

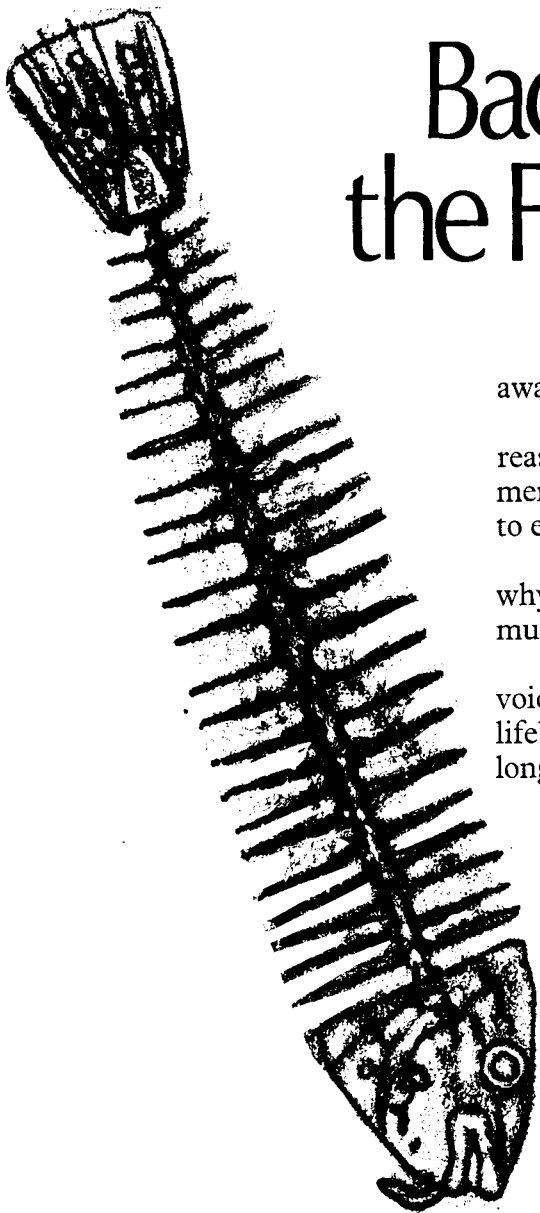


15p

# THE LIFE-BOAT

APRIL 1972





# Backbone of the Fishing Trade.

This was one that didn't get away. One of a thousand million.

A thousand million of the reasons why every day and night men put out to sea in all weathers to earn their living.

A thousand million reasons why lifeboatmen are needed as much as they are.

We at Birds Eye would like to voice our appreciation of the lifeboatmen. We are proud of our long association with them.



# 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).**

**ABC approved membership pending.**

**A year's subscription of four issues costs 78p, including postage, but those who are entitled to receive THE LIFE-BOAT free of charge will continue to do so. The next issue of THE LIFE-BOAT will appear in July and news items should be sent by mid-May.**

Chairman: *Commander F. R. H. Swann, O.B.E., R.N.V.R.*

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Editor: *Patrick Howarth*

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April, 1972

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# NOTES OF THE QUARTER

by  
the Editor



by courtesy of T. P. Roskrow

IN a world in which good news tends more and more to be excluded from the front pages of newspapers, it is gratifying to be able to record that the R.N.L.I.'s record last year was one of consistent and outstanding success. The number of people whose lives were saved was 1,428. This showed an increase of no less than 13.6% on the figure for 1970, and it is of course the figure of lives saved which is the true criterion of success in the life-boat service. Happily this splendid record was achieved without the loss of a single member of a life-boat crew on exercise or service. A measure of the increase in the work demanded of the R.N.L.I.'s crews is to be found in the fact that as compared with nine years ago the number of calls for help which were answered has more than trebled.

## RETIRING CHAIRMAN

This record of success must have been particularly gratifying during his last year of office to the R.N.L.I.'s former Chairman, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. Admiral Woods led the R.N.L.I.'s delegation to the 11th International Life-boat Conference in New York in May of last year. He was taken ill while in the United States, and after his return to

England was informed by his doctor that it would be necessary for him to give up the exacting work demanded of the Chairman of the R.N.L.I. He undertook to remain in his post until a new chairman had been found and continues to serve on the Committee of Management. The editor of *The Life-boat* has had the privilege of serving under four different chairmen, Sir Godfrey Baring, Earl Howe, Captain V. M. Wyndham-Quin and Sir Wilfrid Woods. Of all four it could and should be said that they served the R.N.L.I. devotedly with no thought other than that of service. Theirs has been a great tradition.

The new Chairman of the R.N.L.I. is Commander F. R. H. Swann, O.B.E., R.N.V.R., while two deputy chairmen, the Duke of Atholl and Major General Ralph H. Farrant, C.B., have been appointed.

Commander Swann, who brings to his new task detailed and extensive knowledge of life-boat design and construction, was the subject of a 'Profile' in the January number of *THE LIFE-BOAT*. He joined the R.N.L.I.'s Committee of Management in 1953 and was chairman of its Boat and Construction Committee from 1960 to 1969, a period when important new

## COVER PICTURE

*Many voluntary workers with long associations with the R.N.L.I. can remember when they first became interested in the life-boat service. Certainly nowadays every effort is made in schools all over the country to interest children in the epic story of Britain's life-boats. There is, for instance, a good example of such 'inspiration' given on page 288 and signed by Emily and Sarah, both aged eight. The small boy on this month's cover, with R.N.L.I. blazoned across his chest, is Paul, now 3½, the son of Mr. Anthony K. Oliver, District Organising Secretary, Southern, and Mrs. Christine Oliver, both of whom have family connections with the R.N.L.I. going back many years. Paul's mother became honorary secretary of the Portslade ladies' life-boat guild at the age of 16 and is believed to have been the youngest guild honorary secretary ever appointed. The Editor, incidentally, is proud to proclaim young Paul as his godson.*



developments in life-boat design occurred. He played a leading part in the introduction of the 70 ft. steel class life-boat and of the 44 ft. steel type adapted from a design of the United States Coast Guard.

The Duke of Atholl, who joined the Committee of Management in 1959, has been Convener of the Scottish Life-boat Council since 1965. Like his predecessor as Convener, Lord Saltoun, the Duke has visited numerous branches of the R.N.L.I. in Scotland to enlist further support. He is a Representative Peer for Scotland in the House of Lords and director of a number of companies.

Major General Farrant has been especially interested in the development of the various inshore life-boats, whose introduction has already served to save many hundreds of lives. He is Chairman of the Royal Yachting Association's Olympics Committee. He joined the Committee of Management of the R.N.L.I. in 1963.

### H.M. COASTGUARD

Some rather misleading reports were published earlier in the year in the press suggesting that H.M. Coastguard were contemplating operating a number of inshore rescue craft. The truth is that the Coastguard have no intention of operating rescue boats as a seaborne rescue service in any sort of competition with the R.N.L.I. H.M. Coastguard have ordered four boats to be carried by Coastguard Land-Rovers for experimental purposes, the aim being to provide Coastguardmen with a further accessory to the land mobile unit so that in particular areas they can if they wish leave the Land Rover and take to the water. Co-operation between the R.N.L.I. and H.M. Coastguard has indeed been growing steadily closer, and in recognition of the outstanding work done the R.N.L.I. has awarded its gold medal to H.M. Coastguard on the occasion of the 150th anniversary of the Coastguard's foundation. This will be presented at the Institution's annual general meeting on 18th May. In a letter to Mr. Anthony Grant, Minister of State, Admiral Woods wrote: 'The close co-operation between our two services has always been of paramount importance in the task to which we are both dedicated, that of saving life at sea, and the R.N.L.I. for its part is proud to have been associated for so long with a body whose annals are so distinguished as those of H.M. Coastguard.'

### SELF-RIGHTING BY AIR BAG

The first R.N.L.I. life-boat to be fitted with an air bag, which in the event of a capsize will cause her to right herself, is now on service at Donaghadee, Co. Down. Extensive trials in the use of air bags were carried out by the



Sergeant F. C. Elverson, aged 69, a Chelsea Pensioner, pictured at the R.N.L.I. stand talking to Nicolette Milnes-Walker, first woman to sail the Atlantic alone and non-stop. Mr. Elverson is also a record maker (see below).

R.N.L.I. in conjunction with the British Hovercraft Corporation. The air bag is secured to the top of the after cabin of the life-boat. In the event of the boat being heeled over beyond the point of no return an automatic valve comes into operation at about 120 degrees. At that point, air is released from a compressed air bottle and is fed into the air bag which rapidly inflates to full size. Using this method a capsized boat of this class should right herself in ten to fifteen seconds. The cost of supplying and installing this prototype emergency righting unit into the Donaghadee life-boat was approximately £2,250.

### INTERNATIONAL BOAT SHOW

The R.N.L.I.'s stand at the International Boat Show at Earl's Court, London, in January was graced by a number of distinguished visitors. Princess Margaret, who formally opened the show, spent some time on the stand, and another most welcome visitor was the Prime Minister, who came on a private visit. Mr. Heath was one of the first yachtsmen to join the Y.L.A. A Chelsea Pensioner, Sergeant F. C. Elverson, whose picture appears above also visited the stand and offered his services as a collector. So diligent and so popular was he that by himself he collected the sum of £158.83.

# SAFETY AT SEA WITH PYROTECHNICS—Part 2

## DISTRESS SIGNALS AND PROCEDURES

by PAT WINTER THOMAS

HAVING decided which are the correct distress signals to be carried according to the size of craft concerned and her particular marine activities (Schermuly's complete range of officially approved marine distress pyrotechnics was discussed in the January, 1972, issue of *THE LIFE-BOAT*) does not, however, completely finalise the matter of safety at sea with pyrotechnics.

The location of distress signals should be known and accessible to every person on board the craft. It is vitally important to learn how distress signals operate before embarking on a voyage—even a short one. When trouble occurs there may not be time to read the firing instructions, so these must be made known to everyone in advance to ensure that signal activating procedures can be carried out even in complete darkness.

If an emergency occurs, one should not let off all distress signals at once. Parachute or star signals should be used first, firing at reasonably long intervals. Even if the coastguards have seen your first rocket signal, some time must elapse

before rescue craft can set out in search. If, by this time, all signals have been expended, the task of pinpointing a craft in distress—especially in rough waters—will be made far more difficult. Hand flares should be kept for position pinpointing when nearby lights or sounds of search craft indicate the search is on. Obviously, such advice cannot always apply in a desperate emergency, but disciplined and intelligent use of distress signals produces the best results.

If red distress parachute or star signals are sighted by the coastguards on visual watch, they will answer with 4-star white flares at night and either 4-star white flares or orange smoke signals in the daytime, according to visibility conditions. Both these coastguard signals read: 'Your plight has been observed and help is on its way'.

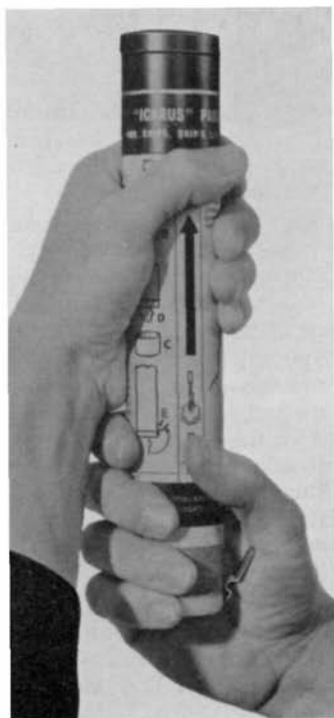
As soon as distress signals are sighted by or reported to the coastguards, an immediate decision is made as to which rescue service should be involved with the incident—the R.N.L.I. life-boat, R.N.L.I. inshore life-boat or the air/sea rescue helicopter. To call out the life-boat, two green star maroons with flash and sound are fired. The sighting or hearing of this signal will also indicate to the craft in trouble that help is on the way.

If personnel on a craft in difficulties have spotted either the coastguards' 4-star white, orange smoke answering signals or the life-boat call-out signal, they are well advised to sit tight and wait until lights can be seen approaching, or boat or helicopter engine sounds increase, when another flare should be despatched. If no sign of nearing rescue craft is spotted after some time has elapsed, it is advisable then to fire a further distress signal.

All around the coast a 999 emergency call can be immediately linked to the nearest coastguard coast rescue headquarters in addition to the fire, police and ambulance emergency services. In every case of the sighting of a red distress pyrotechnic, it is the coastguards who

A Miniflare being fired at night. The payload is, incidentally, falling while burning: a distress pyrotechnic does not ascend burning.





Correct method of holding an Icarus rocket for firing (the firing lever is shown in its cocked position at the base of the right-hand thumb).

will notify rescue services. However, the coastguards do require the fullest information possible from any informant and it is not wasting time to answer the questions they require regarding a person's position at the time of the sighting, telephone whereabouts, exactly what was seen, etc.

Nearly all correct sightings of distress flares are made by the coastguards themselves on visual look-out, but many reports of distress signal sightings are reported by members of the public—sometimes with extremely hazy descriptions of exactly what has been seen. A red distress flare *really is red* even on the brightest day—not white, yellow or orange. A parachute distress pyrotechnic, unlike a conventional firework, does not ascend burning. The rocket shoots it to its specified height before its parachute-dropped payload is ejected. Therefore, accuracy regarding height, colour and description of distress signals is essential to the coastguards. A report of 'I saw this orangy light going up quite fast', or similar reports, still have to be acted on, but almost invariably turn out to be false alarms.

In 1971, H.M. Coastguard, Shoreham district, covering Beachy Head to Gosport, received

96 reports of flare sightings, 46 of which proved correct. However, anyone sighting a distress signal should notify the coastguards immediately and not take it for granted that someone else will already have reported it. Even if they are already aware that a vessel is in difficulties, additional calls will confirm previously notified sightings, add weight to these reports and help to estimate the search area more accurately.

Whilst every care and precaution may be taken against accidents occurring at sea, there is still too high a proportion of incidents involving pleasure craft that get into difficulties, a large percentage of which could very well be avoided altogether. A call to the nearest coastguard station should be made before sailing to obtain an accurate report on local weather conditions and wind force. All too often this advice is sought but not accepted and, regardless of an adverse weather report, people still put to sea! Sunshine seems to help dull people's judgement of conditions; what may appear to be a 'good stiff breeze for sailing' on a bright day may well be registering a Force 6-7 wind strength.

The greatest number of incidents involving small dinghies are straightforward capsizes, which most dinghy sailors should be able to rectify with ease. However, if lifejackets are not being worn or weather conditions are tricky, help may be needed. A capsized catamaran proves far more difficult to right than a conventional single hull craft. If there is any doubt that the people are not coping for themselves, the coastguards should be informed immediately.

Where larger craft are concerned, far more factors govern their getting into difficulties, the most common being lack of fuel, breakdowns or poor navigation. It is of great help to obtain and complete a *Coastguard C.G. 66 Yacht Passage Report Form* when a cross Channel voyage or coastal journey that incorporates the passing of several coastguard stations is contemplated. This enables a craft's progress to be noted and a specific watch kept on the vessel should weather conditions deteriorate. Before putting to sea, the advice of the coastguards should be sought *and taken* and they should be notified of a craft's pending activities.

On page 303 of this issue of *THE LIFE-BOAT* a coupon enables Y.L.A. members and associates to avail themselves of Schermuly's offer to purchase packs of pyrotechnics at reduced rates, at the same time helping the R.N.L.I. through Schermuly's contribution to the Institution for each pack sold under this scheme.

*Never put to sea without suitable pyrotechnics and the knowledge of their location and how to fire them should trouble occur.*

(concluded)

# THE CENTRAL APPEALS COMMITTEE



A cheque for over £430, representing money raised through sponsored swimming by adults and children, being handed over to Commander F. H. Swann, O.B.E., R.N.V.R., the newly appointed Chairman of the Institution, by Mr. D. Saxon-Harrold (right), vice-chairman and secretary of the Salisbury Amateur Swimming Club. It is believed to be the largest sum the Institution has so far received for such an event.

*by courtesy of John Blasiak*

THE Central Appeals Committee, whose chairman is Mr. R. N. Crumbie, 126a High Street, Orpington, Kent, continues to develop new fund raising measures on behalf of the R.N.L.I.

The national sponsored swim, arranged by the C.A.C. and run by the R.N.L.I. in conjunction with the Amateur Swimming Association

and the Welsh Amateur Swimming Association in 1971, proved very successful and has been extended to 30th June, 1972 to allow outdoor swimming clubs to participate.

The final figure for the 1971 national sponsored walk is not yet available. However, its success has been great and branches are being invited to plan a similar event this year. No definite date for the walk is being fixed, branches being free to hold it on any convenient date.

The Tesco Supermarket green shield scheme in the south ended on 2nd January, 1972, and a similar arrangement for the collection of stamps and cash has been allowed in the northern region, north of a line from Bristol to Norwich, to take place shortly. Full details of the southern results will be given in the next issue of the Journal.

Details of the London sponsored sail, being held in conjunction with the Welsh Harp Sailing Association and under the control of the C.A.C., can be found in the Y.L.A. news on page 262.

The C.A.C. is looking into the possibility of running charity greyhound race meetings at various centres, the R.N.L.I. providing the sponsorships.

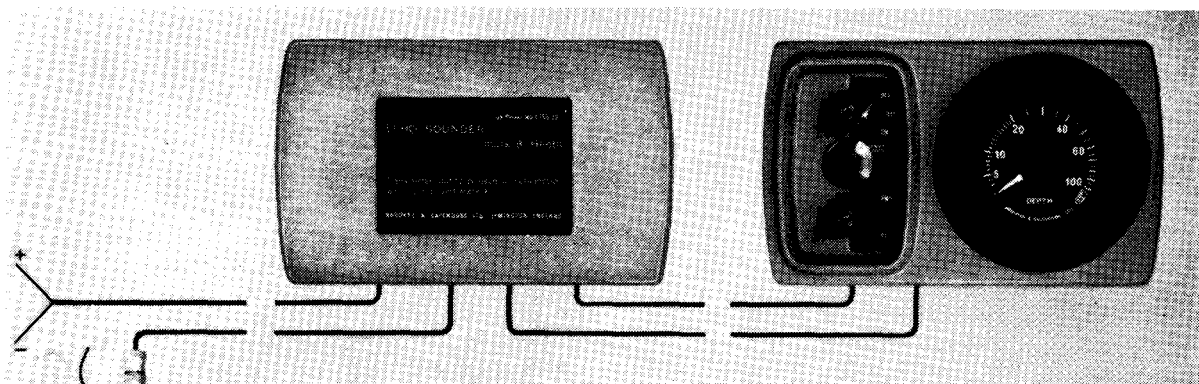
Mr. D. M. Raven, 61 The Grove, West Wickham, Kent BR4 9JY (Tel.: 01 777 7110), has joined the C.A.C. as representative for London South of the Thames District.



Mr. J. E. Jones (left), president of the Neptune Swimming Club, Hackney, London, handing a cheque for over £170 to Mr. George Powell, of the R.N.L.I.'s Wembley office, the proceeds of which were raised through a sponsored swim organised by the club. On the right of the picture is Mr. J. J. Baker, chairman of the club.

