

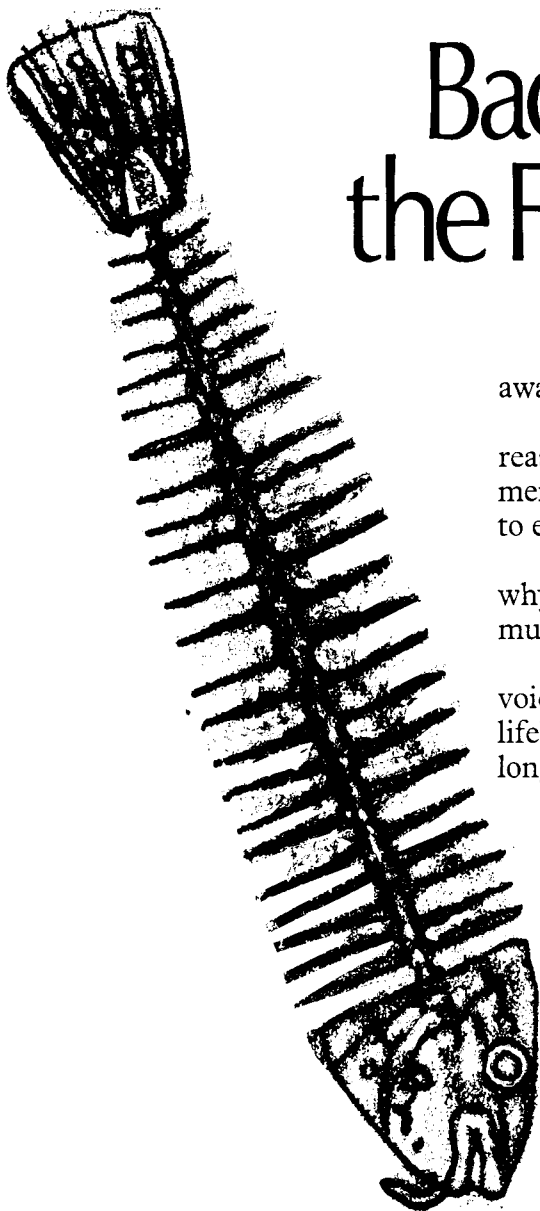


15p

THE LIFE-BOAT

OCTOBER 1972





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

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

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



THE LIFE-BOAT

(Est. 1852)

All editorial material submitted for consideration with a view to publication in the Journal should be addressed to The Editor, THE LIFE-BOAT, 42 Grosvenor Gardens, London, 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 January and news items should be sent by early November.

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

Secretary: Captain Nigel Dixon, R.N.

Editor: Patrick Howarth

Editorial Assistant: Christopher Elliott

Advertisement Manager: Miss M. E. Mievile, M.A.A.

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October, 1972

No. 441

CONTENTS

Notes of the Quarter by the Editor	354
Henley Naming Ceremony	356
Yachtsmen's Life-boat Supporters' Section	.. .. .	360
New Rother Class Life-boat	.. .. .	362
Life-boat Fund Raising from Coins and Stamps by Captain C. C. Lowry, R.N.	.. .. .	364
Focus on Mudford	.. .. .	368
R.N.L.I. Membership	.. .. .	372
Letters	.. .. .	373
Central Appeals Committee	.. .. .	376
Book Corner	.. .. .	377
Some Ways of Raising Money	.. .. .	378
Awards to Coxswains and Crews	.. .. .	381
Fishing Boat Saved from Rocky Grave	.. .. .	384
Skilful ILB Rescue Off Southwold	.. .. .	385
Life-boat Launches	.. .. .	388
ILB Launches	.. .. .	390
Index to Advertisers	.. .. .	392

NOTES OF THE QUARTER

by
the Editor



by courtesy of T. P. Roskrow

IT IS NOW possible to become a member of the Royal National Life-boat Institution. Up to now anyone interested could become a member of a branch or guild of the R.N.L.I., a governor of the Institution, an honorary vice-president, or a member of the Yachtsmen's Life-boat Supporters' Association simply by making the necessary contribution and, in the case of branch and guild members, undertaking to work actively for the life-boat service. But there was no form of national membership.

The explanation is to be found in history. In the 1880's it was discovered that two-thirds of the regular income of the R.N.L.I. was provided by only 100 people. It was then that a revolution occurred in the R.N.L.I.'s fund-raising methods. The eventual outcome was the system of local branches and guilds, which now number about 2,000 and are to be found all over Britain and Ireland. This system of branches and guilds with their strong local roots has provided the R.N.L.I. with the consistent support it has needed over the years and has also saved the organisation from that excessive centralisation from which so many major concerns have suffered. In 1971 the branches and guilds

proved their strength in a particularly spectacular manner by raising over £1 million for the first time.

The branches and guilds will continue to provide the backbone of the R.N.L.I.'s fund-raising organisation. Nevertheless it is known that there are many people who would like to help the R.N.L.I. and to feel they are members of it, but who are unable to engage actively in fund-raising, either through lack of time or lack of inclination.

It is for these people that national membership is being introduced now, at a time when the R.N.L.I. needs substantially more regular revenue. Details of the new national membership scheme are given on page 372 and an order form for the insignia of the new membership group, for which the name 'shore line' is being provisionally adopted, are to be found in an insertion.

ROYAL OCCASIONS

The picture on the cover shows the *Queen* coming ashore from the life-boat *The Royal British Legion Jubilee* and entering Leander Club shortly after she had named the new life-boat

COVER PICTURE

The Queen, accompanied by the Chairman of the R.N.L.I., Commander F. R. H. Swann, O.B.E., R.N.V.R. (right), and Mr. C. G. Rickett, president of the Leander Club, Henley, disembarking from The Royal British Legion Jubilee at Henley on 17th July, 1972, to sign the visitors' book after the naming ceremony. The appeal for a new life-boat was launched to mark the 50th anniversary of the foundation of the Royal British Legion. Each member of the Legion was invited to subscribe a sum of not less than 5p and British Legion clubs were asked to contribute the maximum of £1 for every £1,000 of gross turnover. Over £51,000 was collected in this way; the balance—about £19,000—was provided from the R.N.L.I.'s general fund.



by courtesy of 'Evening Argus', Brighton

West Hove County Primary Infants' School, Sussex, answered the 'Blue Peter' B.B.C. television appeal for paper-backed books to help provide replacement rescue craft for the existing four 'Blue Peter' ILBs in a big way. The school's 258 youngsters spread 1,476 of the books on the school floor for the benefit of the photographer.

at Henley-on-Thames on the 17th July. The occasion was in every way a spectacular success which very large numbers found both moving and inspiring. The weather was perfect and the scene colourful. After the Chairman of the R.N.L.I., Commander F. R. H. Swann, O.B.E., R.N.V.R., had opened the proceedings by stressing the historic importance of the occasion and calling attention to the help given to the life-boat service by members of the Royal Family ever since King George IV encouraged Lionel Lukin in his experiments, General Sir Charles Jones, G.C.B., C.B.E., M.C., President of the Royal British Legion, presented the life-boat to the Queen as Patron of the R.N.L.I. Before naming the life-boat the Queen said it was an imaginative decision to bring the life-boat up the Thames and that this was 'a recognition of the wonderful support which the Royal National Life-boat Institution receives from its inland branches as well as from the coastal towns and villages'. More pictures on page 356.

To all concerned, to the Royal British Legion, whose enterprise and generosity provided the new life-boat, to Leander Club and to Henley Royal Regatta, the Thames Conservancy, and particularly to the R.N.L.I., the whole occasion brought great satisfaction.

Another royal occasion with which the R.N.L.I. was connected occurred a few days later when the Duke of Edinburgh opened the new Neptune Room in the National Maritime

Museum at Greenwich. The new room is a superb example of exhibition design and presentation which anyone interested in ships or boats would be well advised to visit. There is an interesting life-boat section with models covering a considerable span of years. At two of London's leading museums, the National Maritime and the Science Museum, South Kensington, there are now worthy displays of the work of the R.N.L.I.

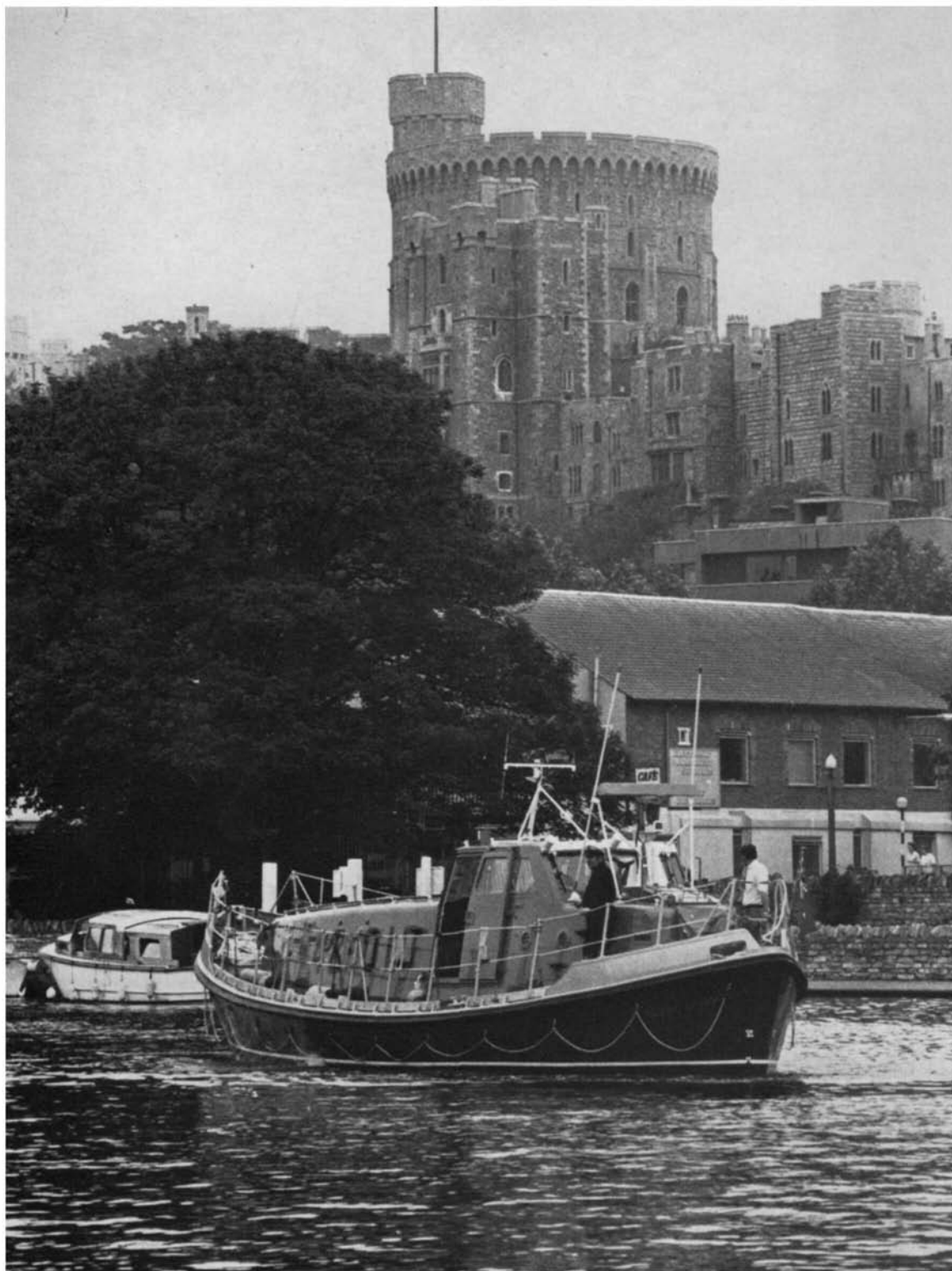
NEW CLASS OF LIFE-BOATS

The first of a new class of life-boat is now undergoing trials around Littlehampton, where she was built. This is a 37-foot 6-inch Rother class boat, which will later be stationed at Port Erin in the Isle of Man. She has been donated by Major Osman Gabriel, of Hove. The Rother life-boats differ from the 37-foot Oakley class in a number of respects. Their self-righting capacity derives entirely from the hull form, they have a wheelhouse, and they are fitted with radar. A technical description of the new class appears on page 362.

BLUE PETER BOATS

Many thousands of young viewers of the BBC television programme *Blue Peter* were delighted to learn just before the programme went off the air in the summer that, through

continued on page 372



The Royal British Legion Jubilee passing Windsor Castle.

by courtesy of 'Slough & Hounslow Evening Mail'



HENLEY NAMING

Above:

The Queen with (left) the Chairman of the R.N.L.I., Commander F. H. R. Swann, O.B.E., R.N.V.R., and the Chief Inspector of Life-boats, Lieut.-Commander W. L. G. Dutton, R.D., R.N.R., aboard *The Royal British Jubilee* during the naming ceremony at Henley on 17th July, 1972

Below: The Queen at the helm with (right) Staff Coxswain Roy Harding of the R.N.L.I.

by courtesy of the Central Press Photos Ltd.



The Queen stepping ashore from *The Royal British Legion Jubilee* at Henley.





Above: The Queen speaking to life-boat families at Henley.

Right: 11-year-old Suzanne Shepherd, the daughter of a Royal British Legion member, presenting a bouquet to the Queen.

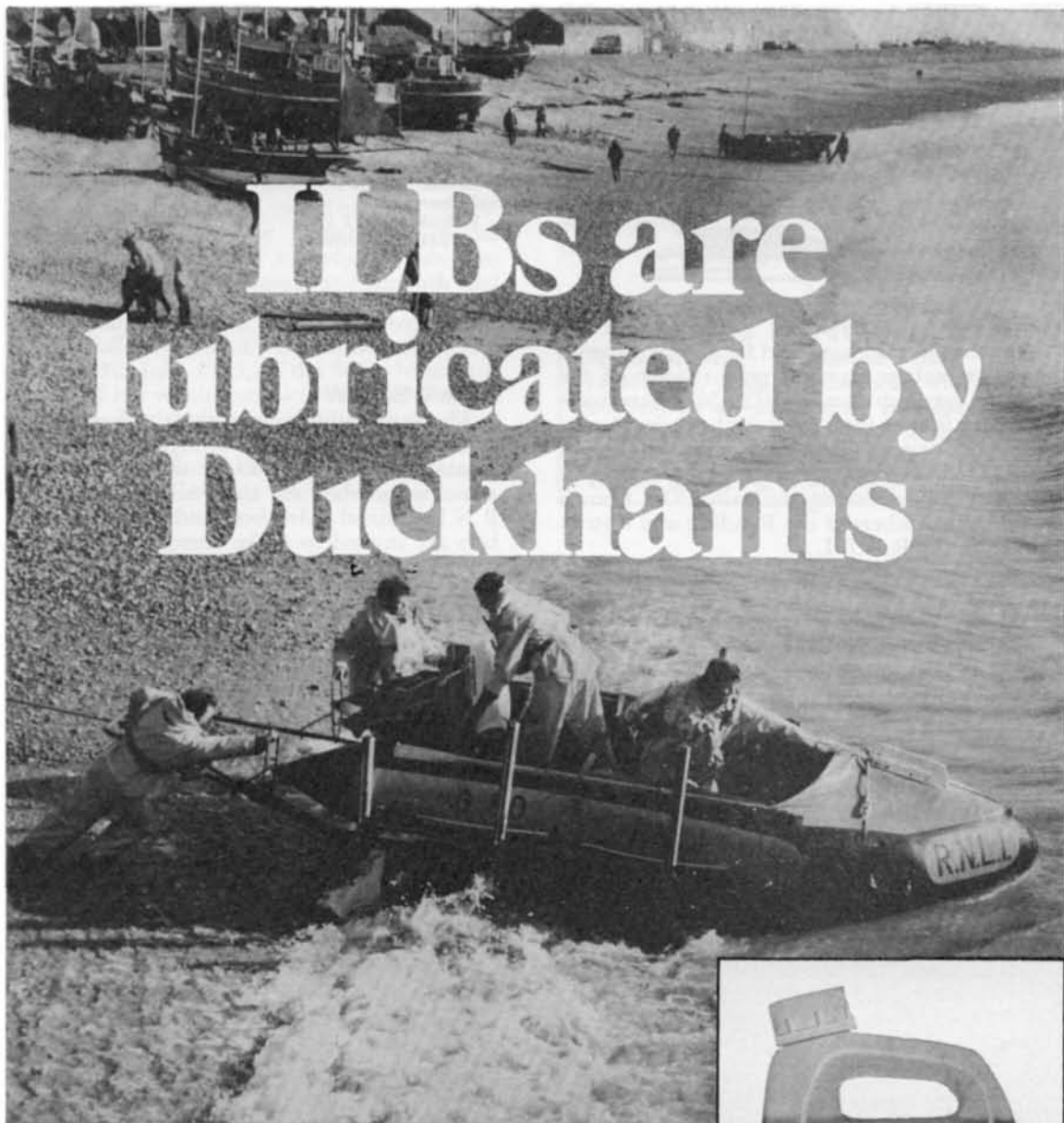


Below: *The Royal British Legion Jubilee*, as she left the Thames after the ceremony, passing the Houses of Parliament.

by courtesy of The Central Press Photos Ltd., and 'The Times'



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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YLA SECTION

All inquiries concerning YLA matters should be addressed to:

Mr. Alasdair Garrett,
Secretary,
Yachtsmen's Life-boat Supporters' Association,
29a Castle Street,
Salisbury,
Wiltshire, SP1 1TT.
(Tel.: 0722-6966).

RALLY AT SONNING

A successful rally was held for Upper Thames branch members on the upper reaches of the Thames on 10th June, 1972. Members were joined by friends from local yacht clubs. At the end of the day a sausage and mash supper was served followed by a dance. Several new members joined during the rally. The branch welcomed members of the Reading and district branch of the R.N.L.I.

NEW MEMBERS

It has been suggested that for the time being there should be a quarterly reminder that members should be on the look out for more recruits for the YLA. All you have to do is ask Mr. Alastair Garrett, secretary, whose address appears at the top of this page, to send an enrolment form to each potential member.

Please give your name and YLA number with any correspondence.

BOAT SHOW

The International Boat Show at Earls Court, London, will run from 3rd January to 13th January, 1973, and YLA officials will once again be on duty for the whole period at the R.N.L.I. stand. Members and potential members are invited to make themselves known at the YLA office.

GLOBE TROTTER

Mr. Robin Knox-Johnston, C.B.E., of Hamble, has accepted an invitation to join the Committee of Management of the Royal National Life-boat Institution. Mr. Knox-Johnston circumnavigated the globe in his yacht *Suhaili*, 1968-69, and is chairman of the British Olympic Yachting Appeal. He is a YLA member.

When You're In Trouble...



by courtesy of BBC

Non-members of the YLA are liable to capsize at sea. So are members of the YLA. But at least, when they go over, YLA members have the consolation of knowing they can await rescue by the R.N.L.I. with a clear conscience. Membership of the YLA is a way of showing appreciation for the life-boat service.

Treasure Sale

Silver coins and other treasure salvaged from the Dutch East Indiaman *Hollandia*, which sank in 1743, were sold by auction at Penzance on 8th September. Mr. Michael Newman, acting on behalf of Rex Cowan, the leader of the salvage expedition, conducted the auction. The catalogues were sold in aid of the R.N.L.I.

The R.N.L.I. recently launched a special Cornish life-boat appeal to help provide two new life-boats to be stationed at Falmouth and Sennen Cove.

The *Hollandia* was a 700-ton vessel, which sank on 13th July, 1743, off the Scilly Isles, with the loss of her whole complement of 276 sailors and soldiers and 30 passengers. She seems to have struck the Gunner Rock and to have sunk in about 22 fathoms of water. She carried about 129,700 guilders in silver coin belonging to the

Dutch East India Company. Some of the coins were pieces of eight of Mexican silver, others being ducats, also known as silvery riders, minted in the United Provinces of the Netherlands. These coins were the principal items on sale.

Rex Cowan's expedition began in 1967 following years of historical research and planning. Over 15,000 coins were recovered with quantities of artifacts and other bronze cannon.

Classified Advertisements

Readers are reminded that **THE LIFE-BOAT**, with a print run of 35,000 copies, is an attractive medium for classified sales and wants advertisements. Classified rates are 15p a word; panels £10 an inch.

CLASSIFIED ADVERTISEMENTS

TROPHIES

RACE SETS — MAINSAILS — DINGHYS — CUPS.
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BALL PENS FOR FUND RAISERS! !!! Up to 50% profit on our Printed Ball Pens. Send 10p for samples and Christmas Colour Catalogue of many other fast selling profit making lines. Leswyn Cards (Dept. LB), Sutton Coldfield, Warwickshire.

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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.



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NEW ROTHER CLASS LIFE-BOAT

Once the decision had been taken to fit all new life-boats with radar it was clear that the design of the 37-foot Oakley class of self-righting life-boat would have to be modified appreciably to enable radar to be fitted. The opportunity was therefore taken to re-examine the design in depth and in detail in the light of experience gained in operating and maintaining these life-boats over a period of 14 years.

One outcome of this examination was a decision to redesign the hull so that the self-righting potential derived entirely from the hull form itself and the system of transferring water ballast could be dispensed with. This entails substantial increase in the volume of the superstructure in order to gain the buoyancy needed to bring the life-boat into an upright position after capsize. A wheelhouse with a roof of sandwich construction to give buoyancy with a high moment value was essential to the new design, although judging from opinions expressed on the coast, the time had arrived when serious consideration would need to be given to the provision of a wheelhouse on any new off-shore life-boat project.

The revised superstructure is continued forward to meet the fore endbox to form a cabin instead of the previous open fore cockpit.

The salient features of the 37-foot 6-inch Rother design are:

- (a) Hull form generally as 37-foot Oakley life-boat.
- (b) Hull framing, structural members and skin planking generally as 37-foot Oakley life-boat.
- (c) Engine room watertight double bottom as dry ventilated compartment to obviate flooding of the engine room in the event of the skin planking being holed.
- (d) Bulkheads, double bottom top, engine bearers, decks and lockers built of marine plywood to simplify construction and cut building costs.
- (e) Wheelhouse, open at the after end, with buoyancy compartment formed in roof.
- (f) Radar scanner, located on wheelhouse roof, to hinge down aft to minimise overall height, which is of considerable importance for these housed boats.
- (g) Radar display unit and radio housed in recesses in the instrument bulkhead at fore end of the wheelhouse.

- (h) Forward cabin for survivors and stowage of equipment.
- (i) Anchor stowed in hinged stanchion, starboard side, with cable operated by electric capstan.

The engines are twin Ford/Thornycroft type 250 naturally aspirated four-stroke marine diesels rated at 52 s.h.p. at 2,000 r.p.m. driving outboard turning propellers through 2 : 1 reduction gearboxes. These engines are equipped with electric starters, alternative hand starting through Simms spring starters integrally mounted, and 24 volt 60 amp. alternators.

Electronic equipment comprises radar, medium frequency radio telephone, very high frequency radio telephone and echo sounder.

Leading dimensions and particulars of 37-foot 6-inch Rother class life-boat:

Length, between perpen- diculars	37 feet 6 inches
Beam, moulded	11 feet 6 inches
Draught	3 feet 6 inches
Displacement, loaded, with crew	13 tons
Speed	8 knots
Endurance, at full speed	180 miles
Crew	7

Antiques Aid R.N.L.I.

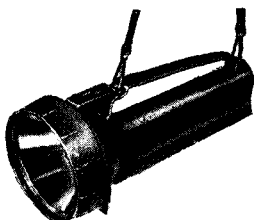
Young supporters of the Royal National Life-boat Institution staged their first antique auction at Caxton Hall on 10th July, 1972, and raised about £730. So encouraged were the Central London Younger Committee by the numbers who came that they are keen to repeat the auction again next year with even greater success.

Among the items auctioned were a riot baton with ball end, flintlock pistol and three miniature gun carriages, pendant containing Charles I relic engraved with crest, farmhouse kitchen clock and about 100 other curios. Several of the items were sold for between £20 and £30.

Donations for the auction were received from, among many others, Lord Brooke of Warwick Castle, Richard Dennis of Kensington Church Street, Major Sandys of Brathwaite Hall, Kendal Galleries, Mallett & Son Antiques, Lady Norton, M.B.E., D. C. Monk & Son of Kensington Church Street, Guinevere Antiques Ltd., Susan Spitz Antiques, Marks Antiques, Cornelia Antiques, Lady Pollock and Miss Jenny Holland.

Mr. Anthony Fortescue of Sotheby's Ltd. acted as auctioneer.

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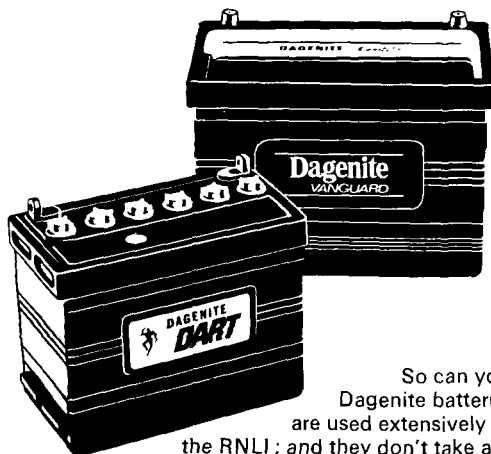
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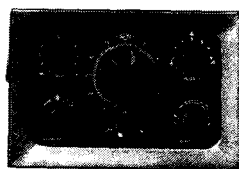
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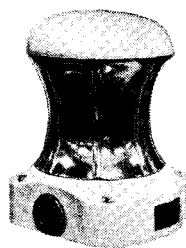


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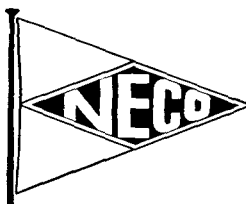


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LIFE-BOAT FUND RAISING FROM COINS AND STAMPS

by Captain C. C. Lowry,* R.N.

As a new recruit to the R.N.L.I. (1968 vintage) I hope that members of long standing are not offended by being told what they have always known. There may be, however, people even greener than myself who might benefit. The reason I think my ideas work is that Appledore branch funds have gone up by five times and other activities by up to 25 times since 1968.

The following means of fund raising involve minimum personnel and at Appledore are done mostly by myself.

Old Money—The old halfpenny and half crown were withdrawn in 1969 and the old penny and threepenny bit in August, 1971. Banks gave a six-month period of grace during which they would accept these coins from charities but then the coins became apparently worthless. There are still hundreds of thousands of pounds worth of old money being held by the public, often in the mistaken belief that their value will increase dramatically to the collector. This is quite false unless coins are at least in very fine condition or of rare year—less than one in a thousand. People are unlikely, however, to throw away any coin and so a vast amount is merely tucked away or lost in desks, drawers, etc.

I thought that the R.N.L.I. should somehow tap this treasure and so I asked the Bank of England if there was any value in these old coins and was told that the Royal Mint would accept them in £ lots of the same kind.

An advertisement was put in the local press appealing for any old money, labels were stuck on collecting boxes and hand-drawn posters distributed. And, very importantly, word was passed round by word of mouth. As a result we now have over 100 half crowns and 4,500 halfpence worth over £21. At the time of writing (early 1972) pennies and threepenny bits are still taken by banks.

The main snag will be getting this money to the Royal Mint but I am waiting for the next R.N.L.I. van to call to start my half hundred-weight of coins on their way to the Mint via headquarters. Many branches, particularly those in the south east, probably have members who visit London regularly and who may be prepared to drop in at Life-boat House at intervals with the branch take. If all branches operated on our scale the resultant national collection would be over £30,000.

One of the chief sources of revenue are infant schools, which are always avid collectors. I have even had donations from other charities and these may be a good source, too.

At the same time a lookout should be kept for valuable coins such as Edwardian silver, etc.,

*The author is chairman of the Appledore branch of the R.N.L.I. Captain Lowry, in reminding us that there are 2000 branches in being, including many in populous areas, states: 'I feel that we could get a very good return in time if they all tried to collect.'

and the local numismatic clubs can prove very helpful. We have made over £10 this way.

Foreign Money—At the same time as the appeal for old coins we also asked for foreign money. Generally this is in units too small for banks to handle but we are sometimes able to sell small change to people going abroad. Branches at ports of entrance from the continent should be able to do a good trade. Remaining coins can be sold to a dealer, if even for only a small amount—it is all profit, or sold on stalls for counters.

Green Shield Stamps—In the last 2½ years over 200,000 G.S. stamps have been collected, mainly in specially prepared boxes although they are sometimes found in ordinary life-boat boxes. These can be redeemed at G.S. headquarters at 60p per book. The real value of a book when exchanged for goods at a G.S. gift shop works out at about 70-75p per book. Many people buy odd books off me to make up the number they want and are charged 70p per book or 3 books for £2.

The recent collection of G.S. stamps from Tesco supermarkets organised by the Central Appeals Committee shows, at least in my opinion and in that of several other R.N.L.I. branches in the west country, that returns were somewhat disappointing.

The trouble with supermarkets is that people tend to spend quite a large sum of money at one time and as a result get a lot of stamps. When given a large roll of stamps one is loth to part with them and few people go to a supermarket to spend just a few pennies. The staff of Tesco told me that their customers would rather part with money than stamps!

I have found in the last 2½ years that people will part with 20 or 30 stamps at a time but seldom more. The best places for collecting are therefore in shops that sell a lot of small items to a lot of customers. I used to get nearly 1,000

a week from a pork butcher but, alas, he has now given up. Small grocers, village general stores and stationers and other such small shops make the best hunting grounds.

Postage Stamps—Used postage stamps can make a useful contribution to branch funds

● **Used postage stamps, both British and overseas, can help to raise funds for the Institution. It is known that a number of branches have their own outlets, but for those branches who have not, any stamps they may be able to collect would be gratefully received by either Mr. B. Smale, 28 Stratford Road, Blacon, Chester, or Mr. R. Smart, Flat 18, 81 Oak Hill, Woodford Green, Essex. Both volunteers collect, grade and dispose of used postage stamps for the funds of the Institution.**

although it is a rather long and boring operation preparing them.

Mr Barrie Smale, of Stratford Road, Blacon, Chester, and I have between us raised over £250 in the last 2½ years by the sale of postage stamps. Mr. Smale sends out a very large number of approval books to stamp clubs, getting his supplies from people to whom he has written all over the Commonwealth. He also sells foreign stamps to dealers. I deal solely with U.K. issues passing all Commonwealth and foreign stamps to Mr. Smale. Mr. Smale naturally raises a lot more than I do as Commonwealth are in great demand. If anyone has any contacts in the Commonwealth they could help by asking them to pass local stamps to Mr. Smale at Blacon.

Withdrawn English coinage can mean revenue for the life-boat service. The coins, including some silver, date from left to right (top) 1944, 1941, 1939, 1876, 1898, 1940, 1914 and 1940. The 1940 half-crown is a good specimen.



The following table gives prices paid for U.K. stamps in September, 1972. All prices are for hundreds of similar stamps which must be clean, undamaged and off the paper. Prices are liable to fluctuate considerably.

2½ and 3p Christmas stamps: 5p-8p.

3p commemoratives: 10p. Definitives: 1½-5p, 2p-10p, 3p-20p, 4p-20p, 5p-5p, 6p-50p, 7½p-40p, 9p-50p, 10p-12p, 20p-15p, 50p-£1, £1-£2.

Channel Island and Isle of Man low values: 20p to 30p. Regional: 2½p and 3p, 5p to 6p.

These prices may fall when dealers become saturated with the comparatively new decimal stamps. The common 2½p and 3p definitives are not worth collecting at 15p per 1,000 nor are the ½p and 1p at 20p and 25p per 1,000.

I can deal with about 250 stamps per hour so can choose what are worth going for. The values given above are for the low values. Higher values are naturally more valuable but after 2½ years I have not succeeded in getting 100 good specimens of one kind of any high value commemoratives or Channel Islands. Mr. Smale, however, disposes of the few good high value commemoratives I get.

Stamps must be floated off paper, dried and pressed and sorted into bundles of 100 of like kind. They must be undamaged (no creases, missing perforations, blemishes or smudged postmarks). The reason I get so few high value commemoratives is that they are used for parcels mainly and are very often damaged and nearly always have heavily smudged parcel postmarks.

What is wanted is a light circular cancellation.

I get my stamps from schools, banks, holiday camps during their booking periods in the New Year, from odd firms and also from some very faithful individuals scattered all over the country who have seen our appeal in the Appledore boat-house.

I collect stamps all the year round but prepare them in the winter particularly during the new year when I deal with up to 1,000 envelopes a day mainly from holiday camp bookings. In six weeks in early 1972 I prepared 29,000 stamps for sale—worth about £31. These stamps are, of course, eventually sold for export and so help the country, too! The advantage of this kind of work is that it can be done by people who are house bound or by children.

Inventor Remembered

Through the death in the early summer of Mr. Eric H. Taylor, F.R.G.S., president of the St. David's branch of the R.N.L.I. and past secretary of the local life-boat station, the St. David's life-boat received donations in lieu of flowers amounting to over £368. Mr. Taylor, who was also a Fellow of the Institute of Inventors, made an outstanding contribution to aviation in designing flying clothing and gear, particularly in World War II. He was 68.

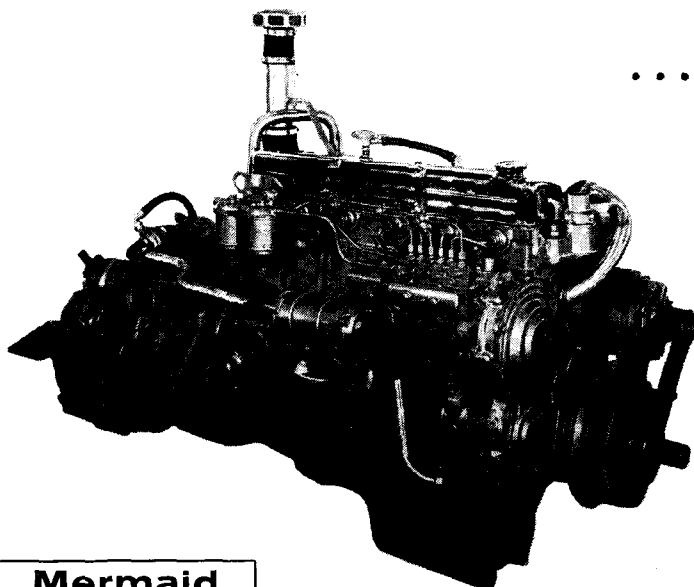


by courtesy of Grahame Farr

The scene at Calshot Spit on 28th July, 1972, when the *Ernest William and Elizabeth Ellen Hinde* was named by Lady Woods, wife of the former Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O. The life-boat, which has a length of 41 feet 2 inches, has a cruising speed of 17 knots and a range of 440 miles. She was provided by a legacy from the late Mrs. E. E. Hinde.

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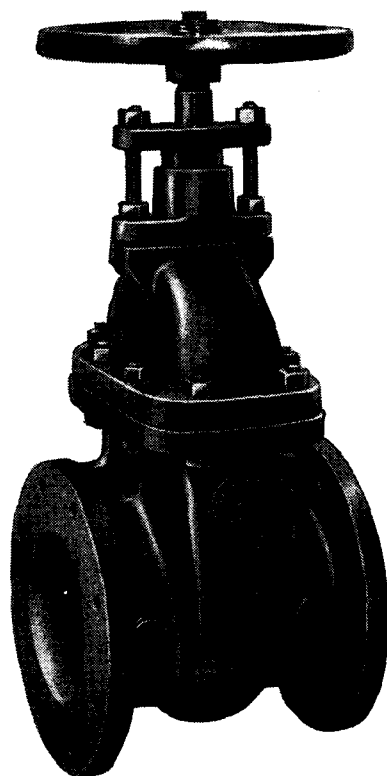
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by courtesy of S. M. Wheatley

A picture of the Mudeford ILB returning with a 'survivor' on the occasion of the official opening of the ILB house on Mudeford quay. The ILB house was built with funds donated by Christchurch Round Table in 1965.

FOCUS ON MUDEFORD . . .

MUDEFORD, Hampshire, was on of the first stations to take an inshore life-boat in 1963. It was operated on an experimental basis during the summer of that year. The boat was withdrawn for the winter and then Mudeford was re-allocated an ILB. Over the past ten years the Mudeford ILBs have been launched over 180 times and have rescued over 80 people.

Mr. Ken Derham, the honorary secretary, in recalling the station's early days, said that the men who formed the original crew belonged to his own 'rescue service' which he had been running for many years under the R.N.L.I.'s shore boat scheme.

Talking about local ILB services, Mr. Derham recalled: 'I think one of the most spectacular services was carried out on 22nd January, 1967. A fishing boat with a party of anglers on entering the harbour was broached by the heavy seas running on crossing the bar. She was rendered helpless by damage to her rudder. Another fishing boat crewed and manned by John Batchelor (a crew member) was following and he

managed to get a line aboard and towed the damaged boat away from the bar and out to sea, where it was anchored, the passengers taken off and brought into harbour. John Batchelor then rang me regarding the best way to deal with the disabled boat with her owner still aboard. I immediately went to the quay and we all had a consultation (all available crew had been called).

'It was decided that John Batchelor would proceed in his boat with Bill Foster and Roy Bishop as crew to the disabled boat, pass over a drogue and tow line and judge as best as able the right time to make the run in. Michael Parker in his boat with crew Stan Prichard and W. Williamson would stand by a little astern with a tow line to pick up a tow if the first line parted and the ILB crewed by Andy Russell and Brian Collins would also stand by in case of emergency.

'While the tow line was made fast an 18-foot open launch was making for the entrance on its way in and the ILB kept a parallel course with her over the bar, stationed 10-20 yards seawards. A breaking sea ran through them and when it had passed, the crew of the ILB noticed the one occupant of the launch in the sea and the boat turned over and almost submerged. The height of the sea prevented the ILB crew from seeing the actual capsize. The occupant was picked up and landed at the quay and the ILB

returned to sea. The disabled fishing boat was successfully towed into harbour. It was considered that the drogue was most useful in this operation, though it was damaged beyond repair.'

Mr. Derham was awarded the silver medal of the R.N.L.I. for an outstanding shore boat rescue on 30th March, 1959. Mr. Roy Bishop, one of the original crew, designed the special ILB shelter at Mudeford.

Mudeford ILB, because of its pioneer work, has been photographed many times. The station, for instance, appears with others in Dr. William J. Guild's film *Every Second Counts*.

Mr. Derham pointed out that the title of the film reminded him of a service when the ILB was requested to retrieve a body off Highcliff on 21st September, 1970. A blanket was put aboard the craft and on reaching the position off Highcliff the body was sighted. It was thought, however, by the crew that the elderly woman involved was still alive. She was pulled aboard and quickly wrapped in the blanket, one member massaging her down with the blanket. On reaching the shore the police suggested that it was better that the ILB returned with the casualty to Mudeford quay where an ambulance and doctor were already waiting. The casualty lived.

During the period 1963-1964, when the Mudeford ILB was on trials, Mr. Derham kept a log of the development stages. Of the 80 or so entries, a few are reproduced as follows:

10th May, 1963

Had meeting with Lieutenant E. D. Stogdon at New Inn, Wareham. My son Victor present. Lt. Stogdon outlined the idea of the inflatable life-boat which the R.N.L.I. intended to put on trial during the 1963 season. He asked if I would accept one to station at Mudeford. No time to contact crew, so said 'yes'.

11th May, 1963*

Called crew together and had meeting at the Watch House, present: Roy Stride, Ken Stride, Norman Derham, Bill Foster. Gave them details of scheme as far as I knew. We elected further crew members as follows: Michael Parker (Haven), Geoff Hall, Robert Braithwaite, John Blackaller, Victor Derham, Jim Worth, Jim Hawkins, Anthony Stride.

12th May, 1963

Contacted most of above and all agreed to co-operate.

13th May, 1963

Had meeting with Arthur Griffiths regarding sum of money collected by Round Table for boat house for previous scheme which was not used. Arthur agreed to bring matter up at the next meeting 21st May next.

Interviewed town clerk who offered to consult Beach Committee chairman (Ald. Richardson). Then interviewed borough engineer who brought in Mr. Blake and arranged for a meeting with town and county planning for next afternoon.

Had interview with Mr. Mead, *Christchurch Times* editor, who agreed to be a member of the committee and also to give good publicity in next issue of paper.

Had interview with mayor's secretary and later 'phoned mayor-elect (Councillor Bell) who agreed to serve on committee.

Called at Dr. E. W. Deane's house to ask him to serve on committee, but away on holiday.

14th May, 1963

Had interview with Mr. Blake and another over idea of life-boat house and siting thereof. All very helpful. Came away with impression that everything would be done to hasten approval if necessary.

15th May, 1963

Saw members of crew with reference to asking if agreed to Brian Collins joining—all agreed. Later saw Brian who accepted invitation.

22nd May, 1963

Had telephone message from town hall that the Town Council had 'approved in principle' of the stationing of the life-boat at Mudeford quay and instructed the borough engineer to discuss with me convenient site.

31st May, 1963

Met Mr. Wise, borough engineer, on the quay and chose two positions for siting life-boat, one if building was contemplated and other in the open. The open position is adjacent to Michael Parker's house and here Mr. Wise said he could, with necessary approval, erect a temporary fence and make an enclosure.

Mudeford ILB inspecting a grounded dinghy.

by courtesy of Edward Harding



*All of the crew in the early days were fishermen except Robert Braithwaite and John Blackaller, marine engineers now working and living away from the district. Others were: Victor Derham, beach operator; Jim Hawkins, beach worker, now away from the locality; Jim Worth has ceased fishing and now lives away from the district; Geoff Hall is now out of the country; Reg Sheppard, very experienced yachtsman and local business man. Enrolled in March 1964; Roy Bishop, architect, and Stan Prichard, very experienced yachtsman, one-time deep-sea trawlerman and local businessman.



Mudeford ILB at speed.

by courtesy of Edward Harding

27th and 28th May, 1963

Had two days' trials at Gorleston with Lt. Stogdon, with the Zodiac; much impressed. Met Mr. Ling and had very useful talk over life-boat matters.

3rd June, 1963 (about)

Called on Dr. E. W. Deane who was delighted to join committee. He suggested that when our initial training was over that he would ask a leading specialist on resuscitation to lecture crew.

23rd June, 1963

Zodiac craft delivered p.m.

24th June, 1963

Lt. Stogdon arrived p.m. and training started. Wind s.w. force 5—pouring with rain.

25th June, 1963

Continued with training. TV came a.m. Found floor giving way under heavy pounding received in sea conditions prevailing. Took floor up to Bemister's who carried out repairs as suggested.

26th June, 1963

Meeting with committee about life-boat site; present: the Mayor (Councillor Bell), branch secretary, Miss V. Stuart Fraser; hon. treasurer, Mr. Hamblin, and Mr. B. Mead.

Mentioned difficulty to call out through lack of siren, etc. Committee members taken out in craft, all enjoying experience. Early p.m. mayor returned with hand-operated siren borrowed from the fire brigade.

Training continued all day and into evening when signs of screws shearing were noticed.

28th June, 1963—10 a.m.

Mudeford life-boat put on service.

Appointment with borough engineer on site to decide about fencing arrangements.

'Phoned . . . Bournemouth police informing that fast rescue craft now on service. Bournemouth police have arranged to show smoke flares on beach opposite location of casualty at right angles to beach.

Made practice launches with Michael Parker, Brian Collins, Bob Braithwaite, Jim Hawkins and Jim Worth.

10th July, 1963

Call Out. Was talking to Bill Foster on Avon Beach car park when siren sounded, we both got in our cars and belted to the quay. Craft launched and already on her way with Jim Worth and John Batchelor. Launching—Ron Foster and Tony Stride. Also immediately available: John Blackaller, Bob Braithwaite, Brian Collins, Bill Foster, Michael Parker (glasses), Andy Russell, Tony Stride (launcher).

Call to dinghy capsized off Highcliffe.

Turned out to be a hoax (afterwards think Lt. Stogdon responsible!). However, a wonderful exercise in which helicopter co-operated. Rang H.Q. and reported.

To date ILBs, since their introduction, have saved over 3,500 lives.

The Other Side

Reciprocal visits across the Channel were renewed in May when a party of 10 committee members of the Dover station branch of the R.N.L.I. and five crew members of the Dover life-boat went by invitation of the Société Humanité et des Naufrages de Boulogne-Sur-Mer to Boulogne.

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R.N.L.I. MEMBERSHIP

MEMBERSHIP of the R.N.L.I. is being introduced to provide an additional source of regular revenue over and above that raised by branches and guilds. There will be three forms of membership. These are:

- (a) Life Members: a single donation of £60 or over.
- (b) Full Members: a minimum subscription of £10 a year.
- (c) Associate Members: a minimum subscription of £1.50 a year.

Full members and life members will automatically become governors of the Institution with voting rights at the Institution's annual general meetings. Those who are at present governors will automatically be made full members, too.

Existing members of branches and guilds will automatically be associate members without having to make any extra payment. If, in fact, such members already subscribe £1.50 per year or more to their branch or guild, arrangements can be made for this subscription to be collected by Head Office with the amount of the subscription continuing to be credited to the branch or guild.

Y.L.A. members will also be registered as associate members or full members according to the rate of their present subscriptions.

Members enrolled from the 31st October onwards may receive, if they wish, regular copies of the journal at a reduced rate (65p instead of 82p). The distribution of journals to present branch and guild members and to Y.L.A. members will continue as before.

All members will be entitled to purchase certain insignia, details of which are in the order form enclosed. These insignia are:

- (a) A terylene tie in plain blue with a single emblem of the house flag, price £1.50.
- (b) A ladies' brooch with the house flag mounted on a bar, price 50p.
- (c) A metal car badge with the house flag on a square mounting, price £1.50.

(The car badge, which was produced and will be manufactured through the co-operation of the Rhyl branch, is not unlike the present A.A. badge.)

The mechanics of the membership scheme will be operated by the appeals department at Lifeboat House. Registration by computer and the despatch of insignia will be carried out at the Depot at Boreham Wood.

NOTES OF THE QUARTER

(from page 355)

their efforts in collecting paperback books, enough money has been raised to provide replacements in due course for the inshore life-boats at Beaumaris, Littlehampton, North Berwick and St. Agnes. A total of a quarter of a million books has either been received at the R.N.L.I. Depot for sale to the book trade or sold directly by branches. The new Blue Peter ILB at Littlehampton is already in service and is one of the 21-foot Atlantic type. A similar ILB will be stationed later at Beaumaris. The ILBs at North Berwick and St. Agnes are being replaced by standard inflatables.

CIVIL SERVICE AND POST OFFICE LIFE-BOAT

The decision by the Civil Service and Post Office Life-boat Fund to give the name of the late Sir Eric Seal to the latest life-boat being provided by the fund is a fitting tribute to the work which Sir Eric did for the life-boat service in a variety of capacities. He joined the Committee of Management of the R.N.L.I. in 1955 and was Chairman of the Civil Service and Post Office Life-boat Fund for 17 years. His death was announced briefly in the July number of

THE LIFE-BOAT. The new Civil Service life-boat is one of the 44-foot class and will be stationed at Eyemouth. The new Chairman of the Civil Service and Post Office Life-boat Fund is Sir Louis Petch, K.C.B., who is Chairman of the Board of Customs and Excise.

Commenting on Sir Eric Seal's work, Mr. J. S. Chapman, honorary secretary of the fund, wrote:

'All Civil Servants and members of the Post Office interested in the Life-boat are more than grateful for his wise guidance during the difficult times occasioned by the re-organisation of the Civil Service and the formation of the Post Office Corporation. During his term of office the subscriptions increased out of all knowledge, and it is comforting to remember that during the last year of office the collection was an all-time record and one of his last acts was to agree to the purchase of the thirty-sixth life-boat by the Fund.'

RELIEF DUTIES

It has been decided by the Committee of Management to abandon the use of the term 'reserve fleet' for those boats which replace station life-boats at times of survey and on other occasions. These boats will in future be more accurately described as carrying out relief duties.



THE JOURNAL

● I feel that I cannot let the July edition of your journal pass without comment. I would have thought that the object of a publication named *THE LIFE-BOAT* would have been to give news on developments, e.g. the article by Lieut.-Commander Forbes, together with news of the work being done by the boats and news and ideas for fund raising.

At the risk of being accused of being narrow-minded can our journal really afford the space for an article such as that written by Arthur Gaunt, especially when that article appears in the issue that covers the annual meeting of the Institution and must therefore be short of space for other news? Even if it is considered that such an article is an integral part of our service then surely the priorities must need attention when the article is allowed to occupy 51.4 column inches as against 39.7 inches to reports from the areas and a paltry 17.6 column inches for the Central Appeals Committee.

The coverage which is given to our service by the mass media is very slight and hence we need a medium that gives us all the news; the interest of the readers of your journal is assured, but many of us who read *THE LIFE-BOAT* do so not only from the point of view of our own interest, but also to find information that will enable us to speak with authority on the activities of the service which we serve. It is an assistance to us to be able to describe what is going on and capture the imaginations of those we hope to get to help us.

I would have thought that an exchange of ideas through the medium of your columns would have had far more point than an article which occupies a lot of space and mentions our service only once, and that only a grudging mention of the YLA Problems of the environment are indeed our problems, but with the limited amount of space which is given to our

service anywhere else could we please leave environmental studies and problems to rather more specialised journals.—DENNIS SALE, Silverdale Road, Bexleyheath, Kent.

The circulation of THE LIFE-BOAT is now about 35,000, and the readership, we know, is very much larger. We try to cater for a wide variety of tastes but welcome the views of our readers on whether we succeed.—EDITOR.

● I have recently completed a bankers' order for payment of my annual subscription, and have been in receipt of your magazine. While this is excellently produced, it does seem to be a waste of effort and must be a considerable expense despite the advertising revenue you receive. May I make a suggestion which would give the recipients of your magazine a feeling that they were getting value for money and helping a good cause at the same time?

Some years ago one of the yachting magazines produced an insert which was called 'Local Knowledge' and each month they obtained information from local life-boatmen about particular areas, the dangers, currents, and the safest means of passing through. It occurs to me that a few of the centre pages of your magazine could be so utilised, the information being obtained from the life-boatmen and, if possible, backed up with photographs and sketch charts. These centre pages could then be taken out and placed into a folder to build up a library of very useful information for yachtsmen around Britain.

I am sure that your revenue from members of the sailing fraternity would considerably increase and such a project would not be too expensive for you to undertake as undoubtedly each life-boat station would give you the information as long as prompted them on the particular headings under which you required information, such as problems with wind directions and strengths, tidal streams, adverse currents, etc.

One other particularly helpful item of information, at least to me, and possibly to other yachtsmen, would be photographs or drawings of particular landmarks. For instance, if one sees Portland Bill looming out of the mist one cannot be sure whether it is part of a large tanker or Portland Bill; one only knows because the chart says that there is something there that is likely to be Portland Bill, but a definite picture, which charts do not normally give, would be very valuable.—P. J. CULPITT, *New House Park, St. Albans Herts.*

SLIPWAYS

● I am a member of the Lifeboat Enthusiasts' Society and have recently been involved in a debate as to the question of life-boat slipways. One of the queries raised concerns the longest life-boat slipway in the country. According to an encyclopaedia I have, the longest slipway is at Porthdinllaen, at 337 feet.

The platform party after the life-boat naming ceremony at Kilmore Quay, Co. Wexford, Republic of Ireland, on 10th June, 1972, by Mrs. Brian Lenihan, in the presence of the Minister for Transport and Power. A 37-foot Oakley Mark I, costing about £40,000, which was provided by the legacy of the late Lady Frances Murphy, of Dun Laoghaire. Lord Killanin, a vice-president and senior Irish member of the Committee of Management of the R.N.L.I. and chairman of the International Olympic Committee, presented the life-boat to the care of the Kilmore Quay branch. From left to right, the party are: Father MacDonald, chairman, Kilmore Quay branch; The Most Rev. D. J. Herlihy, Bishop of Ferns; Lord Killanin; Mr. Brian Lenihan, Minister for Transport and Power, and Mrs. Lenihan; Mrs. Grant, honorary secretary, Kilmore Quay ladies' life-boat guild; Mr. John Sutton, honorary secretary; The Right Rev. Dr. H. R. McAdoo, Bishop of Ossory, Ferns and Leighlin; and Lt.-Commander Brian Miles, the life-boat inspector for Ireland.

by courtesy of Denis O'Connor



The Encyclopaedia Britannica gives the longest slipway as 393 feet 6 inches, at Barrow-in-Furness, but I think this refers to the station there that was replaced by the present one, in 1928.

Then you also added to the debate when, on page 177 of the October 1971, *Journal*, you stated that the new Padstow station had the longest slipway in the country, at 240 feet.

As you can see, this question appears to be rather confused and I would be most grateful for any help you can give me on this subject.—J. P. MORRIS, *Medina Road, Coventry.*

We do agree that there does seem to be some confusion about which is our longest slipway. It really depends to an extent on where the measurements are made. Our consulting engineers, however, give the following list: Barrow, 393 feet 6 inches; Weston Super Mare, 368 feet; Tenby, 366 feet 9 inches; Porthdinllaen, 351 feet 1½ inches; Padstow, 240 feet.—EDITOR.

CHARITY AT SCHOOL

● In appreciation of the youth of today, this letter has come to be written. The Kingswood and Hanham (Bristol) branch is quite new, and in the first year of our life we collected £200. This year we hope to double these figures and thanks to the 1,000 pupils and staff of Kingsfield School (late Kingswood Grammar School) it looks as though we shall achieve and surpass our target.

The writer, who is the hon. box secretary, and also works on the maintenance staff at the school, was discussing the life-boat service with a couple of pupils. Unknown to him, these pupils approached the school council, and when discussing their annual Christmas charity, they decided to support the R.N.L.I. and one other charity.

In the two weeks before Christmas they organised raffles, draws, dances, cleaned staff cars, gave life-boat film shows and organised many other money-raising schemes.

As the writer went on holiday to America just before the end of term, he didn't know the results of their labours. On his return, the treasurer informed him that £53 had been paid into the bank for 'the life-boat' and there would be a little more to come. To his amazement, a further cheque for £60 was handed over, making a total of £113, a truly magnificent collection for one of the greatest of causes.

Many things are said of the youth of today, and we feel the above belies a lot of the things said. I hope to persuade other schools in the area to follow suit.

Well Done, All At Kingsfield School!—W. E. RIAL, *Brook Road, Kingswood, Bristol.*



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L10

THE DAYS OF OLD

● Round about the spring of 1906 or 1907 I was at Hoylake on holiday from Port St Mary, I.O.M., where we were all living at that time. I was very interested in all that went on in the estuaries of the Dee and Mersey and what a very dangerous bit of water it was.

I was looking at the shops when I heard the loud bang of a gun being fired. A vegetable dray standing in the street, while the owner was

selling some of his produce, took off full gallop to the beach and the life-boat shed, leaving the the road covered with potatoes, swedes, etc. There the horse was taken out of the shafts, trace harness was put on and hitched on to the life-boat along with other horses which had arrived, also without their owners. The horses then proceeded to draw the life-boat with crew on board into the shallow sea—B. P. HANDS, *Fairfield Road, Old Bosham, Chichester.*

A Message from the Chairman of the R.N.L.I., Commander F. R. H. Swann, O.B.E., R.N.V.R.

THOSE who receive THE LIFE-BOAT do so, in the main, for services rendered to the R.N.L.I., as crew members, branch officials, members of the YLA or in other capacities. Our appeal for national membership is not therefore addressed to them.

We do, however, know there are many people who do not want to become involved with life-boat branches but who are more than willing to help the life-boat service when the opportunity presents itself. These are the people who are

ready to contribute on a flag day *if* they meet a flag-seller. Many would like to contribute on a regular basis and to feel that they belong to the R.N.L.I. These are the people we want to attract as national members. We all know such people. Some of them are our personal friends.

I believe we can build up a really flourishing national membership. Added to the wonderful money-raising efforts of our branches and guilds this could go a long way towards providing us with the regular income we need.

THE CENTRAL APPEALS COMMITTEE

FURTHER details for a midnight matinee to be held in the Spring at the Victoria Palace, London, will be included in the January, 1973, edition of *THE LIFE-BOAT*. The event is being run by the Central London Women's Committee under the auspices of the C.A.C.

A worthwhile response is expected from the appeal to education authorities for schools to run sponsored swims during the Autumn and

Summer Terms in aid of the R.N.L.I. The scheme is being run under the auspices of the English Schools' Swimming Association.

As announced in the July Journal, the Tesco Supermarket Green Shield Scheme started on 21st September, 1972. Result of the southern region project was 1,171,000 stamps. More stamps are expected.

The national sponsored swim has so far raised £9,755, and the sponsored walk £14,023. Both of these are 1972 ventures.



by courtesy of Mrs. M. Soar

The ladies' life-boat guild of the Isles of Scilly organised a walk during the national sponsored walk period and it proved a great success, raising about £350. Two ways which brought in the most money were: Mrs. Leatherbarrow, wife of the manager of the Island Hotel, Tresco, circularised the guests who were on their Christmas card list, asking them if they would sponsor her. The result of this was that so many sponsored her that she raised over £200. A German Shepherd dog, 'Seamus', owned by the guild's honorary secretary, Mrs. M. Soar, also took part and as he is so well known in the Islands he, too, had many sponsors and raised over £26.

Miss Pixie Matthews

The R.N.L.I. is the poorer through the death of Miss Pixie Matthews. The daughter of the well-known actor, the late A. E. Matthews, she gave 10 years of whole-hearted service to the committee of the Shrewsbury branch. Whether she was organising the R.N.L.I. stand at the West Midland Show, looking after collecting boxes, or making a door-to-door collection, she brought to the work the gifts of an outstanding personality which made friends for the R.N.L.I. throughout Shrewsbury. On flag days she stood for hours sporting her R.N.L.I. tie and navy-blue blazer, leaving her station only to exchange a full collecting box for an empty one.

A Retirement

Mrs. H. D. Ford, of Margate, who was responsible for the formation of the Margate ladies' life-boat guild in 1957, and held the office of honorary secretary, retired this year. During her term of office she was awarded the gold badge of the Institution in recognition of her services, and saw the guild progress to over 200 members.

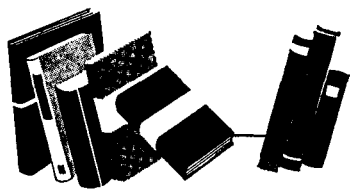
Crossword Results

The prize winners of the July life-boat crossword, which concludes the series, were:

1st, Mrs. L. S. Lamb, Broadway, Worcester, 2nd, W. P. Dobson, Milnthorpe, Westmorland, and 3rd, Mrs. B. R. Ostler, Loughton, Essex. The prizes were worth £1 each.

Helsinki 1975

The Twelfth International Life-boat Conference will be held in Helsinki in the first week of June, 1975.



BOOK CORNER

● Every civilised society has depended, far more than its members generally realise, upon seamen and the ships they manned. Take away the common sailor and the craft in which, down the centuries, he has carried goods through tempest and fog, past innumerable natural and man-made dangers, and where were the glory that was Greece, the grandeur that was Rome, the Britain that was the workshop of the world, the golden age of Spain or the dream and reality of the 20th-century America.

Yet civilised society has tended to treat the seaman's life and craft as a mystery in the oldest and deepest sense and to set him apart to be neglected, patronised, spuriously romanticised at fleeting moments of political or national catastrophe, but never understood.

Now *The Mourn Observer* (Newcastle, Co. Down, price £1.25) has reprinted a series of articles and published them in *Sailing Ships of Mourn: the County Down fishing fleet and Newcastle life-boat*.

The stories here told are as varied as they are fascinating, from the stranding of Brunel's *Great Britain*, the pioneer iron-hulled transatlantic steam-liner, near Dundrum in 1846, to the life-history of the beautiful Carrickfergus-built schooner *Result*, now happily acquired for perpetual preservation by the Ulster Folk Museum.

The sub-title to this book is misleading. The most informative section is about the short-sea traders and their rigs (excellently illustrated), about the Mourn granite they shipped to Liverpool to give that city the special sheen it retains to this day, about the cargoes of potatoes vital for the survival of harshly-rationed Britain in the 1914 war (the Kilkeel schooner *Never Can Tell* was sunk by a U-boat in Spring, 1918).

With the soaring price of meat and the certainty of world food shortages for years ahead, the herring has never been so important. The nickies and nobbies of the old Down sail herring fleet are lovingly remembered here and it was largely fishermen who manned the Newcastle life-boat in that unsurpassed series of

gallant rescues—*Napried* of Split, the troopship *Georgelown Victory*, the steamer *Browning*, so many more—which will long be remembered.
—J. de C.I.

● Macdonald & Co. (Publishers) Ltd., Paulton, Bristol, have issued *South-West England* (price 35p) as a geography reference for schools. The work of Peter J. Lacey, B.Sc., principal lecturer in geography, Shoreditch College of Education, London, the booklet includes a section on climate. It is in this section that a coloured photograph is used of the St. Mary's life-boat going to the aid of the motor yacht *Braemar* in May, 1967.

● *Evening Star: the story of a Cornish fishing lugger*, by Ken Shearwood (D. Bradford Barton Ltd., Truro, price £1.25). This is written about Mevagissey, Cornwall, and the author, who was born in 1921, served in destroyers and landing craft during World War II, winning the D.S.C. After demobilisation he became an inshore fisherman. The book contains many line drawings of nautical subjects by Ronald F. Meads. A list is given of a few terms and expressions familiar to fishermen: dumb of the evening = twilight; five-fingered Jack = starfish; hog = whale; tosher = a Mevagissey term for a small but deep 19 to 20-foot boat, worked single handed and powered by a 3½ h.p. single cylinder Kelvin.—C.R.E.

Ship Models

For the past three years, the R.N.L.I.'s Aberdeen branch has operated a most successful fund-raising exercise in which completed plastic ship models have been auctioned in aid of the Institution's funds at the annual life-boat ball which has been reestablished as one of the main functions in the social calendar.

The exercise originated in the sale for £150 of a completed 36-inch plastic model of the *Cutty Sark*, complete with case. The model took Mr. J. D. Ferguson, one of the ILB crew, some seven years off and on to complete and the rigging was done as accurately as possible. Next on the list was a 20-inch motorised model of a Danish fishing vessel built by Mr. D. Smith, a local model maker. This realised £80. A model of the trawler, *Ross Kandahar*, also built by Mr. Smith, realised £18.

At the 1972 ball held in February a model of the *Mayflower*, donated by Revell (Gt. Britain) Ltd., of Potters Bar, built by Mr. Ferguson, was knocked down for £30 and two fast patrol boats donated by Richard Kohnstam Ltd., of Hemel Hempstead, realised £10 and £12 respectively.

Mr. Ferguson is responsible for reviewing ship kits for the International Plastic Modellers'

Society magazine and the 1972 kits were review samples completed to exhibition standards. The manufacturers have offered their continued support and are delighted that their review samples are being utilised in this way. It is believed that they would be willing to extend the facilities to a number of other branches

through Mr. Ferguson. If any branch can enlist the assistance of local model makers, and would be interested in learning more about the arrangement, it is suggested that the honorary secretary might contact Mr. J. D. Ferguson, at 11 South Mount Street, Aberdeen, AB2 4TN, for further details.

SOME WAYS OF RAISING MONEY

Before the University Boat Race took place on the Thames on 1st April, 1972, Commander P. Thornycroft, V.R.D., R.N.R., M.R.I.N.A., of T.T. Boat Designers Ltd, Bembridge, I.O.W., wrote: 'We have been asked by the B.B.C. if a boat can be made available for transporting their camera crew and we have agreed in principle. Once again I have explained to them that in view of the fact of having an Admiralty Warrant for the craft it cannot be available for normal charter. However, provided they are prepared to defray our normal out-of-pocket expenses (fuel, etc.) and make a contribution to the R.N.L.I. we would be happy to help them, subject to the suitability of the boat. I have suggested a contribution of 100 guineas, to which

they have readily agreed, and on this occasion I am proposing that the contribution be made to the Bembridge branch of the R.N.L.I. as this is really the home base of the launch Pisces.

Lee-on-Solent butcher, Mr. Eric Pearman, and his wife, Marjory, have presented a £40 cheque to the Mayor of Gosport (Ald. R. A. Kirkin). The money was the proceeds of a competition held by Mr. and Mrs. Pearman in aid of the R.N.L.I.

In reporting a provisional collection of close on £480 as a result of Shoreham's life-boat flag day in March, Mr. Tony Carpmal, honorary secretary, said: 'We seem to have found new enthusiasm from an enlarged committee'.

During a fund-raising evening, which the Sutton Coldfield ladies' life-boat guild held early this year, guests were asked to write down the number of lives saved by the R.N.L.I. since the inauguration of the Sutton Coldfield guild on 3rd March, 1966.

The 1st Bagillt Brownies Pack (girls aged 7-10) presented a cheque for £15 to Flint ILB station. This money was raised by making calendars and Christmas cards and by organising a small coffee evening.

The St. Helens Round Table organised a dinner-dance and cabaret in Liverpool and were able to hand over a cheque for £908 to the St. Helens ladies' life-boat guild. Mrs. W. L. Else, M.B.E., the guild's chairman, was this year awarded a bar to her gold badge. The St. Helens guild is, incidentally, the 'top' inland branch in the north west.

Pigeons are helping the R.N.L.I. For in July the Northern Centres Charity Championship—a 400-mile race from Rennes, France—was held in aid of the life-boat service. Mr. Brian Whittle, of Ashton-in-Makerfield, secretary of the Western Centre, Royal National Homing Union, organised the event.

by courtesy of Derek Evans



Highcliffe Comprehensive School, Mudeford, was approached by the chairman and secretary of the Mudeford ladies' life-boat guild for suggestions and help in raising money. The students built and raffled a canoe and raised £250 for guild funds.

This year the Leeds branch of the R.N.L.I. made a special effort in their approaches to golf clubs in the area. The first benefits of the personal approach were encouraging. Leeds Golf Club Ltd., which is the oldest golf club in Leeds and has been running a life-boat medal competition for over 15 years, held their 1972 effort during April. The ladies' section, captain, Mrs. June Parry, and the men's section, captain, Mr. R. Freeman, through their personal endeavours, returned a net donation of £79.68p. Competition fees yielded £41.40p, a raffle £16.20p, collecting box £12, and profit from tea towels £10.8p.

Fifty people, knitting furiously in the Red Cross headquarters at Castle Cary on one evening, produced a total of 498 inches of knitting. And, as they were all sponsored for every inch of knitting they completed, the result was £143 for the R.N.L.I. The 498 inches of knitting will be made into blankets, which will be donated to the local geriatric unit. The knit-in was organised by Castle Cary and district branch of the R.N.L.I., and there was a ready response of volunteers who sought sponsors. The sponsors were equally generous. For example, they sponsored Mrs. Kathleen Thorne to the tune of £1.31 for every inch she completed. Mrs. Thorne managed to complete 11 inches within the time limit, so that her contribution to the total was more than £14. In addition to sponsoring knitters, people gave donations.

More than £44 was raised at Bridlington in May after the Marine Craft Unit of the R.A.F. challenged the Bridlington life-boat's crew to a rowing boat race in Bridlington Bay. The challenge was accepted and Mr. M. Cawton, of the Windsor Hotel, promised a shield for an annual competition and also nine gallons of beer to the winners. The idea spread and eventually eight boats competed including the police coastguards, fire service, rugby club, NALGO, and others. The course was two miles in Bridlington Bay, and the R.A.F. won, with the life-boat second, and the coastguards third. The shield is for annual competition between the R.A.F. and the life-boat, and the beer goes to the overall winners. More than £40 was raised by the guild collecting on the piers. Mr. Arthur W. Dick, the honorary secretary, said: 'Next year we propose to hold it later in the season but not too near life-boat day. We were very surprised at our figure and think we can raise more than three figures if held during the holiday season.'

The Glasgow ladies' life-boat guild some months ago staged a book sale. This was a great success and raised £236. Another is planned.

Members of the ladies' guild of the Tenby branch of the R.N.L.I. organised a successful cocktail party at the De Valence Pavilion early in May and raised £240. The party was held under the patronage of the Mayor. All the prizes were donated together with a wonderful selection of snacks and savouries.

Some months ago the Herts and Essex High School organised a lilo event in their swimming pool. Two people from each form were chosen to board a lilo and manoeuvre their way up and down the pool, doing a maximum of 20 lengths each, in half an hour. The task was more difficult than it at first appeared. But the event turned out to be both amusing and very successful, raising the sum total of £57 for the R.N.L.I.

A sponsored walk around the historic city walls of York was undertaken by the Heworth guild, which resulted in the sum of about £120 being raised. Of this amount, £20.90p resulted from the participation by all the clerical staff of the North East District headquarters of the R.N.L.I.

The following note, here reproduced as received, reached the Editor: 'Mrs. F. Herring, chairman of the Margate ladies' guild, has organised "sponsored slim-in". Event runs for 10 weeks 20p entry fee plus 10p at weekly meeting. Extra 5p for lb. put on at weekly "weigh-in". Sponsors sought for every lb. off X amount. Is promising so far. Anyone, including men can join. Another to be held in autumn'.

Since 1953, Mrs. A. E. Turner, Secretary of the New Romney branch, has been knitting crochet gloves. She has made 309 pairs with all profits to the R.N.L.I. At the moment she charges 75p per pair. Each pair costs her 40p to make.

The Co-Operative Women's Guild has adopted the R.N.L.I. as their charity for the year 1972-1973. Target is expected to be about £20,000.

In enclosing a postal order for 25p, Mr. A. Dye, of Boxley Road, Maidstone, wrote: 'Although a senior citizen, I like to support in a small way, whenever possible, especially as my memory takes me back to a bleak wintry night in 1911 when I was able to help launch the Cromer boat.'

The Swansea district walk this year was arranged along the foreshore between Swansea and Mumbles so that walkers under the age of 15 were able to join in. The youngest participant, Caroline Ford, aged 9, of Thistleboon Road, Mumbles, Swansea, was sponsored for £29.36. She completed the 11 miles walking from Mumbles pier to Swansea and back to Mumbles.

The Portsdown branch organised a successful Portcreek water fair in July. In spite of rain and low cloud the fair drew a considerable crowd to hear Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., former chairman, of the R.N.L.I., open the proceedings and introduce Chay Blyth. The latter then by judicious use of a 12-bore shot gun started the main event of the day, the three harbours canoe race. There was something at the fair for everyone, including competitions, fish and chips and the R.N.L.I. raffle run by Players No. 10 Personality Girl, Miss Wendy Redman.

In connection with the visit of the Queen and the Duke of Edinburgh to the Isle of Man in August, the Manx Philatelic Society, in conjunction with the Royal Visit Committee, arranged for a souvenir envelope to be placed on sale. The proceeds of this venture were given to the R.N.L.I.

Mr. Spencer Leaver, chairman of the Enfield branch, writes: 'About nine months ago head office were kind enough to supply two life-boat collecting boxes, flags and display material for a friend of

mine, Mr. Russell Druce, opening a "Piccadilly Pub" in Honolulu. I am glad to report that coinciding with London Life-boat Week Mr. Druce ran a Honolulu Life-boat Week in his "pub". By organising dart matches, yard of ale drinking, etc., he was able to send me a cheque for \$72 (£27.28). I would like to claim this as the farthest branch collection in life-boat records.'

The Lewisham branch arranged a sponsored walk round the Crystal Palace motor race circuit on 9th July. They had about 320 walkers and grossed £1,300. Several groups took part, including Cub Scouts, Sea Scouts, Brownies, and infant, junior and senior schools. A nice touch was the fact that the Brownies were all in uniform and were accompanied by their Brown Owl and Tawny Owl. Two men from the Cambridge Harriers ran the whole way—one completed 18 laps and the other 27. A lap was about 1½ miles.

Mrs. E. M. Pink, aged 80, collected £99.32 as part of the flag day in Tywyu, Wales. Is this a record for a collection by one person? asks a reader.

Blind Visitors Shown Round at Bridlington

Bridlington, Yorkshire, life-boat station went out of its way some weeks ago to please a group of blind children.

Mr. Arthur W. Dick, honorary secretary, said a letter asking for this facility from the Tapton Mount School, Sheffield, posed a problem.

However, Mr. Roderick Scott, mechanic, and Mr. Derek Cranswick, deputy mechanic, gave their time and the blind children were shown round.

Mr. