



JULY 1972

THE LIFE-BOAT

15p



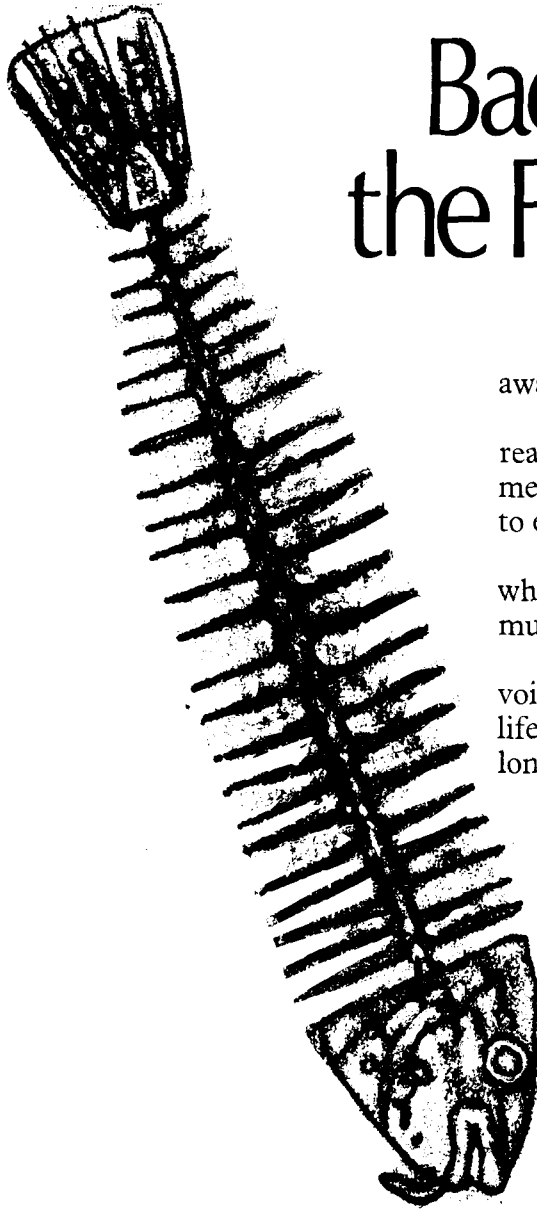
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We at Birds Eye would like to voice our appreciation of the lifeboatmen. We are proud of our long association with them.



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, SW1W 0EF (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 82p, 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 October and news items should be sent by mid-August.

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

Secretary: *Captain Nigel Dixon, R.N.*

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Vol. XLII

July, 1972

No. 440

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NOTES OF THE QUARTER

by
the Editor



by courtesy of T. P. Roskrow

THE Queen's decision to name the new life-boat, *The Royal British Legion Jubilee*, at Henley-on-Thames on 17th July means that for the first time ever a reigning sovereign will have named one of the R.N.L.I.'s life-boats. Queen Victoria was throughout her life a generous supporter of the life-boat service and herself gave two life-boats, which were stationed at Bembridge and Blackpool, but she never performed a naming ceremony herself. It is the usual custom for life-boats to be named by women, and none of the four kings who succeeded Queen Victoria named life-boats. An account of the Henley ceremony will appear in the October issue of the Journal.

NEW TYPE OF ILB

The first of the 21-foot Atlantic class of inshore life-boats to take up operational duties is now stationed at Hartlepool, where she arrived on 25th April. She has been very well received at the station and has aroused widespread interest in the area. The new boat is a semi-inflatable one with a wooden bottom. She is fitted with inflatable buoyancy sponsons, and radio and navigation lights enable her to operate effectively at night. The power is

provided by two 40 h.p. outboard engines, and the boat has a speed of nearly 30 knots. She is normally manned by a crew of three.

The prototype of this boat was shown to the 11th International Life-boat Conference in New York, where she was commented upon favourably. Boats of this type are expected to be in operational service in the Netherlands before long.

COUNTY TO PROVIDE OWN BOAT

For the first time the R.N.L.I. is appealing to the people of a county and to the visitors who spend their holidays there to provide funds specifically for new local life-boats. New boats are required for both Falmouth and Sennen Cove, and the Institution has been fortunate in receiving about two-thirds of the amount needed to pay for them from an anonymous donor and a trust fund. Some £50,000, however, remains to be found, and a special Cornish Appeals Committee headed by the Lord Lieutenant of the County, Sir John Carew Pole, has been set up.

Early responses to the appeal have been encouraging, R.N.L.I. branches and guilds in

COVER PICTURE

This animated photograph of the Flamborough, Yorkshires, life-boat Friendly Forester going out on exercise was taken by Mr. Arthur W. Dick, honorary secretary, Bridlington, in a westerly gale early in April. An Inspector of Life-boats was among the normal crew of seven for the launch. The Flamborough life-boat, built in 1953, is a 35-foot 6-inch Liverpool type and cost £15,738, the money having been raised by the Ancient Order of Foresters. A life-boat station was first opened at Flamborough in 1871. Mr. John Bryes, who died in 1954, was the local honorary secretary for 34 years and was elected an honorary life governor of the Institution. He was succeeded by the present honorary secretary, Mr. T. Woodhouse. Coxswain George Pockley is in command of the Flamborough boat.

Cornwall have welcomed it, and considerable interest has been aroused through press and television. Concurrently with this appeal the Jersey branch and its supporters are making efforts to raise within the island of Jersey all the money needed to provide a new Jersey life-boat in due course.

NAMES FOR LIFE-BOAT CLASSES

All the different classes of life-boats now in service have been given generic names for the convenience of the general public and of those who speak about life-boats. The class names Oakley, Barnett, Watson and Solent are already familiar, and it was recently decided to give the name Arun to the 52-foot class of life-boat now being developed. This name was chosen because the first of these life-boats was built at Messrs. William Osborne's yards on the river Arun at Littlehampton. Names of rivers are also being chosen for other classes of boat. Thus the 50-foot class, for which most of the design work was done at the R.N.L.I.'s head office in London, is to be known as the Thames class. The first boat of this class will be stationed at Falmouth. The 70-foot class is now known as Clyde, the 44-foot class as Waveney, and the new 37-foot Mark II life-boats shortly to come into service as Rother.

EFFECTS OF THE BUDGET

The Institution is affected by three items which were included in the budget, and which at present are being discussed in Parliament as the Finance Bill is debated. These three items are:

Legacies—Legacies left to the R.N.L.I. up to £50,000 will no longer be added to a deceased's estate when calculating the rate of estate duty payable. This concession should be most valuable to the Institution, which receives a large proportion of its income from legacies. Anyone who is considering making a bequest to the Institution and who applies to The Secretary, R.N.L.I., 42 Grosvenor Gardens, London, SW1W 0EF, will receive a form of bequest, and any other information required, without any obligation whatever.

Capital Gains Tax—As from April, 1972, those who make gifts to the Institution will no longer have to pay capital gains tax on the gift. This means that the Institution will receive the gift at its increased value. Before the budget if a donor had given the Institution £10,000 worth of securities which had cost the donor £5,000, capital gains tax would have had to be paid on the £5,000 capital gains. As the Institution does receive many large gifts in the form of securities



by courtesy of the 'Daily Express'

The first of the 21-foot Atlantic class of inshore life-boats to take up operational duties is now stationed at Hartlepool. She is normally manned by a crew of three.

or property, this is also likely to prove a valuable concession.

Value Added Tax—As the Institution makes no charges for its life-saving service, and as it is a charity, the question of adding V.A.T. for the service provided does not arise. The Institution will, however, have to pay V.A.T. on certain of the materials which it has to purchase, but with the aid of Members of Parliament from all sides of the House, and with the co-operation of the officers of the Customs and Excise, it is expected that all the Institution's life-boats will be zero-rated.



by courtesy of Charles Meads

The Chief Inspector of Life-boats, Lieut.-Commander W. L. G. Dutton, R.D., R.N.R. (centre), talking boats in April with Rear Admiral R. P. Bullard, 5th U.S. Coast Guard District Commander, and Commander R. W. Witter, U.S. Coast Guard, base commander at Portsmouth, Virginia, during a visit to America.

PEACE TIME RECORD OF LIVES SAVED: OUTSTANDING YEAR'S WORK REPORTED

THE President of the R.N.L.I., the Duke of Kent, said at the 148th annual meeting at the Royal Festival Hall, London, on 18th May, that the Institution rested on four great pillars, each of which was essential to its health and vigour. First and foremost were the men who served in the life-boats, all voluntary, and who had come to receive some small but highly-prized recognition of their act of gallantry, in the form of a medal. Secondly, there were the men and women who backed up the crews and who gave long hours of voluntary service to ensure that their stations were well supported in every way. Next, there were representatives of the many public bodies, companies and charitable trusts, and of the thousands of private individuals, who each year subscribed between them very large sums of money to enable the life-boat service to operate. Lastly, but by no means least, there were the members of the Institution's own staff headquarters and the depots elsewhere, who were no less dedicated than the voluntary workers.

Referring to the skill and persistence of the life-boat crews from many parts of Great Britain and Northern Ireland, the Channel Islands and the Irish Republic, who go out in conditions which seem to range from the 'really awful to the indescribable', the Duke said: 'But our service is not only a national one; it is, in fact, truly international. Last

year R.N.L.I. life-boats went to the rescue of vessels from 17 overseas countries and saved the lives of 56 members of their crews.'

The President recalled how, soon after taking office, someone said to him: 'I think you are very lucky. I doubt whether there exists in this

From a painting by Michael Turner which appeared with Paul Pickering's and Donald McLachlan's article 'For Those In Peril On the Sea' in Reader's Digest for February, 1972. The incident occurred in 1966 when the Holyhead life-boat went alongside the Nafsiporos. A moment later the ship's boat crashed on the deck of the life-boat.

country a finer collection of men and women, nor a better living example of the spirit of voluntary service throughout the world.' The Duke endorsed that opinion wholeheartedly and felt very proud to be associated with 'this great service'.

The Chairman of the R.N.L.I., Commander F. R. H. Swann, O.B.E., R.N.V.R., who paid tribute to his predecessor, Admiral Sir Wilfrid Woods, said: 'Today I am able to report on a year of outstanding success, in which I think we have every right to express both gratification and pride. The true measure of success in the life-boat service is the number of human lives saved. Last year our life-boats of different kinds saved no fewer than 1,439 people, a record figure in time of peace, and nearly 15 per cent more than the number saved the year before.

'Last year Admiral Woods gave you details of the large new boat-building programme on which the R.N.L.I. was then embarking. I am happy to say that progress has been made in this direction too. Last year we placed orders for 11 new life-boats, and at the moment there are no fewer than 21 new life-boats, either under construction or on order, in various boat-building yards.

'Our financial branches too have every right to be proud of their achievements last year and deserve the warmest thanks of us all. For the first time in the Institution's history the branches and guilds of the Institution raised more than £1 million and their efforts showed an increase of nearly 14 per cent, on the figure for the year before.

'More lives saved, more new boats under construction, more money raised, and of course more calls than ever on our volunteer crews. This is the story of an expanding service. From



Lieutenant-Commander J. A. Douglas, M.B.E., R.N., Chief Inspector of H.M. Coastguard, receiving from the Duke of Kent, President of the R.N.L.I., the Institution's gold medal to mark the 150th anniversary of the Coastguard's foundation. Looking on is the Secretary of the R.N.L.I., Captain Nigel Dixon, R.N.



'I doubt whether there exists in this country a finer collection of men and women, nor a better living example of the spirit of voluntary service throughout the world'.—From the Duke of Kent's address at the annual meeting.



Life-boatmen who were honoured in London in May. There were 17 and here they are pictured on the Embankment before the investiture. See page 343 for profile on Coxswain Derek Scott, B.E.M., of the Mumbles life-boat.

by courtesy of the Press Association

time to time, when we decide to close a life-boat station or make some other change, there are people who refer to economies or contractions in the work of the life-boat service. In fact what is happening and has been happening for some years is the direct opposite of this.

Some nine years ago we introduced the inshore life-boat, as we now call it, experimentally, and at roughly the same time we set up a working party to make recommendations on the most effective way of providing adequate coverage for our coasts. As a result of all this we now have about 250 life-boats of different kinds in service whereas 10 years ago we had about 150. The changes which have occurred have been of several kinds. The commonest of these has been the establishment of new inshore life-boat stations.

'In many places too we have provided an inshore life-boat to supplement the conventional life-boat. At a few places, Harwich and Lochinver, for example, we have opened or re-opened conventional life-boat stations. In some places we have substituted a fast inshore life-boat for a conventional life-boat in the belief, based on detailed analysis and study, that the services required from such a station in modern circumstances will be fully provided by an inshore life-boat. At a few places, where there have in the past been life-boat stations very close to each other, we have decided to take one life-boat away and cover the area with a new type of life-boat with greater speed.

'Such changes', continued Commander Swann, 'as we introduce are made after full discussion with the other national bodies con-

cerned in search and rescue at sea, and in this connection I would like to make the point that we have today the closest co-operation with these bodies, in particular the Department of Trade and Industry and Her Majesty's Coastguard, the Ministry of Defence, and the Post Office. We have regular meetings through the establishment of the Governmental Search and Rescue Committee, and on the coast more and more is being done through joint training exercises and in other ways to ensure effective co-operation wherever casualties may be likely to occur.

'Yet in spite of this suggestions are sometimes made that the R.N.L.I. wants to claim some kind of monopoly of life-saving. This is not only untrue but totally contrary to our policy. In fact last year no fewer than 283 lives were saved in services by shore boats recognised by the R.N.L.I., and for four of these services we made special awards for gallantry.'

'I mentioned a moment ago our new boat-building programme, and I would like to cite one or two examples of the kinds of boat we are building. One life-boat at present under construction is of the 70-foot class and will cost us about £180,000. In 1964 we introduced the 44-foot steel class of life-boat based on a design of the United States Coast Guard; we are building eight more of this class and two similar in design which will be 50 feet in length and will cost about £100,000. We also have boats under construction of an improved version of the well tried Oakley 37-foot self-righting class, fitted with radar and a wheelhouse, and costing nearly £60,000.'

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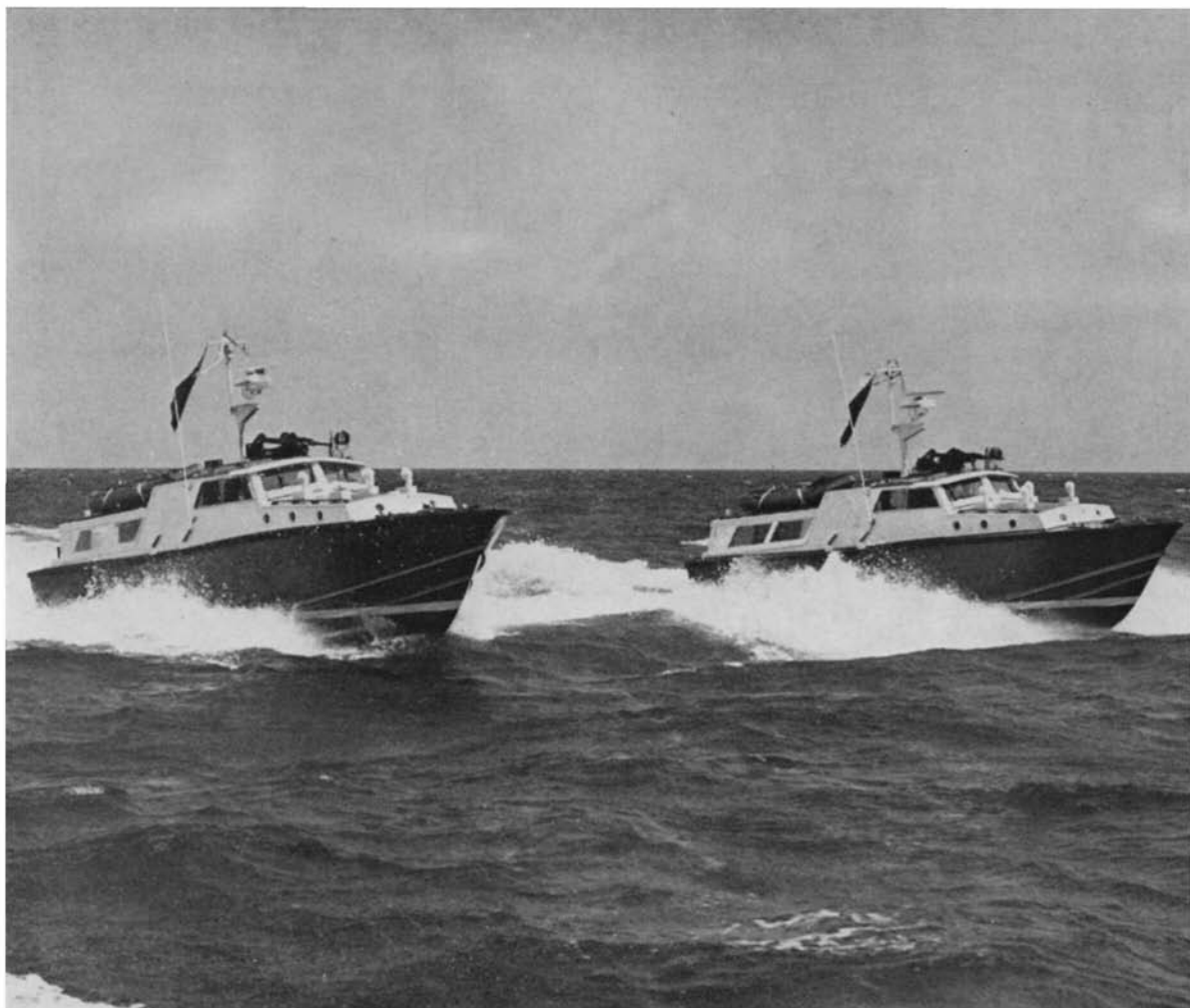
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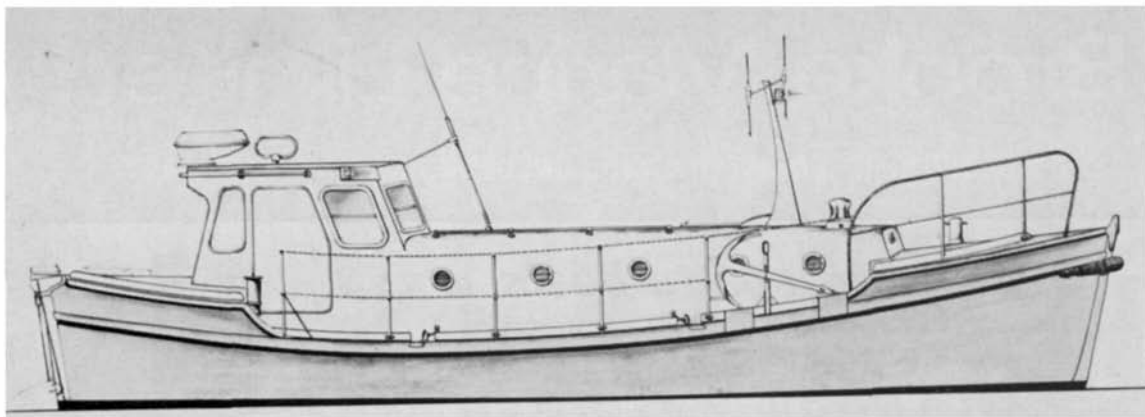
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Of the 11 new life-boats ordered in 1971 four were of the 44-foot steel Waveney class, three of the 37-foot Mark II Rother (above), two of the 50-foot steel Thames (below), one of the 52-foot Mark II Arun and one of the 71-foot steel Clyde classes. The artist's impression of the 37-foot Mark II is provisional and the type will not carry all the antennae shown.



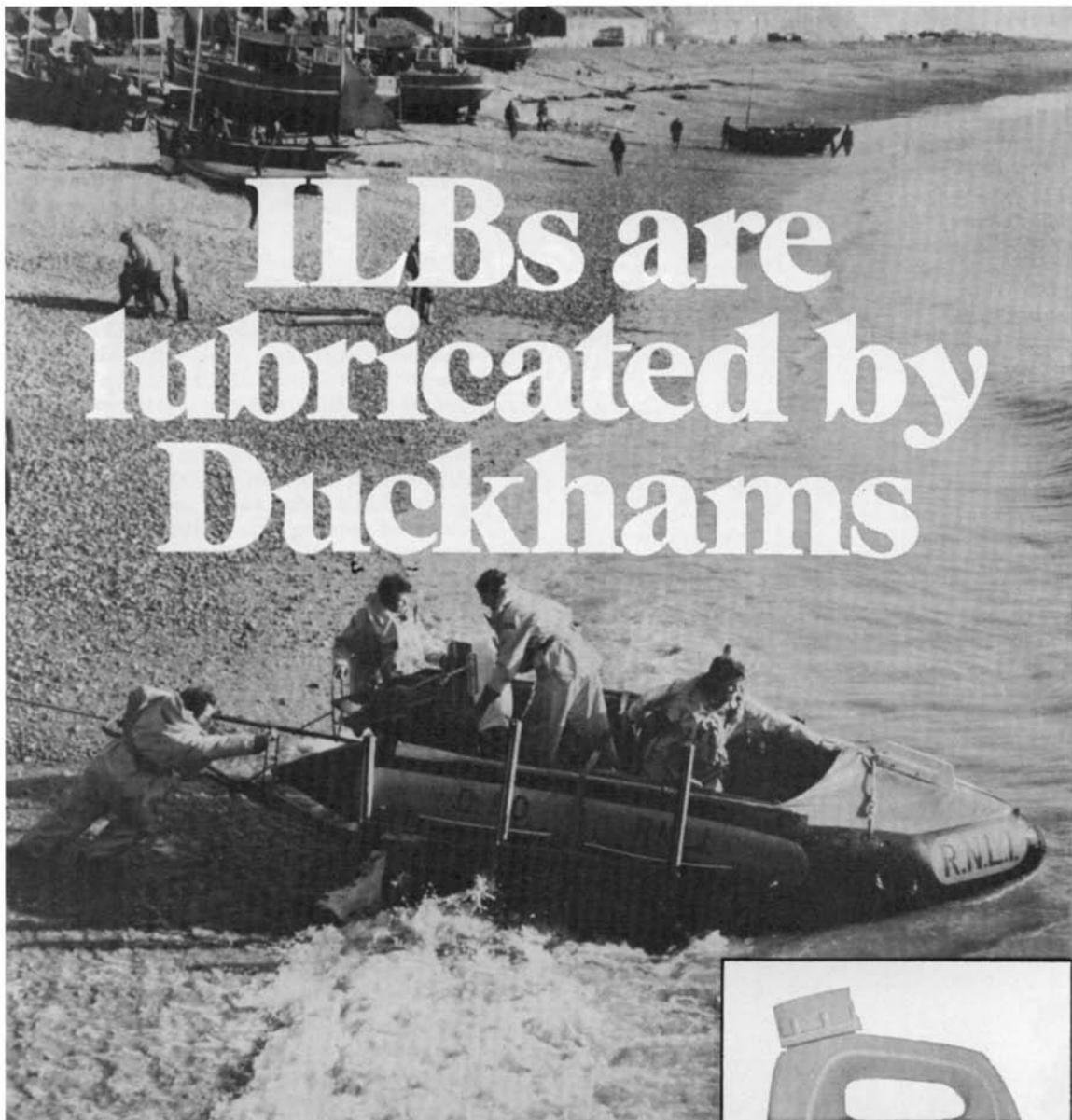
He went on: 'All this expansion means that our costs will continue to rise in real terms, and on top of this we face the effects of inflation as everybody else does. Already the service is costing us some two and a half million pounds a year, and we must raise an additional million pounds in the current year. Can we achieve this? I believe we can come near it.'

'One reason for my belief is the extraordinary dedication of our voluntary workers and our supporters throughout the country, who meet one new challenge after another with success. Another is the goodwill which the service enjoys throughout the community. A third reason stems from the very favourable changes in the last Budget relating to gifts and legacies to charity, from which in time I hope we may benefit appreciably. Having said that, however, I feel I must make the point that our reserves are disturbingly low. If all sources of income suddenly dried up we should

today have only enough money to maintain the service for about seven months, and if there were a sudden drop in stock market prices this period would be even shorter. I do not believe anything quite so dramatic will happen, but it is a sobering thought.'

Saying that the challenge remained as great as ever, and that the R.N.L.I. was doing all they could to meet it, Commander Swann added: 'In 1970 we instituted a thorough examination of the whole organisation of the R.N.L.I. by a firm of management consultants, and last year we received their report. I am happy to say that the general administration of the Institution emerged very favourably from this report, but naturally a number of changes were also recommended, which we are in the process of putting into effect. One of the most important of these is the decision to place in due

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.

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course the R.N.L.I.'s head office and depots under one roof in the interests of both efficiency and economy, and in addition we have already taken steps to ensure greater participation by voluntary workers in decision-making and greater de-centralisation of administrative work.

'To sum up, I may say that we have been through testing times and there are more to come. Our aim is clear—to run an efficient life-boat service—and we are doing our best to achieve this. We have a great fund of goodwill, and an incomparable network of voluntary workers. Most important of all, we have crews, both of our conventional life-boats and of our inshore life-boats, who meet every demand made on them with a courage and skill which are beyond praise', concluded Commander Swann.

The guest speaker was Coxswain Ivor Crockford, of the Tenby, Pembrokeshire, life-boat who first joined the crew 35 years ago.

Mr. Crockford said: 'Many of the older fishermen and seamen are now finding calmer waters to sail in. I believe they are men of a breed which is unfortunately passing from this earth: prime seamen, matured in a very hard, tough school which forms character and self-reliance so that they gain that quiet confidence which is typical of many of the men it has been my pleasure and privilege to serve with.

'Then what about the youngsters coming up now that the "professionals"—if I may call them that—are falling by the wayside? I



Coxswain Ivor Crockford.

Relieving a Mother's Grief

● 'I should like to tell about something that has given me an enormous amount of satisfaction; I think it was one of the proudest moments in my life when they made me the coxswain—and certainly the proudest moment in my dad's life. One day we went out to do a job. It was high tide. A little boy had fallen over a cliff. When we got out there there were other rescue boats there as well. This boy had crawled down a sheer cliff and we could see him with his foot caught in the cleft of a rock. We could not get at him with a boat-hook, we could not do anything about it, but we could see this little lad hanging there with his foot caught. As I say, it was high tide, and I saw no possibility of getting this laddie out before low water. All the other rescue boats left, and we sheered off a bit. We had a chat about this, and I asked the boys if they would like to stay, because I felt that, as the mother had now been told that the boy had been found but that we could not get at him, she would be pleased to know that there was somebody staying with her boy. So I put this to the boys, and, of course, quite unanimously they said, "Yes". We dropped the hook and waited there until low water. Then we covered the young boy and brought him ashore. Two days later his mother came to visit me. She said, "Apart from anything else, the fact that you were there, that somebody was with my boy at that time, pleased me". So it is things like that—though it need not be as bad as I have suggested—that make all these wonderful jobs that the Institution does worth while.'—Coxswain Crockford at the annual meeting.

personally have no fears on this score because in Tenby—if you will forgive me for mentioning it again—we have a crowd of boys whose average age is 27 years. I would say that they are second to none, and with a little more experience they will be not masters of their trade but, in my opinion, extra-masters. Therefore I have no fears on that score.

'I suppose it is inevitable that from time to



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In May a delegation from the R.N.L.I. visited Malmo, Sweden, for an International Conference of voluntary life-boat organisations organised by the Swedish Life-boat Service. During her voyage from Dover to the conference, the 52-foot Arun class life-boat, which took up operational duties at Kirkwall, Orkney, on 10th June, visited ports in the Netherlands, Germany, Denmark and Norway. Here she is at speed.

time boats and crews are regrettably lost. With the increasing number of calls in all kinds of weather, the sea cannot always be matched. But we who go to sea in the finest craft that money can buy and men can build are constantly reminded of this. We know too that this is only possible by the large amount of money charitably donated and, perhaps more important still, moneys collected so diligently and valiantly by you members of the Ladies' Guild. I think that you have done a wonderful amount of work not only collecting that money, but also when I came in the hall this afternoon the first thing that struck me was the lovely array of hats! It makes it so much more colourful. So could I say, on behalf of all the men, that I want you to know quite sincerely of the gratitude of the men whom you help to send to sea?

'Now perhaps you will allow me to pay tribute to the wives of the life-boatmen. . . . On behalf of all the boys could I say to you ladies, "Thank you very much for all your love and your kindness"; you wait and you worry, and so I say on behalf of everybody, "Thank you very much indeed, and God bless you all".'

