

THE LIFE-BOAT



JULY 1971 15p



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THE LIFE-BOAT

(Est. 1852)

All editorial material submitted for consideration with a view to publication in the Journal should be addressed to The Editor, THE LIFE-BOAT, 42 Grosvenor Gardens, London, S.W.1 (Tel. 01-730 0031). Photographs intended for return should be accompanied by a stamped and addressed envelope. All advertising inquiries should be addressed to Cheiron Press Ltd., 5 Crawford Street, London, W.1 (Tel. 01-935 2814).

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The next issue of THE LIFE-BOAT will appear in October and news items should be sent by mid-August.

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July, 1971

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NOTES OF THE QUARTER

by
the Editor



by courtesy of T. P. Roskrow

A NEW SETTING for the R.N.L.I.'s annual general meeting was the occasion for a major policy statement, when the Chairman, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., took the opportunity of offering, to adapt an American political phrase, a 'state of the Institution' speech. This speech is summarised on page 110. The setting was the Royal Festival Hall, that outstanding memorial to the aspirations of the year 1951. It was a beautiful spring day, and the whole occasion was one which led a distinguished historian, who is likely to be compiling the next full length history of the R.N.L.I., to write that he was 'very moved by the wonderful prevailing feeling'.

In his speech Admiral Woods gave details of the R.N.L.I.'s current and future boat building programme, which have already been reported in these pages, and explained in measured terms why the programme was necessary. In doing so he made it clear that the R.N.L.I. would in the coming years have to increase its annual revenue by a very considerable amount.

Can this be done? Those who have long experience of the work of the R.N.L.I. and knowledge of its history have no doubt whatever that it can. In a speech which was delivered as graciously as she did everything else at the annual general meeting, the Duchess of Kent said: 'There are today many voluntary organisa-

tions working in a great variety of fields, but I do not think there can be any which is better known, or more of a household word, than the Life-boat Institution'.

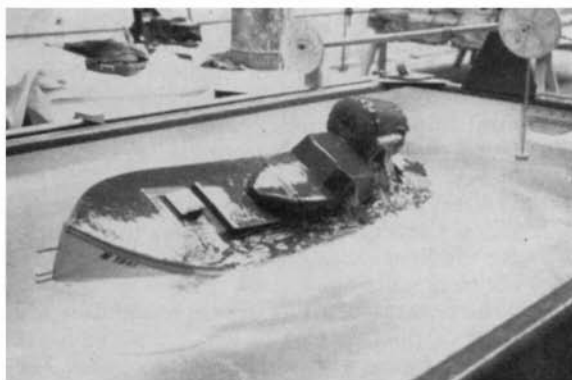
This is the inestimably valuable basis from which we can advance. The carefully reasoned and deeply felt arguments propounded by the guest speaker at the annual general meeting, Captain Hans Hansson, Director Manager of the Swedish Life-boat service, presented in new guise the evident advantages of the voluntary system in a service such as our own. With faith in this cause, with the spirit which animates volunteers, and with the remarkable organisation of voluntary branches which the R.N.L.I. is fortunate enough to possess, the current problems of fund raising, none of which is intrinsically new, can almost certainly be solved.

OPERATIONAL POLICIES

The essential purpose for which the R.N.L.I. exists is so widely known and readily accepted that the Institution's operational policies are perhaps too seldom clearly defined and stated. The following summary prepared by the Secretary of the Institution, Captain Nigel Dixon R.N., in a paper written for the Committee of Management, may therefore be quoted in full to advantage. The R.N.L.I.'s present policies, he states, are:

COVER PICTURE

The Shoreham, Sussex, life-boat Dorothy and Philip Constant—she is a 42-foot Watson cabin class type—leaving her slipway during a recent exercise in which she was specially photographed by Mr. J. Jochimsen of Photo Process Co. Ltd., who are custodians of the R.N.L.I.'s picture negatives going back many years. Built in 1962, the life-boat, which cost £36,000 and was a gift of Mr. and Mrs. Philip Constant of Bexhill-on-Sea, Sussex, has to date launched 93 times for 48 lives. Coxswain John Fox heads the local crew. The earliest records of a life-boat being stationed at Shoreham go back to 1845 when the Shoreham Harbour Commissioners had a 30-foot pulling boat with 12 oars. She was built for a mere £100.



As reported on page 108, 46-foot 9-inch and 47-foot Watson class life-boats are being fitted with two self-inflatable bags which will bring them back to the upright position if they should capsize once. The pictures, beginning left with a tank test model being righted in this way, show the former Wick life-boat *Sir Godfrey Baring* under test. The pictures are reproduced by courtesy of British Hovercraft Corporation Ltd., East Cowes, Isle of Wight.



- 1—All new construction life-boats between 35-foot and 55-foot in length are to have a built-in self-righting capability.
- 2—To improve the safety factors of some of the later non-self-righting life-boats.
- 3—To introduce into the fleet a fast self-righting life-boat to lie afloat.
- 4—To develop further the rescue potential of the small, fast inshore rescue boat.
- 5—To draw on any technical assistance available outside the Institution.
- 6—To man the Institution's life-boats and inshore rescue boats with volunteer crews wherever possible.
- 7—To operate the Institution's life-boats and inshore rescue boats by R.N.L.I. representatives ashore, whose advice must be readily available to all concerned.

IMPLEMENTATION OF POLICIES

Among the measures taken to put these policies into effect will be a standardisation of life-boats brought into service. Thus the 37-foot Oakley self-righting life-boats will replace in time the life-boats of the 35-foot 6-inch, 41-foot and 42-foot classes, and self-righting Oakley or Solent life-boats of the 48-foot 6-inch class will replace the different types of boat ranging from 46-foot to 52-foot in length. Steel life-boats of the 44-foot and 50-foot classes, both of which are based on the United States Coast Guard design, will continue to be ordered, at least until a faster self-righting life-boat can be introduced operationally.

Existing life-boats will be modified in a number of different ways. Those of the 46-foot 9-inch and 47-foot Watson classes will have two self-inflatable bags fitted to them which will serve to bring them back to the upright position if they should capsize once. Modifications to the former Longhope life-boat, which improved her stability and made her after-cabin watertight, will also be made to other boats of this class. Even more comprehensive modifications will be made to 47-foot Watson life-boats which will give them an inherent self-righting capability. Meanwhile work will continue on the fast 52-foot self-righting life-boat. The prototype of this, details of which are given on page 109, has already been completed, and a second prototype is on order.

SPONSORED WALK

The value of organising national fund raising efforts to supplement, and in no way to supplant, the fund raising efforts of branches up and down the country, was conclusively proved

on Sunday, 18th April, when the first national sponsored walk on behalf of the life-boat service took place in many parts of England and Wales. The moving force was the comparatively new Central Appeals Committee, which enlisted and received the enthusiastic response of over 120 branches. The sum of approximately £33,000 was raised, and as the photographs on pages 122-124 show the response of the youth of the country to this challenge was vividly encouraging.

There are therefore solid reasons for hoping that the next major effort to be sponsored by the Central Appeals Committee, the national sponsored swim, will be equally successful. For this, the ASA Committee are inviting all their affiliated clubs in England and Wales to organise a sponsored swim in aid of the R.N.L.I. These will be on a date convenient to each club's calendar but to take place before the end of 1971.

POWER BOAT RACE

A rigid inflatable I.R.B. is to be entered in this year's Cowes-Torquay-Cowes power boat race as a sponsored fund-raising event in aid of the R.N.L.I. The boat has been provided by Atlantic College. Paddy McKiernan, an experienced power boat racer, his co-driver Geoff Allen, and Jeffrey Hawkins, the builder, have offered to drive the boat around the rugged 245-mile course under the name *Fund Racer*. Two types of sponsorship are being raised, firstly by commercial organisations aiming at £1 per mile, and secondly individual sponsorships so that clubs, groups and well-wishers can join in.

For the purpose of the race certain modifications will have to be made, such as fitting more powerful engines, extra fuel supply, making the engine well water-tight, and fitting a spray canopy, but on the whole the profile will remain the same.

Sponsorship forms will be available at Life-boat House.

LIFE-BOAT CONFERENCE

Our next number will contain a report of the 11th International Life-boat Conference which is taking place in New York at the time when this number is going to press. Distance and expense have prevented the R.N.L.I. from showing a conventional life-boat, as is the normal practice, but by the courtesy of Furness Withy Shipping Co. it has been possible to send for demonstration a hard-hulled inshore rescue boat known as the Bravo class, which is still under evaluation, but which other nations may well decide to adopt in due course for inshore rescue services.

THE LATEST IN THE FLEET



A prototype of a new life-boat on which the R.N.L.I. has been working for more than two years was shown to the press at Messrs. William Osborne's yard at Littlehampton on 19th April, 1971. The new boat (shown here) is a self-righter, 52-feet in length, and in future this class is expected to have G.R.P. (glass reinforced plastic) hulls. Top speed is around 19 knots. The hull was designed by Mr. J. A. McLachlan of G. L. Watson & Co., of Glasgow, and the general arrangement by the staff of the R.N.L.I.

by courtesy of The Times



From left to right: Second Coxswain Ernest Guy (St. Mary's), Motor Mechanic William Burrow (St. Mary's), Coxswain Dermot Walsh (Valentia), Coxswain Stephen Whittle (Dunmore East), Crew Member David Brunton (Dunbar), Coxswain Alfred Maddrell (Port Erin), Coxswain Ronald Hardy (Swanage) and Coxswain William Harland (Whitby). Coxswain Matthew Lethbridge (St. Mary's) was unable to attend the presentation of awards.

by courtesy of *The Times*

THE R.N.L.I. LOOKS AHEAD

For the first time in its history the annual meeting of the Royal National Life-boat Institution was held at the Royal Festival Hall, London, when the Chairman, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., referred to the decisions made following the Fraserburgh life-boat disaster in 1970 and the effect these will have on the shape of the life-boat fleet in the years ahead.

He said: 'Immediately after the findings of the court were published the executive committee of the Committee of Management held a special meeting to examine them. As a result a number of special studies were instituted and the technical groups charged with these investigations were called upon to report to a full meeting of the Committee of Management in February of this year. This they duly did, and a number of policy decisions resulted.

'The principal features were a considerable acceleration of our building programme; immediate steps to be taken to improve the safety factors of a number of our non-self-righting life-boats; the setting up of an expert technical consultative committee, and a decision to approach the Government to seek information on Government plans for helicopter coverage of coastal waters for search and rescue. In addition,

the R.N.L.I. confirmed its willingness, which it had already expressed, to participate in efforts to improve the co-ordination of search and rescue services.'

What does all this mean in detail and what does it mean in terms of money? As an immediate measure, the building of new life-boats will be doubled during the next two years, bringing the average number of new self-righting life-boats to be built in a year from five up to 10. Over the next five years a probable capital expenditure of about £3½ million is envisaged. New life-boats to be built will include one of the 70 ft. class, bringing the total of this class up to three, and also four of the 48 ft. 6 in. Solent class and six of a modified and improved version of the 37 ft. Oakley class, and these will be fitted with radar and covered wheelhouses.

These boats will replace some of the 97 Liverpool, Watson and Barnett non-self-righting boats which are now in service. The replacement of this number of non-self-righting boats is a very formidable task in itself and is bound to take time. In addition, four more of the very successful 44 ft. steel United States Coast Guard class will be built and, when the necessary detailed drawings have been prepared, two 50 ft. versions of this boat. These six boats are

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 should be addressed to the Secretary.

an interim step towards the introduction of the fast afloat boat concept which, it is hoped, will be progressed when the trials of the two 52 ft. fast life-boat prototypes have been concluded. Production of these boats will then follow in glass reinforced plastic (fibre glass).

Admiral Woods continued: 'So far as existing non-self-righting life-boats which cannot be replaced in the reasonably near future are concerned we will continue with the modifications to improve their stability and sea-keeping qualities already made in the former Longhope life-boat which is now operating successfully at Arranmore in County Donegal.

'Further investigations have convinced us that it is now feasible to make the 47 ft. Watson class self-righting at a reasonable cost and without the major reconstruction which had previously been thought necessary, and this will be done in those boats of the class which have enough life left to justify the expenditure. To deal with boats which cannot be made self-righting, experiments are being carried out at the British Hovercraft Corporation's laboratories at East Cowes with the fitting of automatically inflatable bags designed to right a capsized boat.'

The speaker, referring to the subject of helicopter coverage and communications, said talks had started with the government departments concerned.