*by courtesy of Arthur D. Wright*



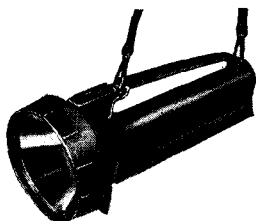


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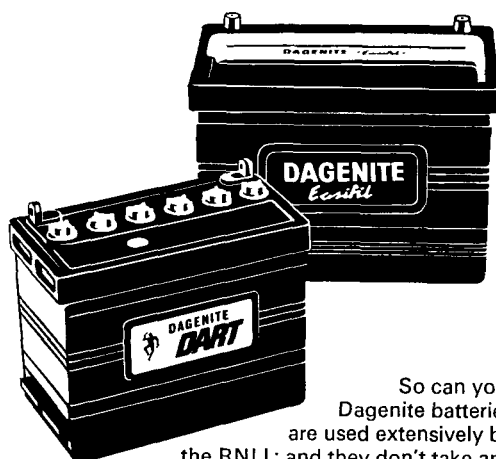
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The practice of smashing a bottle of wine over the bows, the naming by a celebrity, usually a lady, the well-wishing, the religious blessing and the cheers are all of them deeply rooted in history.

by courtesy of G. E. Gregory

WHY does she get launched? A ship, that is.

In other words, why, really, is a ship always a *she*, and why is she invariably launched with ceremony and usually the traditional bottle of champagne? Here are the answers, authenticated by the National Maritime Museum at Greenwich, to these two sea posers.

First, the oldest custom of the two, the launching ceremony. The practice of smashing

Why is a ship always a *she*, and why is she invariably launched with ceremony and usually the traditional bottle of champagne (arrowed)?

## WHY DOES SHE GET LAUNCHED?

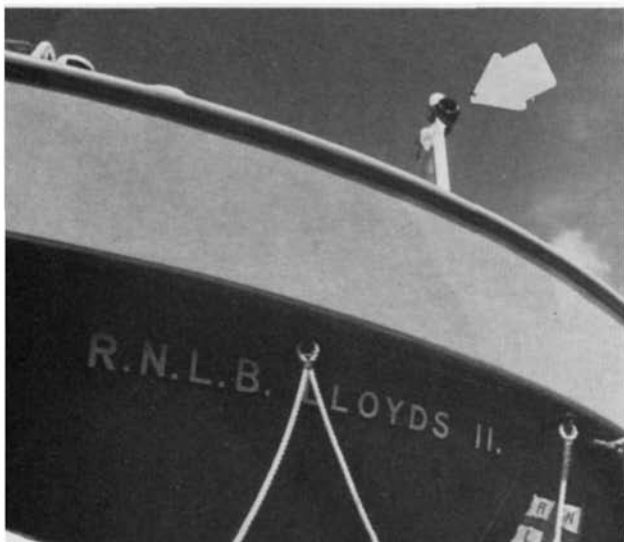
BY DAVID GUNSTON

a bottle of wine over the bows, the naming by a celebrity, usually a lady, the well-wishing, the religious blessing and the cheers are all of them deeply rooted in history.

The earliest launching ceremonies of all, in ancient times, included human sacrifice and the garlanding of the new vessel with flowers—all to propitiate the gods and bring good fortune.

The Romans and the Greeks had a priest pour water for purification and then oil and wine at an altar on board to signify dedication to the appropriate goddess. But it was the Vikings and certain South Sea islanders who brought human sacrifice as a launching aid to grisly perfection.

They would bind the victim or victims to the log rollers over which the ship slithered down into the sea. It is thought that the very old custom of using red wine, before champagne became the accepted beverage, was symbolic of



the blood shed in the barbaric earlier rites.

In Tudor times the king's representative would first name a new ship, then drink a goblet of wine, sprinkle more wine over the deck, and finally throw the goblet overboard as an offering to Neptune. In the time of King Charles II the goblet was usually presented as a keepsake to the master shipwright responsible for building the ship, but after about 1690 the custom was dropped.

It was not until the later Hanoverian times that the various earlier customs were condensed into the brief christening and the breaking of



Why *she*? It seems just as a term of familiarity, affection and endearment, perhaps encouraged by the original frequency of obviously female figureheads on the ships of old.

a bottle of wine over the bows. Water was also sometimes used instead.

About 1810 a lady was usually asked to perform the rites; she was generally the wife of some official concerned, as indeed she still often is. Royalty were first asked to perform during the Victorian era, but only for naval vessels; the first merchant vessel to be christened by a member of the British Royal Family was the Union-Castle liner *Windsor Castle*, launched by the Duke of Windsor, then Prince of Wales, in 1921.

At some period in the seventeenth century, religious associations with launchings seem to

have been dropped and did not reappear until 1875, when a short service dedicated the tug *Perseverance* at Devonport Dockyard.

Not long afterwards, the Princess of Wales, later Queen Alexandra, had a full ceremony performed by the Archbishop of Canterbury for the battleship, H.M.S. *Alexandra*. Choral services began in 1896, and religious dedications have been common since then.

Many kinds of wine were and are still used for naming ships, but the so-called traditional champagne is in fact a fairly recent tradition, almost certainly twentieth century. It was probably adopted because of its association with other festivities like weddings and human baptisms.

And once launched, every ship assumes feminine gender and becomes the truly traditional *she*. Why? Well, it seems just as a term of familiarity, affection and endearment, perhaps encouraged by the original frequency of obviously female figureheads on the ships of old.

In fact, ships have been *she* for at least 400 years. The earliest known reference to this dates from 1560, when one Thomas Alcock wrote to the agents of the Muscovy Company saying: 'We think it good you should let the smaller ship bring as much of the train as she can carry.'

Even the use for several centuries of the expression 'man-of-war' failed to shake mankind's fondness for calling his ships *she*; and of course the term of endearment has long since been equally happily applied to cars, motor cycles, push bikes, scooters, aircraft, swords, guns and even tanks!

## Better Safe . . .

**When H.M. Coastguard at Llantwit Major, Glamorganshire, reported that a motor cruiser was anchored and flying a distress signal, IRB B3 stationed at Atlantic College, St. Donat's Castle, was launched to investigate. Visibility was good at the time—about 10 miles. On arrival, it was found that the cruiser—from Sweden—was in no difficulty. Red Ensign flown forward on the vessel had been misinterpreted.**



by courtesy of Evening Echo, Bournemouth

Major Showell-Rogers (left) with Coxswain Reginald Brown of the Poole life-boat.

## Profile...

● MAJOR John Showell-Rogers, R.M., is the station honorary secretary at Poole, Dorset, where there is a 35-foot 6-inch Liverpool type life-boat, the *George Elmy*, and a Dell Quay dory inshore life-boat with the hull number 17-003. The local station was founded in 1865.

As a young man he was a keen oarsman and rowed in the Cambridge trial eights. He started sailing at the age of 14 on the Norfolk Broads and has been sailing ever since. In 1955 he sailed in the Fastnet Race with Francis Chichester in the original *Gipsy Moth*. Major Showell-Rogers is the owner of a 22-foot Westerly Cirrus yacht named *Sarah Ann* after his daughter.

Born in 1921 in London, the son of a doctor, Major Showell-Rogers, who has two children, was educated at Shrewsbury School and Trinity College, Cambridge. He volunteered for service in the Royal Marines on 3rd September, 1939, the day war was declared, but was not called up until September, 1940.

In 1943 the Royal Marines Division, of which he was a member, was disbanded and reformed into commandos and landing craft crews. In 1944, after a period in hospital, he joined 42 Commando in the Far East, later becoming adjutant of the unit and taking part in several amphibious landings in the Arakan, including that at Kangaw, which was comparable to the ferocity of the battle of Kohima.

After the war he was accepted for a permanent commission and remained in the service. Since World War II he has taken part in anti-guerilla operations in Malaya, where he was wounded in 1951, Cyprus, Sabah and Sarawak. Major Showell-Rogers has had considerable experience of both amphibious and helicopter operations. In 1955 he qualified at the Army Staff College.

His last appointment in the Royal Marines was as second-in-command at the Amphibious Training Unit, Poole. He is a qualified military parachutist.

Retiring in the normal course after nearly 26 years' service in 1966, he settled in Poole. For a time after leaving the forces he did fund-raising work for 'The Missions to Seamen, later joining the Civil Service. He accepted the post of honorary secretary of the Poole station in November, 1969, and has since become a member of the Central Appeals Committee.

'I have always been interested in the R.N.L.I.', explained Major Showell-Rogers, 'and I am convinced that, so long as it is possible to do so, the service should be run on a voluntary basis.'

As part-time activities he teaches driving and sailing. His wife, who is a keen member of the Poole ladies' life-boat guild, is responsible for R.N.L.I. souvenirs in Poole. And, interestingly, her uncle, Sir Arthur Rose, had a life-boat named after him. Now in the reserve fleet, the *Sir Arthur Rose*, which is a 46-foot Watson type built in 1938, has to date saved 109 lives.—C.R.E.

### Holiday Winner

*The winner of the International Boat Show raffle had ticket No. 3663. She was Mrs. G. H. Probert, Boynell House, Outlands Lane, Curdridge, Southampton, and she has won the holiday for two at the Broadway Park Hotel, Sandown, I.o.W., plus a free car ferry pass. This prize was donated by the Isle of Wight Tourist Board.*

### Major W. Bertram Bell

Major W. Bertram Bell, who has died at his home in County Cork, was in his 91st year and joined the Committee of Management in 1954, retiring in 1969.

Both he and Mrs. Bell were for many years prominent supporters of the Cork branch of the R.N.L.I. Their beautiful home on Fota island was the scene of several garden fetes in aid of the Institution's funds and on the annual flag day and on the occasion of any event got up locally in aid of the branch.

It was Major Bell's wish that no flowers should be sent to his funeral and that, instead, donations might be made to the Institution's Cork branch.



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# YLA SECTION

## SAFETY RULES

A skipper whose 60-foot motor yawl rammed a 12-foot sailing dinghy, shipwrecking the latter crew, was fined £2 in January for careless navigating in Chichester harbour. The defendant had pleaded guilty to navigating a mechanically propelled vessel without care and caution and in such a manner as to cause damage to another vessel.

Mr. Nigel Hacking, secretary-general of the Royal Yachting Association, said: 'Basically we have laws on the sea rather like those for motorists. They are, in fact, safety rules.'

## MONEY AND MEMBERS

At the recent Trades Fair at which the Guernsey, C.I., branch of the R.N.L.I. had a stand, the Lieutenant-Governor, Vice-Admiral Sir Charles Mills, who is president of the branch, signed up as a member of the Y.L.A. Gross sales of souvenirs and Christmas cards amounted to £617 with £49 in the collecting box. About 20 new Y.L.A. members were enrolled.

In an informal ceremony the flag of the Y.L.A. was presented to Captain L. Edwards (left) of the trawler *Lady Ruth* by Mr. D. Arter, secretary of the Raglan, New Zealand, sea rescue organisation. In 1970 Captain Edwards and the *Lady Ruth* were involved in saving trans-Tasman sailor Ure and his yacht.

*by courtesy of 'The Times', Hamilton, N.Z.*



*by courtesy of David Parker Studios*

Film crew shooting a scene during the making of the film *Lifeline* at Lymington, Hampshire, where the local inshore life-boat and the Yarmouth, I.o.W., life-boat assisted.

## 'LIFELINE'

Running time 13 minutes, colour, 16mm

● This film was made to encourage support for the Yachtsmen's Life-boat Supporters' Association and deals in an amusing manner with the serious subject of saving the lives of the ever-increasing numbers taking to the water. Today well over 60% of the lives saved by the R.N.L.I. fall into the category of pleasure craft. It was for this reason that the R.N.L.I. started the inshore life-boat service which has grown dramatically from year to year.

*Lifeline* contrasts the fate of two couples who get into difficulties in different ways. The first couple are absolute beginners and soon come to grief in embarrassing circumstances—but with nothing worse than a ducking. The second couple, both experienced yachtsmen, find themselves in a dangerous situation through bad

luck rather than any fault of their own. The film goes on to show how the local ILB is launched to their rescue.

The film was produced by United Motion Pictures Ltd. and directed by Alan Ross, with a script by David Parker, R.Y.A., and includes some particularly good racing sequences. *Lifeline* was donated to the R.N.L.I. by Matthew Clark & Sons Ltd., agents for Martell Cognac, whose brandy is held at every life-boat station in the U.K. for survivors.

Filming took place at Lymington and involved the local inshore life-boat and the Yarmouth, I.O.W., life-boat.

## EARLS COURT

Just over 200 new members were enrolled at the Boat Show at Earls Court. This was rather disappointing after the good results of the previous year. A large number of members called at the stand and once again the Association is indebted to the voluntary workers who helped to man the Y.L.A. counter.

## BELFAST

Notwithstanding the political distraction it was 'business as usual' at the Belfast Show and we are pleased to record the enrolment of 32 new members. The Association appreciates the efforts of Mrs. E. M. McMaster and her colleagues.

## CLUBS AND Y.L.A.

A recent review of our 'Club list' has provided the following interesting figures relating to those clubs with 50 or more Y.L.A. members: Cruising Association 137; Little Ship Club 109;



by courtesy of Harry Russell

During the first Benson and Hedges Fair Isle International Yacht Race, which was mentioned in the Y.L.A. section in the January edition, the crew of the reserve life-boat *Hilton Briggs* from Kirkwall, exercising in the area, towed two of the yachts through the String, a narrow channel with a fierce current, into Kirkwall Harbour.

R.N.S.A. 104; Clyde Cruising Club 85; Royal St. George Yacht Club 69; Guernsey Yacht Club 68; Royal Yacht Squadron 64; Royal Cruising Club 56; Chichester Yacht Club 56; Parkstone Yacht Club 56, and Royal Lymington Yacht Club 55.

# CLASSIFIED ADVERTISEMENTS

## FOR SALE

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## Classified Advertisements

Readers are reminded that **THE LIFE-BOAT**, with a print run of 40,000 copies, is an attractive medium for classified sales and wants advertisements. Classified rates are 15p a word; panels £10 an inch.



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With the help of Mr. Clayton Love, jnr., member of the Committee of Management, who was Admiral of the Royal Cork Yacht Club at the time, the Dublin Office has acquired a quantity of special First Day Covers (as illustrated) for sale at 40p (including postage and packing). Intrinsically, these covers will increase in value. Artistically they are pleasing and contain a coloured postcard of a painting by Peter Monamy (whose picture was used for the stamp) and some historical detail about the Royal Cork Yacht Club—the oldest yacht club in the world. The profit from the sale of these cards will accrue to the R.N.L.I. An order form is on page 304.

## SPONSORED SAIL

As announced on page 254, there is to be a London sponsored sail held in conjunction with the Welsh Harp Sailing Association which is being organised by the C.A.C. The sail will be operated from the North London office of the R.N.L.I. at 553A High Road, Wembley, Middlesex (Tel.: 01 903 3230). Date of the sail is 28th August, 1972, and the closing date is 15th August. Duration of the event will be eight hours and a minimum sponsoring of 25p per lap per entrant is being asked. It will be limited to 25 laps.

## Y.L.A. ADDRESS

Correspondence should be addressed to the Yachtsmen's Life-boat Supporters' Association, 29a Castle Street, Salisbury (Tel. No.: Salisbury 6966). Members should always quote their membership number in all correspondence.

## YACHTING BOOKS...

*The Cruising Association Handbook, Revised Edition 1971.* (The Cruising Association, 490 pp, £6).

● This new edition covers the waters of Britain and Ireland and continental Europe from Kiel to Gibraltar. The coverage varies

in quality and this is not surprising in view of the immense area attempted. The book is at its best where it covers English and Welsh waters and continental waters of the North Sea from Terschelling southwards, the Channel coast of France thence south to La Rochelle. Ireland is adequately covered but Scottish waters and those of Denmark, Germany, Atlantic Spain and Portugal are rather sketchily treated. One might therefore fairly criticise the publishers for being over-ambitious. There are today many highly specialised pilotage works for which the *C. A. Handbook* is not a substitute, e.g. the Sailing Directions of the Irish Cruising Club and of the Clyde Cruising Club, the publications of Adlard Coles Ltd. such as the Normandy, North Brittany, North and South Biscay Pilots and so on. Even these are only supplementary to the Admiralty Sailing Directions and up-to-date charts.

The *C. A. Handbook*, however, is a most valuable aid to cruise planning and I have always carried it aboard. The new edition is a great improvement on the production standards of its predecessors and both publishers and printers are to be congratulated. It can be recommended to Y.L.A. members in particular for whom a special discount of £1 per copy has

(continued on page 268)



# Many happy returns.



When you are saving lives only the best will do. Rigid hull inflatables are now in service with the R.N.L.I. and H.M. Coastguard. The superiority of this design in rescue work over a pure inflatable has been shown through extensive testing. Improved seaworthiness and the capability of maintaining speed in difficult sea conditions are features of the rigid 'V' design.

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*by courtesy of U.S. Coast Guard*

Members of the watchstanding crew at work in the U.S. Coast Guard's automated merchant vessel report (AMVER) centre on Governors Island, New York. The man on the left evaluates voyage information received over the teleprinter, while the watchstander (centre) operates the card read punch, entering data into the computer. The man on the right is seated at the remote inquiry station, through which he communicates with the computer. Immediately to his right is the central processing unit, the heart of the AMVER system.

## SOS ON THE HIGH SEAS

by Arthur Gaunt

SOME 300 representatives from government and industry in 21 countries attended a New York conference in October, 1970, to discuss ways of providing 100% search and rescue coverage for vessels needing help on the high seas.

For more than a decade, in fact, an invaluable service for dealing with emergencies of that type has been undergoing expansion by the U.S. Coast Guard organisation and has become widely effective. Its aim is to get assistance as quickly as possible to shipping in distress or needing help, when the vessels are beyond the range of shore based rescue craft or helicopters.

Known as AMVER (Automated Merchant Vessel Report), the agency was being run in a small way in 1958, but at that time it was

restricted to the coastal waters of America's eastern seaboard.

The purpose of AMVER is to apply modern techniques to the standard system of answering signals of distress from vessels far out at sea. Such emergencies are usually met by diverting other ships to the scene, but until the development of AMVER there was no co-ordinated method of conducting these operations.

How does the system work? AMVER does not mount rescue operations itself, but stores data about ships ploughing the oceans and plots their progress. Vessels setting sail are invited to notify details (destination, course, speed, and so on) to the U.S. Coast Guard centre on Governors Island, New York.

Then, whenever an emergency arises, AMVER knows which ships are nearest to the one needing help, and this information is passed to search and rescue agencies, enabling them to evaluate the case and determine the quickest and most suitable way of responding to the SOS. At the same time, it prevents other vessels from diverting from their course unnecessarily.

AMVER can be aptly described as a volun-

tary, free, international mutual assistance service available to any nation during emergencies at sea. It increases the chances of aid at such times, yet reduces the number of calls upon vessels not favourably placed to give help, and cuts down the time lost by ships answering SOS calls.

Information about the search and rescue capabilities of each ship listed at the New York centre is also stored—whether the vessel is equipped with surface search radar, whether it is able to communicate with search aircraft by radio telephone, and whether there is a doctor aboard. Data of this sort can be of inestimable value in dealing with distress signals.

AMVER activities were extended to the mid-Atlantic 12 years ago, and were expanded to cover the whole of the North Atlantic in 1963. Plotting the progress of each ship listed, however, was a laborious and comparatively slow process, for it had to be performed manually.