Coxswain Crockford moved the following resolution: 'That this meeting fully recognising the important services of the Royal National Life-boat Institution in its national work of life-saving, desires to record its hearty appreciation of the gallantry of the coxswains and crews of the Institution's life-boats, and its deep obligation to the local committees, honorary secretaries and honorary treasurers of all station branches; to all other voluntary committees and supporters and to the honorary officers and thousands of voluntary members of the financial branches and the ladies' life-boat guilds in the work of raising funds to maintain the service.'

Citations were read for the following awards: **Coxswain Derek Scott, B.E.M.**, The Mumbles—first bar to his silver medal; **Crew Member John Stockford**, Barmouth—silver medal; **Crew Member Colin Pugh**, Barmouth—silver medal; **Crew Member and Honorary Medical Adviser, Dr. Robert Haworth**, Barmouth—silver medal; **Crew Member John Hodder**, Lyme Regis—bronze medal; **Coxswain Harold Triggs**, Hoylake—bronze

medal; **Helmsman John Burns**, Tre-Arddur Bay—bronze medal; **Crew Member E. Michael Williams**, Tre-Arddur Bay—bronze medal; **Motor Mechanic Donald Forrest**, Holyhead—bronze medal; **Crew Member John Hughes**, Holyhead—first bar to his bronze medal; **Crew Member Gareth Ogwen-Jones**, Holyhead—bronze medal; **Coxswain George Pockley**, Flamborough—bronze medal; **Coxswain John Fox**, Shoreham Harbour—bronze medal; **Staff Coxswain Robert Dennison**, Life-boat 70.002 based at Kirkwall—bronze medal; **Coxswain John King**, Bridlington—first bar to his bronze medal; **Crew Member Patrick Pile**, Southwold—bronze medal, and **Crew Member Martin Helmer**, Southwold—bronze medal.

Three bars to the gold badge and 17 gold badge or equivalent awards were made to honorary workers for long and distinguished services. Of these 18 were present to receive their awards from the Duke of Kent. They were: *honorary life governor*—**Mrs. Constance Noyce**, Andover branch. *Bar to the gold badge*—**Mrs. Edith Else**, St. Helen's guild; **Mr. A. Kernick**, Penlee Station branch. *Gold badge or equivalent*—**Mr. Leslie Aplin**, Exmouth station branch; **Mr. Wallace Barber**, Stockport crew of life-boat auxiliaries; **Mr. Guy Blampied**, St. Peter Port station branch; **Miss Evelyn Dobie**, Dunoon guild; **Mr. Percy Garon**, Southend

station branch; **Mrs. Janet Hall**, Halifax guild; **Mrs. Mary Hiley**, Leeds guild; **Mrs. Vera Johnson**, Bognor Regis branch; **Mrs. Penelope Kavanagh**, Dublin branch; **Colonel Sir Basil McFarland**, Londonderry branch; **Miss Katharine Norrie**, Kincardine convenership; **Mrs. Marguerita Phillips**, Tyne-mouth guild; **Mr. John Stockley**, Stockport crew of life-boat auxiliaries; **Mrs. Frances Upton**, Chichester branch, and **Mr. Arthur Westcott-Pitt**, Dunmore East Station branch.

The Secretary of the R.N.L.I., Captain Nigel Dixon, R.N., announced that the Committee of Management had decided to award the Institution's gold medal to Her Majesty's Coastguard to mark the 150th anniversary of the Coastguard's foundation. The award was made in recognition of the great service rendered by Her Majesty's Coastguard in the work of rescue, of the gallantry of many individual members of the Coastguard service, and for the close co-operation between Her Majesty's Coastguard, the Royal National Life-boat Institution and other bodies and private individuals engaged in the task of saving life at sea. The medal was presented to Lieutenant-Commander J. A. Douglas, M.B.E., R.N., Chief Inspector of Coastguard, by the Duke of Kent at the annual meeting.

Mr. Michael Vernon, a member of the Committee of Management, moved a vote of thanks.

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ROYAL NATIONAL LIFE-BOAT INSTITUTION

BALANCE SHEET AS AT 31st DECEMBER, 1971

	1971	£	1970 £
FIXED ASSETS (Note 1)			
Premises (offices and staff houses) at cost less amounts written off:			
Freehold		166,679	146,338
Leasehold		49,906	54,995
		216,585	201,333
 INVESTMENTS			
At market value on 31st December, 1971			
(1970 at market value on 31st December, 1966, with subsequent additions at cost):			
Endowment Fund (Charities Official Investment Fund)	286,186		289,296
Other Funds (Note 3)	2,430,875		1,696,249
		2,717,061	1,985,545
(Market value 1970 £2,250,731)		2,933,646	2,186,878
 NET CURRENT ASSETS			
Taxation recoverable	16,472		11,935
Prepaid expenses	2,119		48,671
Staff housing loans	48,425		551,000
Short-term deposits	625,000		149,545
Balances at banker and cash in hand	205,655		761,151
	897,671		—
Less: accrued expenses	14,748		761,151
		882,923	761,151
 TOTAL ASSETS		£3,816,569	£2,948,029
 Represented by:			
ENDOWMENT FUNDS (Note 4)	286,186		289,296
(from which only the income is available for expenditure in accordance with donors' directions)			704,822
RESTRICTED FUNDS (Note 5)	823,443		994,118
(to be applied as directed by donors)		1,109,629	1,633,911
 RESERVE FOR CAPITAL EXPENDITURE (Note 6)		2,386,940	1,633,911
PROVISION FOR MANUAL WORKERS PENSION SCHEME (Note 7)		320,000	320,000
		£3,816,569	£2,948,029

Notes to the Accounts are given on pages 320 and 321.

ROYAL NATIONAL LIFE-BOAT INSTITUTION

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1971

	1971	1970
	£	£
INCOME		
Subscriptions, Donations, etc.	1,113,157	949,647
Net income from sale of Christmas cards and souvenirs	32,368	35,565
Investment income	135,691	104,154
Legacies for general purposes	882,219	820,297
NET INCOME available for General Purposes	2,163,435	1,909,663
Gifts and Legacies for Special Purposes	449,890	523,054
Less: amount retained in Restricted Funds	111,945	127,257
	337,945	395,797
	<u>£2,501,380</u>	<u>£2,305,460</u>
(Gifts and Legacies for endowment purposes 1971 and 1970 nil)		
EXPENDITURE		
Operational, Technical and Development costs:		
Maintenance and development of life-boats	430,789	377,167
Maintenance and development of life-boat houses and slipways	56,020	71,656
Operational stores	163,485	146,092
Life-boat station expenses	47,807	52,648
Coxswains, mechanics and crews	327,359	290,979
Dependants' pensions	26,944	27,876
Inspectorate	109,441	109,738
	1,161,845	1,076,156
Central costs:		
Head Office	131,587	103,349
Depot	234,980	193,702
	366,567	297,051
Costs of fund-raising and publicity:		
Fund-raising expenses	458,386	416,288
Advertising and exhibition expenses	22,917	25,858
	481,303	442,146
	<u>£2,009,715</u>	<u>£1,815,353</u>
NET FUNDS AVAILABLE FOR CAPITAL EXPENDITURE DURING THE YEAR	491,665	490,107
CAPITAL EXPENDITURE DURING THE YEAR:		
Life-boats	412,095	324,781
Fast rescue boats	88,847	501
Inshore rescue boats	12,198	9,100
Life-boat stations and slipways	36,786	29,711
Machinery and equipment	17,437	6,933
	567,363	371,026
Less: Proceeds from sale of boathouse	20,827	—
	546,536	£371,026
BALANCE MET FROM (1970 TRANSFERRED TO) RESERVE FOR CAPITAL EXPENDITURE (Notes 1 and 6)	<u>£54,871</u>	<u>£119,081</u>

ROYAL NATIONAL LIFE-BOAT INSTITUTION

NOTES TO THE ACCOUNTS

1 LIFE-BOATS

The cost of replacing the existing fleet is approximately £13,000,000 (1970 £12,000,000). The committee has at present resolved to replace certain life-boats, the cost of which is estimated at £1,016,500 (1970 £1,120,000) part of which will be met by special gifts and legacies. In addition to this the current programme of capital work includes £470,000 (1970 £420,000) for the construction and adaptation of life-boat houses and other shoreworks and improvements to the existing fleet and facilities. In support of the fleet the Institution maintains at the Boreham Wood depot a stock of spares which, at cost, amounted to £336,000 and machinery and equipment which, stated at cost less depreciation, amounted to £11,854 at 31st December, 1971.

2 BASIS OF ACCOUNTING

During the year the Institution has changed its basis of accounting to record income received and expenditure incurred by the Head Office and Depot and not amounts received and paid which was the previous practice. Also only those gifts and legacies received for special purposes which, under the terms of the donation, could be utilised by the Institution during the year, have been included in the income and not the total amounts received as was the previous practice. The effect of this change is to reduce the surplus of total receipts over expenditure for the year of £57,074 (1970 £246,338) to a deficit of £54,871 (1970 surplus £119,081). No amount is included in the balance sheet either for the cost of Life-boats in service or for the spares and machinery necessarily held to maintain the fleet in service (Note 1). In accordance with previous practice amounts relating to branches are brought into the income and expenditure account on the basis of a financial year ending on 30th September.

3 INVESTMENTS (OTHER FUNDS)

	1971	1970
	£	£
Quoted		
Government securities with fixed redemption dates	539,109	359,066
Other government securities	3,945	3,413
Local government and corporation stocks	11,000	112,741
Debenture and loan stocks	187,517	188,841
Preference shares	2,562	3,150
Ordinary shares	1,476,471	831,467
Foreign securities	200,695	188,610
	2,421,299	1,687,288
Unquoted	9,576	8,961
	£2,430,875	£1,696,249

4 MOVEMENT IN ENDOWMENT FUNDS

	1971	1970
	£	£
Balance at 1st January	289,296	289,296
Add: Appreciation on revaluation of investments	24,272	—
	313,568	289,296
Less: Redemption of accumulation units transferred to Reserve for Capital Expenditure	27,382	—
	£286,186	£289,296

5 MOVEMENT IN RESTRICTED FUNDS

	1971	1970
	£	£
Balance at 1st January	704,822	517,942
Add: Income during the year retained	111,945	127,287
Amount transferred from Reserve for Capital Expenditure	6,676	59,623
	£823,443	£704,822

6 MOVEMENT IN RESERVE FOR CAPITAL EXPENDITURE

	1971	1970
	£	£
Balance at 1st January	1,633,911	1,588,877
Add: Adjustments for change in basis of accounting (Note 2)	2,036	—
Transferred from Endowment Funds	27,382	—
Excess of expenditure over income for the year (1970 income over expenditure)	(54,871)	119,081
Profit (1970 Loss) on sale of investments	134,819	(18,307)
Appreciation on quinquennial revaluation of investments	639,682	—
Profit on sale of house property	10,657	3,883
	<hr/>	<hr/>
	2,393,616	1,693,534
Less: Amount transferred to Restricted Funds	6,676	59,623
	<hr/>	<hr/>
	<u>£2,386,940</u>	<u>£1,633,911</u>

7 MANUAL WORKERS' PENSION SCHEME

The actual liability arising on the establishment of the proposed Manual Workers Pension Scheme is to be ascertained in 1972; the Scheme replaces other pension arrangements formerly not funded.

(Signed) F. R. H. SWANN, *Chairman of the Committee of Management.*

(Signed) N. DIXON, *Secretary.*

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

In our opinion the above Balance Sheet, Income and Expenditure Account and Notes give a true and fair view of the recorded income and expenditure of the Institution on the basis set out in Note 2, for the year ended 31st December, 1971, including its branches for the year ended 30th September, 1971, and of the disposition of funds held on those dates.

3 Frederick's Place,

(Signed) PRICE WATERHOUSE & CO.,

Chartered Accountants

Old Jewry,

London, EC2R 8DB.

26th April, 1972.

LIFE-BOATMEN'S BENEVOLENT FUND

STATEMENT OF ENDOWMENT FUND FOR THE YEAR ENDED 31st DECEMBER, 1971

	1971	1970
	£	£
Balance at 1st January	5,513	4,481
Subscriptions and donations received and invested	89	36
Legacies received and invested	2,578	987
Investment income	380	281
Appreciation on quinquennial revaluation of investments	581	—
	<hr/>	<hr/>
	9,141	5,785
Less: Grants to beneficiaries	227	272
	<hr/>	<hr/>
Balance at 31st December	<u>£8,914</u>	<u>£5,413</u>
Represented by:		
£8,704 Conversion 5¼% Stock, 1974, at Market Value on 31st December, 1971 (1970 at Market Value on 31st December, 1966, with subsequent additions at cost)	£8,747	5,500
(Market Value 1970 £5,620)		
Bank balance	167	13
	<hr/>	<hr/>
	<u>£8,914</u>	<u>£5,513</u>

(Signed) F. R. H. SWANN, *Chairman of the Committee of Management.*

(Signed) N. NIXON, *Secretary.*

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

In our opinion the above account of the Life-boatmen's Benevolent Fund gives a true and fair view of the disposition of the Fund at 31st December, 1971, and the recorded receipts and payments for the year ended on that date.

3 Frederick's Place,

(Signed) PRICE WATERHOUSE & CO.,

Chartered Accountants

Old Jewry,

London, EC2R 8DB.

26th April, 1972.



by courtesy of East Surrey Newspapers Ltd.

LIFE-BOAT WORKERS OF SURREY

Top: Presentation of ILB at Reigate and Redhill Branch life-boat evening by Mr. G. A. Hodgkins, vice-president, Reigate Sea Cadets, the boat being stationed at Humbermouth, Yorks. (From left to right): Commander J. D. Walters, R.N. (retd.); the donor, the Mayor of Reigate, Mr. F. Carl Seager, M.B.E., branch chairman; and Mr. J. F. Winter, O.B.E., honorary secretary, who received the Institution's silver badge on the same occasion.



Left: Officers and cadets of the Redhill Girls' Nautical Training Corps pictured in Merstham collecting for the R.N.L.I. flag day in March. Pictured (from left to right) are: Mrs. 'Bubbles' Gellert (third officer), Cadets Carol Gellert, Margaret Horner and Bernadette Nickles, and Commanding Officer, Mrs. Sylvia Goacher.

