

# LIFEBOAT



THE RNLI IS THE  
CHARITY THAT  
SAVES LIVES AT SEA

ISSUE 619 | SPRING 2017

## READY TO RESCUE

What do our crews think of the  
latest class of all-weather lifeboat?



PLUS:

### A MEMORY IN SILVER

The story behind the acorns  
worn by a lifeboat crew

### 'THAT IS TRUE COURAGE'

TV presenter Ant Middleton on  
why the RNLI is a special force

# Welcome

Our supporters, volunteers and lifesavers all seem to have a favourite bit of coastline that means something to them – what's yours?

Whether it's a remote, rugged shoreline or gentle seaside spot, there's a desire to visit it, celebrate it, protect it – and to make it safer. That's certainly the case with the people we meet this issue.

In our rescue section, you'll hear from a swimmer at Skerries and a sailor at Kinghorn who each set out to enjoy the coast but needed the help of our lifesavers. We also meet supporters who find time in their own busy lives to raise funds and awareness. In fact, one of them might just inspire you to get out the paintbrush and capture your favourite coastal scene on canvas (p32).

Plus we speak to crew members from around our coasts who needed a new all-weather lifeboat – with a launch method that can handle their challenging local shore conditions. Thanks to generous donations, they got it in the form of the Shannon class.

Now the warmer weather will bring more people down to the sea, and lifeboat crews are teaming up with lifeguards and community safety experts to make our shores safer all round. They can only do that with the support that you so generously give.

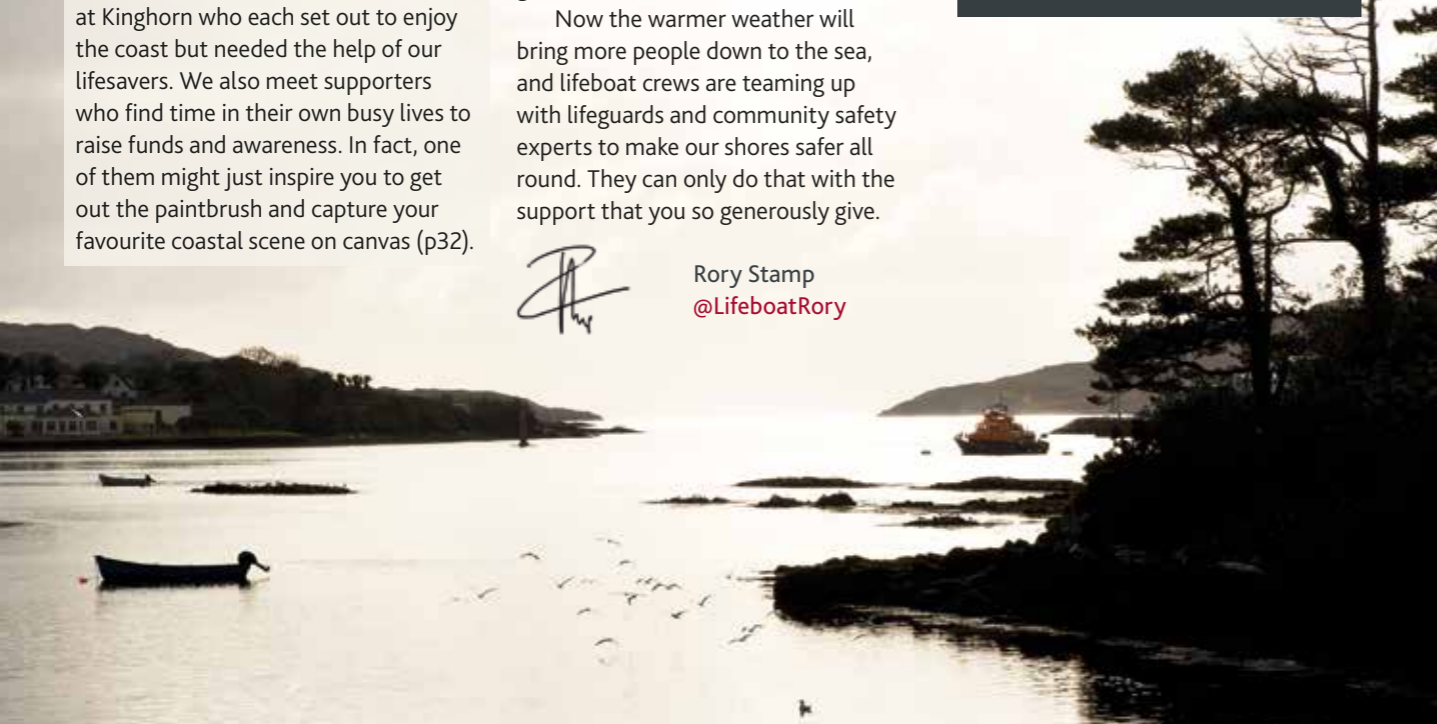
Rory Stamp  
@LifeboatRory



RORY STAMP  
LIFEBOAT EDITOR

## OUR FIRST AGM IN SCOTLAND

For the first time, the RNLI AGM heads to Scotland this year. After previously being held in London, the 2016 event took place in Poole, and the next stop is Glasgow. All supporters are welcome – see News for more information.



## SPRING 2017 ISSUE 619

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



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Photo: BBC



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Photo: RNLI/Nigel Millard



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Photo: John Milton



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# News

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



Photo: Shutterstock

## SEE YOU IN GLASGOW?

Our Annual General Meeting (AGM) is on the road again this year – 2017's event will be at the Scottish Exhibition and Conference Centre in Glasgow on Thursday 1 June.

The Scottish Annual Meeting will take place after the AGM at the same venue, and all supporters are welcome to attend both events. Booking is essential, so please check [RNLI.org/AGM2017](http://RNLI.org/AGM2017) for details and updates.

## Honours for lifesavers

Congratulations to the six RNLI volunteers and staff recognised in the 2017 New Year Honours:

**Member of the Order of the British Empire (MBE):**

**Vivienne Grey**, a volunteer crew member at Little and Broad Haven since 1990, has been involved in more than 120 shouts and directly saved the lives of eight people (pictured).



**Martin Jones**, a volunteer crew member at Rhyl Lifeboat Station for over 30 years, has been full-time coxswain since 2010 and is a member of the Flood Rescue Team.

**Lee Firman**, joined the Aldeburgh crew 21 years ago and quickly became one of the RNLI's youngest ever coxswains. Lee's also an area lifesaving manager.

**Glyn Ellis**, Operations Manager for the RNLI's Inshore Lifeboat Centre on the Isle of Wight, transformed the way the charity produces and maintains inshore lifeboats.

**British Empire Medal (BEM):**

**Karen Smith**, veteran fundraiser at Stonehaven RNLI, has been deeply involved with Stonehaven RNLI for 39 years.

**Pauline Carson** is a Gold Badge recipient and the driving force behind the Hollywood Branch.

## THE LIFEBOAT LOTTERY IS BACK

From 21 April, you can take part in our summer 2017 draw. You could win a first prize of £5,000, a second prize of £2,000, or seven other cash prizes. To take part, contact our Supporter Care Team on **0300 300 9990** or email [lottery@rnli.org.uk](mailto:lottery@rnli.org.uk). More information and the list of spring winners can be found at [RNLI.org/lottery](http://RNLI.org/lottery).



## 77-year-old paperboy still delivers



Photo: Hazel Murray - Picta FM

Paper rounds have traditionally been carried out by children and young people – but 77-year-old David Rickard from Devon doesn't let that stop him. Since 2006, the pensioner paperboy has been donating all of his wages and tips to good causes in memory of his mum, Mary.

David, who does his round on foot, has been putting funds towards the Penlee Lifeboat Station Appeal for the last 3 years. He recently presented a cheque for £1,500 to Coxswain Patch Harvey at the station and has raised a remarkable £4,000 for the appeal so far.

David says: 'Penlee has always been in my mind since the loss of the *Solomon Browne*, which I remember well. So I am especially glad to give the crew a donation towards better facilities. I have given to Padstow, The Lizard and Penlee Lifeboat Stations before – a total of £5,650 for the RNLI.'

## A TENDER WAY TO GIVE

Did you know that you can donate bank notes of any legal tender to the RNLI? To share your foreign currency notes, send them securely packaged and by recorded delivery to: RNLI, West Quay Road, Poole, BH15 1HZ or RNLI Regional Fundraising Office, Airside, Swords, Co Dublin.

We are not able to acknowledge receipt of foreign currency donations, but every bank note you send us is a potential lifesaver – thank you!

## Festive funds for new Shannon class

Thank you for your kind generosity over the festive season. We had an incredible response to our 2016 Christmas Appeal – you gave £1.3M in total. £750,000 of it is being added to a generous legacy, to fund a new Shannon class lifeboat for the relief fleet.

Relief lifeboats are essential for a 24/7 rescue service around the UK and Ireland. Our crews depend on them to stand in at a moment's notice when their lifeboat needs maintenance or repairs.

Thanks to your support, the fifth Shannon class relief lifeboat is due to enter the fleet in September 2017.

The rest of the funds you gave in the Christmas Appeal will help our lifesaving work around the UK and Ireland.

See page 24 for more on the impact of the Shannon class lifeboats.

## OVER £1.3M RAISED IN CHRISTMAS APPEAL



## SCOTLAND

Words: Anna Burn

## COMMUNITY NEWS

## Largs



Branch Chair, Cathy Holgate, with former RNLI Chair, Charles Hunter-Pease

## THE ICING ON THE CAKE

In October, the Largs Lifeboat Fundraising Branch welcomed outgoing RNLI Chair, Charles Hunter-Pease, to speak at their annual lunch where he was presented with a special cake decorated with a model of the Largs lifeboat to mark his retirement. But there was to be one more surprise.

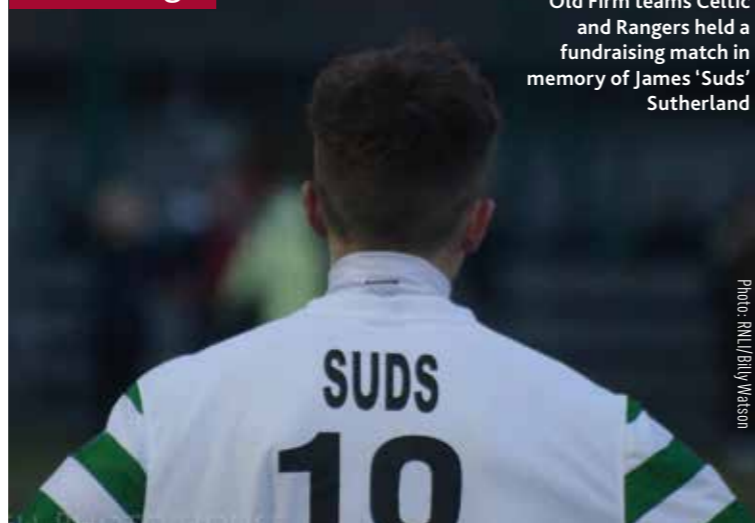
In his after-lunch speech, the Chair paid tribute to the volunteers and supporters at Largs, saying that the leadership had been 'exemplary and second to none'.

Cathy Holgate, Branch Chair for 11 years, was then presented with a certificate acknowledging her invaluable service.

'I knew nothing about the award, which was a complete surprise,' Cathy said. 'I was very proud to receive it. You could say it was the icing on the cake!'

Welcome to your community news for Scotland. For all the latest rescue and fundraising stories from where you are, head to [RNLI.org/NewsCentre](http://RNLI.org/NewsCentre)

## Fraserburgh



Supporters of rival Old Firm teams Celtic and Rangers held a fundraising match in memory of James 'Suds' Sutherland

## LOCAL HEROES RAISE £3,500

Every child has their heroes. For James 'Suds' Sutherland they were footballers and lifeboat crew. So when 'Suds', a lifelong Celtic supporter with strong family links to the RNLI, died of a brain tumour in 2015, his friends found the perfect way to remember him.

'We decided to have a local Celtic versus Rangers match, the 'Suds' Memorial Cup,' explains friend and organiser Norman Reid. In its first year, the match raised £3,803 for Fraserburgh lifeboat, a charity 'close to 'Suds's' heart'.

Last year's donations – an incredible £3,500 – were split between the RNLI and a local charity. Fraserburgh lifeboat's coxswain and James's cousin, Vic Sutherland, said: 'It was a tremendous gesture by James's friends.'

## North Kessock



## Margaret is a lifeboat legend

'She's got more wrinkles than me!' joked Margaret Paterson (pictured centre) on receiving her 100th birthday card from HM The Queen. Whether it's down to good humour, good living or good works, the remarkably youthful centenarian is an inspiration to her community of North Kessock where she celebrated her special day with over 200 guests – and a piper!

Since moving to the village in 1945, Margaret has devoted herself to saving lives at sea. After both her sons followed their father into the Merchant Navy, she founded the local branch of the RNLI. In 2015, she was made an RNLI Honorary Life Governor. Margaret, true to style, used her special day to raise over £1,000.

## Arbroath



Cyclists visit Arbroath station to present the cheque

## RIDING TO THE RESCUE

'You bet!' That's what a group of local lads said when challenged to undertake a gruelling bike ride from Arbroath to Dobbies at Ethiebeaton Park – and back – late last summer.

Their combined pedal-power raised a whopping £563, which was presented to Arbroath lifeboat crew. Lifeboat Operations Manager, Alex Smith, expressed his gratitude saying: 'We are lucky enough to receive donations raised in all manner of imaginative ways, but this is certainly up there with the most energetic!' He added: 'The money will go directly to making sure our crew continues to be well trained and equipped for going to sea.'

## WHAT'S ON

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

## FASHION SHOW

Helensburgh sailing club, Argyll and Bute

Tuesday 25 April, 7pm

Annual fashion show, with collections from Vanity Fair in Helensburgh. Tickets are £10 from Terry Paterson 07591 089160 and include a glass of wine and canapés.

## BOAT JUMBLE

Kessock Lifeboat Station, Inverness

Saturday 29 April, 10am–4pm

Sell your boat-themed items and dig through nautical nick-nacks. Admission £4. For pitches, contact Alison Marr on 07746 394498.

## DAFFODIL TEA

Foulis Castle, Easter Ross

Saturday 29 April, 1–5pm

Wander through a host of golden daffodils in the grounds of Foulis Castle and enjoy the views over the Cromarty Firth. This free family event returns for 2017 with live music by Corralach and Ardross Pipe Band, face painting and other activities. Contact Kevin Dent on 01349 853915 for details.

## MAYDAY COASTAL WALK

Old Pier, North Queensferry, Fife

Saturday 6 May, 10.30am

Choose your distance and join in a treasure hunt along the coast or a welly throwing competition at Silver Sands. Ends at Kinghorn Lifeboat Station with a tour and refreshments. Email [fundraisers@kinghorn.org.uk](mailto:fundraisers@kinghorn.org.uk) for details.

## STRAWBERRY TEA

Abbotsgrange Parish Church, Falkirk

Saturday 1 July, 10am–12 noon

Join Grangemouth Branch for a scrumptious strawberry tea at the parish church, £2.50 per person. Contact [rachel\\_stewart@rnli.org.uk](mailto:rachel_stewart@rnli.org.uk) for details.

# RESCUE

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

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



## 1 STRANDED IN A CAVE MINEHEAD | 18 DECEMBER

Minehead lifeboat crew launched at first light after a husband and son reported their wife/mother missing. She had slipped 3m down a cliff near her home in Porlock, Devon, and – unable to climb back up – spent the night in a cave. The volunteers found her waving for help on the rocks, confused and in early stages of hypothermia. The crew powered her back to the station where she had an emotional reunion with her family and was treated by paramedics. Andrew Escort, Helm, says: 'She was getting towards hypothermia, and I'm very surprised she hadn't succumbed to it. I think it's because she had a thick parka on with a hood – that's what saved her.'



## 2 DASH TO INJURED FISHERMAN TYNEMOUTH | 2 OCTOBER

The crew of Tynemouth's all-weather lifeboat made a 36-mile mercy dash to rescue an injured fisherman, after the skipper of a French trawler radioed for help. In challenging sea conditions, the lifeboat crew tied up alongside the 86m French trawler and helped the injured man aboard the lifeboat. After the lifeboat got him safely ashore, the casualty was treated in hospital for a double fracture of his right foot.



## 4 CLIFF FACE ACHILL ISLAND | 5 JANUARY

Volunteers from Achill Island launched their all-weather lifeboat when two hill walkers got stuck 60m up a steep cliff face near Mweelrea Mountain, Co Mayo. Low visibility prevented the Coast Guard helicopter from helping. In fog, rain and gusty winds, the lifeboat crew deployed their inflatable XP boat (pictured) to ferry seven members of the Mayo Mountain Rescue Team to the base of the cliff, and back again a while later with the hill walkers.



## 3 SICK SKIPPER FRASERBURGH | 29 NOVEMBER

Volunteer crew at Fraserburgh acted quickly when a skipper of a nearby fishing boat made an emergency call for help after falling ill. The crew aboard the all-weather lifeboat left the harbour immediately. They located the fishing boat quickly, drew up alongside and carefully transferred the sick man onto their lifeboat. They swiftly returned to Fraserburgh (pictured) where an ambulance crew looked after the skipper.



## 5 CONTAINER SHIP COLLISION RAMSGATE | 13 NOVEMBER

It was an early Sunday morning wake-up call for Ramsgate's lifeboat crew, when their pagers went off just before 8am. A small yacht had collided with a container ship 24 miles east of Ramsgate, and was dismantled. The crew of a nearby vessel helped the solo skipper by relaying his radio messages to the Coastguard. The Coastguard search and rescue helicopter based at Lydd was first on scene and Ramsgate lifeboat crew towed the yacht to Ramsgate Harbour.

# CAPSIZING IN THE THAMES

The crew at Chiswick on the River Thames is one of our busiest – and in October 2016 they knew it wouldn't be long before they were called on for the 3,000th time. But who would need their help?

Crew Members Gavin Simmons and Holly Walters prepared to wash down Chiswick's inshore E class lifeboat on the morning of Tuesday 25 October. It was the final day of their 4-day shift – handing the lifeboat to the next crew is a routine that differs from most stations.

While many lifeboat volunteers operate with pagers, Chiswick is one of three lifeboat stations on the River Thames that has lifesavers on site 24/7 – the crew members and helms undertake 12-hour shifts for 4 consecutive days.

Along with Holly and Gavin, full-time Helm Andy Mayo was also on shift that Tuesday, completing some paperwork inside the office. 'At about 9.30am, Andy came outside to join us,' remembers Gavin, 'and we happened to spy a rowing coach out on the river.' The rowing coach was struggling with

something, but the lifeboat crew's view was obscured by a large yellow buoy. So they launched to take a closer look.

'As we got nearer, the Coastguard started up on the radio,' recalls Andy. 'They were getting 999 calls reporting people in the water – but we couldn't see anyone because of the buoy. It was only as we got closer that we saw four girls in the water. They were next to this upturned rowing boat, holding on for dear life!'

The schoolgirls had left their training club for an early morning practice, accompanied by their coach in another boat, and another rower in a single scull (a boat used in competitive rowing).

They had been rowing with the tide but soon ran into difficulty – a passenger boat was coming in the opposite direction and struggled to move over, allowing them all enough room to pass.

'In a moment of panic,' Andy recounts, 'the rower in the single scull upturned.' But as the coach attempted to help them back into their boat, the four girls began to drift with the tide and collided with the yellow buoy – plunging them into the cold water too.

**'They had only been in the water for a few minutes and they were already very, very cold'**

Gavin Simmons, Helm, Chiswick Lifeboat Station



**GAVIN SIMMONS**  
HELM | CHISWICK LIFEBOAT STATION

**'We have to be kitted up and on the lifeboat in 2 minutes'**

'I joined the RNLI 14 years ago at my local station in Littlehampton. I had a friend on the crew at Chiswick and one day I came up to provide cover for an empty seat – I've been here for 8 years now! We've got a good bunch of people here from all different backgrounds – sometimes when you put a crew together, you

wonder: "Are they going to get on?" but it just works for us. 'The rescues here are quite fast – at Chiswick, our average is around 10–30 minutes from start to finish. From the time we get the call, we have to be kitted up and on the lifeboat with a plan of action in under 2 minutes. That's what makes us a bit different.'



Four girls in a rowing boat collided with this yellow buoy in the River Thames



Andy keeps the lifeboat steady at the helm, as the first rower is pulled aboard



One-by-one, Gavin and Holly haul the young rowers from the water into the lifeboat

'The girls had T-shirts and Lycra on, so they were going to get cold quickly,' Andy explains. 'Getting them out of the water became our priority.'

Gavin adds: 'Andy steered us alongside the nose of the rowing boat and shimmied us along so Holly and I could pull them aboard. They had only been in the water for a few minutes and they were already very, very cold.'

'We may not be a station that launches into raging waves, but had one of the girls drifted off, it could have quickly escalated into something serious,' Holly explains. 'Once we got them all in the lifeboat, we gave them blankets, wrapped them up and gave them some water – they were great.'

Andy, Gavin and Holly powered the four rowers back to their training club with the coach close behind them, single sculler in tow. 'In the end, this was a big adventure for them,' says Andy. 'Holly and Gav were talking to them and they kept nice and calm – it was great that this didn't scare them too much.'

### 3,000 shouts

Chiswick is one of the RNLI's newer lifeboat stations – the crew have been saving lives on their patch of the river since January 2002. 'It's wonderful that we have a presence here on the Thames – it's so important for us to be here,' says Holly. 'Three thousand call outs just reinforces that we need to keep doing what we're doing.'

The volunteers at Chiswick Lifeboat Station provide around 12 miles of search and rescue cover on the River Thames – including the iconic start and finish points of the annual Oxford Cambridge Boat Race. 'There's a large rowing community here – it's one of the most frequent type of shouts we get called to,' explains Gavin.

'We also get tasked to help people out walking and dog walkers. And a lot of residents here have their own boats, so we can educate them about how to stay safe on the water – it's great we can offer that too.'

Andy adds: 'We've got a very fast-flowing river that can be dangerous. You can look out at the tides and they may not look very strong – but they are.'

Watch the rescue unfold at [RNLI.org/ChiswickRescue](http://RNLI.org/ChiswickRescue).

Words: Jasmin Downs  
Photos: RNLI/(Chiswick, Nikki McMullen)

# Out in the cold

When Skerries sea swimmer Sean O’Kelly became hypothermic during a swim around Colt Island, he didn’t quite believe it. ‘I could hear a voice saying: “Are you alright?”’, he recalls, ‘I kept saying: “Yeah,” – but I wasn’t’

For Sean – a cold-water veteran, the feeling was disconcerting: ‘I’d never been hypothermic before, despite swimming year-round with the Frosties [a local swimming group] for the last 5 years. I felt completely out of control of my body. I couldn’t make any headway.’

Sean had completed the circuit many times without incident. But when another swimmer got into difficulty near the island at the end of

October, it unwittingly set the stage for his own predicament on the return leg. Wanting to ensure their companion was safe, Sean, and two other swimmers, left the water for 15 minutes, before continuing their swim.

‘We’re all really competent swimmers,’ Sean says, ‘but I think getting out and then back in made things worse, with the wind chill.’



## ‘Another few minutes and he may have been totally unresponsive’

Gerry Canning, Skerries Crew Member

Sean had experienced a phenomenon called afterdrop – a sudden decrease in body temperature after leaving the water.

Already dangerously cold, Sean’s core temperature continued to fall on the swim back. He began to experience numbness and loss of coordination. ‘I knew I was in trouble,’ he remembers, ‘I had to stop every minute and tell my shoulders to work. They were seizing up and I could feel my legs dragging in the water. It felt like I just had to stop swimming.’

Dive Instructor and Cardiac Nurse Catherine McMahon noticed Sean falling behind as the

current pulled him towards Red Island. ‘I called to ask if he was okay. When he said: “No, I’m not”, I swam back to be with him.’

‘You can see when people are getting hypothermic. Sean was floating okay but his legs weren’t responding,’ she adds, echoing Sean’s own experience. ‘He just wasn’t moving forward.’

Skerries RNLI Crew Members Gerry Canning and Steven Johnston, and Helm Peter Kennedy were undertaking casualty care training, when they heard the call to the Coast Guard.

‘You won’t get a much quicker launch than when there’s already a full crew in the station training,’ says Gerry. ‘Speed of response is crucial in cases like this as the effects of cold water can cause a casualty’s condition to worsen quickly.’

Steven adds: ‘It was lucky we were at the station. Another few minutes and he may have been totally unresponsive. We found them quickly but he was just staring into space and shivering.’

The crew rushed Sean back to the station, where he was treated by GP Seamus Mulholland: ‘The big danger is cardiac arrhythmia or cardiac arrest,’ he explains. ‘Sean’s a very fit guy but it took the best part of an hour to warm him back up.’

After his experience, Sean has an even deeper respect for the water. ‘I’d never had a scare like that before. I’ve been going shorter distances,’ he says, ‘and I get out before I get cold!’

Words: Anna Burn

Photos: RNLI/Anna Burn, Gerry Canning



Pictured: Skerries Crew Members Gerry Canning, Peter Kennedy (PK) and Steven Johnston, with Colt Island in the distance

## ‘He was really shivering badly’

‘It’s hard not to think the worst. It was a cold day and a person in the water isn’t going to last very long. They did right sticking together and looking out for each other.’

‘Ten minutes earlier we’d been in the station talking about hypothermia, so it was in our heads. He was really shivering badly and we were conscious that he wasn’t actively talking to us.’

‘There was no way we were returning him to the shore; he needed to come to the station.’



**PETER KENNEDY**

HELM | SKERRIES LIFEBOAT STATION



# RAPID RESPONSE

When two teenage boys found themselves drifting out to sea, they soon realised they were in real danger. Luckily for them, trainee Crew Member Sam Shelley was close by

A warm summer's day was winding down in Skinningrove on the North Yorkshire coast. Sunday 28 August was part of the bank holiday weekend, with many locals making the most of the following day off work. Trainee Crew Member Sam Shelley went for a walk with his girlfriend and dogs down by the beach.

As he walked along, he spotted two teenage boys out in the water. 'They were going a bit far out, so I took the dogs over and thought: "I'll just go on the jetty and watch them for a minute."

I was only watching for 10 seconds when they started shouting for help.'

The two teenage boys were using a piece of roof insulation board they had found as a float. With the tide taking them out faster than anticipated, they soon found themselves too far out to swim back. Sam's training kicked in.

'Before, I wouldn't have known who to alert in that situation. I'd have rung 999 but I wouldn't know what to do from there. But, from my crew training, I know exactly what to do.' Sam called 999 and



**SAM SHELLEY**  
**TRAINEE LIFEBOAT CREW**  
**MEMBER AND GAS ENGINEER**

## 'I knew they were in good hands'

'When the incident happened I had been doing a lot of training on the lifeboat, and got quite a few of the training modules out of the way.

'I was shouting at them to try and keep calm. They were shouting and they were scared. I was trying to tell them that the lifeboat was on the way. Then they were trying to come towards the jetty, so I was telling them to stay away.

'As I saw the lifeboat coming towards them, I knew it was fine then. I knew they were in good hands – I was proud of the crew. It made my mind up that it's definitely what I want to do.'

explained what was happening to the Coastguard. He then sent a text message to his fellow crew members at Staithes and Runswick RNLI.

Three miles down the coast from Skinningrove at Staithes, lifeboat Helmsman Lee Jackson was celebrating his wedding anniversary with his wife at a local restaurant. 'We had just sat down,

looking at the menu, when I saw somebody



## 'I had to make my apologies and run out the restaurant'

Lee Jackson, Staithes Senior Helmsman

run past the window. I presumed it must have been a call out, because the pagers hadn't gone by then. So I had to make my apologies and run out of the restaurant.'

By the time Lee arrived at the lifeboat station, many of the local crew members were already there. 'One of the deputy launching authorities was there and he said there was a report of two boys in the water at Skinningrove. We knew we had to get going as quickly as we could.'

Because most of the crew members were at the station before their pagers had activated, they were able to launch aboard their B class inshore lifeboat *Pride of Leicester* rapidly. And that was

essential – with the sun setting and light failing fast, finding the boys quickly was a top priority. 'The advantage I suppose was we had two boys on a floating object, which meant they were more visible,' said Lee. 'If you are looking for one person in the water, you're just looking for a football-sized head.' The combination of the floating board and Sam's quick action meant the boys were soon spotted.

Having safely manoeuvred the lifeboat alongside, Lee's fellow Crew Members Luke Hutchinson and Richard Pennell pulled the boys onboard. With

no assistance available on Skinningrove beach, Lee decided to take the boys back to Staithes and Runswick Lifeboat Station. 'We reassured the boys and tried to get them warm with the first aid equipment we have.'

An ambulance was waiting for them on their return. The boys were taken to hospital as a precaution before being returned to their family. Meanwhile Lee headed back to the restaurant to finish his anniversary dinner – and made it just in time for dessert.

Words: James Dwyer

Photos: James Willans, RNLI/James Dwyer



Skinningrove beach, where the incident happened



# 'YOU NEVER THINK IT'LL HAPPEN TO YOU'



Equipment failure sounds benign. But when it's a broken mast that causes a capsize, it can turn an afternoon on the water into a serious situation – very quickly

Getting ready for an evening shift, Police Officer and Crew Member Paul Stather's pager sounded. Living just a 2-minute run away,

he was first to Kinghorn Lifeboat Station.

The call from the UK Coastguard reported two men in the water off Portobello Beach. Helm Mark Brown says: 'We normally get westerly winds, but that day it was blowing from the east. It was only a force 3 or 4 but, with waves driving straight up the slip, we had a challenging launch.'

Paul and fellow Crew Member Megan Davidson were positioned at the bow of the Atlantic 85 *Tommy Niven* ready to pull the casualties into the boat. 'It wasn't very elegant: because of the sail and ropes in the water, Mark had a difficult approach. The current was moving us towards the rock armour [shoreline-protecting rocks] and we needed to act quickly.'

Megan was immediately concerned for one of the men. 'While one was in a drysuit, the other was

in a wetsuit and shivering violently,' she recalls.

'They'd done the right thing staying with the dinghy. A lot of people would see the shore and think: "Oh, I'll manage," but hypothermia progresses frighteningly fast and they probably wouldn't have been able to make the distance. It's much easier for us to spot a hull than a head in the water.'

Delivering the casualty safely to the waiting ambulance, the crew headed back out for a rapid retrieval of the dinghy to prevent it becoming a navigational hazard.

'Crew Members Kenny Davidson and Paul had the hardest job,' Mark emphasises. 'The capsize was caused by a broken stay [a cable supporting the mast] and bent mast – the rescuees hadn't been able to right it themselves because of the weight of the water on top of the collapsed sail. Paul and Kenny are both big strong guys, but it took them three gruelling attempts.'

Bringing the dinghy back into shore had its own challenges. Megan recalls: 'I watched a big wave knock Paul and a coastguard rescue officer off their feet and under the dinghy. I've been on the crew

for 8 years, but it really brought home the power of the water.' Helmets offered essential protection and the next wave brought the dinghy further up the beach, where volunteers helped with the recovery.

Tractor Driver and former Senior Helm at Kinghorn, Steve Robinson, had to overcome the final hurdle.

'It was a 6.2m spring tide, flooding to its fullest extent and bringing dumping waves up onto the slipway,' Steve explains. 'This meant we had to use a non-standard recovery, where the lifeboat is driven straight onto the trailer and into a net.'

'As I was bringing it in, the waves were lifting and moving the tractor – and it's 8 tonnes! I had to go a wee bit slower to keep contact between the tyres and the ground. It was a challenge, but you get a feel for the conditions and what's needed to get the crew in safely,' he adds modestly.

Mark knows how important volunteers like Steve are to the rescue: 'Being the ones out on the boat, we're the most visible, but the shore crew are often the unsung heroes. We can be exhausted after a shout and there's a whole group of people at the station who help us all the way through. Without them, the boat couldn't get in the water in the first place.'

Words: Anna Burn

Photos: RNLI (Kinghorn), Anna Burn, Kirsty-McLachlan, Tara Coldwell-Brock

'I've been on the crew for 8 years, but it really brought home the power of the water.'

Megan Davidson,  
Kinghorn Crew Member



**IAN COLDWELL**  
RESCUEE AND CO-FOUNDER OF PORTOBELLO  
SAILING AND KAYAKING CLUB

'The crew were very reassuring'

'You think it'll never happen to you, but there will be times when you'll have equipment failures that are not recoverable without help. That's when the RNLI becomes very important.

'We knew we were close enough to shore that we wouldn't have to wait long, but we were both concerned with how quickly my friend was getting cold. When they got to us, the crew were very reassuring and made sure we were really well taken care of.

'What came across was their energy and commitment. They clearly enjoy what they do and didn't seem to be fazed by the challenges.'

# ALDEBURGH'S ACORNS

Legend has it that carrying acorns will bring you good luck and longevity. At Aldeburgh Lifeboat Station, it's a belief that has been rooted for 117 years. Why? Because for one lifeboatman, the legend came true



Augustus Mann and his brother, Dan, were among the 18 crew members onboard Aldeburgh's Norfolk and Suffolk class lifeboat, *Aldeburgh*, when she launched into a raging gale and extremely heavy seas on 7 December 1899.

With its shoals and sandbanks, Aldeburgh's coastline was treacherous for shipping and, on this day, a ship had run aground on Shipwash Sands.

**'We know that they were lucky for Augustus Mann. And that's why we carry them on the boat today.'**

James 'Chunky' Cable, today's Aldeburgh Mechanic (pictured above)

Leading the crew that day was former Coxswain Charles Edward Ward. Coxswain James Cable, one of Aldeburgh's most celebrated lifeboatmen, and Second Coxswain William Mann both had flu and had been forbidden to join the crew by the doctor.

The lifeboat crew were doing a sterling job battling against the ferocious onshore wind, which was churning up the sea into a seething mass. But the *Aldeburgh's* broadside was taking a pounding by the waves. As she was crossing the inner shoal, two huge waves struck her in quick succession, causing her to capsize.

The crew were hurled into the tumultuous waters.



The three acorns Augustus Mann carried in his pocket on the day of the disaster



'I still get choked up when I tell the story. It's very personal to us'

Steve 'Tag' Saint, Aldeburgh Coxswain

'A very heavy sea caught her from stem to stern. We were right under it. The boat was filled, and was forced over on the starboard side. Then another very heavy sea struck us, and the boat went over steadily,' Coxswain Charles Ward reported later.

'The boat could not right herself. I got clear of her, and when I could see round there seemed so many of us afloat that I thought all the men had got clear. We were about 150 yards from shore and could all swim. I said to one man, "Don't muddle yourself; we shall get ashore all right," but as we got on the beach the waves rolled us up like so many sacks.'

#### A stark realisation

The backwash made it extremely difficult for the crew to reach the shore and, selflessly, Charles repeatedly went back into the heavy surf to drag his comrades to safety.

By this time, a crowd had gathered on the beach and were helping with the rescue effort. The *Aldeburgh* did not sink. Instead she was driven bottom upwards onto the shore. Only then came the stark realisation that six of the crew were missing, trapped underneath the boat.

The bystanders frantically tried to free the crew. But with the *Aldeburgh* weighing over 13 tonnes and measuring 14m in length, it wasn't a simple case of flipping her over. The team of volunteers tried to cut a hole in the lifeboat's upturned hull, but their efforts proved fruitless.

The wreck of the *Aldeburgh* lifeboat ON304



Chopping into her stout timber was arduous, hampered by the sea constantly breaking over the boat as the tide rose. At times, people were dangerously up to their necks in water.

It was only when the tide began to go down at 3pm, 3½ hours after the lifeboat had capsized, that the volunteers were able to partially raise the lifeboat using heavy spars – the long poles used for launching the lifeboat – as levers and screw jacks. At the same time, they dug out the shingle on one side of the lifeboat and finally reached the crew members. But it was too late.

#### Fitting tributes

The tragedy stunned the entire Aldeburgh community and remains one of the worst in RNLI history.

Locals rallied round to raise a relief fund to help the families of the crew left bereft. In tribute to their loved ones, a marble monument was placed in the churchyard of Aldeburgh Parish Church

#### REMEMBERING THE CREW

Seven crew members lost their lives: John Butcher, Charles Crisp, Thomas Morris, Walter George Ward, Herbert William Downing, James Miller Ward and Allan Arthur Easter, who never recovered from his injuries and died 3 months later.

where the seven lifeboatmen were laid to rest (one man survived the capsizing but later died from his injuries).

A magnificent copper memorial tablet was placed inside the church, serving as a permanent reminder of the Aldeburgh men who so selflessly gave their lives trying to save others.

For his bravery and dogged determination in rescuing two of his comrades, Charles Ward was awarded a Silver Medal by the RNLI in 1900 – his second Silver Medal for Gallantry.

#### A lucky escape

The 11 survivors were lucky to escape with their lives that day, none more so than Augustus Mann, who believed his escape was down to the three acorns he carried in his pocket for good

luck. Remembering the moment the *Aldeburgh* capsized, Augustus said: 'I had hold of the mizzen-sheet when the big wave struck the boat, and was compelled to leave go.'

'As I went down, there was one rope round my neck and another round my waist and, when I got clear of them, I got foul of the outrigger. I had a desperate struggle to get ashore.'

Yet despite everything he went through, Augustus said he hadn't lost confidence in the lifeboat one bit and, if she was repaired, would go in her again tomorrow. He said he'd been out in the lifeboat many times in heavier weather, sentiments echoed by many of the surviving crew. It's testament to the faith our volunteers have in their boats – and how unpredictable the sea can be.

Thursday 7 December 1899  
11am  
Aldeburgh's lifeboat launches.

11.31am  
Lifeboat capsizes, throwing the crew into the sea.

11.40am (approx)  
Twelve crew members make it to shore. The lifeboat washes up and work begins to free the crew trapped underneath it.

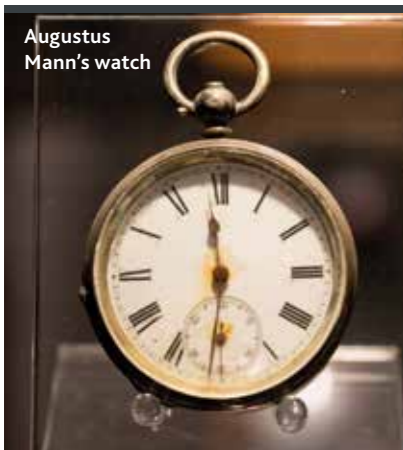
3pm  
The lifeboat is partially raised to reach the remaining crew – but it is too late.