Admiral Woods went on: 'From this summary you will see that we are about to embark on an ambitious and costly programme at a time when money is not freely available. I would like to stress here that whatever may have been the findings of the Fraserburgh inquiry, and whatever may have been said by the press, the Committee of Management regard it as their clear duty to our crews to put these measures in train with the least possible delay. They are, of course, in line with the findings of the inquiry, and we believe that both our active supporters and the general public will accept that we have made the right decision.

'We have set ourselves a great task in the knowledge that more and more is demanded of the life-boat service, and it is the tradition of the service not to fail. Last year there were more calls on our crews than ever before and they saved the lives of more people than in any other year in time of peace. As a reflection of this, for



Captain Hans Hansson, Director of the Swedish Life-boat Service, speaking at the annual meeting. On the right of the picture is the Duchess of Kent.

the first time the annual cost of the service exceeded £2 million.

'In addition to the reasons for increasing our capital expenditure, which I have just described, we are, of course, faced with the unpalatable fact that recurrent costs have been rising faster than income despite the magnificent efforts of our branches throughout the country. This is largely due to inflation but also is because of our increased operational activity. This has made us highly conscious of the need to modernise our organisation and administrative methods in order to ensure maximum efficiency and cost effectiveness. We have, therefore, engaged Messrs. P.A. Management Consultants Ltd. to advise us. . . .'

Admiral Woods said that over the past year



The Duchess of Kent, who made the award presentations on behalf of her husband, the Duke of Kent, President of the R.N.L.I., congratulating Second Coxswain Ernest Guy (St. Mary's) after the award of a first bar to his bronze medal.

they had raised a record figure of about £2½ million and there was in actual fact a surplus of £246,000. While it had been a very great relief that they had not had to make further inroads into reserves, which have suffered by about £100,000 over the last five years, it had to be recognised that the reasons for the surplus were, on the one hand, an unexpected surge of large legacies and gifts and, on the other, that the R.N.L.I. did not have to pay as many bills as they had expected due to delays in building new boats. These liabilities had, therefore, merely been held over to this year or later.

Admiral Woods said he wanted to make the position about reserves 'absolutely clear.' Total reserves amounted to some £2½ millions, only a quarter of a million more than the total expenditure for 1970, but due to entailments of various sorts the readily usable reserves were rather less than £1 million. At the 1970 rate of expenditure this was the cost of less than five months' working.

He added: 'I think it is really hardly conceivable that financial support for the Institution would suddenly dry up completely; nevertheless, this situation, taken in conjunction with the pressures I have already described resulting from the Longhope and Fraserburgh incidents, is quite enough to cause considerable concern.'

Admiral Woods pointed out that the new proposed building programme could involve about three and a half millions over the next five years. Taking into account rising recurrent costs, he estimated that the R.N.L.I. would need to raise an extra £4.4 millions in those five years, or nearly £1 million extra per year.

'If we are unsuccessful in attaining this target in 1971—and we have a variety of plans for raising the extra revenue—we might well be faced with the choice, after exhausting all normal and extraordinary fund raising methods, said Admiral Woods, of either reducing our building rate or seeking government help. I emphasise that we have no plans for taking such a step at present, and of course, that we are very alive to the possibility of government help reducing the generous support we now receive from the public.'

'The days when the country was wealthy, boats were simple and cheap and there was virtually nobody else to do the job, are over. Modern complexities have caught up with us. I, for one, take the view that our responsibility under our charter is to operate an efficient life-boat service in conjunction with other search and rescue services, financed by voluntary subscription, for as long as we are able, because I am quite certain that this is, for the country, the cheapest and most effective way of doing it.'

The Duchess of Kent, who represented her husband, the Duke of Kent, who is President of the R.N.L.I., said: 'There are today many voluntary organisations working in a great variety of fields, but I do not think there can be

any which is better known, or more of a household word, than the R.N.L.I. Even so, it is all too easy for people to take it for granted that the life-boat will be there when it is needed, and to forget that these brave men, whose families are equally courageous, are volunteers and that they in turn are largely supported by voluntary helpers all over the country. It is, I think, a rather strange quirk of human nature, though perhaps not untypical, that the vast bulk of the life-boat service's financial support is given by those who rarely themselves go to sea.

'In an age when we in this country are accustomed to looking to the State for many of those needs and services which once we had to procure by our own efforts, the proud spirit of independence so characteristic of the life-boat service is an inspiring example. It is also a vital tradition which ought to flourish and continue in spite of rising costs and increasing pressures. I think the last 12 months in particular have clearly illustrated these great demands which the Institution is facing. They have shown that in addition to saving more lives than in any previous peace time year, the Institution went to the help of a national disaster by sending inshore rescue boats to assist in relief work when East Pakistan was devastated by floods towards the end of 1970.'

The Duchess of Kent then presented the following awards: **Coxswain Matthew Lethbridge** (St. Mary's) a bar to his silver medal for a service to the Swedish m.v. *Nordanhav* on 21st February, 1970. In the absence of Coxswain Lethbridge the award was accepted on his behalf by Dr. W. D. Bell, honorary secretary of the St. Mary's life-boat station. For the same service first bronze bars were awarded to **Second Coxswain Ernest Guy** and **Motor Mechanic William R. Burrow**.

Coxswain Dermot Walsh (Valentia) silver medal for a service to the m.v. *Oranmore*, of Limerick on 20th February, 1970.

Coxswain Stephen Whittle (Dunmore East) silver medal for a service to the m.f.v. *Glenmalure* on 25th November, 1970

Crew Member David Brunton (Dunbar) bronze medal for a service involving a boy and a man outside Dunbar harbour on 23rd December, 1970.

Coxswain Alfred Maddrell, B.E.M. (Port Erin) bronze medal for a service to the m.v. *Moonlight* of Greenock on 9th September, 1970.

Coxswain Ronald Hardy (Swanage) bronze medal for a service to a boy trapped in a cave on 12th September, 1970.

Coxswain William Harland (Whitby) bronze medal for a service to the m.f.v. *Gannet* on 15th July, 1970.

Lieutenant E. D. Stogdon, R.N.V.R.,

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Mr. M. B. J. Brinton, Mr. R. Cole and Mr. C. J. Pelham special vellums of thanks for flood relief work in East Pakistan with inshore rescue boats (see *THE LIFE-BOAT*, April, 1971).

At a later stage in the programme the Duchess of Kent presented gold badges and bars to a number of R.N.L.I. workers for long and distinguished honorary services. These and other awards were published in the April Journal.

Captain Hans Hansson, Director of the Swedish Life-boat Service, the guest speaker, said: 'The former Norwegian Labour Minister of Fishing, Mr. Reidar Karlsen, once put it like this at a life-boat meeting: "There are so many services which ought to be, and can be, carried out without the costs being necessarily covered by State or municipal appropriations." It is not only because I am accustomed to the voluntary life-boat service that I feel so much for these words. No, the true explanation is a deeper one. A long life has taught me and many experiences have convinced me that private enterprise under reasonable control is the best way to stimulate and bring about all kinds of human activities; and at the same time it works with a built-in effort to avoid unnecessary waste of time, manpower and money.'

'Our organisations are not for debates and polemics; they are for hard and dangerous work. The R.N.L.I. has always come out of public trials and hearings with no spots on its coat of arms. This is very important and should encourage others to join our services.'

'How do we make dangerous work safe? Our Swedish Institution is a copy of yours, and so are all life-boat services in the world, although some of them have now been taken over by governments. In Sweden we get no money from the government and we do not ask for it.'

Capt. Hansson continued: *'I said before that I believe in private enterprise, and that also means a belief in individual responsibility. Bureaucratic control and guidance do not result in the same effectiveness as does free co-operation with space for mistakes. Many are the battles that I have fought with my military friends about where the commander of an operation should be placed. They cling to the military philosophy, with the admiral on a flagship or ashore. They are right as far as naval operations are concerned, but my people and I leave it to the commander of the rescue cruiser to decide about his operations and to take full responsibility for his decisions.'*

Captain Hansson, who was appointed Director of the Swedish Life-boat Service in 1937, said his organisation was founded in 1907 and is now running 24 life-boat stations.

Finally, Captain Hansson moved: 'That this meeting, fully recognising the important services of the Royal National Life-Boat Institution in its national work of life-saving, desires to

record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries, and honorary treasurers of all station branches, and to the honorary officers and thousands of voluntary members of the financial branches and of the ladies' life-boat guild in the working of raising funds to maintain the service.'

Mr. W. T. Bishop, a member of the Committee of Management, in proposing a vote of thanks to the Duchess of Kent, said: 'We are also grateful . . . for the interest which the Duke, our President, and you yourself take in the work of the Institution, for the visits which the Duke has made to headquarters and to shore stations and which you are about to undertake at Exmouth are a very great encouragement to our gallant crews . . . and also to all that vast army of voluntary workers who do so much behind the scenes to keep this beloved Institution going. It is a great encouragement to them that you should both take this great personal interest.'

NEW DISTRICT

A new organisational district of the R.N.L.I. is now working from Salisbury, Wiltshire. This is known as the Southern District and the District Organising Secretary is Mr. A. K. Oliver at 29a Castle Street, Salisbury (Tel.: Salisbury 28706). He was formerly Assistant District Organising Secretary in the South West.

DUCKHAMS OIL

Alexander Duckham & Co. Ltd. are to provide lubricants free of charge to the R.N.L.I. for its life-boats. Their products have been accepted by the technical staff and the company has agreed to provide their service for a period of five years and also to pay for a new set of posters for schools which will be printed in the near future.

ROYAL BRITISH LEGION

The Deputy Chairman of the R.N.L.I., Commander F. R. H. Swann, O.B.E., and the Secretary, Captain Nigel Dixon, R.N., attended the British Legion 50th anniversary conference at the Royal Albert Hall, London, at the end of May when for the first time the title Royal British Legion was used. A cheque for £35,000 towards the cost of a new life-boat was accepted. The President of the Legion, General Sir Charles Jones, G.C.B., C.B.E., M.C., said that the Life-boat Fund would not now close until 30th September. There is a good chance that between £40,000 and £50,000 will be raised for a life-boat to be named *The Royal British Legion Jubilee*.

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ROYAL NATIONAL
STATEMENT OF FUNDS AND

	1970	1969
	£	£
ENDOWMENT FUNDS (From which only the income is available for expenditure in accordance with donors' directions)	289,296	289,296
RESTRICTED FUNDS (To be applied as directed by donors)	704,822	517,942
	994,118	807,238
GENERAL FUND (see page 119)	1,633,911	1,588,877
PROVISION FOR MANUAL WORKERS PENSION SCHEME	320,000	320,000
Notes: (1) The cost of replacing the existing fleet is approximately £12,000,000 (1969 £11,000,000). The Committee has at present resolved to replace certain life-boats, the cost of which is estimated at £1,120,000 (1969 £450,000) part of which will be met by special gifts and legacies. In addition to this the current programme of capital work includes £420,000 (1969 £180,000) for the construction and adaptation of life-boat houses and other shoreworks, and improvements to the existing fleet and facilities.		
(2) The actual liability arising on the establishment of the proposed Manual Workers Pension Scheme is to be ascertained in 1971; the Scheme replaces other pension arrangements formerly not funded.		
	<u>£2,948,029</u>	<u>£2,716,115</u>

(Signed) W. J. W. WOODS
Chairman of the Committee of Management.

(Signed) N. DIXON,
Secretary.

AUDITORS' REPORT TO THE COMMITTEE OF MANAGEMENT

In our opinion the above Statement of Funds and Assets and the annexed accounts give a true and fair view of the branches for the year ended 30th September, 1970, and of the disposition of funds held at those dates.

3 Frederick's Place,
Old Jewry,
London, EC2R 8DB.

5th APRIL, 1971.

LIFE-BOAT INSTITUTION
ASSETS AT 31st DECEMBER, 1970

	1970	1969
	£	£
INVESTMENTS		
At market value on 31st December, 1966, with subsequent additions at cost (market value on 31st December, 1970 £2,299,401—1969 £2,054,016)		
In respect of Endowment Funds	289,296	289,296
In respect of Other Funds	1,744,920	1,476,428
	<hr/>	<hr/>
	2,034,216	1,765,724
Deposits	551,000	674,090
PREMISES		
At cost less amounts written off:		
Freehold	146,338	144,673
Leasehold	54,995	48,117
SELECTIVE EMPLOYMENT TAX RECOVERABLE	11,935	13,654
	<hr/>	<hr/>
	2,798,484	2,646,258
BALANCES AT BRANCHES	149,812	133,262
<i>Less:</i>		
Headquarters Bank Accounts overdrawn	267	63,405
	<hr/>	<hr/>
	149,545	69,857
	<hr/>	<hr/>
	£2,948,029	£2,716,115
	<hr/>	<hr/>

OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION
e recorded receipts and payments of the Headquarters of the Institution for the year ended 31st December, 1970, and its

(Signed) PRICE WATERHOUSE & CO.,
Chartered Accountants.

