

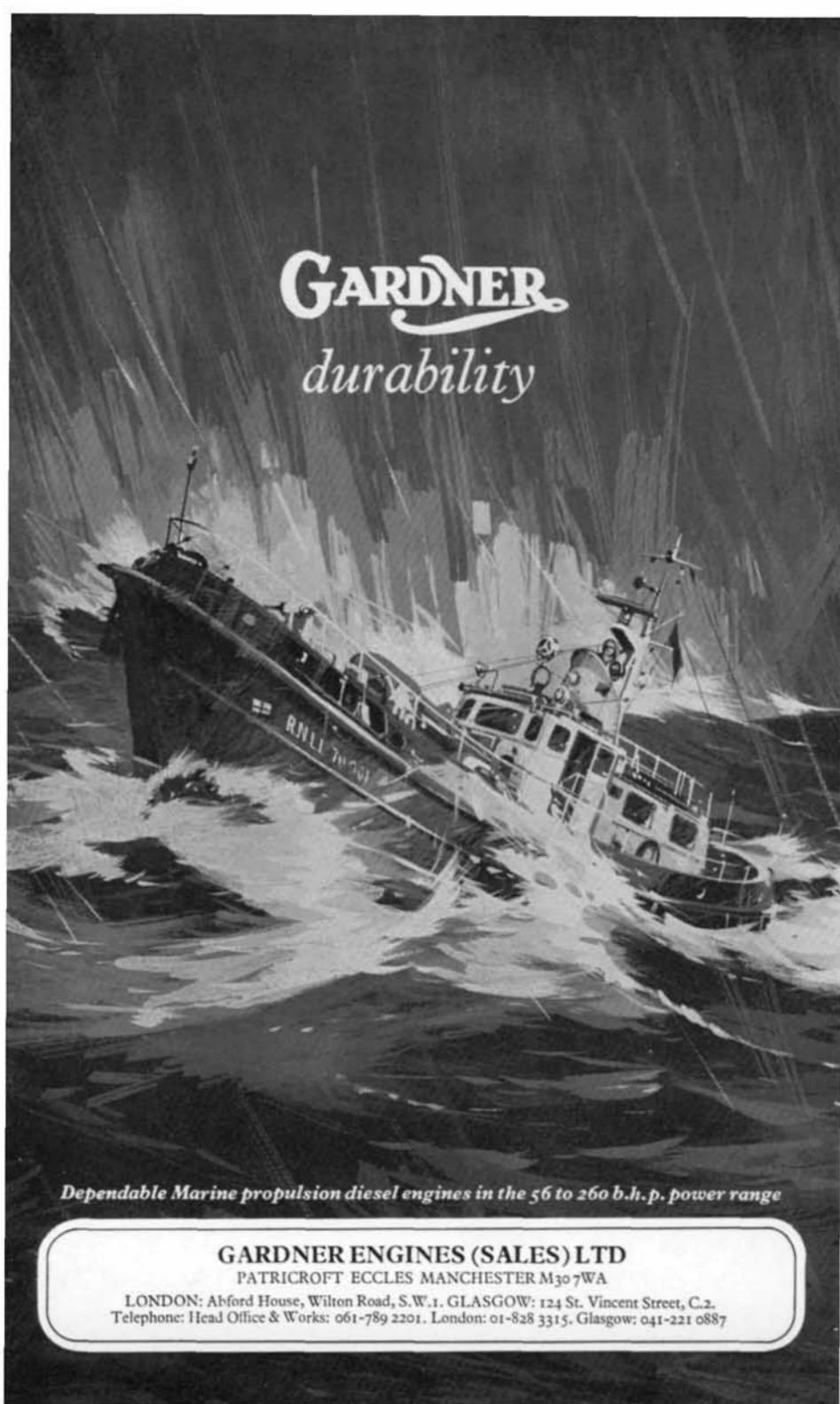
THE LIFE-BOAT



APRIL 1971

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ANNOUNCEMENT

The January number of THE LIFE-BOAT, which was the first edition in the new format, was delayed by the postal strike and many readers did not receive copies until well into March. In that issue we stated that those who have hitherto received the Journal free of charge in recognition of services rendered to the R.N.L.I. will continue to do so. So will Yachtsmen's Life-boat Supporters' Association members. THE LIFE-BOAT is and will remain the principal means of informing R.N.L.I. supporters of what is happening in the service. However, since our January announcement, the postage on a single copy has jumped from 2½p to 4½p, which means that the postage on mailed copies has doubled. We are therefore particularly grateful to the many readers who have expressed a wish to pay for the copies to which they are entitled. A year's subscription of four issues costs 78p, including postage.

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April, 1971

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NOTES OF THE QUARTER

by
the Editor



by courtesy of T. P. Roskrow

A MAJOR new boat building programme was decided upon by the Committee of Management of the R.N.L.I. at its February meeting. As an immediate action orders are being placed for nine new life-boats at an estimated cost of £652,000. This will have the effect of doubling the normal boat building programme for the next two years. It is planned to include life-boats of the 37-foot Mk II Oakley, 44-foot steel, 48-foot 6-inch Solent classes, a new 50-foot class of steel life-boat and one 70-foot steel life-boat. The new 37-foot life-boats will be a development of the existing Oakley type but fitted with a covered steering position and radar. The 50-foot class is being developed from the 44-foot steel life-boat, which is much liked by the crews operating them.

The programme envisaged for the next five years could involve a capital expenditure of about £3¼ million. In addition to new boat construction this programme is expected to include the fitting of self-inflating buoyancy bags to certain classes of non-self-righting life-boats, which will have the effect of giving them a once off righting capability. Development of the self-inflatable bags is being carried out for the Institution at the British Hovercraft Cor-

poration laboratories at East Cowes. Modifications to the superstructure to other life-boats will give them an inherent self-righting potential. These various modifications are expected to cost about £300,000.

NEW CONSULTATIVE COMMITTEE

A new technical consultative committee is to be set up to advise the Institution on different aspects of life-boat design and construction. It is hoped to have representatives from universities and industry, the Navy Department of the Ministry of Defence, the Department of Trade and Industry, the National Physical Laboratory, the British Ship Research Association, Lloyd's survey department and the National Institute of Oceanography.

The R.N.L.I.'s future boat building programme is being kept flexible to allow time for the new consultative committee to express its views. Also the 52-foot life-boat with a speed of 20 knots which is planned for future construction in glass reinforced plastic, is still under development, and this life-boat, with its greater speed, could well have a radical effect on life-boat requirements and deployment in the future.

COVER PICTURE

This photograph by Mr. Ronald E. Turner of the R.N.L.I.'s hull drawing office staff shows one of the Institution's McLachlan fast rescue boats—the first R.N.L.I. rescue craft to be specifically designed for the Institution with a glass-reinforced plastic hull. The type—she has an overall length of 18 ft. 6 in. and a speed of 22 knots—was ordered in September, 1969, and was designed by Mr. J. A. McLachlan of G. L. Watson & Co. of Glasgow. Costing about £5,000 each, the craft have been built by Messrs. William Osborne at Littlehampton, and early this year it was announced that the R.N.L.I. had agreed to allow the company to take 12 McLachlan hulls from their mould for commercial purposes. This followed the satisfactory completion of the boat's evaluation trials.

GRATIFYING SURPLUS

It is most gratifying to be able to record that contrary to forecasts the R.N.L.I. had a surplus of receipts over payments in 1970 of approximately £246,000. The dedication of the R.N.L.I.'s voluntary workers is clearly reflected in this result, but a number of large legacies received towards the end of the year also had a substantial effect on the final results. There was also a reduction in capital expenditure, which was partly attributable to boat building delays. A surplus of £246,000, welcome though it is, must be regarded as only a limited advance towards the large capital sum required in the immediate years. The Institution is already expected to have to raise about £2½ million in 1971, and this in itself represents an increase of between a quarter and a half a million pounds over the sum raised last year.

FRASERBURGH LIFE-BOAT

At the time of going to press there are no immediate plans for the replacement of the life-boat which capsized off Fraserburgh on 20th January, 1970, with the loss of five of her crew. The Fraserburgh branch committee were offered a new 48-foot 6-inch Solent class life-boat. Life-boats of this class are already stationed in Scottish waters at Peterhead, Longhope and Thurso. The Fraserburgh committee, however, expressed its willingness to accept a boat of this type only if limitations were imposed on its operations. In the opinion of the Committee of Management these limitations would have had the effect of preventing the life-boat from fulfilling its proper role.

As there is no alternative life-boat available which meets the wishes of the Fraserburgh committee, the station had regretfully to be considered temporarily non-operational.

NEW COMMITTEE MEMBERS

A former Director of Naval Construction, a Member of Parliament with a distinguished career in the Royal Navy and a Head Office Manager of a Scottish bank have recently joined the Institution's Committee of Management. They are respectively Mr. John Chapman, C.B., Rear Admiral M. C. Morgan-Giles, D.S.O., O.B.E., G.M. and Mr. W. F. G. Lord.

Mr. Lord has had a long association with the R.N.L.I. having been vice-chairman of the executive committee of the Scottish Life-boat Council as well as secretary of the Edinburgh branch of the R.N.L.I. for the past 21 years.



Additional life-boats to come into production will include those of the 70-foot, 48-foot 6-inch Solent, 44-foot steel and 37-foot Oakley classes. The four types mentioned are shown above in that order.



The *Michael and Lily Davis* entering Ramsgate harbour with *Blu-Blud* in tow. The rescued crew can be seen amidships.

A POWERBOAT RESCUE

by Ray Bulman*

WHILE its popularity rise has not been quite so obvious when compared with the pleasure boating explosion as a whole, offshore powerboat racing today has a very strong coastwise following with events held every summer weekend at different resorts. The sport is made up from four classes. Class I: for large craft falling between 20 foot and 45 foot overall with a maximum engine size of 16 litres. Class II: for craft of the same size with half the maximum horsepower, and Class III, by far the most popular of all, catering for offshore powerboats between 14 foot and 25 foot overall with a maximum of three litres. Class IV is similar to III but with less engine power and is primarily intended for the production 'off-the-shelf' ski-boat owner.

All these craft, except perhaps for those in Class IV that compete on very small sheltered circuits close inshore, are forced by the rules of the sport to carry very extensive safety equipment. Items include daylight smoke signals, hand flares, parachute flares, sea and standard anchors, automatic pumps and hand bailers, signalling lamps and first-aid kits, etc., to name just a few, and in the two larger classes it is also obligatory to carry a liferaft.

If all pleasure craft were asked to carry such equipment fewer needless searches would be carried out, but with powerboat racing even this is not considered enough. Organisers are also expected to space large rescue craft at certain intervals along the course, and to make sure all these safety rules are obeyed, official observers and scrutineers are always in attendance at every race.

With all these precautions one would imagine that organisers of powerboat races would never need assistance. But while outside help is seldom called upon, there is always that odd occasion. . . .

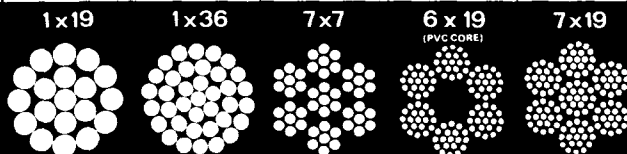
Class III racing started in Great Britain in 1962 with an event from Putney in London down the Thames and across the Channel to Calais and back—the competitors' only compulsory stop being one hour at Ramsgate for fuel—and this race has been annually staged ever since. In 1970 it took place on 7th June and I accompanied, as co-driver, Anthony Denton in *Blu-Blud*—a 17-foot Class III (D) outfit powered by a single 125-h.p. Mercury outboard.

The weather forecast was certainly not very encouraging as the 26 entries shot off from the 9 a.m. start at Tower Bridge. Force 5-6 north

*The author is on the staff of 'Motor Boat and Yachting' by whose courtesy the article and above photograph are published.

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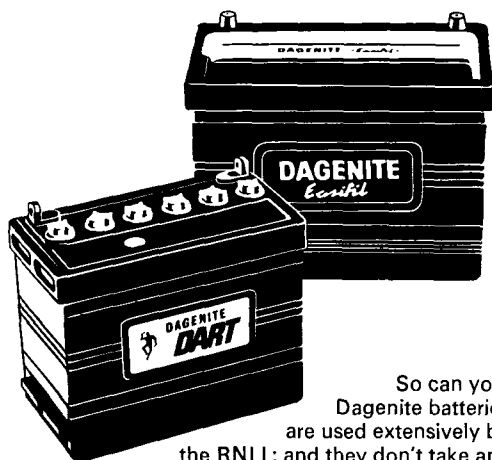
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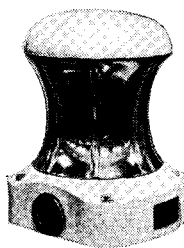
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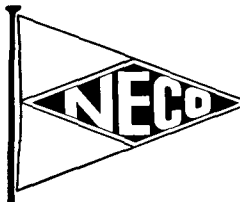


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easterly winds blowing in the estuary were producing sharp, short seas along the north Kent coast particularly off the North Foreland.

We found conditions extremely punishing in Sea Reach and crossing the Cant to Herne Bay. It was almost dead on the bow, and at speeds between 40-50 m.p.h., *Blu-Blud* slammed into the seas with such force that both the driver and myself were soon bruised all over. We were also finding difficulty in preventing ourselves being thrown forward from our seats with each deceleration.

Meanwhile, unknown to us, several competitors had made navigational errors with some running aground (easily done when compasses swing continually with the jolting) and this coupled with mechanical breakdowns and hull failures had depleted the more powerful field ahead to such an extent that *Blu-Blud* lay second overall as we approached the North Foreland.

Our course past Margate had been close inshore, which had given slight shelter from the headland, but as the organisers had stipulated that Longnose Buoy would be left to starboard in order to avoid the underwater training wall extending seawards, we were forced to head out.

The comforting sight of several patrol craft had been seen during the journey down river and across the estuary, and yet another was rolling around on station at Longnose. However, in this case it was serving a double purpose and acting as a check boat to ensure all competitors rounded the mark correctly.

The seas running out to the buoy were the worst encountered so far, and at times the driver had difficulty holding *Blu-Blud* on the plane.

Longnose was rounded to the accompaniment of encouraging shouts from the patrol boat crew and we headed west for Ramsgate harbour with the sea now on the beam.

Although less punishing on the crew, the waves were very steep indeed and proving extremely awkward for the small powerboat. She was uncontrollable above half-throttle, and Anthony was just about to alter the hydraulic trim tabs (small underwater ailerons on the stern that control trim) when *Blu-Blud* was knocked off course.

The effect of this threw the driver forward which in turn caused him to accidentally push the foot throttle to maximum power, driving the craft down into the trough at right angles to her original course. The acceleration was so great that when the boat reached the bottom she travelled completely under the surface for her whole length like a dart. Everything went black and the water pressure felt like a ton of bricks throwing us backwards and ripping off our goggles in the process.

Luckily, the craft popped back to the surface

stern first, leaving *Blu-Blud* awash to the gunwales. The engine continued to run for a few seconds until water entered the bores and this left us wallowing in the seaway slowly being blown on to a rocky lee shore directly below the North Foreland lighthouse.

Although we both took turns at the large diaphragm hand pump, crests were breaking aboard faster than we could clear them, and within five minutes from surfacing the buoyancy in the hull overcame the waterlogged trim and she rolled upside down, throwing us both in the sea.

Meanwhile, the patrol boat on the Longnose station had seen us go under and was making her way to where we were clinging on to the upturned hull. Unfortunately, however, her skipper suddenly realised he was fast heading for shallowing water and was forced to turn about and stand off. We, of course, from our low position knew nothing of this and had no knowledge of the depth which was probably around one and a half fathoms at the time. But at the speed we were being driven ashore we soon realised that unless we were picked up within a short time the boat and ourselves would end up in the surf breaking over the outcrop.

Thinking no one had reported us (in actual fact our plight had already been radioed to Ramsgate coastguard by the patrol boat), we decided to use one of the orange smoke signals that Anthony had sensibly taken from the flare locker before *Blu-Blud* turned over.

I was already finding the BS approved life-jacket awkward in these particular circumstances. Life-jackets designed to roll the wearer

'The signal was eventually fired, and if nothing else, provided excitement for the many holidaymakers now lining the cliff top.'



on his back are not conducive to holding on to an upturned boat in rough seas. Each time a wave washed us against the hull, our bodies would be floated back by our life-jackets causing us to lose grip. Now, on attempting to use the smoke signal, I suddenly realised the stupidity of not reading and memorising the instructions before going to sea. There I was with one hand trying to hold on to the boat while attempting to read the small instructions printed on the signal held in the other. I found yet another difficulty in its pack. In some cases these days, small hand flares are made waterproof for stowage by being sealed in tough polythene bags. Although little starting slits are provided to ease tearing, this method of packaging is almost impossible to open with cold and slippery hands.

The signal was eventually fired and, if nothing else, provided excitement for the many holiday-makers now lining the cliff top.