SHANTY COMPETITION

The R.N.L.I. is looking for talent for a life-boatmen's shanty competition. The idea is for one song, essentially about the sea, to be composed and sung by a group of five life-boatmen serving or retired.

Groups of life-boatmen wishing to compete are asked to compose a shanty, record it on tape, and send it to head office. These would then be judged and possibly the winning shanty would be performed during the 150th anniversary of the R.N.L.I. in 1974.

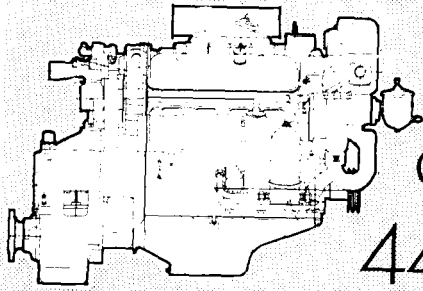
OBITUARIES

The deaths have occurred of Captain the Lord Teynham, D.S.O., D.S.C., R.N., who served on the Committee of Management for 35 years, and Sir Eric Seal, K.B.E., C.B., also a member of the Committee of Management, who for 17 years was chairman of the Civil Service and Post Office Life-boat Fund.

Further details of Sir Eric's work for the R.N.L.I. will appear in the October Journal.

Another recent death is that of Dr. E. Sears, of Minstead, Lyndhurst, Hants., whose life-boat paintings are well known to many R.N.L.I. supporters.

General Motors are proud that their Detroit Diesel engines have been chosen to power the R.N.L.I. 44 ft & 52 ft steel lifeboats.

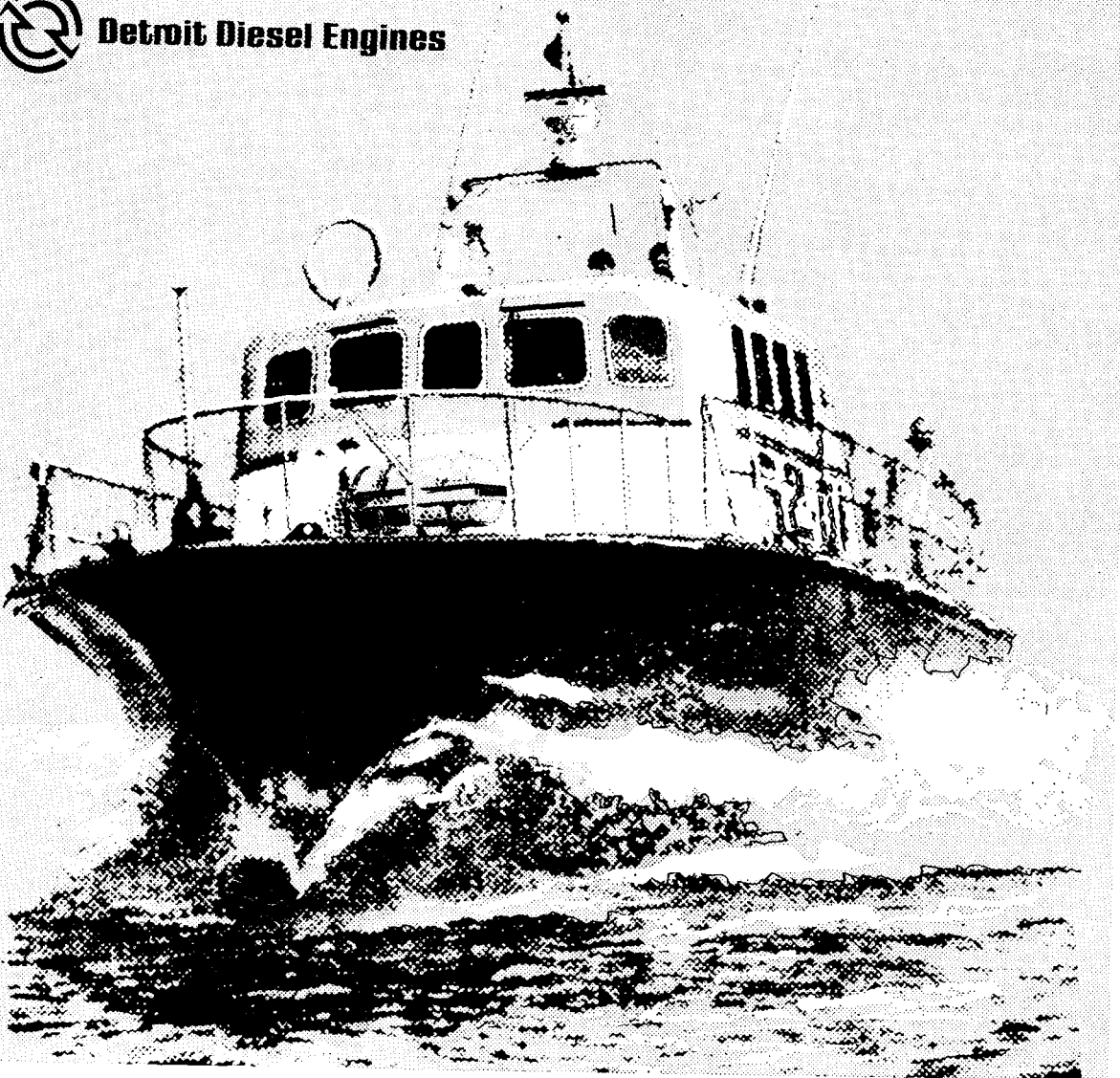


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YLA SECTION

All inquiries concerning Y.L.A. matters should be addressed to:

Mr. Alasdair Garrett,
Secretary,
Yachtsmen's Life-boat Supporters' Association,
29a Castle Street,
Salisbury,
Wiltshire
(Tel.: 0722-6966).

COMPUTER SERVICE

The Association is employing a computer service for membership records. In the interests of economy this will involve changes in the format of renewal notices, membership cards, tax deduction certificates and so on. A major administrative change of this kind may inevitably have some teething troubles and we ask for the co-operation of all members in reporting to us promptly any mistakes that come to their notice.

VISIT TO NEWHAVEN

On 6th May a party of 17 from the Upper Thames branch visited Newhaven life-boat station. They were met by the coxswain and crew, after which the life-boat was launched and made two trips to sea with the members on board.

Miss Julia Hodges, of St John's Wood, selling Mr. and Mrs. Anthony Barber a flag on London Life-boat Day on 21st March—Budget Day. Mr. Barber is, of course, Chancellor of the Exchequer.

by courtesy of Associated Newspapers Ltd.



RALLY AT KINGSTON-ON-THAMES

A successful rally was held by the Upper Thames branch at Kingston-on-Thames on 20th May. A seamanship competition was staged as part of the rally and the winner was Mr J. Morgan in his boat *Eight Bells*. During the afternoon a demonstration was given by the branch honorary secretary and a committee member using an inshore life-boat. The crew showed the manoeuvrability of the boat both inflated and deflated as well as taking an injured man off a cruiser. The rally finished with a buffet dance in the evening.

AUSTRALIA CALLING

In enclosing a substantial donation to the Y.L.A. on joining, Mr. Norman B. Rydge, jr., of Sydney, Australia, who has many business associations, writes: 'I have been sailing all my life and in 1963-64 was the Australian Ocean Racing Champion in my yacht *Lorita Maria*. In this boat I did the Fastnet Race in 1965, the Bermuda race in 1966, immediately followed by the Trans-Atlantic race from Bermuda to Copenhagen. To date, this has been the only Australian yacht which has competed in the three regularly scheduled major ocean races in the World—the Hobart Race, the Fastnet Race and the Bermuda Race.

'My activities have always centred around racing rather than cruising and so far have completed eight Hobart Races, three Fastnet, one Bermuda, one Trans-Atlantic and a host of shorter events both in Australia and England. I have sold my last yacht, *Koomooloo*, on her return to Sydney in September, 1971, and currently am building a motor cruiser which I intend to take to England next year for cruising.

'I am a past Commodore, Vice-Commodore and Rear-Commodore of the Cruising Yacht Club of Australia and was responsible for Australia's first challenge for the Admiral's Cup in 1965. Since then, I have been the chairman of all subsequent Australian Admiral's Cup committees.'

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OLIVETTI TYPEWRITERS

New Olivetti Studio 45 typewriters delivered, fully guaranteed, for £37 (list price £44.50) available to readers of *The Life-boat* who send their order, with cash, to the R.N.L.I., 42 Grosvenor Gardens, London, SW1W 0EF.

Classified Advertisements

Readers are reminded that **THE LIFE-BOAT**, with a print run of 36,000 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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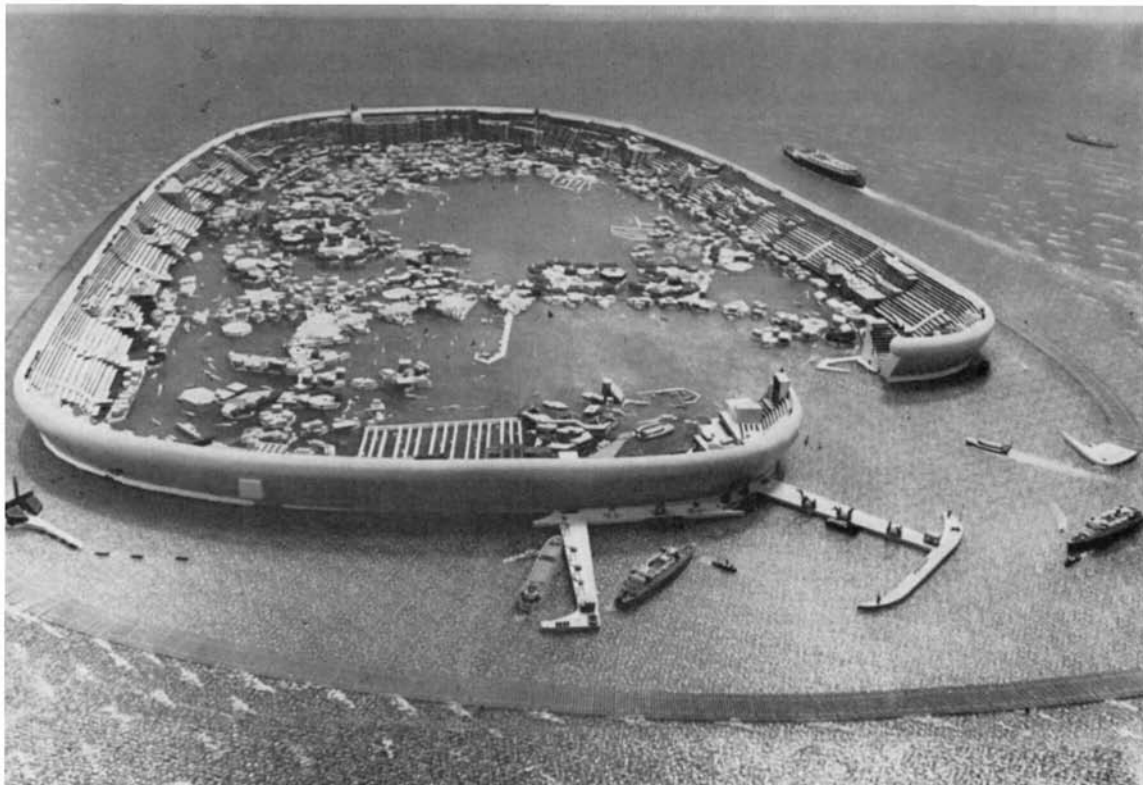
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This artist's impression of one of the large islands illustrates the freedom of layout and building possible on these floating structures.

OFFSHORE cities, each with a population of 30,000 or more, and providing all the facilities and amenities of land-based ones, seem like a fantasy from science fiction, yet they could become a reality in a matter of years.

Detailed plans for such man-made island centres have been produced, and some authorities see this idea as an answer to the problems besetting the world as a result of the ever-increasing population. Within the foreseeable future the great oceans of the world, together covering no less than three-quarters of the world's surface, must inevitably carry industrial centres and afford a permanent home to some of the population.

Civil engineers, scientists, and other experts have been tackling the problem, and have produced a project for sea cities in various parts of the world. Moreover, they have built a scaled-down prototype, showing what such a city would look like and demonstrating the amenities it would provide. This model is envisaged as representing a city in the North Sea, but shoal water covers nearly one-tenth of the world's seabed, offering many suitable sites for developments of this kind.

The North Sea site selected for the present

project is 15 miles offshore from Great Yarmouth. The blueprint shows a 16-storey amphitheatre on piles, with a central lagoon warmed by waste heat from the city's industries. Clusters of floating islands carry houses, schools and public buildings.

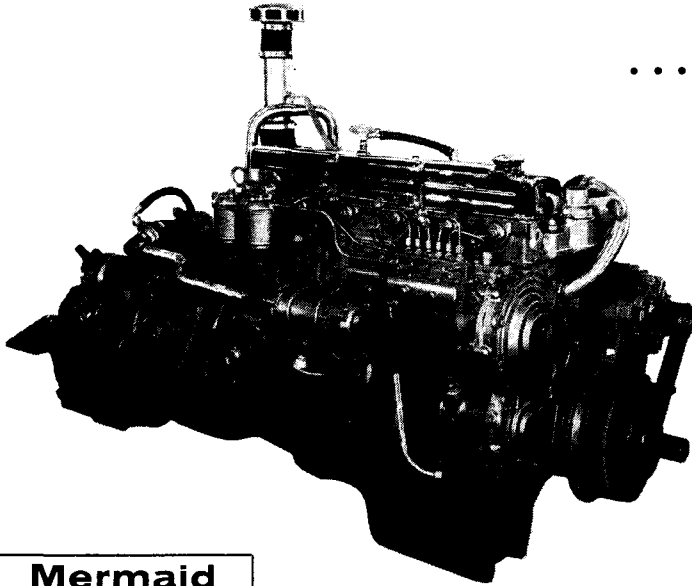
The main structure is protected on the seaward side by an encircling breakwater, and this outer structure is broken at one point—at the south-east corner, to provide a narrow harbour entrance. To create the real city, piles brought from the mainland would be driven into the seabed in rows, 20-30 feet apart, to form the base structure. Reinforced concrete deck sec-

SEA CITIES OF THE FUTURE

BY ARTHUR GAUNT

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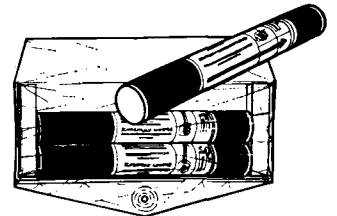
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THE WORLD'S BEST BY

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tions, precast ashore, would be towed to the site, jacked up on guide rails between the rows of piles, and then locked in position at the top of the piles to form a continuous slab.