ROYAL NATIONAL LIFE-BOAT INSTITUTION

RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1970

	1970	1969
RECEIPTS		
	£	£
Subscriptions, Donations, etc.	949,647	1,027,402
Investment income	103,898	137,884
Sundry Receipts	22,363	34,273
Legacies for General Purposes	820,297	697,816
Gifts and Legacies for Special Purposes	523,054	271,043
Gifts and Legacies for Endowment Purposes	—	5,090
	<hr/> 2,419,259	<hr/> 2,173,508
<i>Less</i>		
Costs of Publicity and fund-raising:		
Advertising	25,858	20,257
Other	380,723	283,353
	<hr/> 406,581	<hr/> 303,610
NET RECEIPTS	<hr/> £2,012,678	<hr/> £1,869,898
PAYMENTS		
Capital Payments:		
New life-boats and improvements to existing life-boats	334,382	409,172
Shoreworks and other capital items	36,644	84,268
	<hr/> 371,026	<hr/> 493,440
Recurrent Payments:		
Maintenance and Development of Life-boats	364,653	312,419
Tractors and Carriages	19,205	19,902
Life-boat houses and slipways	71,656	42,648
Stores	159,508	114,668
Depots	193,702	151,979
Life-boat station expenses	44,078	38,210
Coxswains, Mechanics and Crews	290,979	298,400
Dependants' Pensions, etc.	27,876	24,117
Inspectorate	111,738	79,995
Station cottages etc.	8,570	7,758
Administration	100,008	84,295
Sundry other payments	3,341	2,501
	<hr/> £1,766,340	<hr/> £1,670,332
COST OF THE LIFE-BOAT SERVICE		
SURPLUS—EXCESS OF RECEIPTS OVER PAYMENTS	<hr/> £246,338	<hr/> £199,566
AMOUNT TRANSFERRED TO (1969 MET FROM) ENDOW- MENT AND RESTRICTED FUNDS	127,257	151,814
BALANCE TRANSFERRED TO GENERAL FUND (see page 119)	119,081	351,380
	<hr/> £246,338	<hr/> £199,566

Note: The above account shows the receipts and payments of the Headquarters of the Institution for the year to 31st December, 1970, and of the branches for the year to 30th September, 1970.

ROYAL NATIONAL LIFE-BOAT INSTITUTION

MOVEMENTS IN GENERAL FUND

	1970	1969
	£	£
Balance at 1st January	1,588,877	1,303,598
Add:		
Amount transferred from Receipts and Payments Account	119,081	351,380
Profit on Sale of Investments	—	33,643
Profit on Sale of Properties	3,883	256
	<u>1,711,841</u>	<u>1,688,877</u>
Less:		
Loss on Sale of Investments	18,307	—
Amount transferred to Restricted Funds Account	59,623	—
Further Amount provided towards Manual Workers Pension Scheme	—	100,000
	<u>£1,633,911</u>	<u>£1,588,877</u>

LIFE-BOATMEN'S BENEVOLENT FUND

STATEMENT OF ENDOWMENT FUND FOR THE YEAR ENDED 31st DECEMBER, 1970

	1970	1969
	£	£
Balance at 1st January	4,481	4,439
Subscriptions and donations received and invested	36	44
Legacies received and invested	987	—
Investment income	281	255
	<u>5,785</u>	<u>4,738</u>
Less: Grants to beneficiaries	272	257
Balance at 31st December	<u>£5,513</u>	<u>£4,481</u>
Represented by:		
£5,979 Conversion 5½% Stock, 1974, at cost	5,500	4,477
(Market Value on 31st December, 1970 £5,620—1969 £4,293)		
Bank balance	13	4
	<u>£5,513</u>	<u>£4,481</u>

(Signed) W. W. W. WOODS,
Chairman of the Committee of Management.

(Signed) N. DIXON,
Secretary.

AUDITORS' REPORT TO THE COMMITTEE OF MANAGEMENT OF THE ROYAL NATIONAL LIFE-BOAT INSTITUTION

In our opinion the above account of the Life-boatmen's Benevolent Fund gives a true and fair view of the disposition of the Fund at 31st December, 1970, and the recorded receipts and payments for the year ended on that date.

3 Frederick's Place,
Old Jewry, London, EC2R 8DB.

(Signed) PRICE WATERHOUSE & CO.,

5th APRIL, 1971.

Chartered Accountants.

HELICOPTER COVER

THE Department of Trade and Industry has placed a contract with Bristow Helicopters Ltd. for the provision of a Whirlwind Series III helicopter for SAR work. The helicopter, which is based at Manston, Kent, is under the control of H.M. Coastguard. The service was introduced in June and will continue till December, 1972. The Ministry of Defence are providing base facilities at Manston and are assisting in the training of the pilots.

The decision to provide a helicopter for civil SAR work follows recommendations contained in the Report of the Committee on the Marine Search and Rescue Organisation of the United Kingdom (THE LIFE-BOAT, July, 1970, page 172).

Announcing the Government's decision to provide a helicopter service, Mr. Anthony Grant, Parliamentary Under Secretary of State, said in reply to a Parliamentary question on 24th March, 1971: 'I have decided to provide a civil air/sea rescue service from Manston for a trial period commencing this summer and continuing until the end of 1972. My Department will shortly be inviting tenders from commercial helicopter operators for this contract. The service will be under the control of H.M. Coastguard which is responsible for the co-ordination of civil marine search and rescue.'

ROYALTY AT EXMOUTH

The Duchess of Kent took over the wheel of Exmouth life-boat, *City of Birmingham*, during a brief visit to the town's life-boat station on 14th May. Coxswain Brian Rowsell, who stood beside her in the wheel-house, said she showed a tremendous interest in the boat and its capabilities.

A 15-minute trip in the life-boat, escorted by the local IRB and Deep Sea Fishing Club craft, began and ended with cheers for the Duchess from crowds who thronged the dockside entrance.

The visit was made by the Duchess because she was unable to come and name the £72,000 life-boat when it was handed over to the R.N.L.I. by the Deputy Mayor of Birmingham a year ago. Her visit, representing the Duke, who is R.N.L.I. President, at that time was cancelled because she was then expecting her third child.

Annual Service Awards

The James Michael Bower Endowment Fund was established in 1955 by the Peninsular and Oriental Steam Navigation Company as a memorial to James Michael Bower, late third officer of the s.s. *Stratheden*, who lost his life in a disaster. Awards from the fund are made to

those who receive the gold or silver medal of the R.N.L.I. for gallantry.

This year's awards were made to: Coxswain Matthew Lethbridge, St. Mary's, Scilly Isles; Coxswain Dermot Walsh, Valentia, Co. Kerry; and Coxswain Stephen Whittle, Dunmore East, Co. Wexford. All three men were awarded the silver medal of the Institution.

The Maud Smith Bequest is intended for the bravest act of life-saving carried out by a member of a life-boat crew. This was awarded to crew member Mr. David Brunton, Dunbar, East Lothian, who spontaneously dived into the sea from the life-boat without waiting to attach a life-line, and swam to the aid of a man.

The Maud Smith Bequest is an annual award made according to the terms of a will by the Committee of Management of the R.N.L.I.

The Ralph Glister Award is made under the terms of a gift for the most meritorious service of the year performed by the crew of an IRB. The award this year was made to the crew of the Walmer IRB consisting of Mr. Cyril Williams, Mr. Leslie Coe and Mr. Charles Taylor. The Walmer IRB went to the aid of two German students cut off by the tide in a cave.

Deeds of Covenant

Following the reduction in the rate of income tax announced in the Budget, the value of a gift under a deed of covenant is now increased by approximately 63% (instead of 70%). The following table shows the effect of the income tax rates for 1971/72.

Annual subscription	Income tax reclaimed at 38.75 in the £	Total benefit to the institution
£	£	£
1.00	0.64	1.64
2.00	1.27	3.27
3.00	1.90	4.90
5.00	3.17	8.17
10.00	6.33	16.33
50.00	31.64	81.64
100.00	63.27	163.27

We cannot overemphasise the importance of covenants as a means of providing increased regular income to meet the rising costs of running the life-boat service. They are trouble-free in use and an easy way by which existing supporters can increase their help. It is hoped that the covenant way of giving will appeal to those who already subscribe as well as to those who are considering doing so. Branches and guilds, too, can increase their revenue considerably without much extra effort by encouraging the use of the covenant method.

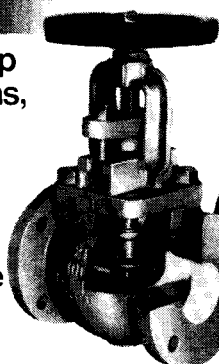


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THE CENTRAL APPEALS COMMITTEE

SPONSORED WALK

OVER £35,000 has been raised so far by the National Sponsored Walk organised by the Central Appeals Committee which took place on Sunday, 18th April, 1971. By the time all the money has been received—40 branches have still to send in money—it is expected that the final amount will exceed £40,000.

At a recent meeting the Committee of Management expressed regret at the accidents that have taken place during sponsored walks in aid of certain charities.

Under the circumstances they have decided that they do not wish any further sponsored walks on *public highways* to be arranged in aid of funds for the R.N.L.I.—at least until the whole matter has been considered at government level.

NATIONAL BALLOON RACE

The winners' names of the national balloon race have now been published and the cheques presented as follows:

1st Prize £100—Mrs. H. Carter, 7 Grayshott Road, Gosport.

2nd Prize £50—Mr. R. M. Howie, 2 The Green, Plymstock.

3rd Prize £25—Mrs. Prim Wagstaff, No. 1 Miskin Manor, Pontyclun.

4th Prize £15—Mr. G. Slade, Meadow Cottage, Rainhill.

5th Prize £10—Mr. I. A. Cotter, Endwood Drive, Sutton Coldfield.

The winning label reached Piacenza, in Italy, a distance of 675 miles.

At the time of going to press the calculations as to which balloons sold by individual branches travelled the longest distances have not been completed as this has proved a complicated business, but these details should be available soon. The net amount raised for the Institute was £3,000.

APPOINTMENTS

At a recent meeting of the CAC it was unanimously decided to elect two new vice chairmen. They are Mrs. G. F. Chapman, of the Wembley branch and North London CAC representative; and Mrs. G. M. Keen, chairman of the Kidderminster ladies' life-boat guild and Midlands representative of the CAC.

A 20 mile sponsored walk in aid of the R.N.L.I. set many feet walking from Bognor Regis to Selsey. On the left Mr F. W. Shearing, chairman of Bognor Regis Urban Council, is shown with some of the walkers before they started their walk.

by courtesy of Chichester Observer





The above extracts are reproduced from the following newspapers: *The Western Telegraph*, Haverfordwest; *Worthing Herald*; *Evening Echo*, Bournemouth; *Evening Post*, and *Chronicle*, Wigan; *North Wales Weekly News*, Conway; *Kidderminster Times*, and *Shields Weekly News*, South Shields.



by courtesy of West Herts & Watford Observer and Graphic Photo

Mr. Walter Ison (right), chairman of Bushey Council, giving advice before the walkers set off from Bushey Meads School.

STAMPS TO BUY EQUIPMENT

For five months during the latter part of this year Tesco Supermarkets have agreed to allow the R.N.L.I. to collect Green Shield stamps throughout 240 Tesco supermarkets in their southern region. This includes the whole area south of a line drawn from Bristol to Norwich.

Life-boat Enthusiasts

The annual subscription to the Life-boat Enthusiasts' Society is £1, junior members under 18 years of age 25p (5s.). For those who live outside the British Isles the rate is US\$3.50 (junior, US\$1.00) or equivalent. If you are interested in life-boat history, technical development or other aspects of modern life-boat operation send you subscription to the honorary secretary of the Society, Mr. John G. Francis, 20a Transmere Road, Petts Wood, Orpington, Kent, BR5 1DU.

DEATHS

The death is reported of Admiral Sir William Slayter, K.C.B., D.S.O., D.S.C., who was a member of the Committee of Management for 18 years and a vice president of the R.N.L.I. since 1962.

Ex-Coxswain Thomas H. Bloom, who served as an officer of the Walton and Frinton life-boat for 31 years, is dead. He won a silver and two bronze medals in the course of his life-boat career.

Well known at Falmouth, Mr. Charlie Brown, who was an officer on the life-boat for over 38 years, has died at the age of 74. He spent 13 of them as coxswain.

The death occurred early in June of Mr. H. B. Fleet who was the well known honorary secretary of the Margate, Kent, life-boat station. During his long public service—he spent many years in the Police—Mr. Fleet devoted himself to the

All the stamps collected will go towards buying various kinds of life-boat equipment. It is planned to repeat this operation in Tesco's northern area at a later date.

SPONSORED SWIM

A sponsored swim has been arranged for the latter part of this year between the R.N.L.I. and the Amateur Swimming Association, and it will now include the clubs affiliated to the Welsh Amateur Swimming Association, the English Schools Swimming Association, and also will have the active support of the Institute of Baths Management. This will significantly expand the scope and effect of the project.

Your fund-raising suggestions are welcome and some are being used. Write to me, Mr. R. N. Crumbie, chairman, at 28 Chislehurst Road, Orpington, Kent, if you feel you have a fund-raising suggestion to put forward.

CROSSWORD

At the time of going to press the exact shape of the forthcoming crossword puzzle in the Journal had not been finalised.

cause of the R.N.L.I. in the widest possible sense for 30 years. Coxswain Alf Manning, of the Margate life-boat, said of Mr. Fleet: 'He was a gentleman who can never be replaced. Mr. Fleet will always be remembered by the crew as "Uncle Bruce" as he was known'.

The death is also announced of Dr. Joseph Soar, M.B.E., who was honorary secretary at St. David's, Pembrokeshire, from 1926 to 1963. In 1943 he received the bronze medal of the Institution for the part he played in the rescue in pitch darkness of a man trapped on the cliffs near the station. For many years Dr. Soar was organist at St. David's Cathedral, and he played football for Derby County in the days of Steve Bloomer. In recognition of his outstanding services as an honorary secretary it was decided, with strong local support, that the present St. David's life-boat should bear his name.

Mudford Guild

Under 'Dog's Luck' in the January Journal (page 9), the £350 reported to have been raised was, in fact, raised by the Mudford ladies' life-boat guild. During the last financial year the Mudford ladies handed £1,000 to the R.N.L.I.

Centenary Vellums

Flamborough, Yorkshire, and Troon, Ayrshire, life-boat stations are this year being awarded centenary vellums.

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by courtesy of Evening Standard

DESPITE their name, there's nothing good about the Goodwin Sands, which comprises three hook-shaped banks off England's south east coast. For centuries these sandbars have been known to seamen as 'The Ship Swallowers', and it is an apt title for shoals which have claimed countless ships and lives.

The Goodwins are 10 miles long and four miles wide, and are among the most treacherous sandbanks in the world. Even in this era of science and big engineering projects they remain untamed, and not even the lightships and buoys marking their outlines and channels make them safe, for the pattern is continually changing.

One survey revealed that there were only nine feet of water where there has been 28 a few months earlier. The North Goodwin light buoy had to be moved 600 ft. to show the navigable channel separating the Sands from the Brake Sands, between Deal and Ramsgate.

Another recent survey disclosed that the Gull Stream, dividing the North and South Goodwins, was silting up. Vessels using it on their way to London were unwittingly endangering themselves.

Various other factors combine to give these sandbars their sinister character. At times they are disarmingly deceptive, appearing so friendly when uncovered at low tides that cricket and football are played on them by holidaymakers who row out.

Geologists have found that the Goodwins consist of an 80-ft. depth of sand, coal, shells, and

The Walmer life-boat standing by the East Goodwin lightvessel in 1961 when she broke adrift in severe weather. The picture was taken next day after the life-boat had been out in the worst conditions the crew could remember.

MENACING GOODWINS

by Arthur Gaunt

coral resting on a bed of soft chalk. And although they look static, they are often in turmoil as a result of the tides which assail them.

Each ebb and flow releases a rush of water which seethes and churns over the sandbars, frequently altering the pattern of alternate shoals and deep water areas. Driven by the swirling tides, thousands of tons of sand are constantly moved around.

Yet much of the sand is packed so hard that ships which go aground are often broken up by being lifted on the waves and then dropped on to the iron-hard surface. Whole fleets have sometimes succumbed to such treatment.

One of the worst disasters occurred in 1703, when 13 naval vessels commanded by Rear-Admiral Beaumont were driven on to the Sands by a raging storm. Pounded relentlessly, the entire fleet foundered within eight hours and hardly a soul was saved.

Throughout the centuries at least 50,000 human lives have been claimed by these sinister sandbanks, and the vessels wrecked on them have included passenger ships as well as merchant ships and men-o'-war.

The ever-present dangers have resulted in many heroic rescues by the crews of R.N.L.I. craft stationed along the Kentish coast. A typical life saving mission was carried out by the crew of the Walmer life-boat *Charles Dibdin* (Civil Service No. 2), when an American ship, the *Luray Victory*, of Los Angeles, became stranded on the Goodwins on January 30-31, 1946.

Coxswain Frederick Upton put to sea to investigate and found the stricken vessel, but the waters round her were too shallow for the life-boat to get alongside, and she had to lie off until the next flood tide made a close approach possible. Meanwhile she was joined by the tug *Persia*.

That rising tide enabled Coxswain Upton to bring his boat near enough to the American ship to fasten the *Persia's* towing hawser to her. Yet the tug was unable to drag the imperilled vessel off the sandbank. The life-boat then returned to shore for refuelling, but rejoined the *Persia* within an hour. Even in that short time the stranded ship had begun to break up as a result of terrific pounding by the waves, and it was clear that she would soon sink.

With great skill Coxswain Upton manoeuvred the life-boat against the side of the *Luray Victory* and held her there long enough for one American seaman to jump aboard. Repeating the operation 48 times, he succeeded in taking off the whole of the crew without a single casualty, snatching them from the Goodwin's eager maw before their ship broke in half.

The total number of ships which have been victims of these treacherous Sands is unknown, but 50 sank there during World War II. A few which went aground rolled clear with the rising tide, but the majority had their backs broken and became a total loss.

Eminent engineers have tried to erect warning beacons on the Goodwins, only to be thwarted by the merciless seas. The Duke of Wellington proposed to build a fort on them, and Admiral Cochrane suggested binding them with asphalt as a base for a lighthouse.

Trinity House achieved some success in 1849 by putting up a strongly braced mast, but this survived for only 30 years—the longest period attained by any warning device on 'Calamity

The Liberian tanker *Panther* (15,840 tons) stuck on the Goodwin Sands after running aground on 30th March, 1971. Tugs eventually got her off with (lower foreground) the local life-boat standing by. An account of this service appears on page 150.

by courtesy of Press Association





by courtesy of George G. Carter

A series of unusual photographs taken on the Goodwin Sands in January, 1948. Geologists have found that the Goodwins consist of an 80 foot depth of sand, coal, shells and coral resting on a bed of soft chalk. This mixture is in constant turmoil.

Corner', as the Sands were once nicknamed by seamen who sailed along the coast of Kent.

Schemes for making the Goodwins safe have been examined by Parliamentary committees, and there have been suggestions that the area might be reclaimed from the sea by surrounding it with breakwaters to form a great harbour. But none of these projects came to much, the practical problems eventually being accepted as insurmountable. Some promising ideas have

had to be rejected because they would have been too costly.

A scheme to dump 50,000 tons of rubble there every week, until an island was created, was abandoned when experts reported that the operation would have to continue for years to satisfy the greedy Sands and raise them permanently above the high-water mark.

Companies formed to recover the vast treasure deposited on the Goodwins by hundreds of wrecks have not achieved any more success.

Nevertheless, the notion of putting the sandbanks to good use has not been permanently shelved. With bigger and bigger oil tanker ships being built, the need for suitable berthing facilities is pressing, and the Ministry of Transport is examining the possibility of creating a new deep-sea port by driving sheet piling into the Sands and filling the area with rubble, as earlier schemes envisaged, but using modern engineering techniques.

The enterprise would be completed by building a huge dock between Ramsgate and Deal. It would be three miles long and three-quarters of a mile wide, and would be big enough and deep enough to accommodate any present or future super-tanker.

Tradition avers, in fact, that these threatening shoals once supported trees and were an island 900 years ago, before they were submerged by violent storms. Some of the most destructive weather in English history is known to have occurred in the 11th century, and the storms and floods of that period could easily have overwhelmed an offshore territory as big as the Goodwins.

According to some historians they are the remnants of a fertile region which the Romans called *Insula Inferna*, and which was given to the See of Canterbury by William of Normandy.

They get their name from Earl Godwin, brother-in-law of Edward the Confessor, being part of the estates attached to that earldom. Even in those distant days the island was apt to be flooded by spring tides, and the Archbishop of Canterbury was required to maintain a sea wall to protect the Earl's offshore property.

Not so long ago it was suggested that, instead of being reinforced and incorporated in a huge new seaport, the Sands might be destroyed by exploding a nuclear device there. The idea was vetoed by scientists who stated that it would be impossible to control an explosion of the necessary magnitude, and that there was no guarantee that it would do the trick without dangerous side-effects.

Not surprisingly, the Goodwins have ghost stories about ships which went asunder on them long ago. The most romantic of these tales concerns the *Lady Lovibund*, sunk in 1742 with 50 wedding guests aboard.

(continued on page 144)



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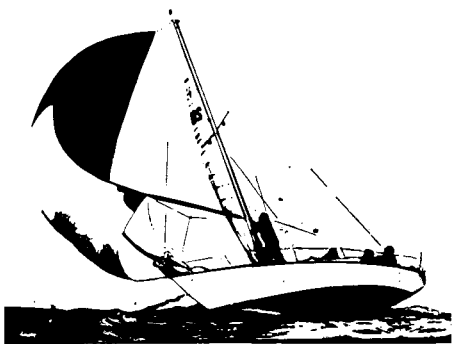
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Interested yachtsmen and boat owners who want to support the R.N.L.I. in this way are invited to contact the Y.L.A. office at 29a Castle Street, Salisbury, Wiltshire (Tel.: Salisbury 6966 (STD 0722)).

Mr. J. L. Fridlington of Sutton-on-Forest (Y.L.A. No. 1580-F) organised a sponsored walk from Sutton-on-Forest to Helmsley—a distance of 20 miles.

Mrs. J. Potter of Sutton-on-Forest and Mrs. N. Moreland and Mrs. V. Ling, both of Strensal, completed the walk and raised £78.10 for the Institution.

Mr. Alasdair Garrett, who is promoting the Y.L.A., writes: 'On the afternoon of 3rd May, I was relaxing on the deck of the brigantine *Joanna of Foulness* owned by Nigel Heriot (Y.L.A. No. 7438) and a fellow governor of the R.N.L.I. It was a fine sunny afternoon with a light nor'easterly and we had just arrived at Burnham-on-Crouch, completing a passage from Salcombe.

'I was astonished to see the Clacton life-boat escorting a motor yacht up river and I boarded the life-boat to find out the reason for the operation. It was a sad tale of misadventure. The yacht had sailed from Harwich bound for the Crouch and, her compass failing, the owner decided he could navigate his vessel without this essential aid!

'Somehow or other he managed to reach the N.E. Maplin buoy and realising that he was hopelessly lost he then used his R/T to call for assistance and accordingly the Clacton life-boat was launched. The service took 8½ hours.

'One can only assume that this vessel had neither lead line nor D/F set. No yacht should ever be without the former and its use in estuary is a sound aid to pilotage. However, the story has a happy ending as the owner has joined the Association as a governor to mark his appreciation of the service rendered.

'In the conditions prevailing at the time, it

would have been more prudent to have followed the coast up the Wallet making the Crouch by the Raysand channel on a rising tide or if the depth of water did not permit this by the Wallet Spitway and thence by using the lead to keep to the Buxey side of the Whitaker channel until land was again sighted at the entrance to the Crouch.

'A fortnight later I traversed these waters again under very different conditions. The forecast spoke of 'fog patches' and as we left our moorings at Pin Mill in thick fog, we had hopes that the patch would not persist. In the event it proved to be a patch of over 30 miles! The last mark to be sighted was the Beach buoy off Landguard and our next the North Foreland light and the Elbow buoy simultaneously about 7.30 p.m. the same evening. The two governors of the R.N.L.I. aboard were responsible for this exacting pilotage.

'After leaving the Orwell, we made the Medusa Channel and then across Goldmer Gat to round an invisible Sunk Head Tower, the rise of tide allowing us to sail across the Long Sand into the Knock Deep which is almost totally unfrequented by shipping. The echo-sounder was kept going constantly and frequent D/F bearings were taken on the Sunk light vessel and the North Foreland. Indeed without the echo-sounder a crossing of the estuary with visibility seldom more than a quarter of a mile would not have been attempted.

'In addition to the main compass, two other compasses were carried—one for D/F and one hand-bearing compass. The patent log was streamed off the Beach buoy and with these aids we were confident of a reasonably accurate D.R. plot. Our endeavours were finally rewarded by a spanking north easterly and we had a splendid sail until the wind backed westerly off Beachy. We made the Solent by way of the Looe channel and berthed in Lymington in comfortable time for dinner and a train to London.'

DON'T ROCK THE BOAT

THIS article appeared in *The Field* on 8th April and is reproduced by permission of *The Field's* editor. We consider it a most helpful, informative and balanced article, although the comment about the attitude of crews towards self-righting life-boats is somewhat misleading. It is true that the older types of self-righting life-boats were not popular with many of the R.N.L.I. crews but these life-boats are no longer in service. The criticism that self-righting life-boats are inherently less stable than non-self-righting

ones is in no way applicable to the various kinds of self-righter now in the Institution's service. These are the Oakley 37-foot and 48-foot 6-inch boats, the Solent class, and the 44-foot steel life-boats of the U.S. Coast Guard design.

There is no shortage of pundits eager to seize the opportunity offered by broadcasting time and newspaper space to criticise things British. A classical example, still to die the death, occurred last year after the Fraserburgh life-boat disaster, when it was found

(continued on page 138)

PRESENTATION GIFTS

THE WESTCOUNTRY "PURITAN" SERVING SPOON



A spoon of limited manufacture, produced by Wigfull's for occasions of celebration and personal importance.

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Extensively used by the R.N.L.I. for inshore rescue work, the inflatable RFD-GQ PB-16 Z-Boat is capable of carrying 10 people and supporting many in excess of that number. Being inherently buoyant, it is virtually unsinkable and is designed to travel fast through heavy seas. Its seaworthiness, toughness, resilience and speed have gained the acceptance of Services throughout the world, including Police, Fire and Coast-guard Patrols; Pilotage and Preventive Services; Marine Survey, etc.

(NOTE: Standard Z-Boats, in three sizes, are also available for workboat or pleasure purposes.)



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CHUCKLES FROM THE 1930s

finished speaking you'll remind the Lord Mayor that he has heard it before.'

A mile inland from Morecambe is a traffic roundabout from which five roads radiate. So busy were we gossiping that I made a complete circuit of the roundabout and, 10 minutes later, we were again driving along the sea front at Morecambe. Trusting that my chief had not noticed this faulty navigation I drove the car back to the roundabout and this time took the right exit for Lancaster. Sir Godfrey allowed an



In the early days of Sir Godfrey Baring's chairmanship the motor car was still something of a novelty. This Rolls-Royce—it appears to be a New Phantom I of 1925-1929—was pictured outside the old headquarters of the R.N.L.I. in Charing Cross Road.

Thirty odd years ago it was my duty and my privilege to act as escort to Sir Godfrey Baring, K.B.E., then Chairman of the Royal National Life-boat Institution, on his frequent visits to the North West District and, at a later period, to Ireland. In his company life was never dull; his geniality and his ready wit could liven the most tedious journey and lift the gloom from the stodgiest meeting in the dreariest of town halls.

For 30 years he delivered his one speech almost word for word and it was received with the same delight on its tenth repetition as when first delivered. His audiences came to know his peroration as well as he did himself; as he resumed his seat it came out like machine-gun fire—

*'And not once nor twice in our rough island story
The path of duty has been the way to glory'.*

My reaction to this well-tried conclusion had become so automatic that it once led to my being on the receiving end of one of his rare reprimands. 'Look here, young fella', he said resentfully, 'if you reach for my hat before I have

hour to elapse before he commented drily: 'A very nice roundabout that; such wonderful flowers; well worth a second look'.

I called for him one evening at a Manchester hotel. He was booked to address the annual meeting at Lymm, and for the branch and for me the engagement was of some importance. He came as far as the street and eyed the dense fog with marked disfavour and refused to budge. I was furious but he was adamant.

'You go and make my apologies if you are fool enough', he said, 'but if you have any sense you will ring 'em up and stay here and have dinner with me.' Three hours later I found myself bogged down in a Stretford slum having progressed only two miles. The car had to be abandoned and a policeman found shelter for me in a bug-ridden doss-house. When I joined him at the hotel the next morning I was

by Colonel R. Trenam, O.B.E., M.C.

unshaven, filthy with Manchester soot, and in need of delousing. Sir Godfrey was tickled to death.

He had half-a-dozen favourite stories, one or other of which he would use to lace his well worn oration. One referred to the station at Newcastle, County Down. As a publicity gimmick he went to sea in the life-boat taking with him 'a Roman Catholic priest, a Moderator of the Presbyterian Church, and an eminent Anglican divine'. 'It says something for the stability of our boats', he observed, 'that all returned safely to shore.'

Another dealt with another Irish village. All



*by courtesy of London News Agency Photos Ltd.,
Sport & General*

The Duchess of Norfolk with some of her workers at the Mansion House in 1924, personalities at a gala performance in aid of the R.N.L.I. at the Plaza Cinema, London, between the wars, and three jovial flag-sellers at London Life-boat Day, 1932.

hell had been let loose there during the day with the life-boat crew divided in its political loyalties. When the ructions were at their worst the maroons were fired and the boat called out. The crew disengaged from the battle and promptly assembled, put to sea and, after a brilliant service, returned triumphantly with a boatload of survivors; the crew then, said Sir Godfrey, without batting an eyelid, came ashore and 'resumed the battle with unabated zest'.

He was once late for a DOS conference in London. A message came to say that he had



From 1903 to 1931 the headquarters of the R.N.L.I. were at 22 Charing Cross Road, London, W.C.2. Teas and luncheons were conveniently obtainable next door.

by courtesy of The Tella Co. Ltd.

been involved in a traffic accident, that his car was a write-off, that he himself was shaken but was continuing his journey by taxi. When he came into the room we made the appropriate sympathetic enquiries. He was bruised, he said, and he regretted the ruin of the Institution's

car, but he was glad to report that the lorry involved in the accident was completely undamaged.

A very lovable left-over from the 19th century; we shall not see his like again.

Civil Servants' Gift

The first of the new 52-foot glass reinforced plastic life-boats to be built from the latest 52-foot prototype fast afloat boat (see pictures page 109) designed by the Royal National Life-boat Institution is to be paid for by voluntary contributions from the Civil Service and Post Office Life-boat Fund. The boat will cost in the region of £60,000.

Members of the Fund visited the prototype life-boat at William Osborne's yard at Littlehampton on 8th May.

The Civil Service and Post Office Life-boat Fund was founded by the Post Office in 1866 and since that time has provided 35 life-boats at a cost of over half a million pounds. At present 13 Civil Service life-boats are in service.

Lightvessel IRB

At the request of the Government a rescue craft provided by the Royal National Life-boat Institution is now stationed aboard a lightvessel, from which she may be used for life-saving purposes. The experiment is a joint venture by the R.N.L.I. and Trinity House and is the outcome of discussions between the two organisations following recent shipwrecks near the Varne.

One of the R.N.L.I.'s standard IRBs is now aboard a wreck marking vessel near the Varne lightvessel off the Kent coast. She is manned by Trinity House personnel who have been trained by Lieut. George Cooper, R.N.R., a member of the R.N.L.I.'s staff.

LIFE-BOAT CHRISTMAS CARDS AND CALENDARS

This year one of the life-boat cards has been designed by an 11½ year old girl, Philippa Mary Dudgeon, of Woking, Surrey, the overall winner of a life-boat Christmas card design competition organised by the children's magazine *Look and Learn*.

There will be five attractive and interesting life-boat cards available, one more than last year.

A— A card bearing an illustration reproduced from a painting by W. L. Wyllie, R.A., in 1873, of a carriage launch by horses. The original painting hangs in the head office of the R.N.L.I. (size 5½ inches x 7 inches).

Price 6p

B— A life-boat scene by Philippa Mary Dudgeon, winner of the *Look and Learn* competition (size 4½ inches x 6½ inches).

Price 5p

C— A humorous/traditional design featuring a partridge in a pear tree (size 6½ inches x 4½ inches).

Price 4p

D— A religious/traditional theme, based on the Three Kings (size 4 inches x 5½ inches).

Price 4p

E— A plain card bearing the R.N.L.I. flag (size 5½ inches x 4 inches).

Price 3p

All these cards are in full colour but are reproduced in black and white on the facing page to show potential customers more clearly the choice available.

The life-boat pictorial calendar will again be available. Complete with a special envelope its cost will be 37p, post free. As in the past the months will be spread over both sides of six pages and each will be headed by an attractive colour photograph of a seascape, several of them having direct life-boat associations, and holiday tidal information will again be included. Following the re-design of the cover last year the whole of the calendar pages have received a similar treatment with the result that the 1972 calendar will be particularly attractive.

The small pocket calendar will bear an illustration of one of the R.N.L.I.'s new small fast rescue boats at speed. The cost of this calendar will be 2p.

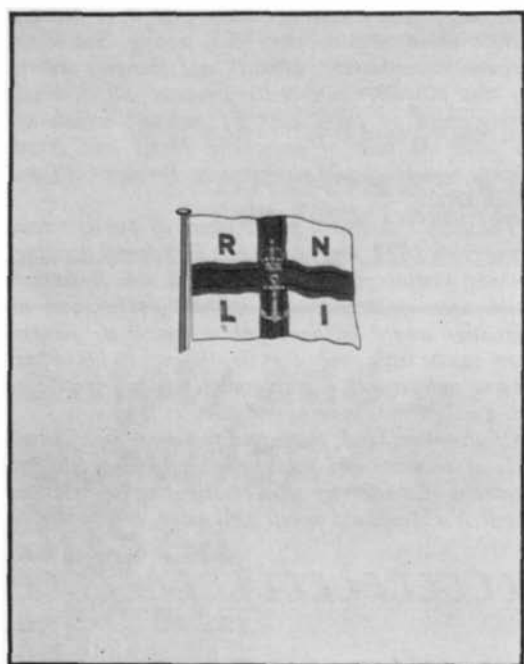
Buying life-boat Christmas cards and calendars is an easy and effective way of helping the life-boat service. Although an informative leaflet, showing full colour reproductions, together with an order form, will be enclosed with the October number of *THE LIFE-BOAT*, purchasers need not wait until then as the Christmas Card Section, R.N.L.I. Depot, Boreham Wood, Herts., will be happy to accept orders any time. Cash with order, please.



↑
A



↑
C



←
E

↓
B



←
D



DON'T ROCK THE BOAT (cont. from page 132)

that the Royal National Life-boat Institution faced some difficulty in meeting the cost of building a fleet of self-righting vessels. The self-appointed experts advised the government to establish a coastguard service along the lines of that operated by the United States Department of Transport.

It seems unlikely that the implications of such a step have been considered. At present H.M. Coastguard Service comes under the peace-time jurisdiction of the Secretary of State for Trade and Industry as a coast-watching organisation, countering illegal immigration, fishery protection and salvage operations, and alerting the rescue services when needed. Rescue most often means the Royal Life-boat Institution's volunteers, but sometimes Royal Air Force and Royal Navy helicopters are available, with R.A.F. Nimrod maritime-reconnaissance aircraft for longer-range search duties.

The United States Coast Guard Service operates its own fleet of aircraft, including helicopters, and an assortment of ships, some of which approximate to the coastal minesweepers used by the Royal Navy on fishery protection duties.

The establishment of such a service in this country would merely mean transferring men and equipment from the existing armed forces, from the R.N.L.I. and, to an extent, Trinity House, to a new para-naval force. The result would mean loss of flexibility in deploying part of this country's defences, without any real improvement in the excellent liaison and co-operation now existing.

