D-761: Oct 7, Dec 30
D-798: Nov 16,19(x2),
 22(x2),28
ON1307 (16-27): Oct 6,7,
 10, Nov 5,28
Y-247: Nov 4
THURSO
ON1273 (17-42): Oct 4,6,15,
 Dec 11
TIGHNABRUACH
B-862: Oct 22, Dec 31
TOBERMORY:
ON1270 (17-39): Oct 6,
 Nov 9,13, Dec 2
TORBAY
D-788: Oct 2,5,11,13,20,
 24,29
ON1255 (17-28): Oct 1,
 11,14,16, Nov 7,17,
 Dec 3,22
TOWER
E-07: Oct 1(x3),2,3(x3),
 4(x3),5(x2),6(x2),9,10(x3),
 11,12(x3),13,14(x3),15,
 29(x2)
E-09: Oct 13(x2),14(x2),15,
 16,17(x2),18,20,23,24(x3),
 25,28(x3),31, Nov 2(x2),
 3(x3),4,5(x2),6(x2),7,8,9,
 10(x3),11(x2),13,16,17(x7),
 18,20(x3),21,24(x2),25(x2),
 26(x2),27(x2),28(x2),29,
 30, Dec 1(x2),2(x2),3(x2),
 4(x2),6,7(x3),8,9,10,12,13,
 14,15(x5),16,17(x2),19(x2),
 20(x2),21(x2),22,23(x3),
 24,25(x2),27(x2),29(x2),30

TRAMORE

D-781: Dec 21
TREARDUR BAY
B-847: Dec 26
D-753: Dec 26
TROON
D-821: Oct 15, Nov 10,25,
 Dec 1,3,23
ON1275 (14-38): Oct 1,22,
 Nov 10,25, Dec 1,3,5,23
TYNEMOUTH
D-693: Oct 15,26, Nov 1,
 10,11
D-829: Nov 24, Dec 15,30
ON1237 (17-17): Nov 10
ON1242 (17-20): Oct 5,27,
 Nov 15,24, Dec 16
VALENTIA
ON1218 (17-07): Oct 1
WALMER
B-808: Oct 14,27, Nov 14,
 Dec 25,28(x2)
D-794: Dec 28(x2)
WELLS
D-797: Oct 17
WEST KIRBY
D-710: Oct 28
D-751: Oct 27, Dec 21
WEST MERSEA
B-879: Oct 6,10,11,21,
 Nov 13,16, Dec 8,9,22,33

WESTON-SUPER-MARE

B-787: Oct 24, Nov 4,21
D-696: Oct 20,24, Nov 4,
 11,16,21
WEXFORD
D-782: Oct 21(x2)
WEYMOUTH
B-774: Oct 14,30, Nov 3,
 8(x2),10,11,13,25, Dec 10
ON1261 (17-32): Oct 2,4,
 6,12,20,28, Nov 10,26,
 Dec 2
ON1263 (17-34): Dec 13
WHITBY
D-810: Oct 21, Dec 30
ON1212 (14-14): Nov 1,
 Dec 1
WHITSTABLE
B-830: Nov 17,25,26,27
B-877: Oct 11,13(x2)
WICK
ON1224 (14-20): Oct 13,
 Dec 29
WICKLOW
D-806: Oct 7,14
ON1153 (47-035): Oct 7,14
WITHERNSEA
D-701: Oct 6, Nov 12
WORKINGTON
D-767: Dec 5
ON1326 (13-19): Dec 5
YOUGHAL
B-890: Oct 7,27

Six of the best

This spring, our review section heads out and about with fresh finds from RNLI Shop



Indestructible torch

Impressive illumination, a durable design and a long-lasting light source – what more could you want from a torch? Plus, it's almost indestructible!

Price: £21
 Ref: RS800202



Eat, Surf, Live book

Enjoy a new approach to travel guides with this beautiful photography-based book that showcases the very best of Cornwall.

Price: £13
 Ref: RS451909



Crab multi-tool

This crab just wants to lend a helping claw! His sturdy beechwood shell houses helpful stainless-steel appendages, from screwdriver to scissors.

Price: £20
 Ref: RS887149

ON STATION*

B-909, Miss Sally Anne Baggy II Never Fear, Baggy's Here, Kinsale, 30 July 2018
D-825, Enfys 2, Moelfre, 3 August 2018
B-910, Rita Daphne Smyth, Baltimore, 13 September 2018
D-827, Flt Lt John Buckley RAF, Selsey, 15 October 2018
D-828, Grace Darling, Seahouses, 23 October 2018
B-911, Jean Spier, Lough Derg, 12 November 2018
D-829, Little Susie, Tynemouth, 21 November 2018
D-830, Buoy Woody – 85N, Aberdeen, 22 November 2018
B-912, John and Jean Lewis, Enniskillen, 29 November 2018

NAMING CEREMONIES

D-823, Clann Lir, Ballyglass, 13 October 2018
D-827, Flt Lt John Buckley RAF, Selsey, 27 October 2018
B-911, Jean Spier, Lough Derg, 10 November 2018

* We were unable to provide the on-station list in the winter issue, for technical reasons. So we have included new lifeboats on station for July–December 2018 in this issue.

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



Fishing kit

Ready to recapture the joy of your first fishing trip? It's never been simpler – just cast away and have fun! Warning: patience is required.

Price: £7.50
 Ref: RS887136



Survival kit

Prepare for your next adventure with this handy kit, including compass, fire starter tool, six-in-one penknife and wire saw. It's the ultimate camping companion!

Price: £18
 Ref: RS800196



Waterproof notebook

Jot things down, come rain or shine, with this all-weather notebook. Its 80 water-resistant pages allow you to write, sketch or take notes wherever you like.

Price: £13
 Ref: RS603287

You can browse these items at shop.RNLI.org or place an order with us by calling 0300 300 9916 (if you're in the UK) or +44 1375 484577 (if you live outside the UK). We're here to help Monday–Friday, 8am–6pm.

Friends of the RNLI

Hungry for more?

Want to know even more about lifeboats, lifeboat history, lifeboat stations and sea rescue? Then look no further than *Lifeboats Past & Present*, the magazine published three times a year by the Lifeboat Enthusiasts' Society.

The society brings together those with more than a passing interest in lifeboats and sea rescue. Formed over 50 years ago, it gives members a way of exchanging information on many aspects of lifeboats old and new, and of supporting the work of the RNLI.

Each issue of *Lifeboats Past & Present* is packed with news, views, articles and information, as well as high-quality photos of lifeboats in the UK, Ireland and around the world. Topics include history, modelling and photography.

The society also produces an annual handbook, which includes detailed listings of the modern and historic lifeboat fleets, stations and much more. No lifeboat enthusiast should be without a copy.

Membership costs just £18 a year (£25 for members outside the UK) and is open to anyone over the age of 12.



To join the Lifeboat Enthusiasts' Society:
Write to Tony Denton, Dawn, Upper Battlefield, Shrewsbury, SY4 4AA
Email anthonydenton569@btinternet.com
Visit lifeboatenthusiasts.com

Photo: RNLI/Nigel Millard

Puzzle time

Quick wordsearch:

Inspired by the Lifeboat Enthusiasts' Society (above), we've hidden 12 classes of lifeboat, past and present, in this wordsearch.

T S S S Z I T Z I C K Z I Q B L N D N	ARUN D CLASS B CLASS E CLASS MERSEY SEVERN SHANNON TAMAR TRENT TYNE WATSON WAVENEY
---	---

NAUTICAL PUZZLES

What knot is not a knot?

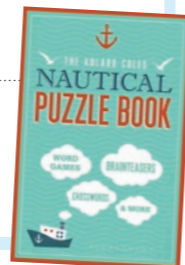
Which of these is not a knot?

- BUNTLINE HITCH • ROLLING HITCH
PILE HITCH • LIGHTERMAN'S HITCH
CLEAT HITCH • JACK HITCH**

Answer on page 63



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



MAYDAY
1-31 MAY



FUNRAISE
LIFESAVE



Photo: RNLI/Nathan Williams

**'If it wasn't for the helmet,
I wouldn't be here'**

It's easy to take the things that protect us for granted. We get used to having our day-to-day safety nets there should we ever need them. But our volunteers know just how much of a difference their kit makes to whether they come home safely.

Lifesaving today has come a long way from the sou'wester caps, cork lifejackets and oilskins of the 1800s, with kit being continually developed for comfort and performance.

Every time a crew member pulls on their kit they need to know it will be there for them when they need it most. Blackpool Crew Member Kyle King took a blow to the head when a rogue wave capsized the inshore lifeboat. He says quite simply: 'If it wasn't for the helmet, I wouldn't be here.'

This Mayday we're raising money for vital new kit, so please get involved by raising funds or joining a community event near you.

Visit RNLI.org/MaydayLBM to find out more. ■

SPECIAL DELIVERY

READER INSPIRATION: WORDS

I am a member of a writers' group. Recently we were asked to write about a lighthouse. It brought me back to my childhood when I was always fascinated by the man in the lighthouse.

Those times have passed, but I wonder if you would consider this short piece for your magazine.

Jan O'Reilly, Dublin

The Lighthouse

The lighthouse dominated my life. Every night before sleep I sat at my window and watched.

The keeper must have been the kindest man.

He was there to save people he didn't even know. His light guided them to safe shores, and he did that every day and every night.

Who was he? I wondered. Someone told me his name was Jack, but I had never seen him.

What did he do? Did he eat like us? Who brought him food? Did he listen to music?

Was he desperately lonely? Or was that loneliness his gift to all seafaring people.

He was a sort of saint to me. Sharing his light with the whole ocean.

What was his reward? Did he love being a beacon of hope?

I thought about him all the time. I asked my parents about him, but they were not interested.

He is just the man who works the lighthouse they said.

He was much more than that.

He was a saviour of sorts.

He loved people, he wanted them all to be safe.

I remember hearing Jesus walked on the water.

Maybe he was his deputy, he walked with the water.

I grew up, left home, but never saw my hero.

MORE LIFEGUARDS, PLEASE!



Photo: RNLI/Nathan Williams

I just wanted to say how much I have enjoyed the latest issue of *Lifeboat* magazine (winter 2019). It provides an insight into the astonishing roles that the volunteers and staff of the RNLI perform.

My family have always been particularly grateful for the difficult job that the beach lifeguards do. We have spent many summers bodyboarding with our kids (now grown up) on Woolacombe Beach. The lifeguards there have a challenging job, keeping the surfers separate from the swimmers and bodyboarders, as well as watching for people in distress in the water. Even when they are ignored, they keep calling warnings and trying to ensure that everyone stays safe.

One year we witnessed what can happen when hard pointed surfboards use the space intended for swimmers. A girl got hit in the face by a surfboard, her cheek was split open and she had to be airlifted off the beach. I hate to think what scars she ended up with.

I would like to read more about these beach lifeguards. I think they are the RNLI lifesavers that most non-sailors are likely to come into contact with, and I think many beach users might benefit from a little education!

Keep up the good work.

Helen MacDonald

READER INSPIRATION: PICTURES

My daughter wanted to share the coastal picture she painted after reading about coastal sketching in the magazine (*Lifeboat*, winter 2019).

Raven Love
@RavenLo02346285



I liked your piece in *Lifeboat* about sketching. As you'll see from my website – johnawebb.weebly.com – I am an inveterate sketcher and so have masses of seascapes in my books. Here are a couple of examples.

John Webb



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.

Nautical puzzle solution (page 36): A jack hitch is not a knot

I read with interest Jessica Hogarth's article on coastal sketching, and consequently wish to share with you an oil painting I did some time ago of Kynance Cove on the Lizard Peninsula in Cornwall.



While it is not now a sketch, it started out as such. Sitting on the beach with my back to a rock, I was inspired to sketch the scene in front of me. When I returned home, I felt that the sketch warranted some colour, so I applied oil paint. I hope you enjoy it.

