

ISSUE 597  
AUTUMN 2011



# the lifeboat



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# Lifeboats

AUTUMN 2011 ISSUE 597

Cover photo: Poole all-weather lifeboat on exercise, see page 20. Photo: Rob Inett

Welcome photo: Baltimore Harbour with the lifeboat station in the distance, see page 23. Photo: Steve Bickenll/Icarus

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The RNLI was founded in 1824. Today it provides a 24-hour search-and-rescue service out to 100 nautical miles from the coast of the UK, RoI, IoM and CIs; on the tidal reaches of the River Thames; and on selected inland waterways, plus a seasonal lifeguard service on appropriate beaches in England, Wales, NI and CIs. The RNLI is independent from Government and relies on voluntary contributions and gifts in Wills for its income. It is a charity registered in England and Wales (209603) and Scotland (SC037736). Charity number CHY 2678 in the Republic of Ireland.

**Chairman:** Admiral the Lord Boyce KG GCB OBE DL  
**Chief Executive:** Paul Boissier

## Dear Reader

You may notice a few subtle changes to *the Lifeboat* this quarter. We've been working with our printers to save costs and I hope you approve of the results – especially as we've made some of the information you've been asking for much easier to find in the process.

Making a magazine is a complex process – although not as complex as running a world-renowned lifesaving service! In this issue you'll meet just some of the many extraordinary people who make the RNLI

so amazing today – and some who take the time to record and preserve our past and present for future generations.

You'll find reports of skill and passion aplenty, but most of all in the rare earning of a Gallantry Medal by one of our lifesaving volunteers. Darren Crowe (pictured below) demonstrated tenacity, bravery – and simple humanity.

Liz Cook, Editor



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## A faster lifeboat for London

The next generation of E class lifeboat can now be seen on the Thames. *Hurley Burly* (the Helm's console is pictured) is the first of three new E class lifeboats to be shared by Tower and Chiswick Lifeboat Stations. Two more are due to join our fleet in the Winter.

The new lifeboats will comfortably reach top speeds of 40 knots, making them the fastest in the RNLI fleet. They are designed for improved crew comfort, safety and ergonomics, for example the front seats are adaptable for crew members of differing heights. Modifications have also been made to improve endurance and reliability for heavy use.

*Hurley Burly* and her sisters were designed by the RNLI's own engineers in conjunction with Liverpool-based expert RIB builder Marine Specialist Technology Ltd. Lifeboat crews were consulted throughout the project, giving their views on how the original E class could be improved.

Waterjet-powered E class lifeboats are unique to Tower and Chiswick, where the types of casualty and river conditions mean speed is of the utmost importance. Tower Lifeboat Station was the RNLI's busiest last year, launching 491 times. Chiswick lifeboats launched 229 times.



## Plans for RNLI lifeboat station at Portishead

Portishead Lifeboat Trust has requested that the RNLI takes on the running of the independent Portishead and Bristol lifeboat.

Our Trustees have agreed, in principle, to pursue the adoption of the Somerset station, but there is much work to do before we can confirm plans. At the time of writing, we were in the process of putting together a planning application for a new station at Portishead following extensive trials of hardware on site (pictured). We'll let you know how it's going in a future issue.

RNLI Divisional Inspector Adrian Carey says: 'The Portishead and Bristol lifeboat is part of a chain of safety around the Severn Estuary. The volunteer crew there work in tandem with RNLI lifeboats at Burnham-on-Sea, Weston-super-Mare, Penarth and Barry Dock, and it makes sense to bring them into the RNLI. We are continuing positive negotiations with the Portishead Lifeboat Trust regarding their request for adoption but we are still in the preparatory phase.'



## Royal Humane Society award



Anstruther Lifeboat Crew Member Barry Gourlay has received an award from the Royal Humane Society for his rescue of a capsized kayaker on 19 September 2010. Barry was out for a Sunday walk with his wife and daughter when he spotted the man struggling in the water. His wife called the Coastguard and Barry asked some onlookers to pass him a nearby lifebelt as he stripped to his underwear and headed into the water. Barry righted the vessel, using it to ferry the man to shore.

Filey lifeboat Tractor Driver Charles Baker and Newbiggin station Mechanic Richard Martin have received similar awards. See *RNLI Compass North* to find out more.





## Coastguard changes update



The UK Government revealed on 14 July that its proposed cuts to HM Coastguard had been scaled back. It is now intended to close 8 centres rather than 10, to have the remaining 10 centres (Solent, Dover, Aberdeen, Shetland, Stornoway, Belfast, Holyhead, Milford Haven, Falmouth and Humber) operating 24 hours a day, and to leave the small London station unchanged.

During the consultation period, the RNLI asked how Falmouth Coastguard's international role as the UK's Global Maritime Distress and Safety System Centre would be affected if the centre's operating hours were reduced. The Maritime and Coastguard Agency has now agreed that Falmouth should maintain 24-hour coverage.

Our stations in Wales asked how the Coastguard would work with communities with officially recognised minority languages, such as Welsh and Gaelic. The retention of centres at Holyhead and Stornoway should address these concerns.

While we welcome many of July's proposals, there are still some points to be addressed, and the RNLI will be making an official response. A new period of consultation ends on 6 October.

## Birthday honours

Four RNLI volunteers have been named in The Queen's Birthday Honours list.

Rhyl lifeboat Crew Member Paul Frost (pictured), Bembridge Lifeboat Operations Manager Captain Graham Hall, Bangor lifeboat Crew Member Brian Meharg and St Peter Port Coxswain Buz White have all been made MBEs.

Meanwhile, RNLI Chairman Admiral the Lord Boyce was appointed Knight of the Garter on 13 June. The Order of the Garter is the most senior and the oldest British Order of Chivalry, and there are just 26 members, including the Sovereign and the Prince of Wales, at any one time.



## President names first Irish Tamar



President Mary McAleese named Ireland's first Tamar class lifeboat at Kilmore Quay on 15 June.

The lifeboat was named *Killarney*, and was funded with the legacy of Mrs Mary Weeks from Surrey, who died in 2006. Mrs Weeks met her husband on a cruise off the west coast of Scotland, onboard a boat named *Killarney*. She was related to Coxswain Samuel Distin and lifeboat Crew Member Albert Distin, who were both lost at sea onboard the *Salcombe* lifeboat in 1916.

Speaking to a large crowd, including the Kilmore Quay Lifeboat Station volunteers

and relatives of Mrs Weeks, President McAleese said: 'Everything that is good about human nature is gathered on this day. All the good qualities; all the things that people are capable of doing out of goodness, generosity, love, kindness, care, concern; all gather around the naming of this boat this day.' She praised Mrs Weeks's 'act of generosity to future people, complete strangers whom she would never know'.

President McAleese has been a good friend to the RNLI over her two terms in office and spoke movingly at our awards ceremony in 2004.

## Memorial garden update



There's never been a better time to visit the UK's National Memorial Arboretum in Alrewas, Staffordshire.

The RNLI section of the arboretum has just been redesigned, courtesy of expert garden designer Chris Beardshaw, a long-standing supporter of our charity.

The result is a coastal-inspired scene in which stone monoliths represent lifeboat crew members and rescuees, blue and

purple plants represent calm seas, and reds represent danger and stormy waters. The wind moving through long grasses evokes the sights and sounds of an ocean in motion. There are benches for peaceful contemplation, and remembering those who made the ultimate sacrifice. Andrew Fitchett's popular and dramatic stone sculpture has been retained. See [thenma.org.uk](http://thenma.org.uk) to plan your visit.

## Take a tour of RNLI College



See for yourself how our crews and lifeguards are trained and prepped to save lives at sea with a behind-the-scenes tour of RNLI College.

College discovery tours are run at 11am and 2.30pm from Monday–Thursday, at 11am and 3pm on Friday and at 11am on Saturday.

RNLI College in Poole, Dorset, is the home of training for our charity.

State-of-the-art facilities include a survival tank, which creates waves and wild weather, and a lifeboat bridge simulator.

The tours cost £6.50 per person. If you are staying at RNLI College you can take the tour for free!

Booking is essential as places are limited – call 01202 308500 or email [reception@rnli.org.uk](mailto:reception@rnli.org.uk).

## Win £300 off your holiday



As a reader of *the Lifeboat* magazine, when you book a self-catering holiday with cottages4you, you get a 5% discount and the company gives at least 5% of the purchase price to the RNLI.

Now, you can win £300 off the cost of a break in our exclusive competition at [cottages-4-you.co.uk/rnli](http://cottages-4-you.co.uk/rnli).

Cottages4you has properties around the UK, the RoI, France and Italy. So if you fancy a Winter weekend in Sicily or a New Year break by Loch Lomond, enter now for your chance to save £300.

## Scotmid smashes £150K target

Scotmid Co-operative has raised £200,000 for the RNLI in a year, smashing its target of £150,000.

Staff and customers at the co-operative's Scotmid and Semichem stores and offices in Scotland, Northern Ireland and the north of England held fundraising events including a car wash, a firewalk and whitewater rafting.

The money will pay for crew training at Broughty Ferry, Cullercoats, Helensburgh, Kinghorn, Macduff, Montrose and Thurso; lifejacket maintenance at Kessock and Queensferry; two rescue watercraft for Tyne and Wear lifeguards; and 10 helmet cameras.

Words: Mairead Dwane

Photos: RNLI/(Nigel Millard, Rhyl, Tony Roddam, Nathan Williams), Nicholas Leach





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# Stepping out

Going for a run is the perfect way to give your health a boost this Autumn. It's the ultimate free stress-buster and fat-shifter, and it's easy to get started

The joys of jogging include the freedom of the open road, the endorphins released during a good workout and the using up of the adrenalin created in our ever busier, but increasingly more sedentary, lives.

Hundreds of trainer-shod devotees add an extra dimension to its feel-good factor by taking part in sponsored running events for the RNLI. Whether it's a 5K or a marathon, each runner has their own challenge, their own story, their own reason for running. And, together, they raised £725,000 last year.

Strength and fitness are hugely important to the RNLI. Lifeboat crew

**'I was unfit, I was overweight, and if I can do it so can you.'**

members must pass tests every 5 years (or every 2 years for those above the age of 45 on an inshore lifeboat or 55 on an all-weather). This includes a 3-minute step test for aerobic fitness, lifting 35kg weights (the equivalent of half the average person), grip strength tests and back strength tests.

For lifeguards, the tests are tougher and more frequent. After all, a lifeguard's main piece of equipment is him or herself – they rely on their own strength and speed to reach casualties quickly and bring them to safety. Every month, our lifeguards must demonstrate that they can run 200m on firm sand in 40 seconds or less, as well as taking swim tests.

A lifeguard's fitness level can make the difference between life and death. It might

not be a vocation for the rest of us, but we all know the importance of fitness for a long and healthy life. And, running is one of the simplest ways to start exercising regularly. You don't need to pay gym fees or buy expensive kit; you don't need to fit it in with anybody else's diary. You don't even need to go anywhere special – you just simply step out of the office or your own front door. With a good pair of trainers and a relaxed approach to precipitation, it's difficult to find an excuse *not* to go for it!

Peter Joiner (65) is a retired doctor from Lybster in Caithness. He completed this year's London Marathon in 4 hours 38 minutes, having taken up running just a year before. He raised over £6,000 for the RNLI.



'I retired from medicine about 18 months ago, I had a bit of a heart scare a few months earlier, and decided on my retirement that the weight was going on a bit too easily.

'I was never a very sporty person. I started off walking, and eating more sensibly, and then jogging, and then running. It was about 6 months before I could run a mile without stopping. Then my kids said to me: "Well Dad, you're 65 next year, you should do the marathon!" I was born in London so decided to have a go at the London Marathon.

'But all the ballot places were full, so I decided to apply for a charity place. I'd been involved in emergency medicine for







### Top tips from people who know

'If you're a novice runner like me, start small and build up. I ran 10 minutes a day, five times a week for a few weeks and built it up from there. For longer runs, initially, I used my MP3 player and ran for three songs and walked for one (and repeat!). That really helped to build up the distance. I also wrote each run on a wall calendar, so I could see how much I'd done. Visualise yourself having completed the run successfully and look after yourself – eat well and sleep well!'

**Vikki Marshall, raised £440 for the RNLI in the BUPA Great Manchester Run 10K.**

'Every step you run in training helps you get fitter and goes towards the challenge, so any little practice helps – chances are once you are out there running you'll go further than you planned anyway. Write a funny online fundraising page and let people know how hard you are working. I didn't want to let my sponsors down, and that kept me going.'

**Carolyne Berry raised £115 in the RNLI Reindeer Run®.**





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'Now, if I was going to take the marathon on properly, I needed a proper regime. I got a book, called something like *How to Run a Marathon in a Year*, and followed it religiously.

'It felt really good to complete the marathon, but oddly I was a wee bit cross with myself. I think I'm capable of a 4-hour marathon, and I was confident I could do it, but I couldn't believe the amount of room 30,000 people take up! And it was a hot day. Although I was disappointed not to meet my target, I enjoyed myself enormously, and I'm planning on doing it again next year.

'I was unfit, I was overweight, and if I can do it so can you. It's an easy way to lose the weight and keep it off – you don't have to be a lunatic about it, just do a little bit and keep it up – and you do feel so much better.

'My advice to anyone who retires, especially from an active job, is to exercise, whether it's running, walking or swimming. It's a health issue, but it also introduces a whole new spectrum of people to your social life. You see other people out jogging, and if you join a running club you meet a lot of like-minded people.

'Also, there's nothing like a run for sorting things out in your own mind and giving yourself time to solve problems and clarify things. For example, I'm redesigning a bedroom at the moment, and it's amazing the ideas I get when out running! But most often I'm thinking about the weather, the birds, people, cars, keeping safe ... and crosswords – I've figured out the answers to some nasty crossword clues while out jogging!'

Words: Mairead Dwane

Photos: Ivon Bartholomew, Tim Philips

## 2011 RNLI REINDEER RUN

If you'd like to give your fitness a kick start this Autumn, you could take on an RNLI Reindeer Run. We've got 5K and 10K routes, as well as 1K Santa Saunters at selected locations for those who'd prefer something a little less strenuous or to enjoy with the whole family. Register or find out more at [rnli.org.uk/reindeer](http://rnli.org.uk/reindeer).

(Note: The writer of this piece signed up for a 5K Reindeer Run in 2009, and has since lost 30kg.)

Or, if you'd like to take on the challenge but feel you need a little more time to train, check out [rnli.org.uk/events](http://rnli.org.uk/events) for runs throughout the year and for information on applying for charity places in high-profile marathons.

### 20 November:

Finsbury Park, London  
Glamis Castle, Angus  
River Lee Country Park, Essex

### 26 November:

Baggeridge Country Park,  
West Midlands

### 27 November:

Bodelwyddan Castle, Denbighshire  
Fota House and Gardens, Cork  
Knowsley Safari Park, Merseyside  
Moors Valley Country Park, Dorset  
University of Stirling  
Woburn Abbey,  
Bedfordshire

### 4 December:

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West Yorkshire  
Margam Country Park,  
West Glamorgan  
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# RESCUE

## 1 SKIPPER OVERBOARD

On passage to Brighton on 26 May for the start of a race the next morning, a 10m yacht ran into near-gale-force winds and 4m breaking waves. On the approach to Brighton Marina, the skipper was swept overboard. His safety line prevented him from being washed away, but he was left suspended over the side, battered by wind and waves. Brighton's B class lifeboat *Thelma Glossop* and Newhaven's Severn *David and Elizabeth Acland* launched in response to the mayday call. A Brighton crew member was transferred to the yacht and helped get the skipper back onboard, before the B class escorted the yacht to the safety of a marina berth.



## 2 CAPSIZE ON LOCH NESS

Rough conditions on Loch Ness proved too much for a pair of experienced sailors on 12 August. When their dinghy capsized, they were not able to right her as her mast had got stuck on submerged rocks. A passing research and tourist vessel stood by until the Loch Ness B class lifeboat *Mercurius* arrived and took the two men onboard, rushing them back to the station to be treated for cold. *Mercurius* was relaunched and, after many attempts, the crew managed to right the dinghy, bail her out with their helmets and tow her to shore, preventing a shipping hazard.



## 3 23 CALLS ROUND THE ISLAND

Almost 2,000 vessels registered to circumnavigate the Isle of Wight in this year's Round the Island Race on 25 June. Force 6-7 winds and swells of up to 3m meant a busy day for five lifeboat crews, with 23 incidents in all. Cowes's B class lifeboat *Tabbycat* was on duty for more than 12 hours. In one of the most serious incidents, Yarmouth crew aided a yachtsman who was hit on the head by a spinnaker pole. He was airlifted to hospital. There were four calls for Lymington, including a dismasted yacht (pictured), eight for Bembridge, and six for Calshot.





#### 4 WOULD-BE RESCUERS RESCUED

Porthcawl's B class lifeboat *Rose of the Shires* was launched into the sweltering heat of 26 June to help six people in the water. Three children were being swept out to sea on bodyboards; their mother and grandfather tried to swim out to them and got into trouble themselves. A surfer saw what was happening and went to the adults' aid. When the lifeboat arrived, the children had got back to shore. The three adults were taken onboard the lifeboat, where the mother, suffering exhaustion and water inhalation, was given oxygen. Ambulance crews were waiting at the boathouse.



#### 5 CLIPPER AGROUND

The 100-year-old Dutch clipper *De Tukker* ran aground on a sandbank at the entrance to Amble Harbour, after a tide miscalculation. Amble's D class *Mildred Holcroft* crew passed a tow rope from the Mersey class *The Four Boys* to get the 40m vessel afloat before gales hit. The crews had to be very careful in case the clipper swung suddenly on her anchor and hit the harbour wall. Once it was confirmed there was no water ingress, she was guided out to deeper water.



The RNLI's lifeboats and lifeguards carry out thousands of rescues every year (see Launches on page 42). Here are just a few caught on camera and see the list below for more in-depth reports.

- 7 St Abbs, pages 14–15
- 8 Clogher Head, page 19
- 9 Baltimore, page 23
- 10 Exmouth, page 24
- 50 launches, pages 20–21

#### 6 DOGGY PADDLE

When Oscar the dog's owners throw him a ball, he usually fetches it straight back. But on 13 June he decided it would be much more fun to carry on nosing it out to sea until he was almost 300m from the shore. His worried owners reported his progress and Tynemouth's D class lifeboat *Mark Noble* was launched. The crew found Oscar heading towards the notorious Black Midden rocks, and hauled him aboard.



Words: Mairéad Dwane  
 Photos: RNLI/(Eddie Mitchell, Sandra Delday, Calshot, Stephen Jones, Amble, Adrian Don)



# Tunnel vision

St Abbs crew trusted each other with their lives in an outstandingly gallant rescue



**Top: Reconstruction shot of Helmsman Darren Crowe, carefully timing his way through the surf in the tunnel to save casualty Simon Haston (above)**

'This was something you can't train for and something we'd never seen before. The decisions we made had to be the right ones.'

After 46 years in the RNLI and a lifetime at sea, you would think retired Helmsman, now Lifeboat Operations Manager, Alistair Crowe had seen it all. But a lifesaving rescue off the south east coast of Scotland in early June placed exceptional demands on St Abbs crew, earning his nephew, Helmsman Darren Crowe, the RNLI's Bronze Medal for Gallantry.

Sixty-three-year-old Alistair was out fishing off St Abbs Harbour one Monday morning when he heard his pager going off. Back on shore, he rang the Coastguard. A man was in the water and clinging to rocks. 'I knew the conditions of the sea because I'd just been out there. I knew where he was and that he wouldn't get out without help.'

Alistair's nephews Darren and James (an ex-crew member) were first to arrive at the station. It was an

unconventional line-up but they needed to get going.

The casualty, Simon Haston, had been out fishing on the rocks with a friend when he slipped head first into the sea. As an experienced fireman with professional training in open-water rescue, he'd considered himself a strong swimmer. But when he came back to see the crew after the rescue, he said this had been a completely different experience. Alistair recalls an emotional visit:

'Simon told us how he'd landed in the water and managed to climb onto a rock. Thinking he was safe, he shouted up to his mate: "That was a near one". But the next thing he knew he was deep under the water and struggling to get up to the surface. The waves were pushing him in and dragging him back. It was impossible to swim. By the end he thought no one was coming for him.'

At the mercy of the swell, Simon was washed into a cave known as Ty's Tunnel, about 30m long and accessible only through a narrow fissure in the rock. Now on scene, the crew searched the gulley near where he had first been spotted but without luck.



It was as they turned the lifeboat in this tight and tricky area that they caught sight of Simon clinging to a rock down the tunnel. They shouted to him but there was no response. Recalling his state of mind at the time, Simon says: 'I would not have lasted much longer, I was almost gone.'

To save him, one of the crew would have to enter the water, swim 20m into the tunnel and persuade him out. The tunnel was treacherous. With the rising sea piling into a dead end, the effect was a constant push and drag. Alistair takes up the story: 'We knew it was an extremely hard thing to do. I wanted to be the one to swim in but Darren said: "No, I'll go. I'll do it." We talked it over: whether Darren would make it or not.'

They also realised that while swimming in would be a feat, swimming out would be impossible. The only way out for Darren and the casualty would be for Alistair and James to pull them, so they agreed to attach a line to Darren's lifejacket. Alistair was anxious: 'I just hoped it wouldn't get stuck on the

rocks or kelp. If it had, we could never have got them back but this was the lesser of the evils.'

After an initial failed attempt, Darren timed his way through the breaking swell and made it in. But Simon, covered in blood and shivering heavily as he clung to the rocks for dear life, remained non-responsive to the Helm's shouts. Darren recalls: 'I had to talk him out of the cave; he was terrified.' With the tide rising, Darren finally shouted: 'Get onto my back – there's no time.' It worked.

RNLI Operations Director Michael Vlasto said of Darren's actions: 'Swimming into a tunnel and then encouraging a terrified individual to put his trust in him and re-enter the water demonstrated Darren's courage, level-headedness, physical strength and resourcefulness, which were critical to saving the man's life.'

Getting back to the lifeboat with Simon on his back was another feat. The crew had feared the extra weight might drag them both under, but Darren inflated his lifejacket and it supported them. All this >>

**A lifesaving family (pictured below L–R): Alistair Crowe with his nephews Darren and James. Before becoming Lifeboat Operations Manager, Alistair was on the crew with his father, then with his two sons, four brothers and four nephews!**



# RNLI shop



## Lifeboats

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» time, Alistair had fought the swell to keep the lifeboat as steady and in position as possible. He and James now gently towed the two men out.

Michael Vlasto pays special recognition to Alistair's vital role in the rescue: 'I have nothing but admiration for Alistair who selflessly offered to swim into a gully

## 'I would've died that day'

with a rising tide approaching. His helming of the lifeboat, in the narrow confines of the gully with a 2m swell, required boathandling and seamanship skills of the highest order.'

Once out of danger, James could concentrate on assessing Simon's condition. Though his wounds proved to be superficial, it was clear that he was extremely cold. They decided the best thing was to transfer Simon and James to a fishing boat that was standing by. Her skipper was Crew Member David Wilson who had been the first to spot Simon's fall and alert the Coastguard. Since then David had acted as communicator between Forth Coastguard and

the lifeboat, which was surrounded by rocks in the gully, impeding its VHF range. His boat's wheelhouse offered much needed warmth and shelter.

Back on land, Simon was transferred to an ambulance and taken to hospital. Returning to the station, he says: 'If the RNLI had not been there I would have died that day. I just cannot thank them enough. I'm well aware it was a hard-core rescue, a big job. Darren saved my life and he deserves all the recognition he can get and definitely deserves the medal.'

Responding to news of his award, Darren says: 'We are all volunteers – we're not in it for medals. What we did that day was just part of our job with the RNLI.'

Alistair and James receive a Framed Letter of Thanks signed by the RNLI Chairman Lord Boyce and David is awarded a Letter of Appreciation signed by the RNLI Chief Executive Paul Boissier.

Words: Claire Vandvik  
 Photos: RNLI/(Nigel Millard, Bob Clay)

### THE DETAIL

#### THE LIFEBOAT

B class B-783 *Dorothy and Katherine Barr II*

#### ON STATION

2002–present, funded by The Barr Charitable Trust (and Christened with Irn Bru!)

#### THE CREW

Helmsman Darren Crowe, 39, Fisherman  
 Lifeboat Operations Manager Alistair Crowe (uncle), 63  
 Ex-Crew Member James Crowe (brother and nephew), 37, Fisherman  
 (In fishing vessel) Crew Member David Wilson, 36, Fisherman

Below: A narrow fissure in the rock – the only way in and out of Ty's Tunnel



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# A watchful eye

Station volunteers foresaw disaster when seven adventurous children met the elements

Midday on 26 May was cold and blustery and Clogher Head Lifeboat Operations Manager Declan Levins was at the station doing paperwork. From his window he spotted several kayakers out to sea and in danger of being dragged beyond the headland.

The group of 11–12-year-old schoolgirls and their instructor were out on a class trip from the nearby activity centre and they were clearly struggling in the swell. Declan called downstairs to Mechanic Pdraig Rath.

Clogher Head's all-weather lifeboat *Doris Bleasdale* and her crew were on scene within minutes. Every kayak had by then capsized, throwing the instructor and school party into the sea where they were driven offshore and separated. Meanwhile, one girl had made it back to shore and alerted the activity centre.

'The instructor and three of the girls were clinging to a raft he'd made by lashing two kayaks together with his lifejacket. The girls were cold and anxious and, once onboard, he virtually collapsed. We wrapped them in blankets and went to rescue the next group,' recalls Pdraig.

They rescued another two girls but there was confusion about how many children were out. On shore, Declan was trying to confirm everyone had been rescued: 'The activity centre was "nearly sure" but I had to be *absolutely* sure.'

He was considering air rescue when another girl was spotted. Conditions made it difficult for the crew to see her from the lifeboat but Declan directed them by radio.

Pdraig says: 'She had been treading water for about 45 minutes. Her temperature was only 36.2°C. If they'd been in the water another 10 minutes it could have been a different scenario. Below 36°C, things go downhill rapidly.'

The seven casualties were taken to waiting ambulances at Port Oriel. At hospital they were X-rayed for water in the lungs and discharged after 2 hours.

Pdraig remembers how glad he was that Declan was there and that they were able to act so quickly: 'I dread to think what could have been. With offshore winds of 6–7 knots, 10 minutes later and it would have been a full-blown search and rescue and a potential tragedy.'

In a letter to the station, parents Sean and Therese Doherty wrote: 'No words would be sufficient to express our thanks and gratitude for rescuing our daughter. She was very frightened and so relieved when she managed to get on the boat. You made her feel safe. How can we ever thank you enough for that?'

---

Words: Valerie French  
Photos: RNLI/Nigel Millard



# A day in the life

As Sunday 12 June unfolded, lifeboat crews were called into action all around the coast, from the Firth of Forth to County Cork ...

Given that lifeboats launched 24 times a day on average in 2010, this particular Sunday was exceptionally busy for the lifeboat service: RNLI crews launched 50 times. The weather was in part responsible, with many incidents involving leisurecraft struggling in unseasonably high winds, heavy rain and poor visibility. Here is a small selection:

## 2.13am

Two Danish men call for help when their yacht engine and steering fail in gale force winds 28 miles off the Cork coast. Baltimore lifeboat crew reach the yacht at 4am in swells of 5–6m. They manage to get alongside in their Tyne class *Hilda Jarrett* and a crew member jumps aboard to help the exhausted, seasick crew. In the meantime, Castletownbere volunteers also head to the scene, as their passage promises to be quicker and easier on the casualties. They pass a rope to their Baltimore colleague and pull the yacht and her crew to safety.

## 5.30am

Sennen Cove lifeboat crew respond in the all-weather *City of London III* to an injured yachtsman a mile off Cornwall's south west tip. A volunteer crew member reaches the yacht in the Tamar class's tiny Y boat once in the shelter of Sennen Bay. He provides casualty care before taking the man ashore to a waiting ambulance.

## 10am

Taking the opportunity to exercise in rough weather, the all-weather lifeboat at Poole, Dorset, went out to allow the crew and three trainees to experience near-gale force winds, gusting to gale force, with 4.5m seas.







5.30am

**1.18pm**

When a lone skipper falls overboard into the cold waters of the Firth of Forth, he has a lifejacket and a safety line attaching him to his yacht, but he can't get back onboard. He's lucky that a nearby tug crew notice he's in the water – they take him aboard and alert Queensferry lifeboat crew, who speed the man to shore.



10am

**2.05pm**

Two yachtsmen off the Lancashire coast are having trouble with their sails in rough conditions. One of the men becomes very seasick. *Her Majesty The Queen*, the Lytham St Annes Mersey class lifeboat, and *Bickerstaffe*, Blackpool's B class, team up to rescue them. The Blackpool volunteers pull the casualties aboard then transfer them to the larger, enclosed lifeboat. Two of them then sail the yacht back to shore.

**2.17pm**

A yacht is a mile north west of the Needles Lighthouse on the Isle of Wight when it is hit by mechanical and steering gear problems. Yarmouth lifeboat crew attend in their Severn class (main picture) *The Eric and Susan Hiscock (Wanderer)*. In driving rain, force 8 winds and swells of 4m, they pass a tow rope and pull the yacht to the safety of harbour.



2.05pm

**2.45 pm**

A group of divers is in danger of losing contact with their support boat off the coast of Devon when the vessel breaks down and drifts away. Salcombe's volunteers take Atlantic 75 *Joan Bate* to the scene to search for the divers first. Having located and recovered them, they reunite the relieved group with their boat.

**6.10pm**

Two adults and two children are enjoying a sail off the west coast of Scotland when their liferaft's quick-release mechanism accidentally activates. In worsening conditions, it fills with water and makes it impossible for the yacht to make headway, even under power. Troon lifeboat crew arrive on scene in their Trent class *Jim Moffat* and instruct the skipper to cut the liferaft free. They recover it, to avert false alarms, and then escort the foursome to Ardrossan Harbour.

**9.20pm**

Moelfre lifeboat crew are called upon twice in the same hour – first when there are reports of an emergency GPS signal received off Anglesey. But the all-weather lifeboat crew's extensive search of the area aboard their relief vessel *Max Aitken III* reveals nothing, so it's believed the signal may have come from a car travelling on a Dublin to Liverpool ferry! Meanwhile, the inshore lifeboat volunteers go to the aid of a man aboard his tender that has become separated from his yacht.

To find out which other stations launched on 12 June, you can study our listings on pages 42–44, and for alerts of lifeboat launches, sign up at [rnli.org.uk/pager](http://rnli.org.uk/pager).

Words: Rory Stamp

Photos: Rob Innett, Tim Stevens

2.17pm

.....

# BEHIND EVERY RESCUE IS SOMEONE LIKE YOU

.....



Photo: RNLI/Nigel Millard

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# ROARING WATER

Two fishermen faced the reality of the most dangerous profession as they drifted off Co Cork



**Top:** Atlantic inshore lifeboat *Bessie* en route to a rescue  
**Above:** The potting boat under tow during the actual rescue

## THE DETAIL

### INSHORE LIFEBOAT

Atlantic 75 B-708 *Bessie*

### ON STATION

27 June 2008, funded by an anonymous donor

### THE CREW

Helmsman John Kearney, 41, Dive Operator/Pilot  
 Ronan Callanan, 26, Physiotherapist  
 Tadhg Collins, 20, Student

### ALL-WEATHER LIFEBOAT

Tyne class ON-1137 (47-024) *Hilda Jarrett*

### ON STATION

17 February 1988 funded by legacy of Mrs HJ Jarrett with other bequests and institution funds

### THE CREW

Coxswain Kieran Cotter, 56, Shopkeeper  
 Aidan Bushe, 45, Publican  
 Jerry Smith, 52, Scuba Diving Instructor  
 Full-time Mechanic Cathal Cottrell, 40  
 Anthony Sheehy, 54, Fisherman  
 Sean McCarthy, 32, Bartender  
 Colin Whooley, 41, Fisherman

Just before 9am on Wednesday 22 June, as many of the lifeboat and shore volunteers of Baltimore were arriving for their day jobs, their pagers beeped. It's a sound they know only too well and that they must respond to immediately. Seconds later they were running and driving to the lifeboat station. The Coast Guard had requested the launch of both the all-weather lifeboat *Hilda Jarrett* and inshore lifeboat *Bessie*.

A 6.5m potting boat, *Carbery Venturer*, with two men onboard had broken down and was now drifting in the open waters of the aptly named Roaring Water Bay. The many submerged rocks made for particularly treacherous conditions.

The pair had set anchor in an attempt to keep their boat off the rocks, but the anchor had dragged and they were left holding onto just their pot lines for safety. This became increasingly difficult in force 5 easterly winds and a 2m swell. The situation must have seemed desperate as they broadcast a mayday and they clung on for dear life.

The faster but smaller Atlantic 75 lifeboat arrived first. Quickly assessing

the men's predicament, Helmsman John Kearney manoeuvred the inshore lifeboat into position. Crew Members Ronan Callanan and Tadhg Collins threw a line to the potting boat and set up a secure tow. John brought the boat upwind and, with the assistance of Schull independent inshore rescue crew who had also arrived on scene, they successfully removed the fishing boat from immediate danger.

*Bessie* then towed *Carbery Venturer* to the safety of Schull Harbour with the Tyne class standing by in case of further danger. Afterwards, John commented: 'It was extremely fortunate that we arrived when we did, as another 5 minutes and we would have been pulling the men out of the water.'

Both crews duly went back to their respective jobs, secure in the knowledge that they had truly made a difference to two people's lives that day.

Words: Carol Waterkeyn

Photos: RNLI/Nigel Millard, Baltimore



# Every second counts

Two lifeguards raced to reach a kitesurfer as he was dragged under water towards rocks. Somehow they had to slow him down

On the afternoon of Tuesday 7 June, RNLI lifeguards watched a kitesurfer about 50m off the beach at Exmouth, Devon. He was having difficulties but appeared to be in no immediate danger. They decided to launch and offer assistance, but at that moment the situation took a rapid turn for the worse.

'As I radioed for help, his kite started to spiral. It continued spiralling, dragging him under the water. It was pulling him at some serious speed through the water,' recalls Senior Lifeguard Ryan Spring.

Not only was the kitesurfer in danger of drowning but he was being dragged at phenomenal speed towards an outcrop known as Maer Rocks. Lifeguards Matt Childs (20) and Ryan (20) launched their rescue watercraft (RWC) and raced to his aid, unsure whether they would make it in time.

As they reached the kitesurfer Matt leaped onto his back to try to slow him down. The man was told to jettison his kite but shouted that it was caught around his arm and would have to be cut free.

Ryan passed a knife from the RWC but Matt was unable to pull himself up to cut the lines because of the speed at which he was being dragged through the water. In a last attempt, Ryan leaped from the RWC to help.

'I realised that we were no more than 20m from the rocks so I had to jump off the ski and onto his back as well,' says Ryan. 'In my mind I thought we were all going to hit the rocks.'

Just as they reached the outcrop, Ryan's extra weight enabled them to slow the kite down sufficiently for Matt to cut the lines. 'We could reach out and touch the rocks we were so close,' explains Matt.

Had they been 10 seconds slower Ryan believes they would have been too late. Asked what would have happened if they hadn't made it he replies: 'I would hate to say but he would have been lucky to survive.'

Once cut free the kitesurfer, Simon Perks (56), was reassured and taken on the RWC sled to the beach while a third lifeguard, Ross Szender (26), called for assistance. Simon was taken to hospital where his arm was treated and he was kept under observation for secondary drowning.

Speaking after the event, Simon explains that he has been kitesurfing in the area for about 7 years and believed it was a freak accident that could have happened to anyone. There had been a lull in the wind and he was trying to relaunch his kite.





'I didn't realise but one of the lines had wrapped itself around my left arm and when the kite took off it started to loop, which meant it was out of control with full power. It was pulling me along by the elbow. I was finding it difficult to breathe and I was swallowing a lot of seawater.'

## 'The kite was out of control with full power.'

'I hate to think what could have happened to me, it could have been the end' says Simon, and admits that at the time he had thought he was going to die.

Only 10 days into the lifeguard season, this was the second serious kitesurf incident responded to by Ryan.

On only the second day of patrols, another experienced kitesurfer, Mike Way (50), had crashed into a navigation buoy. Ryan and fellow lifeguards Lee Newby and Tim Smart received special commendation from the RNLI's Medical and Survival Sub-Committee for saving his life. He had severe pelvic injuries and at one point stopped breathing.

Exmouth is a popular location for kitesurfers and at busy times there may be as many as 60 kites out on the water. According to Julian Smart, the RNLI Lifeguard Supervisor for East Devon, the majority of lifeguard call outs in this area are related to the sport.

'Most of them are to assist, helping them back to the beach if they get into difficulty or have equipment failure. But occasionally things go very wrong.'

'Kitesurfers should ensure that their equipment is always fully checked and that somebody knows where they are going. They should also carry a line cutter at all times.'

'These guys were both very experienced and it just goes to show that it can happen to anyone. Incidents like this illustrate how important it is to visit a lifeguarded beach.'

On a calmer day, Lifeguards Ryan Spring and Matt Childs demonstrate how they freed Simon from his lines

Words: Jo Roche  
Photos: RNLI/Nigel Millard

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# REVIEW

## The Happy Hooper

by Celia Imrie  
Review by Paul Cullen



Celia Imrie's childhood dreams of becoming a professional ballet dancer (or 'hooper') may never have come to fruition but this autobiography is a breathtaking stomp through an extensive career in showbiz.

The book is a delightful reminder that Celia, most often recognised for her comedy work with Victoria Wood, has exercised her acting muscle in such a variety of roles on stage, silver screen and television that turning the pages often results in the recognition of 'of course, she was in that too!'

The determination that Celia shows in her professional career is also mirrored in her private life and the book reveals that Celia certainly does things in her own way. There is the well-publicised spell in a mental health institution due to anorexia; her relationship with son Angus whom she has raised independently; and illness exacerbated by her stubbornness that the show must nevertheless go on.

The book reveals that being someone who has always loved the sea, Celia decided to buy her first house in Cowes – where she recently launched an appeal for a new RNLI lifeboat station in the town. You can read more about Celia on page 36.

Hardback book  
Published by Hodder & Stoughton  
ISBN 9781444709278  
Price: £20

## Sounds of the Sea

by various artists  
Review by  
Carol Waterkeyn



This eclectic collection is the culmination of an intriguing competition run on Classic FM earlier this year, when the radio station and the RNLI teamed up to compile an album of classical music inspired by the sea. Fred.Olsen Cruise Lines provided fabulous prizes. The two CDs created are dedicated to our incredible supporters who help us continue the lifesaving service.

The collection includes some of the most voted-for tracks chosen by listeners, among them: *Rule Britannia* by Arne, *Miroirs* by Ravel, and Wagner's *The Flying Dutchman*.

Like many of Classic FM's recordings, it is music to relax by; from the powerful musical interpretation of crashing waves to the nautical *The Pirates of Penzance* overture from Gilbert and Sullivan's operetta of the same name. Because it also includes evocative works by Debussy – it is most definitely a hit with me.

Audio CDs (2)  
Released by GCAP Media Plc  
ASIN: B005GJ8E12  
Price: £14.95 through RNLIshop. Price at other retailers may vary.

## Mayday! Mayday!

– The History of Coastal  
Rescue in Britain  
and Ireland



by Karen Farrington  
and Nick Constable  
Review by Peter Bradley

Many books have been written before about the RNLI, its history and achievements. *Mayday! Mayday!* is very different because it accompanies the ITV series that started on 29 September and goes into some depth documenting the tragedies and events that led to the formation of a national maritime rescue service.

The book is also different because it documents the debates, arguments and some of the darker moments in the history of the RNLI. Compiled by weather reporting area, each chapter has something to offer from a regional perspective concerning heroic history, tragedy and happier, more recent events. Unlike other books it also includes a final chapter on the developments and aspirations of the RNLI that will inevitably secure its place in maritime rescue for many years to come.

Whether you are an enthusiast, or are just looking for something a little different to read, I thoroughly recommend *Mayday! Mayday!* as a source of rescue information and a good read.

Hardback book  
Published by Collins  
ISBN 9780007443383  
Price £20 available online from RNLIshop and in selected RNLI outlets.

*The Lifeboat* has two signed copies to give away. For your chance to win one, send your name and address on a postcard to: The Editor, *the Lifeboat* magazine, RNLI, West Quay Road, Poole, Dorset BH15 1HZ by the closing date of 30 November. The winners will be the first two drawn. Only one entry per person. The RNLI cannot be held responsible for entries lost, delayed or incomplete. Winners will be notified by 16 December 2011.

Morecambe hovercraft *The Hurley Flyer*  
Photo: Andrew Bruce

The Review section is compiled by Carol Waterkeyn  
**How to order:**  
Unless other details are stated, all books/CDs reviewed here are available from good bookshops and online from Amazon

via the RNLI website at [rnli.org.uk/amazon](http://rnli.org.uk/amazon). (Amazon will donate a minimum of 5% of the value of all such orders to the RNLI but you must access Amazon via the RNLI website and not go direct.)

# All lifeboats GREAT and small

Who could help you find a lifeboat, build a scale model of one or even uncover the adventures of a former lifesaving craft?

There's one branch of the RNLI whose members are brought together not by a unique place, but by a unique passion: a love of all things lifeboat. They are the Lifeboat Enthusiasts' Society (LBES).

Members of the society, which was founded over 45 years ago, specialise in a variety of keen interests. For some, it is the fascinating history of the RNLI that keeps them busy. For others, keeping track of the more modern lifeboat technical developments is a hobby in itself. Some members have impressive collections of lifeboat postcards or their own photographic records of lifeboats past and present. As for the lifesaving vessels themselves, many enthusiasts have their own craft – of all shapes and sizes.

## Modelling careers

Among the most popular attractions at the RNLI Headquarters Open Weekend in July were the lifeboat model displays. Enthusiasts showed their incredibly detailed scale models of lifeboats (pictured), and put radio-controlled models through their paces in water.

Around three quarters of the model lifeboats owned by LBES members are 'operational' in the water. They feature working engines, moving radar units, and even realistic engine noises. The modellers frequently attend RNLI fundraising events, and raised £1,200 for the charity at one display earlier this year. They also proudly display their creations at major international and national model shows.

'Our modelling group has won four international and national shields over the past 4 years, plus several on-the-water display awards,' says Adrian Clutterbuck, the LBES Honorary Model Consultant. 'We design and build all our own stands and displays at no cost to the RNLI. We're proud and honoured to work with

the charity to raise funds and promote the lifesaving service through our displays,' adds Adrian, who owns six large-scale model lifeboats and is building another.

## Historic lifeboats

Another type of enthusiast can be found at the Historic Dockyard in Chatham, Kent, where volunteers maintain the UK's largest collection of historic lifeboats. Managed by the RNLI Heritage Trust and Chatham Historic Dockyard Trust, the Historic Lifeboat Collection features lifeboats that served from the 1890s to the 1990s. Like many of the Chatham volunteers, Volunteer and Assistant Group Coordinator Peter Woolhouse is a member of the LBES: 'The collection is very important to the RNLI's heritage, and the preservation of the UK's maritime heritage generally. The volunteers work tirelessly in maintaining and conserving the collection. They are a great bunch. One of the reasons I keep on attending is that, as well as the valuable work, I enjoy the company and banter.'

Not all restored ex-lifeboats are on display on dry land. Some of the society's members privately own former RNLI craft that can still be seen afloat.

## Record makers

Whether ex-lifeboats are owned by LBES members or not, their use and movements are recorded and updated by a group of enthusiasts particularly interested in archiving and research. And it was this interest in RNLI lifeboats and station histories that sparked the formation of the society in the first place. 'My wife Pam and I took our first holiday at Coverack on The Lizard in Cornwall in 1956,' recalls the society's Honorary Secretary and founder, John Francis. 'We stayed in the home of Noel Barker, Bowman of the Coverack lifeboat. Thanks to him and Michael Eustice, the station lifeboat Mechanic, Pam and I developed our interest in lifeboats. So in 1964, with the blessing of the RNLI, I formed the society. It was a way of sharing knowledge. It's been so rewarding to be involved and one of the best parts has been getting to know so many helpful, friendly people.'





One of the first to sign up to the society was Jeff Morris, who holidayed in Aldeburgh in the 1950s and witnessed the launch of the town's lifeboat one night in 1957. 'Something just clicked with me – I wanted to know more. My interest and fascination in lifeboats and their history grew from there.' Jeff went on to become the society's Honorary Archivist, and wrote many books on the histories of lifeboat stations.

'I enjoy my research, and the cherry on the cake is the gratitude people have shown me for helping them,' says Jeff when asked why he has devoted so much time to archiving.

Perhaps Jeff's most satisfying research experience was when he wrote a book on the history of Lerwick Lifeboat Station, based in the Shetland Islands. 'I was writing it around the time that the most recent RNLI Gold Medal was awarded to Coxswain Hewitt Clark in 1997. So that award formed the latest chapter of the station's history, and I was present when he received his medal. It was a privilege to be there.'

### An invaluable resource

The activities of the society benefit the RNLI through knowledge, funds and public awareness. Few of those who work in the charity's Operations, or indeed, Publications Teams, would be without their *Lifeboat Enthusiasts' Society Handbook*. It's a definitive guide to the names, service dates and classes of every

RNLI lifeboat and launching tractor on record and every open and closed station. The man with the tough task of maintaining it is the society's Honorary Treasurer and Publications Officer Tony Denton.

'It's stations that first interested me,' recalls Tony. 'The histories of lifeboat stations that are still operational are less likely to be forgotten. But the heritage of closed stations is in danger of being lost. I used to look for closed stations. What had they become? Were they still there? Then I realised there were a lot of old lifeboats still around too, and that you could trace their origin using their yard numbers. So I made a list, and that was the beginnings of the LBES handbook. It's important that I don't just sit on my research, that I share it.'

Another benefit to the RNLI provided by LBES members is photographs. When lifeboat enthusiasts spot a current or ex-lifeboat, many take a picture for their own records or to share with others. Nicholas Leach is the society's Photographic Records Officer, and his images often appear in *the Lifeboat*.

With so many different ways in which to take lifeboat enthusiasm further, it's no wonder that the society has attracted nearly 800 members internationally.

Words: Rory Stamp

Photos: RNLI/Tony Roddam, Grahame Farr archives

**Pictured below:** the Liverpool class lifeboat *Grace Darling* in her lifesaving days. She's now conserved and displayed at the Chatham Historic Dockyard. This photograph comes from the extensive archives compiled by the late Grahame Farr, a well-respected member of the LBES

### How to join

It costs £15 (UK)/£22 (overseas) a year to join the society. As well as the annual handbook, members receive a magazine three times a year. There are two meetings each year with sales of lifeboat memorabilia and a chance to buy books, photos, and more. The society website is at [rnli-lbes.org.uk](http://rnli-lbes.org.uk). If you are interested in joining please contact the Honorary Secretary, John Francis, by writing to him at 13 West Way, Petts Wood, Orpington, Kent, BR5 1LN, or by emailing: [john\\_francis@rnli.org.uk](mailto:john_francis@rnli.org.uk).





# LIFEBOAT LOTTERY

## SUMMER 2011

Ian Beevers of North Yorkshire scooped the £5,000 first prize in the Summer Lifeboat Lottery and recently enjoyed a VIP tour of Filey Lifeboat Station to celebrate his win.

The other cash prize winners were:

2nd prize: £2,000; Mr PM Grant, East Twickenham

3rd prize: £500; Mr TJ Thorne, Gloucestershire

4th prize: £250; Mrs E Christie, Gloucestershire

Five prizes of £100 each: Mrs PJ Mason, Worcestershire; Mr M Sylvester, Leicestershire; Mrs JK Davis, Devon; the Venerable KMLH Banting, West Sussex; Mr and Mrs AD Ede, West Sussex.

## WINTER 2011

It's easy to take part, so why not try your luck with the Lifeboat Lottery this Winter? You can help save lives at sea and be in with a chance of winning one of nine cash prizes – including first prize of £5,000!

Tickets will be mailed to supporters on 13 October 2011. If you don't usually receive tickets and would like to, please call 0845 121 4999 or email [lottery@rnli.org.uk](mailto:lottery@rnli.org.uk).

Please note that due to differing tax and gaming laws, Lifeboat Lottery tickets are only available in England, Scotland and Wales. For full details (including terms and conditions) please go to [rnli.org.uk/lottery](http://rnli.org.uk/lottery) or see your Lottery letter.

Above: Lifeboat Lottery winner Ian and wife Debra (centre) on their VIP visit to Filey Lifeboat station with RNLI Senior Community Fundraising Manager Michael Charlton (left), Coxswain/Mechanic Barry Robson and Crew Member Fran Wilkins onboard the relief boat *Mary Margaret*  
Photo: Les Stubbs



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**Day 1. To Luxembourg.** Eurostar to Brussels, where we continue by train to Luxembourg for an overnight stay.

**Day 2. By train to Switzerland.** Transfer to the Swiss rail network for a wonderful journey to Brig for a four night stay at the welcoming Hotel Simplon.

**Day 3. Mountain railway to Zermatt.** The narrow-gauge railway winds its way to Zermatt, overlooked by the Matterhorn. From here, perhaps choose to journey into the mountains, taking the exciting train trip to Gornergrat.

**Day 4. The Bernese Oberland.** Travel to Interlaken which enjoys a magnificent setting between Lakes Thun and Brienz at the foot of the Eiger, the Mönch and the Jungfrau. Explore the landscape using the network of mountain railways.

**Day 5. The Western Alps.** Explore this beautiful region using your GRJ First Class Swiss Travel Card. Perhaps journey along the Rhône Valley to Montreux or try a journey on the Centovalli Railway across 'a hundred valleys'.

**Day 6. Glacier Express.** Leave Brig on the famous Glacier Express narrow-gauge train as it climbs the Rhône Valley to Andermatt, then the Oberalp Pass before descending through spectacular scenery to Chur for a three night stay at the Romantik Hotel Stern.

**Day 7. Bernina Pass.** The narrow-gauge Bernina Express passes frozen waterfalls and deep ravines before ascending the Albula and Bernina passes. Enjoy views of snow-capped peaks as we travel to Poschiavo, where you have free time to explore.

**Day 8. Eastern Swiss Alps.** A free day for you to explore the medieval alleyways and tranquil squares in Switzerland's oldest town, Chur or perhaps use your GRJ First Class Travel Card to see the scenic resort of Arosa or beautiful lakeside Lucerne.

**Day 9. To Germany.** First Class EuroCity train for the journey up the Rhine Gorge, past fairytale castles and vineyards, to Cologne where we stay overnight.

**Day 10 - To Brussels and London.** Depart for Brussels to join the Eurostar for the return to St Pancras International.

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First Class journey on the Glacier Express

Trip on the Bernina Express to Poschiavo

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# Net results

Harvesting the fruit of the sea has been a way of life since the first hunter-gatherers left their footprints in the muds of time – and it's close to the heart of the RNLI too





The earliest of fishermen were restricted to catching what they could from the shoreline, using spears, lines or their own bare hands. Once they learned to construct sea-going vessels and strong nets, they could venture further out and their catches became more varied and plentiful. The use of ice and eventually refrigeration to preserve a catch extended their range even further. Quickly, fish became a commodity and fishing and fish processing became a huge industry.

Important centres for fishing developed, based on the location of the species exploited, safe harbours, good transport links, and high demand. Among the larger were Grimsby, Peterhead, Killybegs, Tenby, Peel, St Helier and St Peter Port. By the 1920s, Grimsby was reputed to be the biggest fishing centre in the world.

Fish was sold on the dock directly, or to agents who arranged transportation to the major urban centres where it was auctioned to the highest bidders before going through a series of middlemen to local fishmongers.

### Who's who in fishing

**Defra** – the UK's Department for Environment, Food and Rural Affairs.

**DfT** – the UK's Department for Transport, includes:

**MCA** – the Maritime and Coastguard Agency, part of which is HM Coastguard

**MAIB** – the Marine Accident Investigation Branch.

Coast Guard – **Garda C6sta**, a Division of the Rol's Department of Transport.

**Seafood Scotland** – includes the Scottish Fisheries Protection Agency and manages all aspects of enforcement.

**MSC** – the Marine Stewardship Council – its fishery certification programme recognises and rewards sustainable fishing.

**Seafish** – supports the seafood industry to promote sustainable and responsible fishing.

**Shipwrecked Mariners' Society** – a UK and Rol-wide welfare charity.

**Fishermen's Mission** – a Christian UK welfare charity.

#### Fishermen's organisations:

National Federation of Fishermen's Organisations in England, Wales and Northern Ireland

Anglo-North Irish Fish Producers' Organisation

Scottish Fishermen's Federation

Federation of Irish Fishermen

Manx Fish Producers Organisation Ltd.

### Too much of a good thing

Today, The Food and Agriculture Organization of the United Nations estimates there are 38M fishermen and fish farmers in the industry worldwide. Around 6,500 vessels operate in the UK alone, with 2,000 more in the Rol. Fishing methods range from the most small-scale and basic to the most sophisticated and large-scale (see panel next page). And it is the supermarkets that are the final outlet for most fish.

Health-conscious consumers are once again turning to fish in place of red meat. But the evidence of many decades is that the populations of certain fish are dwindling and the balance of the oceans is under threat. Studies by the University of British Columbia's Fisheries Centre in Canada show that we are eating too many fish at the top of the marine food chain such as cod and tuna. This means that the number of forage fish – such as sardines, anchovies and capelins – has more than doubled over the same period. They in turn are causing an imbalance in plankton leaving soupy water starved of oxygen.

At a local level, fishermen find they have to search further and longer to make a sizeable catch – but they are also working under tight restrictions intended to help fish stocks regrow. For example, they are subject to unannounced visits at sea by Fisheries Protection vessels, assessing the mesh size of their nets (these must be large enough to let juvenile fish escape and go on to breed) and checking they haven't caught more than their legally binding quota. If by chance they do catch more, the excess must be discarded, dead, into the sea.

Added to rising fuel prices, these pressures mean smaller operators are finding it tough to compete with the giant factory ships. Unable to pay for anyone to join them, many fishermen venture out singlehanded – a lonely and risky business.

### A future

There is *some* good news, though. In July this year it was announced that the 28-year-old European Common Fisheries Policy is to be reformed. Among the proposals, which would take effect in 2013, vessels would have quota shares guaranteed for a period of at least 15 years. Also, boats would be able to land all of the fish actually caught, gradually encompassing more species, eventually abolishing the wasteful practice of discard. It has been estimated by the New Economics think-tank that fishermen have had to throw back cod worth around £1B over the last 50 years.



» The Marine Stewardship Council (MSC) operates a scheme to help shoppers make informed choices through its labelling of sustainably sourced fish. In tandem, consumers are being encouraged to try different species of fish, avoiding North Sea cod and haddock in favour of, for example, hake, pouting and pollack, herring, mackerel and sardines, and shellfish. Species including scallop, winkle, clam, oyster, mussel, crab, langoustine and lobster currently make up around 50% of the catch landed by UK vessels – most are exported to the tapas bars and restaurants of mainland Europe.

While in theory the measures seem likely to bring better balance, it is not just a simple matter of fishermen going out tomorrow to catch different fish. They will need different equipment, different types of boat, and might have to operate in different waters – all expense and upheaval for people already feeling the pinch.

### Why do they do that?

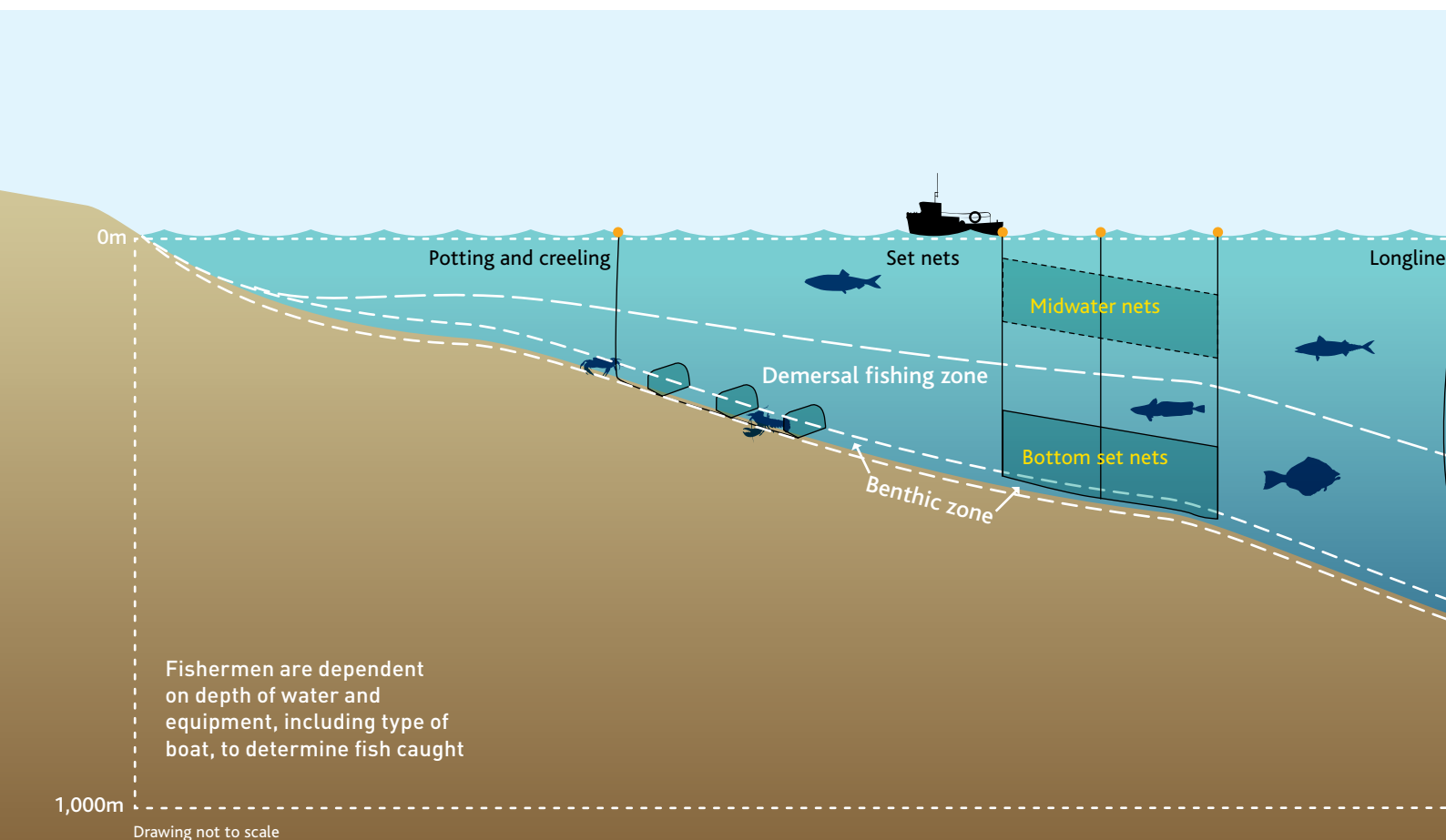
Fishing is a struggle for survival in more senses than financial: it is one of the most dangerous occupations in the world. In the territories covered by the RNLI, fishermen are 50 times more likely to have a fatal accident than the average worker. They are dealing with everything that the sea and weather can bring, using heavy and powerful machinery, and working under pressure, sometimes with little sleep and no assistance – a lethal combination. RNLI figures indicate that on

average there are 20 deaths in commercial fishing each year across the UK, RoI, CIs and IoM.

So why do people enter this risky profession? For many it is a family tradition; for some it is the lure of the sea and working in the fresh air against the elements; being their own boss; seeking the financial rewards that can come with a good day's fishing. They know they must face days stuck in port when the weather is too rough or foggy, mechanical breakdowns, the frustrations of quotas, and the danger.

Richard Fowler is both a fisherman and a volunteer lifeboat crew member at Torbay, Devon: 'I have been fishing for 28 years and I guess I must still be enjoying it but I don't really know anything else! I wasn't following a family tradition but when I was younger I lived on the Isles of Scilly. I would go fishing after school and in the holidays. On leaving the islands I took up professional fishing for a living. I catch scallops in Winter, and in Summer the bottom-feeding fish such as sole, turbot, cuttlefish and brill. I'm not very good at the late nights any more but I can still get up early in the morning!'

Such a close relationship between the RNLI and the industry is now rarer than you might think. Fewer than 10% of lifeboat crew come from a professional maritime occupation, but crews used to be made up almost entirely of fishermen. They were familiar with handling the early boats and many of the vessels they went to assist were fishing boats crewed by family and friends.





## Advice and help

The RNLI has been working to make fishermen's lives safer since its origin. An early example was the desire to find a better design of fishing boat, particularly to replace those made of wickerwork and hide, like the currach in the west of Ireland. Another idea was stated in 1852, in one of the first-ever issues of the *Life-boat Journal*: 'We might also aid fishermen by advice, and endeavour to impress on them the advantage they would derive, in Scotland especially, by abandoning the practice of taking spirits out with them in their boats.'

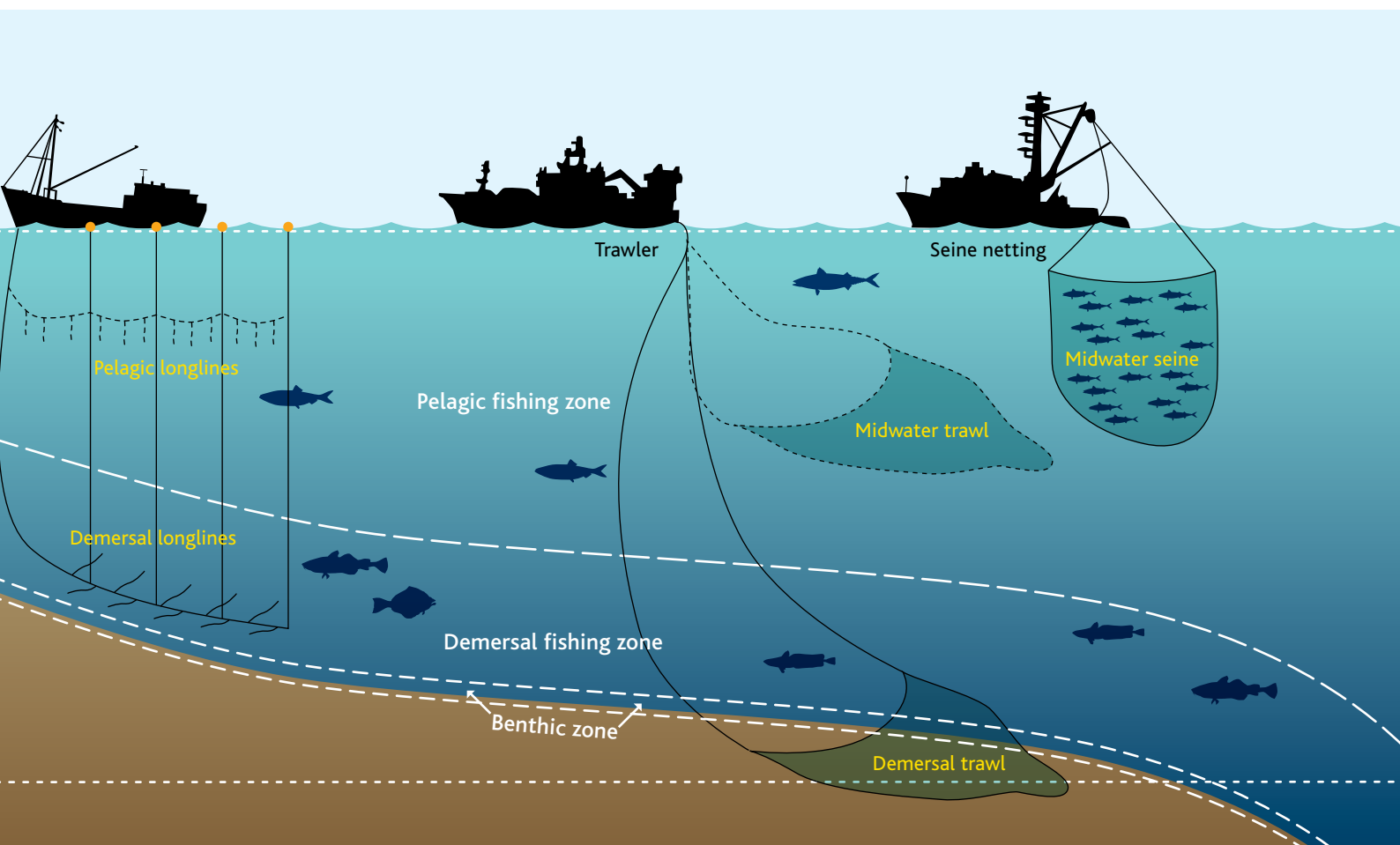
In 1882, the charity decided to offer masters and owners of fishing smacks and small coasters an opportunity to buy aneroid barometers at a third of the retail cost to help with predicting storms. In 1894, the RNLI resolved to supply lifebelts to fishermen employed in small boats, at half the retail cost. This was followed in 1896 with the supply of air cases for fishing cobbles to provide added buoyancy.

In the 21st century, a specific team of staff was appointed to work face to face with fishermen and a range of industry-wide organisations (see panel page 33). They have extensive knowledge of the industry – all of them have been fishermen themselves. Following extensive research into the needs and habits of frontline fishermen and the range of specialist safety equipment available on the market, they are raising awareness of the effects of cold-water shock, promoting the wearing

of lifejackets, and raising the standard of hydrostatic release units for liferafts. RNLI personnel also designed and developed MOB Guardian, a state-of-the-art satellite-monitoring system specifically for fishermen. Now into Autumn, we are approaching busy times for our crews rescuing fishermen, who are more inclined to weather the storms than the average leisureboater. Frankie Horne was a lifeboat crew member at Peel and, for 30 years, a commercial fisherman. He's now Chairman of the Isle of Man Fish Producers' Association and one of the RNLI's fishing safety coordinators. He says: 'I have experienced the pitfalls and long hours associated with fishing and know what can happen when things go wrong. But many fishermen think that accidents happen to other people not them. When you hear about a sinking or tragedy near to home it makes you think more about the risks and the impact on families left behind.'

The quest continues to make the fishing industry both sustainable and safe for years to come.

Words: Carol Waterkeyn  
Photo: RNLI/Nigel Millard  
Illustration: RNLI/Jonathan Lotriet







# Celia's supporting role

A stellar acting career and a passion for the sea unite in Celia Imrie's latest role – and thoughts of lifeboats are never far away

As someone who regularly takes the ferry journey from Southampton to the Isle of Wight, award-winning stage and screen actress Celia Imrie is no stranger to being a passenger on a large vessel. But the ship she has been boarding in her latest acting role has taken quite some getting used to – and has put sea rescue to the front of her mind. Well known for appearances in TV comedies *Acorn Antiques* and *Dinnerladies*, and films such as *Nanny McPhee* and *Calendar Girls*, Celia is now filming a TV series about perhaps the most famous ship of all time: *The Titanic*.

'It's been unusually hot work,' reports Celia during a short visit to London between filming. The series is due to be broadcast in 2012, the 100th anniversary of the steamship's sinking while en route from Southampton to New York. Filming is taking place in Budapest in landlocked Hungary – home to the largest filming tank in Europe. It's also a city that has experienced freakishly high temperatures. 'As passengers we're supposed to look freezing cold but it's been boiling,' explains Celia. 'My character has a pet dog so I've been carrying a Pekinese around under my arm who has been giving the game away by panting.'

Despite the heat, the role is one that Celia seems to be revelling in. 'It's like a fairy story. I find the whole thing about the ship magical – the total, total luxury and excitement and glamour is wonderful. It makes the real story all the more ghastly, because it had such a terrible ending,' she explains, adding that the sea is her 'first love', possibly because her father was a Navy doctor in both World Wars. 'It's in my blood. The sea makes you feel courageous and like you could rule the world, but at the same time totally insignificant, and that you needn't make such a fuss about everything.'

Whether she's on the deck of a passenger vessel or looking out to sea from her house in Cowes on the Isle of Wight, Celia is mindful of how dangerous our waters can be. 'I know it can catch anyone out. I've done my RYA Powerboat Level 2 exam so I've done a bit of boating. The seas around the Isle of Wight can be especially busy and hazardous.'

It's this recognition of the sea's power that has led Celia to support the £1M RNLI Cowes appeal. This aims to raise enough funds to refurbish the town's old

Custom House building, providing a new station and launching facilities for the Cowes lifeboat crew. The current Cowes Lifeboat Station is a small, temporary facility at Shepards Wharf Marina, but the old Custom House site is near the mouth of the River Medina, and its position would reduce lifeboat launching times by 4 minutes.

'I greatly admire the work of the RNLI,' says Celia, who has been a Cowes resident for over 20 years. 'Because I live there, the appeal is really important to me. I'm struck by the thought: "How many things can you think of that rely on volunteers in the way that the RNLI does?" I know there are people with good hearts everywhere who volunteer for charities and hospitals and so on. But RNLI crews sometimes risk their lives – which is something else again.'

When not relaxing by the sea between acting jobs, Celia's other passions include music and dance. As she reveals in her autobiography, *The Happy Hooper*, Celia dreamed of becoming a ballerina when she was growing up, but was told she was the 'wrong size'.

**'The sea makes you feel courageous but at the same time totally insignificant'**

Still determined to take to the stage, she instead found work as a chorus girl (or 'Hooper') and later moved into acting.

'I love doing musicals – any excuse to get some dancing in somewhere. When I hear music, I rarely stay still. Today I've been marching around to *March of the Toys*,' she laughs, referring to one of her BBC Radio 4 *Desert Island Discs*. The list of records chosen by the actress featured a mixture of sad and comedic tunes. 'Comedy and drama – that's been my career, and is the way I've lived too,' Celia muses. 'You can't have one without the other.'

*The Happy Hooper* is reviewed on page 27. For more information on the Cowes appeal, see [rnli.org.uk/cowesappeal](http://rnli.org.uk/cowesappeal).

**Below: Celia launching the £1M RNLI Cowes appeal with Stormy Stan in April 2011**



Words: Rory Stamp

Photo: Trevor Leighton/IPC+Syndication

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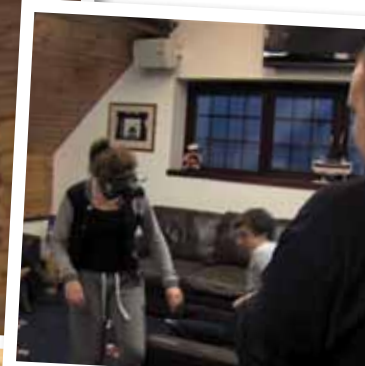
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# Elephants and beer goggles



Trying to persuade teenagers that water safety is cool isn't easy but 20-year-old volunteer Tery Connor has it sussed ...

'I have a passion for working with young people and considerable knowledge of sea safety. People in my home town of Letham, Perth, think that, not being coastal, they don't have to bother about water safety, but I'm trying to drive the water safety message home. Every year 2-3 people die here in the River Tay.'



Tery learned his sea safety message the hard way on a square-rigged brig: 'I was only 13 and helping on the Tall Ship *Royalist*. The weather turned cold but I was still running about in shorts and T-shirt. I started ignoring what people were saying – a symptom of hypothermia, but at first everyone just thought I was being arrogant! When the shivers and shakes set in my condition was recognised. The local RNLI lifeboat rescued me and I was airlifted to hospital.'

'Until then I'd never heard of the RNLI. When I came to in hospital I wanted to know how I'd got there, who were these RNLI folks, what did they do?'

In October 2009 Tery started volunteering with the RNLI and, on Good Friday 2010, ran a belated SOS Day collection in Perth raising £1,083. He then shadowed

Scotland's RNLI Education Manager Carol Raeburn teaching sea safety and began presenting the sea safety message himself.

Tery raises issues like tombstoning, alcohol awareness and basic water safety with youth groups, using a hands-on approach.

'The youngsters put on "beer goggles" – designed to make the wearer feel under the influence of alcohol or drugs. Then I ask them to throw a lifeline to their mate who's drowning. They soon realise that even an easy task like that becomes impossible.'

Tery insists it's crucial to gain the group's attention immediately: "'How would you eat an elephant?" is my favourite ice-breaker question. This gets the group talking and I find I'm having questions fired at me for the whole session. I've never had an inattentive group.'

On 19 May this year Tery's volunteering achievement was recognised by the RNLI at the charity's annual ceremony. He won the Young Supporter Award. Although Tery holds down two jobs in addition to his extensive voluntary work, he's modest: 'I felt proud at the time on stage but I think there are many other folk doing far more wonderful stuff than me.'

Words: Valerie French

Photos: RNLI/(Mike Lavis, Nathan Williams)

Peter Christian Special Offer Genuine Harris Tweed Jacket

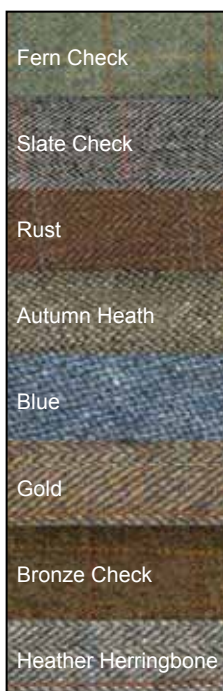
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# Your shout



Photo: Pope Wainwright

**Y**ou receive a letter from the RNLI, you open it and see 'Invitation to attend a Special Visitor Day in Poole'. What should you do? Cancel, postpone or decline any other event on that same date! Why? So that you can experience a truly wonderful and informative day hearing and seeing for yourselves how the RNLI operates to save countless lives.

My wife and I attended such a day last year with about 20 others. We were all totally absorbed in each of the sessions, which were delivered professionally and with some humour.

We salute those brave men and women who go to sea, the engineers, the other staff, the supporters and fundraisers. Long may the RNLI retain its role and independence! We were so inspired that we elected to become lifetime joint governors as a small way of saying thanks to the RNLI for the invitation.

**Anonymous**

**The Editor comments:**

These special days are provided for supporters who pledge a gift to the RNLI in their Will, and take place at both RNLI College and some of the more accessible lifeboat stations around the coast. To find out more, contact Mark Allwood, Legacy Enquiries Manager at Headquarters.

For a shorter but no less exciting experience, why not take a college discovery tour? They're open to all – see page 4.

**I**'d be interested to learn what happens in the aftermath of recovering a vessel in danger – is the RNLI able to secure an insurance settlement in the way of salvage?

Thanks in anticipation.

**David Verity**

**Our Operational colleague Peter Bradley replies:**

There are internationally agreed rules around claiming salvage that put the person engaged in a salvage operation into a legally binding contract with the Master/Skipper and owners of the vessel being salvaged.

In our case, a lifeboat crew would become liable for the operation, including any damage to the environment – so we simply do not do it.

Most survivors are very grateful to be rescued and a donation or some other benefit is made over to the RNLI. We also have a good relationship with the marine insurance industry and are able to attract favourable terms for the RNLI and its supporters. (See page 45.)

**I**went to your Open Weekend in July. But when I was looking at the engines I lost my balloon. Will you see if you can get it back down?

Mum thinks you will tie it to one of your lifeboats to cheer up the people you rescue. Is this right?

**Sophie, age 7**

**Stormy Stan assures us:**

All of my crew will be looking out for your balloon and promise to put it to good use! Thank you for all your support!

To add *your* shout, especially any stories that might fit our Then and Now section (see page 48), write to the Editor at [thelifeboat@rnli.org.uk](mailto:thelifeboat@rnli.org.uk) or RNLI Headquarters, West Quay Road, Poole, Dorset, BH15 1HZ. Letters may be edited for length or clarity.

# 2,375 RESCUE CRAFT LAUNCHES APRIL-JUNE 2011

The launches listed here are for those for which returns had been received at RNLi Headquarters and processed by 14 July 2011

**ABERDEEN**

**ON-1248(17-24):**Apr24,  
May17,Jun1,2

**D-694:**May17,25,  
Jun2,12,29

**ABERDOVEY**

**B-758:**May3,29

**ABERSOCH**

**B-728:**May23,30,  
Jun7,13,18

**B-790:**Apr21,26

**ABERYSTWYTH**

**B-822:**Apr17,19,May7,  
Jun4,6,11(x2),26

**RR-20:**May23

**ACHILL ISLAND**

**ON-1240(14-28):**Apr17,  
May12,Jun5

**AITH**

**ON-1232(17-14):**Apr9,  
May8,Jun5

**ALDEBURGH**

**ON-1184(12-25):**May8  
**D-673:**Apr26,29,May8,24

**ALDERNEY**

**ON-1199(14-04):**

May9,13,16,31

**AMBLE**

**ON-1176(12-19):**Apr3,21,  
22,May12,Jun1,12,18

**D-736:**Apr21,22,Jun1,12

**ANGLE**

**ON-1291(16-11):**Apr21,24,  
28(x2),May3,15,Jun3,4,5,  
14,19

**D-638:**Apr17,28,May3,9,  
22,30

**D-730:**Jun3,5,9,14,20,26,  
28,29

**ANSTRUTHER**

**ON-1174(12-17):**

Apr29(x2),May14,31,  
Jun11,20

**D-667:**Apr17,May21,  
Jun6,11,20,25

**APPLEDORE**

**ON-1296(16-16):**Apr22

**B-742:**Apr8,May7,  
Jun16,24

**BB-502:**Apr15,Jun6,7,17

**ARAN ISLANDS**

**ON-1217(17-06):**May31,  
Jun7,8,18,19,26

**ON-1269(17-38):**Apr15,18,  
20,27,May4,7

**ARBROATH**

**ON-1194(12-35):**Apr9,12,  
16,May1,2

**D-621:**Apr9,12,16,  
May1,2,14

**ARKLOW**

**ON-1223(14-19):**Apr23,  
Jun2(x2),18

**ARRAN (LAMLASH)**

**B-770:**May16,Jun11

**ARRANMORE**

**ON-1244(17-22):**May8,20,  
Jun4,12(x2),26

**ATLANTIC COLLEGE**

**B-763:**Jun4

**BALLYCOTTON**

**ON-1233(14-25):**Apr27,  
Jun4

**BB-051:**Jun4,7

**BALLYGLASS**

**ON-1235(17-15):**Apr14,  
May1,19

**D-687:**May19,23

**BALTIMORE**

**ON-1137(47-024):**

Apr29(x2),Jun12,22

**B-708:**Apr29,Jun22,26

**BANGOR**

**B-805:**Apr17,19,29(x2),  
May14,16,29,Jun3,4,5,22

**B-815:**Jun25,28

**BARMOUTH**

**ON-1185(12-26):**

Apr25,May2

**D-678:**Apr24,29,30(x2),  
May2,8,21,Jun4(x2),8,12

**BARRA ISLAND**

**ON-1230(17-12):**Apr 1

**BARROW**

**ON-1288(16-08):**Apr17,23,  
May7,20,Jun4

**D-733:**May8,Jun4

**BARRY DOCK**

**ON-1228(14-24):**Jun8

**ON-1245(14-29):**Apr9,21,  
25,28,May2,7,27,Jun3,4,5

**BEAUMARIS**

**B-838:**Apr1,9,16(x2),18,  
20(x3),23,29,30,May1,20,  
28,Jun13,14,19(x2),21,  
25,26

**BEMBRIDGE**

**ON-1286(16-06):**

Jun18,25(x7)

**ON-1297(16-17):**

Apr23(x2),May1,22

**D-649:**Apr9,22,23,24,25,  
May5,16,21

**BERWICK-UPON-TWEED**

**ON-1191(12-32):**

Apr13,May3

**D-639:**Apr13,22,May3,10

**BLACKPOOL**

**B-748:**Apr10(x2),15,Jun3

**D-729:**Apr2,22,May8,13

**D-732:**Apr2,22,May8,21,  
Jun9

**BLYTH**

**D-606:**Apr10,17,24,May4,  
8,21,24,29,30,Jun2,12,17

**BORTH**

**D-622:**Apr23,30,Jun3,4,  
11,26(x2)

**BRIDLINGTON**

**ON-1169(12-12):**Apr11,30,  
May14,Jun9

**D-721:**Apr1,5,6,14,30,  
May14,15,16,24,  
Jun2,4(x2),5,15

**BRIGHTON**

**B-737:**Apr11,12,21,23,  
25(x7),26(x2),29,30,  
May1(x2),3,7,15,19,20,21,  
26,30

**B-754:**Apr3,Jun4(x2),6,16,  
18,25(x2),30

**BROUGHTY FERRY**

**ON-1252(14-31):**

Apr9,29(x2),30,May1,13,  
14,18,24,Jun5

**D-698:**Apr4,9,27,28,  
29(x2),30,May13,16,18,  
24(x2),Jun5

**BUCKIE**

**ON-1237(17-17):**May7

**ON-1263(17-34):**Apr3,4

**ON-1268(17-37):**May9,12,  
Jun24

**BUNDORAN**

**B-834:**Apr21,24,28,May1,  
Jun5,22

**BURNHAM-ON-CROUCH**

**B-733:**Apr26,30,May21,  
Jun2,26

**D-672:**Apr30,May15,  
Jun3,26

**BURNHAM-ON-SEA**

**B-795:**Apr10,May1,2,4

**D-664:**Apr10,May2

**BURRY PORT**

**B-768:**Apr29(x4),May5,  
Jun2,26

**D-611:**Apr9,19(x2),May7,  
Jun3,26,29

**CALSHOT**

**ON-1157(47-039):**Apr12,  
16,17,May4,10,17,20,22,28,  
Jun7,12,15,19

**D-609:**Apr12,16,17(x3),19,  
24(x2),May2,6,10,17,20(x2),  
28,Jun7(x2),11,15,20,  
25(x4),27

**CAMPBELTOWN**

**ON-1241(17-19):**Apr22,  
May3,6,14,Jun6,11,16

**D-737:**May6,14

**CARDIGAN**

**B-752:**Apr10,14,30,  
Jun19,20,28

**D-709:**Apr10(x2),29,30,  
Jun19

**CASTLETOWNBERE**

**ON-1277(17-44):**Apr3,  
Jun12

**CHISWICK**

**E-002:**Apr7,8,10,11,14(x2),  
15,16,18(x2)

**E-003:**Apr2(x3),4,5,20,  
23(x2),25(x4),27,May6(x2),  
7(x2),9(x2),12,13,15(x2),  
16(x2),19,20,21,22,23,24,  
25,27,31,Jun6,8,9,14(x2),  
15(x2),17,20,22,24,  
28(x3),29