What would also be lost by including the R.N.L.I. in such an organisation would be the concept of voluntary service to the community, which is already under pressure on other fronts, and the opportunity for the general public to show their appreciation and their order of priorities.

Worse, the ups and downs of the economy may be affecting the R.N.L.I. badly as it is, but this is

nothing compared to the effect of cuts in defence expenditure on the Armed Forces, of which the proposed coastguard service would be a part by virtue of its duties, if not control.

That the R.N.L.I. can rise above its difficulties is shown by the fact that, in 1970, a loss of some £300,000 was anticipated. But public reaction to the Fraserburgh tragedy resulted in a surplus of £200,000, sufficient encouragement for the start of nine new self-righting vessels (although the total bill will be in excess of £600,000). A government department could seldom act with such speed or single-mindedness.

There is a happy medium between extravagance and neglect, but seldom does the State find it. Wholesale replacement of the Watson class life-boat, mainstay of the R.N.L.I. fleet, would be wasteful since these can cope with all but the worst conditions of our coasts. The Watson class also has the confidence of many life-boatmen, and some consider self-righting vessels to be unstable and something of a handful for crews.

The last government discovered that three Nimrod aircraft could replace every five ageing Shackleton maritime-reconnaissance aircraft, and therefore ordered only the pitifully inadequate force of 38 Nimrods (developments of the Comet jet airliner) which are left with the task of patrolling Home and North Atlantic waters, the Mediterranean, Persian Gulf and Indian Ocean.

The R.N.L.I. has a proud record of public service dating from 1824, and has seldom been found wanting. Nothing mortal can be perfect, and the Institution would never pretend to be without faults, but an alternative would be hard put to match its success. There can be little doubt that its efficiency is due in part to being independent of state control and able to arouse both a willingness to serve and a desire to give.

On the other hand, the armed forces are in a vicious circle of economy and poor recruiting figures, the uncertainties of the former often contributing to the latter. The R.N.L.I. should be left well alone.

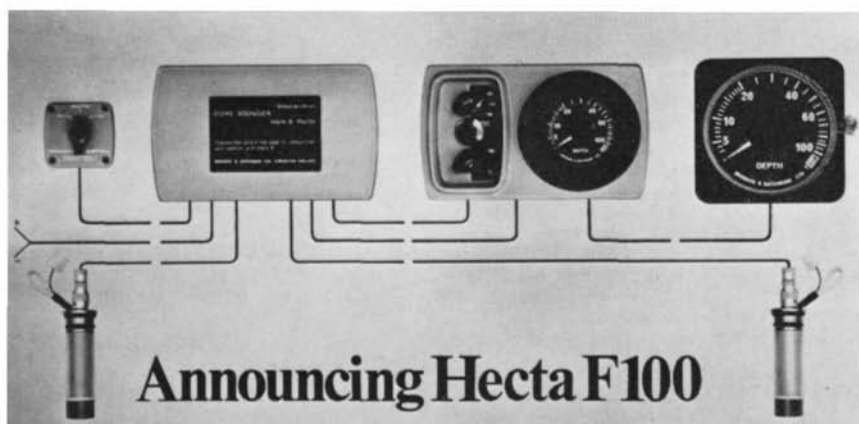
SOME WAYS OF RAISING MONEY

A sponsored marathon swim was undertaken by four young men in aid of Thurso ladies' life-boat guild funds. About £300 was raised. The swim continued from the evening of Friday, 11th December, until 6 p.m. on Sunday, 13th December, and a total distance of 54½ miles was covered.

When Mrs. Codrington of the Swindon committee told the R.N.L.I. that she could no longer undertake collecting, being well into her 90s, she changed

her mind when she found there was little time left to form a committee before the flag day in July. Instead she asked for 60 boxes and agreed to get them distributed.

Mr. and Mrs. N. Nelmes, who run a fish stall in Salisbury, are displaying a life-boat picture and a poem called 'Our Fishermen'. Bunches of parsley are being offered in exchange for a donation to the R.N.L.I. collecting box alongside.



A small echo sounder with a big punch! Hecta Model F100, while embodying many of the features of the well-proven 30 and 60 fathom instruments, has a transmitter of greatly increased power (in a separate case, as shown above) which extends the maximum range to 100 fathoms. Now, for the first time, the yacht navigator can run a line of soundings over any part of the Continental shelf. Performance in shallow water has not been impaired, and Hecta F100 is as effective as the other models for pilotage and in-shore racing.

There is also a metric model, M.200.

These instruments are ideal also for power-boats since the high power of the transmitter overcomes interference from propeller noise and so enables soundings to be obtained at higher speeds than is possible with the low powered instruments.

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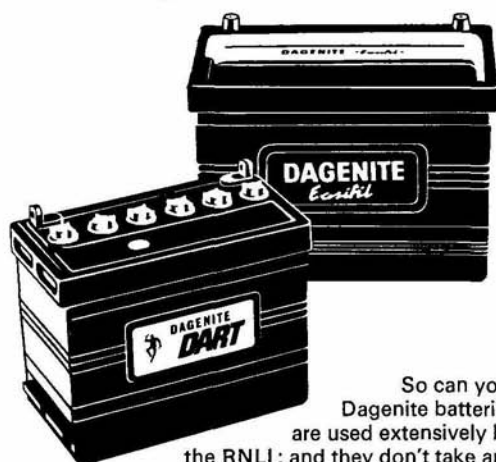
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An anthology of first person accounts of man's ability—or inability—to survive at sea by the victims of all types of sea disaster. These are presented in logical sequence, from preparations against shipwreck, through survival in conditions of exposure, to descriptions of rescues and treatment after rescue. With each section the authors draw conclusions and make practical suggestions. £2.50.

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FIRMS AND THEIR PRODUCTS

● The Hovercat Mk. 2 multipurpose amphibious hovercraft (*Hovermarine Transport Ltd., Hazel Wharf, Hazel Road, Woolston, Southampton*) has a wide range of roles.

The Hovercat depicted above is fitted out for casualty evacuation. It can take two stretcher cases inside the cabin and two more in the specially constructed external pods.

It is capable of operating over a variety of terrains—marshes, sand bars, deserts, ice, snow, scrubland—and also in coastal waters, along rivers and on lakes. The Hovercat's fully amphibious quality allows it to operate from relatively unprepared bases and in coastal waters tidal rise and fall do not limit operations.

● Mr. S. Blachford, of Southampton, applying (see picture) Letrasign, a tough PVC self-adhesive lettering (*Letraset Ltd., St. George's House, 195/203 Waterloo Road, London, S.E.*) to his 16-foot trimaran *Royalist III*.

Mr. Blachford set out at Easter to sail, single-handed, the trimaran 5,000 miles across the Atlantic from Southampton via Portugal, the

Canary Islands to the West Indies.

Letrasign, which is being used for suppliers' names along the sides of the trimaran, stood up extremely well during *Royalist III*'s rigorous sea trials in the Channel. It even weathered a gale, and proved to be highly resistant to constant salt water exposure.

● The Laureate course corrector and D.R. (dead reckoning) position indicator (*Circle Marketing, Kelven House, Totteridge Avenue, High Wycombe, Bucks.*) has been designed for small boat, cruising boat and racing yacht use. It is equally suitable for sail and power vessels. Correction can be determined in the cockpit without leaving the tiller.

Today most charts, tidal streams and recommended courses are given as 'true' compass bearings and for convenience this system is adhered to in the Laureate instrument. Final correction to give magnetic compass readings and bearings is easily made when required. The instrument (see p.142) incorporates a 'magic slate' which serves two purposes: movement of the original plot for construction of velocity triangles and for erasure when a particular correction has been determined. Information is stored until the next correction is to be made and this can be useful as a constant reminder to the helmsman of the course to steer.

● Drying out a boat can be difficult even when it is fitted with bungs and balers. One of the quickest ways of getting a boat really dry is by using the Straight Jane self-wringing mop (*Straight Jane Mops Ltd., Garfield Road, Wimbledon, S.W.19*).

(Continued on page 142)



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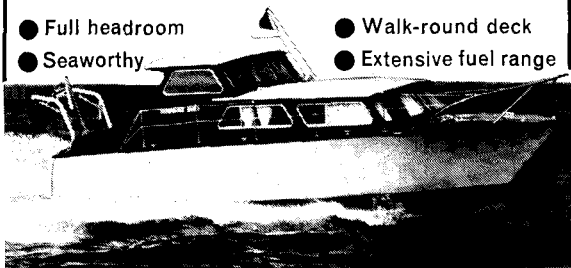
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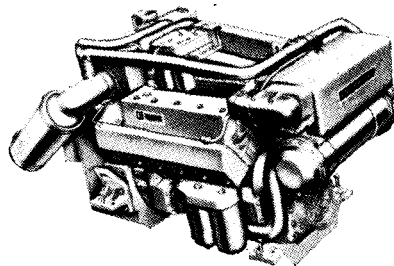
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● *Ardleigh Laminated Plastics Co. Ltd., Blue-bridge Industrial Estate, Halstead, Essex*, are specialists in the construction of G.R.P. hulls and decks for amateur and professional boat-builders to fit out. A 19-foot 6-inch by 7-foot 4-inch hull and deck of the traditional round bilge design is available.

● 'The Sea Truck—the new tougher and faster all glass-fibre version recently introduced by *Rotork Marine Ltd., Lower Weston, Bath, Somerset*—was earlier this year being assessed by Port of London observers for its suitability as a high speed liaison craft in emergency situations.



Actor Richard Todd (left) spins the drum before drawing the ticket for the winner of the R.F.D. inflatable 'Sportboat'—the prize in a draw organised by RFD-GQ Ltd., during the week of the Bournemouth boat show, in aid of the R.N.L.I., who use R.F.D. inflatable PB-16 Z-boats for their inshore rescue boats around the coast. Also in the photograph are Mr. Anthony Oliver and Mr. John Marshall, organiser and former assistant of the Southern District of the R.N.L.I., Mr. Robin Farbrother, of RFD-GQ's Marine Sales Division, and Mr. Alan Cavanagh (extreme right), the Bournemouth boat show organiser. The winner of the 'Sportboat' was Mr. Searle of the Carlton Hotel, Bournemouth, with ticket number 0510. A total of £130 was raised for the R.N.L.I.

LONGHOPE NAMING

The naming ceremony for the new Longhope, Orkney, life-boat took place on 27th May, beside Longhope pier. The new life-boat is the *David and Elizabeth King and E.B.*—a 48-foot 6-inch Solent—and has been paid for by legacies left by Miss Charlotte A. King of Edinburgh and an anonymous donor. She was named by Mrs. Marian Thornton, an Edinburgh solicitor's wife, who was nominated by the family.

The Duke of Atholl, Convener of the Scottish life-boat Council, accepted the life-boat from Mr. W. Dunnet, A.F.C., a trustee of the late Miss King's estate, and delivered her to the care of the Longhope branch of the R.N.L.I. Mr. J. M. F.

Croat, honorary secretary of the Longhope branch, accepted her on behalf of the Longhope life-boat station.

The dedication service was conducted by the Rev. Ewan G. S. Traill, M.C., Minister of the Parish of the South Isles, Orkney, and the Rev. Stuart D. B. Picken, Moderator of the Presbytery of Orkney.

Rotary Appeal

Although the Rotary Life-boat Appeal, sponsored by the Rotary Clubs of Tamworth and Westminster West, closed on 30th June, contributions may continue. The appeal is to provide a life-boat to be named *Rotary Service*.



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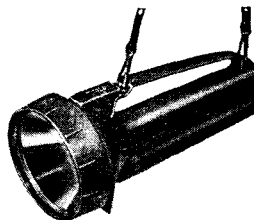
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THE GOODWINS *(continued from page 128)*

The skipper had just been married, and a wedding breakfast was in progress as the ship sailed near the south east coast of England. But while the bridegroom was preoccupied with his guests a disappointed rival took the helm and steered the vessel on to the treacherous Sands.

She was engulfed and everybody aboard her perished. But legend says that on stormy nights the *Lady Lovibund* re-enacts her last voyage, sailing to destruction with her lights ablaze and sounds of revelry coming from her.

The forerunners of the present warning lights around the 'great coffin for ships', as one writer described the Goodwins, included a primitive vessel with candle lamps dangling from her yardarms. In 1841 a civil engineer named William Bush attempted to build a lighthouse on the Sands at his own expense, and after many setbacks he managed to erect his 'Light for all nations', as he called it. But the structure, which was not completed until 1845, developed a 4-ft. tilt and had to be abandoned.