1900  
A marble monument and copper memorial tablet are created to commemorate the seven lifeboatmen who lost their lives.

Charles Ward receives a Silver Medal.

The three acorns in Augustus's pocket are preserved and placed on the lifeboat for luck.

Tuesday 7 December 1999  
Aldeburgh crew are presented with silver acorn charms to commemorate the 100th anniversary of the disaster.



Augustus Mann's watch

### A MOMENT IN TIME

Augustus carried a pocket watch, which stopped at 11.31am – the time the lifeboat capsized. For that reason, he never got it fixed.

#### Augustus's legacy

Through the acorns he carried, Augustus Mann left a legacy that has kept the history of Aldeburgh lifeboat and the memory of his fellow lifeboatmen alive, and that will do so for years to come. The same acorns have been carried onboard Aldeburgh's lifeboats ever since the disaster, as a sign of good luck.

Preserved with varnish, the acorns were placed in a glass-fronted box made

**'I have never taken my necklace off since the day I got it. Not for anything.'**

from early 17th century oak timber from Aldeburgh's Moot Hall. Today the acorns are mounted inside the wheelhouse of the station's all-weather Mersey class lifeboat *Freddie Cooper*. True to the superstition, whenever the station gets a relief boat, the acorns are removed from *Freddie Cooper* and placed in the relief boat.

Their next pride of place will be onboard Aldeburgh's brand new Shannon class lifeboat, which the station is due to get in 2021 when *Freddie Cooper* reaches the end of her operational life.

#### An act of kindness

One hundred years after the 1899 Aldeburgh lifeboat disaster, something happened that touched the hearts of all the Aldeburgh lifeboat volunteers – something they will never forget.

In an incredibly generous gesture, a local supporter invited everyone at Aldeburgh RNLI, including lifeboat crew, shore crew and members of the Aldeburgh Lifeboat Guild, to a centenary dinner at Aldeburgh's Lighthouse restaurant following the memorial services.

Every table was decorated with three symbolic acorns, specially made for the occasion. And every single volunteer – all 50 of them – received a stunning silver acorn charm in an emerald green presentation box. The lucky charms were cast from a bespoke mould that was never used again, making them all the more special. This act of kindness and

generosity is remembered fondly by the volunteers at Aldeburgh and will always be a very precious moment for them. So much so, they are torn between telling this part of the story and preserving the intimacy of it.

'I still get choked up when I tell the story,' says Aldeburgh Coxswain Steve 'Tag' Saint. 'It's very personal to us. It's important that we tell the story to keep our history alive, but at the same time we don't want the acorns to become commercialised.' That's why, to this day, only the volunteers who were part of the station in 1999 have a lucky silver acorn charm. Some wear them on a necklace. Some treasure them in a safe place. Lifeboat Operations Manager Charlie 'TC2' Walker bestowed his on his wife who wears it on her charm bracelet.

No matter how they keep them, one thing's for sure: the lucky charms will always be an integral part of the legacy of the Aldeburgh acorns. 'I have never taken my necklace off since the day I got it. Not for anything,' says Steve. 'It's very special to me.'

Words: Vicki Lovegrove-Fray  
Photos: RNLI/Nathan Williams



One of the silver acorn pendants

# THE LANGDON LEGACY

**It's 27 March 1941. Two days after being attacked by a squadron of Luftwaffe bombers, the SS Somali, a large convoy ship, burns a mile off the Northumberland coast. Intent on saving her cargo, crew from a salvage tug board to assess the damage – while Boulmer lifeboat *Clarissa Langdon* stands by.**

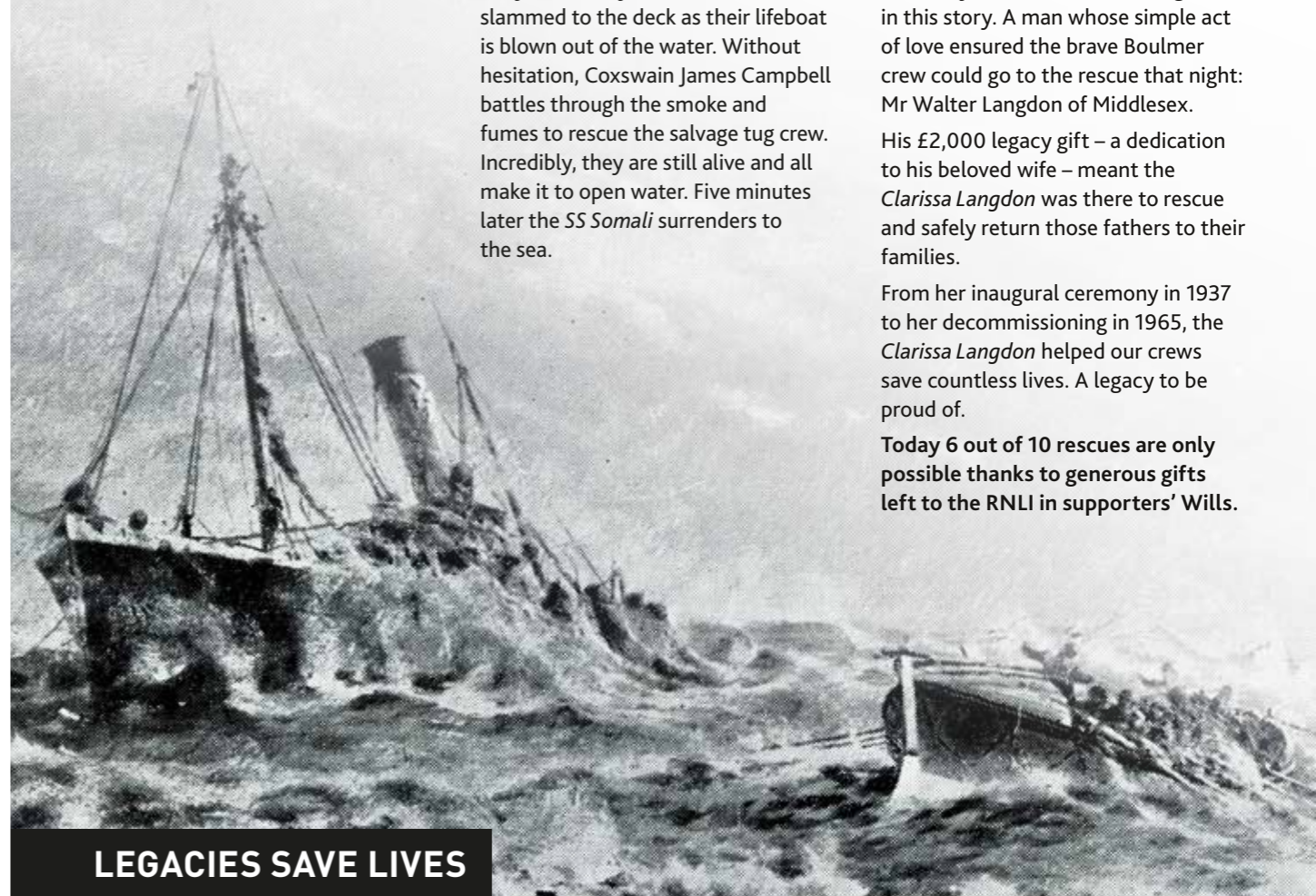
At exactly 1pm, a sudden and colossal explosion splits the ship's hull in two. Only 60m away, Boulmer's crew are slammed to the deck as their lifeboat is blown out of the water. Without hesitation, Coxswain James Campbell battles through the smoke and fumes to rescue the salvage tug crew. Incredibly, they are still alive and all make it to open water. Five minutes later the *SS Somali* surrenders to the sea.

Campbell's heroism was rightly recognised with a Bronze Medal for Gallantry but there is an unsung hero in this story. A man whose simple act of love ensured the brave Boulmer crew could go to the rescue that night: Mr Walter Langdon of Middlesex.

His £2,000 legacy gift – a dedication to his beloved wife – meant the *Clarissa Langdon* was there to rescue and safely return those fathers to their families.

From her inaugural ceremony in 1937 to her decommissioning in 1965, the *Clarissa Langdon* helped our crews save countless lives. A legacy to be proud of.

**Today 6 out of 10 rescues are only possible thanks to generous gifts left to the RNLI in supporters' Wills.**



## LEGACIES SAVE LIVES

The RNLI is proud of its legacy of lifesaving. Now, as in Walter Langdon's time, legacies are crucial to our lifesaving work. Your legacy is our lifeline.

**To find out how your legacy could save lives visit [RNLI.org/legacy](https://www.rnli.org/legacy)**

**or contact our Gifts in Wills team on 0300 300 0124 or [legacy\\_enquiry@rnli.org.uk](mailto:legacy_enquiry@rnli.org.uk)**

# MANY HAPPY RETURNS

More and more crews have been getting to grips with our most advanced all-weather lifeboat yet. So, as we celebrate 3 years since the first Shannon class launched, what's the verdict?



**12 MONTHS**  
to produce a  
new Shannon



**15 TONNES**  
water pumped  
by its waterjets  
every second



**25 KNOTS**  
at full speed

'In the Tyne we used to be able to get there in an hour and 10 minutes. With the Shannon, it took around 40 minutes'

Coxswain Mark Barnett, RNLI Lough Swilly



Channel and have to take the longer way round, through the main channel' says Hoylake's Andy Dodd. 'Because of her speed, the Shannon gave us a bigger time window so we were able to avoid the main channel and get up there more quickly.'

In June 2015, Lough Swilly lifeboat crew launched into the night – with several miles to cover – to reach the search area for three missing people following a fishing trip from Malin Head. 'In the Tyne class we used to be able to get there in an hour and 10 minutes,' says Coxswain Mark Barnett. 'With the Shannon, it took around 40 minutes.'

#### It all starts at the launch

Time is critical during a rescue and it's not just

The first Shannon arrived for service at Dungeness Lifeboat Station in February 2014 – a significant milestone in our mission to provide a 25-knot all-weather fleet around the UK and Ireland.

Today, we're reaching closer towards this target with 10 Shannon class lifeboats now on station and 4 in our relief fleet. But this year we'll be adding another to the relief numbers, thanks to the incredible support towards our Shannon Christmas appeal. So what are the lifesaving features that set her apart?

#### Built for speed

Flat out, two 650hp Scania engines can power the Shannon several knots faster than the all-weather lifeboats she's replacing – the Mersey and the Tyne class. At 25 knots, the Shannon can match the speed of our other all-weather lifeboats, the Severn, Tamar and Trent. And she still has 20% power to spare.

When Hoylake lifeboat crew were tasked to Liverpool Pier Head for an urgent search and rescue, the Shannon's speed came into its own. Her pace gave Hoylake volunteers options as they negotiated a sandbank between the lifeboat station and the River Mersey. 'There are times when you can't get through the Rock



slamming in rough weather, the movement over the water can still knock crew members off their feet. That's why the systems and information management system (SIMS) was designed. This impressive piece of kit

## 'The sea-catch is controlled by the coxswain ... he presses the button and off we go'

Andy Williams, Mechanic, Exmouth RNLI (left)

enables the crew to monitor and control the lifeboat's communication, navigation, engine, transmission, fuel and bilge systems from the safety of their seats.

Every detail on the Shannon has been designed to minimise risk to the crew. After finding four casualties in the water, the priority for the Exmouth crew was to get them out as quickly as possible. Previously, this would have meant deploying a scramble net over the side of their boat – but the Shannon has a deck-mounted A frame, which swings out over the side.

'We put a strop on the A frame, which goes around the casualty,' says Andy, 'under their arms, and up in front of them. We winch them out of the water and pull them onto the deck. There's no manual handling involved.'

'Everything about the Shannon is user friendly,' adds Hoylake's Andy Dodd. 'Take the

the Shannon's speed through the water that makes a difference – it's quick to launch too.

When Exmouth's Coxswain Steve Hockings-Thompson and his crew rescued four people from a sinking powerboat in February 2015, they used the Shannon's bespoke launching carriage to get on the water in minutes.

Faster launching is one thing, but the Shannon's launch and recovery system also excels when the lifeboat comes home to station. As Exmouth's Mechanic Andy Williams explains: 'We pull the lifeboat off the beach onto the carriage. Then, we spin the carriage round and pull it back into its locked position. The boat's ready for launch again in around 15 minutes.'

### Keeping our crews safe

Carriage launches are not only quicker, but the Shannon's launch and recovery system also makes them safer.

'We have a single sea-catch release instead of quarter chains on the side of the boat like we used to have,' adds Andy. 'The sea-catch is controlled by the coxswain – when he's ready and we're deep enough, he presses the button and off we go. And all the crew members are safely in their seats.'

The shock-absorbing seats are an important safety feature in their own right. Although the Shannon's hull has been designed to reduce



### The specifications

Approximately 13.6m long and 4.5m wide, the Shannon's hull is a laminate sandwich comprising six watertight compartments. It is extremely stable and has been designed to withstand slamming in rough seas.

Twin Hamilton waterjets provide propulsion. Each jet has a movable nozzle to provide steering, and a bucket assembly to provide ahead and astern movement.