In 2009, my wife and I were on holiday and visited a shop in Looe. The gentleman who served us said that he was a crew member of the RNLI lifeboat. I offered a mounted print of this painting to him to use in any way he wished to raise funds for the RNLI, and he gratefully accepted.

I heard no more until, to my surprise, I received a letter from the Mayor of Looe thanking me for my kindness in donating a prize (the print) for the auction at his charity dinner. He explained that the auction contributed £1,415 towards the appeal for the new D class lifeboat *Ollie Naismith* [see rescue on page 14], and together with other pledges and donations on the evening raised an incredible £6,274!

It just goes to show – a simple offer of such a donation and the fact that I had been inspired to paint such a scene played some part in this appeal.

I am often moved by the bravery the RNLI crews display in their efforts to rescue those in need at sea, whatever the weather. Long may it continue.

In conclusion, I am always inspired to sketch and paint such wonderful coastal scenes whenever I am on holiday in Cornwall.

Reginald Bull

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

120 years at Walmer

Walmer Lifeboat Station is celebrating the dedication of three volunteers who, between them, have over 120 years of service.

Boathouse Manager Les Coe was presented with a bar to his 50-year badge after serving the station for 62 years. During the last six decades, his roles have included head launcher, D class helm, all-weather lifeboat crew, and shore crew.



Chris Brophy

Les' son Andrew was also given an award for his commitment to the station after 30 years of volunteering. Andrew is a helm for the station's B and D class lifeboats, as well as a mechanic for the D class.

Chris Brophy was honoured for an impressive 30 years at the station.



Les and Andrew Coe with Lifeboat Operations Manager Denis Brophy

He's been part of both the all-weather and inshore lifeboat crews and is the mechanic for the station's tractor and carriage.

Congratulations and our deepest gratitude to Les, Andrew and Chris for their unwavering dedication to saving lives at sea.

Hitting the high Cs

Calshot Lifeboat Station will soon be celebrating a special anniversary: 50 years of saving lives at sea. As part of the celebrations, they've set up a children's choir to perform at local events in 2020.

The choir is made up of 12 children, aged between 2 and 12 years old, whose parents are on the crew at Calshot.

'We sing and play games – and do crafts and activities too! It's been a great way to get families more involved with the station – and raise our profile within the community,' says Helen Sharples, who volunteers at the station.

We're wishing the choir all the best with their performances – we hope they enjoy their year of celebrations!



Lifesaving DNA in Galway

During a Macnas parade in Galway, five teenagers rescued a man from the River Corrib.

Brendan, Dara, Niall, Samuel and Seán were on the river in an inflatable boat, getting ready to watch the parade.

Seán's uncle, Galway Crew Member Dave Oliver, had just come off duty when he heard the crowd shouting that there was a man in the water. He made his way down to the pier and called down to his nephew and his friends.

Seán, a member of the Galway Sea Scouts, leaped into action. It was dark and noisy, but the teenagers found the man and pulled him into their boat. It was a cold night and the man was quickly taken to hospital, where he made a full recovery.

Crew remembered



St Ives lifeboat crew are pictured just before heading out to sea to lay wreaths in remembrance of the lost crew of 1939. The lifeboat capsized three times during a service in a violent gale.

Seven of the eight crew members were lost. There was one survivor, William Freeman. It was his first shout.

Today's Coxswain, Rob Cocking, whose great grandfather and great uncle died that night, says: 'Every one of those men should be remembered always for what they gave and sacrificed that night. I know that I will always remember.'