Fortunately the rubber wet-suits we were wearing kept us warm, and within 30 minutes of our mishap and still some way out beyond the line of breakers, we suddenly saw to the west what we thought to be a group of yellow-clad men walking upon the water in true biblical fashion. They turned out to be the crew of the Ramsgate inshore rescue dory 17-001 (which itself was below our view) that had accompanied the *Michael and Lily Davis* up the coast; the latter drawing too much water to safely manoeuvre inshore to our position.

In no time at all we were both hauled aboard the dory and it was only then that we saw just how close inshore we actually were and the reason why the *Michael and Lily Davis* was standing off.

There was some hurried activity as the crew took a turn with a line round the outboard leg of *Blu-Blud*—the only suitable fixing above the surface—and towed the craft out to deeper water where the life-boat was waiting. We immediately transferred and stood back as both crews endeavoured to right the racing boat.

Although this operation later made the hull easier to tow, it is not always necessary to do this with racing powerboats. They normally have plenty of built-in buoyancy and will tow quite happily upside down although with heavier drag. The particular danger lies in their propellers. These are extremely sharp and could, if thrown

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against a rescuing craft while the victim is being righted alongside, easily cut through double diagonal planking.

Less than 30 minutes from being picked up, the *Michael and Lily Davis*, with us aboard and *Blu-Blud* in tow, entered Ramsgate harbour.

To the R.N.L.I. it had been a straight-forward, simple rescue, but to us and the racing officials it was the exception to the rule in normal organisation. However, had it not been for the Ramsgate crews, *Blu-Blud* would quite possibly have been severely damaged, if not a total loss—to say nothing of ourselves. . . .

Sennen Cove

Mr. C. Pedrick, of Bath, collected the £40 mentioned on page 29 of the January Journal at Sennen Cove and not at Penzance as stated.

All contributions for the Institution should be sent to the honorary secretary of the local branch or guild, to Captain Nigel Dixon, R.N., Secretary, Royal National Life-boat Institution, 42 Grosvenor Gardens, London, S.W.1 (Tel: 01-730 0031), or direct to the Institution's bankers, Messrs. Coutts & Co., 440 Strand, London, W.C.2, or National Giro account number 545 4050.

All enquiries about the work of the Institution or about this journal should be addressed to the Secretary.



AS reported in the January issue of *THE LIFE-BOAT*, the R.N.L.I., following an urgent appeal from the British Red Cross, sent staff and inshore rescue boats to aid victims of the flood disaster in East Pakistan. The cargo of inflatable boats—20 in all—was air-lifted from Stansted, Essex, to Dacca on 21st November and the expedition returned to this country on 8th December.

The expedition, which carried spares, was led by Lieutenant David Stogdon, Staff Inspector (inshore rescue boats). He was accompanied by Mr. Michael Brinton, a mechanic, from

*by courtesy of
Francois Martin and League of Red Cross Societies*

Lieutenant David Stogdon, Staff Inspector (inshore rescue boats), seated by IRB engine during the relief operations in East Pakistan. With him (centre) is Mr. Chowdhury, Aga Khan Ranger Scout.

THE R.N.L.I. IN PAKISTAN



East Cowes. They were later joined by two men from the Littlehampton 'Blue Peter' IRB crew, Mr. C. R. Cole and Mr. C. J. Pelham.

The R.N.L.I. team were part of the international Red Cross relief force which moved in from various parts of the world for work in the south east sector of Bhola Island.

Clive King, who accompanied the expedition, reported: 'On either side of this coastal strip operations were being conducted by the British

Royal Navy and the American armed forces respectively, with all the resources of aircraft carriers, landing craft, helicopters, etc. Our expedition received something of a shock on boarding the mv. *Bilkis* late on 28th November, to find that this vessel was an antiquated river launch with two totally enclosed decks, six cabins and one latrine, but all 57 of us accepted the conditions philosophically.

'The boats were stowed on the roof (being quite devoid of davits or any such refinements it did not deserve the name of boat deck). Some of the party used them as sleeping cabins, the rest fitted in wherever we could. The other shock was to find the total complement was as high as 57, and doubts began to arise about whether the food and water would last. The water supply was assured, thanks to the Dacca

fire brigade, who pumped water into our tanks with great efficiency, and then we sailed.

'Some confusion was caused at first light on Sunday when we found ourselves moving northwards up the coast of what we were assured was Bhola Island, instead of south, but this was only because we had overshot the pilot point in the dark.

'After the landing party had returned, we moved south. The coast seemed largely deserted



(it is probable that the inhabitants had at that moment moved inland towards distribution areas already set up). We saw increasing signs of breached seawalls, devastated coastal villages, large vessels carried inland, and dead cattle. Unburied human bodies in this area were few. We arrived at our first base near Tazumuddin and awaited the support vessel.

'At anchor that night we had our first experience of the difficulties of these tidal waters. We dragged anchor for about three-quarters of a mile and were in serious danger of grounding. This kind of thing was to happen every night of the expedition, due to the inadequate weight of the anchor. . . . The leaders of the expedition were never to have the benefit of an undisturbed night.

'We lowered some of the boats and took three of them away on a reconnaissance to the south, looking for navigable channels. Despite the extremely shallow draft of the speedboats we went aground several times, and we began to appreciate further difficulties to come. This was an essential hydrographic reconnaissance, and left little time to assess relief requirements. Again the coast seemed largely deserted, but the large herds of water-buffalo and cows that we sighted suggested that the inhabitants were not in dire need.

'At the mouth of the Betua river we found grim enough evidence of the disaster. Bodies of men, cows, women, goats and children were piled together close to the shore. They had presumably been washed down the river with the receding storm wave and deposited there. Several village mounds had been swept bare. We landed and met survivors. They were all men, and it was clear that no women or children had survived from that village. They were in a state of mental shock still, but were clothed, healthy and not visibly starving (this was already a fortnight after the cyclone).



by courtesy of
Francois Martin and League of Red Cross Societies

Three R.N.L.I. inshore rescue boats towing an Army pontoon barge laden with relief supplies during the East Pakistan operations. Successful drops were made up the rivers by this means, but it proved too clumsy for use in a tideway.

'We returned up the coast to Tazumuddin (finding that driving the IRBs at full throttle into a choppy sea was an ordeal that called for considerable muscular endurance). On our return



we found a state of near mutiny. The weather was unseasonably overcast—evidence of another depression—and it would not have been impossible that another cyclone was on the way. However, with the aid of the additional district commissioner and the master of his launch which was also at anchor there, our serang was persuaded to stay. The supply barge, however, had still not arrived. . . .

'By 1st December the weather was clearing. . . . We landed doctors, the nurse, and some supplies

by IRB and continued crew training near the ship. At 1600 hours the supply vessel *Reka* arrived; her loading had been held up by celebrations of the religious festival in Dacca. No food suitable to the expedition was among the cargo, neither had additional water been included, but we were relieved to find a drum of kerosene on board, which we had been assured was among the petrol drums loaded on to *Bilkis* in Dacca, but wasn't. Absence of cooking facilities had added to our worries.

Chairman's Message

The Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., sent the following message: 'On behalf of the Committee of Management, I would like to thank you all for the truly magnificent way in which you responded to the British Red Cross Society's appeal for inshore rescue boats for operation in East Pakistan. The remarkable speed with which this request was met is in the finest traditions of the Institution. I would also like to send my personal thanks to all those who volunteered to accompany the boats to East Pakistan. . . . In recognition of their humanitarian efforts while helping in the flood relief work the thanks of the R.N.L.I. inscribed on vellum have been accorded to Lieutenant Stogdon, Mr. Brinton, Mr. Cole and Mr. Pelham

'On 2nd December everything suddenly began to make sense. Each boat now had a trained coxswain and crew member; a routine was evolved for loading them alongside with tins of foods, biscuits, blankets and lengths of cloth so that each boat had a mixed cargo; the issue of petrol mixture for the outboard engines was controlled, and each was assured of a spare tank; strict instructions were given that boats were to work in pairs so as to help each other in emergencies; a boat recall signal was established.

'Red Cross organisers were landed with the first boats to line up the villagers in the larger distribution groups, which soon reached the figure of a thousand people in each. For the smaller groups, the boat coxswains devised their own distribution schemes. The doctors were landed independently and left to their inoculation programmes, which often continued so late into the hours of darkness that we had difficulty in retrieving them. On one occasion we were alarmed by a strange craft bearing down on us on a strong tide accompanied by wild cries. We thought it might be pirates and, in any case, feared for our fragile boats moored alongside, but it was only the doctors returning in a country boat.

'Our only potentially dangerous accident was due to the decision of the master of the *Bilkis* to get under way at short notice, while scouts were in the boats alongside. One capsized and a scout was thrown into the water, but rescue operations were effective and there was no loss or damage. It was, however, an early lesson in the need for strict discipline and coordination on an untried operation such as this.

'We borrowed from the Army some heavy steel pontoon barges and experimented with loading these and towing them with the IRBs. Successful drops were made up the rivers by this means, but it proved too clumsy for use in a tideway.

'On this first day of real work one boat made as many as 16 landings, and others did as well in proportion to the distance they had to travel. Before dark a sounding party took the serang of the *Bilkis* southward and convinced him that it was possible to move the ship in that direction. We anchored south of Char Lakshmi and had another night disturbed by dragging anchor.

'On 3rd December we organised a more ambitious long-distance expedition for the boats. Eight experienced crews were chosen and sent off in flotillas of four down to the Betua River, a distance of 11 miles, or 22 for the round trip, which was just about the limit for the two petrol tanks we could issue to each boat. It is impossible to over-emphasise the necessity for this kind of strict organisation in tidal waters. . . . Distributions in this most remote and afflicted area were satisfactorily completed, all boats returned, and a similar expedition sent away almost immediately.

'Meanwhile the parent ships *Bilkis* and *Reka* at Char Lakshmi were having a difficult time. A crowd of some 500 had gathered on the shore at a distance of about 50 yards and a number of country boats began to cluster alongside the vessels. The Red Cross leader decided against issuing anything to this crowd, on the grounds that they were the same people who had received a generous distribution the day before, and that any hand-out now would only increase their importunity. Only a few scouts and volunteers, the nurse and one expatriate (a World War II sailor) were on board, and when it came to "repelling boarders" by violence it was decided to weigh anchor and move slowly north, although all boats were still away. Fortunately the boat expedition and the doctors were able to catch up.

'Our holds were cleared, our own food supplies nearly exhausted, and all hands had put in a week of physical labour. We considered our mission completed, got the boats inboard and deflated them, bade farewell to Tazumuddin, headed north and grounded on a mudbank. While waiting for the tide to lift us off the m.v.



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Address _____

Urbashi hove in sight, with another stock of relief goods. We were told of riots and deaths in Dacca, which could hardly fail to confirm the resolution of the married volunteers to get back. Possibly if sanitary and feeding conditions had been adequate during the previous week there would have been volunteers to stay on, but in any case the expedition leaders felt very strongly that the phase of high-speed immediate relief expeditions had passed.

'Another unanimous decision was that in the light of the week's experience of tides, winds, shoals, featureless shore, breakdowns, groundings, capsizings, collisions, those of us with nautical knowledge could not take the moral responsibility of handing over to the young scouts these fairly sophisticated pieces of machinery.'

A Sister's Thanks

The following is an extract from a letter received by Captain J. B. Jones, O.B.E., honorary secretary, New Quay, Cardiganshire, from Miss Anne Budgett, of Chislehurst, Kent, whose brother was lost from a yacht in Newort Bay on 15th August: 'Our admiration and deep gratitude for all you have done in the search for my brother Robert Budgett is beyond words. We know full well the appalling conditions in which you were working and the courage and endurance of all the men involved. To go out in such a storm at very great risk to your own lives is heroism of the highest order. Our thoughts will be constantly with you in your heroic work. Will you please give this message to all the men who went out in the life-boat.'

Miss Budgett gave the R.N.L.I. two substantial donations in appreciation of the efforts made by the life-boats to find her brother, the other life-boat involved in the search being from Fishguard, Pembrokeshire.

Jolly Boys

The Gorleston life-boat went to the aid of the Royal Navy in September—ferrying libertymen back to their ship in stormy waters off Great Yarmouth. This 'courtesy' of service began at 8 a.m. when an officer from the frigate H.M.S.

Yarmouth faced the problem of trying to get 38 men who had been on shore leave back to the vessel almost two miles out in the Yarmouth Roads.

At the time there was a southerly gale blowing which made it impossible for naval boats to carry out the liberty ferry service, and H.M.S. *Yarmouth*—which had been paying a courtesy call on its namesake town—was due to sail at noon.

After the request for help, the R.N.L.I. life-boat *Khami* was launched and in three trips successfully ferried the naval personnel to their ship.

Concert

The Baron's Hall at Arundel Castle, historic home of the Duke and Duchess of Norfolk, was the setting for a special celebrity concert in aid of the Royal National Life-boat Institution. Celebrated pianist, Semprini, headed the cast, which also included Mary Murane, the B.B.C. mezzo-soprano, and the Forest Row Choir.

Annual Meeting

The annual meeting of the R.N.L.I. will take place at the Royal Festival Hall, London, at 3 p.m. on 20th April. The Duchess of Kent will present the awards and the principal speaker will be Captain Hans Hansson, Director of the Swedish Life-boat Service.

Life-boat Enthusiasts

The address of the correspondence secretary of the Life-boat Enthusiasts' Society is Mr. R. Foster, 16 Wordsworth Road, Kettering, Northants, and not 14 as given on page 37 of the January issue of THE LIFE-BOAT.

Fraserburgh Relics

A propeller and the emergency tiller from the Fraserburgh life-boat *The Duchess of Kent*, which capsized on 21st January, 1970, with the loss of all but one of her crew of six, have been acquired by Buckie Town Council for their maritime museum.

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st September 1970 to 30th November, 1970: Launches 581, lives saved 257

THE ACTIVE FLEET

(as at 30/11/70)

133 station life-boats

36 inshore rescue boats

LIVES RESCUED 93,169

from the Institution's foundation in 1824 to 30th November 1970



BOOK CORNER

● In Captain George Manby, the inventor of the line-throwing mortar, Kenneth Walthew has found an excellent subject for a lively and colourful biography (*From Rock and Tempest*, Geoffrey Bles, £1.90/38s.). Manby was one of those eccentrics with a genius for invention which the eighteenth century threw up in such remarkable numbers. Apart from the mortar, he invented a portable fire extinguisher and provided a blueprint for the organisation of a national fire service. He also developed what he considered to be an unsinkable boat and narrowly escaped murder by drowning from Norfolk fishermen as a result. Manby was too a man of considerable courage. At the age of 56 he set off on a whaling expedition to the Arctic on board the *Baffin*. His object was to test a harpoon gun which he had invented, but the harpooners treated him with little more consideration than the Norfolk fishermen had done.

Manby's capacity for invention was rivalled by his talent for upsetting those people whose support he was likeliest to need. While the Royal Society of Arts was still considering whether to award him a medal he publicly described its committee as 'persons neither exalted by rank, nor that dignity of mind which flows from a liberal education'. He did not get the medal. Mr. Walthew considers that Manby never completely regained his sanity after a series of crude operations on his skull. Certainly his vanity was abnormal. He designed and created his own stone memorial during his lifetime, and in spite of shamefully neglecting his wife and continually sponging on his friends he was able to announce that 'there is not one action in my long life which I look back on with regret'. Some of Manby's claims were so outrageous it is difficult to subscribe to Mr. Walthew's view that not enough credit has been given to Manby for his part in the foundation of the R.N.L.I. Manby was indeed present at the City of London Tavern when the embryo organisation came into being, and in connection with his invention of a mortar he had propagated the

idea of some kind of national society for saving life from shipwreck. None of this, however, detracts from the originality of Sir William Hillary's pamphlet published in Douglas in 1823, which is the basis of the organisation of the R.N.L.I. today—P.H.

● The Science Museum, London, is noted for the high quality of its publications and two illustrated booklets to hand are *Steamships 1: Merchant Ships to 1880* by B. W. Bathe (H.M.S.O., price 35p/7s.) and *British Warships 1845-1945* by B. W. Bathe (H.M.S.O., price 35p). Although no definite date can be given for the introduction of the paddle-wheel for the propulsion of a vessel, a bas-relief of 527 A.D. shows what is believed to be a Roman war vessel fitted with six small paddle-wheels and driven by three pairs of oxen. In the booklet on warships it is stated that trials arranged by the Admiralty during the 1840s showed the superiority of the screw propeller over the paddle-wheels for ordinary sea purposes. Both booklets apiece contain 20 coloured plates of ship models.

● *Seamanship* by Duncan Macrae Henderson, Master Mariner, M.I.N. (The Shipping and Trading Co., 16 Rochester Terrace, Leeds, LS6 3DF, price £2.75/55s.) took 13 years to grow and it is expected to become a standard work. It is designed and written for apprentices and candidates for the B.O.T. examinations for the master's, mate's and second mate's certificates, but it contains much basic seamanship which will be of value and interest to fishermen, yachtmen and others. It is easily comprehended by the solitary student and has a wide range of subjects as the partial list below shows. There are 475 pages of print, 26 chapters, 357 figures, one diagram, one plate and a loose copy of the Regulations for Preventing Collisions at Sea.