**E-006:**Apr27(x2),  
May1(x3),18,26(x2),  
Jun1,6,24

**CLACTION-ON-SEA**

**B-744:**Apr16,13,23(x2),24,  
May15,19

**B-773:**Jun4

**D-640:**Jun28

**D-723:**Apr12,22,23,25,30,  
Jun4,11

**CLEETHORPES**

**D-618:**Apr19,22,23,24,27,  
May8,17,20,22,24,Jun8,  
18(x2),26,27

**D-640:**Apr7,10(x3),11

**CLOGHER HEAD**

**ON-1190(12-31):**Apr1,2,3,  
8,9,30,May26

**CLOVELLY**

**B-759:**Apr21,22,May30

**CONWY**

**D-685:**Apr16,22,27,  
May2(x2),3,8,11

**COURTMACSHERRY**

**HARBOUR**

**ON-1205(14-07):**Apr11,  
Jun4,13,26

**COURTOWN**

**D-711:**Jun26,28

**COWES**

**B-830:**Apr18,20,30,  
May7,14,15(x2),21,25,  
Jun1,11(x2),12

**CRASTER**

**D-703:**Jun2

**CRICCIETH**

**A-73:**Apr17,22,24(x3),29,  
May31,Jun12

**B-823:**Apr17(x2),20,  
22(x2),24(x2),29(x3),  
30(x6),May31,Jun12,26

**CROMER**

**ON-1293(16-13):**May19,  
Jun11

**D-670:**May11

**D-734:**Jun19

**CROSSHAVEN**

**B-782:**Apr18,23,27,  
May11,16,20,Jun6(x2),11,  
12,18,19

**CULLERCOATS**

**B-811:**Apr6,10,23,May5,7,  
18,19,21,Jun2(x2),3,15(x2),  
18,20,28

**DART**

**D-702:**Apr9,11,12(x3),  
20(x2),24(x2),May8,31,  
Jun14,19

**DONAGHADEE**

**ON-1210(14-12):**Jun3

**ON-1267(14-36):**May1

**DOUGLAS**

**ON-1147(47-032):**Jun1,28

**DOVER**

**ON-1220(17-09):**Apr11,16,  
17,22(x2),23,28,29,May10,  
12,Jun1,2(x2),6,11

**DUN LAOGHAIRE**

**ON-1200(14-05):**Apr22,29,  
May15,26,30,Jun14,25

**D-731:**Apr12,16,19,21,  
May3(x2),30,Jun14(x2)

**DUNBAR**

**ON-1225(14-21):**

Jun9,14,15

**ON-1266(14-35):**Apr12,24,  
May22,31,Jun8

**D-708:**Apr24,Jun8,14,15,  
19,26

**DUNGENESS**

**ON-1186(12-27):**Apr25

**DUNMORE EAST**

**ON-1215(14-17):**May20,  
Jun18

**EASTBOURNE**

**ON-1195(12-36):**Apr6,11,  
25(x2),May2,4,7,12,17,21,  
25,Jun2,3

**D-605:**Apr4,6,7,10,19(x2),  
21,27,May4,7,8,15(x2),  
17(x2),25,Jun3,4,10

**ENNISKILLEN**

**B-702:**Apr16,May18,Jun1

**B-703:**May2,16,25(x2),29,  
Jun2(x2),4,19

**RWC-052:**May18,Jun1

**RWC-053:**Jun4

**RWC-054:**May2,16,25(x2),  
29,Jun2(x2)

**EXMOUTH**

**ON-1178(12-21):**Apr3,  
Jun3(x2),22

**D-669:**Apr2,3,16,18(x2),  
24,26,May8,14,15(x2),20,  
25,28,30,Jun10,12,25

**EYEMOUTH**

**ON-1209(14-11):**Apr5,23,  
May11,21,Jun22

**FALMOUTH**

**ON-1256(17-29):**Apr17,23,  
May9,13,Jun8,17,23

**B-756:**Apr3,10,16,17,18,23,  
25,26(x2),28,May5,6,15,21,  
Jun4,8,10,18(x2),22,24

**FENIT**

**ON-1239(14-27):**Apr24,25

**D-726:**Apr23,25

**FETHARD**

**D-683:**May14,Jun18

**FILEY**

**ON-1170(12-13):**Apr15

**D-728:**Apr24,27,May28,  
Jun3,4



**FLINT**  
**D-658:**Apr18,May1,8,17,Jun18  
**FOWEY**  
**ON-1222(14-18):**  
 Apr3,12,23,May8,15,26,Jun1,16,18(x2)  
**D-681:**Apr12,23,24,May7,15,26,30,Jun18(x2),26  
**FRASERBURGH**  
**ON-1225(14-21):**Apr30,May8,9  
**ON-1259(14-34):**Jun24  
**GALWAY**  
**B-757:**Apr1,13,May3,Jun6,11,16,18  
**GIRVAN**  
**ON-1196(12-37):**  
 May4,Jun12,16  
**GRAVESEND**  
**B-827:**Apr2,4(x2),8,9,11,12,19,24,28,30,May1,3,5(x2),15,21,22(x2),24,25,26,29,30(x2),Jun4,5(x2),9(x2),12,15,18(x2),22,30  
**GREAT YARMOUTH AND GORLESTON**  
**B-786:**Apr5,24,25,May1(x2),6,8,10,15(x2),16,17,25,Jun3,20,25  
**HAPPISBURGH**  
**B-710:**May18  
**D-607:**Apr9  
**HARTLEPOOL**  
**ON-1274(14-37):**Apr8,16,19,20,May21,25,26,28,Jun12,25  
**B-766:**Apr3,8,10,24,May1,8,14,25,26(x2),28,31,Jun3,12,14(x2),20,25,26,27(x2)  
**HARWICH**  
**ON-1202(17-03):**Apr27,May1,10,13,21,22,28,Jun2(x2),6,19,23  
**B-789:**Apr11(x2),17(x2),25,27,May10,14(x2),15,22(x2),30,Jun2,5,6,23,29  
**HASTINGS**  
**ON-1125(12-002):**Apr7,9,11,Jun7  
**D-699:**Apr9,21,27,30,May16,23,25,Jun11,16,24  
**HAYLING ISLAND**  
**B-829:**Apr23(x3),24(x3),29(x2),May1,2(x2),15,17,22(x2),29,Jun6,11,19,21,22,25,26,30  
**D-642:**Apr3,20,23(x3),24,27,May1(x2),Jun11

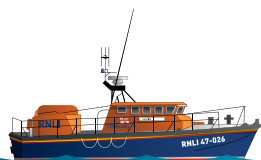
**HELENSBURGH**  
**B-791:**Apr3,5,17,24,25,28,May3,5,23(x2),25,Jun2,9,12,16,19,24  
**HELWICK HEAD**  
**B-760:**Apr24,May19,Jun11,14  
**HOLYHEAD**  
**ON-1272(17-41):**Apr16,29(x2),May1,Jun26,30  
**D-695:**Apr5,16,29(x2)  
**HORTON AND PORT EYNON**  
**D-688:**Apr16,30,Jun4,26  
**HOWTH**  
**ON-1258(14-33):**Apr1(x2),2,3,13,May8,29,Jun19,28  
**D-659:**Apr24(x2),May8,Jun12  
**HOYLAKE**  
**ON-1163(12-005):**Apr2,22,24,May16,Jun24  
**HUMBER**  
**ON-1216(17-05):**Apr10,13,14,24,25,27  
**ON-1254(17-27):**May1,2,12  
**HUNSTANTON**  
**B-848:**Apr30,May21,Jun3,16,27  
**ILFRACOMBE**  
**ON-1165(12-007):**Apr9,May29,31,Jun2  
**D-717:**Apr9,18,24,29(x2),May26,31,Jun2,28  
**INVERGORDON**  
**ON-1206(14-08):**May23,29,Jun8,11  
**ISLAY**  
**ON-1219(17-08):**Apr18,26,30,May14,Jun1,10  
**KESSOCK**  
**B-771:**May1,18,Jun1,17,18,27  
**KILKEEL**  
**B-812:**Apr13,30,May2,20,22  
**KILMORE QUAY**  
**ON-1290(16-10):**  
 Apr18,21,24,May15  
**ON-1298(16-18):**Apr10,May27(x2),Jun4(x3),11(x2),17,18,30  
**KILRUSH**  
**B-844:**Jun28  
**KINGHORN**  
**B-836:**Apr8,24,30(x2),May2,3,12,17(x2),Jun11,19,26  
**KINSALE**  
**B-796:**Apr20,25,May25  
**KIPPFORD**  
**D-718:**Apr20

**KIRKCUDBRIGHT**  
**B-814:**Apr25,Jun22  
**KIRKWALL**  
**ON-1231(17-13):**Apr12,24,May10,24,Jun1,3,6,11,13,24  
**KYLE OF LOCHALSH**  
**B-740:**Apr3,4,19,25,30,May8(x2),19,Jun29  
**LARGS**  
**B-739:**Apr9,24,30(x3),May2,19,Jun1,3,4,11,13,23,27  
**LARNE**  
**ON-1246(14-30):**  
 Apr16,May23  
**D-646:**Apr16,28  
**LERWICK**  
**ON-1221(17-10):**  
 Apr9,Jun27  
**LITTLE AND BROAD HAVEN**  
**D-628:**May1,2,29(x2),31,Jun4,26(x2)  
**LITTLEHAMPTON**  
**B-779:**Apr2,9,11(x2),16,20,24,25(x2),28,May1,2,11,28,29,Jun1,4,29  
**D-631:**Apr6,13,30,May15(x2),Jun4,24,27  
**LITTLESTONE-ON-SEA**  
**D-626:**Apr20,21,22(x4),25,May12,Jun26  
**LLANDUDNO**  
**ON-1164(12-006):**Jun4,26  
**ON-1192(12-33):**Apr8  
**D-656:**Apr18,May6,21,Jun3,18(x2),25,28  
**LOCH NESS**  
**B-707:**Apr29,30,May10(x2),12,31,Jun13,15(x2),21  
**LOCHINVER**  
**ON-1121(17-40):**Apr20,May18,21,Jun5(x2)  
**LOOE**  
**B-793:**Apr11,17,20,23,May7,12,Jun13  
**D-741:**Apr11,15,17,23,Jun6,13  
**LOUGH DERG**  
**B-736:**Apr17,May28,Jun13,18,25,30  
**LOWESTOFT**  
**ON-1132(47-020):**Apr10,18,23,25,30,May8,13,16,Jun11  
**LYME REGIS**  
**B-741:**Apr16(x2),21,22,24,25,26,May29,Jun6  
**LYMINGTON**  
**B-784:**Apr19,25(x3),30,May7,Jun15,16(x2),25(x4),26(x2)

**LYTHAM ST ANNES**  
**ON-1189(12-30):**May26,Jun7,12  
**D-657:**May22,Jun7,12,14  
**MABLETHORPE**  
**B-778:**Apr24,May22,Jun1,3(x2),15,23  
**D-653:**May22,23,29,Jun1,3,15  
**MACDUFF**  
**B-804:**Apr29,Jun24(x2)  
**MALLAIG**  
**ON-1250(17-26):**Apr27,30,May1,2,8(x2),13,Jun5,10,23,29  
**MARGATE**  
**ON-1177(12-20):**  
 May1,30,Jun6  
**D-706:**Apr6,10,17,22,25,May1,2(x2),7,29,30,Jun12,26,27  
**MINEHEAD**  
**B-824:**May24,Jun2  
**MOELFRE**  
**ON-1126(47-018):**Apr29,May22,Jun4,12,16  
**D-689:**Apr13,29,May29,Jun1(x2),11,12  
**MONTROSE**  
**ON-1152(47-034):**Apr6,Jun12,21,26(x2)  
**D-626:**Apr6,May17,18,26,Jun16,26(x2)  
**MORECAMBE**  
**D-722:**Apr19,22,25  
**H-002:**Apr3,10,19,24,25,27,28(x2),Jun23,24,27  
**MUDEFORD**  
**B-801:**Apr1(x2),2(x2),10,20,24,May1,6,15,26,28(x2),Jun4(x2),8,12(x2),17,23(x2),25  
**NEW BRIGHTON**  
**B-837:**Apr2,16(x2),May13,21,30,Jun4,5,11,14  
**H-005:**Apr6,11,13,28,Jun5,8  
**NEW QUAY (CARDIGANSHIRE)**  
**D-616:**Apr15,22,30,May30,Jun2,14(x2),25(x2),26,30  
**D-690:**Apr11  
**NEWBIGGIN**  
**B-745:**Jun26  
**B-762:**Apr2,21,May12  
**NEWCASTLE**  
**ON-1188(12-29):**Apr30,May17,Jun17  
**D-637:**Apr23,27,Jun12,29  
**NEWHAVEN**  
**ON-1243(17-21):**Apr2,3,7,17,29,May13,23,26,29,Jun4(x2),8,14,19(x2),23,28(x2)  
**ON-1260(17-31):**Apr2

**NEWQUAY (CORNWALL)**  
**B-821:**Apr1,2,3,25,27,May20,Jun2,16,23  
**D-636:**Apr1(x2),2,3,7(x2),19,25,27,May16,Jun2,23,24,30  
**NORTH BERWICK**  
**D-619:**Apr17,May1,Jun8,11  
**OBAN**  
**ON-1227(14-23):**Apr16,30(x4),May12,15,16,29,Jun1,2,4,15,22,30(x2)  
**ON PASSAGE**  
**ON-1140(47-027):**Apr19  
**ON-1182(12-23):**May31  
**ON-1240(14-28):**May11  
**PADSTOW**  
**ON-1283(16-04):**Apr2,28,29,May4(x2)  
**PEEL**  
**ON-1181(12-22):**Jun3  
**PENARTH**  
**B-839:**Apr19,24,May1,2,Jun3,8,23,25(x2)  
**D-692:**Apr15,17,19,30(x2),May30,Jun5,8,11,17  
**PENLEE**  
**ON-1265(17-36):**Apr24,May12,24,Jun12,26,28  
**B-787:**Apr7,12,17,19,24,May5,8,16,19,24  
**PETERHEAD**  
**ON-1282(16-03):**Apr21,May5,22(x2),Jun1,7,26  
**PLYMOUTH**  
**ON-1264(17-35):**Apr7,11,22,30(x2),May1,11(x2),14(x2),31,Jun11,25,27  
**B-775:**Apr6,7,9,16,22,30,May1,8,11,14(x4),15(x2),17,23,Jun10,11(x2),26  
**POOLE**  
**ON-1131(47-023):**Apr3,May16,22,29,Jun3  
**ON-1140(47-027):**May7  
**B-826:**Apr3,7,8,9,20,21,23(x2),24(x3),26,27,30(x2),May6(x2),14(x2),15(x2),22,26,29,31,Jun6,11,12,13,17,19(x2),24(x3),25,27,28  
**PORT ERIN**  
**B-813:**Apr9,Jun5,15,21  
**PORT ISAAC**  
**D-707:**Apr6,7,May4,Jun1  
**PORT ST MARY**  
**ON-1234(14-26):**Apr9,10,Jun15,25  
**D-742:**Apr9,10,Jun25  
**PORT TALBOT**  
**D-713:**Apr18,19,Jun3,10  
**PORTAFERRY**  
**B-833:**Apr4,16,17,30,May8,21,27,28,29,Jun6,20,22