The waterjet intakes are located within the hull, under the jet space forward of the transom, and are protected with grills to stop large debris damaging the jet impellers. The waterjets allow the boat to operate in shallow water and to be intentionally beached if needed.



The launch and recovery system

The Shannon can launch four ways – afloat, from a boathouse slipway, from a carriage slipway or by driving it off a carriage. And there are three ways of recovering it – winching it onto a carriage, hauling it out using a tractor or a carriage, or using a boathouse winch.

Our launch and recovery system for carriage launches can operate over difficult beach terrain in all sea conditions. 'In Exmouth, we're on an estuary and the sandbanks

are constantly moving and changing,' says Andy. 'On an extremely low tide, when it's too shallow to launch, we just drive the carriage to our alternative site.'

The tracked vehicle holds a cradle, which rotates the Shannon 180° during recovery, greatly reducing the time between recovery and relaunch. The launching tractor can be hydraulically lowered and raised as required.

cooling seawater intakes. If the port one gets blocked you can cross connect them and run everything on the starboard side.

'She's also good to work on. I'm quite a tall guy so there's not a lot of head height. But there

is lots of space around the jets and engines.'

Lough Swilly's Mark Barnett also agrees. 'The visibility from the wheelhouse is second to none. The air conditioning unit creates a pleasant working environment. And it's much quieter

## 'With our tow established, at 1,500rpm ... the lifeboat didn't bat an eyelid. The Shannon makes everything very easy'

Crew Member Andy Dodd, RNLI Hoylake (pictured below)

than the Tyne. You'd take this boat any day of the week, and twice on Sunday!'



### A first in manoeuvrability

The Shannon runs on waterjets instead of propellers. As well as providing raw power, waterjets also make the boat very agile, giving the coxswain greater control. This proved useful when Hoylake lifeboat crew were called to attend to a 24m fishing vessel with engine failure, 38 miles out in the Irish Sea. Andy recalls:

'The vessel weighed 200 tonnes. We hadn't pulled anything that big with the Shannon before. We held station right under the bow while the tow ropes were passed. We were able to move the stern to port and starboard, move closer and move away using the waterjets. That gave the lads on deck more time.

'With our tow established, at 1,500rpm, 70 litres of fuel per hour and pulling at 5–6 knots, the lifeboat didn't bat an eyelid. The Shannon makes everything very easy.

'We were able to stand just 1–2m away, so we could shine a light and search the whole area. We controlled the boat using the throttles and bucket controls. You could write your name with her in the sea – she's that manoeuvrable!'

To date, our Shannon class lifeboats have rescued 290 people – we plan to build another 36 by 2021. With the generous support of people like you, we can continue to fund this work and lead our lifesaving into the future.

Words: Jasmin Downs and Rob Westcott

Photos: RNLI/Steve Lowe, Brendan Diver, Harrison Bates, Stephen Duncombe, Nigel Millard



# MAYDAY FOOD AND DRINK FESTIVAL

Following a fantastic reception last year, the RNLI College's Mayday Food Festival returns to Holes Bay in Poole, Dorset on April 30.

The foodie festivities kick off a month of fundraising with our pick of local and artisan delights, delicious samples and live music. There will be fresh food being prepared, so start the day with an al fresco bite next to our training lifeboats on the bay.

## 3 TOP PICKS

### 1. PERFECT FOR A BBQ

There's a revolution afoot in pubs across the country; micro breweries are bringing quality ales back to the fore. Growing local brand, Southbourne Ales, offers eight options for your spring and summer BBQs and the team will be on hand to help you find the perfect pairing.

### 2. FOOD FOR THOUGHT

From simple beginnings, Guy Watson has built an award-winning organic grocery delivery company. Known for its veg boxes, Riverford now also supplies meat and dairy products, as well as baked goods, drinks and other store cupboard staples straight to your door – giving the big supermarkets a run for their money. There's never been a better time to make the switch.

### 3. PERFECT PIZZAS

A favourite from our Christmas markets, The Wood Fired Pizzeria Co will be back again for 2017. Cooking pizza in a wood fired oven is hotter and quicker than conventional ovens, keeping the flavours fresh and the crust crisp. This is the godfather of pizzas.

**RNLI COLLEGE**  
**SUNDAY 30 APRIL 2017**  
**11AM-5PM**

Coming from afar? Book a room at the College and make a weekend of it. [RNLI.org/college](http://RNLI.org/college)

# Friends of the RNLI

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



**Amazon**  
The RNLI receives at least 5% of your order value only via [RNLI.org/amazon](http://RNLI.org/amazon).

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



**Coastal Spring**  
Look out for the Coastal Spring range of Cornish bottled water in your local shops, bars and restaurants. 1p per bottle will go to the RNLI.



**Giveacar**  
Giveacar is a not-for-profit social enterprise that can turn your old car into cash for the RNLI. They will arrange free collection, then either sell your car at auction or scrap it with 70% of all recycling or auction revenue being paid in support of the RNLI. To find out more call 020 7736 4242 or email [support@giveacar.co.uk](mailto:support@giveacar.co.uk).

## Puzzle time

### Quick Wordsearch:

Can you find all the names of the stations below that head to sea in Shannon class lifeboats?

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

AMBLE  
DUNGNESS  
EXMOUTH  
FLEETWOOD  
HOYLAKE  
ILFRACOMBE  
LOUGH SWILLY  
LOWESTOFT  
MONTROSE  
ST IVES  
SWANAGE

### NAUTICAL PUZZLES

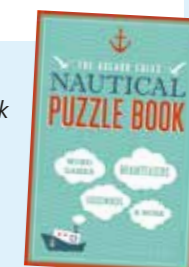
## Word Ladder

It's blowing a gale out there – get from cold to warm by changing only one letter at a time.

COLD \_\_\_\_\_ WARM



COLD - CORD - CARD - WARD - WARM



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

# The RNLI and me: Ant Middleton

The former soldier, now frontman for gritty on-screen challenges such as *SAS: Who Dares Wins*, explains why he thinks of the RNLI as a special force

## What's the scariest side of special force operations?

I think that, in the military, it's the unknown. Once you're in the operation it flows because your training kicks in, you do things systematically. But the thing that always got me on edge was the bit before that – that's when you take the deep breaths. Because you don't know exactly what you'll face, and things might not go according to plan. That's why I take my hat off to the RNLI crews. Getting that call, putting on that gear and lifejacket, not knowing what they might come up against ... that alone is true courage.

## Does your SBS experience mean our unpredictable seas don't bother you?

No one is stronger than our waters: the tides, currents, the cold. Many of our coastal waters don't get above 15°C, and it's surprising how cold that feels. I was lowered into a tank of 12°C water at the University of Portsmouth, as part of the work Professor Mike Tipton has done with the RNLI on cold water shock. I've been conditioned to deal with the physical and emotional effects of that sort of thing but it was still tough! Before I went in we timed how long it took me to screw up a bolt, and it took 30 seconds. When I got out it took me twice that. I didn't expect that effect on my dexterity. I'll always respect the water.

**'No one is stronger than our waters: the tides, the currents, the cold'**

## Tell us about your new sea-based series?

It's a recreation of the famous mutiny on the *Bounty* in 1789 – when crewmen seized control of the ship from their captain, William Bligh, and set him and some of the more loyal crew adrift in the ship's launch. They completed a voyage of more than 3,500 nautical miles in the launch to reach safety. And we decided to do the same, with me in charge! We had a replica open boat made and had to sail from Tonga to Timor, living on rations: ship biscuits, biltong, and whatever we could hunt from the islands. Just me and a crew of normal people and the sea. Psychologically and physically it was really tough – I lost 21kg. But I know from my military days – your mind can drag you through pretty much anything. If your mind gives up, your body will follow.

## You still find time to be an ambassador for the RNLI – why is that?

I'm proud and honoured to help in any way I can. I know from my Royal Marines and SBS days: however confident you are in

the water, you are at the mercy of nature when you are on or in the sea. It can be great fun when you're aware of the risks. But, at its most brutal, it is no joke. I know how serious it can get. For volunteer lifeboat crews to be prepared to go out when most people would be going in the opposite direction ... all I can say is 'wow'.

Interview: Rory Stamp  
Photo: Matt Sprake

## MY FAVOURITE ...

### Coastal area?

Dorset – the terrain is like a roller coaster and will test anyone. I did maritime training in Poole, which armed me with key life skills and brings back fond memories.

### Way to relax?

Being with my wife and children. Being a fundamental part of my kids' growth and future is a very rewarding and enjoyable element of my life – I love and cherish every moment.

### Adventurer?

Bear Grylls. Not only is he a great guy, but what he does for our young will have a positive impact on their growth and their future. And he's a fellow RNLI ambassador!

## WHO IS ANT MIDDLETON?

Ant Middleton features in Channel 4's *SAS: Who Dares Wins*, *Mutiny* and the forthcoming *Escape*. Born in Portsmouth and raised in France, Ant followed a career in the armed forces, eventually joining the Royal Marines and the Special Boat Service



# ART OF THE SEA

Art can be a really personal and rewarding way to express your love of the coast. So we asked lifelong RNLI supporter and top artist Glyn Macey for his tips on creating maritime masterpieces



'When I was 12, our community was devastated by the loss of the Penlee lifeboat. My best friend then is now the coxswain. So I have always wanted my art to help the RNLI – lifeboat crews and lifeguards.'

Glyn Macey can often be found roaming the harbours, moorland and coast of his native west Cornwall, sketchbook in hand, recording the details of daily Cornish life and history. That's the inspiration for his studio paintings which, since 2000, have featured in galleries and collections around the world. They have also raised over £45,000 for the RNLI – Glyn has frequently donated a percentage of sales to our charity.

'I use a variety of techniques to capture the essence of the coast and the people who live in it – anything I have to hand really,' says Glyn. 'When I first took up painting full-time, I asked for advice from the late Penzance-based artist John Miller. He told me to paint for myself and hope others like it. And, fortunately, they do!'

## DO YOU FANCY GIVING COASTAL ART A GO? HERE ARE SIX TIPS FROM GLYN:

### Travel light

Instead of carrying a supply of water for your painting, pack a simple container to fill with water when you get to the coast. Think seawater, streams, rain-filled puddles or shops. 'Found' water also helps to tie your work to its surroundings. Don't worry about the seawater longevity myth; Turner used seawater and his coastal watercolours are still looking good!

### Use a limited palette

Why carry and struggle with 30 colours when you can work with just three? Choose your colours before you set out or work with the few colours that you already have with you, which can lead to exciting, unexpected results. I use W&N Artist Acrylic Colour and Liquitex exclusively.



### Reduce the number of brushes

Do you need an army of brushes when painting studies on location or just one or two? Or even any brushes at all? You could try creating a painting using found materials.

### Get a good easel

A good Pochade box can be really useful, not only to pack your items into but also to act as a small easel. And for larger plein air work (reproducing the actual conditions you see), a box easel, sometimes called a French easel, is fantastic. My favourite is my bamboo windrush easel.

### Look for treasure

I always carry a small handful of freezer bags. These are for collecting materials for later use and inspiration – shells, sand seaweed or beach junk. For studio work, open the bag, close your eyes and take a good sniff, and you'll be transported back to the location instantly. If you have a smart phone, record sounds such as waves, gulls and boats.

### Enjoy your surroundings

Work quickly and with energy, the end results will have much more life. Detail isn't as important as atmosphere. Finished is better than perfect. Unfinished is fine too! Have fun painting outside and let the elements – sun, rain and wind – influence your process. Capture the essence of your surroundings. And celebrate.

Words: Rory Stamp/Bethany Hope | Photo/Painting: Glyn Macey

# SPRING INTO A NEW BOOK

Hot off the press – here's a selection of nautical reads released this year



## FOR SWIMMERS

### *Swell*

by Jenny Landreth

For centuries, women in the water fell into three categories: mermaids luring sailors to their doom, witches being dunked, and those of questionable moral fibre. This fun book explores how female swimmers battled through prejudice and legislation, not to mention the most ridiculous choice of swimwear imaginable.

*Swell* is part personal memoir, and part social history. Even if you aren't as wildly enthusiastic about swimming as the author, you'll find her book written with humour and fondness.

Published by Bloomsbury  
ISBN: 9781472938947  
Price (hardback): £16.99



## FOR LIFEBOAT HISTORIANS

### *Montrose and Selsey Lifeboat Station History Books*

By John Aitken, and Dave Fotheringham

The two new instalments in our RNLi Station History Book series are written, as always, by local experts. Montrose's John Aitken has spent years with the Board of Montrose Port Authority as an archivist and member. Dave Fotheringham is a volunteer boathouse attendant and press officer at RNLi Selsey.

Both authors have given up huge amounts of their own time to research and compile these interesting books. The results include extensive collections of photos, archive materials and real-life stories of bravery to lift your spirits.

Available from local outlets  
Published by the RNLi  
Price: £8.95 each



## FOR EXPLORERS

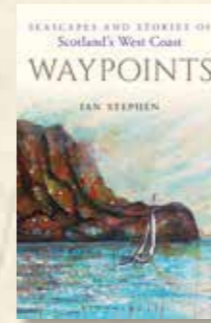
### *Mediterranean, a year around a charmed and troubled sea*

by Huw Kingston

In April 2014, Australian traveller Huw Kingston kayaked away from Anzac Cove at Gallipoli, Turkey. He took the next 3 months to navigate around the coasts of Greece, Albania, Montenegro, Bosnia and Croatia. As if that wasn't enough exertion, he then trekked and cycled his way almost 9,000 miles to North Africa.

It was an eye-opening journey around some extraordinary land and seascapes, and throughout it Huw raised funds for the children of war-torn Syria (in the process becoming Save the Children Australia's highest-ever individual fundraiser). The result is a fascinating read for anyone with an interest in travel and Mediterranean culture.

Published by Whittles Publishing  
ISBN: 9781849952743  
Price: £19.99



## FOR ISLANDERS

### *Waypoints – seascapes and stories of Scotland's west coast*

by Ian Stephen

Review by Robin Westcott

The stories of the author's voyages around the Western Isles are as much a celebration of place and island life, as they are the journeys made and the vessels sailed. Stephen's book is a charming and engaging read, switching effortlessly between different narrative styles. As a poet, writer, artist and former coastguard officer, Stephen draws heavily on Scottish folklore in his retelling of the King of Lochlinn's daughter, the great snowball, Macphee's black dog and other tales.

Christine Morrison's drawings echo the simplicity and honesty of Stephen's writing. Beautifully written, this is a book you'll find hard to put down.

Published by Bloomsbury  
ISBN: 9781472939630  
Price (hardback): £18.99



## FOR ADVENTURERS

### *The Cape Horners' Club*

by Adrian Flanagan

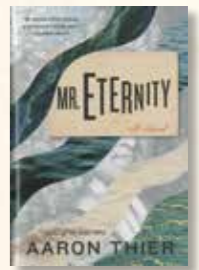
Review by Keith Wilson, Volunteer Fundraiser at Kettering and District RNLi Fundraising Branch

People with little knowledge of the sea, but respect for those that sail, will be impressed with this easy-read publication.

Understand the geographical timeline of Cape Horn, how the supercontinent broke up 200 million years ago, and why sailors see rounding it a challenge. Many crews and individual sailors have attempted it, some perishing, and others winning the challenge.

In the book, we read about the individuals who conquered the Cape, and experience their knock-downs. Among these are some of my heroes – Chichester, Rose, Blyth, not forgetting 17-year-old Jessica Watson sailing single handed. I give it 10 out of 10.

Published by Bloomsbury  
ISBN: 9781472912527  
Price (hardback): £18.99



## FOR SAILORS THROUGH TIME

### *Mr Eternity*

by Aaron Thier

An ancient sailor called Daniel Defoe (age: 560-ish) is your companion through generations in a story that sails through the course of a millennium on the high seas. It's a wild and fantastic tale of an always-changing world, where love and humour can still just about be found amid the destruction humans cause.

Although the setting shifts around a lot – one minute you're in South America in the 1500s, the next you're in the year 2500 – it's worth taking your time over. Narrative this inventive doesn't come around too often.

Published by Bloomsbury  
ISBN: 9781632860958  
Price (hardback): £10.99

Buy these books online via [RNLi.org/amazon](http://RNLi.org/amazon) and Amazon will donate a minimum of 5% of the value to the RNLi. Recommended retail prices may vary from the time of writing. Post and packaging costs may apply to books ordered online.

Words: Laura Rainbow unless stated | Photos: Simon Moss

# 1,396

## RNLI RESCUE CRAFT LAUNCHES 1 October–31 December 2016

The launches listed here are those for which returns had been received at RNLI Headquarters and processed by 1 January 2017

Behind every launch, new lifeboat and naming ceremony listed in this section is a community of volunteers, fundraisers and supporters. Whatever you do to keep our crews ready to rescue, **thank you.**



**ABERDEEN**  
ON1248(17-24):Oct13, 17(x2),Nov17,Dec12,22  
D-694:Oct13,17,Nov17,20, 25,Dec22

**ABERDOVEY**  
B-758:Oct6,Nov13,17

**ABERSOCH**  
B-886:Oct26

**ABERYSTWYTH**  
A-78:Dec28  
B-822:Nov1,3,11,26,27, Dec9,28

**ACHILL ISLAND**  
ON1240(14-28):Oct6,10, Nov1,7

**AITH**  
ON1232(17-14):Dec7

**ALDEBURGH**  
ON1193(12-34):Oct3

**ALDERNEY**  
ON1199(14-04):Dec16

**AMBLE**  
ON1176(12-19):Oct22, Nov16

**ON1323(13-16):Dec20,24**  
D-736:Dec8  
D-774:Oct22

**ANGLE**  
ON1291(16-11):Oct16, Nov10,24,Dec2,18(x2)  
D-776:Oct28,Dec2

**ANSTRUTHER**  
ON1174(12-17):Oct16,18, 19,Nov10,26  
D-667:Oct16,18,25  
D-802:Nov3,26

**APPLEDORE**  
ON1296(16-16):Oct11, Nov12,Dec3  
B-861:Oct2,23,Nov12, Dec3  
D-650:Oct23,Nov13,Dec3

**ARAN ISLANDS**  
ON1217(17-06):Nov2,6,24, Dec3,10,13,20,29  
ON1279(17-46):Oct6,19,27

**ARBROATH**  
ON1194(12-35):Oct5,Nov14  
D-705:Oct5  
D-759:Nov14

**ARKLOW**  
ON1204(14-06):Oct14,29  
ON1223(14-19):Nov16,17, 18,25,26,27,29

**ARRAN (LAMLASH)**  
B-876:Oct11

**ARRANMORE**  
ON1244(17-22):Oct9,19, Nov28,Dec3,9,26,27

**BALLYCOTTON**  
ON1233(14-25):Nov26  
BB-051:Nov26

**BALLYGLASS**  
ON1279(17-46):Nov1  
D-687:Nov12

**BALTIMORE**  
ON1302(16-22):Nov27

**BANGOR**  
B-805:Oct12,27,Nov22, Dec4,28

**BARMOUTH**  
D-678:Oct4,5,25,Nov13

**BARRA ISLAND**  
ON1230(17-12):Dec17,21

**BARROW**  
ON1288(16-08):Oct13  
D-733:Oct13

**BARRY DOCK**  
ON1245(14-29):Oct1,21, Nov2,4,5,Dec4

**D-638:Oct1,Nov2,Dec4**

**BEAUMARIS**  
B-838:Oct4,14,21,23,26, Nov24,Dec16,28

**BEMBRIDGE**  
ON1297(16-17):Oct2,5,15, Dec10  
D-778:Dec22

**BERWICK-UPON-TWEED**  
ON1191(12-32):Nov9  
D-777:Oct2

**BLACKPOOL**  
B-867:Oct30,Nov24  
D-700:Oct8,23  
D-729:Oct8,23,Dec20  
D-732:Dec20

**BLYTH**  
B-776:Oct18,19,Nov6,Dec23  
D-746:Oct18,19,Dec23

**BORTH**  
D-760:Oct16,Nov26

**BRIDLINGTON**  
ON1169(12-12):Oct21,Dec3  
D-721:Oct8,16,21,Dec3

**BRIGHTON**  
B-852:Oct2(x2),10,15,16, 26,Nov11,13,26,Dec30

**BROUGHY FERRY**  
ON1252(14-31):Oct14, Nov30,Dec18,28  
D-698:Oct10,13,Nov7,22, 23,30,Dec18,19,20,21,28

**BUCKIE**  
ON1262(17-33):Nov13  
ON1268(17-37):Oct26

**BUNDORAN**  
B-834:Nov26

**BURNHAM-ON-CROUCH**  
B-849:Oct12,19,27,29, Nov10,16,Dec27

**BURNHAM-ON-SEA**  
B-795:Nov13  
D-801:Nov13

**BURRY PORT**  
B-777:Nov19,Dec31  
D-749:Dec13,31  
D-750:Nov19

**CALSHOT**  
B-860:Oct15,16,23,Nov3,9, 14,15,16,21,27,29,Dec14,18, 28,30  
D-748:Oct15(x2),23,Nov3, 4,14,15,16,21,26,Dec28

**CAMPBELTOWN**  
ON1241(17-19):Oct12,13, Nov2,16,Dec21  
D-780:Dec21

**CARDIGAN**  
B-871:Nov14,Dec4,5  
D-709:Nov14,Dec4,5,30

**CASTLETOWNBERE**  
ON1277(17-44):Nov13, Dec4

**CHISWICK**  
E-08:Oct16(x2),18(x2),19, 23(x2),25,28,29,31,Nov2,3, 4,26,Dec14,15(x2),16, 17(x2),18,19,22,26,28,31  
E-09:Oct11,12,Nov15,Dec3, 7,11(x2)

**CLACTON-ON-SEA**  
B-863:Oct1,Nov16,26  
D-723:Oct9,23,Nov16(x2), 26,Dec27

**CLEETHORPES**  
D-757:Oct25,30,Nov10, 11,26

**CLIFDEN**  
ON1192(12-33):Oct26, Dec11,14  
B-810:Oct20  
B-869:Dec16

**CLOGHER HEAD**  
ON1190(12-31):Oct24, Dec8,17

**CONWY**  
D-765:Oct11,Dec3,31

**COURTMACSHERRY HARBOUR**  
ON1205(14-07):Oct2,11  
ON1253(14-32):Nov9

**COWES**  
B-859:Oct14,23,29,Nov5, 14,26,Dec9,10,18,30(x2)

**CRICCIETH**  
A-76:Oct22,Nov26  
B-823:Oct22,28,Nov26

**CROSSHAVEN**  
B-892:Oct1,2,Nov27,Dec17

**CULLERCOATS**  
B-811:Oct16,27, Nov5,15(x2),Dec4

**DART**  
D-702:Oct3,17,25,Nov5,8, Dec10,22

**DONAGHADEE**  
ON1267(14-36):Oct1, Nov11

**DOUGLAS**  
ON1147(47-032):Oct22, Dec26,29

**DOVER**  
ON1220(17-09):Nov13,15, 20,22(x2),23,Dec11

**DUN LAOGHAIRE**  
ON1200(14-05):Oct15(x2), Nov5  
D-731:Oct2,15(x2),Nov22

**DUNBAR**  
ON1266(14-35):Oct15,22, Dec1

**D-708:Oct22**

**DUNGENESS**  
ON1309(13-02):Oct5, Nov20,Dec2

**DUNMORE EAST**  
ON1215(14-17):Oct26

**EASTBOURNE**  
ON1286(16-06):Nov19,30, Dec23

**ON1303(16-23):Oct12, 17(x2),Nov8**  
D-744:Oct9,12,14,25,Nov5, Dec11,15,19,27

**ENNISKILLEN**  
B-773:Oct26,Nov7,Dec10  
RWC-054:Oct26,Nov7, Dec10

**EXMOUTH**  
D-669:Oct11,22,Nov6(x3), Dec7,15,22

**EYEMOUTH**  
ON1209(14-11):Oct8, Dec13,31  
D-745:Oct3,8,Dec31

**FALMOUTH**  
ON1256(17-29):Oct9,10, 15(x2),28,Dec20  
B-756:Oct6,10,22,23, Nov5,26,Dec20

**FENIT**  
ON1239(14-27):Oct9,23, Nov7,Dec5  
D-726:Oct23,Nov17

**FILEY**  
D-728:Dec14

**FISHGUARD**  
ON1198(14-03):Oct20, Nov17  
D-789:Oct20,Nov17

**FLAMBOROUGH**  
B-815:Oct21,Nov27,Dec30

**FLEETWOOD**  
ON1321(13-14):Oct8, Nov16,24,Dec3,19  
D-719:Oct8,23,Nov16,25, Dec3,19

**FLINT**  
D-795:Nov14,23,Dec4,5

**FOWEY**  
ON1222(14-18):Oct4,15, Dec24  
D-681:Oct15,Dec24

**FRASERBURGH**  
ON1259(14-34):Oct5, Nov18,29

**GALWAY**  
B-853:Oct2,Nov8,25

**GIRVAN**  
ON1186(12-27):Oct15

**GRAVESEND**  
B-827:Oct1,7,9,19Nov1,12, 19,21,23,30,Dec19(x2),25

**GREAT YARMOUTH AND GORLESTON**  
ON1208(14-10):Oct29  
B-786:Nov30

**HAPPISBURGH**  
B-778:Oct29  
D-607:Dec8

**HARTLEPOOL**  
ON1274(14-37):Nov11, Dec24  
B-881:Oct1,16,Nov28

**HARWICH**  
ON1202(17-03):Oct5,17, 24,30,Nov19  
ON1254(17-27):Dec28  
B-789:Oct5,9,17(x3),Nov2, 30,Dec18

**HASTINGS**  
ON1125(12-002):Oct5  
D-699:Dec7,18  
D-762:Oct8,19

**HAYLING ISLAND**  
B-829:Oct1,14,16(x2),28, Nov7,13,27,30,Dec30  
D-779:Oct1,14,26,Nov24,27

**HELENSBURGH**  
B-791:Oct27,Nov24,Dec26

**HELVICK HEAD**  
B-874:Oct28,Dec8

**HOLYHEAD**  
ON1272(17-41):Oct9  
D-791:Oct9,13,Dec10

**HORTON AND PORT EYNON**  
D-688:Oct2

**HOWTH**  
ON1258(14-33):Oct1,16, 23(x2),Nov5,29  
D-796:Oct16,23,Nov29, Dec20,31

**HOYLAKE**  
ON1313(13-06):Oct9,Nov19  
H-005:Oct1,29,31

**HUMBER**  
ON1216(17-05):Oct9,16,17, 25,Nov4,8,10,11,18,19(x2), 26(x2),Dec3,19

**HUNSTANTON**  
B-848:Oct16,Nov13, Dec18,28  
H-003:Dec28

**ILFRACOMBE**  
ON1316(13-09):Oct1, Nov22,Dec4  
D-717:Oct2(x3),22,Nov1, Dec26

**INVERGORDON**  
ON1225(14-21):Dec15

**ISLAY**  
ON1219(17-08):Oct19,31, Nov21,Dec10

**KESOCK**  
B-873:Oct10(x2),18,29, Nov11(x2),26,Dec4,13,14

**KILKEEL**  
B-812:Oct15,18,24,29,Dec5

**KILMORE QUAY**  
ON1298(16-18):Oct18, Nov28,Dec2,5

**KILRUSH**  
B-844:Nov7

**KINGHORN**  
B-836:Oct11,16,22,Dec15, 18,20

**KINSALE**  
B-796:Oct2(x2),6

**KIPPFORD**  
D-718:Oct16

**KIRKWALL**  
ON1231(17-13):Nov12

**KYLE OF LOCHALSH**  
B-889:Oct3

**LARGS**  
B-854:Oct9,Nov5,13,Dec4

**LARNE**  
ON1246(14-30):Dec7,18

**LERWICK**  
ON1221(17-10):Nov25, Dec7,17,18

**LEVERBURGH**  
ON1195(12-36):Oct17, Dec7

**LITTLE AND BROAD HAVEN**  
D-740:Oct2  
D-766:Dec1,29

**LITTLEHAMPTON**  
B-891:Oct26,Dec26  
D-769:Nov11,Dec16

**LITTLESTONE-ON-SEA**  
B-785:Nov9,23,Dec11

**LLANDUDNO**  
ON1164(12-006):Oct3  
D-793:Oct15,Nov19

**LOCH NESS**  
B-763:Oct3,5,Nov27,30, Dec1

**LOCHINVER**  
ON1271(17-40):Oct1, Dec13

**LONGHOPE**  
ON1284(16-05):Oct24

**LOOE**  
B-894:Nov13  
D-741:Oct17,23,Nov13

**LOUGH DERG**  
B-781:Oct4,21

**LOUGH REE**  
B-772:Oct3,Nov4,20,Dec6

**LOUGH SWILLY**  
ON1315(13-08):Oct8, Nov14  
B-819:Oct30,Nov19

**LOWESTOFT**  
ON1312(13-05):Oct7,23, 25(x2),Nov13,Dec16

**LYME REGIS**  
B-857:Oct3,11,25,26, Nov2,4(x2),Dec4

**LYMINGTON**  
B-882:Oct25,Nov7,25, Dec17

**LYTHAM ST ANNES**  
ON1189(12-30):Oct31  
D-800:Oct31(x2),Dec26

**MABLETHORPE**  
B-887:Nov11

**MACDUFF**  
B-804:Oct26

**MALLAIG**  
ON1260(17-31):Oct3,14(x2), 20,27,Nov15,Dec13

**MARGATE**  
ON1177(12-20):Oct11  
D-706:Oct16

**MINEHEAD**  
B-824:Oct1,Nov26,Dec18  
D-712:Nov22,26,Dec18

**MOELFRE**  
ON1290(16-10):Oct15  
D-689:Oct4(x2)

## LAUNCHES



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



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



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



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



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



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



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



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



D-###  
D class  
new cost: £52,000



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



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



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

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



Aberdovey's Atlantic 85 inshore lifeboat Hugh Miles B-896 during a training exercise

**MONTROSE**  
ON1317(13-10):Dec11  
D-764:Dec10  
**MORECAMBE**  
D-722:Oct20  
H-007:Oct20,22  
**MUDEFORD**  
B-806:Oct2,7,8,15,Nov7,  
30,Dec12,16,17,22,29  
**NEW BRIGHTON**  
B-837:Oct15,23(x2),27,  
Dec13,27  
**NEW QUAY**  
ON1172(12-15):Nov11  
D-754:Oct14,Nov25  
**NEWBIGGIN**  
B-864:Oct18  
**NEWCASTLE**  
D-775:Dec31  
**NEWHAVEN**  
ON1243(17-21):Oct2,9,15,  
21,28,Nov13,15,23,  
Dec17(x2),30  
**NEWQUAY**  
B-821:Oct1,2,6,27,Nov4,  
Dec16,27,28  
D-773:Oct1,2,6,27,29,  
Nov4,16,Dec16,27,28  
**NORTH BERWICK**  
D-758:Dec8  
**OBAN**  
ON1226(14-22):Oct1,4,  
6(x2),8  
ON1227(14-23):Oct31,  
Nov30,Dec5,6,7,15,16,17,19  
**ON PASSAGE**  
ON1268 (17-37):Nov3  
**PADSTOW**  
ON1283(16-04):Nov15,  
Dec4,26

**PEEL**  
ON1181(12-22):Oct20,  
Nov7  
**PENARTH**  
B-839:Oct21(x2),22,Nov22,  
Dec20  
D-692:Nov22,Dec28  
D-740:Oct25  
**PENLEE**  
ON1265(17-36):Oct8,10,  
18,31,Nov15,Dec30  
B-893:Oct3,24,31,Nov7  
**PETERHEAD**  
ON1282(16-03):Oct5,28,  
Nov11,Dec12  
**PLYMOUTH**  
ON1264(17-35):Oct17(x2),  
Nov26,Dec8  
A-31:Oct23,Nov1  
B-775:Oct3,13,17,22,23,  
Nov1,17,19,Dec2(x2),8,22  
**POOLE**  
ON1131(47-023):Oct16(x2),  
Nov6  
B-807:Oct3  
B-826:Oct5,9,15,Nov6,29,  
30,Dec2,13,18,29  
D-798:Nov29,Dec13  
**PORT ERIN**  
B-813:Dec3  
**PORT ISAAC**  
D-707:Oct9  
**PORT TALBOT**  
D-713:Oct18(x2),Nov1,  
Dec18  
**PORTAFERRY**  
B-833:Oct7,Nov6,12,  
Dec18,27

**PORHCRAWL**  
B-832:Nov21,30,Dec22,  
29,30  
B-870:Oct6,28  
D-714:Oct2,15,Nov21,  
Dec22,29,30  
**PORHCINLLAEN**  
ON1304(16-24):Dec13  
**PORTISHEAD**  
B-884:Oct9,23,24,Nov15,  
Dec1,2,3,15,17  
**PORTPATRICK**  
ON1301(16-21):Oct6,8,12  
**PORTREE**  
ON1214(14-16):Oct12,  
Nov9  
**PORTRUSH**  
ON1257(17-30):Nov14,  
Dec14  
D-738:Nov14,28  
**PORTSMOUTH**  
B-846:Oct1(x2),7,9,12,13,  
16(x2),19,23,Nov6,9,16,27,  
30,Dec6,10,11,15  
D-716:Oct16,Nov2,5,30,  
Dec4,6,15  
**PWLLHELI**  
ON1168(12-010):Oct12  
**QUEENSFERRY**  
B-851:Oct2,17,18,20(x2),  
Nov29,Dec4,18,30,31  
**RAMSEY**  
ON1171(12-14):Nov20  
**RAMSGATE**  
XP-28:Nov4  
ON1197(14-02):Oct16(x2),  
Nov6,8,13,22,Dec2,18,28  
B-878:Oct3,16(x2),31(x2),  
Nov6,Dec2,24,28  
**RED BAY**  
ON1213(14-15):Dec18  
B-843:Dec28

**REDCAR**  
B-858:Nov10,14,Dec31  
D-786:Nov7,14,Dec24  
**RHYL**  
ON1183(12-24):Oct22  
D-770:Dec12  
**ROCK**  
D-772:Oct2,9,Nov6,15,  
Dec4,16  
**ROSSLARE HARBOUR**  
ON1276(17-43):Nov16,17,  
23,25,26  
**RYE HARBOUR**  
B-875:Oct27  
**SALCOMBE**  
ON1289(16-09):Oct5,17,  
22,Nov1,17  
B-794:Oct8,22,31  
**SCARBOROUGH**  
ON1175(12-18):Oct15,18,  
25,Nov22,Dec18  
D-724:Dec23  
D-735:Oct18,25,Nov22  
**SEAHOUSES**  
ON1184(12-25):Nov20,  
Dec20  
D-686:Oct29  
**SELSEY**  
ON1146(47-031):Nov11,28  
D-691:Oct4  
**SENNEN COVE**  
ON1294(16-14):Oct3,18,  
Dec4  
D-763:Dec4  
**SHEERNESS**  
ON1211(14-13):Oct4(x2),  
17,Nov2,17,20  
D-799:Oct1,10,11,Nov13,  
Dec7(x3),8,9,12,27  
**SHERINGHAM**  
B-818:Oct8

**SHOREHAM HARBOUR**  
ON1295(16-15):Oct11,  
Nov24,Dec12,30  
D-784:Oct1,19,Dec4,12,  
30,31  
**SILLOTH**  
B-828:Oct14,Dec9  
**SKEGNESS**  
D-792:Oct4  
**SKERRIES**  
B-866:Oct31,Nov27,29  
**SLIGO BAY**  
B-888:Oct23(x2)  
**SOUTHEND-ON-SEA**  
B-885:Oct4,21,Nov11,13,  
Dec4  
D-682:Oct21,Nov25,30,  
Dec11  
D-762:Oct30,Nov6  
D-771:Nov17  
H-004:Dec15  
H-007:Oct27,31,Nov5,  
Dec1  
**SOUTHWOLD**  
B-868:Oct3,Nov29,  
Dec16,26  
**ST AGNES**  
D-787:Dec1,18,25,27(x2)  
**ST BEES**  
B-831:Nov6,7  
**ST CATHERINE**  
B-841:Oct4,Dec14,31  
**ST DAVIDS**  
ON1306(16-26):Oct22,  
Nov3,8,Dec29  
**ST HELIER**  
ON1292(16-12):Nov11,  
Dec14,27  
B-816:Oct28,Nov1,11

**ST IVES**  
ON1318(13-11):Nov22,  
Dec21,29  
ON1319(13-12):Oct2  
D-668:Oct2,11  
D-803:Dec21,29  
**ST PETER PORT**  
ON1203(17-04):Oct16  
**STAITHES AND RUNSWICK**  
B-788:Oct4,18,Nov10,Dec3  
**STORNOWAY**  
ON1238(17-18):Oct6,  
Nov4,Dec6  
**STRANRAER**  
D-697:Nov1  
**STROMNESS**  
ON1236(17-16):Oct19,24,  
Dec29  
**SUNDERLAND**  
B-817:Oct1,8,9,Nov26,27,  
Dec3,18,27  
D-747:Oct8,Nov16,Dec8,  
11,27  
**SWANAGE**  
ON1320(13-13):Oct15,16,  
19,30,31,Nov16,29,Dec7,16  
D-752:Oct16,28,31,Nov3,  
11,25,29,Dec7

**TEDDINGTON**  
D-743:Nov1,Dec30  
D-785:Oct20,26,30,Nov1,  
5,22,23,Dec30  
**TEIGNMOUTH**  
A-67:Oct23  
B-809:Oct19,23,Nov20,  
Dec20  
**TENBY**  
ON1281(16-02):Oct14  
D-727:Nov6,23  
**THE LIZARD**  
ON1293(16-13):Oct10,17,  
Nov7  
**THE MUMBLES**  
ON1307(16-27):Oct29,  
Nov18,Dec16,21,30  
D-761:Oct4,15(x2),29,  
Nov18,Dec16,17,21  
**THURSO**  
ON1269(17-38):Dec2(x2),  
19,22  
**TIGHNABRUAICH**  
B-862:Nov3  
**TOBERMORY**  
ON1270(17-39):Oct1,31,  
Dec17

**TORBAY**  
ON1255(17-28):Oct5,7,  
17(x2),23,Nov4,19,Dec10,12  
D-788:Oct7,26,Nov1,13,19,  
Dec12  
**TOWER**  
E-005:Oct6(x2),7(x2),9(x2)  
E-07:Oct5(x2),8,10(x2),11,  
12(x4),14(x3),15,27,Nov6,8,  
9(x3),10,11,12,13,14(x2),15,  
17,18(x2),19(x2),21,23,24(x2),  
26(x2),28(x3),Dec1,2(x2),3,  
4(x2),5(x2),8,9,12(x2),  
13(x2),16(x3),17,18,24(x2),  
26(x2),28,31  
E-09:Oct19(x3),20,21,23,  
24(x2),25,26,27,28(x3),  
29(x3),30,31,Nov1,3,5,6,8  
**TREARDUR BAY**  
B-847:Oct2,Nov5,  
Dec2(x2),9,18,28  
D-753:Dec2  
**TROON**  
ON1275(14-38):Oct8,10,13,  
19,31,Nov14,15,16,Dec1,3,4  
D-684:Oct8,10,19,Nov14,  
Dec1,3,4

**TYNEMOUTH**  
ON1242(17-20):Oct2,  
20(x2),30,Nov2,5,9,11,15  
D-693:Oct1,9,16,30,Nov11,  
15,16,Dec5,9  
**UNION HALL**  
B-767:Oct5,13,Nov3  
**VALENTIA**  
ON1218(17-07):Nov3,7,28,  
Dec27  
**WALMER**  
B-808:Oct29,Dec7,25  
D-794:Oct21,Dec5,7  
**WALTON AND FRINTON**  
ON1280(16-01):Nov28  
**WELLS**  
ON1161(12-003):Nov10,  
Dec18  
D-797:Oct1,26,Dec4  
**WEST KIRBY**  
D-751:Oct3,Dec27  
**WEST MERSEA**  
B-879:Oct2(x2),4,7,12,13,  
16(x2),19  
**WESTON-SUPER-MARE**  
B-769:Oct14,15,Nov27,  
Dec27  
D-696:Oct14,15,Nov27,  
Dec27

**WEYMOUTH**  
ON1261(17-32):Oct14,15,  
Nov4,5,15,Dec30  
B-774:Oct28,Nov6,15,20,  
Dec24,30  
**WHITBY**  
D-674:Dec10  
**WHITSTABLE**  
B-877:Oct13,16,Nov7,25,  
Dec30  
**WICK**  
ON1224(14-20):Oct4(x2),  
Nov17,21,27,Dec16  
**WICKLOW**  
ON1153(47-035):Oct1,  
Nov10,16,17,25,26,27,  
Dec27,28,29  
D-671:Oct1,Dec27,28,29  
**WITHERNSEA**  
D-695:Oct28  
D-767:Nov6,7,Dec18  
**WORKINGTON**  
ON1141(47-028):Oct14,  
20,Nov6,7,20,Dec18  
D-767:Nov6,7,Dec18  
**YARMOUTH**  
ON1249(17-25):Oct13,  
Nov3,11  
**YOUGHAL**  
B-890:Oct15,Dec24,25,30

**ON STATION**

B-897, *Sheila and Dennis Tongue III*, Staithes and Runswick, 8 December 2016  
ON1323, *[13-16] Elizabeth and Leonard*, Amble, 23 December 2016  
B-896, *Hugh Miles*, Aberdyfi, 1 December 2016

**LAUNCH ALERTS ON YOUR MOBILE**

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

[RNLI.org/sms](http://RNLI.org/sms)



The Amble community in Northumberland welcomed their new Shannon class lifeboat in December

# SPECIAL DELIVERY

## 'MY YOUNGEST SON ... DROWNED IN A RIP TIDE'

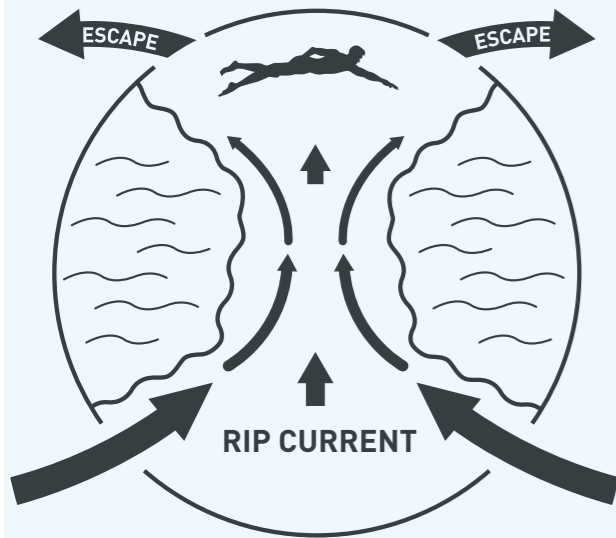
'The Silent Epidemic' in the latest issue of *Lifeboat* evokes powerful feelings.

10 years ago my youngest son who was participating in a turtle wildlife rescue programme in Costa Rica, and who was a competent swimmer, drowned in a rip tide. Sadly, Jonathan had not been taught how to escape and I think this is a serious omission.

I was appalled to discover how many holidaymakers at favourite coastal resorts, where the hazards of rip tides aren't publicised, succumb to this hazard. As you doubtless know, the escape strategy is counterintuitive.

I contrast this with the programme of rip-tide training in, for example, Australia, where 3-year-olds are taught the lifesaving strategy as part of basic swim training.

Dr John Wilson, London



To find out more about how to escape a rip current, go to [RNLI.org/RipCurrents](http://RNLI.org/RipCurrents). Plus if you're an *Offshore* member, turn to p12 of *Offshore* in the middle of your *Lifeboat* magazine.



Photo: Keyser Press Agency

## PURE GOLD

One of our readers has pointed out that the article *The Night of the Nafsiporos Rescue* in last issue of the *Lifeboat* magazine featured a photograph of Gold Medallist and former Moelfre Coxswain Dic Evans, but not former RNLI Inspector and Lieutenant Commander Harold Harvey, who also received a Gold Medal for Gallantry following the rescue. So above is a picture of the two brave men in London, on the day that they received their medals at the 1967 AGM. Harold is on the right.

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

# FLASH FICTION WINNER

Thank you to all 131 entries in the *Lifeboat* winter flash fiction competition. We were delighted so many of you were inspired to put pen to paper.

There was a clear winner – a favourite in the office and with flash fiction writer Eleanor Hooker, who says: 'It stands out and is the story that stayed with me long after I'd finished reading it.'

Congratulations to Jo Spencely, who received the prize, *Flash Fiction: 72 Very Short Stories*.



## HOLDING ON

I grab her as soon as she falls overboard.

I hold her tightly but she struggles against me. Her arms flail and her legs kick and it takes all my strength to keep her.

She's not as weak as I thought.

I tumble over her as a current carries us towards a rock that juts out nearby.

A swell builds behind us. There's a lull, then the force races from the depths to the crests and lifts her onto the rock.

She hangs, half in, half out, unable to haul the whole of her waterlogged body out of the waves. She mewls like an abandoned seal.

I slap her back to remind her I'm here.

And then – we both hear it – the sound of a boat. A growling engine. A crew's shouts. A hull smashing against waves as sharp as sharks' teeth.

Hope sends her into a panic. She yells and waves frantically

but the exertion loosens her grip and she slips back into the water, thrashing and choking as if she's forgotten how to breathe.

The boat looms towards us then dances back, bucking in the wind that whips up spray and spume, stinging eyes and blistering lips.

Ropes. Lifebelts. Faces filled with determination and trepidation. Yellow-clad arms reaching out for her.

She's almost theirs – but I'm still holding on. One final pull away will be enough. I pause, gathering my strength. But they know me too well – in my moment of hesitation they seize their chance and with a heave they have her. She's over the side.

They wrap her in silver, shout in her ear, pivot their boat and full throttle away. I'm on their tail, chasing them, snapping at their stern.

I'm the greedy, dangerous, unstoppable sea.

But I don't always win.



Photo: RNLI/Nigel Millard

# RNLI FAMILY: THE LIFE OF THE CHARITY

Celebrating the RNLI family, past and present

## Wedding day shout



As Lough Swilly Crew Member Francy Burns took the microphone for his wedding speech, his bride-to-be, Helen, was surprised to hear the sound of a pager instead of the traditional declarations of love. Right in the middle of the wedding celebrations, Francy and his fellow crew, were called to the aid of a drifting vessel with a broken-down engine. Luckily, the coxswain had enough volunteers for the shout, so Francy and Helen were able to continue with their big day.

Francy said: 'Helen understands how I feel about the lifeboat and she is fully supportive. You never know, I might even persuade her to sign up too.'

## I spy 150 years of family history

Former Crew Member Robert Wyn Jones, whose family has been linked to Barmouth RNLI since the 1860s, has donated a 150-year-old telescope to his local lifeboat station.

Robert is the great-grand-nephew of Humphrey Jones who, from 1866 to 1892, was the first named coxswain of Barmouth lifeboat. Robert's father, Rhys David Jones, was also a Barmouth coxswain (from 1960 to 1967).

The telescope, which has been in the Jones family for generations, is inscribed 'National Lifeboat Institution 1861'.

David Baily, Barmouth RNLI Lifeboat Operations Manager, says: 'We are very grateful that Robert has made this generous donation, and delighted that this beautiful telescope has been presented to the station. We will arrange for it to be displayed in the museum section of our RNLI Shop at the lifeboat station.'



(L-R): Sybil Jones, Robert Wyn Jones, Coxswain Peter Davies and Second Coxswain Rob Williams

## Celebrating life



Three generations of Geoffrey Martin

## 'Thanks for the fuel', say three generations of Geoffrey

Three generations of an RNLI family – all with something special in common – have thanked the Valero Pembroke Refinery for a gift of lifeboat fuel.

The donation was received by RNLI Tenby's Deputy Launching Authority Geoffrey Martin, who was joined at the lifeboat station by his crew member son Geoffrey Martin and 'lifeboat-mad' grandson, you guessed it, Geoffrey Martin!

Grandad Geoffrey said: 'Fuel is one of the RNLI charity's greatest costs and we've had another busy year of launches for our lifeboats. Without fuel we wouldn't have been able to get to people in need of assistance at sea and bring them to safety – it's a vital ingredient in what we do.'



## 'A lifeboatman, a legend and a gentleman'

The Staithes and Runswick lifeboat community is deeply saddened by the loss of their friend and former Crew Member Willie Wright.

Willie spent 17 years as an RNLI crew volunteer, earning a long service award. He was at sea onboard the lifeboat *Royal Thames* when he received the message that his wife Lucy had given birth to their daughter Elizabeth. He was also a fisherman, local historian and founder member of the Staithes Fishermen's Choir, and later the Men of Staithes Choir.

Bill Blackwell, Chairman of the Staithes Harbour Commissioners, said: 'He was unique, a font of local knowledge, he loved boats and lifeboats, always available to help. He was one of the last residents born and bred in the old village. It's like the end of an era.' Staithes Deputy Launching Authority Sean Baxter added: 'He was a steady, reliable and mild-mannered character who set a great example to the crew. He was also a huge part of the community: a singer, storyteller, just so proficient and confident in everything he did.'

### Rosemary Bass – December 2016

Former Area Organiser, Immingham

### Jeff Bishop – May 2016

Former Crew Member at Great Yarmouth and Gorleston Lifeboat Station

### John Carroll – September 2016

Former Chair of Tewkesbury Branch

### Alan Dixon – January 2017

Former Area Organiser for the North East and Yorkshire

### Margaret Eddowes – November 2016

Secretary and Box Secretary at Hyde Fundraising Branch

### John Hanvey Snr – December 2016

Chairman of Seahouses Lifeboat Station Management Committee

### Ivor Howcroft – July 2016

Former Chairman of South West Wiltshire Branch

### Alf Martin – December 2016

Poole Lifeboat Station Museum Volunteer and Fundraiser

### Captain RV 'Fido' May BEM – July 2016

Former Member of the RNLI's Fundraising Committee and President of Bridport and District Branch

### Mike Pearce – November 2016

Former Maintenance Team Member and Security Guard at Poole HQ

### David Warren – September 2016

Boathouse Attendant at Swanage Lifeboat Station

### Cmdr Peter Woodward VRD RNR – December 2016

Former Planning Manager at Poole HQ

# MAYDAY 2017

MAYDAY  
1-31 MAY



FUNDRAISE  
LIFESAVE

#MaydayEveryDay



Photos: RNLI/Nathan Williams

**DO YOUR BIT**

**FUND OUR KIT**

## Mayday is the RNLI's biggest fundraising campaign of the year.

Our crew members don't do anything by halves; when the call comes, they drop everything to save lives. But they couldn't do it without the right kit.

### And they can't do it without you.

Every year, volunteer fundraisers across the UK and Ireland take up our Mayday challenge to raise the lifesaving funds our crews rely on.

Every single bake sale, welly walk, coffee morning and quiz night counts because, for the RNLI, every day is Mayday.

Whatever your inspiration, encourage your friends, family and colleagues to get onboard with Mayday. Get planning together and see how much your crew can raise for our crew this May.

\* Any funds raised over our £750,000 target (€835,650) will go towards funding our lifesaving work around the UK and Ireland.

Sign up for your free fundraising pack at  
[RNLI.org/MaydayLBM](http://RNLI.org/MaydayLBM)



LBSP17-01