● Broadstairs, Kent, once had a famous life-boat station. Now William H. Laphorne, local and naval historian, has recaptured some of the local life-boat exploits in *A Broad Place: An Historical Account of Broadstairs from 1500 A.D. to the Present* (through the author at 'Arx Ruochim', 42 Pierremont Avenue, Broadstairs, price 30p/6s.). The Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., has written the introduction. The booklet lists life-boats, launches, lives saved and the names of past life-boatmen associated with Broadstairs. Three of the 18 illustrations are of the first Broadstairs life-boats and are published for the first time.



by courtesy of John Tanner

Volunteer life savers, who patrol Australian beaches, taking a surf boat out from the beach to the open sea through treacherous waters at Dee Why, a popular resort, near Sydney, New South Wales.

THE SURF LIFE SAVING STORY*

● An everyday scene which even the complacent Australian cannot take for granted is the surf boat crews battling their way through the wildest surf. They make an unforgettable sight on the shoreward run with the five-man crew crowded at the stern. They lift the bow as the sturdy craft slices through the breakers. Balanced precariously on the stern is the powerful 'sweep' who needs a sixth sense in timing and judgement to steer the craft to the shore. The sweep occupies a glamorous place in Australian surf life-saving history. He is skipper and navigator rolled into one. Using a 20-foot long oar and his intimate knowledge of the sea he is the man who guides the surf boat on its speedy, turbulent journey. Boatmen still talk of North Steyne's famous sweep, Harold C. 'Rastus' Evans, who became a legend in his own lifetime. Evans had spent his life among boats, and when he stepped into a North Steyne surf boat in the 1920s the club embarked on an era of invincibility which no other has been able to match. With the latest in boat design Evans went through one entire season unbeaten. He whipped his crew into a crack combination which swept all before them. In one summer season an easterly gale heralded a carnival at Bronte, and the first surf race resulted in near tragedy. The entire field of 30 swimmers were suddenly swept hundreds of yards out to sea, and only one managed to complete the course within the time limit. Strong swimmers found themselves powerless in the grip of the current. Their only hope of rescue lay with the boat crews. Three boats headed out but found

**Story matter by Gerard Power and Ken Watson, via the Australian News and Information Bureau.*



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it impossible to get through the breaking surf. Evans waited impatiently on the beach for the final member of his crew to arrive. He watched the other boats in their vain attempts to reach the floundering swimmers. He knew he would need all his skill to make it. That day he gave an exhibition of boat handling that was nothing short of fantastic. He worked his crew to the limit, throwing his boat in all directions, zig-zagging, turning and inching his way through the surf. He filled his boat with exhausted men, then made two more trips for extra loads. Largely because of the skill of 'Rastus' Evans, no lives were lost.

RECENTLY a well-known Australian newspaper contributor was asked 'Which is the truest amateur sport in the world?' After discussing at length the 'true blue' qualifications of all track and field athletics (rowing, swimming, cricket, tennis, football and golf), the decision was given in favour of the young men who form the Surf Life Saving Association of Australia.

Although Australia is widely recognised as being the home of many famous sportsmen and women it is not generally known that it was in this land of just over 10,000,000 people that the world's most spectacular organisation for the saving of lives originated.

One Sunday morning in September, 1902, Mr. William Gocher, a local newspaper proprietor, at Sydney's Manly Beach defied the law of the time, which permitted surf bathing only before sunrise and after sunset, by bathing in the surf during the prohibited hours. His action forced the issue on daylight bathing and virtually founded the zestful pastime and sport of surf bathing as it is known today.

As a result surf bathing grew rapidly in popularity, and just as rapidly its dangers became apparent. Of necessity, small groups of

experienced and regular bathers formed themselves into life-saving bodies to assist those who could not swim and those who were not familiar with the dangers associated with surf bathing.

Eventually on 18th October, 1907, the Surf Life Saving Association was established with headquarters in Sydney, the total number of clubs being 13. Since that day, the Association has developed into an organisation known throughout the world for the many outstanding feats of bravery among its members. At the time of writing 223 clubs were operating along the coastline of Australia with a total membership of over 21,000.

Over a period of 57 years members of the Association have rescued 139,803 people from drowning in the surf. This has been achieved without any thought of reward or gain; indeed, every member from the youngest recruit to the national president has to pay a yearly subscription to help his club.

Because of the strenuous nature of the work membership of surf life saving clubs in Australia is restricted to men. However, to assist with social functions and the raising of finance ladies' auxiliaries are elected to most clubs, and



Life savers taking a surf boat out through the breakers at a beach carnival at Dee Why, north of Sydney, New South Wales.



by courtesy of J. Fitzpatrick
A surf boat taking part in the Australian Surf Championship Carnival at Merewether Beach, New South Wales.

their assistance is invaluable.

Reference to the annual report of the National Council of the Surf Life Saving Association reveals that each season (from October to March) about 5,000 people are rescued by reel, line and belt equipment—which, incidentally, is an Australian invention. Rescues by surf life saving boats number some 200 annually.

While the reel, line and belt equipment is the more generally known method of saving lives, the rescue by boat carries with it the greatest element of risk, as this method is usually necessary when it is impossible for the beltman to make his way because of high and dangerous seas.

One of the most thrilling surf boat rescues—

that by 'Rastus' Evans—has already been described. The most epic rescue by reel, line and belt took place on world-famous Bondi Beach on 6th February, 1938, when 300 people were trapped in a boiling sea through the sudden collapse of a sandbank. Within seconds a mass rescue which has never been surpassed was in progress.

Of this rescue one American observer, Dr. Marshall W. Dyer, said: 'There are no men in the world like your life savers. This is the greatest labour of love in the world. I have never seen anything like it.'

Apart from patrolling the beaches each weekend and on all holidays the clubs of the association hold regular surf carnivals with a view to

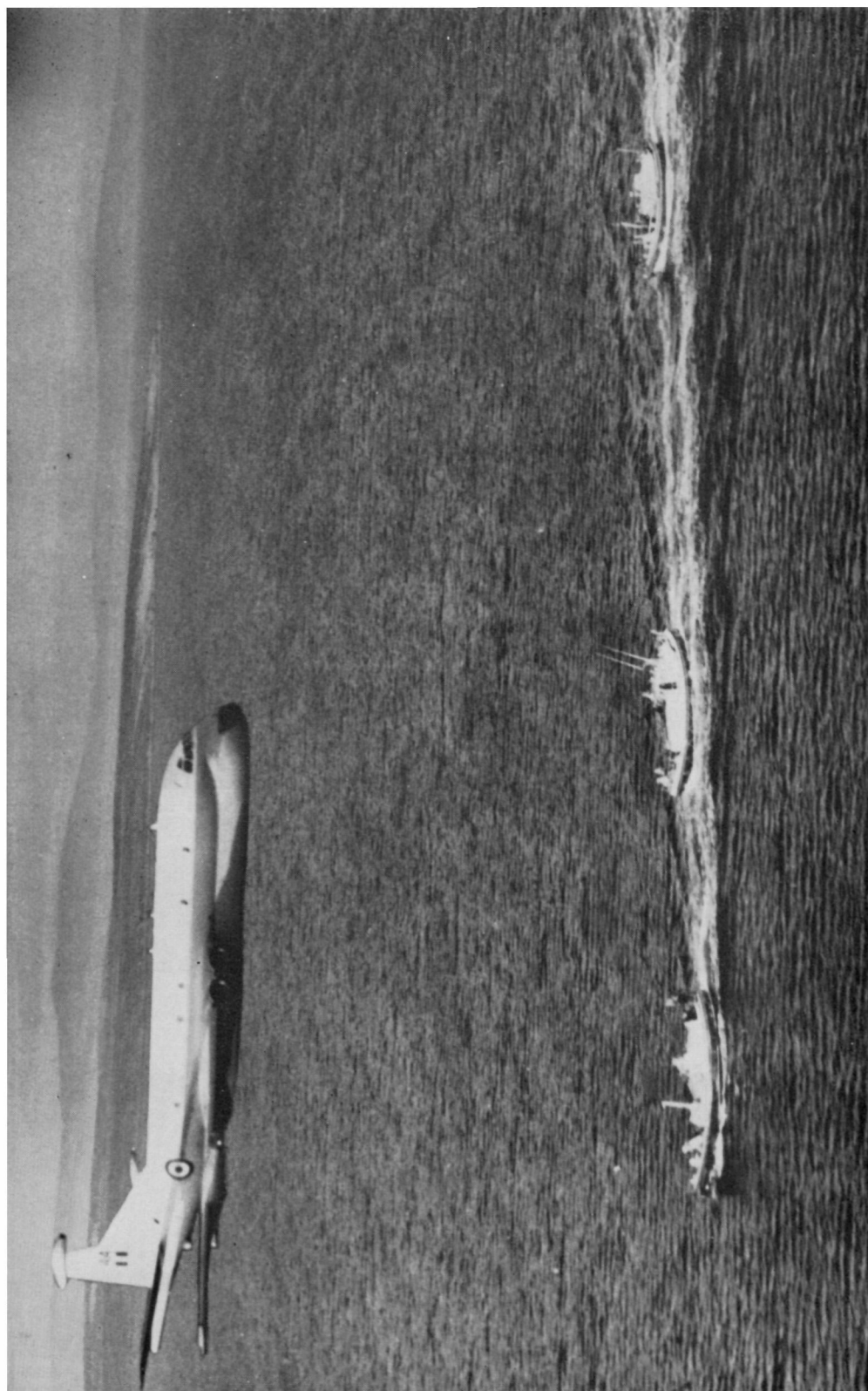
Continued on page 75

LIFE-BOAT QUIZ

Compiled by Grahame Farr with the help of members of the Life-boat Enthusiasts' Society

- 1—Which life-boat station is farthest from the shore?
- 2—Where are old life-boat houses now used as (a) a library, and (b) an aquarium?
- 3—Which station last used horses for launching?
- 4—Where were the first trials of a tractor for launching and which station first had a tractor on its strength?
- 5—Can you name the recipient, and the year, of the first R.N.L.I. medals—gold and silver?
- 6—Can you name the first recipients, and the year, of the first bronze medals?

[Answers page 91]



by courtesy of Scotpix

A Nimrod maritime jet aircraft of R.A.F. Strike Command flying over the Pentland Firth when the new Longhope life-boat (centre), which is a 48-foot 6-inch Solent, was escorted to her new station by (in the lead) 52-foot reserve life-boat *Hilton Briggs* and the ex-Thurso life-boat *Pentland* (Civil Service No. 31). The new Thurso lifeboat is also a Solent.

SURF SAVERS (from page 73)

keeping their members in condition, maintaining interest in the voluntary work, and seeking financial assistance towards the maintenance of their clubs.

Almost every weekend during the summer months thousands of people flock to the various beaches to watch these contests of skill, courage and endurance. All carnivals are conducted under strict amateur rules. Competitors pay an entry fee for the privilege of representing their club, and only nominal trophies are awarded.

These regular carnivals culminate at the end of the season with the Australian championships, at which representatives from all States and nearly every one of the 223 clubs participate. In some instances the competitors travel up to 2,500 miles at their own expense to bring honour and prestige to their club.

The blue riband event at these carnivals is the rescue and resuscitation competition—upon which the principles of the association are based. However, perhaps the most spectacular and colourful is the grand parade and march past of the club teams. In this event each club is represented by 15 men, who march behind colourful banners to the stirring music of a pipe band.

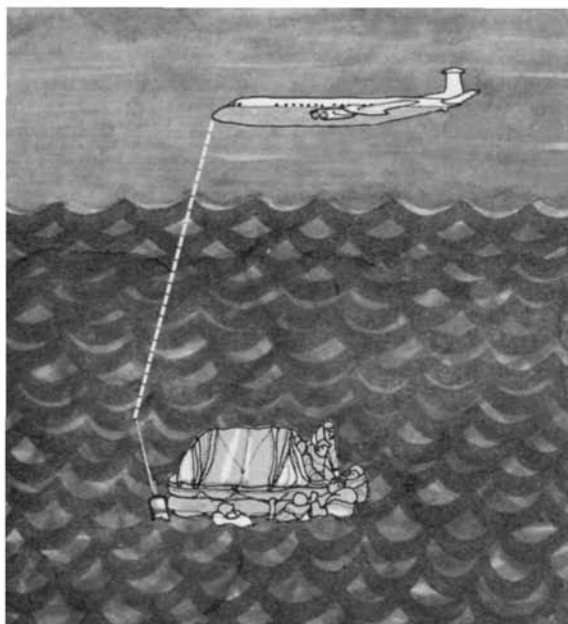
Surf life saving today is not only confined to Australia; indeed, some of the world's greatest surfers are to be found in New Zealand and South Africa. Similar associations are operating today in Ceylon, England, Channel Islands, South Africa, New Zealand, United States of America and Hawaii.

During the Olympic year in 1956 the opportunity was taken of inviting representative teams to Australia from other countries and 70,000 people saw them participate in carnivals at Torquay Beach, Victoria. Subsequently, the International Council of Surf Life Saving was established, and has since functioned very satisfactorily. Ideas are exchanged which lead to the betterment of the movement.

In March, 1961, an International Convention on Life Saving Techniques was held in Sydney. This convention, spearheaded by the Surf Life Saving Association of Australia, had the wholehearted support of all other humanitarian organisations as well as the medical fraternity.

PARIS MEETING

At the conclusion of the International Exhibition of Pleasure Boat and Navigation in Paris in January, Admiral Amman, president of the Société Nationale de Sauvetage en Mer (which corresponds to the R.N.L.I.), outlined the modernisation of their fleet. It now consists of 92 motor launches, 50 life-boats and 268 inflatable craft. These boats are spread over 271 stations.



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THE CENTRAL APPEALS COMMITTEE



by courtesy of Kentish Times Ltd.

THE C.A.C. is hoping to arrange a crossword puzzle for inclusion in the Journal. At the time of going to press plans had not been finalised but further details will be given in the July issue.

Many people gave up weekend time in November to help launch hundreds of balloons in a race on behalf of the R.N.L.I. Because of the postal strike it has not been possible to obtain from branches information as to the holders of the winning labels. Fuller details will, therefore, be given in the next number.

As this issue of THE LIFE-BOAT went to press the C.A.C. was looking forward to the national walk planned for Sunday, 18th April. The aim was to get 'The Youth of Britain Walking for the Life-boat'.

The C.A.C. is to organise a national sponsored swim in collaboration with the Amateur Swimming Association from which all proceeds will be given to the R.N.L.I. The swim will take place in clubs affiliated to the A.S.A. and is open to swimmers over seven years old. It is envisaged that the swim will take place throughout the summer ending at the end of December.

Balloons being launched during the large scale R.N.L.I. competition at the end of last year.

Fund-raising suggestions are welcome. If you have an idea write to Mr. R. N. Crumbie, chairman of the C.A.C., at 28 Chislehurst Road, Orpington, Kent.

Exmouth Centre

The Exmouth, South Devon, life-boat display centre took well over £2,000 last year. Mr. C. E. Chown, the honorary secretary, described it as a 'fantastic year'. There are also R.N.L.I. museums at Eastbourne, Sussex, and Whitby, Yorkshire, and display centres at Portpatrick, Wigtownshire, and Dunbar, East Lothian.

Shipowner's Tribute

Mr. Aristhomenis Karageorgis, of Piraeus, Greece, whose shipping company is Michil A. Karageorgis S.A., recently donated £500 to the R.N.L.I. through the Chilterns branch. This support from a Greek shipowner is most welcome. Last year the R.N.L.I. gave help to no fewer than 84 vessels from 17 countries overseas, saving 32 lives from them.



SHIPS' FIGUREHEADS

● I found 'Rover's' article about ships' figureheads in the January number of *THE LIFE-BOAT* most interesting but would challenge the suggestion that wood carving in this particular field is a thing of the past. When I was at this year's International Boat Show I saw figureheads and plaques carved by J. Whitehead and N. Gaches, woodcarvers, of New Road, Wootton, Isle of Wight.—Mrs. Jean Craven, Robert Street, Brighton.

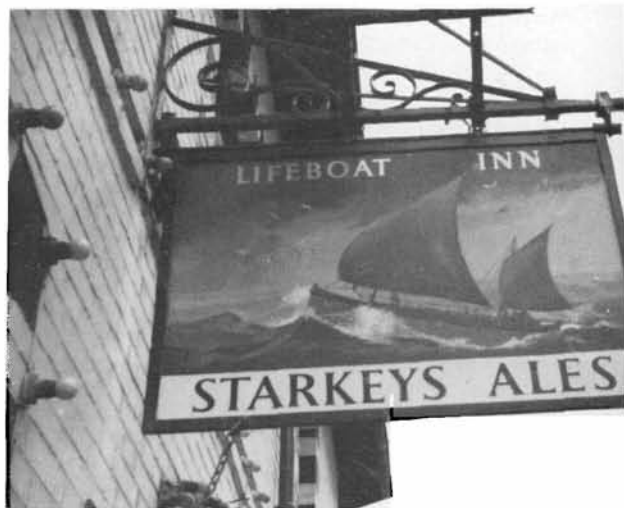
● Rover's informative article in your January issue was read with great interest but a little reservation over his assertion that figureheads are a thing of the past. Although it's certainly true that for some time they have been very much the exception rather than the rule we, as woodcarvers with a principal interest in marine work, are frequently requested to carve them. High among the more notable recent commissions would rank the figureheads for the Sail Training Association's schooners, *Sir Winston Churchill* and *Malcolm Miller*, the mermaid of Amazonian proportions that graces the bow of the luxury motor yacht *Romantica*, the whale figurehead of the schooner *Golden Cachalot* and the bow decoration for the giant trimaran *Green Lady*. The Hudson's Bay Company's *Nonsuch* replica must, however, take pride of place even though, to be exact, it had no figurehead it must surely be the most lavishly decorated craft to sail in British waters this century.