**PORTHCAWL**  
**B-832:**Apr3,10,14,17,23,25(x6),May1,22,Jun9,26(x2)  
**PORTHDINLLAEN**  
**ON-1120(47-015):**Apr25,May7,29,Jun26(x2),27(x2)  
**PORTPATRICK**  
**ON-1151(47-033):**  
 Apr21,Jun24  
**PORTRUSH**  
**ON-1257(17-30):**  
 Apr23,May18,21  
**D-738:**Apr13,22,23,30,May1,25,28,Jun25  
**PORTSMOUTH**  
**B-846:**Apr9,17,19,22,25(x2),27,30,May1,7,15,19,21,Jun1,2,3,4(x2),11,15,19,22  
**D-640:**Jun15  
**D-716:**Apr17,22,May10,Jun25  
**PWLLHELI**  
**ON-1168(12-010):**Apr17,Jun4,10,13,23  
**D-676:**Apr15,19(x2),22,24,Jun4,11  
**QUEENSFERRY**  
**B-735:**Apr8,10,15,16,17,20,28,29,May2(x2),17,20,Jun1,3,4,5,12(x2),16  
**RAMSGATE**  
**ON-1197(14-02):**Apr7,10,17,22,23,27,May24,Jun4,15,20(x2),27,29  
**B-765:**Apr5,10,24(x2),May4,7,10,12,21,Jun3,12,19,20,26,29  
**RED BAY**  
**B-843:**Apr16,17(x2)  
**REDCAR**  
**B-777:**Apr3,7,11(x2),13,17,21,23,May13,Jun3,14,24,26(x2),27  
**D-677:**Apr7,10,21,May13,31,Jun24  
**RHYL**  
**ON-1183(12-24):**  
 Apr22,Jun10  
**D-632:**Apr9,20,22(x6),25,28,May8,17,21,Jun3,4  
**ROCK**  
**D-634:**Jun5,12,13  
**D-655:**Apr24,25  
**ROSSLARE HARBOUR**  
**ON-1276(17-43):**Apr21,Jun2,4(x2),14,18,29  
**RYE HARBOUR**  
**B-842:**Apr16,22,25(x3),May1,2,14,Jun3,4(x2),6,11(x2),14,26



**ON-####(47-###)**  
 Tyne class  
 last built: 1990  
 annual maintenance  
 cost: £75,500



**B-###**  
 B class  
 Atlantic 75 or 85  
 new cost: £180,000



**D-###**  
 D class  
 new cost: £39,000



**E-###**  
 E class MK1  
 last built: 2002  
 annual maintenance  
 cost: £6,467



**H-###**  
 Inshore rescue hovercraft  
 new cost: £200,000

**SALCOMBE**

ON-1289(16-09):Apr28, May22

B-772:Jun11

B-794:Apr14(x2), 24(x2),26

**SCARBOROUGH**

ON-1175(12-18):Apr29, May4,21,22(x2),Jun9

D-724:Apr5,16,21,30, May9,Jun2,16,19,28

**SEAHOUSES**

ON-1173(12-16):May10, Jun2,9,13,14,18,23

D-686:Apr3,14,May1,10, 26,Jun12,13,16

**SELSEY**

ON-1140(47-027):May28

ON-1146(47-031):Apr20,

29,Jun6,7,21

D-691:Apr27,29,May5,15, 29,Jun4,7

**SENNEC COVE**

ON-1294(16-14):Apr22,

May13,Jun4,12

D-624:Apr12,18,20(x2)

**SHEERNES**

ON-1211(14-13):Apr24

D-662:Apr4,May1,21,25, 30,Jun22,23,26(x2)

**SHERINGHAM**

B-845:May28,Jun9,11,30

**SHOREHAM HARBOUR**

ON-1295(16-15):

Apr3,16(x2),27(x2),29,

May7,12,22,28,Jun19

D-647:Apr3,15,16,23,

24(x2),26,29,May2,4,7,

21(x4),Jun3,18,27(x2)

**SKEGNESS**

ON-1166(12-008):

Apr4,24,Jun19

D-739:Apr4,16,22,23(x2),

24,May20,Jun1,13,18,26

**SKERRIES**

B-730:Apr1(x2),2,3,4,5,6,

7(x2),8(x2),26,30

B-747:May29,

Jun12,14,15(x2)

**SLIGO BAY**

B-781:Apr25(x2),

May11,16,22,28

**SOUTH BROADS**

D-714:Jun19

XP-42:Jun27

**SOUTHEND-ON-SEA**

B-776:Apr21,24(x4),29,

May2,5,7,21,29,30(x2),

Jun3,4,6,26

D-633:Apr23(x2),24(x4),

25(x3),May30(x2),Jun4,18,

20,26(x3)

D-682:Apr16,21(x2),

25(x2),Jun4,15,24,26,27

H-004:Apr23,May28,

30(x3),Jun26(x3),27(x2)

**SOUTHWOLD**

B-750:Apr4,11,23,May14,

Jun4,5,14,22,29

**ST ABBS**

B-783:May11,Jun1,6,20,21

**ST BEES**

B-831:May4,24,Jun3,14,16

**ST CATHERINE**

B-841:Apr14,17,May25

**ST DAVIDS**

ON-1139(47-026):Apr22,

28,Jun4,14

D-704:Apr8,19,23,Jun4,11

**ST HELIER**

ON-1292(16-12):Apr14,19,

21,22,23,May6,10,21,Jun27

B-816:Apr19,22,23,25,

May15,Jun2,3,30

**ST IVES**

ON-1124(12-001):

May31,Jun12

ON-1167(12-009):

Apr23,27(x2),30

D-668:Apr17,23,27,May31

**ST MARY'S**

ON-1229(17-11):Apr15,

May1,Jun4,24

**ST PETER PORT**

ON-1203(17-04):Apr15,19,

22,25,26,May6,10,23,Jun11

**STAINTHES AND**

**RAUNSWICK**

B-731:Apr8,13,14(x2),16,

21,May12

B-788:Jun19,26,27

**STORNEWAY**

ON-1238(17-18):Apr8,

May21,31,Jun20

**STRANRAER**

D-697:Jun19

**STROMNESS**

ON-1236(17-16):Apr28,

May14,Jun18

**SUNDERLAND**

B-817:Apr24,May8,12,

17(x2),27,Jun5(x2),11,15,

16(x2),19,21(x2),26

B-845:Apr2,4,5,17

D-608:Apr2,3,10,17,25,

May15,18,27,Jun3,7,15,

16(x2),27,30

**SWANAGE**

ON-1148(12-11):May5,

7(x2),11(x2)

ON-1182(12-23):Apr24,

Jun1,14,21,22,24

D-613:Apr27,May1,11

D-635:May20

D-645:Jun4,6,7,10,21,22,

24,30

**TEDDINGTON**

D-648:Apr28

D-743:Apr8,12,13(x2),21,

25,28,29(x3),May7,25,26,

31,Jun2,6,14

**TEIGNMOUTH**

B-809:Apr21,24,May6,8,

12,15,30,Jun4,5,14

**TENBY**

ON-1281(16-02):Apr9,

May7,12,30,Jun3(x3),15,

19,26(x2)

D-727:Apr15,17(x2),18,21,

24,25,May12,Jun3,4,26,

28,29

**THE LIZARD**

ON-1145(47-030):Jun10

**THE MUMBLES**

ON-1127(47-019):Apr24,

May6,Jun3,5,19(x2)

D-623:Jun19(x2),26

D-660:Apr17,18,25,

May1(x2),Jun2(x2),3,4,5

D-735:Apr7

**THURSO**

ON-1273(17-42):

May5,14,22,Jun1,2,17,29

**TIGHNABRUAICH**

B-743:Apr5,22,29(x2),

May15,23,26(x2),Jun11,12

**TOBERMORY**

ON-1270(17-39):

Apr20,30,May5,16,23

**TORBAY**

ON-1255(17-28):Apr6,11,

19,23,May1(x2),3,17,

Jun4(x2),10,24(x2)

D-651:Apr9,10,11(x2),13,

18,28,May1,14,15(x2),21,

28,Jun1

D-725:Jun4(x2),13(x2),20,

22,24,26

**TOWER**

E-002:May3,9(x2),10,11,

12(x2),13,16(x2),17,20,

21(x2),23(x4),24,25,26(x4),

27(x3),28(x4),29(x3),30,31,

Jun1(x3),3(x2),4,5(x2),

6(x2),7(x2),8(x2),13,14(x4),

15,17(x3),18(x2),28(x3),29,

30(x4)

E-004:Apr2,6,28,May2(x4),

3,5,6(x2),7(x3),8,9(x2),10,

12,17,18,19,20(x5),21(x3),

22(x3),Jun19,20(x3),21,22,

23(x2),25(x2),26(x4),27(x2)

E-005:Apr7(x3),10,12, 13(x2),14(x2),15(x3),16(x2), 17(x2),18,19,20(x2),21(x2), 22,23(x2),25(x3),26,27,30, May1

**TRAMORE**

D-680:May24,29,31,Jun4

**TREARDUR BAY**

B-847:Apr3,8,15(x2),16,17,

21,May1,2,Jun2,4,9,23

D-614:Apr3,8,16,17,21,

May1(x3),Jun5

**TROON**

ON-1275(14-38):Apr24,25,

30,May1,2(x2),30,Jun12,13,

14,19

D-684:Apr16,25,May1,

2(x2),4,30,Jun14

**TYNEMOUTH**

ON-1242(17-20):Apr8,10,

20,May1,2(x2)

ON-1278(17-45):May12,15,

16,Jun3,30

D-693:Apr8,9,10(x2),13,

17(x2),19,24,May1,8,20,

Jun4,9,11,13,26(x2)

**VALENTIA**

ON-1218(17-07):Jun5

**WALMER**

B-808:Apr23,May14,

Jun1,19

D-663:Apr10(x2),23,

May8,10,Jun23

**WALTON AND FRINTON**

ON-1154(47-036):Apr24,

May8

ON-1299(16-19):Apr12,13,

25,May12,15,Jun9,14,25

**WELLS**

D-661:Apr2,24,25,26,

May11,19,Jun19,26

**WEST KIRBY**

D-612:May1,8,17,Jun8,29

**WEST MERSEA**

B-753:Apr9,20,27,May1,5,

8,10,22,Jun4,5,7

B-761:Apr1,6,10,Jun11(x2),

12,13,15,18(x3),26(x2),27

**WESTON-SUPER-MARE**

B-769:Apr20,May2,15,

Jun30

D-696:Apr20,May2,15,

Jun8,30

**WEXFORD**

D-644:Apr17,May1,8(x2),

Jun4,11

**WEYMOUTH**

ON-1261(17-32):Apr21,22,

26,May11,14,19,20,28,

Jun2,5,24

ON-1262(17-33):Jun12

B-746:Apr4,6,7,12,14,26,

May1,5,16,20,22,25,31,

Jun2,4,7,12,16,24,25

**WHITBY**

ON-1212(14-14):May17,19,

22(x2),28(x2),Jun27,29(x2)

D-630:Apr8

D-674:Apr16,17,May8,

Jun9,14

**WHITSTABLE**

B-764:Apr8,13,19,22(x2),

23,May21,22,23(x3),29(x3),



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# The child, the engineer and the *Wizzer*



**Top:** Allen today  
**Above:** With his sister  
in the late 1970s

In October 1973, airmen and their families in the then West Germany pledged to raise funds for a B class lifeboat

Young Allen Stevens was a primary school student at RAF Wildenrath, where his dad was stationed, and he remembers the contribution his classmates and their parents made to the £6,000 cost of the Atlantic 21 *Wildenrath Wizzer*: 'We arranged cake bakes, sponsored walks, a run around the perimeter track of the airfield ... I even remember some of the men towing the squadron leader around the perimeter in a bomb trolley. And my class came up with the name.'

Almost 40 years later, Allen is a Senior Engineering Designer at the RNLI, working on safety equipment for lifeboat crews, including flares (meaning pyrotechnics, rather than the groovy trousers that were all the rage in his Wildenrath days!), casualty care kit and lifejackets. 'I've always wanted to work with boats,' he says. 'Ever since I was about 6 years old, I can't remember ever wanting to do anything else.'

The *Wildenrath Wizzer* went on to save 164 lives, in 429 services. She was stationed in Appledore from 1974–85, and at Redcar, North Yorkshire, from 1986–89. In 1991 she was used for trials of 60hp engines, before being retired.

But the lifeboat that piqued Allen's interest all those years ago had a special *auf wiedersehen* in store: 'A couple of years ago, I came into work and walked into the workshop. They'd just scrapped the *Wildenrath Wizzer* and I realised: "That's the boat I raised funds for as a kid!"

'I managed to recover the nameboards. They're very dusty and dirty, but I'm going to restore them. One's going on my wall, and the other's for my dad.'

Words: Mairead Dwane

Photos: RNLI/Nigel Millard, Stevens family album



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