Resting on the completed base, and starting 30 feet above sea level, the superstructure would consist of concrete cells joined together at the corners and mounted one above another on spacer units. These spacers would form ducts for gas, water, electricity, and sewage. Each concrete cell unit would be stressed down on to the one below, thus forming a completely stable structure like a monster stone block.

The islands in the lagoon would be made up with triangular concrete pontoons 60 feet wide, and held in position by anchor chains. Linked by flexible couplings to allow for water movement, these rigid sections could be easily separated and re-coupled to form islands of different shapes and sizes. The top platforms

would carry lightweight glass-fibre reinforced plastic buildings up to three storeys high.

The North Sea city would incorporate a number of intriguing features, including measures to control winds and rough seas. A wide 'moat' of calm water, created by a protective breakwater, would surround the site. Cylindrical coated-fabric bags, 90 per cent. full of fresh water and lying side by side, would form the breakwater.

The bags would be anchored fore and aft in groups of three, and would be allowed to float awash. Then, when struck by an oncoming roller, they would generate a secondary, rebounding wave inside. This wave, rebounding against the end of the bag, would meet the following sea and protect the outer walls of the city.

Another idea, to maintain the calm of the inner lagoon in bad weather, would be to create a curtain of compressed air bubbles across the entrance by means of undersea pipelines, thus breaking up the waves still more.

The 180-foot high curved wall of the amphitheatre has been designed to protect residents of such an ocean city from wind. Its shape—like a monster letter 'S' leaning slightly outwards—is the result of wind tunnel tests at Leicester University. They have shown that the shape deflects the wind upwards and leaves the area below relatively calm.

The blueprints foresee the city being supplied with natural gas from under the North Sea. High-speed gas turbines would be coupled to generators producing electricity, and waste heat from the turbine exhaust gases would be used to run the sea-water desalinating plant, as well as for domestic and industrial heating and refrigeration. Finally, the hot cooling water would be emptied into the lagoon to raise the temperature of the water there.

About 21,000 residents, most of them daily commuters between the sea city and the mainland, would have their homes in the 16 storeys of the terraced city wall. Other inhabitants would have individually designed houses on islands, these homes having up to seven rooms and most of them adjoining a terraced garden.

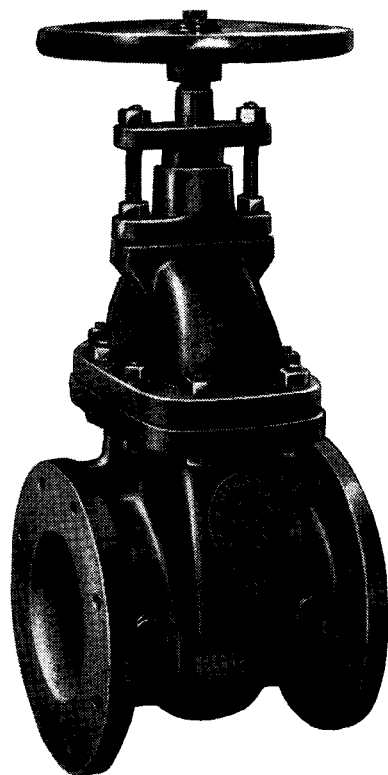
The city would, in fact, be much more than just a dormitory for people who work on the mainland. It would include shops, clubs, restaurants, gardens, and churches for different denominations. These, like the flats within the city wall, would be served by escalators, moving pedestrian pavements, and covered walkways.

Internal travel, and commuter journeys to and from the mainland, have also been carefully worked out. The project provides for electrically-powered boats and water buses to operate within the city, the bus service being at five minute intervals and making a circuit (with

Scale model of proposed sea city, showing the various facilities and amenities. The man-made lagoon would contain artificial islands linked together and bearing houses, shops, offices and other city buildings.



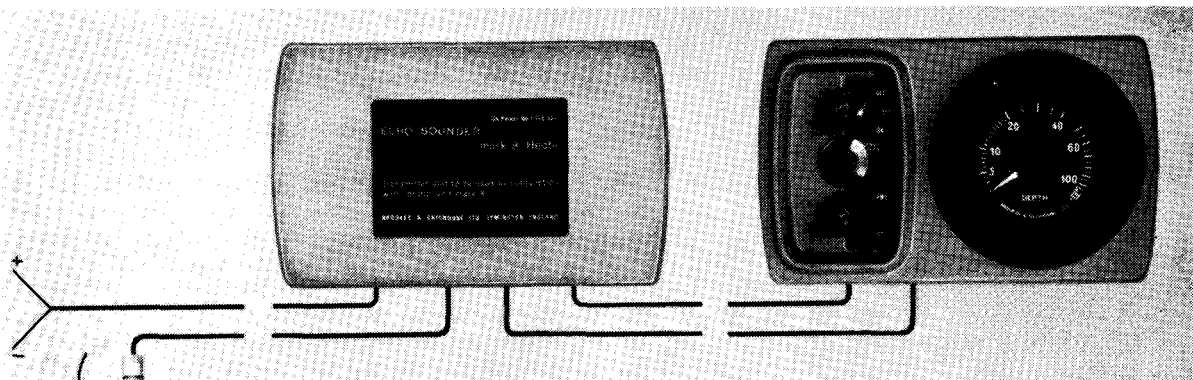
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The view from the upper terrace of the sea city walls will, as this artist's impression shows, be a dramatic one. In this vista from the north west side of the city, the various levels of terraces, with their landscaped flowers, lawns and trees can be seen.

stops at strategic points) in 25 minutes.

Visiting craft would not be allowed to enter the inner lagoon, but would be moored outside the city wall near the lagoon entrance. Specially designed articulated container ships would bring supplies from the mainland, and ample storage would be provided, although the residents are unlikely to be cut off for long periods. Even now, hovercraft can travel safely at 30 knots in strong winds and over 10-foot waves.

Commuting between the sea city and the mainland would be by helicopter or helibus. The latter type of aircraft is still undergoing development, but such a plane would take off and land like a helicopter. Once in the air, however, the rotors would fold into the top of the fuselage, and the plane would then continue its flight like a conventional fixed-wing aircraft.

The social life of this city of the future would follow the lines of many land-based places, as would the municipal services, Nursery, primary and secondary schools would be among the public buildings on the floating islands. A one-mile walk would take residents to any part of the city via a network of footpaths and bridges across the islands.

The medical service would include a 200-bed

hospital, clinics, and dental services. The city would become part of the Post Office communications network by telephone and telegraphic underwater cables running to the mainland.

Social and cultural facilities envisaged for the ocean city include community centres, open air tea-gardens, youth clubs, theatres, libraries, cinemas, an art gallery and a museum.

There would be provision for sportsmen of all ages, the centre basin of the lagoon being reserved for water sports, during a season lengthened by the artificially warm climate.

Tennis courts, bowling greens, netball courts, croquet lawns, and even a full-sized football pitch would be provided, too.

The football ground would be on top of the power complex.

A permanent offshore centre like this would be important in developing specialist marine industries. A college of marine studies here—with submarine laboratories, observation post in a marine zoo, and on-the-spot research vessels—is seen as a first step towards a University of the Sea and an international centre for oceanography and underwater studies. And most certainly a Y.L.A. office.

In the war against world food shortages, sea

cities could make a big contribution by being centres of efficient fish farming industries. Investigators report that the yield from such a farm would at least equal that of any similar sized warm water farm operating in America or Europe, where an acre normally produces five tons of fish a year.

In recent years, roads have been built across bays, and other projects no less demanding than the sea city idea have been carried out successfully. Sooner or later, sea cities may offer the only answer to the shortage of living space.

CORNISH APPEAL

The Cornish Life-boat Appeal got off to a good start on 30th May, 1972, when it was launched by the Bishop of Truro on behalf of the Lord Lieutenant of Cornwall at County Hall, Truro.

It was announced at the meeting that the Cornwall County Council had given £5,000 towards the appeal and that The Duke of Cornwall has contributed a further £1,000. Since the launching of the appeal a further £8,000 has already been received, made up of some large anonymous gifts as well as many smaller donations.

This is the first time that a life-boat appeal of this kind has been made. It is designed to raise the additional £50,000 needed towards the cost of two new life-boats for Cornwall. The two new life-boats will both be of two new classes and be stationed at Falmouth and Sennen Cove.

VOLUNTARY SYSTEM

Delegates at the conference of voluntary life-boat organisations held at Malmö Sweden, 28th-31st May, 1972, unanimously expressed their belief in the 'overwhelming advantages of the voluntary system' for the provision of an efficient and economical life-boat service. They accepted that in some countries there was a role for financial support from central and local governments.

This was the first conference of its kind and included delegates from Sweden, Aland Islands, Finland, the Federal Republic of Germany, Great Britain and Ireland, the Netherlands, Norway and Spain.

Admiration and gratitude was expressed for the voluntary work performed by women in different countries to raise funds for their life-boat services.

TANKARDS

The Bridlington coxswain, crew and shore helpers have each been presented with engraved pewter tankards from the underwriters of the motor fishing vessel *My Susanne* in recognition of the service carried out by the life-boat on 24th January, 1972.

The presentations were made by Mrs. Appleby, the wife of one of the underwriters, at a social evening held at the South Cliff Hotel, Bridlington, on 10th May.

AT DUKE'S FUNERAL

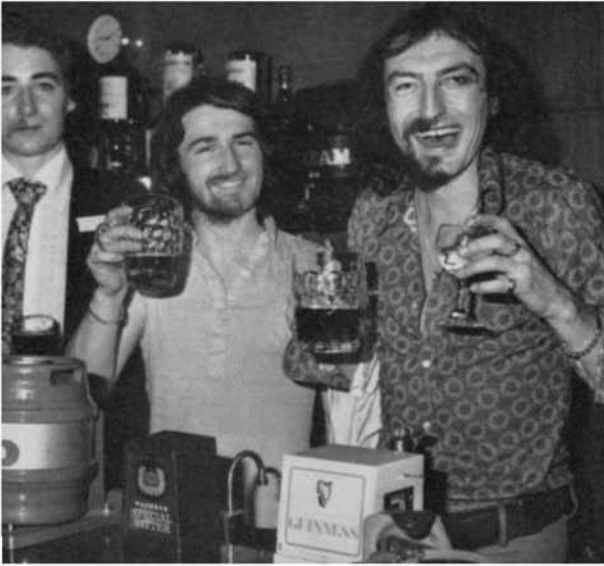
The former Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., represented the Institution at the funeral on 5th June of the Duke of Windsor, who was President of the R.N.L.I. from 1919 to 1936.

Representatives from H.M.S. *Eagle* handing over £650 in cash to Commander E. F. Pritchard, R.N., Deputy Appeals Secretary of the R.N.L.I., to provide two sets of R/T equipment for ILBs. The money was the result of fund-raising efforts by the crew of H.M.S. *Eagle*.

by courtesy of Ministry of Defence



THE CENTRAL APPEALS COMMITTEE



Mr. David Miles (left), manager of the 'Duke of York', Dering Street, London, led a sponsored shave in aid of the R.N.L.I. He and his two barmen, Mr. Alan Hart and Mr. Sam Weaver, grew moustaches and beards for one month and then had half of them shaved off in public by a professional barber using a cut-throat razor. They all remained in this condition for one week and raised £100. This was split between the R.N.L.I. and Cancer Research.

THE national sponsored walk, 1971, raised £33,538 new money for the R.N.L.I. Among the completed walks this year was one by the Crayford branch held in the grounds of Bexleyheath School, where the sum of £590 was raised by children, including many coloured.

The national sponsored swim, run in con-

junction with the Amateur Swimming Association and the Welsh Amateur Swimming Association, was extended to 30th June.

More and more clubs are running swims, the Tiverton amateur swimming club having raised, mostly through children, a record figure of £1,700 for the R.N.L.I.

As part of the national swim, under the auspices of the English Schools' Swimming Association, an appeal has been made to education authorities for schools to run sponsored swims during the summer and autumn terms.

Arrangements are in hand for a midnight matinee to be held in the Spring of next year at the Victoria Palace, London. Lady Aitken is chairing the committee, and the event is being run by the Central London Women's Committee under the auspices of the C.A.C.

Arrangements are well under way for the London sponsored sail—this is being held in conjunction with the Welsh Harp Sailing Association—scheduled for 28th August, 1972.

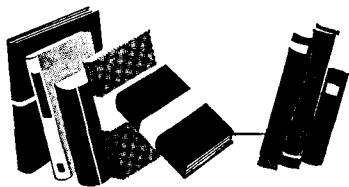
The Tesco Supermarket Green Shield scheme starts in the northern region on 21st September, 1972, and continues until the end of the year.

Mr. A. du P. Denning, D.S.O., M.C., Maybush Cottage, Hall Park, Berkhamstead, Herts. (Tel.: Berkhamstead 044-27 4710), has joined the C.A.C. as representative for the Eastern District.

Early this year the Failsworth branch of the R.N.L.I. held a sponsored knit which raised £122. People were asked to knit nine-inch squares to make into blankets. Altogether 500 squares were knitted and made up into five blankets and four shoulder shawls. These were presented to senior citizens of Failsworth.

by courtesy of the 'Oldham Chronicle'





BOOK CORNER

● *Shipwreck* by Vera Cumberlege (Andre Deutsch, 95p) is a very well illustrated children's book. Young Jim knew he would never forget the day his father and the rest of the life-boat crew rowed out to a wreck for the last time before the powered boat arrived. It had nearly cost his father's life, and he suddenly understood why the powered boat was so urgently needed. As a small girl the author, Vera Cumberlege, watched this shipwreck and it left a lasting impression. The publisher, in sending a copy of the book for review, said: 'The illustrator of this book, Maurice Yardley, we know received considerable help from the R.N.L.I. for his drawings, for which we are all most grateful'.

● The first issue of *Greenwich Times: The East Coast Digest* reached us in April and we hasten to say that this interesting new quarterly may be ordered from *Greenwich Times* Subscription Department, 7 Nelson Road, Greenwich, London, S.E.10, for an annual subscription of £2, post paid, for four issues. Issue No. 1 contains some fascinating material including articles on Wapping-on-Thames, collecting ships in bottles, a brief history of Lowestoft's maritime museum, wildlife on the Thames marshes, tales of old Greenwich and so on.—C.R.E.