Currently we are working on the figurehead and stern carving for the Sea Cadet Corps' new brig *Royalist* and the Canadian brigantine *Pathfinder*. Quite a large proportion of our work goes abroad and the French three-masted schooner *Artimis*, the American-owned *Cruz del Sur* and the Caribbean-based schooner *Jolly Roger* have been fitted with figureheads carved in our workshop.

As a general observation on current trends it would appear that the anonymity of the mass

produced fibre-glass hull and the regaining popularity of the graceful clipper bow has been responsible for a renewed interest in bow decorations for smaller craft. Pride of ownership and the desire to establish individuality is indeed bringing figureheads back.

Mention of the practice of fastening old



by courtesy of Grahame E. Farr

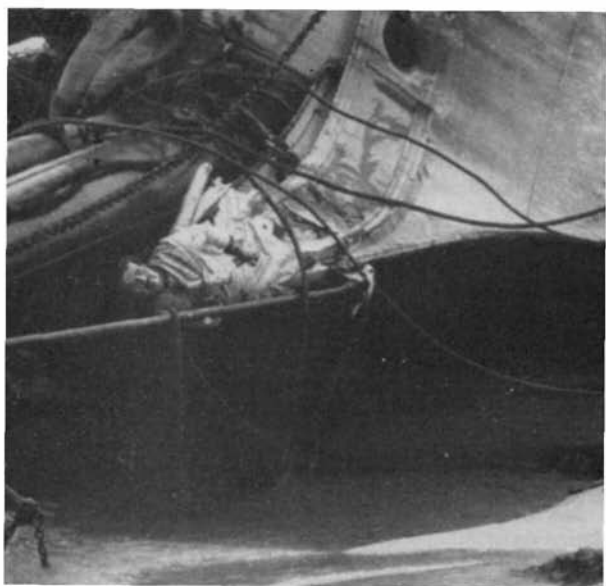
LIFE-BOAT INNS

The R.N.L.I. is anxious to trace as many life-boat inns, or inn signs depicting life-boats, as possible. The co-operation of readers is therefore requested. At Teignmouth, Devon, for example, there is the Life-boat Inn (see picture). At Christchurch, Hampshire, there is the Ship in Distress showing a life-boat making for a wrecked vessel. Behind the picture, however, is another story. The inn was once associated with smugglers and the innkeeper in those far-off days was Mother Sellers. Apparently she helped smugglers hide their contraband and often gave them refuge when revenue officers were in the district.



Mr. J. Whitehead and the mermaid figurehead of Amazonian proportions carved for the m.y. *Romantica*.

figureheads to boatshed walls reminded me of seeing a fine example mounted over the doorway of the life-boat station at Auderville in Northern France. Possibly it came from a victim of the Alderney Race the station watches over.—*N. Gaches, J. Whitehead and N. Gaches, New Road, Wootton, Isle of Wight.*



● 'Rover's' article in praise of ships' figureheads in your last issue reminds me that when I was a girl in the Great War a sailing vessel named the *Trifolium* was wrecked at Land's End in, I think, 1914. She was adorned with a very fine figurehead and one wonders what became of it.—*Mrs. Sarah Jones, Plymouth.*

The Trifolium was driven ashore on 18th March, 1914, and the picture (see below) of the bow of the vessel was sent to the R.N.L.I. in 1940 by Mrs. Laura Moss, of Hillcrest Avenue, Truro, Cornwall.



The R.N.L.I. issues three medals—in gold, silver and bronze. The reverse shows three men in a life-boat, one of whom is in the act of rescuing an exhausted man from the waves. It is inscribed 'Let not the deep swallow me up'. The obverse shows a bust of Lieut.-Col. Sir William Hillary, Bt., founder of the Institution.

LIFE-BOAT MEDALS

● Would you please give particulars about the medals awarded by the R.N.L.I. for acts of bravery.—*F. Crane, Portsmouth.*

The Institution's standards for awarding medals are as follows: (a) the gold for an act in which outstanding courage, skill and initiative have been shown or altogether exceptional courage, (b) the silver for an

The figurehead carried by the Trifolium when she came ashore at Land's End in 1914.

by courtesy of Larkin Bros.

act of outstanding merit, (c) the bronze for an act of conspicuous gallantry and courage. Medals are suspended by a bar formed of two dolphins, and the ribbon is blue corded silk. The first gold medal awarded by the Institution was made on 10th July, 1824, for gallantry in saving life from a Swedish brig which was wrecked off Christchurch, Hampshire, the recipient being Captain Charles Howe Fremantle, R.N.

LIFE-BOAT NUMBERS

● Retired life-boats are often in the news. If renamed and much altered how can the history of an ex-life-boat be traced?—*Peter Wilkins, The Quay, Poole, Dorset.*

The builder's number may be visible on the starboard side of the stem. The official number can usually be seen on the transverse beam.

ROYAL VISITORS

The Duke of Kent, President of the R.N.L.I., visited the headquarters of the life-boat service at 42 Grosvenor Gardens, London, on 11th March. During his tour of the building the Duke of Kent visited all departments and met members of the staff. Earlier he had discussed the work of the R.N.L.I. with members of the Committee of Management. In the photograph (right) the Duke of Kent is pictured with (left to right) Captain Nigel Dixon, R.N., Secretary of the R.N.L.I., Lieut.-Commander W. L. G. Dutton, Chief Inspector of Life-boats, and Admiral Sir Wilfrid Woods, Chairman.

The photograph below shows the Prince of Wales at the helm of B-3 inflatable craft during a visit to Atlantic College, St. Donat's Castle, Glamorganshire, where he was shown a number of similar experimental boats. He made a 35-minute trip in the Bristol Channel in rough weather.

by courtesy of Press Association and Atlantic College.





by courtesy of East Anglian Daily Times

GEORGE CRABBE'S BOROUGH

by A. W. Hawkes

THE Suffolk Aldeburgh ('Aldeburc' of Domesday)—to which we must add 'on sea' to distinguish it from other Aldeburghs, of slightly different spellings, in Norfolk and Essex—lies right on the coast of the North Sea, four miles east of the main London to Yarmouth road.

It consists mainly of two streets, each a mile long and parallel to each other, more or less at sea level, which contain the business and shops of the town. Looking down on this from the inland side is the higher residential area, reached on foot by two long flights of steps between the shops and commanding wide views of the open sea. One of these flights is known as the Town Steps and halfway up stands a reminder of the town's ancient water supply in the shape of an iron pump, cast in 1840 at the nearby foundry of Newson Garrett of Leiston.

For centuries Aldeburgh has waged a losing battle with the sea, in the course of which several streets have disappeared beneath the waves. Between 1767 and 1779 a number of disasters of this sort occurred, one carrying away a whole street and 11 houses in a single tide, including

Mr. A. W. Hawkes, the author of this article, pictured in his workshop at Waldringfield, Suffolk. No matter what is afoot—agricultural shows, flag days and so on—Mr. Hawkes can be relied upon to go almost anywhere and to tackle almost any fund-raising scheme.



the cottage where George Crabbe (1754-1832), the Aldeburgh poet, was born, to which he refers in the following lines:

*Till some fierce tide, with more imperious sway
Sweeps the low hut and all it holds away.*

Much the same applies to Slaughden Quay a mile and a half to the south of the borough, and again Crabbe refers:

*Yon is our quay where smaller ships from town
Their various wares for country use bring down.*

In times gone by this was a busy port containing many warehouses and boatbuilding yards, also the Three Mariners Inn where the boatbuilders quenched their thirst and the smugglers foregathered. Many a tale is told of any unfortunate preventive officer who happened to arrive when business was in hand and had his head pushed down a rabbit hole and a stake driven between his legs to keep him quiet until the contraband was safely conveyed inland.

Today Slaughden contains a few longshoremen's huts, the headquarters of the Aldeburgh Yacht Club and a number of yachts riding at their moorings in the River Alde, in place of the working boats which wended their way up the treacherous tideway to Snape Maltings, now the home of the Aldeburgh Festival, rebuilt after the disastrous fire in 1969.

It is here at Slaughden that the river almost enters the sea, but is turned inland by Havergate Island, which is virtually a shingle bar several miles long—a feature of the east coast rivers caused by the southward tidal drift—and a breeding ground for avocets and numerous other sea birds. Thereafter the river wanders south, inside this bar, past Orford where it



by courtesy of Clarke & Son

A Victorian studio picture—'snow' is falling—of Coxswain James Cable, the Aldeburgh life-boatman, who once retorted to a pessimistic onlooker: 'We don't have to come back—but we have to go out'.

Slaughden, a mile and half south of Aldeburgh, Suffolk, was once a busy port. In the late 1950s, when this photograph was taken, the longshoremen there were advertising their various skills by means of painted signs.





Pray for us . . .

becomes the Ore, eventually meeting the sea at Orfordness.

High upon the hill at the town's approach from inland stands the Church of Ss. Peter and Paul with a ring of six bells and a large gilt-faced clock. Immediately inside the main door is a beautiful beaten copper panel in memory of the seven life-boatmen who lost their lives in the 1899 disaster to *The Aldeburgh*, and in a quiet corner of the churchyard is an awe-inspiring monument overshadowing the seven crosses raised to these brave men. Inside the church there is also a bust of George Crabbe sculptured by Thurlow of Saxmundham.

Nearer the sea and at the north end of the town stands the Moot Hall (open to the public), a fine two-storey building of flint and brick approached by an outside staircase. In the south wall is a recess which originally contained the town stocks, and on the gable above is a very fine sun dial bearing the legend '*Horas non numero nisi serenas*'. Inside is a veritable museum of many of the borough's treasures with photographs of past Mayors and life-boat coxswains including James Cable (1851-1930), whose book *A Lifeboatman's Days . . . Told by Himself* has recently been reprinted. The collection of ancient maps includes one which shows the sea in 1559 as being 10 times further from the Moot Hall than it is at the present day!



Pray for us . . .

At the lower end of the main street stands the ancient Custom House where George Crabbe's father was employed as a collector of salt dues and other customs. Across the street a couple of passages between the houses lead to the Crag Path, so named from the coralline crag upon which the town stands. This path runs the entire length of the beach for two miles and serves the

purpose of a sea-front promenade—but let anyone refer to it as a promenade at their peril!

It is flanked by houses and hotels with many pleasing types of architecture on the landward side. To seaward, the encroachment of the sea has been halted by a stout concrete wall. At the south end of the path stands the new and up-to-date Coastguard station, and a little to the north of this are the two look-outs built in the last century by the pilots; one of these is still in use as a look-out, the interior walls being covered with photographs and newspaper cuttings about local life-boats.

In a clearing between the fishermen's huts, the drawn-up boats and the fishing gear, on its launching platform stands the life-boat *Alfred and Patience Gottwald*, a 42-foot beach type boat, 17½ tons, built in 1959.

There has been a life-boat station at Aldeburgh since 1824, indeed Aldeburgh was one of



Pray for us . . .

the first stations opened, and has a fine record of nearly 500 lives saved. The honorary secretary of the local branch, Mr. David J. Owen, is also the Town Clerk of the ancient borough whose coat of arms is a replica of the town seal of the charter granted in 1561 and shows a mediaeval ship in full sail with the St. George's Cross on the foresail and a lion rampant on the mainsail.

Members of the life-boat crew under Coxswain Reuben Wood are drawn entirely from the fishing fraternity and are ready to give a good account of themselves whenever their services are needed. Many are the stories told of the life-boats and their coxswains, not the least being James Cable who at a launch on a particularly stormy night was advised by an onlooker not to make the attempt as they would never get back. Retorted James Cable, the coxswain: 'We don't have to come back—but we have to go out!'

Aldeburgh also boasts a strong and efficient ladies' life-boat guild whose members, beside the normal functions, provide refreshment for crew and rescued on the life-boat's return from service.

The sailor's medallion reproduced on this page—it was found on the Suffolk coast—is inscribed 'For God And Our Sailors—Pray For Us'.

New Year Honours

The R.N.L.I. received recognition in the New Year Honours, one award going to an official at the London headquarters and two to a coxswain and a second coxswain.

M.B.E.

● Mr. John R. Atterton, deputy secretary of the R.N.L.I., was born in Newcastle-upon-Tyne in 1919 and spent the early part of his life in Spain. With the advent of the Spanish Civil War he and his family returned to England and in 1936 he joined the Institution's staff as a junior clerk. Since then, except for the war years when he served with the Royal Signals, he has held several appointments. Mr. Atterton has visited many stations and branches and is keenly interested in the international side of the work of the Institution.



Coxswain
Harold J. Hayles.

B.E.M.

● Coxswain Harold J. Hayles has been coxswain of the Yarmouth, I.o.W., life-boat since 1952, having previously served as second coxswain from 1944 and as bowman from 1937. He first joined the crew in 1933.

● Second Coxswain Henry Philcox of the Shoreham Harbour life-boat holds the joint appointment of second coxswain and motor mechanic, having served as mechanic for 31 years. He previously served as assistant mechanic from 1936 to 1938 and was appointed second coxswain in 1968.

Deaths

One of the R.N.L.I.'s most famous life-boat mechanics, Mr. Henry W. 'Swank' Davies, of Cromer, died in January. As mechanic, it was his work with the engines which enabled some of the daring manoeuvres to be attempted—and made successful—in the days of Coxswain Henry Blogg who won the Institution's gold



by courtesy of PA

Mr. John R. Atterton, deputy secretary of the R.N.L.I.

medal for bravery three times. Mr. Davies gave 44 years' service to the local life-boats.

With the passing a few weeks ago of Mr. Jack Hawkes, of Ramsgate, the R.N.L.I. has lost one of the few remaining life-boatmen who could claim to have taken part in the evacuation of Dunkirk in 1940. He was among the crew of the Ramsgate life-boat when she voyaged into 'the jaws of hell' to rescue troops under enemy bombardment. On 6th February the ashes of Mr. Hawkes—he was 84—were scattered on the waters near the long line of surf that marks the Goodwin Sands.

Mrs. Bella Mattison, the famous Cullercoats fishwife, who raised more than £8,000 for the R.N.L.I., died in early January at the age of 92.



Mrs. Bella Mattison.

*by
courtesy of Alex Dellow*

She started collecting for the life-boat service in 1922. Mrs. Mattison, who left 10 grandchildren and 21 great-grandchildren, was known nationally and internationally for her life-boat work and met most members of the Royal Family.

The death is recorded of Mr. T. Hall, a former Amble coxswain, who served as boat's officer for 16 years. He was 75.

A link with the Aldeburgh life-boat disaster of 7th December, 1899, has been broken by the death of Mr. P. H. Thorp. He was the last surviving member of the crew associated with the Aldeburgh life-boat of 1899.

A Nimrod jet aircraft of No. 201 Squadron,

R.A.F. Strike Command, committed the ashes of the late Air Chief Marshal Sir Arthur Murray Longmore, G.C.B., D.S.O., a former member of the Committee of Management of the R.N.L.I., to the sea in Alum Bay, I.O.W., on 3rd January. Sir Arthur, who was associated with the R.N.L.I. for many years, was a pioneer airman with links going back to the very beginning of Service flying in this country. He was 85.

taken by Rear Admiral G. P. D. Hall, D.S.C. Rear Admiral Ritchie was associated with the committee for five years.

LIFE-BOAT WORKERS HONoured

THE Royal National Life-boat Institution announced in January awards to voluntary workers who have devoted their time and energies to the life-boat service.

Highest award in the list, that of honorary life governor, given only for exceptionally long and valuable service, is being accorded to Air Marshal Sir Brian Baker, K.B.E., C.B., D.S.O., M.C., A.F.C., of Howard Place, St. Andrew's, Fife.

Sir Brian, who has supported the R.N.L.I. for more than 50 years, was appointed honorary secretary of the Institution's St. Andrew's branch in 1952 and six years ago was awarded the Institution's silver badge.

The next highest award, a bar to the Institution's gold badge, has been awarded to Mrs. Peggy Hamley-Rowan of Fulham Road, London, who has been honorary secretary of the East Sheen and Barnes branch for 31 years and who has helped raise increased sums of money locally. She was awarded an R.N.L.I. gold badge in 1961.

GOLD BADGES

Gold badges, awarded to honorary secretaries of life-boat stations, financial branches and ladies' life-boat guilds after 25 years' service, or less in exceptional cases, have been awarded to 11 voluntary workers. These include:

Miss V. S. Bennion of Bexhill-on-Sea, chairman of the Bexhill guild for four years out of a total of 22 years' service to the R.N.L.I.

Major Norman Dugdale, M.C., of Roker Park Terrace, Sunderland, honorary secretary of the Sunderland life-boat station for 24 years.

Mrs. Serena Fair, of Dungeness, Romney Marsh, has been a launcher at Dungeness for 51 years—since she was 14 years old—and is now senior life-boat launcher.

Mr. H. B. Fleet, of North Down Park Road, Margate, for around 20 years has been prominently associated with the work of the Margate branch of which he has been honorary secretary since 1961.

Dr. W. J. Guild, B.Sc., Ph.D., of Grange Loan, Edinburgh, for more than 30 years has keenly supported the R.N.L.I. He became a member of the Edinburgh Committee in 1953 and a member of the Scottish Life-Boat Council in 1959. He has made several films about the Institution's activities.



by courtesy of Sunderland Echo

The Rev. V. Roy Brain baptising Sally Jane aboard the Seaham life-boat.

Baptised at Sea

In December Sally Jane, the third child of Mr. Anthony Warnock, the mechanic of the Seaham life-boat, and Mrs. Kathleen Warnock, was baptised aboard the local life-boat.

With Coxswain Arthur Farrington at the wheel, Mr. Warnock at the engine controls, and the Vicar of St. John's Church, Seaham, the Rev. V. Roy Brain, aboard, the life-boat bore Sally Jane to a point half a mile from shore where the boat heaved to for Mr. Brain to baptise the baby with water from an upturned ship's bell, which was used as a font.

After the ceremony, which was attended by the child's mother, Mrs. Farrington and Mrs. Cecilia Murley, wife of a crew member, who were the godparents, the life-boat landed Sally Jane and continued on its practice run.

Note: The young lady also received a silver christening mug. It was presented on behalf of the crew by one of their number, Mr. Raymond Riddell.

RETIREMENT

Rear Admiral G. S. Ritchie, C.B., D.S.C., Hydrographer of the Navy, retired in February and his place as ex-officio member of the Committee of Management of the R.N.L.I. is being

Dr. E. Clifton Johnson, M.R.C.S., L.R.C.P., of High Street, Walton-on-Naze, a local branch committee member and honorary medical adviser since 1936.

Mr. J. S. Ling, of Borrow Road, Oulton Broad, Lowestoft, honorary secretary of the Great Yarmouth and Gorleston life-boat station since 1952. Mr. Ling has a total of 25 years' service with the organisation.

Mrs. J. M. Lucas, of Longbridge Road, Barking, has been honorary secretary of the Barking branch for 21 years and was previously local 'life-boat week' organiser for two years.

Miss G. L. McCarter, of Lurgan, County Armagh, secretary of the local branch for 22 years and an honorary worker for several years before that.

Mrs. D. M. Gonigle, of High Street, Norton, Teesside, a member of the Stockton-on-Tees branch for more than 40 years, assistant secretary between 1933-42 and honorary secretary for 28 years.

Mr. John Sinclair, M.B.E., of Millers Lane, Thurso, Caithness, during a long association with the R.N.L.I., has been station chairman at Thurso for 21 years.

SILVER BADGES

Silver badges—awarded to financial branch and ladies' guild honorary secretaries after 10 years' service and to others in exceptional cases—are being presented to 51 workers in Great Britain and Ireland. Further awards, including commemorative statuettes, have been approved for 20 other voluntary workers.

Mrs. M. Appleby-Matthews, Tamworth; Mr. F. Bell-Scott, M.B.E., Birmingham; Miss E. M. Black, Isle of Arran; Mrs. C. Bradley, Rochester; Miss M. H. P. A. Cameron, Lundin Links; Mrs. I. D. Campbell, Ardrossan; Mrs. T. Campbell, Kilmarnock; Mr. J. C. Corin, Coverack; Mrs. M. J. Coughtrie, Glasgow; Mrs. D. E. Davis, Walton and Frinton; Miss L. Ennis-Woods, Howth; Mrs. P. L. Foster, Tadworth; Mr. R. Fraser, Aith; Mrs. M. Goodbody, Limberick; Mrs. E. Grieg, Conisbrough; Mrs. L. Guillemette, Guernsey; Mr. S. Harford, Bushey and Bushey Heath; Mrs. T. Hislop, Doncaster; Mrs. W. A. Innes, Horley; Mrs. P. Irvine, Dublin; Mrs. P. E. Jennens, Solihull; Mrs. C. Emlyn Jones, Cardiff; Mr. J. C. Kennedy, Newquay; Miss E. M. Killick, Bexhill; Mrs. H. F. Lambourne, Sutton Coldfield; Miss L. E. Lynes, Bournemouth; Mr. M. C. McAvoxy, Caister; Mrs. L. McDermott, Cheltenham; Mrs. A. McKnight, Dun Laoghaire; Mrs. A. McMullan, Howth; Mrs. N. G. Mitchell, Dewsbury; Mrs. R. Pepper, Pulborough; Mrs. G. B. G. Potter, Boxmoor and Hemel Hempstead; Mrs. T. Purdy, Aylsham and District; Miss A. L. Read, Worthing; Mrs. T. L. Richards, Malmesbury; Mrs. L. Rigby, Silloth; Mrs. J. E. Roberts, South Caernarvonshire; Mr. H. Morris Roberts, Aberystwyth; Mrs. D. L. Simons, Welling; Mrs. F. Simpsons, Leven; Mrs. E. Spiro, Dun Laoghaire; Mr. C. R. Tilson, Leix Co.; Mrs. I. M. Warran, Welling; Mr. R. P. Weeden, Twickenham; Mr. T. J. Wellingham, Dartford; Mrs. S. W. Whateley, Bude; Miss E. Whitlam, Beverley; Miss G. S. Wilkinson, Durham City; Mrs. M. D. Willan, Shaw and Crompton.

STATUETTES

Mrs. M. R. Auckland, Scarborough; Mrs. H. Forcer Evans, Anglesey; Mr. M. Long, Dingle; Mrs. D. M. MacDonald, Watton; Mr. and Mrs. S. E. Maddox, Dungeness; Mrs. T. F. Miles, Cardiff; Mr. G. Pitts, Birmingham; Mr. W. F. Smith, Seaham; Mrs. E. C. Stott, Barnsley; Tottenham Rotary Club, Tottenham; Mr. W. F. Cormack, Lockerbie; Mrs. J. C. T. MacRobert, Paisley; Mr. F. Patterson, Anstruther; Mrs. I. Stevenson, Dunbar; Mrs. J. W. M. Wright, Isle of Arran.

BINOCULARS

Captain A. Mackay, Stornoway; Mr. C. A. Perry, Clacton.

BAROMETER

Captain Anderson, Anstruther; Mr. R. Oxley, Walton and Frinton; Captain J. Stevens, St. Ives.

CHAIRMAN'S LETTER

Mr. T. F. Bevan, Lynmouth; Mr. S. F. Collings, Newquay; Mrs. G. Drewett, Dartford; Mr. R. P. Jenkins, Coulsdon, Kenley and Purley; Mr. H. P. Mathew, Herne Bay; Mrs. Metcalfe, Sidcup; Miss M. G. Newman, Chipperfield; Mr. L. Pengelly, Swansea, Mumbles; Mrs. E. Sykes, Moelfre; Miss C. W. Lowsley Williams, Tetbury.

STATUETTE AWARDS— PUBLIC RELATIONS

Miss B. Baxter, BBC Television; Mr. G. B. Bayes, Flamborough; Mr. J. McAnthony, Dublin; Mr. H. L. Prynne, Salcombe.

SHEEP ROAST RECIPE

When Mrs. Nova Gourlay, of Portling, Colvend, Kirkcudbrightshire, arranged a sheep roast in aid of the R.N.L.I.—it made £140—the arrangements were as follows: 'We held it at our farm and had a dance in the barn. My husband and a friend made an automatic electrically driven spit and we roasted a 52 lb. lamb over smokeless fuel donated by the local coal merchant. The men did all the cooking on the night and the local butcher boy and a London surgeon did the carving. We also had a lamb donated and cooked this in the oven earlier. We provided sausages and onions and also lamb and mint sauce and bread rolls. We had a late licence until 1 o'clock and the bar was set up in the tractor house. The tombola and raffle were supported with many wonderful gifts from local people. About 200 people came on 12s. tickets.'



YLA SECTION

INTERNATIONAL BOAT SHOW

Three hundred and twenty-one new members enrolled at the Association desk at the International Boat Show. This was an encouraging start for the New Year and it was particularly gratifying to note that over 80 per cent of our new members became covenanted subscribers. The Association is greatly indebted to the volunteers who worked on the stand throughout the show.

BELFAST BOAT SHOW

Over 40 new members enrolled at the Belfast Boat Show in February and we hope that this will be the prelude to a larger number of enrolments at the Dublin Boat Show in the first week of March.

POSTAL STRIKE

We are sure that new members will forgive our inability to despatch membership cards and copies of the R.N.L.I. Journal. We have also been unable to despatch notices about renewals of subscription or to issue 1971 mem-

bership cards to those who pay their subscription by bankers' order. Fortunately for the R.N.L.I. subscriptions by bankers' order have not been affected by the postal strike, and we would urge our cash subscribing members to make use of the bankers' order form on the reverse of the renewal notice.

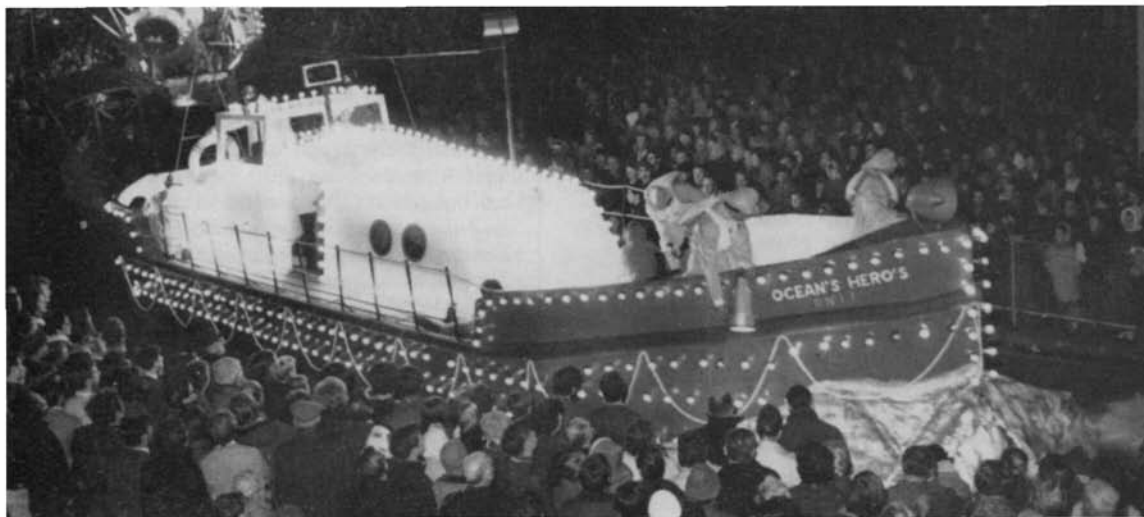
Apart from the January Journal over 1,000 letters are waiting to be posted and we hope that these will have reached their destination long before the April Journal is issued.

MEMBERSHIP

At the end of February the Association enrolled member No. 6776. Unfortunately the flow of new members during February was adversely affected by the postal strike. Every

This impressive carnival float—it depicts a 48-foot 6-inch class of life-boat—was a big attraction at the end of last year at the Bridgwater, Somerset, carnival. It was entered by Mr. D. B. Frost of the Black Horse Inn, Bridgwater.

by courtesy of Hess Pictures



member can help to offset this reverse by recruiting at least one new member in March/April.

INSIGNIA

House flags—The new Association house flag (8 inch hoist) in gloralite-nylon was much in demand at the Boat Show. This is a properly sewn flag and displays the new emblematic design in which the lettering and beackets on the life-belt are omitted. We still have a fair stock of the old pattern house flag in the two large sizes—12 inch and 16 inch hoist—but will eventually replace these with the new pattern.

Dinghy bow plates—Orders have been placed for a supply of bow plates 4 inches × 6 inches with the Association emblem in colour. These plates are made of pliable nitrile material and provided one of the recommended adhesives is used, they can be affixed to inflatable g.r.p. or wooden dinghies. Bow plates will be available to full members of the Association at 50p per pair, postage free. Adhesive is *not* supplied with the plates as postal regulations do not permit acceptance of this material.

Insignia prices—The Association has been obliged to revise its price list in order to cover increased costs. The price list is included in the 1971 enrolment form and members are recommended to use this form when ordering insignia.

WINTER PROGRAMMES

Secretaries of sailing clubs interested in arranging for a talk on the life-boat service and showing of films during the 1971/72 winter are invited to apply to the Association. The current winter programme has included talks for the Gerrards Cross sailing club, the Royal Western yacht club of England, the Gravesend yacht club, the Hornet naval club and the Hampshire Constabulary sports and social club.

YACHT CLUBS AND THE R.N.L.I.

While we appreciate that club funds are primarily for the purpose of providing facilities for members, many clubs make an annual donation to the Institution which is most grateful for this support. There are some new ideas for clubs interested in raising money for the Institution and details may be obtained from

CLASSIFIED ADVERTISEMENTS

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the Association on application.

In this context we should give special mention to the Granton/Kirkwall race being organised by the Forth Corinthian yacht club. The course is Granton, north about Fair Isle to Kirkwall in Orkney, starting at Granton on 2nd September, 1971. This club is most generously donating all the entrance fees for the race to the R.N.L.I.

UPPER THAMES

Y.L.A. members on the Upper Thames are invited to support the annual regatta of the Twickenham branch of the R.N.L.I. on Sunday, 27th June. There will be a Y.L.A. stand at the regatta and members interested in the formation of an Upper Thames branch should contact the stand or Mr. J. R. Needham, 'Ellon', 123 Mount Park Road, Eastcote, Pinner, Middlesex (Tel. Ruislip 74834).

Will all members please note that the Y.L.A. office is now at 29a Castle Street, Salisbury, Wiltshire (Tel.: Salisbury 6966 (STD 0722)).

YLA tow lasted 14 hours

ON 28th July a Y.L.A. member, Mr. Fordyce, of Bedford, Middlesex, on passage in his m.y. *Gay Maureen* from Holland to Ramsgate, came to the assistance of m.y. *Mocatta* off the West Hinder light vessel. *Mocatta's* engine had seized up and *Gay Maureen* towed her into Ramsgate in the teeth of a south westerly force 5 to 6. We congratulate Mr. Fordyce on a fine feat of seamanship in persevering with the tow for 14 hours. In spite of the tow rope breaking on two occasions, Mr. Fordyce did not give up.

Mr. Swanson, the owner of *Mocatta*, subsequently sent a donation to the Institution at the suggestion of our member who refused himself to accept any payment for the service. Mr. Swanson, who did not give his address, wrote: 'As he was flying your Y.L.A. flag, you should be very proud. I had no radio and the sight of *Gay Maureen* was the most wonderful sight my wife and children have ever had.' If any member knows *Mocatta's* skipper perhaps he would let us know his address so that we can invite Mr. Swanson to enrol as a Y.L.A. member.

Y.L.A. member Captain F. A. Ward, of Chichester, who worked at the International Boat Show as a Y.L.A. recruiting officer, writes: 'I wonder how many of us yachtsmen—and with that I include small-boat owners who go outside harbour—ever stop to think how lucky we are. Don't we usually take for granted that no matter what happens at sea, if we need it, help will be sent to us? Whatever the weather, so long as one has the means to attract attention,

the comforting thought is there that the Coastguard and the R.N.L.I. will spare no effort to come to our assistance.

'This was brought home to me a few weeks ago when I had to deliver *Arctic Star*—a 32-ft. life-boat conversion—from Wakering to Southwold. There was a strong north west wind blowing but so long as we could keep close inshore the owner, his engineer friend and myself were fairly comfortable.

'We left at noon on 16th November and by midnight were approaching Southwold when our motor stopped. Several times we managed to restart it but finally it packed up altogether. We thought at the time we'd picked up a net or buoy rope. There seemed nothing we could do but call for help so we sent up a double rocket. Within a few minutes someone signalled us 'Coastguard informed' and 30 minutes later Southwold IRB came out to us. She was too small to tow us but went back into harbour and called out the Lowestoft life-boat.

'Despite the heavy seas breaking on Southwold bar they returned at 2.30 a.m. to tell us help was on the way and stood by until their colleagues arrived and took us in tow. We were moored up in Lowestoft by 4.45 a.m. on 17th November, cold, tired, but safe. The 2 a.m. weather forecast for our area gave wind veering to north east force 7-8 and we could have been in real trouble had we not been helped into harbour when we were.

'On a previous occasion, just after the war and before navigational aids had been replaced, I had to run my ship ashore near Bognor Regis after we'd struck the Owers bank at low water Springs. Unknown to us until the next day a pipe had been fractured well below the water line and it was not until water was over the stokehold and engine room plates that anyone realised what was happening. By then it was too late. The pumps became choked by coal and ashes from under the boilers and, as the ship was fast filling up, I had no option but to head for the nearest beach and we grounded about 10 p.m.

'The Coastguard at Middleton-on-Sea alerted the Selsey life-boat and they found us about midnight. The black night, shallow water and heavy seas now worsened by the ebbing tide made approach to the stranded vessel very difficult—something I regret to say I didn't appreciate at the time.

'But, by anchoring to windward she was able to drop down alongside and, one by one, my crew including the stewardess were helped aboard. Weather was too bad to permit entering Littlehampton and the life-boat had to make the long journey to Newhaven to land my crew.

'The fact that I and my bosun remained on board and the vessel eventually—three months

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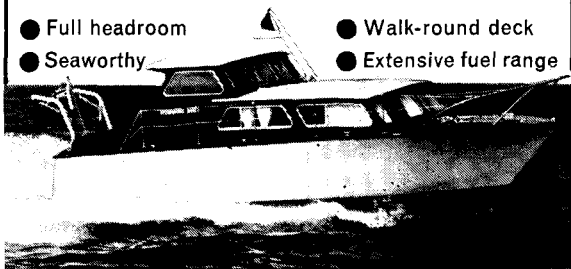
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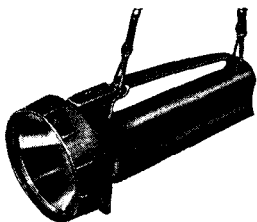
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and many thousands of pounds later—refloated does not detract from the skill and courage shown in approaching *Kaida* on that stormy night. Had my ship gone down offshore or broken up I doubt if any of us would be alive now. Daylight revealed two continuous lines of anti-invasion traps of tubular steel between us and the shore and no one could have got through them in that storm without being killed or terribly injured.'

The following routine note sent to the Y.L.A. by Mr. P. M. L. Wenham (membership number 4447-F) is a good example of lending a hand at sea, an added point in this case being that the skipper had only taken over *Greentail* early in August: 'We had left Dartmouth at noon on 26th August bound for Exmouth. Three to four miles south east of the entrance a sloop *Sea Charm* hailed us asking if we would stand by *Sweet & Low* hove to seaward having lost her rudder while she sailed back to Dartmouth to arrange for a tow. We were having a splendid sail, wind E'ly force 4.

'At 3.15 p.m., as there was no sign of a tow coming out, we passed our kedge warp instructing that it be made fast to their main anchor which had three fathoms of chain and a warp and then to pay out some 15-20 fathoms. This made a good spring and after they had downed sail we set course for Dartmouth on a broad reach with our own engine idling so we would keep control should there be any lull in the wind. At 4.45 p.m. we lowered sail abeam of Dartmouth Castle and moved under power with a shortened tow taking *Sweet & Low* to her mooring on the trots above Kingswear.'

In the October, 1970, issue of THE LIFE-BOAT, Mr. Alasdair Garrett, secretary of the Y.L.A., described how while sailing from the continent bound for the Solent he gave a tow to a small decked fishing vessel off the Brittany coast. Aboard the casualty was the owner's daughter Françoise Morizur and friend Alain Levenec. Recently Mr. Garrett was invited to attend the wedding of the couple.

SOME WAYS OF RAISING MONEY

The Public Relations Officer of the R.N.L.I., Mr. Patrick Howarth gave readings from his autobiography in verse, 'Play Back a Lifetime' at the George Hotel, Beaconsfield, on 5th February. It was the world première and the proceeds from the reading—over £50—went towards a radar set for the Valentia, Kerry life-boat.

In forwarding to the R.N.L.I. a cheque for over £142, the Droitwich ladies' life-boat guild explained that the money was collected as a result of a sponsored swim by the Droitwich Dolphin Swimming Club.

So numerous were the requests for a cutting from a beautiful specimen of a busy lizzie plant (dark red), which adorned the reception office counter of the Humberston Fitties holiday camp, that the wife of the honorary secretary of the Humberstone IRB station decided to take cuttings, pot them and offer for sale in aid of station funds. A total of just over £7 was raised in this way 'before the original plant finally capitulated and died for the worthy cause'.

During the past four years the head barman at the Pomme d'Or Hotel in St. Helier, Channel Islands, has been raffling fluffy animals for the benefit of the life-boat. Toy animals are donated by a local toy shop. In the first year Mr. George Harrington, the barman concerned, collected in the region of £250. Last year the R.N.L.I. received over £800.

When the Theatre Royal, Windsor, staged 'Aladdin' at Christmas, a character in the pantomime was 'transformed into collecting for the life-boat service for the rest of his stage performance'. Collecting boxes were provided for the event.

Mrs. Mary Bunce, of Lloyd Road, Taverham, Norwich, allowed her painting of Captain Manby's cottage at Gorleston to be raffled in aid of the R.N.L.I. It made over £19 in a 10p raffle. Mrs. Bunce also presented another painting to help raise funds for the life-boat service. It was a picture of the old Longhope, Orkney, life-boat T.G.P. and 10p raffle tickets were sold throughout Orkney.

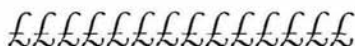
LIFE-BOAT QUIZ ANSWERS

(from page 73)

- 1—*Southend-on-Sea station is near the end of the longest pier in the kingdom, one and one-third of a mile from the shore.
In the other direction Llandudno probably qualifies for the farthest inland life-boat house. It was built roughly in the middle of the town to be equidistant from the shores on each side of the Orme peninsula—Ormes Bay or the West Shore.*
- 2—(a) *Watchet, Somerset* (b) *At Great Yarmouth the old house is heavily camouflaged with painted sea monsters. At Mevagissey also the old life-boat house in the harbour contains an aquarium.*
- 3—*Wells, Norfolk, had a horse team until February, 1936, when the sailing and pulling life-boat was replaced by a motor life-boat.*
- 4—*Hunstanton, Norfolk, in both cases. The trials took place there in March, 1920 (after which the tractor was tried at Heacham and Worthing) and the station was supplied with a tractor in March, 1921.*
- 5—(a) *Captain C. W. Fremantle, R.N., 1824, for his part in a rescue near Christchurch Head, Hants* (b) *William Rowe and John Freeman, for their part in the rescue of a crew at Halzeephron, Mount's Bay, also in 1824. These rescues were effected from the shore, the first medals for services carried out in life-boats being (a) Lieut. Christopher Jobson, R.N. of the Coastguard, in 1827, for a rescue by Arbroath life-boat (b) James Fowler and Smith Tindall, ship masters, who assisted in a rescue by Scarborough life-boat in 1824.*
- 6—*The bronze medal was instituted in 1917 as a means of rewarding whole crews who had shown exceptional tenacity in long and difficult rescues, but it was, in fact, also awarded to individuals from the same year. On 9th January, 1917, the Cromer life-boat with great difficulty rescued the crew of 16 from the Greek steamer Pyrin. As they were returning the Swedish steamer Fernebo struck a mine and broke in two. After two prolonged and unsuccessful attempts, by a third launch they saved the 11 survivors. Coxswain Henry Blogg was awarded the gold medal; Second Coxswain William Davies the silver; and those of the crew who had gone out three or four times the bronze medal. There were 12—G. Allen, James Allen, Walter Allen, William Allen, H. Balls, C. Cox, G. Cox, T. Kirby, L. Harrison, G. Mayes, Walter Rix and William Rix.*



At the blast of Royal National Life-boat Institution whistles, teams of women and schoolgirls drawn from around Bournemouth and Poole began furiously knitting blanket squares at sponsored knit-ins held simultaneously at Beales of Poole and Bealesons of Bournemouth last year. All the four-inch squares knitted during the various sessions were given to Shelter, and the money collected for the knit-ins—each knitter had to recruit a minimum of 10 sponsors—was received by Commander Max Cunningham on behalf of the R.N.L.I. The three best individual knitters at each session went forward to a finale knit-off at Beales of Poole. The outright winner was Mrs. S. E. Turner, a Swiss member of the Tangent Club of Bournemouth.



Awards to Coxswains and Crews

THE following coxswains and members of life-boat crews were awarded certificates of service on their retirement and in addition those entitled to them, by the Institution's regulations, were awarded an annuity or a retirement allowance and a gratuity.

<i>Name</i>	<i>Station</i>	<i>Service</i>
Leo Anthony Clegg, D.S.C., D.A.	Aberdeen	Coxswain 8½ years.
Hugh Jones Matthews	Amble	Second coxswain 2 months.
Stanley Davies	Angle	Assistant mechanic 10 years.
Charles Thomas Rees	Angle	Crew member 4½ years.
Philip Byrne	Arranmore	Assistant mechanic 11 years.
		Crew member 12 years.
		Second coxswain 13½ years.
		Crew member 22½ years.
		Coxswain 11½ years.
		Second coxswain 9½ years.
		Bowman 4½ years.
		Crew member 10 years.
		Silver medal 1966.
		Bronze medal 1941.
William Morris	Barmouth	Motor mechanic 30½ years.
William Bamba Henry	Blyth	Crew member 14½ years.
John Innes	Buckie	Assistant mechanic 20½ years.
		Crew member 10½ years.
		Second coxswain 8½ years.
		Bowman 3½ years.
		Crew member 10 years.
Duncan McCallum, B.E.M.	Campbeltown	Motor mechanic 34½ years.
Alfred Horace Eustice	Coverack	Assistant mechanic 4½ years.
		Bowman 6 years.
		Crew member 12 years.
S. Cedric P. Staples	Coverack	Shore helper 21½ years.
		Second coxswain 6½ years.
		Crew member 11½ years.
		Shore helper 4 years.
Robert Ash	Douglas	Bowman 18 years.
Robert Lee, B.E.M.	Douglas	Crew member 15 years.
		Coxswain 20½ years.
		Assistant mechanic 21 years.
		Crew member 6½ years.
Richard Lewis Oiller	Dungeness	Crew member 12½ years.
John H. Thomas	Dungeness	Shore signalman 24 years.
William John Arthur	Falmouth	Assistant motor mechanic 1½ years.
John Henry Gregory	Cadgwith	Crew member 19 years.
Richard Kingston Bayes	Falmouth	Motor mechanic 12½ years.
	Flamborough	Motor mechanic 18½ years.
		Crew member 11 years.
		Crew member 14 years.
		Winchman 36 years.
Albert Elliot Duke (posthumous)	Flamborough	Coxswain 4½ years.
		Second coxswain 20 years.
		Crew member 15 years.
Robert Leng	Flamborough	Motor mechanic 6½ years.
		Assistant mechanic 29½ years.
Ronald Gudmunsen	Fowey	Bowman 10½ years.
		Crew member 3 years.
Christy Bates	Kilmore	Bowman 3½ years.
Gordon Bellamy	Llandudno	Crew member 16½ years.
		Coxswain 10 years.
		Second coxswain 2 months.
		Bowman 2½ years.
		Crew member 5½ years.
Caradoc Harris (posthumous)	Llandudno	Motor mechanic 25½ years.
Harold Parkinson	Lytham St. Anne's	Coxswain 11 years.
		Second coxswain 3 months.
		Crew member 27 years.
Herbert William Timms	Margate	Crew member 12½ years.

<i>Name</i>	<i>Station</i>	<i>Service</i>
Richard Matthew Evans, B.E.M.	Moelfre	Coxswain 15½ years. Second coxswain 14½ years. Bowman 9½ years. Crew member 9 years. Gold medal 1959. Bar to gold medal 1966. Bronze medal 1943.
John Robinson	Newbiggin	Crew member 41 years.
George F. D. McBurnie	Padstow	Second coxswain 7½ years. Assistant motor mechanic 8½ years.
William George Pinch	Padstow	Motor mechanic 9½ years. Assistant motor mechanic 23½ years. Crew member 1½ years. Reserve mechanic 5½ years.
Wilfred Cotton	Penlee	Crew member 14½ years. Shore helper 40 years.
John Batten Drew	Penlee	Motor mechanic 32½ years. Assistant motor mechanic 4½ years. Crew member 10½ years.
John Thomas Worth	Penlee	Coxswain 13 years. Second coxswain 1½ years. Bowman 6½ years. Crew member 23½ years.
Frederick William Kinnin	Ramsey	Second coxswain 18½ years. Bowman 1½ years. Crew member 13½ years. Shore helper 13 years.
Edward Cyril Larbalestier, B.E.M.	St. Helier	Coxswain 20 years. Crew member 24 years. Silver medal 1951.
Frederick George Crutchfield	Swanage	Motor mechanic 6½ years. Reserve mechanic 6½ years.
William Ernest Nineham	Swanage	Bowman 8½ years. Crew member 3½ years.
Harold Coyde	Torbay	Winchman 40½ years. Coxswain 9½ years. Second coxswain 7 months. Crew member 7½ years. Silver medal 1964.
William West Stephenson	Tynemouth	Bowman 7½ years. Crew member 15 years.
Michael Hawkins	Weston-super-Mare	Crew member 13½ years.
E. G. Parker	Weston-super-Mare	Assistant mechanic 15 years. Crew member 8½ years.
Alfred William Payne	Weston-super-Mare	Coxswain 22½ years. Second coxswain 7½ years. Crew member 12 years.
Bernard Edwin Watts	Weston-super-Mare	Crew member 12½ years.
F. E. Watts	Weston-super-Mare	Second coxswain 22½ years. Bowman 1 year. Crew member 1 year.
John Louis Watts	Weston-super-Mare	Bowman 22½ years. Crew member 1 year.
John Samuel Watts	Weston-super-Mare	Crew member 14½ years.
Michael Watts	Weston-super-Mare	Second assistant mechanic 3 years. Crew member 10½ years.
Neil Stewart, B.E.M.	Wick	Coxswain 31 years. Crew member 7 years.
Kenneth Byers	Workington	Bronze medal 1942.
Maurice Hickey	Youghal	Crew member 20½ years. Assistant motor mechanic 23½ years. Crew member 3 years.
Richard Hickey	Youghal	Winchman 6 years. Coxswain 21½ years. Second coxswain 2½ years. Bowman 1½ years. Bronze medal 1963.

Classification of service launches of life-boats
for 1970 compared with 1969

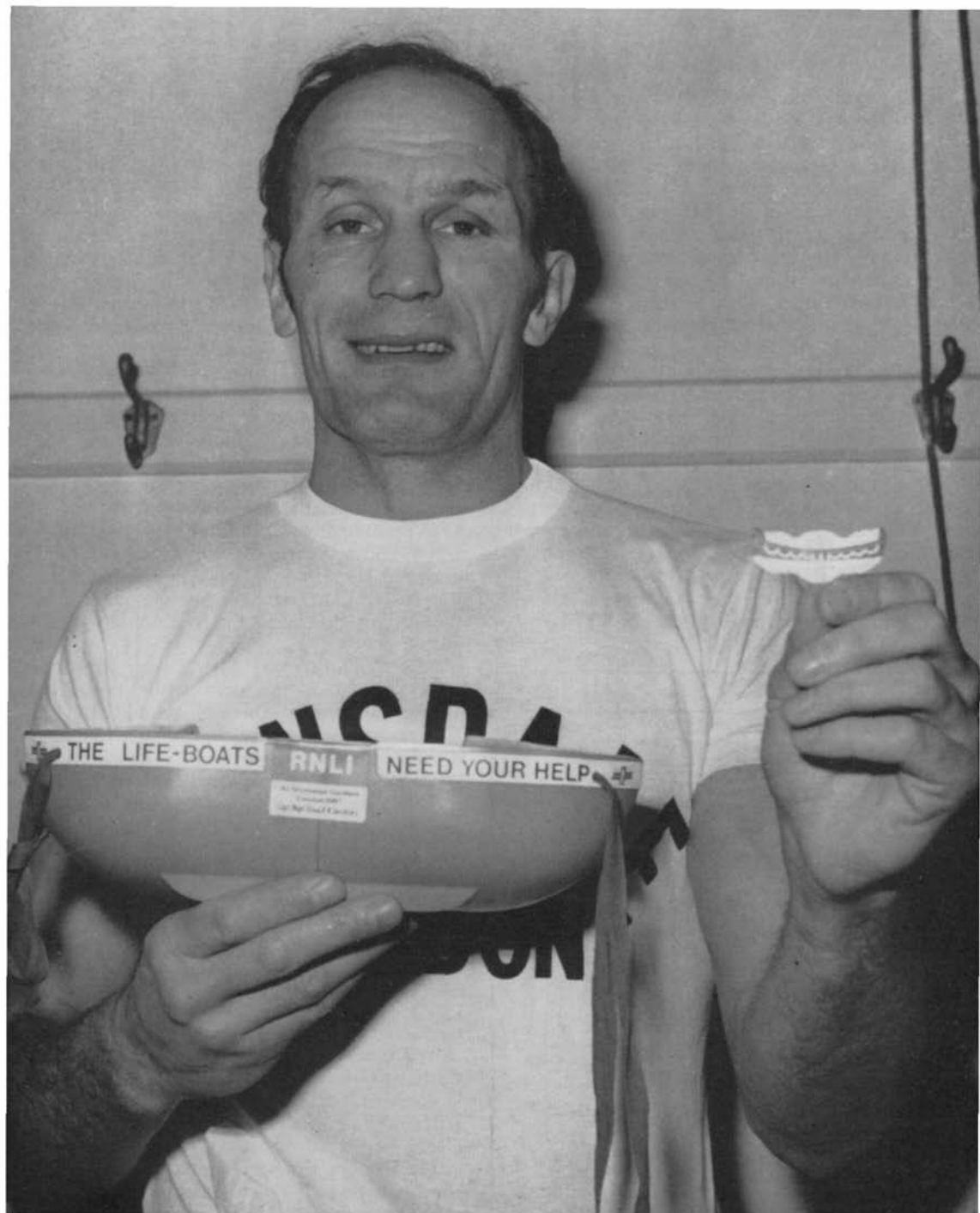
Class	1969		1970	
	No.	% of total	No.	% of total
1—Naval vessels	1	0.1	1	0.1
2—Foreign going merchant vessels	37	3.1	41	3.4
3—Home trade merchant vessels	25	2.1	33	2.8
4—Commercial fishing vessels	238	20.4	226	18.7
5—Powered pleasure craft	229	19.6	251	20.7
6—Sailing pleasure craft	169	14.4	197	16.2
7—Manually propelled pleasure craft	45	3.9	49	4.0
8—Aircraft	14	1.3	18	1.5
9—Hovercraft, hydrofoils or other amphibious craft	1	0.1	—	—
10—Boring rigs	3	0.2	2	0.1
11—Conveyance of sick or injured people and/or doctors	123	10.6	123	10.1
12—Relief of lightvessels, etc.	1	0.1	1	0.1
13—People stranded or who have fallen off cliffs	53	4.6	41	3.4
14—Bathers, skin divers and water skiers, etc.	33	2.8	30	2.5
15—Animals	1	0.1	—	—
16—Unidentified distress signals	120	10.4	98	8.0
17—Miscellaneous, not fitting into any of the above categories	72	6.2	102	8.4
Totals	1,165	100.0	1,213	100.0