Even in our own times lightships have been lost while guarding other ships from sailing to destruction on the Goodwins. One was run down and sunk between the two world wars,

and another was rammed and sent to the bottom during World War II.

On 12th November, 1961, the East Goodwin lightvessel broke adrift and was reported heading southwards over the Goodwin Sands. Coxswain Upton, who took out Walmer's *Charles Dibin* (Civil Service No. 32) life-boat, said: 'The seas were tremendous and as the night wore on the waves became bigger and bigger. Unless you have had experience of the seas on the sands you just can't visualise with what force they can hit you; a spot of water will almost knock you out, and the breakers come down like ton weights.'

'Some of the crew were able to get a little sleep, but I could not leave the wheel. The rum did its rounds but I stuck to ginger wine. It was as much as I could do to keep her from capsizing, for one mistake out there and we could all have had it. . . .'

First charted in Elizabethan days, these malevolent sandbars still present a major menace to coastwise shipping, and the amount of bounty they hold in the form of wrecks is greater than that of any other part of Neptune's kingdom. The Goodwin Sands are a perpetual challenge to the men of the R.N.L.I.



BOOK CORNER

● *Boat World: The Sail and Powerboat Yearbook 1971*, now in its eighth edition, is to hand from Sell's Publications Ltd., Sell's House, 39 East Street, Epsom, Surrey, price £1.25. This annual handbook for boat owners is packed with articles on such subjects as Knots and Rope-work, The Seaway Code, A Basic Approach to Electronic Aids in Navigation, Safety at Sea with Pyrotechnics and Weather Forecasting. There are also special features describing the newest developments in boating, ranging from polystyrene hulls to piezoelectric elements. The publishers have a reader's inquiry department which last year answered 3,000 readers' inquiries. Once again there is a postcard inserted in the yearbook if you want information on any subject relating to boats which cannot be found in the actual volume.

● Also from the above publishers—Sell's Publications Ltd.—is *Boat World Guide to Dinghies*, price 50p. Apparently there are at present, sailing in this country alone, over 600 designs of dinghies.

● From Educational Productions Ltd., East Ardsley, Wakefield, Yorkshire, come a number of useful pocket booklets in the Know the Game Series. There is *Life Saving* published in collaboration with the Royal Life Saving Society, price 20p; *Motor Boating and Water Ski-ing* published in collaboration with the Yacht and Motor Boat Association and the British Water Ski Federation, price 25p, and *Sailing* with a foreword by Peter Scott, price 20p.

Sea Horse

A horse went for a six-mile swim on 30th April before it was turned back to shore by the Howth life-boat. The sea-loving horse was spotted six miles off Howth and was swimming in the direction of Lambay when life-boat crewmen, George Duffy and Myles Moore, 'herded' the animal back to shore. The horse went into the sea at Claremont Strand, Howth, and was 'steered' back to shore at Portmarnock Strand, where the horse galloped off.



THANKS

● We would like to thank you for the copy of *THE LIFE-BOAT*. We have regularly received free ones over the years and feel that, owing to increased costs, we would like to help meet this as we always take a great interest in the work of the Institution and its gallant crews around our coasts.—*L. Jordan, Victoria Avenue, Bloxwich, Walsall, Staffs.*
P.S.

My sister fell and badly damaged her arm. I reached a scarf from the hall stand to make a temporary sling. I reached for her coat to put round her shoulders and took her to hospital. On the hospital steps, a man asked, 'What have you done?' 'Oh', she said, 'there are worse disasters at sea'. As the man burst out laughing I suddenly realised that on her coat was her guild badge and the scarf was my life-boat scarf with the crest plainly showing.

● May I congratulate you on the excellent appearance of *THE LIFE-BOAT*. The quality, layout and contents are so attractive that I cannot see anyone begrudging the nowadays meagre sum of 15p asked for it. From now on I would like to pay for my copy.

I am, incidentally, a member of the Life-boat Enthusiasts' Society. Readers may like to know that I made a model of the life-boat kit put out by Rovex (January Journal, page 24).—*R. S. Fawcett, Lime Grove, Draycott, Derby.*

Mr. Fawcett's model—he sent us a coloured photograph which, however, we cannot reproduce here—shows the 37-foot Oakley *The Royal Thames* and it is an attractive piece of work.

THE ONE AND ONLY

● The 1971 R.N.L.I. calendar took me back very many years—1923 if memory serves—to the one and only time I took a life-boat out on

active service. I was test engineer for J. S. White & Co. at the time, and that company was building boats and engines for the R.N.L.I. whose chief engineer had designed an engine which would continue to function even when totally submerged.

After completing its bench tests the engine was duly installed in the boat and I spent some 6-8 months running sea tests in all sorts of weather. In due course it was considered that the boat was ready for service, but it was considered that, as it was fitted with a new type of engine, an experienced man should stand by and take it out on its first actual service call.

Yours truly was told off for this job. Accordingly I delivered the boat under its own power to Penlee Point in Mounts Bay.

We did not have long to wait. A 10,000 ton Yugo-Slav tramp was rounding Lands End, empty, in a pretty hefty gale and its propeller blades were knocked off as the vessel plunged in the high seas. The S.O.S. was sent out and the Sennen boat tried to answer, but very high seas prevented that boat from being launched.

The call was then moved to us in Mounts Bay which was more sheltered, and away we went. If memory serves again, it took us 3 to 4 hours to reach the tramp which although it had its anchors down was drifting towards the Runnel Stone rock. We took off the crew but the skipper would not leave, and consequently we had to hang about. Eventually I said that we would have to return to harbour as fuel was getting very short, and then the skipper decided to come with us.

We returned to harbour, refuelled, and out we went again, only to find that the vessel had foundered and all that was left was some dunnage floating about.

This was my only experience in sea rescue—we were out, all told, for 19 hrs., and was I sea-sick!—*A. J. Spilman, Grinstead Lane, Lancing, Sussex.*

RACE FOR MAN AND BOY

A 15 year old youth ran up to a group of fishermen by the harbour at Dunbar, East Lothian, and told them that his brother had been washed off the rocks at the harbour entrance. Coxswain Robert Brunton, who was present with some of his crew, realising every moment was vital, decided to launch immediately. He then telephoned the Coastguard to inform them of his intentions. Meanwhile they had sighted the casualty themselves and were already firing maroons.

The Dunbar life-boat *Margaret* slipped her moorings at 2.20 on 23rd December, 1970, and made for the area. The weather was very cold, with rain, and there was a northerly gale force wind. There was a heavy swell with a rough confused sea in the harbour entrance.

Coxswain Brunton had some difficulty handling the life-boat through the narrow harbour entrance, but once clear headed for the reported position about 200 yards north of the entrance. As he came up to this position he received instructions by radio from the Coastguard, who could see the casualty from the look out.

At 2.23 a man was sighted face down and barely floating. He was supported by the air locked in his clothes. The coxswain headed towards the man, but had some difficulty in closing, owing to the backwash from the rocks. As he manoeuvred for the second time, David Brunton, a member of the life-boat crew, dived into the sea and swam towards the man who was now about 10 yards away. He reached the man just as he began to sink and was able to support him as the life-boat came up.

Second Coxswain Alexander Wilson then threw a breeches buoy on a line towards the man in the water but it fell short. It now became apparent that David Brunton was also in some difficulty and as the life-boat again approached, a second crew member, Jonathan Alston, who was wearing a life-jacket, jumped into the sea to give assistance. By holding on the life lines around the life-boat, he helped to support them both. The unconscious man and both crew members were taken aboard and Coxswain Brunton, who was concerned about the survivor's condition, headed back to harbour.

Assistant Mechanic Andrew Smith started to give the unconscious man direct mouth-to-mouth resuscitation immediately he was brought aboard. On transferring him to the after cabin,

the second coxswain, who is also a first aider, took over and managed to re-start the man's breathing. They kept this up until the life-boat returned to harbour at 2.45 and the man was treated by a doctor. After this he was taken to Edinburgh Royal Infirmary where he was treated for injuries. The life-boat returned to her moorings at 2.52.

The Committee of Management made the following awards: bronze medal to crew member David Brunton; the thanks of the Institution inscribed on vellum to crew member Jonathan Alston; framed letters of thanks signed by the Institution's Chairman to Coxswain Brunton, Second Coxswain Wilson, Assistant Motor Mechanic Andrew Smith, Crew members W. Brunton and R. Marr.

No. 5 Life-boat Area

SEARCH FOR BODIES

When an unknown vessel reported sighting the masts of a sinking ship near the South Varne buoy on 27th February, 1971, the Dungeness life-boat was unable to launch immediately owing to low water and spring tides. The Dover life-boat *Faithful Forester* of Dover left her moorings at 9.37 in a light westerly wind with fog patches and snow squalls. It was low water.

The Dungeness life-boat *Mabel E. Holland* followed at 10.50 when there was sufficient water. She joined the Dover life-boat and other vessels in the search area and at 11.52 she picked up a life-belt marked *m.v. Niki* of Piraeus. This was reported to the coastguard and it was confirmed shortly afterwards that the vessel had sailed from Dunkirk at 7.30. About 11 minutes later the Dover life-boat picked up the first body and shortly afterwards the Dungeness life-boat picked up a body and some wreckage.

The life-boats continued to search throughout the hours of darkness in conjunction with other surface craft. A R.A.F. *Shackleton* dropped flares in the search area.

At first light the Dungeness life-boat picked up six bodies and the Dover life-boat two. At 7.35 a.m. a helicopter joined in the search and at 7.58 the Dungeness life-boat picked up a



The Bridlington life-boat—a 37-ft Oakley self-righting type—heading into stormy weather.
by courtesy of T. M. Carter

further body. One hour later the Dover life-boat also recovered a body.

The search continued until 10.47 when 10 bodies in all were picked up, seven by the Dungeness life-boat and three by the Dover life-boat. As the entire area had been combed thoroughly it was decided to call off the search.

The Dungeness life-boat reached Dover about 11.45, and the Dover life-boat at 12.41, p.m. The Dungeness crew, having had refreshment on shore, left Dover at 1.40, reaching her station at 4.45.



CHANNEL SEARCH

It was learnt at 4.15 a.m. on 11th January, 1971, that an explosion had taken place at sea about one and a half miles west of the Varne Bank and that a tug was making for the spot. It was later established that the tanker *Texaco Caribbean* of Panama had been in collision with the m.v. *Caracas* and that the tanker's bow section had been severed following the impact and had sunk immediately.

The Dungeness life-boat *Mabel E. Holland* was launched at 4.26 in a fresh east north easterly wind with a choppy sea. The Dover life-boat *Fathful Forester* slipped her moorings at 4.36. Both boats then searched the area.

The Dungeness life-boat came up with the stern section of the *Texaco Caribbean* at 5.40 and made an extensive search in the vicinity without finding any survivors. The search by the Dover life-boat also proved fruitless. Twenty-one survivors taken off the tanker's still floating stern section by the Norwegian m.v. *Bravagos* were transferred to the *Faithful Forester* and landed at Dover where ambulances were waiting to take them to hospital. Fortunately, none were seriously injured.

After re-fuelling the Dover life-boat returned to the area and resumed the search in co-operation with a helicopter. The search was abandoned at 1.15 p.m. and the Dungeness life-boat, which had searched continuously for almost 10 hours, returned to her station at 2.17 and the Dover life-boat 33 minutes later.

No. 3 Life-boat Area

SICK MAN LANDED

Bringing sick people ashore from ships for prompt hospital treatment is another frequent call on the life-boat service. At 10.18 p.m. on 11th February, 1971, it was learnt that the *Gaelic Ferry* of London was steaming towards the North Smithic buoy with a sick man on board.

The life-boat *Will Henry and Mary King* of Bridlington was launched at 10.45 with a doctor on board. There was a moderate south south westerly breeze with a choppy sea. The tide was ebbing.

At 11.30 the life-boat came up with the motor vessel and the doctor, second coxswain and a first-aider were put on board. The life-boat then escorted the motor boat to calmer waters and at 12.30 a.m. the sick man was transferred and the doctor and first-aider re-embarked. He was landed at Bridlington where an ambulance was waiting. The life-boat returned to her station at 1.5 next day.

No. 6 Life-boat Area

CLIFF RESCUE

Life-boats are often called to rescue people trapped in difficult situations, and on 28th February, 1971, an anticipatory message was received at 3.9 p.m. from the Coastguard reporting that a cliff climber was in difficulties at Queener Point near Plymouth.