A major step forward was taken in 1965 when the system was computerised, the plotting of ships' progress being stored by an 'electronic brain', together with information about the aid each vessel can give.

As a result of this advancement, data required to deal with an emergency became available almost instantaneously, a point of vital importance when minutes may mean the difference

When an emergency arises in a particular area of sea, a print-out of AMVER vessels in a specified area is available in minutes. This information is then passed to the emergency organisation requesting it.

*by courtesy of U.S. Coast Guard*



*by courtesy of U.S. Coast Guard*

Accuracy is a must in the AMVER system. A watch-stander at the centre makes a final check on a sail plan before the vessel's plot is placed in the computer.

between life and death.

Additional communication facilities have also been established in the South Atlantic, the Pacific, and many other areas not reached before.

Countries represented at the New York conference included Australia, the Bahamas, Canada, Denmark, France, Great Britain, Greece, Iceland, Israel, Italy, Japan, Liberia, the Netherlands, Norway, Poland, Spain, Sweden, the U.S.S.R., and Yugoslavia. From this it is clear that AMVER has become worldwide.

The service is, indeed, available to any

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REC SANTA	0APV	48.7N	015.6W	061600	0055	09.0K	HK	R	T	CORR 06*	*
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WAPART WAI	YVNG	52.0N	005.7W	061600	0355	15.0K	HK	R	T	LANGSD08*	*
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BORNEG	PDEE	46.7N	006.4W	061600	0025	15.0K	HK	R	N	E CHAN **	

nation at times of emergencies at sea, and vessels of 65 maritime countries now participate. Whenever asked to do so, the AMVER centre supplies computerised information about ships in the vicinity where help is wanted, enabling the most effective and quickest search and rescue operations to be set in motion at once.

In one month alone, 5,250 passages across the Atlantic were plotted. Pacific plottings during the same period totalled 2,946. The daily average was 789 and the record for one day was 867.

Messages sent within the AMVER system incur no charge to the ship or its owners, and no vessel listed at the centre is more obliged to provide help than a non-listed one. But the roll grows month by month, voluntary and unselfish support being given to promote international maritime security.

As well as getting aid to crippled ships as quickly as possible, AMVER plays an important role in obtaining medical help for injured or ill seamen, by notifying other ships within reach that a doctor is needed. Then the vessel which has sent out the distress signal can arrange a rendezvous with one carrying a doctor.

The medical man can go aboard to attend to the seaman, or the patient can be transferred to the doctor's ship. If hospital treatment is called for, the injured or sick mariner can be taken aboard a vessel making for a nearby port.

A typical AMVER incident occurred when a seaman aboard the s.s. *Frubel Prinses Paola* suffered a heart attack. A radio call went to the public health service hospital on Staten Island, New York, and medical advice was soon on its way back to the Belgian vessel. The hospital message called for the administration of, among other treatment, oxygen, but added that the patient should enter hospital as soon as possible.

When it was learned that the ship carried no oxygen, evacuation became critical if the man's life was to be saved. AMVER was then contacted, and the computer instantly revealed that two Italian vessels, the s.s. *Cristoforo Colombo* and the s.s. *Raffaello*, were nearby. The latter ship was due in New York two days later and agreed to take the patient aboard.

The evacuation took place within three hours of the initial radio contact between the two ships. The patient was transferred by motorboat in heavy seas and strong northerly wind, and was moved to a New York hospital as soon as the *Raffaello* docked.

AMVER has a leading part in dealing with various other kinds of emergencies on the high seas, bringing help to ships on fire or drifting helplessly in stormy waters. To make the service world-wide and as efficient as it can be, it uses more than 60 radio stations to collect sailing plans and position reports from ships at sea,

these reports then being forwarded to the AMVER centre by radio.

Each month about 130 requests for 'surpics', as the information sheets are called, are received for dealing with actual or potential emergencies at sea. The international nature of the service is shown by the publication of AMVER instructions in 13 languages.

To sum up, this U.S. Coast Guard service is a computerised, global, merchant vessel plotting organisation, designed to provide information about ships' movements for use in search and rescue operations. It has received international recognition and has been endorsed and acclaimed by many bodies concerned with saving life on the high seas.

## 150th Anniversary

H.M. COASTGUARD celebrated its 150th anniversary on 15th January, having been formally established in 1822 as the 'Coast Guard' following the report of a 'committee appointed by His Royal Highness The Prince Regent to enquire into the existing regulations for the conduct of business in every department of the Customs'.

The main function of H.M. Coastguard is now life saving and the co-ordination of search and rescue at sea but it was originally formed to put down the extensive smuggling activities around the coast. At that time it was estimated that 50% of the spirits consumed in the country had been smuggled in free of duty. The smugglers were numerous, well armed and had the support of the local population. They more than held their own against the young Coastguard service in the early days but the force expanded and became more expert. Smuggling on a large scale was not of course stamped out until the policy of her trade made it much less lucrative.

In 1856 the Coastguard service was transferred from the Board of Customs to the Admiralty and its duties were defined as the defence of the coasts of the realm, the more ready manning of Her Majesty's Navy in case of war or in emergency, and the protection of the revenue.

The Admiralty had thus earmarked the Coastguard as a suitable reserve in time of war and 3,000 Coastguards served in the Royal Navy during the Crimean War. In 1914 most of the Coastguards were sent to sea in ships of the Royal Navy and the Army took over the job of guarding the coast.

In 1925 the Board of Trade took over responsibility for H.M. Coastguard and, for the first



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time, its duties were defined as 'coast-watching and life-saving'.

H.M. Coastguard is responsible for the co-ordination of all search and rescue operations around the coast. They may call upon their own helicopter at Manston, R.N.L.I. life-boats, R.A.F. and R.N. aircraft and helicopters or passing shipping which can be alerted by broadcasts.

The coastguards have also extended their watch to fishing vessels in Icelandic waters. An intensive watch is kept at Gorleston Coastguard station on trawlers off Iceland, a plot of their movements being kept in conjunction with the *Miranda*, a specially equipped support ship with a Coastguard inspector in command which is stationed in those waters during the winter months.

Coastguards also maintain radar surveillance of shipping from the Dover Strait Coastguard station at St Margaret's, Kent, in connection with the Dover Strait separation scheme. Other duties include patrolling the coastline to guard wrecked property, the supervision of the foreshore to prevent encroachment and to stop the illegal removal of sand and shingle and the plotting of oil slicks.

The Under Secretary of State for Trade and Industry, Mr Anthony Grant, stated in the House of Commons on 1st December last year: 'The R.N.L.I. with its life-boats and inshore rescue boats and, indeed, all other organisations including ships at sea which play a very important part in this emergency activity, are all involved in the vital and often hazardous work of sea rescue. They work under the general co-ordination of the Coastguard, which is the responsibility of my Department.

'It is all too rarely understood by the public that they do not need to go to the sea in ships, get into trouble and then invoke the help of the coastguards or the R.N.L.I. All they have to do is to pick up a telephone, make a call and they can get advice about conditions. This is one aspect of the work of the coastguards.

'The coastguards do a remarkable job of co-ordinating the various services, such as the R.N.L.I. and those of the R.A.F., but nothing is so perfect that it cannot be improved, and it is in that context that the government are prepared to look carefully for a properly based organisation to deal with all aspects of rescue be it inland or at sea. This may well take time, as such considerations involve a considerable study. We shall be prepared to consider any suggestions and recommendations that are made. . . .'

## Yachting Books . . .

(from page 262)

been arranged. Place your order through the Y.L.A. office. £5.40 per copy for members of the Y.L.A. and £6.40 for non-members (postage and packing included).—K.S.

*The Wills South Coast Yachting Guide* (Beaverbrook Press Ltd., 96pp, £2).

● The pilotage section of this Guide covers the Channel coast from Dover to Penzance and is well illustrated with 42 chartlets. There is also a useful section of road maps and the rescue services are covered on page 8 by a useful list of R.N.L.I. stations on the south coast. It is a pity that the publishers did not also include a list of Coastguard stations in addition as the coastal sailor requires this information. Publishers of pilotage works for use by small boat users are strongly recommended to have some regard for storage space available on board—most yachts' bookshelves can seldom accommodate more than a demy octavo volume. Apart from these minor criticisms, a useful publication which can be recommended to Y.L.A. members.—K.S.

*South Biscay Pilot* by Robin Brandon (Adlard Coles Ltd., 388pp, £8.75).

● This excellent pilotage book covers the Biscay coast from the Gironde estuary to La Coruna and makes a companion volume to the *North Biscay Pilot* from the same publishers. The book might well serve as a model for all pilotage works for yachtsmen. It is well set out and profusely illustrated with chartlets and half-tones and comprises a very informative opening chapter giving general data and bibliography and five succeeding chapters each dealing with a consecutive stretch of coast. Each of these chapters in turn deals with a general description followed by detailed information of the harbour and anchorages. For any member of the Y.L.A. contemplating a cruise along this fascinating coast, the *South Biscay Pilot* is an essential navigational aid in support of up-to-date charts and Admiralty Sailing Directions.—A.R.T.G.

## EQUIPMENT

Our monthly feature, 'Firms and their Products', is held over due to lack of space.



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## WHEN I WAS FOUR...

● My first contribution to the R.N.L.I. was made at the age of approximately 4 years in 1897, this being on the occasion of Queen Victoria's Diamond Jubilee. There was a procession through the town and one of the most interesting features for me was a life-boat with the oars prominently displayed by men wearing their life-boat equipment, which so far as I can recall included life jackets made of pieces of cork fastened together. I have a vague impression the boat was painted blue and white in part at any rate.



Princess Margaret being welcomed at the R.N.L.I. stand at the International Boat Show by the then Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. Looking on (centre) is the Secretary of the R.N.L.I., Captain Nigel Dixon, R.N. The Prime Minister, Mr. Edward Heath, who is a keen yachtsman, also visited the stand.

Apparently the organisers of the parade had arranged for a collection to be taken in support of the Life-boat Institution and a number of men had nets like large landing nets on the end of long poles—I think they were bamboo—to enable them to collect contributions from the individuals who packed the first-floor windows of the shops and offices to see the procession as it proceeded down High Street.

I remember I was very thrilled when one of these men approached the first floor window through which I was privileged to view the procession. I was given what seemed to me to be a large silver coin to drop into the net, and the coin was duly collected in this way. To me at the time the contribution appeared to be a big one and I felt happy about making it because they told me that the men in the life-boat service were very good and very brave men who saved the lives of people when their boats were sinking or wrecked at sea.—*Clifford F. Gothard, \* Bearwood House, Burton-on-Trent.*

\* The writer of this letter is Sir Clifford Gothard, O.B.E., B.S.C., F.C.A.

## STILL SAILING

● My wife and I were interested to see the letter from Captain Swift in your January issue in which he makes reference to the New Brighton life-boat, as we are the present owners of the boat which was in service there 1924-1950, the *William and Kate Johnston*.

We converted this boat to a yacht in 1953 and have had many years of pleasure in her since then, cruising regularly in the west coast area and north and west Brittany. Her name is *Jymphany* and her home port has been Dartmouth for the past four years and Salcombe before that.

Her vital statistics are 60' x 15', 54 tons, powered by twin Perkins L4(M) diesel engines giving a speed of 8 knots.—*L. W. Law, Castle Road, Kingswear, Dartmouth, Devon.*

## BATTLE OF JUTLAND

● I am carrying out research for a book about the Battle of Jutland, 31st May-1st June, 1916, and am anxious to contact any person connected with the battle with a view to obtaining their personal experiences. Survivors from any type of ship involved, those connected with the planning of the battle, or any shore-based personnel of whatever category will be of especial interest to me.

I will also be grateful to hear from anyone prepared to lend me any unpublished diaries, letters, photographs or other documents concerning the battle. Any item loaned I guarantee to return within a very short time. If any readers are able to assist me, will they please write in the first instance, giving their name, address and ship or unit to which attached in May and June, 1916. All letters will be answered.—*Robert Church, 32 Dorrington Court, 260 South Norwood Hill, London, SE25 6BE.*

## MORALE GOOD

The following letters, here condensed, were exchanged between Captain Nigel Dixon, Secretary of the R.N.L.I., and Commander F. R. H. Swann, O.B.E., R.N.V.R., the new Chairman of the Institution, in February:

● May I, on behalf of the staff and myself, offer you our warmest congratulations on your election as Chairman of the Committee of Management?

We are very conscious that the Institution is entering a new and exciting phase in its history, which will demand high endeavour by each one of us. It gives us confidence to know that at this testing time we shall have a Chairman with much experience and one who is dedicated to the Life-boat Service.—*Captain Dixon.*

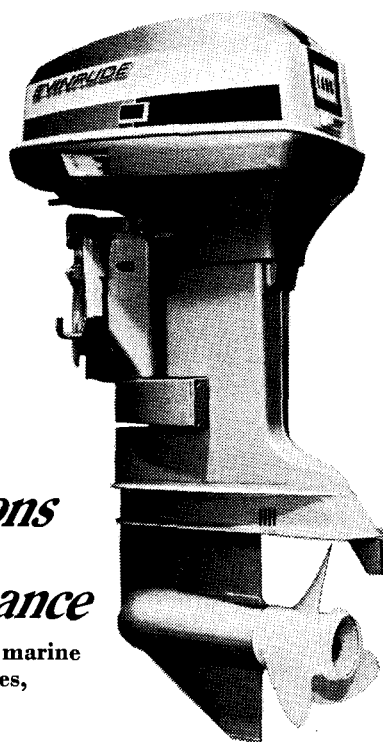
● Thank you very much for your letter. I am most grateful to you and your staff for your congratulations and support. I am sure that we can work together as a team to ensure that we enter the Institution's 150th year in 1974 with colours flying and in good heart.

I agree that we are entering a new and exciting phase. I wish that our financial position was not so tight and gave us more of a margin but I am not unduly worried about this. We have been in this situation for several years but so far our supporters have always responded to our needs. I hope that they will continue to do so. Morale is high and I look to the future with confidence.—*Commander Swann.*

# When your safety depends on an engine make sure it gets a Champion start!



Nowhere is a spark plug so important to you as in your marine engine. Lives can depend upon its unfailing efficiency. That's why it makes good sense to fit CHAMPION—the dependable spark plugs. CHAMPIONS are easy to fit, with a gasket which can't fall off. And there's a CHAMPION spark plug suitable for every inboard or outboard motor.



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# RNLI

## the Life-boats



At 40 feet, the 1900-ton 'Super' class lifeboat is the largest ever built for the RNLI. It is powered by two 1200-hp diesel engines.



The 24-foot 'B' class lifeboat is the smallest ever built for the RNLI. It is powered by a single 120-hp diesel engine.



The 24-foot 'B' class lifeboat is the smallest ever built for the RNLI. It is powered by a single 120-hp diesel engine.



### LIFE-BOATS GUARD OVER 7,000 MILES OF COASTLINE

Nearly one-third of the very round the coast of Great Britain and Ireland which the fleet of some 250 rescue craft of the R.N.L.I. covers.

The fleet is roughly divided between life-boats proper and small inshore self-righting, which means that they will turn the right way up in a few seconds if they capsize. They can go to sea in very small boats and are launched from a slipway from 9 knots to twice that speed.

Most of the inshore life-boats are small inflatable boats that can travel between 20 and 30 knots, and are used for rescue work mainly in the summer months close inshore when speed is all important in saving life.

Building a new life-boat is a very expensive business. It costs about £70,000 and £120,000 for one boat. It costs the R.N.L.I. about three million pounds to run the life-boat service and this amount is always increasing.

Illustrations reproduced by permission of the Royal National Lifeboat Institution. The photos are the property of the R.N.L.I. and are not to be used without their permission.

# RNLI

## a rescue

### 1 THE SIGNAL

If you are at the sea, you will know that the life-boat service is always ready to help you. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats.

### 2 THE SCENE

Every year thousands of people are rescued from the sea. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats.

### 3 THE LAUNCH

The life-boat is launched from the sea. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats.

### 4 THE SEARCH

After the launch, the life-boat is used to search for the person in need of help. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats.

### 5 LIFE LINE

Once the person is found, the life-boat is used to bring them back to shore. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats.

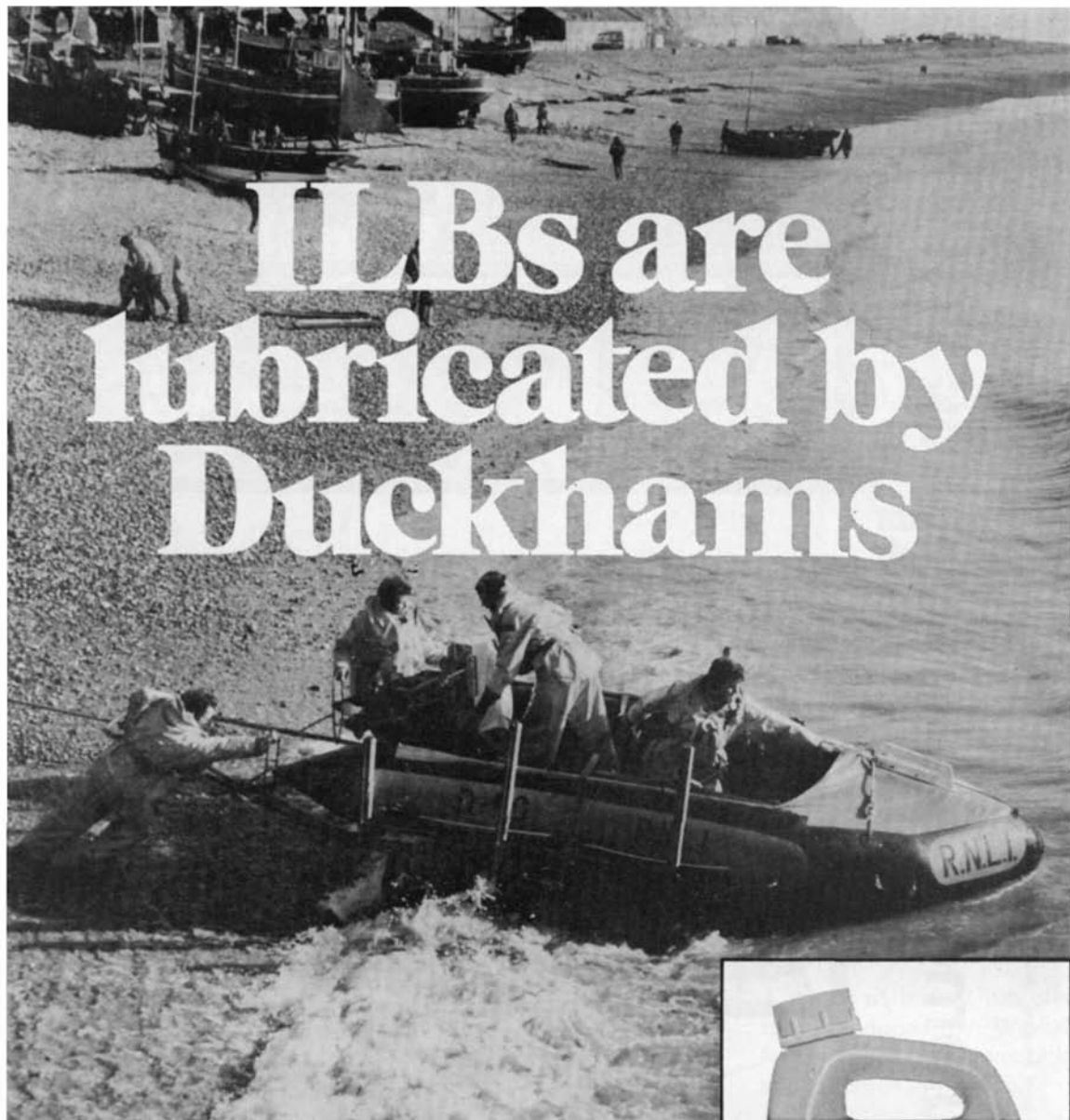
### 6 RESCUE

Finally, the person is rescued and taken to shore. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats. They are always at sea in the life-boats, and they are always at sea in the life-boats.

Illustrations reproduced by permission of the Royal National Lifeboat Institution. The photos are the property of the R.N.L.I. and are not to be used without their permission.

Alexander Duckham & Co. Ltd., who are providing lubricants free of charge to the R.N.L.I. for its life-boats, have also paid for a new set of posters for schools. Posters Nos. 1 and 2 covering life-boats and a rescue operation are reproduced on this page. Posters Nos. 3 and 4 appear on page 274.

# ILBs are lubricated by Duckhams



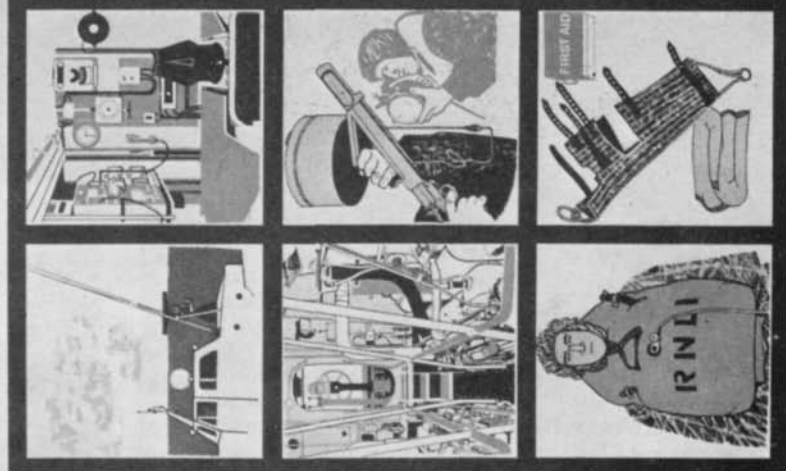
Since experimental trials in '63 the ILBs have proved so successful that there are now 100 of them in regular use as well as the 150 conventional lifeboats. Over a three month period last year, these tough, nearly indestructible craft, were called out 357 times; some two or three times a day.

For this sort of use as ever, reliability is the key word. That is why with the engines that drive them, Duckhams outboard Two Stroke Oil and Duckhams Dryspark is in regular use giving the performance and protecting the engine.

Duckhams Oils, Summit House, West Wickham Kent BR4 0SJ



# equipment



1 2

There have been two main reasons for the increase in the number of people involved in the development of the Internet. First, the Internet has become a more accessible and user-friendly environment. Second, the Internet has become a more powerful and versatile tool for communication and collaboration.

### 3. INVEST

There is a story of the "biggest" man in the world, who weighed 1,250 pounds and was 10 feet tall. He was a giant, and he was a giant in every way. He was a giant in his mind, and he was a giant in his heart. He was a giant in his spirit, and he was a giant in his soul. He was a giant in his love, and he was a giant in his faith. He was a giant in his hope, and he was a giant in his dreams. He was a giant in his vision, and he was a giant in his destiny. He was a giant in his life, and he was a giant in his death. He was a giant in his legacy, and he was a giant in his name. He was a giant in his story, and he was a giant in his end.

5 6

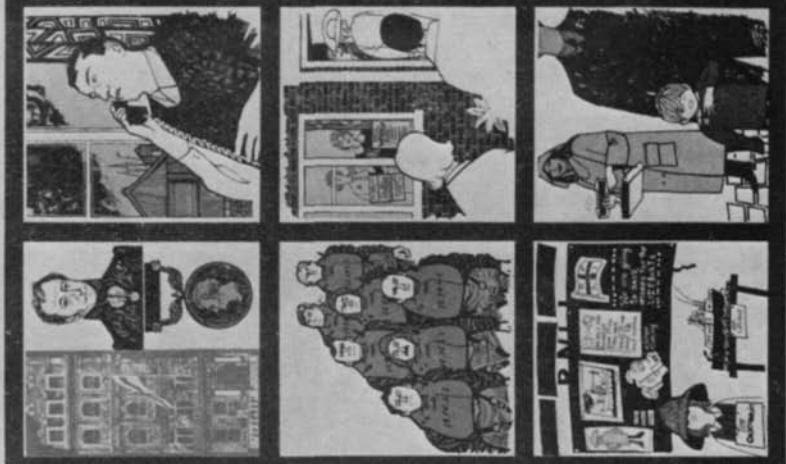
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Businesses supply labor with the right mix of

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**5** **YOUR MATTER**

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d., and mentioned o

Two more of the set of four school posters paid for by Alexander Duckham & Co. Ltd. and mentioned on page 272. Posters 3 and 4 above cover equipment and the people behind the life-boat service.

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Since the turn of the century, Charles Frank Ltd. have specialised in Binoculars and Telescopes, and the instruments which we manufacture in our Glasgow factory are used throughout the world. We are proud to supply our Binoculars and other instruments to discriminating customers, such as home and overseas governments, Crown agents, Forestry Commission, Trinity House, R.N.L.I., and principal shipping lines.

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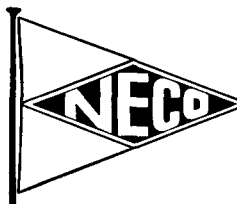
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of R.N.L.I. stations and to have  
served an Institution whose  
own traditions of service are  
without parallel.

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Mrs. Dorothy M'Gonigle, of Stockton, who has given years of voluntary service to the R.N.L.I. as a fund raiser.

LIFE-BOAT FLAG DAY in the Stockton area last year raised a record amount—almost £1,000.

And it was largely due to a remarkable woman, Mrs. Dorothy M'Gonigle, champion of the Royal National Life-boat Institution cause for over 40 years.

For six weeks every year Mrs. M'Gonigle's home in Norton High Street becomes the centre of an operation of military precision—the organisation of the Stockton and district branch's flag day.

Four hundred and fifty empty life-boat collecting boxes left her home last month and they returned full of coins amounting to £955.

It was the largest flag day amount raised last year by any inland town or city in the north east area, from the Wash to the Tweed.

Mrs. M'Gonigle, gay, silver-haired with dancing blue eyes, is the widow of the former Medical Officer of Health for Stockton, Dr. G. C. M. M'Gonigle.

He died tragically 30 years ago at the age of 49 and a film for world-wide distribution, 'One Man's Story' was made about his life and work.

Since his death she has devoted all her time

## THE REMARKABLE MRS. M'GONIGLE

to her duties as honorary secretary of the Stockton and district branch of the R.N.L.I.

She became interested in the charity when she was a young girl.

'I always thought it was a wonderful thing for men to risk their lives at sea, especially for someone they do not even know.'

When she moved to Norton well over 40 years ago with her husband, she joined the local branch and has become expert in planning flag days, each year usually managing to raise more than the one before.

She runs flag days like a social event.

*This article about Mrs. Dorothy M'Gonigle, of Stockton, who is doing sterling work for the R.N.L.I., was written by Susan Slater and first appeared in the 'Evening Gazette', Middlesbrough. It is reproduced by permission of the Editor.*

With her gracious hostess manner she treats every one of her helpers, and there are about 200 of them, as if they were her guests.

Her personality charms them into returning year after year willing to stand all day in the streets, whatever the weather, holding a plastic model life-boat.

'Some people have been helping me for over 20 years', said Mrs. M'Gonigle.

The planning starts about six weeks before flag day.

'First I send out about 250 postcards to people announcing the date of flag day', she said.

Two weeks later she speaks to as many as possible on the telephone asking them if they will be able to help. She ticks off the names on her huge list if they agree.

Then she goes to see every person who has agreed and delivers the boats.

The traditional cardboard collecting boats have been superseded by orange plastic ones.

'The old ones went soggy when it was wet and cost so much to repair', explained Mrs. M'Gonigle.

She has no car, so friends help her to visit every person.

'If I give people the boats they cannot very well not go out collecting', she said.

'You must be a warrior if you want to get things done. They always say I have got a gun in my pocket, but I also have love in my heart.'



And when it is all over the ever-active Mrs. M'Gonigle does not stop. She then starts thinking about selling R.N.L.I. Christmas cards.

All this from a woman who is certainly not young any more. And her exact age? She declined to say.

'Age doesn't matter to me at all. I just like to keep going all the time', she said.

Mrs. M'Gonigle's efforts have not gone unnoticed by the R.N.L.I.

In April last year she received the Institution's gold badge for service from the Duchess of Kent in the Royal Festival Hall, London.

## Awards

The following awards appeared in the New Year Honours List:

### M.B.E.

Mr. H. Morrison, who is the local postmaster, became honorary secretary of the Barra Island life-boat station in 1946.

### B.E.M.

Mr. George Harrison, motor mechanic of the Lytham-St. Anne's life-boat, has held that post since 1939.

Coxswain Peter Smith, of the Bembridge, I.O.W., life-boat, became coxswain in 1956 after serving as second coxswain from 1954.

## Retirement

Mrs. R. H. Robinson, of Reigate, who for 20 years was the District Organising Secretary for the R.N.L.I. in south east England, retired at the end of last year. Committee members of the 160 branches in the south east district subscribed to a fund to mark her retirement, the total given being £200.

Mrs. Marie Wood, secretary of the Caterham and district branch, who made the presentation, said there were many 'fabulous letters and tributes' to Mrs. Robinson. After quoting from several of them, Mrs. Wood said as a permanent record she proposed having all these 'wonderful letters' bound by a craftsman so that Mrs. Robinson in later life would have them to remind her of just how much her work was appreciated.

## Honorary Consultant

Mr. A. G. Cross, F.R.C.S., of Wimbledon, has agreed to be honorary consulting ophthalmologist to the R.N.L.I.

## Appointments



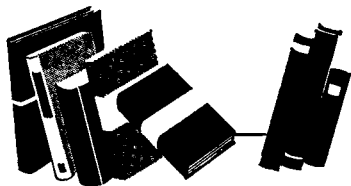
Mr. S. Macdonald, F.R.I.N.A., M.I.E.S.S., S.N.A.M.E., has been appointed Chief Staff Officer (Technical) of the R.N.L.I. Mr. Macdonald is married and is aged 50. He was educated at Greenock and Edinburgh Academies and Glasgow University where he graduated as a B.Sc. with first-class honours in Naval Architecture. He has considerable design, technical, and constructional experience of a wide variety of vessels of all sizes. His previous appointment was with Upper Clyde Shipbuilders as a Research and Development Engineer.



Mr. V. Frank has been appointed Appeals Secretary of the R.N.L.I. Mr. Frank, who is aged 46, is married and lives in Chislehurst. He has wide and varied experience in the commercial world at managerial level, both in market development and advertising.

## A Century Record

Miss E. Dobie, ex-president of the Dunoon ladies' life-boat guild, reported late last year that one of their oldest guild members, Miss Oswald, had celebrated her hundredth birthday. She lives at Kilmun, near Dunoon, and is still a paid-up member. 'There can't', commented Miss Dobie, 'be many guild members aged one hundred about' (see page 298).



## BOOK CORNER

● Young World Productions, London, have produced a punch-out model and painting book covering old and new life-boats of R.N.L.I. interest. Copies are obtainable from Life-boat House, 42 Grosvenor Gardens, London, S.W.1, price 15p, plus 5p postage. The painting pages feature Lukin, Beeching and Greathead's early life-boats, the Grace Darling rescue of survivors from the wrecked *Forfarshire* in 1838, modern life-boats, including an inshore life-boat, and a helicopter rescuing a man from a disabled yacht. The punch-out makes up into a 48-foot 6-inch Solent type with, in real life, a steel hull. The model is authentically coloured.

● Grahame Farr has produced another life-boat book in the Wreck and Rescue Series put out by D. Bradford Barton Ltd., of Truro, Cornwall. It is *Wreck and Rescue on the Dorset Coast: the story of the Dorset lifeboats*, price £1.60, and we are pleased to note that the volume is dedicated to Mr. and Mrs. John Francis 'in gratitude for their sterling work on behalf of the Life-boat Enthusiasts' Society'. Mr. Farr's study covers Lyme Regis, Portland and Weymouth, Kimmeridge and Chapman's Pool, Swanage and Studland and Poole. As usual the book is well supported with photographs, including a dramatic shot of the Weymouth life-boat *Friern Watch* approaching the schooner *Ardente*, from which she saved the crew of four on 11th December, 1914. The picture comes from the Eric Latcham Collection. Mr. Farr's latest book is another milestone in the highly informative Wreck and Rescue Series written by this author and covering the south west.

● *Against the Sea* (Hutchinson Junior Books Ltd., price £1.15), by Douglas Reeman, is another for the Men in Action Series. Mr. Reeman begins with an account of Thor Heyerdahl's voyage on his balsa raft *Kon-Tiki* and, after covering an amazing World War II escape story in the East Indies, goes on to

mention the exploits of Sir Francis Chichester, Sir Alec Rose, Robin Knox-Johnson and the late Donald Crowhurst. The author has an international reputation for his novels of the sea—but *Against the Sea* is his first non-fiction book.

● 'The life-boat service', says Len Ortzen in *Famous Lifeboat Rescues* (Arthur Barker Ltd., price £1.50), 'gets wide publicity when disaster strikes a crew, but less is paid to the many rescues where no lives are lost, although these are accomplished with courage and skill, and usually in conditions of great danger.' The author describes outstanding incidents of life-saving from a number of R.N.L.I. stations. He starts with Grace Darling of the Farne Islands and mentions other places like Appledore, Ramsgate, Falmouth, Whitby, Ballycotton, Dover, Cromer, Tenby and Southend. There is a chapter on the R.N.L.I.'s contribution at Dunkirk and another on Coxswain Henry Blogg, the Cromer hero. Mr. Ortzen, who has written many books, is the author of *Stories of Famous Disasters at Sea*.—C.R.E.

## Whitby's 'Codfish'

In connection with the photograph of the codfish collecting box at Whitby, which appeared on page 172 of the October issue of *THE LIFE-BOAT*, it has been pointed out that the photograph was taken by Mr. A. Greenwood, of York, and that the man by the box is, in fact, Mr. W. E. Russell, the honorary volunteer emptier.

## Brighton Naming

Radio and television commentator Brian Johnston and his wife visited Brighton to name the local inshore life-boat the *St. Marylebone Dolphin*. Mrs. Johnston is chairman of the St. Marylebone life-boat branch which raised the money for the boat in just two years.

## Tapestry

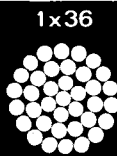
A scenic tapestry by members of the Flamborough Women's Institute depicting the work of the local life-boat has been entered in the final of a nation-wide competition based on Conservation Year. Members worked on the tapestry for six months.

# STAINLESS STEEL ROPE FOR RIGGING

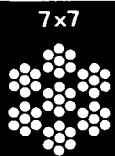
NOMINAL DIAMETER		STANDING RIGGING		RUNNING RIGGING	
Milli- metres	Inches (approx)	MINIMUM BREAKING LOAD (LBS)			
2	5/64"	705	—	534	—
2.5	—	1100	—	—	—
3	1/8"	1590	—	1200	952
4	5/32"	2820	—	2130	1690
5	3/16"	4410	—	3330	2650
6	1/4"	6350	—	4180	3810
7	9/32"	8646	—	6550	5180
8	5/16"	10200	10500	8530	6770



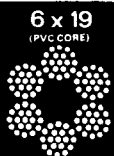
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6 x 19  
(PVC CORE)



7x19



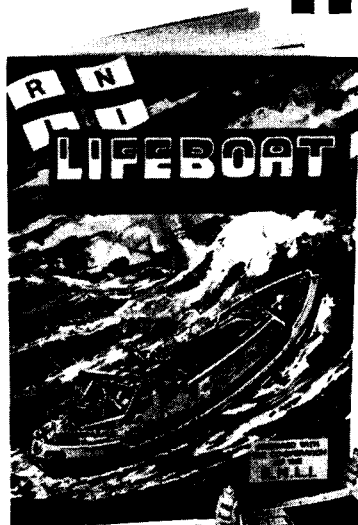
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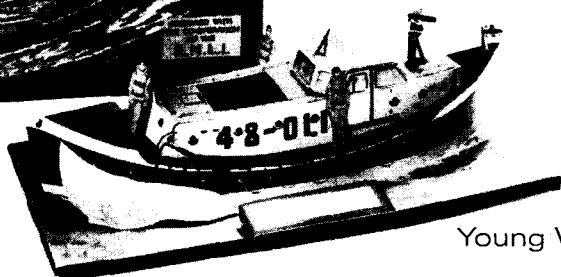
## A Super Punch Out Model Book!



Featuring an authentic lifeboat replica easy to assemble with no scissors or glue required!

Plus – pages of colouring and lots-to-do about the boats and the men who man them!

**15p**



Young World



Productions

Limited London

# SOME WAYS OF RAISING MONEY

Following receipt of a cheque made out to the R.N.L.I. for £100 from Southern Television Ltd., Commander P. Thornycroft, of T.T. Boat Designs Ltd., Bembridge, I.o.W., wrote: 'I feel this needs some small explanation from us. It so happened that we provided 'Horatia' as a platform for the television cameras covering the Channel Race and most of the Fastnet Race, and in view of the fact that I have an Admiralty warrant for a white ensign and R.Y.S. membership, it was, of course, impossible for me to charter the boat as was requested. I therefore asked them to make a contribution on my behalf to the R.N.L.I. to the extent of £100.'

The Tehran British Association, Iran, decided at their recent annual meeting to send a donation of 30,000 rials to the R.N.L.I. So the life-boat service, in sterling, is now £158 better off.

The Castle Bay, Isle of Barra, ladies' life-boat guild ran a kipper barbecue dance at the end of last year and raised £60 for the R.N.L.I. The dancers had the choice of kippers or sausages, and the stage was decorated with aluminium fishing buoys and nets.

A hard worker for the R.N.L.I. at West Bromwich, Staffordshire, is Mr. B. Ralph (centre), of Pennyhill Lane, who is seen collecting with his wife and children. He first became interested in life-boats after a visit to Cromer, then joined the West Bromwich branch and shortly after the Y.L.A.



by courtesy of Jean Lomas

Local girls who went out collecting for the R.N.L.I. at Llandudno last year. They are (left to right) Anne Williams, Lyn Neville, Jane Gregory and Hilary Neville.

The Rhyl and district branch of the R.N.L.I. received excellent publicity in the 'Rhyl Journal and Advertiser' on 16th December last year. On one page the branch's record £3,500 cheque, which exceeded anything remembered locally, was reproduced. The record donation was made possible by the financial backing given the branch by the Rhyl and district life-boat guild, whose donation of £1,800 was £350 more than last year, and the life-boat youth guild, who in their first year donated £700. On another page pictures were published of the cheque presentation of £360 by the Junior Tradesmen's Regiment at Kinnel Park Camp, Bodelwyddan, towards the cost of a replacement tractor for Rhyl's inshore life-boat.

Miss Wood, of Selkirk, made £14.18 as the result of a village home-made wine party.

Tip recently received from a District Organising Secretary: 'The husband of one of my honorary





by courtesy Ian McLennan and 'Goal & Football Monthly'

Recognise him? He is Mr. Kenneth H. H. Baily, of Queensbury Mansions, Bournemouth, the leading England football team supporter who is also a keen supporter of the life-boat service at Bournemouth. It was expected that he would find collectors when Bournemouth Football Club granted the R.N.L.I. a collection at their ground.

secretaries, a doctor, suggested to elderly ladies, who asked for a bottle of medicine, that they should buy a ticket for the life-boat bring-and-buy instead. He said it was cheaper than a prescription and would take them out of themselves.

In sending a cheque to the R.N.L.I. for £1,000, Mr. T. A. Morris, honorary secretary of the Borth, Cardiganshire, branch, states that the sum represented over £1 per head of population. 'I wonder', he asks, 'if there is anywhere else that has an average such as ours?'

When Rear-Admiral Sir Edmund Irving, K.B.E., C.B., a member of the Committee of Management, visited Appledore, North Devon, to present vellums to the crew, he also drew the winning number for the local raffle. The prize was a model yacht which took Mr. Ron Grose, of Appledore, 600 hours to build, making the model worth about £300, although it cost the branch only £50 to buy. The winner of the prize

was Mr. Dennis Bizeray, of Hampstead High Street, London, who, however, offered the model back to Appledore for further fund-raising. Thus the model, which brought in £400 less expenses, is likely to raise a further substantial sum for the R.N.L.I.

'Having been an admirer of the R.N.L.I. for many years', writes Mr. I. Abbott, of Corn Close, South Normanton, Derbyshire, who supplies public address systems, 'I feel that, though it may be in a very small way, I may be able to help by asking my customers to subscribe a small percentage of my fee to the R.N.L.I., say 5 per cent.'

A county life-boat ball was held on the Isle of Anglesey in October under the patronage of the Marquess and Marchioness of Anglesey. This was the first time for many years that such an event had been held on the island for the R.N.L.I. As a result of the effort a cheque for £300 was sent to London. This year's ball is planned for 20th October.

In enclosing a coloured photograph (which unfortunately cannot be reproduced here) of their exhibits, Captain C. C. Lowry, chairman of the Appledore branch, wrote last year: 'The enclosed picture shows a life-boat service as depicted by a class of 5 and 6 year olds at Deansway County Infants' School, Chesham, Bucks. There was also a life-boat collecting box but vandals broke into the class room and forced open the box, stealing about £5 which had been collected by the children during the term. . . . The children also collected and prepared nearly 10,000 used postage stamps which . . . will be sold for about £5.' The teacher behind the project was Miss Linda Seaward, of The Quay, Appledore, who is a strong supporter of the life-boat service.

Children at Ramsgate, Kent, assisted the local ladies' life-boat guild when they staged a carnival last year. A banner fastened to the masts of their boat stated: 'Ramsgate ladies' life-boat guild—we need your help'.

by courtesy of 'Isle of Thanet Gazette'





Last year Mr. Charles E. Pringle, of Holly Mead Road, Chipstead, Surrey, borrowed a set of 35mm coloured slides from the R.N.L.I. for two lecture meetings. In forwarding a cheque for £15, Mr. Pringle said: 'The meetings were both highly successful and well attended. Our programme consisted of showing the slides and following up with musical performances on the piano, flute, reed organ and guitars and tape recordings of original and other compositions. Refreshments were served about mid evening and the entertainment was completed with a community sing song, most of the items being of a nautical flavour.'

Late last year a successful grand charity review was organised by Madame Daniels, of Rhyl, in aid of the local life-boat. Madame Daniels and the artistes involved gave their services free. Amount raised was £70.

The inshore life-boat station at Conway, Caernarvonshire, was recently presented with a set of moorings. These were sold without any difficulty and raised £20 for the R.N.L.I.

The newly formed Rhyl life-boat youth guild held a watch stopping competition to see who could guess how long it would take a fully wound watch to run down. The watch was placed in a sealed box in the window of Crossley's, jewellers, of Rhyl. The winner was Yvonne Whittle, of Cannock, Staffordshire, who received a wrist-watch as a prize.

An exhibition golf match was held at the Royal North Devon golf club in November last in aid of the Appledore life-boat. Taking part were Ryder cup players John Garner and Malcolm Gregson together with two local professionals, Stanley Taggart and Jim Long, the latter now assistant professional at the West Herts golf club. The £100 fee for the four professionals was put up by the Royal North Devon golf club, Northam Artisans golf club and Long Senior. Collecting boxes were distributed at assembly points. Apparently Ryder cup players normally charge £100 to £200 each plus expenses. The R.N.L.I. collected over £57, all on the course, which was described as 'a national record for money collected actually on a golf course'.

Commonwealth and foreign stamps, were auctioned in London in December by H. R. Harmer Ltd., for the benefit of Scottish life-boats, and fetched £4,051. They were bequeathed to the Glasgow branch of the R.N.L.I. by the late Mr. Neill Ian McNeill, of Cambuslang. The late Mr. McNeill came from Skye and started collecting stamps when he was nine years of age—in 1894. He served his time as a marine engineer at Fairfields on the Clyde, but had to give up this work prematurely because of ill health. He then returned to Skye where he became involved with fishing boats.

Mr. Norman P. Clarke, F.I.B., A.C.I.S., of Colchester, who is a keen R.N.L.I. supporter, writes: 'As council member and past chairman of the area branch of one of my professional affiliations I was recently taking part in the entertainment of a visiting speaker. Reference was made to his fee and he asked us to give it to a charitable object of our choosing. I quickly suggested the R.N.L.I., and both the speaker and my colleagues (who are not unaware of my work as an information officer on behalf of the Institution) agreed most readily that the money should be given to us.

'Another example of generosity towards us by speakers in other fields comes to me in the capacity of treasurer of an R.N.L.I. branch: Mr. Westley Sandford, of Colchester, whose talks on East Anglian lore and dialect are much appreciated, gives to us donations received from clubs and associations at whose meetings he has spoken.'

Mr. R. A. Warner, of Broughton Hill, Letchworth, Herts., recently sent the R.N.L.I. a cheque for £27. He explained: 'On 27th October, 1971, the death occurred at Hitchin of Mrs. Louisa Pearce, aged 95. She was the daughter, and last surviving child, of Charles Fish, coxswain of the Ramsgate life-boat from 1879 to 1891, holder of two gold and a silver medal. . . . At her own request flowers at her funeral were restricted . . . and the money which would otherwise have been spent on flowers has been collected and is now sent as a donation to the Institution.'

Last year Mr. Ewan Shaw, who runs the King's Head, a 13th century inn, at Orford, Suffolk, decided he would try an R.N.L.I. collecting box in the men's lavatory. Within 10 days it took £8.37 and in the second week £7.99.

The following report appeared in the 'Scarborough Evening News' on 31st December last year: 'The Scarborough branch of the R.N.L.I. has received a donation of £11.71 from its most distant—and difficult-to-catch—collecting box. The epic story of the collecting box began aboard the cruise-ship "Reina Del Mar" in September. Among the passengers were Mr. Joe Clark and his wife, Christine, who now live in Harrogate. A cigar-box which was provided to collect money for the charity was placed behind the bar and earmarked for the Scarborough life-boat by the couple. But in the bustle of leaving the ship they forgot the box and it was left behind. Mrs. Clark contacted Mr. Gerry Braithwaite, who runs the Blacksmith's Arms at Cayton, and who is president of the Pickering Lythe East Licensed Victuallers' Association. Mrs. Clark used to work as his secretary and she knew he had been aboard the "Reina Del Mar" the summer before—and that he would be in Majorca in October where the ship would be sailing. Mr. Braithwaite wrote to the shipping company and obtained permission to go aboard and collect the box.

"My wife and I had a festive time aboard—we forgot the box and left", said Mr. Braithwaite.

The fate of the box was now left in the hands of Mr. Tony Moore, of the Whirlow Court Hotel, The Crescent, Scarborough, who was on the next cruise of the "Reina Del Mar". The barmen learnt that he was from Scarborough, and found he was a regular customer at the Blacksmith's Arms. So at the end of the cruise he took the box with him. He said: "It felt as though it weighed a ton and the customs officer laughed when I told him about it. He let it through." The box travelled to the pub at Cayton, then to a bank in Scarborough, and then on to Thomas Cook's in Leeds who dealt with the currency—£4.34 English currency, £2.48 Spanish, £4.24 Portuguese, 40p Italian, and 25p Greek.'

Mr. W. M. Lucas, writing from his business address in Hammersmith Broadway, London, sent the R.N.L.I. a cheque for £25, adding: 'A film company recently borrowed my father-in-law's yacht, Outlaw, to make a film sequence in which Alf Garnett imagines himself to be the Prime Minister winning the Fastnet Race. I gave permission for this to be done on the basis that the film was bound to persuade a lot of people to go to sea and that the fee they felt reasonable should be made in favour of the R.N.L.I.'

Mrs. Heslop, of Hook Heath Avenue, Woking, sold a litter of golden retriever puppies, and gave a percentage of the proceeds to the R.N.L.I.

Mr. K. M. S. Dewar, of Broadelyst, Devon, in sending a cheque for £15 to the R.N.L.I., stated: 'It would give me great pleasure if it could be used for the crew of the Stromness life-boat. I spent a most interesting evening two years ago with them, watching a practice, and I remember their kindness in explaining the procedure.'

An effort in aid of Life-boat day, which the weather was not allowed to stop, was a mini-fete and sale held last year by the 'Kaye Kids' of Ringmer Road, Worthing. They simply moved the event into their home and raised almost £4 for the R.N.L.I. branch funds. The sale was entirely run by the five Kaye children—Paul, Sharon, Mary, Sara and Peter—who had devoted part of their holiday to canvassing and collecting jumble from the neighbourhood.

After Mr. A. W. Hawkes, of Waldringfield, Suffolk, had given a talk about the life-boat service to Castle Hill School, Ipswich, £22, largely collected as a result of the talk, was sent to the R.N.L.I. Patricia Brame, one of the pupils, in thanking Mr. Hawkes in a letter, said: 'When you came we were not bored because you showed us things and told us things about life-boats. We have finished selling marbles and comics and have saved up £22 altogether.'



Scene from the Boxing Day life-boat ball on Granada Television's 'Coronation Street'. On the left, Doris Speed who plays Annie Walker; on the right, David Davies.



During the International Boat Show at Earls Court, University Marine Ltd., in co-operation with the R.N.L.I. Depot, put on this inshore life-boat display outside the London International Hotel, Kensington. Evinrude outboards power the R.N.L.I.'s inshore fleet and University Marine are the sole concessionaires for Evinrude outboards.

Last year a sponsored swim was held in aid of the R.N.L.I. in the Droitwich Lido. The Lido has an outdoor swimming bath, unheated, and unfortunately on the evening of the swim the weather was cold and wet. However, among those who swam was a 7-year-old boy, Stephen Broune, and being a non-swimmer, did his swim in a rubber ring. He achieved 12 lengths.

The Woolwich branch reports that a 13-year-old boy, Charles Wardle, who undertook a sponsored swim at the Plumstead Baths, on his own initiative, raised £25 for life-boat funds.

(continued on page 286)



Barmouth's life-boat returning from a service to the m.v. *Welsh Girl* on 2nd June, 1963. The town's life-boat service is now well on the way to being self-supporting.

MY HUSBAND AND I took over as joint secretaries of the Barmouth R.N.L.I. branch and guild in 1967. Our hard-working predecessors had received wonderful support in their fund-raising efforts from both residents and visitors. With rapidly increasing calls on the service we thought that something new, interesting and lucrative, should be added to the usual run of coffee mornings, produce fairs, dances, etc., if we were to achieve our ambition or making the station self-supporting.

In September, 1968, we decided to do a leisurely tour of the South Coast. This tour automatically developed into a 'life-boat crawl', and it was at Eastbourne, in their old life-boat house, that the idea of a maritime museum in Barmouth was conceived. At Eastbourne they have the old boat-house as a small museum, with

Souvenirs, pictures, bells, models and other exhibits now fill the museum.



## Making a Museum Support the Living

by D. M. Forrester-Addie

models of every type of life-boat from the early 1800s, and they have added a flourishing R.N.L.I. souvenir stall. We were inspired to try and build up a similar display at Barmouth, if only we could find suitable premises.

On our return home, we took a stroll along the harbour and noticed—really for the first time, although it had been there since 1800—an empty double-fronted cottage, approached by a flight of stone steps, adjoining the yacht club and opposite the ferry boat moorings. We asked one or two of the ferry men, many of them old

*The author of this article, Mrs. Forrester-Addie, is honorary secretary of the Barmouth ladies' life-boat guild in Merionethshire, Wales. The article and two of the pictures by Mr. Peter Parry originally appeared in Country Quest and are reproduced by permission of the Editor.*

life-boatmen, who owned the cottage, and found that it belonged to the council, but that it was derelict inside and was not for sale or to let.

I approached the then chairman of the council, Councillor R. H. Williams, who is also officer-in-charge of Barmouth coastguards, and a loyal supporter of any effort to help the R.N.L.I. I asked him if we could use one of the front rooms at Pen-y-Cei ('head of the quay') to house a small maritime exhibition and R.N.L.I. souvenir stall.

Within ten days we found an interior wall being removed to make one good-sized room! It couldn't have been more appropriately housed, as the first rowing life-boat in Barmouth was launched from the basement of the house in 1830.

We hadn't even mentioned the idea to either of our committees and we were rather apprehensive about the sort of welcome it would receive, but no misgivings were voiced.

We told the council that if they would make good the walls and old beamed ceiling, we would do the necessary decorating. The period of labour was short, but rather tiring, and all the time we wondered what we could find to put in it.

We decided that an old office desk should be re-christened a 'chart table' and used to house and display R.N.L.I. souvenirs. We searched our house for suitable maritime exhibits, found two small oak tables to stand things on, a little oak chest made at sea by a young mariner, an old picture of Ramsgate harbour and life-boat in a storm, a rather lovely print of the *Mayflower II*, a small French bronze figure of a boat-builder's apprentice and an early map of Barmouth estuary. Also, for good measure, and as it was investiture year, a 17th-century oil-painting of Caernarvon Castle!

These we took down and 'spread' around the museum, making it look larger and emptier. I had mentioned the project to several local residents, but I do not think that at the time anyone thought that it would materialise and, except for a few small pictures, the room remained bare. So I tried an appeal in the *Barmouth Advertiser* and in the *Cambrian News*, and within a week we had some response.

First came a letter from an old Barmouth resident, offering us a six-foot scale model, radio-controlled, of the Royal Yacht *Britannia* and two slightly smaller model yachts. Then our stalwart friend Bob Henry Williams, brought in a signalling lamp, a ship's sextant, a compass, an oil lamp in gimbals and two four-foot long sawfish blades, which make most unusual pelmets over the two windows. R.N.L.I. headquarters in Cardiff, now in on the act, sent three boards of early pictures, telling the history of the service from its early beginnings in 1800,



The once abandoned Pen-y-Cei now houses the flourishing museum.

a realistic plastic capstan from Messrs. W. D. and H. O. Wills and a large R.N.L.I. house flag to hide a rather bad piece of wall directly opposite the entrance!

By this time, people were beginning to send in a variety of objects, including rowlocks from an early life-boat, old mussel rakes, a halyard block from an early sailing vessel, an old painting of a cargo boat often seen in Barmouth, the H.M.S. *Barmouth* bell from a wartime boom-defence vessel (lent by the council), samples of knots and bell-pulls, masthead lamps, ships in bottles, pictures of old Barmouth, half-boat models in glass cases, models for schoolboys' corner, three small life-boat models, including one of our own Liverpool class, etc. Also, in one corner, we formed an honours list with framed documents and pictures relating to awards won by local life-boatmen and long-serving members of committees.

We opened on 4th June, 1969, with the Lord Lieutenant of Merioneth, Colonel John Williams-Wynne, doing the honours, attended by the B.B.C.; the ladies' guild provided the tea in the yacht club.

Our dream came true and now we have one of the most interesting attractions in Barmouth, enthraling thousands of children and their parents.

The membership of the ladies' guild has grown to nearly 60 strong, with half of these readily giving their spare time to keeping the museum manned for three two-hour shifts daily. New exhibits include an early passenger steamer model, sent by a well-wisher in Salisbury, a set of pictures reproduced from Victorian lantern slides depicting an early rescue (these came from Ireland!), a magnificent five-foot model of a battle-cruiser built by a local man, more pictures of Barmouth in the 1880s. Our proudest and most topical exhibit is a small medallion



struck at the time of the launching of the *Great Britain* in 1853. The medallion depicts the ship and its dimensions and tonnage on one side and, on the reverse, the profile of Queen Victoria and her consort.

Sales of R.N.L.I. souvenirs have exceeded all expectations and, in addition, we have sold nearly 400 lb of honey, bottled up in all sizes of screw-topped jars collected by members of our ladies' and junior guilds. Paper-backs and glossy magazines are excellent sellers, and we find that most people are glad of a good home for these.

Also, and most important, the Barmouth station is one step nearer to being self-supporting.



The Duke of Kent, President of the R.N.L.I., speaking at the Mermaid Ball dinner at the Dorchester Hotel, London, in December, when a cheque was presented for over £51,000 by the Royal British Legion for the Solent class life-boat *The Royal British Legion Jubilee*.



## SOME WAYS ... (from page 283)

*Mrs. B. E. Ragg, of Kenilworth, is 76 years old and during the four days of the Royal Show last year collected nearly £160. Considering that the weather throughout the show was extremely hot, for a 76-year-old collecting for five or six hours it was a remarkable exhibition of her devotion to the life-boat service.*

*In the summer the Portsdown branch of the R.N.L.I. held a water safety fair at Hilsea. During the programme there were a number of demonstrations, one being by the Eastney ILB. Proceeds for the R.N.L.I. totalled £424. It was such a success that the*

### Hard Sell

*The following discussion between an R.N.L.I. helper and two customers took place at the recent Guernsey Trades Fair where £660 was raised for the life-boat service. When asked if they would buy a small souvenir to help support the life-boats, a young couple replied: 'No, we always travel by air and do not use the life-boat'. The helper then said: 'Even an aeroplane can come down in the sea'. The pair replied: 'We always land at an airport'. Apparently the pair were being absolutely serious!*

*date for the 1972 event has already been decided: 2nd July.*

*In the summer a black labrador called 'Jinks', owned by Mr. and Mrs. Kenneth Cooil, of Castletown, I.o.M., was swept out to sea entangled in a net which covered a lobster marker float. The dog, which could not break free from the net, was finally rescued by the Port St. Mary ILB. In appreciation the owners sent the R.N.L.I. £5.*

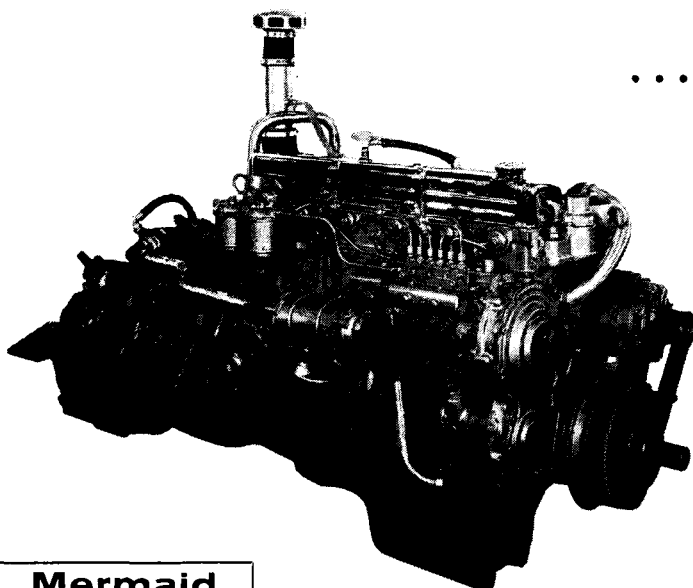
It is not often that a champion fighter pilot asks to look round one of our life-boats. In this picture, taken some time ago, but only recently made available to THE LIFE-BOAT, Group Captain Douglas Bader, C.B.E., D.S.O., D.F.C., the legless fighter pilot of World War II, is shown leaving the cockpit, not of his favourite Hurricane or Spitfire, but of the Padstow, Cornwall, life-boat *James and Catherine Macfarlane*. Looking on is his late wife, Thelma, and (left) Mr. Gordon Elliott, the former coxswain. When, in 1941, the group captain's luck in the air finally ran out, he was not shot down: he was in an air-to-air collision with a Messerschmitt, fortunately over land, and succeeded in making a precarious parachute landing. During his visit to the Padstow area Group Captain Bader, who was full of praise for the work done by the life-boat service, left word that should the life-boat be launched he would 'scramble' with the crew.

*by courtesy of The Duke of Richmond and Gordon*



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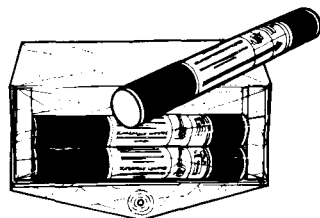
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## R.N.L.I. Active in Spanish waters

LAST year the R.N.L.I. sent two of its latest life-boats to Spain, the mission following a visit to this country by a Spanish Red Cross delegation to investigate the structure of the R.N.L.I. and to look at various types of life-boats. The Spanish have now set up a new voluntary life-saving society, which is known as The Spanish Red Cross of the Sea.

The first R.N.L.I. life-boat to go to Spain last year was the 52-foot Arun class boat (see cover January, 1972, Journal). She was followed by the new 48-foot 6-inch Solent, *The Royal British Legion Jubilee*.

The Solent life-boat, in the course of her Spanish voyaging, took part in two services. First call was on 11th October, 1971, when Lieutenant G. R. Cooper, R.N.R., who was then the Institution's Staff Officer in command of *The Royal British Legion Jubilee* stationed temporarily at La Coruna, Spain, received a call from the local radio station that a 'Mayday' distress signal had been received from the Spanish trawler *Carmen Vilarino*. She had run on to the rocks in the vicinity of Torre de Hercules light in thick fog and her crew had taken to their boat.

The life-boat's outward passage was made in thick fog with visibility at about 300 yards. The search area was reached at 3.55 a.m. and searching started at Punta Dormideras at a dis-

tance of about one cable. At 4 a.m. a small light was sighted close in shore about two cables north north east of Punta Dormideras. This light was closed and two men in a small open rowing boat with an inflatable raft containing five men in tow were found. The men and boats were taken aboard the life-boat. The survivors said there was another inflatable raft with six men, slightly to the north of their position. The search was continued and at about 4.20 a.m. a fishing boat was sighted. It was ascertained that they had picked up the remaining six men and the life raft.

The trawler, not having any radar, requested an escort back to Coruna. Both life-boat and trawler secured alongside at Coruna at about 5.20 a.m.

## Depot Visit

Children from the Summerswood Junior School, Boreham Wood, Hertfordshire, visited the R.N.L.I. Depot at Boreham Wood late last year. The following are extracts from letters received after their visit.

'The place I liked best', said Barbara Folkard, 'was the rope room where all the different sorts of rope were. I especially liked looking at the little model boats.'

Jacqueline Newcombe said in her letter: 'We liked very much your kindness and thank you for lemonade and biscuits. . . . The place I liked best was the department where rope was being kept, and I liked the department where cox was being painted.'

Said Jane Seaholme, who came from Lyndhurst School, Boreham Wood, 'All the girls liked the "Blue Peter" boat best and the models of the boats. When I was there I told you about my brothers being rescued by a life-boat. The man that rescued them was Winston Evans and he worked at New Quay.'

## A Life-Boat Tale

Sound Services Ltd., Merton Park, London, who handle films for the R.N.L.I., said last year that following the loan of the film *Part Time Heroes* to Woodridge Junior Middle and Infants' School, Southover, North Finchley, London, they received a letter from Mrs. A. R. Turner stating how enjoyable the film was. She also enclosed a poem written 'spontaneously' by two eight year old girls after seeing the film. The poem (reproduced left) was entitled 'The Life-boat' and was by Emily and Sarah.

The Lifeboat By Emily & Sarah

The lifeboat is launching  
Splash!

Wish! the waves are very high  
The rocks are black against the sky  
There's the little fishing boat  
stranded in the sea

Quick throw the rope and tie it up  
Come aboard you three. Quick.

you're now aboard and heading for home.

Three more lives saved.



## RESCUE IN WORST WEATHER FOR 20 YEARS

WHEN on 20th November, 1971, red flares were sighted in the area of the Wallet Spitway buoy, the Clacton, Essex, life-boat *Valentine Wyndham-Quin* was launched at 6.17 p.m. The wind was south south west force 5 to 6 with rain squalls. At 6.24 p.m. the Coastguard reported another flare on the same bearing, but it was not seen by the life-boat, which was pitching and shipping spray. A further flare was reported five minutes later.

At 6.32 p.m. the life-boat asked Thames Coastguard to confirm that the position of the casualty was off the Wallet Spitway buoy. The reply indicated that the casualty was south of the West Swinn buoy and about six miles south of the Spitway. Accordingly, the life-boat started searching the Spitway area with parachute flares.

At 6.53 p.m. Coastguard Thames reported flares five cables from West Swinn buoy, and Coxswain Charles Bolingbroke made southwards through the Spitway. It was now low water and the Spitway could give him no more than about four feet in its deepest channel.

By 7.11 p.m. the life-boat was clear of the Spitway. The wind was now force 6 to 7 and a weather forecast of force 8 to 9 with heavy rain was received.

At 7.28 p.m. the m.v. *Bexley*, which was on the other side of the Barrow Sands and unable to assist, reported two vessels firing red flares near the West Swinn buoy. At 7.58 p.m. the life-boat started searching with parachute flares in that vicinity. About 10 minutes later she sighted two fixed white lights and made her way towards them.

A flare confirmed that these were the casualties at anchor. The nearest was an old pilot boat, the *Zona*, built 1896, having no engine and a crew of two, which had been in tow of the other casualty from Ramsgate to Burnham-on-Crouch. The towing vessel was anchored to the north of her. She was the 40-foot cabin cruiser *Pisces*, which was the home of her owner and his wife and four-year-old daughter, all three of whom were on board.

The wind had now increased to force 7 to 8, and it was a wind-against-tide situation as the coxswain made his approach to the *Zona* with 5 to 6 feet showing on the echo sounder. The



by courtesy of Putmans of Walton

Mrs. Pam Bull being helped ashore by the life-boat crew at Brightlingsea.

seas were short and steep but both men were taken off on the first pass, with no damage to the life-boat. On the first approach to the cabin cruiser the young child was safely taken aboard the life-boat and on the next two attempts the woman and then her husband were embarked, all without injury to anyone or damage to the boat.

By 8.52 p.m. the life-boat was heading northwards for Brightlingsea, having effected the rescues of all five people in four 'alongsides' in the space of 20 minutes.

On the return journey the wind was force 8, against the strongest part of the flood tide, and the coxswain reported that it was the worst conditions he had experienced for 20 years. Visibility was often reduced to near zero in heavy rain, and it was a dangerous situation off Colne Point, at 10.53 p.m., to discover that the Inner Bench Head buoy had apparently been carried away.

The harbour master at Brightlingsea could not take off the crew and survivors in his boat in the usual way as conditions were too severe.

This meant that the life-boat had to enter the unlit fish dock with the aid of her searchlight and Coastguard lighting equipment. By 11.38 p.m. all survivors had been safely landed and were taken to a hotel where accommodation had been arranged for them.

The Committee of Management has accorded the thanks of the Institution inscribed on vellum

to Coxswain Bolingbroke. A letter of appreciation signed by the former Chairman of the Institution Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., will be sent to the other members of the crew, Second Coxswain Arthur Harman, Motor Mechanic Clarence Marshall, Assistant Mechanic William Dale and crew members J. Bolingbroke, E. Cobb and E. Draine.



From left to right: Mr. John Lodge, Tamasine, Mrs. Pam Bull, Mr. John Bull, Coxswain Charles Bolingbroke and Mr. Harry Platt.

by courtesy of Pitmans of Walton.

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## No. 8 Life-boat Area

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# UNCONSCIOUS MEN SAVED

RED FLARES seen at 10.23 p.m. on 3rd September, 1971, six miles north of the Skerries caused the Holyhead, Anglesey, life-boat *St Cybi* (Civil Service No. 9) to be launched.

The life-boat, with Coxswain William Jones at the wheel, headed to pass the Skerries to westward at full speed and at 11.14 p.m. was two miles west of the Skerries. At this time a number of lights were seen on the starboard bow and the life-boat altered course.

A message was then received by the life-boat that the *Friesian Express* was alongside the casualty and there was a man with a heart attack to be taken off. At 11.41 p.m. it was reported that the man had recovered but refused to be moved. Oxygen equipment had therefore been left on board the yacht *Sinbad*.

The *Sinbad* headed for the life-boat. Her skipper was steering with his elder son on deck and his younger son below tending the patient.

Shortly after this the younger son went to the heads at the forward end of the cabin and collapsed. His father stopped the engine and went below to assist him.

By 12.24 a.m. the life-boat was approaching the yacht and on closing it was seen that a member of the crew was waving his arms frantically and shouting, 'Emergency, have you a doctor on board? There are three men trapped below, all unconscious, and one with a heart attack.' The conxswain immediately went alongside the casualty, accepting possible damage, and five crew members immediately boarded the *Sinbad*.

Two crew members, John M. Hughes and Gareth O. Jones, went into the main cabin where they discovered one man, the presumed heart case, unconscious in the starboard berth and one man also unconscious standing with his arm trapped in the folding door to the heads at

the forward end of the main cabin. Conditions in the cabin were extremely bad with a strong smell of calor gas and petrol and the crew members had difficulty in breathing. They found it necessary to go to the hatch to get a good breath of fresh air.

Mr. Hughes put his shoulder against the door to release the casualty's arm whereupon the man collapsed on the deck with his head aft. Mr. Jones took the casualty's shoulders while Mr. Hughes took his legs and together they managed, after a considerable struggle as he was a big man, to get him up on to one of the cockpit seats where he was left in the charge of Mr. Richard Griffiths. Mr. Griffiths applied artificial respiration and shortly the casualty started to revive.

Meanwhile, Mechanic Donald M. Forrest had entered the very small forward cabin where the air was also very foul. He found that another casualty had collapsed in the heads which had folding doors forward and aft, one leading to the main cabin and the other to the forward cabin. The man had collapsed on his side with his head in the pan blocking both doors which opened inwards. His lips were blue and he was not breathing.

Mr. Forrest managed to get one arm through the door and lifted the casualty's head by the hair. Mr. Hughes, working from the main cabin, managed to get one of his arms through the door to hold the mouthpiece of the resuscitator on the casualty's face while he worked the equipment with his other hand. After a short while this patient restarted breathing and the forward door to the heads was smashed off its hinges. Care had to be taken to avoid a spark as the crew considered the atmosphere was explosive.

After the door had been smashed down the casualty was dragged out head foremost by Mr. Forrest and handed up through the forward hatch to Mr. Gareth Jones. He was laid on the deck still unconscious but was violently sick and then showed signs of recovery. He was left in the care of Mr. Donald Drinkwater.

Mr. Forrest and Mr. Jones then entered the main cabin to see what could be done for the heart case. No clear medical advice could be obtained from shore in the time available so the coxswain decided to move the casualty in the Neil Robertson stretcher as he would probably die of asphyxiation if left. It proved extremely difficult to get the stretcher on the patient as the berth was very narrow and the space confined.

After a struggle Mr. Forrest, Mr. Jones and Mr. Hughes succeeded. Once the casualty was on the stretcher, he was brought out of the cabin and placed, still unconscious, on the fore deck of the life-boat. The casualty, who had been in the

heads, was laid alongside him still barely conscious while the first man brought out was taken into the after cabin.

The life-boat turned for Holyhead leaving crew members Drinkwater and Griffiths on board the *Sinbad* together with the fourth member of the *Sinbad's* crew. On the way back to Holyhead the casualties were covered with all available blankets and oilskins, including items of clothing taken off by the crew. In addition, the life-boat crew lay around the casualties to provide a windbreak and to keep a close check on their condition.

At about 4 a.m. the life-boat arrived at Holyhead where they were met by a doctor. The casualties were transferred by ambulance to hospital where the diagnosis of all three was carbon monoxide poisoning. All three were discharged within a few days and have all made a good recovery. Subsequent examination of the boat showed a fractured exhaust pipe and there was evidently a calor gas leak as well.

After landing the casualties the life-boat returned to assist the yacht, but just off the breakwater the yacht *Sinbad* was found. She had been sailed back by the two crew members left on board. Then the life-boat returned to her station, reslipping at 6 a.m. when she was reported ready for service.

The Committee of Management has awarded the bronze medal of the Institution for gallantry to Motor Mechanic Forrest and crew member Gareth Ogwen-Jones. A bar to the bronze medal he won for the service to the m.v. *Nafsiporos* in 1966 has been awarded to crew member Hughes. Framed letters of appreciation signed by the former Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., will be sent to the other members of the crew: Coxswain Jones, Second Coxswain Francis Ward, Assistant Mechanic Thomas Wright, crew members Drinkwater and Griffiths.

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### No. 3 Life-boat Area

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## CAVE SNATCH

NEWS was received at 7.50 p.m. on 22nd September, 1971, that a small boat had been sighted floating close to the cliffs near Bampton. It appeared to be unmanned. The maroons were fired five minutes later, and at 8.5 p.m. the Flamborough, Yorkshire, life-boat *Friendly Forester* was launched.

The weather was hazy with poor visibility, the wind being east south east force 2 or 3. A moderate swell was running. Coxswain George Pockley took the life-boat northward along the tide line in case there was a possibility of survivors



in the water. Meanwhile the Coastguard mobile vehicle had gone to the cliff top and illuminated the area with parachute flares.

At 8.20 p.m. the crew of the life-boat sighted a flashing light under the cliff at Stapple Nook. The life-boat closed the shore and, using the loud-hailer, told the people ashore to wave their torch if they required help. This they did. An oar was seen in the water and was picked up by the life-boat.

The coastguards then radioed that three men and a dog had set out from Filey in a boat powered by an outboard motor and towing a small pram dinghy. Two of the men had attempted to land under the cliffs in the pram dinghy but had been thrown out of the boat by the breakers under the cliff, their boat being washed away. The man remaining in the boat powered by the outboard, realising that he could not possibly get them off, returned to Filey and raised the alarm.

The coxswain, realising that the only other way of rescuing the two people and their dog from under the cliff was from the cliff top, and as the cliff was overhanging, 300ft or more high, and the edge at the top of the cliff was soft and crumbly, he told the coastguards that he was attempting to rescue these men from seaward.

He swung the life-boat to seaward and dropped anchor, veering back in a westerly direction into a narrow channel between submerged rocks. The ebb tide had now begun to run and it was difficult to hold the boat in the channel with the tide running from south to north across it. The coxswain then veered the life-boat to the southward, and the grapnel line was hove into the rocky shallows on the south side of the channel. It was held and was used to keep the boat up into the tide.

As the life-boat rose and fell in the broken water, the echo sounder showed a zero reading. There was a swell of more than 10 feet. When the life-boat veered back as far as the shoal water would allow, the crew fired lines ashore to the two men who were sheltering in a cave entrance. The first two lines were lost, the marooned men being unable to find them in the dark. Then the crew fired the third line straight into the cave mouth. As there was no point ashore to make a block fast, a veering line was passed ashore with a breeches buoy made fast to the end, with a further veering line on the other side of the breeches buoy.

Owing to the broken water between the shore and the boat, crewman Alwyn Emmerson went ashore in the breeches buoy taking a life-jacket with him. The first survivor wearing the life-jacket was hauled out to the life-boat in the breeches buoy, the buoy and the life-jacket being then hauled ashore by Mr. Emmerson. The second man was fitted with the life-jacket,

put in the breeches buoy clasping his dog, and hauled out to the life-boat. Mr. Emmerson was then returned to the life-boat.

When all were aboard, the boat was eased ahead through the broken water, and the grapnel line let go. The boat returned to her station at 10.10 p.m.

The Committee of Management has awarded the bronze medal of the Institution for gallantry to Coxswain Pockley and accorded the thanks of the Institution inscribed on vellum to Mr. Emmerson. The other members of the crew, Second Coxswain James Major, Acting Motor Mechanic Robert Major, and crew members James Cory, John Crossland and John Major, will be presented with medal service certificates.

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## No. 8 Life-boat Area

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# LIFE-BOAT HOLED BY CASUALTY

A SMALL BOAT in a dangerous position off the West Hoyle Bank on 27th August, 1971, led to the Hoylake, Cheshire, life-boat *Thomas Corbett* being launched at 10.27 a.m.

The wind was west north west force 6, and there was a very heavy steep breaking sea to the north west of West Hoyle Bank.

The *Thomas Corbett* went at full speed round Hilbré Island, then through Welshman's Gut to the East Hoyle Buoy. After launching, the casualty could not be seen as she was the other side of West Hoyle Bank. By 11.25 Coxswain Harold Triggs knew that he should be able to see the casualty. He fired a parachute flare to show any survivors that help was coming. Shortly after this the coxswain sighted a small object which later proved to be the top of the wheelhouse of the wrecked casualty.

The coxswain decided that it was essential to close the casualty as soon as possible, and turned north to pass over the West Hoyle, passing just west of the East Hoyle buoy. The sea on the bank was very steep and breaking, with the wind west north west force 6 to 7. It was necessary to cross the bank beam on to the sea as there was insufficient water to turn to a more suitable course. Even beam on with the life-boat rolling heavily she touched bottom on the bank a number of times.

By 11.35 a.m. the life-boat had reached the casualty where the two crew members were found holding on to the grab rails on top of the wheelhouse which was all that was showing of the wreck. The sea was washing over both the survivors and the wheelhouse, and the coxswain decided that there was no time to anchor and

veer down to the wreck. He therefore decided to run straight in on the wreck to recover the survivors, who were not wearing life-jackets. The coxswain approached from the south east with the wind and sea fine on his starboard bow. When the wreck was reached the first survivor, when told, released his hold on the grab rail. His arms were caught by the crew and there was no difficulty in getting him on board. However, the second survivor was frozen to the grab rail and either would not or could not let go of the *Diane*.

The life-boat fell away to leeward and then circled to port for a second run in. This time the coxswain came right alongside the wheelhouse so that the crew could drag the second man from his hold. This very difficult manoeuvre was achieved at the first attempt and after the second survivor had been gripped under the arm-pits by two crew members there was little difficulty in dragging him free of the grab rail.

At this time the life-boat, which was pitching heavily, came down hard on the wreck and it was clear to the crew that she must have been holed on the starboard bow. The life-boat returned to Hilbré without difficulty although flooded.

The Committee of Management made the following awards: Coxswain Triggs the bronze medal of the Institution for gallantry. Medal service certificates will be presented to Second Coxswain Thomas Jones, Motor Mechanic Frederick Campion, Assistant Mechanic Jeffrey Kernighan, and Crew members David Dodd, Robert Beech and Norman Watson.

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## No. 6 Life-boat Area

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### SAVED FROM LEDGE

At 2.50 p.m. on 26th September, 1971, a Mr. Charles Carre saw the 30-foot French yacht *Suzanne D'Armor II* aground on Brinchetais Ledge, near Fort Houmet Herbe, on the north east coast of Alderney, signalling for assistance. The wind was south west to westerly force 5 to 6 and the sea was rough and confused.

Mr. Charles Carre and a Mr. Fred Jennings each launched their 9-foot GRP dinghies fitted with outboards from Longy Bay and made for the casualty.

The one-mile passage to Brinchetais Ledge was difficult in the wind and tide conditions and the very choppy sea. After about 15 minutes the yacht was reached. Mr. Charles Carre approached her leaving Mr. Fred Jennings inshore awaiting developments.

The yacht was in a dangerous position, being pounded on to the ledge, and there was little

water covering the rocks through which Mr. Carre had to make his approach. On closing the yacht he stopped his engine and with difficulty went alongside using oars. One yachtsman jumped aboard the after end of the punt and in so doing damaged the bow rubbing piece and outboard engine, nearly swamping the punt. Mr. Carre transferred the yachtsman to the motor yacht *Steptoe*, newly arrived on the scene with Mr. J. Allen on board but unable to come closer than 100 yards. Mr. Carre repeated the procedure for the remaining yachtsman which in the choppy sea proved to be a severe strain on his rowing ability. An attempt later to recover the *Suzanne D'Armor II* at high water failed, the yacht sinking once clear of the rocks.

A private money collection of more than £100 was raised for Mr. Carre in appreciation of his deed by the population of Alderney. This was not, however, the first occasion that Mr. Charles Carre had unselfishly launched his dinghy to assist yachts in distress. His unconcern for the elements on this day are to be admired and his action in the best traditions of one seafarer to another.

The Committee of Management made the following awards: to Mr. Carre the thanks of the Institution inscribed on vellum, and to Mr. Fred Jennings and Mr. J. Allen framed letters of thanks signed by the former Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O.

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## No. 5 Life-boat Area

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### MEN DIVED FOR BOY

At about 7.30 p.m. on 14th March, 1971, Mr. John Hodder, a member of the Lyme Regis, Dorset, ILB crew, was working on the Cobb when he heard cries for help. As the ILB was off service for the winter months, he ran round the harbour and told the owner/skipper of the 50-foot m.f.v. *Barbarella*, who knew that his son was at sea with another boy hauling pots in their fishing dinghy. He immediately prepared the *Barbarella* for sea. At 7.40 p.m. the motor fishing vessel left harbour, with Mr. Hodder assisting the skipper, together with three other men.

The wind was north westerly force 3 to 4 with a short choppy sea outside the harbour. Continual heavy snow showers made visibility generally poor and the sea temperature was very low. The *Barbarella* cleared the harbour about 10 minutes after the first cries were heard, heading on a south easterly course.

About 500 yards offshore a yellow object was sighted in the beam of the searchlight which

proved to be the anorak worn by the skipper's son. The engine was stopped immediately and the boy, who obviously recognised the trawler, called out, 'Hurry, Dad! Hurry!' The trawler was still carrying a considerable amount of way and in the poor visibility the boy was disappearing into the gloom when, without hesitation, John Hodder dived over the side without a life-jacket or any form of buoyancy aid and started swimming towards the boy. He was followed within a few seconds by the boy's father but by this time the boy was out of sight.

One of the fishing boat's crew then assumed command and endeavoured to keep the light trained in the direction of the men in the water while giving instructions to another crew member, who took the helm and engine controls. The situation was made more difficult for them as they had no knowledge, of course, whether the men in the water were separated or whether both men had reached the boy. In fact, the fishing vessel's skipper was heard calling for help and was subsequently sighted alone. The vessel then stopped to recover him and, as a result, it was estimated that about 12 minutes passed before contact was regained with Mr. Hodder and the boy and about 15 minutes before they were brought on board.

The *Barbarella* has a free-board of about 6 feet and it was with the greatest difficulty that they were both recovered as, by this time, the boy was unconscious and Mr. Hodder, although a powerfully built man and an exceptionally strong swimmer, was in a state of complete exhaustion. One of the crew immediately started mouth to mouth resuscitation with the boy and in view of his condition and that of Mr. Hodder, it was decided to return to harbour so that both could receive medical attention. The fishing vessel arrived back in the harbour at about 8.15 p.m.

The *Barbarella*, together with another local m.f.v., *Sea Soldier*, owned by another member of the Lyme Regis ILB crew, returned to sea to continue the search for the second boy. The Exmouth life-boat *City of Birmingham*, with Coxswain Brian Rowsell at the helm, launched at 10.12 p.m. to assist in the search, which ceased temporarily at 4.20 a.m. and was restarted at 6.55 a.m. A naval helicopter from Portland also assisted from 8.30 a.m. but at 10.35 a.m. the search was abandoned and all craft returned to their respective stations.

The Committee of Management has awarded the bronze medal of the Institution for gallantry to Mr. John Hodder. Framed letters of appreciation signed by the former Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., were sent to the two crew members who took command of the *Barbarella* when her skipper went into the sea, and the crew of the *Sea*

*Soldier* and second crew of the *Barbarella* who searched for the second boy.

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## No. 5 Life-boat Area

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# RIG SERVICE IN 60 KNOT GALE

AROUND 1.30 p.m. on 19th October, 1971, it was learnt that the crew of the drilling rig *William Allpress* were in need of assistance. The rig was anchored  $\frac{3}{4}$  mile off Rustington, Sussex, and had been in this position since the previous Friday while awaiting the services of a tug to start passage to Portsmouth. However, the severe wind and sea conditions prevailing had prevented this movement and the crew had been without food or sleep for three days. All were suffering from severe sea sickness.

The Shoreham life-boat *Dorothy and Philip Constant* launched at 2.10 p.m. into a very heavy south westerly sea and swell. The wind was recorded by the Coastguard as 43 to 45 knots (force 9) from the south west, with frequent gusts approaching 60 knots (force 10-11). Visibility was generally very poor with mist patches and continual heavy rain showers.

At this time the life-boat estimated her position as three miles west of Shoreham harbour entrance and about  $1\frac{1}{2}$  miles offshore, making about six knots over the ground. The visibility was estimated as being down to 10 yards at sea level.

At 3.30 p.m. the life-boat asked the Coastguard for a check on the position of the rig. The life-boat estimated that she was right on course and about one mile from the rig. This estimate proved to be extremely accurate because at 3.35 p.m. the Coastguard advised that the life-boat had been sighted by the crew of the rig about  $\frac{1}{4}$  mile away. Although at this time there was a slight improvement in the visibility, another three or four minutes passed before the rig was sighted by the life-boat at a distance estimated by Coxswain John Fox to be about half a cable.

Previously the Coastguard had passed much valuable information to the life-boat about several projections from various parts of the rig which presented hazards in going alongside but, nevertheless, the coxswain very prudently decided to circle the rig once to assess the best method of approach before attempting to take off any of the crew. The crew of the rig were told of this and were instructed to stand by wearing life-jackets.

The casualty was lying to her two forward anchors, heading roughly south, and although

very heavy seas were breaking over her there was a slight lee provided along her port side. The coxswain decided to put only the starboard bow of the life-boat alongside the port quarter of the rig, as he felt sure that the life-boat would certainly be thrown against one or more of the many heavy projections if he attempted to go alongside any other part of the casualty.

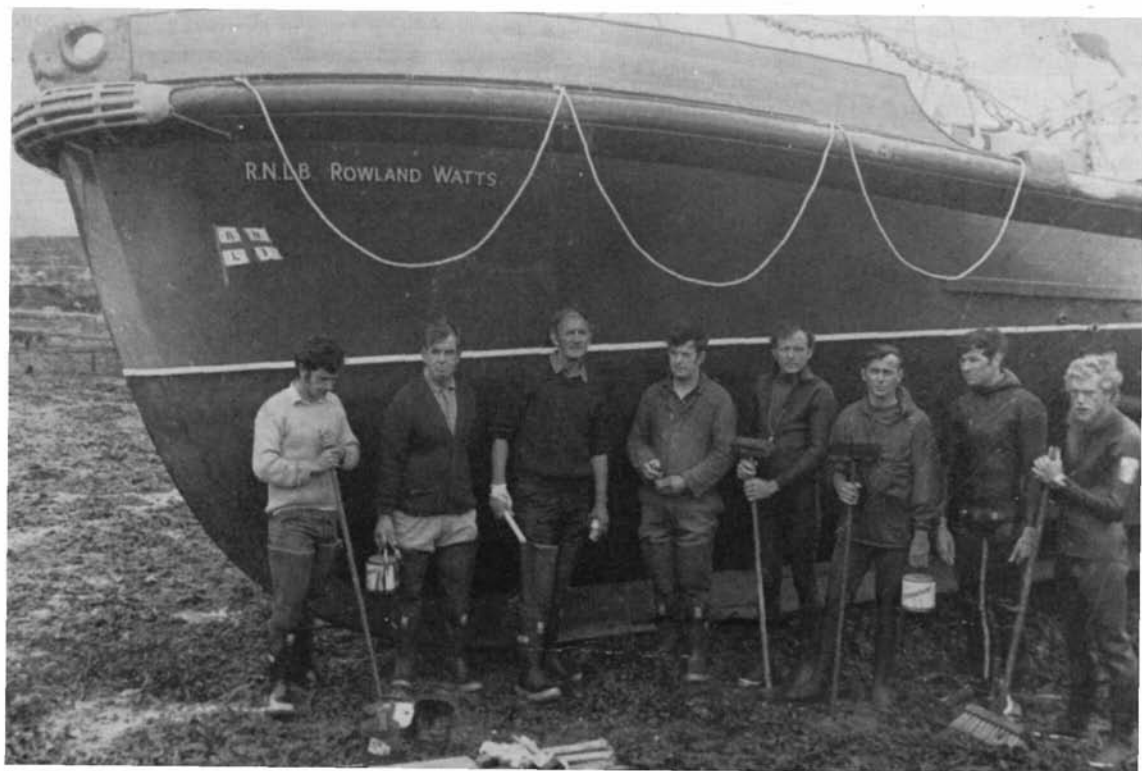
From all available fenders on board, the life-boat crew made up one large bow fender which was rigged over the starboard bow, and at the right moment the coxswain put the bow alongside and with the engines running full ahead kept the life-boat alongside long enough for four of the five rig crew members to be pulled on board by the life-boat crew on the foredeck. The life-boat was pushed away by a heavy sea before the last man, the master, could be brought on board, but the same manoeuvre was repeated and he was brought safely on board just as a particularly heavy sea lifted the bow of the life-boat completely over and clear of the deck of the rig.

Coastguard Shoreham were advised that the crew had been taken off at 3.44 p.m. and the life-boat headed back to Shoreham with torrential rain reducing visibility to about a boat's length. Navigation was again by dead reckoning and soundings and the life-boat

continually advised Shoreham of her estimated position, courses steered and times of course alterations. The shore east of Worthing was sighted briefly on one occasion but apart from this nothing was seen until the Shoreham breakwater was sighted at 5.10 p.m. when the life-boat altered course to run straight into the harbour. She reached her station five minutes later.

The Committee of Management has awarded the bronze medal of the Institution for gallantry to Coxswain Fox, and awarded the thanks of the Institution inscribed on vellum to assistant Mechanic Kenneth Everard who was acting as motor mechanic on this service, the permanent mechanic being on annual leave. Medal service certificates will be presented to the remainder of the crew, R. Pellant, J. Silver-son, K. Voice, G. Tugwell and K. Petherwick.

International hull scrubbing team: holidaymakers joined with Valentia, Kerry, crewmen to scrub and paint the underside of the hull of the *Rowland Watts*, the local 52-foot Barnett life-boat which was built in 1957. In the picture are (left to right) John Curtin (reserve mechanic), Albert Pull (Eastbourne), Coxswain Dermot Walsh, Joe Houlihan (mechanic), Des Lavelle (2nd Coxswain), Joe McCarthy (Connecticut), Pat Groves (Edinburgh) and Mike Benison (Dingle).



## **NARROW SHAVE ON COD ROCKS**

PEOPLE at Tre-Arddur Bay, Anglesey, on 2nd September, 1971, saw a dinghy capsize about 50 to 100 yards south west of Cod Rocks. Maroons were fired immediately and at 4.50 p.m. the ILB was launched from Porth Diana.

Sea conditions were bad with the wind south west force 6. This wind increased fairly quickly during the afternoon causing a heavy swell in Tre-Arddur Bay. Conditions gave heavy broken water to windward of Cod Rocks and calm conditions to leeward.

The ILB left Porth Diana by the northern channel and made directly for the casualty which had been righted but had capsized again. Both survivors were clinging to the water-logged dinghy which was drifting rapidly towards Cod Rocks. Cod Rocks, which do not cover at high water springs, have a larger platter extending about 100 feet south west of the rocks. This platter, which dries out at low water, would cause very heavy surf under the prevailing conditions.

The dinghy was very close to this platter by the time the ILB arrived and an attempt was made to tow the dinghy clear but without success. The helmsman realised that barely sufficient time remained to pick up the dinghy crew so the survivors, who were wearing life-jackets and wet suits, were told to get clear of the dinghy. This they did.

The ILB turned and picked up the first survivor, who was nearest to the rocks, without difficulty. The ILB then turned again to recover the second survivor who by this time had been swept over the platter south west of Cod Rocks.

The approach was made as near head to sea as possible and the crewman managed to get the survivor on board. At this moment a rogue sea built up and the backwash exposed the platter astern and below the ILB, which just touched the rock with the engine causing very slight deformation of the skeg. At full throttle the ILB climbed the wave and came clear of the water at the crest. She also cleared the rocks at the same time.

There was no difficulty in returning to Porth Diana where the ILB beached at 5.5 p.m. After the survivors had been picked up their dinghy was recovered, the only damage being to the mast.

The Committee of Management has awarded

the bronze medal of the Institution for gallantry to Helmsman John G. V. Burns and crewman Edmund M. O. Williams.

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### **No. 4 Life-boat Area**

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## **ILBs SAVE 26**

ON 7th August, 1971, when a local yacht club was holding a regatta, comprising 126 yachts, the wind was south south west force 4 to 5. Then, at 12.35 p.m., the whole area was suddenly hit by a heavy squall and thunderstorm. The wind became force 8, and dense rain reduced visibility to near zero as 90 of the yachts capsized. Both Southend-on-Sea inshore life-boats, whose crews had been standing by, were launched and on their way to the scene within one minute.

In company with the motor vessels *Thameserver* and *Swift VI*, which were already at sea, the ILBs attended casualty after casualty, their crews handling their boats with the ultimate in skill and efficiency in the now rough seas and the very poor visibility. In the space of 28 minutes they rescued 26 people, and by 1.15 p.m. were back at their stations standing by for the next squall.

In the words of the Coastguard, the ILBs did a 'superb job' in finding all the casualties, pulling survivors from the water and putting them aboard trawlers, cruisers and other vessels and landing some on shore in the very difficult conditions prevailing.

Framed letters of thanks, signed by the former Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., are being sent to Helmsman Duncan Clark, crewmen Clifton Warry, Harry Pavitt, and Helmsman Dennis Webb and crewman Stephen Cox.

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### **No. 5 Life-boat Area**

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## **CREWMAN SUPPORTS MAN IN SEA**

WHEN on 17th January, 1971, news was received that a man had fallen over the cliff about half a mile west of Anvil Point lighthouse, the Swanage, Dorset, life-boat *R.L.P.* launched and made towards the scene of the casualty at 12.27 p.m.

When the life-boat arrived off Anvil Point a message was received from the Coastguard that a man had been sighted in the water drifting



out to sea from near the point. Almost immediately a man was sighted close by to leeward of the life-boat, so close, in fact, that he was inside the turning circle of the life-boat. The man was floating on his back, and when he made no move to help himself when a heaving line was thrown to him, it became obvious that he was unconscious. Coxswain Ronald Hardy considered the man's only chance of survival lay with one of his crew going into the water to support him while the life-boat was turned. He was about to ask for a volunteer when crew member Alec Edmonds, in full protective clothing and life-jacket, swam to the man and provided support for about five minutes until they were both picked up by the life-boat. After the application of artificial respiration the rescued man recovered.

At this time the coxswain sighted another man on a ledge with the CRE team approaching him but, in view of the very confused sea breaking against the cliff which made it doubtful that the life-boat could be of any direct assistance, the coxswain decided to continue with his return to the station.

It transpired that the man sighted on the ledge was, in fact, the man for whom the life-boat had initially launched and that the rescued man had been washed off the ledge while going to his assistance.

After landing the rescued man and crew member Edmonds at 1.10 p.m., the life-boat returned to the cliffs to stand by while the injured man was winched into a rescue helicopter. The life-boat was rehoused at 2.40 p.m.

The Committee of Management has accorded the thanks of the Institution inscribed on vellum to Mr. Edmonds. The coxswain and remainder of the crew were sent a letter of appreciation from the Secretary of the Institution, Captain Nigel Dixon, R.N.

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## No. 7 Life-boat Area

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# ILB DAMAGED BY CASUALTY

A MESSAGE was received at 7.05 p.m. on 3rd October, 1971, at Mumbles, Glamorganshire, that a man was probably marooned in a boat in Mumbles Bay. While investigating this report, the Coastguard sighted red flares 13 minutes later in a position to the north west of the inshore life-boat station. Owing to the position of the casualty and the fast falling spring tide it was decided to launch the inshore life-boat.

At the inshore life-boat house the launching



*by courtesy of Grindley Studios*

Radar is being fitted to more and more R.N.L.I. boats and in the top picture Coxswain James Turpin, of the Fowey, Cornwall, life-boat *Deneys Reitz*, which was built in 1954, is shown operating the Decca 050 display.

conditions were bad. The wind was east by south force 6, with a strong ebb tide running and a very short steep sea. Conditions were overcast with misty rain, and darkness was setting in.

The inshore life-boat was launched at the second attempt at 7.25 p.m. The first attempt failed after the inshore life-boat had been thrown back on to the slipway by the breaking waves. Once the inshore life-boat was away Coxswain Derek Scott, B.E.M., mustered a crew for the life-boat and stood by in the life-boat house in case the inshore life-boat wanted assistance.

The Coastguard mobile unit went to the vicinity of the casualty. At 7.39 p.m. the inshore life-boat came up with the casualty which was a 20-foot cabin cruiser with three men on board. It had been drifting in the heavy seas and had

managed to get its anchor to hold when about 100 yards off the sea wall at West Cross.

Weather conditions at the casualty were similar to those at the launching site, but the sea conditions were made worse by the backwash from the sea wall. The combination of the strong easterly wind with the fast ebb tide running contrary to it, and the backwash from the sea wall, produced a very vicious and unpredictable sea.

The inshore life-boat made two attempts to get alongside the casualty. Although these were successful, the crew of the casualty could not be taken off due to a canvas canopy over the cockpit of the casualty which prevented them from transferring at the side of the boat.

The inshore life-boat was then brought up against the transom of the casualty so that its crew could board over the bow of the inshore life-boat. This manoeuvre was made hazardous as the outboard motor of the casualty was in the tilted position and the propeller and skeg of this engine threatened to puncture the inshore life-boat. The crew of the casualty were taken off, but before the ILB could get clear, the bow compartment of the ILB was punctured by the engine of the casualty.

There was no landing place to leeward of the casualty as the beach had not uncovered and the sea was up to the sea wall. The inshore life-boat then attempted to return to her station to windward with the crew trying to maintain the shape of the bow compartment by continuous pumping. The pumping was having little effect due to the size of the puncture and the bow gradually collapsed. As the crew could not support it, it was dragged under the boat. In this condition the boat flooded and progress could only be made to leeward.

Fortunately the inshore life-boat had made sufficient progress to windward before the bow collapsed for a landing to be made on a small section of beach at the south east end of the sea

wall. Landing was difficult with the collapsed bow and the surf which was running, but was accomplished successfully at 7.55 p.m. By this time the crew were in an exhausted condition and only had strength to haul the ILB clear of the surf.

When the bow collapsed the radio stopped working. The coxswain of the life-boat was anxious about the fate of the inshore life-boat crew and drove down the shore to find out what was happening. He found the crew and survivors on the beach and, with the help of other crew members and the Coastguard, the ILB was taken back to the boat-house.

The following awards were made by the Committee of Management: the thanks of the Institution inscribed on vellum to the crew of the inshore life-boat, Alan Jones, Anthony Lewis and Peter Algie.

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#### **No. 4 Life-boat Area**

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## **CHILLED SURVIVORS**

AFTER a white flashing light had been seen off Margate, Kent, at 12.54 a.m. on 4th October, 1971, the life-boat *North Foreland* was launched.

After travelling a mile and a half towards the flashing light the life-boat at 1.26 a.m. came alongside the dinghy and took a man and a woman aboard. They had been drifting helplessly for more than seven hours since their outboard engine broke down and lacked adequate means of signalling for aid.

Both survivors were very cold and the man was so chilled that his right hand clasped to the gunwale was crushed when the life-boat went alongside. The dinghy was taken in tow and brought into Margate harbour, where an ambulance awaited the injured man. The life-boat returned to her station at 1.50 a.m.

## **VETERAN WORKER**

Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., Chairman of the Royal National Life-boat Institution, sent a telegram of congratulations to Mr. J. C. Clarke, of Gwenfro, Grey-stone Park, Penmaenmawr, Caerns., when he celebrated his hundredth birthday last year. Mr. Clarke, who joined the committee of the Penmaenmawr branch of the R.N.L.I. in 1948, is still an active worker for the life-boat service and an annual subscriber to the branch.

## **R.N.L.I. HORSE SHOW**

The annual horse show at Claygate, Surrey, which is known as the 'R.N.L.I. horse show' and is now one of the biggest shows in Surrey, will take place in June. Through Mr. John Bullock, a director of the Chrysler Motor Group, the group has agreed to donate all the prize money which amounts to over £250. They are also providing a hospitality tent on the day. The *Esher News* are again sponsoring the show against loss of profits.

## **LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND ILBs**

1st September 1971 to 30th November 1971: Launches 1,535, lives saved 285

### **THE ACTIVE FLEET**

(as at 30/11/71)

138 station life-boats

36 inshore life-boats operating in the winter

**LIVES RESCUED 94,865**

from the Institution's foundation in 1824 to 30th November 1971

## **Life-boat launches on Service during the months September, October, and November, 1971**

**Aberdeen, Aberdeenshire**

**Aith, Shetland**

**Amble, Northumberland**

**Angle, Pembrokeshire**

**Anstruther, Fife**

**Appledore, North Devon**

**Arranmore, Co. Donegal**

**Barmouth, Merionethshire**

**Barrow, Lancashire**

**Barry Dock, Glamorganshire**

**Beaumaris, Anglesey**

**Bembridge, Isle of Wight**

**Blyth, Northumberland**

**Bridlington, Yorkshire**

**Buckie, Banffshire**

**Calshot, Hampshire**

**Campbeltown, Argyll**

**Clacton-on-Sea, Essex**

**Cloughey-Portavogie, Co. Down**

**Clovelly, Devon**

**Cromer, Norfolk**

**Douglas, Isle of Man**

**Dover, Kent**

**Dungeness, Kent**

**Dun Laoghaire, Co. Dublin**

**Eastbourne, Sussex**

**Filey, Yorkshire**

**Fishguard, Pembrokeshire**

**Flamborough, Yorkshire**

**Fleetwood, Lancashire**

**Fowey, Cornwall**

**Galway Bay, Co. Galway**

**Girvan, Ayrshire**

**Gt. Yarmouth and Gorleston, Norfolk**

**Harwich, Essex**

**Hastings, Sussex**

**Holyhead, Anglesey**

**Howth, Co. Dublin**

**Humber, Lincolnshire**

**Ilfracombe, North Devon**

**Islay, Inner Hebrides**

**Kilmore, Co. Wexford**

**Lerwick, Shetland**

**Lizard-Cadgwith, Cornwall**

September 5th.

October 18th.

October 10th, 19th, 21st and 24th.

September 11th.

October 6th, November 6th and 13th.

October 3rd, 15th and 17th.

October 4th.

September 26th and November 10th.

October 3rd, November 6th, 7th (twice) and 20th.

October 9th.

September 14th, October 7th, 14th and 25th.

September 5th and November 10th.

September 20th, 30th, October 3rd, November 19th and 23rd.

September 30th.

September 1st, 2nd, 6th, October 14th and November 4th (twice).

September 10th, October 22nd and 24th.

October 7th, November 20th and 27th.

September 18th and October 6th.

September 8th, 15th, 17th, October 3rd, 5th, 15th, 17th, November 1st, 4th, 5th, 7th and 28th.

September 22nd and October 15th.

November 28th.

September 17th, 18th and November 8th.

September 5th, October 1st, 10th, 17th, 21st and November 12th.

September 16th, 25th and 26th.

November 1st.

September 5th.

October 5th, 25th and November 14th.

September 5th (twice) and 22nd.

September 6th and 17th.

October 31st.

September 10th, 25th, 28th (thrice), November 2nd, 7th, 10th, 11th and 18th.

September 3rd and November 17th.

September 22nd, 28th, 30th, October 10th, 19th, 25th, November 13th, 14th, 21st and 28th.

September 14th, 26th, 29th, October 29th, November 12th and 21st.

October 5th.

September 3rd.

October 2nd.

September 26th, 27th, October 18th, November 5th, 7th, 14th, 17th and 30th.

October 3rd.

September 26th.

September 1st and October 16th.

September 19th, 23rd and November 1st.

September 6th and 21st.

**Lochinver, Sutherland**  
**Longhope, Orkney**  
**Lowestoft, Suffolk**  
**Lytham-St. Anne's, Lancashire**  
**Mallaig, Inverness-shire**  
**Margate, Kent**

**Minehead, Somerset**  
**Moelfre, Anglesey**  
**Montrose, Angus**  
**Mumbles, Glamorganshire**  
**Newbiggin, Northumberland**  
**New Brighton, Cheshire**  
**Newhaven, Sussex**  
**New Quay, Cardiganshire**  
**North Sunderland, Northumberland**  
**Padstow, Cornwall**  
**Peel, Isle of Man**  
**Penlee, Cornwall**  
**Peterhead, Aberdeenshire**  
**Plymouth, South Devon**  
**Poole, Dorset**  
**Port Erin, Isle of Man**  
**Portrush, Co. Antrim**  
**Ramsgate, Kent**  
**Redcar, Yorkshire**  
**Runswick, Yorkshire**  
**St. Helier, Jersey**  
**St. Ives, Cornwall**  
**St. Peter Port, Guernsey**  
**Salcombe, South Devon**  
**Scarborough, Yorkshire**  
**Selsey, Sussex**

**Sheerness, Kent**  
**Sheringham, Norfolk**  
**Shoreham Harbour, Sussex**  
**Skegness, Lincolnshire**  
**Southend-on-Sea, Essex**  
**Stornoway, Outer Hebrides**  
**Stromness, Orkney**  
**Stronsay, Orkney**  
**Swanage, Dorset**  
**Teesmouth, Yorkshire**  
**Tenby, Pembrokeshire**  
**Thurso, Caithness**  
**Torbay, South Devon**  
**Troon, Ayrshire**  
**Tynemouth, Northumberland**  
**Velentia, Co. Kerry**  
**Walmer, Kent**  
**Walton and Frinton, Essex**  
**Weymouth, Dorset**  
**Whitby, Yorkshire**  
**Wicklow, Co. Wicklow**  
**Workington, Cumberland**  
**Yarmouth, Isle of Wight**  
**70-002 at Kirkwall/Scapa**

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

The following life-boats were launched on service whilst at La Coruna, Spain:

**ON 1013**  
**ON 1018**

October 11th and 21st.  
 November 13th.

# IRB launches on Service during the months September, October and November, 1971

Aberdeen, Aberdeenshire  
Abersoch, Caernarvonshire  
Arbroath, Angus  
Atlantic College, Glamorganshire  
Barmouth, Merionethshire  
Beaumaris, Anglesey  
Blackpool, Lancashire  
Borth, Cardiganshire  
Broughty Ferry, Angus

Bude, Cornwall  
Burnham-on-Crouch, Essex  
Cardigan, Cardiganshire  
Clacton-on-Sea, Essex  
Conway, Caernarvonshire  
Craster, Northumberland  
Crimdon Dene, Co. Durham  
Cromer, Norfolk  
Dunbar, East Lothian  
Eastney, Hampshire  
Eastney, Hampshire (18.008)  
Exmouth, South Devon  
Filey, Yorkshire  
Fleetwood, Lancashire  
Happisburgh, Norfolk  
Hartlepool, Durham  
Harwich, Essex  
Hastings, Sussex  
Helensburgh, Dunbartonshire

Horton and Port Eynon, Glamorganshire  
Howth, Co. Dublin  
Humber Mouth, Lincolnshire  
Jersey (St. Catherine's), Channel Islands  
Kingham, Fife  
Kippford, Kirkcudbright  
Largs, Ayrshire  
Littlehampton, Sussex  
Littlestone-on-Sea, Kent  
Llandudno, Caernarvonshire  
Lyme Regis, Dorset (17.002)  
Lymington, Hampshire  
Mablethorpe, Lincolnshire  
Margate, Kent  
Minehead, Somerset  
Moelfre, Anglesey  
Morecambe, Lancashire  
Mudford, Hampshire  
Mumbles, Glamorganshire  
New Quay, Cardiganshire  
Pill, Somerset  
Plymouth, South Devon (18.01)

Poole, Dorset (17.003)  
Porthcawl, Glamorganshire  
Port Isaac, Cornwall  
Port St. Mary, Isle of Man  
Port Talbot, Glamorganshire

Queensberry, West Lothian  
Ramsgate, Kent  
Redcar, Yorkshire

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



<b>Rhyl, Flintshire</b>	September 9th.
<b>Rye Harbour, Sussex</b>	September 6th, 26th and October 10th.
<b>St. Agnes, Cornwall</b>	September 13th and October 5th.
<b>St. Bees, Cumberland</b>	October 24th.
<b>St. Ives, Cornwall</b>	September 6th and 7th.
<b>Scarborough, Yorkshire</b>	October 3rd.
<b>Selsey, Sussex</b>	September 22nd.
<b>Shoreham Harbour, Sussex</b>	September 1st, 12th, 16th and October 3rd.
<b>Skegness, Lincolnshire</b>	September 20th and 24th.
<b>Southend-on-Sea, Essex</b>	September 1st, 11th, 12th, 18th (twice), 19th, October 16th, 17th and 20th.
<b>Southwold, Suffolk</b>	September 22nd.
<b>Stonehaven, Kincardine</b>	September 12th, October 10th and 14th.
<b>Tighnabruaich, Argyll</b>	September 9th.
<b>Torbay, South Devon (18.03)</b>	September 18th (twice), 27th and 30th.
<b>Tynemouth, Northumberland</b>	October 10th, 17th and 24th.
<b>Walmer, Kent</b>	September 4th, 29th and October 23rd.
<b>West Kirby, Cheshire</b>	September 6th, October 13th, 15th and 25th.
<b>Weston-super-Mare, Somerset</b>	September 4th.
<b>Weston-super-Mare, Somerset (18.004)</b>	September 4th.
<b>Whitby, Yorkshire</b>	September 4th (twice) and October 3rd.
<b>Whitstable, Kent</b>	September 1st, October 13th, 17th and 28th.
<b>Yarmouth, Isle of Wight</b>	September 4th and 22nd.

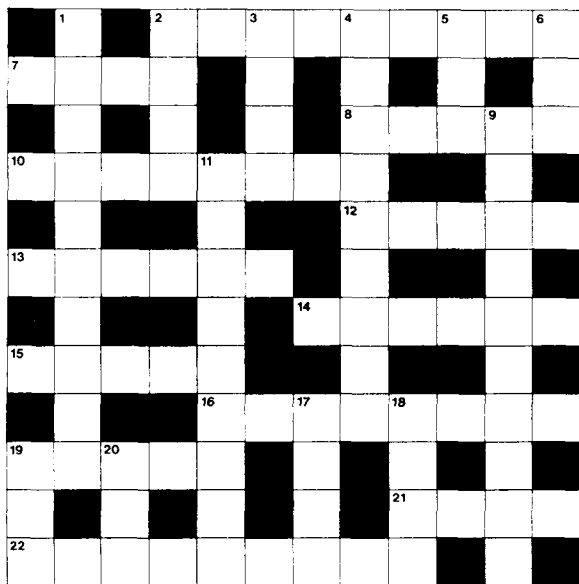
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# LIFE-BOAT CROSSWORD—3

● The winner of the January crossword—there was only one correct solution submitted—was: Mr. F. Ackroyd, 68 Horncastle Road, Boston, Lincs. **Solution to crossword was:**

**Across:** 1—Lifeboatman; 7—Banana, 8—Align, 9—Nod, 12—Emmie, 13—Parody, 15—Myosis, 16—Gauge, 17—War, 20—Arena, 21—Kettle, 22—Susceptible. **Down:** 1—Leat, 2—Foal, 3—Brandy, 4—Academy, 5—Mainmast, 6—Non-sense, 10—Spyglass, 11—Trousers, 14—Dyeware, 15—Market, 18—Stub, 19—Glue.



## Across

- 2—Select cap and rearrange for a pageant (9)  
7—Impel (4)  
8—Does the bull really have this near virtue? (5)  
10—Stern support (8)  
12—Watering place (5)  
13—Could be a 2 across (6)  
14—Treat royally (6)  
15—Does one feather the oars of this dinghy? (5)  
16—Weapon manufacturer (8)  
19—This philosopher puts virtue first (5)  
21—Neat vessel condition (4)  
22—Put in a spoke, not necessarily whilst cycling (9)

## Down

- 1—Large piece of paper printed one side only (10)  
2—Slave (4)  
3—Nap was there (4)  
4—Riot sales (anag.) (9)  
5—Study an officer without horse accommodation (3)  
6—Fail like a human (3)  
9—If you change its pot leg I will help a swallow (10)  
11—It follows another at Monte Carlo (9)  
17—Negative east on the South Coast (4)  
18—Speechless (4)  
19—It sounds like her in winter (3)  
20—Frequently (3)

## SPECIAL OFFER TO Y.L.A. MEMBERS FOR SCHERMULY PYROTECHNICS

This coupon entitles a bona-fide Y.L.A. member to purchase Schermuly Distress Signals (Dinghy Pack, Offshore Pack, Cruiser Pack) at reduced rates (at least 10 per cent) on personal presentation to any one of the dealers listed overleaf.

Member's Name .....

Address .....

Membership Number ..... L.B./4/72

Name .....

Address .....

All entries, together with entry fee of 15p, to be sent to:

**R.N.L.I.,  
1 St. Martin's Lane,  
Micklegate,  
York.**

in sealed envelopes marked 'Life-boat Crossword' to reach that office no later than Monday, 22nd May, 1972.

For the senders of the first three correct solutions opened, there will be prizes of £1 each.

No entrant may win more than one prize.

In all respects the decision of the R.N.L.I. will be final.

The correct solution and prize-winners' names will be published in the next quarterly issue of the Journal.

# FIRST DAY COVER

To: R.N.L.I., 10 Merrion Square, Dublin 2.

Please send (quantity) ..... Royal Cork Yacht Club  
First Day Covers at 40p to:

Name .....

Address .....

.....  
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I enclose a cheque/money order/postal order for  
LB/4/72

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Cardiff Ship Store Co. Ltd., Ship Stores Division, Britannia  
Buildings, 126 Bute Street, Cardiff, CF1 5TZ.

Salcombe Marine, Island Street, Salcombe, Devon.

Frank Moore Ltd., Marine Safety Division, William Street,  
Northam, Southampton, Hants.

Castlecraft, 58 Holderness Road, Hull, Yorks.

Captain O. M. Watts, 49 Albemarle Street, London W.1.  
Thomas Foulkes, Landsowne Road, Leytonstone, London,  
E. 11.

London Yacht Centre Ltd., 9 Devonshire Row, London,  
E. C.2.

T. Young & Son (Sailmakers) Ltd., Sundial House, Clive  
Street, North Shields, Northumberland.

Sea-Dog Life Saving Appliances (Scotland) Ltd.,  
4 Constitution Place, Leith Docks, Edinburgh 6.

Mr. William McKenzie, 46 Redmoss Road, Nigg, Aberdeen.

# Player's N°6. The most popular filter cigarette in Britain.



PNS 457F

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EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

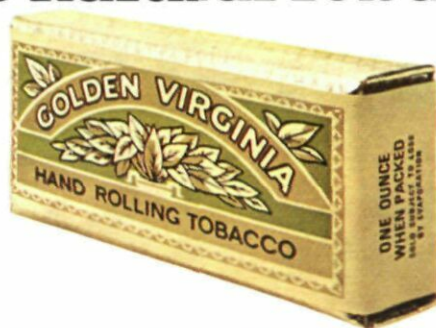
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**For the man who  
uses his head  
as well as  
his hands**



# **Golden Virginia**

**the natural tobacco to smoke**



A blend of Virginia and other choice tobaccos.

WGV2

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**EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING**

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