Analysis of Services		
Effective	Non-Effective	
1969	628	537
1970	697	516

Classification of service launches of inshore
rescue boats for 1970 compared with 1969

Class	1969		1970	
	No.	% of total	No.	% of total
1—Naval vessels	1	0.1	1	0.1
2—Foreign going merchant vessels	—	—	5	0.3
3—Home trade merchant vessels	1	0.1	4	0.3
4—Commercial fishing vessels	34	2.7	51	3.6
5—Powered pleasure craft	236	19.5	309	21.7
6—Sailing pleasure craft	322	26.6	424	29.9
7—Manually propelled pleasure craft	144	12.0	181	12.8
8—Aircraft	10	0.8	4	0.3
9—Hovercraft, hydrofoils or other amphibious craft	—	—	—	—
10—Boring rigs	—	—	1	0.1
11—Conveyance of sick or injured people and/or doctors	12	1.0	8	0.6
12—Relief of lightvessels, etc.	—	—	—	—
13—People stranded or who have fallen off cliffs	134	11.0	115	8.1
14—Bathers, skin divers and water skiers, etc.	124	10.3	123	8.7
15—Animals	2	0.2	6	0.4
16—Unidentified distress signals	32	2.7	32	2.3
17—Miscellaneous, not fitting into any of the above categories	159	13.0	153	10.8
Totals	1,211	100.0	1,417	100.0

Analysis of Services		
Effective	Non-Effective	
1969	557	654
1970	764	653



by courtesy of Keystone Press Agency Ltd.

Henry Cooper, hero of sporting Britain, announced his retirement from boxing after losing his European, British and Commonwealth titles at the Empire Pool, Wembley, on 16th March, 1971, to Joe Bugner. But Henry Cooper still had time for the R.N.L.I. Here the idol of British boxing is shown with one of the R.N.L.I.'s new collecting boxes just before London flag day.

CAVE SEARCH

On the evening of 18th June, 1970, the coastguard told the honorary secretary of the Walmer inshore rescue boat that two people had been cut off by the tide in St. Margaret's bay. At 9.30 the IRB crew were summoned. They launched 14 minutes later from the steep shingle beach on which the sea was breaking. It was hazy weather with a north east wind force 4 to 5 giving a short, steep sea.

By 10 o'clock the IRB had covered the four miles to St. Margaret's bay where they made contact with the Coastguard. It was suggested that they search along the foot of the cliff to where there had been a recent fall of earth, some quarter of a mile away. Mr. Cyril Williams, the helmsman, took the boat close inshore at slow speed and a careful search was made, during which they touched bottom more than once.

The cliffs at this point are from 250 to 350 feet high, with a sheer drop to the sea alternating with small shingle beaches, off-lying

rocks and piles of rubble from old cliff falls. The swell was breaking against the cliffs causing a nasty backwash.

The search having proved fruitless, after discussion with the coastguard it was decided that the people were probably marooned in one of the caves. Of these, the most likely was the largest which was easily distinguished as it had two holes like eye-sockets above the entrance.

Off the cave, the crew blew whistles, flashed the torch and shouted, but there was no response, so Williams decided to beach the boat and search the cave. Accordingly he drove the IRB at half speed on to a patch of shingle at the cave mouth. A few yards from the beach they were swamped by a big wave over the stern as the backwash from the cliff struck the bow. The IRB broached to, spilling all three men into the water and stopping the engine. However, they grabbed the life-lines and managed to beach the boat on a patch of shingle with a chalk outcrop in the middle, on which the sea was breaking.

Mr. Williams told Mr. Taylor, one of the crew, to search the cave while he and Mr. Leslie Coe, also aboard, tended the boat. Entering the cave, Taylor could see two men on a low ledge, by the light of his now dim torchlight. They were apparently asleep and as he approached he could see that one man had a knife in his hand. The sea was washing over the chalk floor of the cave as he shook the nearest man, who sprang up brandishing the knife. It appeared that they were German students and he tried to explain the danger of the situation and persuade them to come to the boat but they refused.

At this point Williams became concerned and, leaving Coe to tend the boat he went into the cave, where he and Taylor were eventually able to persuade the students to leave. In the meantime a big sea had broken over the IRB, knocking Coe off his feet so that he came down half under the boat, but he managed to scramble clear.

Having got the survivors and their gear into the boat, one of the students decided to return to the cave for something he had left behind and Taylor had to go back for him. At the first attempt to launch the boat was thrown back on the beach but next time they got away under oars. Coe was assisting Taylor on board but he fell and was knocked out momentarily.

Offshore, the outboard motor was started but it ran very roughly owing to water having got



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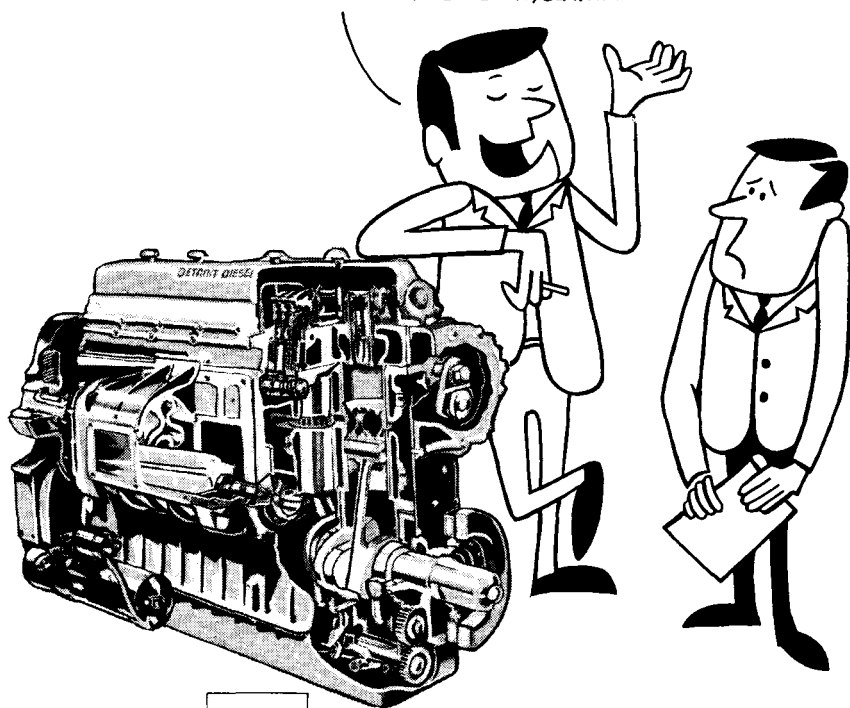
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under the cover and affected the ignition. A fuel line had also parted. At this time they came in sight of the Coastguard, who had a battery operated searchlight and who were anxiously awaiting their reappearance.

During the operations the Walmer life-boat had launched in support of the IRB and she met her about two miles north of the scene of the rescue. The survivors and their gear were transferred to the life-boat and both boats returned to their station in company, arriving at 11.37 p.m.

The three IRB crew members received the thanks of the Institution inscribed on vellum.

No. 2 Life-boat Area (Scotland)

STRANDED CHILDREN

On 31st August, 1970, a party of holiday-makers from Port Ellen, consisting of two women and four young children, were landed on Chuirn island off the south east coast of Islay, for a picnic. During the day the weather became very bad and the boat which landed them was unable to take them off. The honorary secretary knew that the island was uninhabited with no shelter, and with the cold rainy weather and night coming on decided that it was necessary to send the life-boat to take them off.

The wind was south west force 5 with a confused sea and heavy rain squalls and the tide at half-ebb when the life-boat arrived off Chuirn island and closed the small jetty. Using parachute flares and the searchlight Coxswain Donald McPhee saw that there was too much run on the jetty to go alongside at that state of tide without serious risk of damage to the boat. The wind was increasing. He decided to take the life-boat into a small bay on the north side of the small island in the hope that conditions would improve at slack water and using the loud-hailer, he told the party ashore what he was going to do.

Meanwhile the honorary secretary had been making further inquiries and had learnt that it would be impossible for the life-boat to get into the jetty under present conditions. He therefore recalled the life-boat by radio telephone with instructions to collect the boarding boat from Port Askaig. This was done and the life-boat left again immediately with the boarding boat in tow.

On return to Chuirn island the coxswain anchored close to the small jetty. The rain had now stopped but there was still a lot of sea running. The wind was west south west force 7 to 8.

Second Coxswain Malcolm Mackay and Assistant Mechanic Archibald Campbell volun-

teered to man the boarding boat and the area was illuminated using parachute flares and searchlight. The boarding boat was then veered down on a line and Mackay just managed to reach a low line of rocks to the north of the jetty. He scrambled ashore while Campbell steadied the boat in the breakers. The bow line of the boat was made fast to an old derrick on the jetty and Mackay then went up to the lighthouse to fetch the women and children who were sheltering behind it. They had spent a very unpleasant night in the open and must have been very relieved to find help at hand.

Mackay carried the children one at a time over the rocky and uneven shore to the jetty, where he passed them to Campbell who settled them down on the bottom boards amidships. When the two women had been helped aboard the boarding boat she was hauled back alongside the life-boat by the crew. The rescued party were taken on board and below decks, where they were wrapped in blankets and given hot drinks.

It was after 6.30 a.m. when the life-boat finally left Chuirn island, reaching Port Askaig at 8.10. Here Mrs. Raybold, Miss Avis Moore and the four children, who all came from Boxford in Suffolk, were taken to the Port Askaig hotel.

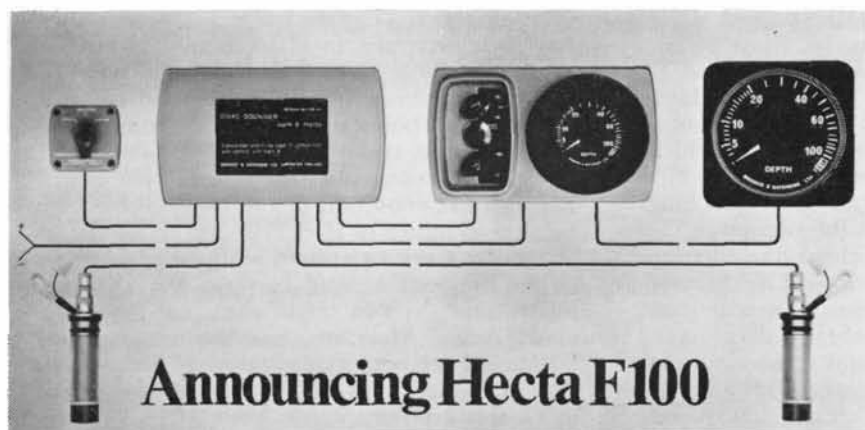
As a result of this service the thanks of the Institution inscribed on vellum were accorded to Second Coxswain Mackay and Assistant Mechanic Campbell. Framed letters of thanks, signed by the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, were sent to Coxswain McPhee, Motor Mechanic William McEachern, and crew members James Marley and Lamont Campbell.

No. 8 Life-boat Area (North West)

RAFTS FOUND

At 6 o'clock on the morning of 9th September, 1970, the coastguard at Ramsey reported that the coaster *Moonlight* was in trouble five miles north of Chicken rock. The Port Erin life-boat *Matthew Simpson* launched on service a few minutes later. The wind was south south west force 8, gusting to force 10 with a very rough sea. Visibility was moderate but becoming poor in the rain squalls.

As soon as he cleared Port Erin bay Coxswain Alfred Maddrell, B.E.M., set course for the last reported position of the *Moonlight* but the speed of the life-boat was reduced to six knots because of the weather. Having arrived at the position without sighting the vessel, he started to search to the northward at the suggestion of Ramsey coastguard. Sea conditions were so bad that it



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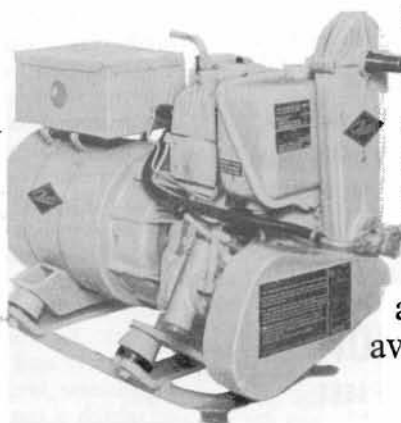
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was found prudent to stream the drogue while running before the heavy seas.

At 8 o'clock a Shackleton aircraft from R.A.F. Ballykelly arrived and joined in the search, later reporting that it had sighted a life-raft about a mile and a half to leeward of the life-boat, which was now searching to the southward. The life-boat was headed for this raft but on approaching it was found to be empty. At the request of the coastguard, who wished to check the identity of the raft, it was hoisted aboard with some difficulty and deflated. The raft, it was confirmed, belonged to the *Moonlight*.

At about 11 a.m. the second coxswain, who was at the wheel, sighted another raft about a quarter of a mile away and turned towards it. The coxswain then took over and as they closed the raft it was seen that there were two men in it and that they were not wearing life-belts. There was some difficulty in securing the raft alongside safely in the heavy seas as the survivors were clearly unable to help themselves, but with great care and skill this was accomplished successfully. The second coxswain got over the side on to the scrambling net and was able to reach the two men who were helped aboard the life-boat by other members of the crew.

The two survivors were in poor shape and the crew had some trouble in getting them into

shelter under the canopy of the life-boat, where they were wrapped in blankets and given hot drinks. Meanwhile, the coxswain sent a message by radio telephone to say that he had the two men safely on board and that they had reported that the other two members of the crew had been washed away and drowned. In view of this fact and the condition of the two survivors he decided to return to Port Erin and requested to be met by a doctor and an ambulance.

The life-boat arrived back at Port Erin at 1 p.m. and the two men, who were the ship's mate, Angus Morrison, and second engineer, Edmund McKenna, were taken to hospital in Douglas where they were treated for severe shock and exposure.

For this timely rescue Coxswain Maddrell was awarded the bronze medal of the Institution and the following members of the crew received medal service certificates: Second Coxswain Peter Woodworth, Motor Mechanic Donald Graham Dobson, Assistant Mechanic William Wilfred Cregeen, Acting Bowman Herbert Crebbin, crew members Robert Ernest Shimmin and Charles Duncan Cregeen.

No. 10 Life-boat Area (Ireland)

SEARCH FOR FISHERMEN

At 5.28 p.m. on 25th November, 1970, flares were sighted off the Hook Tower, Co. Waterford. The life-boat *Douglas Hyde* slipped her moorings at Dunmore East at 5.37 in a southerly gale with a very rough sea.

At 6.20 the life-boat came up with a rubber raft with three survivors from the fishing boat *Glenmalure* on board. The boat had been struck by a freak wave which had swept the mast, wheelhouse and nets away. The fourth member of the crew was swept overboard by the wave. The life-boat searched without success for the missing man for two hours in cooperation with the fishing boat *Anna Maria*. She then returned to her station as one of the three men who had been picked up was suffering from a head injury. He was landed at Dunmore at 7.15.

The life-boat refuelled and was going to her moorings when a message was received that the missing fisherman had been sighted clinging to some net buoys close to the rocks near the Hook Tower lighthouse. The life-boat went immediately and arrangements were made for the lighthouse keeper to flash lights in the position in which a man had been sighted.

Broken water and heavy seas made conditions particularly difficult in the search area and finally a message was received indicating that the man had disappeared. The search was called off and the life-boat returned to her station, arriving at 11.55.