'DAD'S ARMY' AFLOAT

Two personalities from the television programme 'Dad's Army', who are always getting into hot water in the famous B.B.C. serial, sailed into cold water at the Little Venice Boat Afloat Show on 24th May-3rd June on behalf of the R.N.L.I. They were Arthur Lowe (Captain Manwaring) and Clive Dunn (L/Cpl. Jones). Between them, but under the command of Mr. J. R. Necdham, organiser for the Upper Thames Branch of the Y.L.A., who was helmsman of the ILB used for the show, they not only rescued from the river a willing girl but three boys from a capsized sailing dinghy.

Mr. Lowe is a vice president of the Upper Thames branch.



by courtesy of Mark 7 Studio

In March the crew of the Salcombe life-boat, *The Baltic Exchange*, visited London as guests of the Baltic Exchange who presented the boat in 1962. They were accompanied by their coxswain, Mr. Hubert Distin, and honorary secretary, Mr. W. P. Budgett. A special relief crew made up of three Geordies, a Welshman and a Cornishman manned the Salcombe life-boat while the regulars went to London.

MRS. R. H. ROBINSON

In connection with the report on page 277 of the April Journal recording Mrs. R. H. Robinson's retirement as the District Organising Secretary for the R.N.L.I. in the south east, it has been pointed out that she served, in fact, for 18 years and that the retirement collection amounted to £360.

SHIPWRECK Vera Cumberlege Illustrated by Maurice Yardley

As a child the author watched the Bembridge lifeboat rowed to a wreck for the last time before a powered boat arrived. The dramatic events of that day remained in her memory and inspired this story.

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PYROTECHNICS

● As a reader of *THE LIFE-BOAT* I have found many of the articles printed therein of great interest, particularly so the article in the January issue, 'Safety at Sea with Pyrotechnics', by Pat Winter Thomas.

I am possibly more safety conscious than most amateur sailors by virtue of the fact that most of my dinghy sailing is confined to midweek due to my type of employment. Sailing solo as I do I am much more vulnerable as there are so few

● Pressure on space once again excludes the equipment feature. Also excluded is the usual 'Some Ways of Raising Money', the annual list of certificates of service for 1971, and further readers' letters.

other craft afloat.

I decided therefore to purchase a Schermuly dinghy pack and a Miniflare pack, the latter being most suitable for my needs as a lone sailor. My experience when applying to my local police station for a certificate to obtain same may be of interest to you. I was politely informed that it would be extremely doubtful if I would be granted a certificate as my sailing was confined to inshore, and that if I was refused I would be unable to apply again at a later date. I would probably get one if I had a larger craft sailing off shore, but they were concerned that flares would be carried back and forth to the craft with the possibility of children getting hold of them. As I am 54 years of age it is most unlikely that I would take the risk of them falling into the hands of children.

This type of thinking is, of course, typically British in outlook: time and money are spent

in perfecting appliances, writing and printing articles and advertising to no purpose. Many of our best inventions go overseas as a result of such thinking. A. S. BOOTH, *Longmead Drive, Sidcup, Kent, DA14 4NU.*

NAUTICAL INSTITUTE

● With the support of a large number of members of the nautical profession, an Institute has at last been formed which will be able to represent authoritatively the professional interests of qualified mariners.

Although much work still remains to be done, the Nautical Institute was formed on 1st January, 1972, with a foundation membership of over 1,500. The headquarters will be in London and there will be branches in Liverpool, Plymouth and on the North East Coast.

A special Constitution and By-laws have been drafted by a committee under the chairmanship of Captain Sir George Barnard, Deputy Master of Trinity House. This committee will act as a nominated council until it is possible to hold a general meeting of members, at which the first officers and council will be elected.

The council particularly wish to co-opt additional seagoing members among their number.

Principal object of the Nautical Institute will be to bring together in a single body all qualified members of the nautical vocation who have common professional interests but who up to now have had no common ground on which to meet.

Hitherto, shipmasters and navigating officers in the Merchant Navy, pilots, nautical college lecturers, marine superintendents, nautical surveyors, harbour masters, Naval officers and other qualified mariners have had no opportunity to maintain contact with one another

(continued on page 347)

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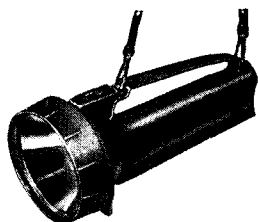
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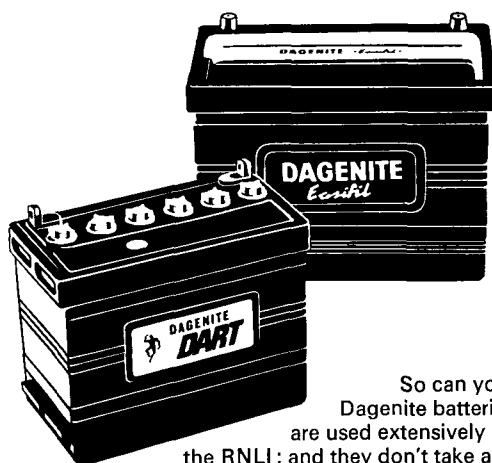
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LIFE-BOAT CHRISTMAS CARDS, CALENDARS AND GIFTS

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

- A—A card bearing an illustration reproduced from a painting by W. L. Wyllie, R.A., entitled 'The Southsea Life-boat'. The original painting hangs in the head office of the R.N.L.I. (Card size $5\frac{1}{4}$ in. by $7\frac{3}{4}$ in.) *price 6p*
- B—A special cartoon donated to the R.N.L.I. by Giles. (Size 7 in. by $5\frac{1}{2}$ in.) *price 6p*
- C—A life-boat scene by Phillippa Mary Dudgeon, winner of the 1971 *Look and Learn* competition. (Size $4\frac{1}{2}$ in. by $6\frac{1}{2}$ in.) *price 5p*
- D—A religious/traditional theme, based on the Three Kings. (Size $6\frac{1}{4}$ in. by $4\frac{1}{2}$ in.) *price 4p*
- E—A plain card bearing the R.N.L.I. crest. (Size $5\frac{3}{4}$ in. by 4 in.) *price 3p*
- F—Carol singers. (Size $5\frac{1}{8}$ in. by $3\frac{3}{8}$ in.) *price 2½p*

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

Cards A, B, C, D and E, can be overprinted with a name and address, and the extra charge for this service on one design of card is as follows:

	£	p
10 up to 50 cards	1	40
51 up to 100 cards	1	60
101 up to 200 cards	2	30
201 up to 250 cards	2	70
251 and over, for every additional 100 or part of 100	85

If overprinting is required on two designs these are treated as separate orders and charged accordingly. There is, however, no overprinting service on design F. There is a postage and packing charge of 20p per order on all cards.

The life-boat pictorial 'Coastal' calendar, complete with special envelope, will cost 37p, post free. As in the past the months will be spread over both sides of six pages and the emphasis this year is on attractive coastal scenery. Holiday tidal information will again be included.

The small pocket calendar bears an illustration of one of the R.N.L.I.'s new 28-knot 'Atlantic 21' inshore life-boats at speed. The cost of the calendar is 2p.

The range of quality gifts is being extended to three items. For men there is an attractive set of hand-made cuff links with the R.N.L.I. motif in gilt and enamel and mounted in a presentation box, selling at £1.75 per pair, postage and packing 5p.

For the ladies, there is an R.N.L.I. cookery book compiled from recipes which have been contributed by members of our branches and guilds, selling at 45p, postage and packing 5p. There is also an attractive matching mini apron, oven gloves and tea towel set, selling at £1.30, postage and packing 10p.



← A



D →



← B



← F

E ↓



← C





by courtesy of the Post Office

Interior of the main operating room at the Post Office coast radio station, North Foreland.

LIFE-BOAT COMMUNICATIONS

by Lieut.-Commander L. A. Forbes, R.N.

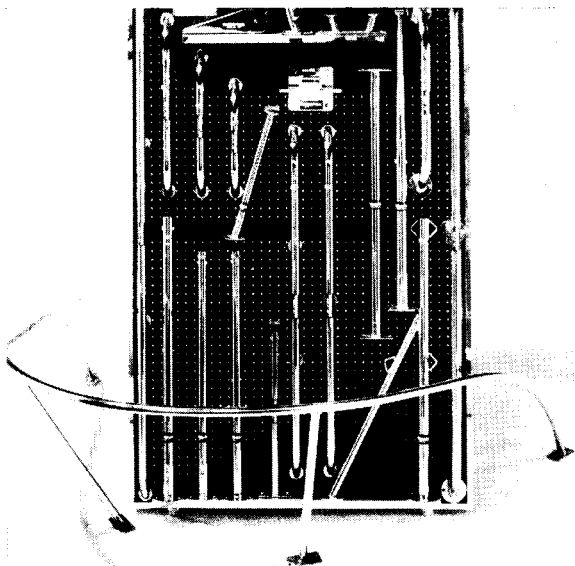
FOR maximum effectiveness and safety in the course of their work life-boats, both conventional and inshore, must have contact with other units involved. They must, therefore, be able to talk to shore stations, aircraft and other craft at sea. During the 1960s the policy evolved of fitting life-boats with two, sometimes three, separate radio transmitters/receivers to enable them to do this, i.e. medium frequency (MF), very high frequency (VHF) and ultra high frequency (UHF). MF has long been the backbone of marine radio communications. It is fitted in all conventional life-boats and until recently was the normal channel for talking to other ships or the shore. UHF was also fitted into nearly all life-boats for talking to service aircraft, generally helicopters; VHF, used for short range communication, was only fitted in selected life-boats where there was a shore station, usually Coastguard, with which the life-boat could communicate.

The last five years have seen a marked increase in the importance of radio communications in many walks of life. For example, the walkie talkie radio is now a common feature in

operations ranging from police work to ship-building. At the same time there have been considerable changes at sea, not least in search and rescue communications.

1970 could be taken as the climax for the change in marine communications. By then VHF, the use of which had been spreading steadily during the 1960s, had become the standard medium for communications between two ships or between ships and shore stations within line of sight distance of each other. A glance at the descriptions of new boats in the *Fishing News* shows that all but the smallest boats, be they Scottish, Irish or English, are fitted with VHF as well as MF. All Coastguard stations, too, are now equipped with VHF. Largely because of the spread of VHF visual signalling has fallen into disuse, semaphore has died out and the standard of morse has fallen considerably.

The R.N.L.I.'s communications policy has been modified to take account of these changes and all new life-boats are fitted with VHF. Boats already in service are being equipped with sets as quickly as the supply and technical organisa-



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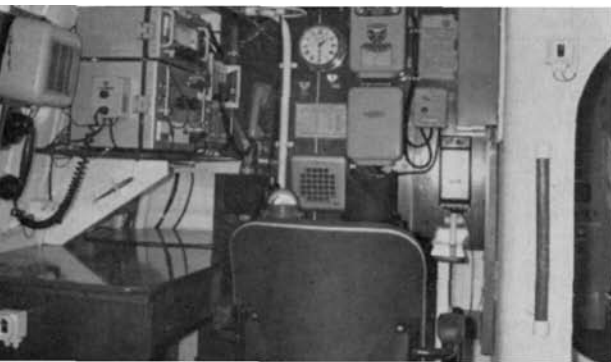
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tion can cope, usually when they come in for survey.

The increasing number of incidents involving helicopters raised a communications problem for there was no direct link between aircraft and coastguard. As a result life-boats sometimes became involved as a clearing house for radio messages between aircraft and shore, receiving messages on UHF and re-transmitting them on VHF or MF.

The obvious disadvantages of this situation led to the installation of sets operating on the VHF marine mobile band in Royal Air Force helicopters. The sets are of the portable type and are connected by plugs and sockets to the aircraft aerial and microphone/headphone systems.

The introduction of marine type VHF in helicopters led to a review by the Institution of the whole question of communications between life-boats and aircraft. An MF frequency was already designated for SAR Scene of Action communications. This was 3023.5 KHz and was within the scope of the ordinary Coastal Curlew or Woodson Clipper set used in life-boats. Trials at Padstow and Troon confirmed that life-boats could talk to both RAF Nimrod fixed wing aircraft, and Royal Naval Sea King helicopters using this frequency.

The availability of these VHF and MF channels for working with aircraft pointed the way to simplification and economy as well as an increase in efficiency. Once a life-boat was equipped with VHF and had a crystal for 3023.5 KHz fitted in her MF transmitter, the less reliable and expensive UHF could be dispensed with. A programme is now under way to do this and the UHF sets are being withdrawn as MF radios are crystallised on the new frequency and VHF is fitted in those life-boats which do not already have it.

As any life-boat radio operator knows, the medium frequency band is becoming increasingly congested, particularly on the calling and distress frequency. Various changes are taking place to overcome this, the most significant being the introduction, by international agreement, of the single side band (SSB) type of emission as from 1st January, 1973. This will have the advantage of giving to MF communication the clarity and freedom from interference normally associated with VHF. It also enables about twice as many channels to be fitted into a particular band of frequencies as is possible with the current form of emission, known as double side band (DSB). Without going into the technicalities it is sufficient to say that it is not possible to 'read' a SSB signal with a DSB receiver. Fortunately there is a half-way stage between DSB and SSB known as 'DSB compatible' and all SSB sets are able to transmit by this means. In addition the congestion on the calling and distress frequency is causing much more use to be made of working frequencies for everything except actual distress calls or the briefest exchange of messages as a preliminary to shifting to working frequencies; even in distress working lengthy discussions not involving third parties should take place using working frequencies. All new life-boats' MF radios are fitted with crystals. Two of these are for ship-to-shore use on both receiver and transmitter, one pair for working with the Coastguard and the other for use with the appropriate Post Office coast radio station.

Because of the very widespread use of MF and the number of DSB sets at sea, the International Telecommunications Union has specified a 10-year change-over period before all MF transmissions have to be SSB. During this period all transmissions on the calling and distress frequency have to be of the DSB compatible type. This is particularly fortunate for the Institution since SSB radios at present on the market cost between two and three times as much as DSB and they are more complicated to operate.

At the present time most life-boats are equipped with the Coastal 'Curlew' MF set. This has been a very faithful servant and not



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by courtesy of Ken Adams

The Coastguard look-out at Clacton-on-Sea is perched on top of a Martello Tower.

the least of its merits is that it is simple to operate, but the sets are now 10 years old, their radiated power is too low for modern conditions, and they are due for replacement. Since the life of a new set will have expired by the time SSB becomes compulsory it has been decided to replace a number of the 'Curlews' with the 'Clipper 50' set made by Messrs. Woodson, of Aberdeen, which is twice as powerful and more versatile than the 'Curlew'. A major operation is now in progress to install 45 of the new sets and displace a corresponding number of Coastal 'Curlews' in life-boats round the coast.

The set first adopted as standard for inshore life-boats, and indeed the only one on the market coming near the requirement for robustness and water-proofing needed in these boats, was the Pye Commander. As with VHF in large life-boats a policy of selective fitting was adopted. Unfortunately sets were not always available, as they were manufactured only when a sizeable military order was in hand. This made it extremely difficult to keep up with the needs of the coast.

No one who has been out in an inshore life-boat could fail to realise the importance of radio communications or the feeling of security and confidence engendered both ashore and afloat by a radio channel that is really reliable in difficult conditions. Much thought has therefore been given to the problem of finding improved inshore life-boat radio: the latest development in this field—the Derritron 'Portable Seaphone'—has now been tried, accepted and will shortly come into service and from now on all inshore life-boats will be fitted with radios.

Much care is taken to select the best possible radio equipment for installation in life-boats and a considerable organisation exists to inspect it, to ensure continued serviceability and to repair it when it goes wrong. In skilled hands it can be of enormous advantage in helping the life-saving effort, but clearly it is as important that the operators should be well trained as that their equipment should be of the best quality.

A life-boat should never be thought of as being on her own at sea. There are always two or three people, apart from the honorary secretary, who are keenly awaiting information. These will probably include a Post Office coast station as well as one or more Coastguards and perhaps the life-boats from flank stations, which may be at sea. In a major search operation the number of individual units may easily reach a score or more. When at sea on service therefore a life-boat should try and signal her position and intended movements (PIM) at least every hour so that those co-ordinating the operations, or awaiting news ashore, may know what is going on.

Finally, a radio transmission has a considerable effect on the 'image' of the Institution. A stranger ashore listening by chance on the distress frequency during a gale and hearing a coast station repeatedly calling a life-boat and getting no reply can conjure up images of disaster with no difficulty at all when all that has happened has been that the loudspeaker in the life-boat has been switched off. Correspondingly, crisp efficient radio communications are highly re-assuring to a casualty and leave those anonymous listeners with a true idea of what the life-boat service is.

'BLUE PETER' APPEAL

In the children's programme 'Blue Peter' on B.B.C. television on 8th June an appeal was made to help provide replacement rescue craft for the four 'Blue Peter' inshore life-boats which are stationed at Littlehampton, North Berwick, Beaumaris and St. Agnes.

These four boats, which have rescued many lives, were provided by 'Blue Peter' listeners sending to the Institution just on a quarter of a million paper-backed books which were sold to provide the money to pay for these boats.

Paper-backed books were also asked for in this new replacement appeal and the response to date has been very encouraging.

Profile . . .

● Seen at the annual meeting of the R.N.L.I. on 18th May, Mr. Derek Scott, of Mumbles, who holds the B.E.M., the Institution's silver medal and bar and the bronze medal, belongs to the new generation of life-boatmen. He was born in Mumbles, Swansea, in 1928.

He attended the local church school with his two younger sisters, until the age of 14 years, when he won a scholarship to the Swansea College of Art and trained as a commercial artist. At 18 he was conscripted into the 1st Battalion, Welsh Regiment.

Mr. Scott, whose father served as a lieutenant in the R.N.V.R. in the last war, said: 'My interest in the sea started as a young lad, helping the local boatmen along the foreshore. I also enjoyed fishing and sailing. I have always been a keen sailor and when I have the time I like to paint seascapes, mostly in oils.'

Leaving the army after the war, Mr. Scott joined the Mumbles life-boat crew in 1947 following the local life-boat disaster on 23rd April. He became coxswain when he was 26 and was one of the youngest such appointments in the R.N.L.I.

Asked about his most exhausting life-boat service, Mr. Scott declared that the service on 18th November, 1963, to the Dutch m.v. *Kilo*, which was on fire and carrying sodium drums, qualifies. The Mumbles life-boat was the third to be launched to the stricken vessel in extremely



Coxswain Derek Scott, B.E.M., of the Mumbles life-boat, receiving a bar to his silver medal from the Duke of Kent, President of the R.N.L.I. at the annual meeting in London on 18th May.

severe weather conditions, the waves at times being over 20 feet in height. When Coxswain Scott first sighted the *Kilo* in the light of flares dropped by a Shackleton, she was 'a mass of flames and there was fire over the sea ahead and down wind of her'. As he prepared to go alongside the *Kilo* spitting flames drove the life-boatmen back into the cockpit. However, the Mumbles life-boat, when the *Kilo* grounded, was able to approach her from the stern when her master believed she was in danger of blowing up. All the crew were taken off. Eventually, however, it was possible to return some of the crew to the *Kilo* and she berthed in Swansea Dock. An account of the service, which earned Coxswain Scott the Institution's silver medal, said: 'Some idea of the weather conditions may be gained from the fact that the coxswain had to use



by courtesy of the 'Eastern Daily Press'

At Wells, Norfolk, a road has been named after Coxswain Theodore Neilsen who was a famous war time coxswain. In 1942, for example, he searched a sinking Lancaster bomber for trapped airmen and received the thanks of the R.N.L.I. inscribed on vellum. Mrs. Neilsen, his widow, is shown (left) at the unveiling watched by Mrs. M. Kitson, chairman of Wells U.D.C.

the drogue while entering the lock'.

Mr. Scott's more recent award—a bar to his silver medal—was for rescuing a boy clinging to an upturned canoe. He made the rescue, not from the Mumbles life-boat *William Gammon* (*Manchester and District XXX*) but single-handed from a small dinghy in dangerous sea conditions.

Mrs. Scott supports the local ladies' life-boat guild whenever needed. Their daughter Nicola, who is 17, is interested in the sea. She first went sailing when still a baby in arms. Now she owns a 'Mirror' class sailing dinghy and is a keen competitor in her class at the local yacht club.

No. 1 Life-boat Area

FOUR BOATS AND CREWS SAVED

IN deteriorating weather conditions on 8th November, 1971, the 70-foot steel life-boat *Grace Paterson Ritchie*, stationed at Kirkwall, Orkney, went to the aid of the Danish fishing vessel *Clupea* which had broken adrift and was aground to the east of Kirkwall pier. Other Danish fishing vessels also broke away and in the end the life-boat also saved the *Rosslau*, the *Anne Stranne*, the *Kami* and a total of 20 fishermen.

The crew of the life-boat assembled by 7.50 a.m. The wind was north, force 10, gusting 12. A very rough sea with a heavy swell was running, and conditions in the harbour near the casualty were exceptionally bad. The pier was awash and, in addition, other Danish fishing boats were pitching alongside in a dangerous manner.

Kirkwall Coastguard and C.R.C. were on the scene and, shortly after the arrival of the life-boat, a second fishing boat, the *Kami*, broke adrift. Coastguards using the whips of their breeches buoy equipment succeeded in hauling headropes from the stranded vessels to the pier. In this way they prevented the vessels from being driven further ashore.

Coxswain R. H. Dennison at first considered that the coastguard would be able to effect the rescue of the stranded crews and kept his crew on stand-by at the pier. However, with the worsening conditions, the life-boat left harbour at 9 a.m. with the initial intention of towing the remaining two moored vessels clear of the pier to a safe position, thus ensuring a clear run for the rescue equipment to the two stranded boats.

In order to overcome language difficulties a Danish seaman was taken aboard the life-boat to act as interpreter. At 9.30 a.m. the life-boat

Nicola believes that 'certain aspects of sea rescue could be handled by women—for example, crewing of ILBs'.

Saving life is, of course, Coxswain Scott's main concern. But he has also been saved. For he states: 'I can be seen on a B.B.C. (TV) test card about twice a week, being rescued by an ILB, at the Isle of Man while taking part in the Round Britain Power Boat Race, 1967. I raced in a boat called *Miss Bovril* and nearly came to disaster in the Calf of Man Sound when the craft developed engine trouble. I shall remain extremely grateful to the local ILB for the assistance rendered.'—C.R.F.

anchored to windward of the *Rosslau* and floated a messenger rope down. This was retrieved by the crew of the *St. Magnus* who passed it to the *Rosslau*. The life-boat's tow rope was then secured to the *Rosslau*. At this point the casualty cast off from the pier, was towed clear, and hove-to ready to be of assistance to the life-boat.

Staff Coxswain Dennison then recovered his hawser and other gear and reanchored the life-boat in order to carry out a similar operation with the *Anne Stranne*. The quay was now clearer, and having ensured that all those remaining on the pier had taken cover, the life-boat crew fired a rocket line. This line was picked up by the coastguard who in turn passed it to the *Anne Stranne*.

During the operation of towing the *Rosslau* clear the moorings of the second vessel parted and she found difficulty in holding her position. The life-boat's messenger rope and then the tow rope were taken aboard. At 10.50 a.m. the *Anne Stranne* was towed clear of the pier.

By this time practically all Coastguard equipment was in use holding the stranded vessels from driving further ashore. The life-boat coxswain decided that the safest method of effecting the rescue of the crews was to tow the boats clear. With the life-boat anchored once again, Staff Coxswain Dennison veered cable until the end of his tow rope could be secured to the end of the line holding the *Clupea* to the quay. At 11.42 a.m. the Coastguard reported that the connection had been made and the life-boat started to tow her clear. However, the casualty had no power at all and her steering was damaged. Once clear the *Rosslau*, which had earlier been pulled to safety, took over the tow to enable the life-boat to assist the *Kami*.

Staff Coxswain Dennison once again anchored the life-boat and, firing another rocket to the pier, passed his messenger rope and tow line to the *Kami*. By 12.53 p.m. the *Kami* was in a position to proceed under her own power.

The four fishing boats were then advised to

take shelter at Shapinsay and this they readily agreed to. Once the towing gear had been recovered and stowed the *Grace Paterson Ritchie*, which is a Clyde class life-boat, returned to Kirkwall, securing alongside at 1.40 p.m.

Although it may be considered that the crews of the four fishing boats could possibly have been taken off from the shore, it would only have been achieved with the utmost difficulty and at a risk of injury and possible loss of life.

The following official observations were made about the service: 'The action taken by Staff Coxswain Dennison and his crew is to be commended. The highest praise for his seamanship and skill has been voiced by the skippers of the vessels concerned, the Danish authorities, H.M. Coastguard and all who witnessed the incidents. Not only did he ensure the safety of 20 lives without loss or injury, but almost certainly prevented the two stranded vessels from becoming total losses and the other two vessels sustaining considerable structural damage.

'This view was shared by the underwriters of the vessels. In their opinion, the life-boat prevented in excess of £100,000 worth of damage and they made a voluntary payment to the funds of the Institution and a further payment to the crew of the life-boat. No salvage claim was made.'

For this service Staff Coxswain Dennison has been awarded the Institution's bronze medal, and the remainder of the crew medal service certificates.

No. 6 Life-boat Area

YACHT TOWED TO SAFETY

AT 4.45 p.m. on 20th November, 1971, information was received that the yacht *Solstice* was firing red flares in a position four miles west of Les Hanois light, Guernsey, C.I. Fifteen minutes later the St. Peter Port life-boat, *The Princess Royal (Civil Service No. 7)*, a 46-foot Watson type, on temporary duty at the station, was launched.

The wind was south south west, force 7, with a very rough sea and heavy swell. After a passage of 16 miles to the south of Guernsey, the casualty was found at 7.37 p.m. five miles north west of Les Hanois light. The *Solstice* was hove-to under deeply reefed mainsail and storm jib, rolling and pitching heavily, with her engine broken down. A French trawler, the *Mimi et Charlotte*, was standing by but found it impossible to pass a tow line.

The yacht crew, being caught on a lee shore

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with the forecast shift of wind to the north west, were prompted to fire flares. By then the wind was west south west, force 9, gusting 10, with a very rough sea and a very heavy swell. The weather was overcast and squally with poor visibility.

Coxswain John H. Petit, aboard the life-boat, wasted no time in passing a tow line to the yacht and set course for St. Peter Port via the north passage in an endeavour to find a lee. The life-boat, with the *Solstice* in tow, reached her station at 10.50 p.m.

For this arduous service Coxswain Petit has received the thanks of the Institution inscribed on vellum, and framed letters of appreciation have been sent to Acting 2nd Coxswain John W. Le Page, Motor Mechanic Eric C. Pattimore, Assistant Mechanic Robert L. Cowles, Acting Bowman A. W. Ogier, and Crew Reuben Martel, Lloyd de Moulpiéd and John H. Robilliard.

No. 6 Life-boat Area

DOCTOR'S BOLD JUMP

MR. D. J. REEVES, the staff coxswain of the Clovelly, North Devon, life-boat *Charles H. Barrett* (Civil Service No. 35), a 70-foot steel boat, was told by Hartland Coastguard on 7th November, 1971, that a man was seriously injured aboard the German m.v. *Embdena*. At 6 o'clock Dr. D. Mackenzie was contacted, and within half an hour was with the life-boat when she sailed to meet the *Embdena*.

The wind was west south west, force 8, with a rough sea and a heavy westerly swell. There were heavy rain showers and visibility was poor. After a passage lasting three and a half hours against a rough sea and a flood tide the casualty was found at 10 p.m. 25 miles west of Hartland Point. Fifteen minutes later the German lay hove to, rolling and pitching heavily.

Despite the fact that both vessels were pitching and rolling, the life-boat approached the *Embdena's* starboard side, and with the assistance of a headrope and engines Coxswain Reeves brought her alongside the casualty, allowing Dr. Mackenzie to jump aboard.

The transfer of the doctor was not without its dangers. He managed, however, to jump from the life-boat rail clear of the ship's bulwark, to land on all fours on her deck, while the life-boat ranged 15 feet alongside.

It was then found that the injured man had died. Due to the heavy sea conditions the doctor did not re-embark in the life-boat until both vessels were in the lee of Lundy Island some 20 miles to the north east. Finally, at 1.30 a.m.

on 8th November, Dr. Mackenzie returned to the life-boat. Clovelly was reached at 8 o'clock.

Dr. Mackenzie has been accorded the thanks of the Institution inscribed on vellum for this service.

No. 8 Life-boat Area

TUG SAVED

RHYL, Flintshire, life-boat was told on 28th June, 1971, that a vessel was in difficulties off Llandulas and in danger of being washed ashore. The life-boat *Har Lil* was launched at 12.35 p.m. in a strong west north westerly wind and a rough sea.

She made for Llandulas and found the fishing vessel *Dunaine* attempting to take the tug *Carmel Head* of Holyhead, which had only one man on board, in tow as her engine had broken down. The life-boat passed a line to the *Carmel Head* and assisted with the tow towards Rhyl. While they were approaching Rhyl harbour the fishing vessel's engine failed and she dropped the tow. The life-boat coxswain, after putting two men aboard the *Dunaine*, decided that there was insufficient water for them to enter Rhyl and set a course for Mostyn.

The *Dunaine*, whose engine had been restarted, came up with the life-boat and assisted with the tow but her engine failed again so she dropped the tow and followed the life-boat and tug to Mostyn. When both vessels were safely berthed the life-boat returned to her station, arriving at 7 o'clock. One of the tug's crew, who had jumped overboard to secure a line to a buoy to hold the tug pending the arrival of the life-boat, later swam ashore and landed safely.

No. 1 Life-boat Area

NIGHT SEARCH

THE life-boat at Buckie, Banffshire, was launched on 8th August, 1971, because the 20-foot motor ketch *Lillian*, which had left Findochty at 3 p.m. for Hopeman, had not arrived at her destination. There was only one man on board and his relatives were anxious for his safety. The *Lillian* had neither navigation lights nor torch. She had last been reported about two miles offshore to the west of Portgordon.

The life-boat *Laura Moncur* slipped her moorings at 11.5 p.m. She went along the coast-line towards Lossiemouth and fired two parachute flares but sighted nothing. She then steamed in an easterly direction about four to

five miles offshore to a position off Scar Nose Head. Fishing boats in the area reported that they had seen no sign of the boat. The life-boat turned and continued towards Spey Bay and Lossiemouth.

The Coastguard were searching along the shore and told the life-boat that a helicopter would join the search at day break. A boat was reported to have been seen a mile off Scar Nose Head, but this turned out to be a lobster boat. Then a vessel was reported in the vicinity of West Mucks. The *Laura Moncur* investigated and found the *Lillian* midway between the West Mucks and Mid Mucks reef. She closed the vessel, retrieved the anchor and passed a tow line. Then she towed the *Lillian*, whose engines had broken down, to Buckie harbour, returning to her station at 6.45 a.m., 9th August.

LETTERS (from page 334)

and have been unable to keep abreast of modern developments and ideas concerning their particular interests and responsibilities.

As well as providing a means of communication within the nautical profession, the Nautical Institute will in due course be able to offer an authoritative opinion in nautical affairs which should help the promotion of a national maritime policy. Up to now, members of the nautical profession have had no medium through which their views might be made known.

The shipping industry has never been static and today it is perhaps changing more rapidly than ever before. Small numbers of container ships and other highly specialised vessels are able to do the work of a large number of general cargo ships and tankers and bulk carriers of immense size are now in service.

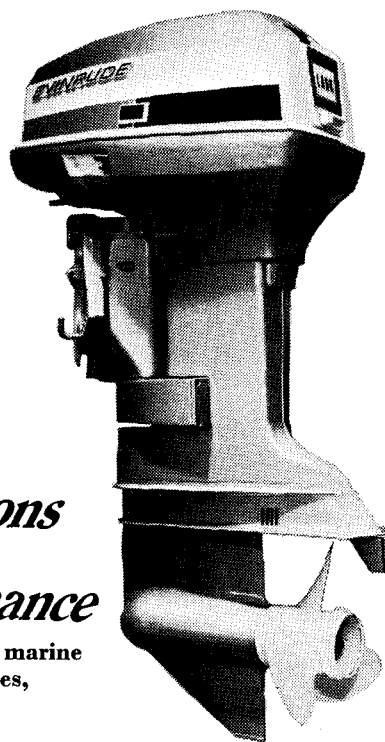
Not only have ships become more complex in their equipment and operation, but the men who man them are also changing, so that their education and training have to keep pace with rapidly advancing technology.

Captain C. W. Malins, honorary secretary of the Nautical Institute, Hanway House, Clark's Place, London, EC2N 4BH (Tel.: 01-283 3678), will be pleased to discuss any questions.—*C. H. Milsom, Manor Drive, Upton, Wirral, Cheshire.*

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Life-boat launches on Service during the months December, 1971, January and February, 1972

Aldeburgh, Suffolk	February 17th.
Angle, Pembrokeshire	January 18th.
Arbroath, Angus	December 18th, February 6th and 15th.
Arklow, Co. Wicklow	December 23rd and February 28th.
Arranmore, Co. Donegal	January 18th.
Baltimore, Co. Cork	January 11th.
Barrow, Lancashire	December 5th and February 16th.
Barry Dock, Glamorganshire	December 29th and January 24th.
Beaumaris, Anglesey	February 17th.
Bembridge, Isle of Wight	February 2nd.
Berwick-upon-Tweed, Northumberland	February 18th and 20th.
Blackpool, Lancashire	January 23rd.
Bridlington, Yorkshire	December 10th, January 11th, 24th 26th and February 15th.
Buckie, Banffshire	December 9th and January 25th.
Calshot, Hampshire	December 6th, 19th, January 6th and February 23rd.
Campbeltown, Argyll	December 4th.
Clacton-on-Sea, Essex	January 17th.
Clovelly, North Devon	December 26th, January 4th, 12th and 29th.
Donaghadee, Co. Down	January 11th.
Dover, Kent	January 21st, 26th, February 5th and 24th.
Dungeness, Kent	January 23rd.
Dun Laoghaire, Co. Dublin	January 22nd.
Eastbourne, Sussex	December 14th.
Exmouth, South Devon	February 2nd.
Falmouth, Cornwall	January 2nd and 24th.
Filey, Yorkshire	February 15th.
Fishguard, Pembrokeshire	December 1st.
Fleetwood, Lancashire	January 8th.
Galway Bay, Co. Galway	December 7th, 26th, 27th, January 2nd, 9th, 10th, 22nd, 26th, February 1st (twice), 7th, 8th, 14th, 22nd and 24th.
Gt. Yarmouth and Gorleston, Norfolk	January 27th, 30th and February 17th.
Harwich, Essex	December 11th and February 17th.
Hastings, Sussex	January 5th.
Holyhead, Anglesey	December 6th and 29th.
Humber, Yorkshire	January 10th, 11th, 12th, 24th and 29th.
Ilfracombe, Devon	December 16th.
Islay, Inner Hebrides	February 4th.
Kirkcudbright, Kirkcudbrightshire	February 15th and 29th.
Lerwick, Shetland	February 20th.
The Lizard-Cadgwith, Cornwall	January 11th.
Longhope, Orkney	December 3rd, January 22nd, February 10th and 24th.
Lowestoft, Suffolk	December 11th.
Lytham-St. Anne's, Lancashire	December 17th.
Margate, Kent	December 7th and February 7th.
Moelfre, Anglesey	January 20th and February 27th.
The Mumbles, Glamorganshire	December 18th, January 21st and February 1st.
New Brighton, Cheshire	January 31st and February 13th.
Newcastle, Co. Down	January 15th.
Newhaven, Sussex	December 11th.
New Quay, Cardiganshire	January 9th.
Padstow, Cornwall	January 11th.
Peel, Isle of Man	January 4th.
Penlee, Cornwall	December 9th, 15th, January 11th and February 14th.
Peterhead, Aberdeenshire	February 17th.
Plymouth, Devon	February 1st.
Poole, Dorset	December 4th, February 4th and 8th.
Port Erin, Isle of Man	January 4th.
Portpatrick, Wigtownshire	February 3rd.
Portrush, Co. Antrim	February 10th.
Port St. Mary, Isle of Man	February 17th.
Ramsey, Isle of Man	January 25th.
Ramsgate, Kent	January 9th, 19th and February 21st.
Redcar, Yorkshire	January 23rd.

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND ILBs

1st December 1971 to 29th February 1972: Launches 219, lives saved 104

THE ACTIVE FLEET

(as at 29/2/72)

138 station life-boats

36 inshore life-boats operating in the winter

LIVES RESCUED 95,024

from the Institution's foundation in 1824 to 29th February, 1972

St. Ives, Cornwall	December 19th, January 22nd and February 22nd.
St. Mary's, Scilly Isles	January 1st and 16th.
St. Peter Port, Guernsey	January 16th and February 17th.
Seaham, Durham	December 12th.
Selsey, Sussex	February 23rd and 25th.
Sheerness, Kent	December 29th and February 8th.
Skegness, Lincolnshire	February 17th.
Southend-on-Sea, Essex	December 14th, 27th and February 6th.
Stornoway, Outer Hebrides	December 12th, 21st and 26th.
Stromness, Orkney	January 9th and 29th.
Swanage, Dorset	February 2nd.
Tenby, Pembrokeshire	December 20th, 29th and January 1st.
Thurso, Caithness	December 27th and February 23rd.
Torbay, South Devon	February 16th.
Troon, Ayrshire	January 18th.
Valentia, Co. Kerry	January 31st, February 21st and 24th.
Walmer, Kent	December 16th and January 15th.
Walton and Frinton, Essex	December 18th.
Weymouth, Dorset	February 4th.
Whitby, Yorkshire	February 15th.
Wick, Caithness	December 7th.
Wicklow, Co. Wicklow	December 29th and January 12th.
Workington, Cumberland	January 11th, 22nd, February 1st, 27th and 28th.
Yarmouth, Isle of Wight	December 8th, 18th and February 27th.

52.01 on Evaluation Trials
70.002 at Kirkwall/Scapa

January 10th.
January 29th and February 29th.

ILB launches on Service during the months December, 1971 and January and February, 1972

Beaumaris, Anglesey	January 25th and February 17th.
Broughty Ferry, Angus	December 4th and January 12th.
Eastney, Hampshire	December 20th and January 12th.
Hastings, Sussex	February 8th.
Helensburgh, Dumbartonshire	December 10th, 11th and January 7th.
Largs, Ayrshire	January 23rd and February 16th.
Littlehampton, Sussex	January 16th, 31st and February 13th.
Llandudno, Caernarvonshire	January 23rd and 24th.
Lymington, Hampshire	December 18th, January 6th and 16th.
Lytham-St. Anne's, Lancashire	January 23rd and February 17th.
Mudford, Hampshire	December 4th, January 9th and February 6th.
Newquay, Cornwall	December 10th.
Pill, Somerset	December 9th.
Poole, Dorset	January 21st and February 19th.
Queensferry, West Lothian	February 17th.
Southend-on-Sea, Essex	January 2nd, 16th, 19th, February 4th and 14th (twice).
Southwold, Suffolk	February 6th and 12th.
Tynemouth, Northumberland	December 12th, January 7th, 9th, February 26th and 27th.
West Kirby, Cheshire	January 17th.
Weston-super-Mare, Somerset	January 21st.
Weston-super-Mare, Somerset (18.004)	January 21st and February 6th.

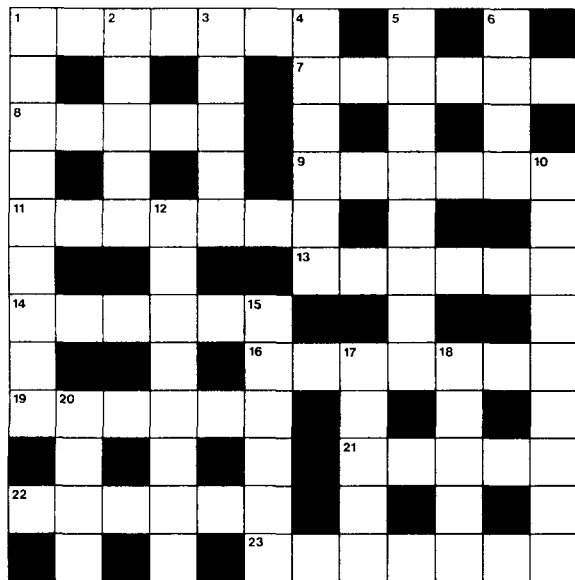
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LIFE-BOAT CROSSWORD—4

● The winners of the April crossword were: 1st prize (£1), Dr. J. J. Drever, Brunton Place, Edinburgh, 2nd prize (£1), Mr. R. W. McLaren, Grange Park, Woodland Avenue, Cramleigh, Surrey; 3rd prize (£1), Mr. P. E. Sporle, Fleming Avenue, Leigh-on-Sea, Essex. Solution to crossword was:

Across: 2—Spectacle; 7—Urge; 8—Inner; 10—Traffrail; 12—Oasis; 13—Aspect; 14—Regale; 15—Heron; 16—Gunsmith; 19—Stoic; 21—Trim; 22—Interfere.
Down: 1—Broadsheet; 2—Serf; 3—Elba; 4—Tailoress; 5—Con; 6—Err; 9—Epiglottis; 11—Racingear; 17—Nore; 18—Mute; 19—Ski; 20—Oft.



Across

- 1—Many religious after the establishment (7)
- 7—Like to be despatched for an agreement (6)
- 8—Jelly (5)
- 9—Ladies grouped to show their ambitions (6)
- 11—Girl's name (7)
- 13—Three-legged stand (6)
- 14—This man sounds serious (6)
- 16—Early make of car named like Carthaginian general (7)
- 19—Characterised by fermentation (6)
- 21—Wraith (5)
- 22—He-woman (6)

23—Improve grip on tyre (7)

Down

- 1—Store of port (9)
- 2—In sight (5)
- 3—Happen (5)
- 4—Sad is tea for he who is cruel (6)
- 5—Particular, but not fussy (8)
- 6—Pertaining to the rear (4)
- 10—True datas changed to hold no more (9)
- 12—Migrants from England must go (8)
- 15—Was the sewer called this? (6)
- 17—One gets silver in this bar (5)
- 18—Daily task (5)
- 20—Arab prince in the muck? (4)

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in sealed envelopes marked 'Life-boat Crossword' to reach that office no later than Monday, 14th August, 1972.

For the senders of the first three correct solutions opened, there will be a prize 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.

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Sea-Dog Life Saving Appliances (Scotland) Ltd.,
4 Constitution Place, Leith Docks, Edinburgh 6.
Mr. William McKenzie, 46 Redness Road, Nigg, Aberdeen.

**See page 336 for details of this year's
life-boat Christmas cards, calendars
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