Celebrating life

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

Terence Baldwin – December 2018

Former Surveyor of Machinery

Michael Blower – August 2018

Chairman and Committee Member at Leamington Spa Fundraising Branch

Charles Boyle – July 2018

Former Mechanic at Arranmore Lifeboat Station

Rod Buckland – December 2018

Former HGV Driver

Angus Campbell – October 2018

Former Lifeboat Medical Adviser and Deputy Launching Authority at Arran Lifeboat Station

John Dare – October 2018

Former Coxswain at Plymouth Lifeboat Station

Joan Durrant – November 2018

Lifelong supporter of Chesterfield Fundraising Branch

John Farnhill – September 2018

Former Corporate Fundraising Manager

David Faulkner – November 2018

Former Mechanic at Porthdinllaen Lifeboat Station

Judith Gregory – March 2018

Chair of Trowbridge and Bradford-on-Avon Branch

Margaret Hill – October 2018

Former member of Leeds Branch

Ben Hirst – December 2018

Crew Member at Rhyl Lifeboat Station

Paul Jacquet – November 2018

Former staff member at Headquarters

William Jones – December 2018

Former Coxswain at Holyhead Lifeboat Station

Mollie Kingham – June 2018

Fundraiser and member of the Lifeboat Enthusiasts' Society

Rodney Mortlock – July 2018

Member of the Lifeboat Enthusiasts' Society and Modelling Consultant

Charles Sharp – September 2018

Former Crew Member at Cardigan Lifeboat Station

Betty Skiggs – November 2018

Committee Member at Bexhill-on-Sea Branch

John Stride – October 2018

Former Divisional Electronics Engineer

Richard Widman – January 2019

Treasurer of Crowthorne and Wokingham Branch

Keith Wilson – September 2018

Presenter and Volunteer at Kettering Fundraising Branch

Words: Nikki McMullen

Photos: RNLI/(Ed Benson, Calshot, Christopher Winslade)

Unsung heroes Vincent Rafter

Vincent was part of the team that set up Lough Ree Lifeboat Station in 2012 – and his involvement with the RNLI goes back even further

What's your role at Lough Ree?

I'm Treasurer and Fundraising Treasurer. One is paying money out, the other's collecting it. I'm also treasurer of the local yacht club – the second oldest yacht club in the world, going back to 1770. Although I wasn't there then!

How did you come to volunteer for the RNLI?

I grew up by the sea and later moved to Athlone and the lake. Then I met Sean Fitzsimons of Sean's Bar. For many years he and I held an annual flag day, generally in the rain in February, collecting for the RNLI.

Are there difficulties collecting for the RNLI inland?

Yes and no. People used to ask why they needed a lifeboat when they lived in the centre of Ireland. I'd reply: "Do you travel? Who collects you if the plane or the ferry goes down?" That sobered them up! Then, when we got a lifeboat on the lake, collecting got easier. Coastal communities realise the water's dangers more, and they get a slightly better response for collections, but we'll get there.

What fundraising activities do you do?

We host a cycle around the lake in spring for about 80 cyclists. It's around 85 kilometres. We hold other events too, like flag days and bag packs. Aldi had a great response to that this year. Dunnes Stores have been great too. It all helps.

What's the best thing about volunteering with the RNLI?

You're in one big family. And of course, you're doing good. It's nice giving something back.



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

WIN UP TO £5,000 AND HELP SAVE LIVES

To enter our quarterly lottery, simply call 0300 300 9990 or email lottery@rnli.org.uk

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



Photo: RNLI/Ron Salkeld

LIFEBOAT LOTTERY WINTER 2018 WINNERS

1st prize: £5,000 – Mr M Hoare, Kent

2nd prize: £2,000
Mr TE Dyson, Gwent

3rd prize: £500
Mr VH Brown, Gloucestershire

4th prize: £250
Mrs J Limb, West Midlands

And five prizes of £100 each
Mr D Harrison, Dyfed
Mrs M Spry, South Glamorgan
Mr A Potter, Lancashire
Mr MJ Hambleton, Surrey
Dr AK Kukula, Surrey

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, visit [RNLI.org/lottery](https://www.rnli.org/lottery).



SWIM
SAFE®

SWIM SAFE IS BACK FOR 2019



Our free and fun outdoor water safety sessions are back for another year

We're working with Swim England to equip 7-14-year-olds with vital life skills for open water. The sessions are run by qualified instructors and lifeguards at inland and coastal locations throughout the UK.

Sign your kids up for an hour-long session and help them stay safe in the water all summer long.

Book a session near you at RNLI.org/SwimSafeLB.

RNLI.org/SwimSafeLB


Lifeboats

 England