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Life-boat launches on Service during the months September, October and November, 1970

Aberdeen, Aberdeenshire	September 25th.
Aith, Shetland	September 15th.
Aldeburgh, Suffolk	September 12th.
Amble, Northumberland	September 1st and November 23rd.
Angle, Pembrokeshire	September 8th and 14th .
Anstruther, Fife	September 13th.
Appledore, North Devon	October 25th.
Arbroath, Angus	November 20th.
Arklow, Co. Wicklow	September 4th and 12th.
Barmouth, Merionethshire	October 24th.
Barra Island, Outer Hebrides	November 5th and 9th.
Barrow, Lancashire	November 1st and 23rd.
Barry Dock, Glamorganshire	September 4th and 23rd.
Beaumaris, Anglesey	October 18th and 23rd.
Bembridge, Isle of Wight	September 2nd, 12th, 13th, October 4th, 23rd, November 5th, 7th, 14th and 17th.
Blackpool, Lancashire	October 17th.
Blyth, Northumberland	October 11th.
Bridlington, Yorkshire	September 8th, 13th, October 18th, 20th (twice), 27th, November 1st, 3rd, 20th, 23rd and 26th.
Buckie, Banffshire	September 2nd and 29th.
Calshot, Hampshire	September 10th, 12th, October 24th and 31st.
Campbeltown, Argyll	October 29th.
Clacton-on-Sea, Essex	September 5th and 10th.
Clovelly, North Devon	September 3rd, 5th, October 25th and November 22nd.
Coverack, Cornwall	November 27th.
Cromer, Norfolk	November 12th.
Donaghadee, Co. Down	September 1st, 9th and November 22nd.
Dover, Kent	September 24th, October 7th and 25th.
Dunbar, East Lothian	October 6th and 11th.
Dungeness, Kent	September 13th, 14th, October 13th and November 29th.
Dun Laoghaire, Co. Dublin	September 10th, 12th, 13th, 17th, October 18th, 24th and November 18th.
Dunrose East, Co. Waterford	October 18th and November 25th.
Eastbourne, Sussex	September 30th and October 31st.
Exmouth, South Devon	September 28th and November 25th.
Falmouth, Cornwall	September 18th.
Filey, Yorkshire	September 8th, 24th, October 11th and November 23rd.
Fishguard, Pembrokeshire	September 7th.
Flamborough, Yorkshire	September 9th, October 25th, November 18th, 20th and 23rd.
Fleetwood, Lancashire	September 17th, October 17th, 23rd, November 14th, 15th and 23rd.
Fowey, Cornwall	November 20th.
Galway Bay, Co. Galway	September 1st, 5th, 7th, October 11th, 17th, 22nd, 28th, November 6th, 13th and 22nd.
Girvan, Ayrshire	September 11th.
Great Yarmouth and Gorleston, Norfolk	September, 17th, 28th, October 3rd, 13th and 18th.
Harwich, Essex	October 11th, 20th, November 15th and 18th.
Hastings, Sussex	September 17th.
Holyhead, Anglesey	September 12th, 20th and November 15th.
Howth, Co. Dublin	September 12th.
Hoylake, Cheshire	September 13th and November 3rd.
Humber, Yorkshire	September 9th, 22nd, 28th, October 2nd, 7th, 26th, November 8th and 21st.
Ilfracombe, North Devon	September 4th, 5th and November 1st.
Islay, Inner Hebrides	September 5th and 13th.
Kilmore, Co. Waterford	November 26th.
Kirkcudbright, Kirkcudbrightshire	September 13th and November 19th.
Lerwick, Shetland	September 3rd.
Llandudno, Caernarvonshire	September 13th.
Lochinver, Sutherland	September 4th and 27th.
Longhope, Orkney	October 16th, 18th and November 3rd.

owestoft, Suffolk	September 7th, 11th, 15th, 26th, October 10th, November 4th, 7th and 16th.
Lytham-St. Anne's, Lancashire	November 23rd.
Mallaig, Inverness-shire	September 8th.
Margate, Kent	September 15th, 21st, October 18th, 19th, November 10th and 18th.
Minehead, Somerset	September 13th.
Moelfre, Anglesey	September 15th and November 15th.
Mumbles, Glamorganshire	September 29th and November 15th.
New Brighton, Cheshire	September 17th, October 3rd and November 3rd.
Newhaven, Sussex	September 1st, 5th, 7th, October 23rd and November 6th.
Padstow, Cornwall	September 5th, 18th and 20th.
Peel, Isle of Man	September 9th.
Peterhead, Aberdeenshire	October 22nd and November 3rd.
Plymouth, South Devon	September 24th and 28th.
Poole, Dorset	September 12th.
Port Erin, Isle of Man	September 9th.
Porthdinllaen, Caernarvonshire	October 7th and November 15th.
Pwllheli, Caernarvonshire	September 3rd.
Ramsay, Isle of Man	September 1st and October 5th.
Ramsgate, Kent	September 6th, 16th, 20th, October 18th and November 18th.
Redcar, Yorkshire	September 1st, 23rd, October 11th and 14th.
Rosslare Harbour, Co. Wexford	November 1st.
Runswick, Yorkshire	October 11th and 26th.
St. David's, Pembrokeshire	September 9th, 27th and November 2nd.
St. Helier, Channel Isles	October 10th (twice) and 31st.
St. Ives, Cornwall	September 20th and October 13th.
St. Mary's, Scilly Isles	November 4th and 24th.
St. Peter Port, Guernsey	September 7th, 28th, October 6th and November 15th.
Salcombe, South Devon	September 4th, October 20th and 24th.
Scarborough, Yorkshire	September 24th, and November 23rd.
Selsey, Sussex	September 4th and 13th.
Sheerness, Kent	October 2nd and 25th.
Shoreham Harbour, Sussex	September 6th, 13th, October 2nd, November 13th and 15th.
Southend-on-Sea, Essex	September 28th, October 25th, 31st, November 8th and 29th.
Stornoway, Outer Hebrides	September 24th, October 20th, 21st and 27th.
Stromness, Orkney	October 7th.
Stronsay, Orkney	November 4th.
Sunderland, Co. Durham	November 27th.
Swanage, Dorset	September 12th (twice), 18th and 19th.
Teesmouth, Yorkshire	September 1st, 7th, 8th, October 4th, 5th, 11th, 13th, 14th and 18th.
Tenby, Pembrokeshire	September 8th, 24th, 26th, 27th, October 18th and 26th.
Thurso, Caithness	October 1st.
Torbay, South Devon	September 27th and November 23rd.
Troon, Ayrshire	October 9th.
Tynemouth, Northumberland	October 11th and 22nd.
Valentia, Co. Kerry	November 17th.
Walmer, Kent	September 1st and October 29th.
Walton and Frinton, Essex	September 10th (twice) and 12th.
Wells, Norfolk	September 2nd.
Weymouth, Dorset	September 14th, 22nd, 26th and 27th.
Whitby, Yorkshire	September 1st, 13th, 29th, October 11th, November 3rd and 5th.
Wick, Caithness	September 21st.
Wicklow, Co. Wicklow	September 6th, 12th, October 18th and November 1st.
Workington, Cumberland	September 13th and November 12th.
Yarmouth, Isle of Wight	September 1st, October 23rd and 25th.
Youghal, Co. Cork	September 15th.
Life-boat 44-001 on passage	September 3rd.
70-002 at Kirkwall-Scapa	October 14th, 16th, 25th and November 3rd.

IRB launches on Service during the months September, October and November, 1970

Aberdeen, Aberdeenshire
Abersoch, Caernarvonshire
Aberystwyth, Cardiganshire
Atlantic College, Glamorganshire
Banger, Co. Down
Barmouth, Merionethshire
Beaumaris, Anglesey

Bembridge, Isle of Wight
Blackpool, Lancashire
Borth, Cardiganshire
Bridlington, Yorkshire
Brighton, Sussex
Broughty Ferry, Angus
Bude, Cornwall
Burnham-on-Crouch, Essex
Clacton-on-Sea, Essex
Conway, Caernarvonshire
Criccieth, Caernarvonshire
Crimdon Dene, Co. Durham
Cromer, Norfolk
Cullercoats, Northumberland
Eastbourne, Sussex
Eastney, Hampshire

Eastney, Hampshire (18.005)
Exmouth, South Devon
Filey, Yorkshire

Flint, Flintshire
Great Yarmouth and Gorleston, Norfolk
Hartlepool, Co. Durham

Harwich, Essex

Hastings, Sussex
Helensburgh, Dunbartonshire
Holyhead, Anglesey
Horton and Port Eynon, Glamorganshire
Humber Mouth, Lincolnshire
Jersey, Channel Islands
Largs, Ayrshire
Littlehampton, Sussex
Littlestone-on-Sea, Kent
Llandudno, Caernarvonshire
Lyme Regis, Dorset (17-002)
Lymington, Hampshire
Lytham-St. Anne's, Lancashire
Mablethorpe, Lincolnshire
Margate, Kent
Minehead, Somerset
Moelfre, Anglesey
Morecambe, Lancashire
Mudford, Hampshire

Mumbles, Glamorganshire
Newquay, Cornwall
New Quay, Cardiganshire
Plymouth, South Devon (18-01)
Poole, Dorset (17-003)
Porthcawl, Glamorganshire
Port Isaac, Cornwall

September 24th.
 September 5th and 15th.
 September 1st, 2nd, November 7th and 18th.
 September 3rd and 19th.
 September 30th.
 September 15th, 19th and October 24th.
 September 8th, 20th, October 3rd, 4th, 18th (twice) and November 1st.
 September 1st, 10th, 13th and 27th.
 October 11th.
 September 12th and October 10th.
 September 6th, 20th and October 14th.
 September 6th and 28th.
 September 11th, 13th and October 9th.
 September 18th.
 September 1st
 September 13th.
 September 6th and October 19th.
 September 4th.
 September 26th and October 17th.
 October 18th.
 September 1st.
 September 13th, 30th and October 7th.
 September 12th, 13th (three times), 20th (twice), 26th, October 3rd (twice), 4th and November 26th.
 September 12th, 20th (twice), October 24th and November 7th.
 September 16th.
 September 24th (twice), October 4th, 6th, 7th, 11th (twice) and 18th.
 November 3rd.
 September 7th, 15th, 30th and October 2nd (twice).
 September 10th, 20th, 26th, October 4th (twice), 13th, 17th and 18th (three times).
 September 5th, October 11th, 17th, 18th, November 15th (twice) and 18th.
 September 6th, 21st and 30th.
 September 12th, 13th, October 4th, 17th, 18th and 19th.
 September 28th.
 October 11th, 18th and 24th.
 September 16th and October 17th.
 October 21st.
 September 9th, 17th and November 7th.
 September 3rd, 18th, 24th and October 13th.
 September 5th, 11th, 13th, October 13th and November 17th.
 September 12th, 18th, October 4th, 25th and November 17th.
 September 13th (twice), 26th October, 11th and 25th.
 September 18th and October 27th.
 November 15th.
 September 1st, 11th and 13th.
 September 11th.
 September 12th.
 September 12th and October 18th.
 September 9th and 20th.
 September 2nd, 18th, 21st, October 1st, 2nd, 7th, November 10th and 28th.
 September 8th, 29th and October 5th.
 September 1st, 7th (twice), 8th, 10th, 14th and 27th.
 September 13th.
September 16th, October 9th and November 11th.
 September 24th, October 24th, 25th and 26th.
 September 3rd and 19th.
 September 4th and 7th.

Port St Mary, Isle of Man
Port Talbot, Glamorganshire
Queensferry, West Lothian
Ramsgate, Kent
Rhyl, Flintshire
Rye Harbour, Sussex
St. Agnes, Cornwall
St Ives, Cornwall
Scarborough, Yorkshire
Selsey, Sussex
Shoreham Harbour, Sussex
Silloth, Cumberland
Skegness, Lincolnshire
Southend-on-Sea, Essex

Southwold, Suffolk
Stonehaven, Kincardine
Tighnabruaich, Argyll
Torbay, South Devon (18.03)
Tynemouth, Northumberland
Walmer, Kent
Wells, Norfolk
West Kirby, Cheshire
West Mersea, Essex
Weston-super-Mare, Somerset
Whitby, Yorkshire
Whitstable, Kent
Yarmouth, Isle of Wight

September 5th.
 September 16th, 20th and November 18th.
 September 5th.
 September 6th (three times).
 September 11th, 17th and November 1st
 September 13th (twice) and 14th (twice).
 September 1st, 20th and 21st.
 September 7th and 8th.
 September 16th, 19th, 23rd, 27th and October 26th.
 September 6th (twice).
 September 5th, 13th, 16th, 28th, October 1st, 18th, 25th and 31st.
 September 13th.
 September 4th, 16th and 20th.
 September 2nd, 5th, 8th, 12th, 20th, 26th, 27th, 28th, October
 3rd (twice), 4th (twice), 18th, 25th, November 8th (twice),
 18th, 20th, 21st and 29th.
 September 1st (twice), 13th, 15th, 27th and 28th.
 September 5th and 25th.
 September 1st.
 September 4th, 7th, 10th and 11th.
 September 20th, October 3rd, 11th, 18th and November 8th.
 September 4th, 17th, 19th, 26th, October 25th and 30th.
 September 20th.
 September 14th.
 September 12th, 13th, 17th, 30th and October 31st.
 October 18th.
 September 8th and 11th.
 September 1st, 12th, October 8th, 18th and November 29th.
 October 30th.

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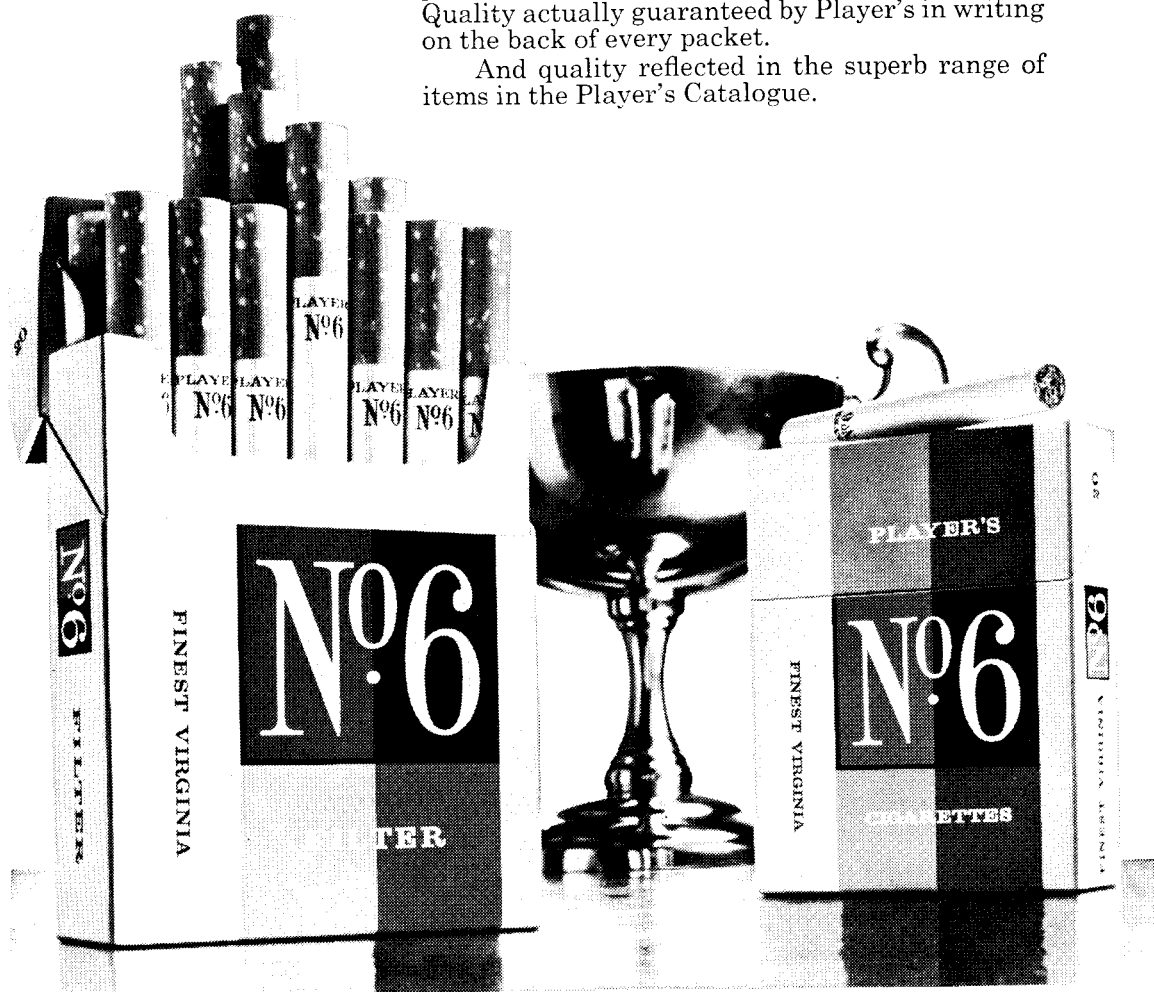
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