At 6.3 a further message was received from the Coastguard requesting the services of the life-boat to pick up the stranded climber. As the Coastguard rescue company were unable to haul the climber up the cliff face due to crumbling rock the life-boat *Thomas Forehead* and



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Mary Rowse slipped her moorings at Plymouth at 6.17. There was a moderate east north easterly breeze with a corresponding sea.

She reached the scene at 6.55 and two members of the crew took the boarding boat to the base of the cliff. The climber and a member of the rescue company were embarked in the boarding boat and transferred to the life-boat. The two men were landed at Cremyll, and the life-boat returned to her station at 8.30 p.m.

No. 1 Life-boat Area

TWO CALLS

On 5th December, 1970, m.f.v. *Upernavik* of Esbjerg with five people on board went ashore at Bressay. The Lerwick, Shetland, life-boat *Southern Africa* on temporary duty at the station slipped her moorings at 1.2. There was a westerly gale with a rough sea.

At 1.20 the life-boat came up with the fishing vessel and subsequently assisted the tug *Masterman* to secure a line. The tug was refloated at 2 p.m. and the life-boat returned to her station at 2.18.

At 4.1 p.m. the life-boat slipped her moorings once more with a doctor on board following a report that an explosion had occurred on board the s.s. *Petros* of Famagusta. Two men were reported badly burned. The life-boat came up with the *Petros* at 4.20 and the doctor and a first aider were put on board. The injured men were transferred to the life-boat and the doctor and first aider were re-embarked. The injured men were landed at Lerwick at 4.36 and taken to hospital, the life-boat returning to her station at 4.40.

No. 8 Life-boat Area

LIFE-RAFT RESCUE

At 8.50 a.m. on 16th January, 1971, the honorary secretary at Beaumaris, Anglesey, learnt that a distress signal had been sighted from the dredger *Hoverinsham II* of Hull a quarter of a mile below Penmon lookout.

The life-boat *Field Marshal* and Mrs. Smuts was launched at 9 a.m., and she came up with the dredger three quarters of a mile inside Puffin Sound. Four of her crew of seven were on a life-raft. They were taken on board the life-boat.

A line was secured and an attempt was made to tow the dredger into shallow water. As the dredger started listing and it became apparent that she was capsizing the coxswain slipped the tow and the three remaining crewmen were

taken on board the life-boat. The seven men were landed at Beaumaris, and the life-boat returned to her station at 11.30.

The Young Editors

Kingsbrook School, Bedford, produced early this year a magazine full of feeling called *The Sign of Class 3*, price 5p, 600 copies of which were printed in aid of the R.N.L.I. The editors were Allan Unwin, Paul Stanton, Mark Waller, Gillian Hunt and Julie Ames.

LIFE-BOAT INNS

An appeal was made in the April Journal (page 77) for information about life-boat inns with appropriate signs. The survey is also interested in having details of all inns where life-boatmen congregate or where there are good displays of life-boat photographs and the like.

NEW IRB STATIONS

The Royal National Life-boat Institution is establishing five new inshore rescue boat stations this year at Cardigan, Hythe (Kent), Pill (Somerset), Sheerness (Kent) and Tenby (Pembrokeshire). This will bring the total number of operational IRB stations in Britain and Ireland to 111.

LIFE-BOAT UP THAMES

The Surbiton and Surbiton May Fair took place on 1st May, in aid of the Royal National Life-boat Institution. The Mayor of Kingston (Alderman Harry Payne), along with special guests, among them the Bee Gees, Lulu and Arthur Lowe, arrived aboard the Eastbourne life-boat *Beryl Tollemache* at Queen's Promenade with an accompany flotilla.

TIP

The following is an extract from a letter received from the honorary secretary of the Christchurch branch on the subject of repairing mechanical boxes: 'I have discovered that the plastic spreader given with Evo-stick adhesive tubes makes an excellent screwdriver (if trimmed to the size of bolts). It will retain the bolts while fitting to the awkward holes and saves all the frustration of losing the bolts off metal screwdrivers just as they are offered up.'

THE GOODWINS SPARE A SHIP

As described on page 126, the Goodwin Sands seldom spare vessels that run aground. But occasionally they are lucky. At 3.36 p.m. on 30th March, 1971, the Walmer honorary secretary picked up a message reporting that the tanker *Panther* of Monrovia had gone aground one mile west by north of the South Goodwin buoy. The message was confirmed eight minutes later by the Coastguard as an 'anticipatory'.

As the tanker was grounded on the most dangerous part of the Goodwins and close to other wrecks the honorary secretary following consultation with the coxswain decided to launch. The life-boat *Charles Dibdin* (Civil Service No. 32) was launched at 4.40 in a fresh north easterly wind with a choppy sea. It was two hours after high water.

The life-boat came up with the tanker at 5.21 and stood by as six tugs came up and arrangements were made for a combined effort by the tugs to tow the tanker clear at high water. At 3.8 a.m. on 31st the tugs slipped their tow ropes having failed to pull the *Panther* clear. The life-boat returned to her station at 6 a.m.

As it was considered that there was danger to life while refloating and off-loading operations

were in progress the life-boat launched again at 11.23 a.m. on 31st March and stood by for 8 hours 22 minutes. While the salvage operations continued she launched again at 11.50 p.m. on the same date for a further 7½ hours. She launched again at 1 p.m. on 1st April and again at 3 p.m. on 3rd and at 4.30 a.m. on 4th April. She launched finally at 5 p.m. on the same date and stood by and at 7.15 the motor mechanic radioed that the tanker appeared to be moving slowly.

At 8.24 it was reported that the tanker had been pulled clear by five tugs and was safely at anchor. The life-boat returned to her station at 9.45. Over a period of six days she had been on service for some 50 hours. Public thanks for the unstinted and praiseworthy efforts of the coxswain and crew of the life-boat was expressed at a meeting of Deal Council. All things considered, the tanker was lucky to escape the dreaded sands.

Mr. Norman Cavell, the honorary secretary, said: 'After three days of prolonged cleansing operations with detergent sprays borrowed from the council, water and lastly steam jets the *Charles Dibdin* is recognisable in her true colours of red, white and blue'.

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND IRBs

1st December, 1970 to 28th February, 1971: Launches 220, lives saved 62

THE ACTIVE FLEET

(as at 28/2/71)

135 station life-boats

36 inshore rescue boats

LIVES RESCUED 93,239

from the Institution's foundation in 1824 to 28th February 1971

Life-boat launches on Service during the months December 1970, January and February, 1971

Aith, Shetland
Appledore, North Devon
Ballycotton, Co. Cork
Barmouth, Merionethshire
Barra Island, Outer Hebrides
Barrow, Lancashire
Barry Dock, Glamorganshire
Beaumaris, Anglesey
Blackpool, Lancashire
Bridlington, Yorkshire
Calshot, Hampshire
Campbeltown, Argyll

January 2nd.
January 9th and February 1st.
February 15th.
December 12th, January 4th, 12th and February 21st.
January 12th.
February 11th and 26th.
December 6th, 21st, January 8th and 19th.
January 28th
February 18th.
January 23rd, 29th and February 11th.
December 5th, 16th, 18th and January 3rd.
February 9th.

Clacton-on-Sea, Essex
Clogher Head, Louth
Cloughiey, Portavogie, Co. Down
Cromer, Norfolk
Dover, Kent
Dunbar, East Lothian
Dungeness, Kent
Eastbourne, Sussex
Falmouth, Cornwall
Fleetwood, Lancashire
Gt. Yarmouth and Gorleston, Norfolk

Harwich, Essex
Holyhead, Anglesey
Humber, Lincolnshire
Islay, Inner Hebrides
Kirkcudbright
Lerwick, Shetland
Lizard-Cadgwith, Cornwall
Lochinver, Sutherland
Longhope, Orkney
Lowestoft, Suffolk
Mallaig, Inverness-shire
Margate, Kent

The Mumbles, Glamorganshire
New Brighton, Cheshire
Newcastle, Co. Down
New Quay, Cardiganshire
Peel, Isle of Man
Penlee, Cornwall
Plymouth, South Devon
Poole, Dorset
Portpatrick, Wigtownshire
Port St. Mary, Isle of Man
Ramsey, Isle of Man
Rhyl, Flintshire
Rosslare Harbour, Co. Wexford
St. Ives, Cornwall
St. Mary's, Scilly Islands
St. Peter Port, Guernsey
Salcombe, South Devon
Scarborough, Yorkshire
Seaham, Durham
Sennen Cove, Cornwall
Sheerness, Kent
Sheringham, Norfolk
Shoreham Harbour, Sussex
Southend-on-Sea, Essex
Stornoway, Outer Hebrides
Stromness, Orkney
Stronsay, Orkney
Swanage, Dorset
Tenby, Pembrokeshire
Thurso, Caithness
Torbay, South Devon
Troon, Ayrshire
Valentia, Co. Kerry
Walmer, Kent
Walton and Frinton, Essex
Wells, Norfolk
Weymouth, Dorset
Whitby, Yorkshire
Yarmouth, Isle of Wight
70-001 at Clovelly
70-002 at Kirkwall

December 26th, February 13th, 21st and 27th.
 January 9th.
 December 22nd and January 19th.
 February 10th, 15th and 26th.
 January 3rd, 11th, 12th and February 27th.
 December 23rd.
 January 11th, 12th and February 27th.
 January 28th.
 December 21st.
 January 31st, February 9th and 10th (twice).
 December 1st, 15th, 24th, January 6th, 25th, February 10th and 21st.
 January 1st and 10th.
 December 29th.
 December 8th, 23rd, January 20th and 22nd.
 December 14th, 16th and February 3rd.
 December 3rd, 17th and January 13th.
 December 5th (three times) and January 7th.
 January 15th.
 December 4th and 30th.
 December 29th, January 15th and February 26th.
 December 9th, 13th and 30th.
 December 1st.
 December 13th, January 23rd, February 14th (twice), 25th and 28th.
 December 21st, 22nd, 29th and February 14th.
 January 9th.
 January 31st.
 January 27th and February 21st.
 December 16th.
 December 2nd, 8th, January 15th and February 3rd.
 December 20th, January 27th and February 28th.
 January 21st.
 December 1st.
 February 17th.
 January 22nd.
 December 23rd.
 January 30th.
 December 8th, 9th and January 7th.
 February 6th.
 January 22nd and 28th.
 February 3rd and 6th.
 December 17th, 31st and January 24th.
 January 7th.
 January 8th.
 December 13th (twice) and 14th.
 January 3rd and February 8th.
 December 8th, January 2nd and 31st.
 December 14th and February 20th.
 December 17th, 18th, 29th and January 28th.
 January 31st.
 December 8th, 10th, January 7th and 12th.
 January 17th, February 7th and 28th.
 December 23rd.
 December 29th, January 5th and February 26th.
 December 3rd.
 December 10th and January 22nd.
 December 2nd.
 December 13th and January 16th.
 December 12th.
 January 26th.
 December 21st and February 28th.
 December 16th.
 December 18th and January 3rd.
 December 6th, January 19th, 24th, February 6th and 17th.
 January 7th, 25th and February 10th.

IRB launches on Service during the months December 1970, January and February, 1971

Broughty Ferry, Angus	December 9th, January 17th, 25th and 31st.
Conway, Caernarvonshire	January 3rd and 5th.
Criccieth, Caernarvonshire	January 30th, February 9th and 19th.
Eastney, Hampshire	December 31st.
Eastney, Hampshire (18-005)	December 14th and January 2nd.
Flint, Flintshire	February 25th.
Hastings, Sussex	February 19th.
Helensburgh, Dunbartonshire	December 18th.
Llandudno, Caernarvonshire	January 5th.
Lymington, Hampshire	January 9th, 10th and February 24th.
Lytham-St. Anne's, Lancashire	December 9th and January 10th.
Morecambe, Lancashire	February 17th.
Mudford, Hampshire	January 22nd and 27th.
Poole, Dorset	January 24th.
Queensbury, West Lothian	December 23rd.
Silloth, Cumberland	January 10th.
Southend-on-Sea, Essex	December 14th, February 8th, 14th (twice) and 20th.
West Kirby, Cheshire	December 17th and January 6th.
Weston-super-Mare, Somerset	January 19th and 20th.
Whitstable, Kent	December 13th, 15th, January 18th and February 13th.

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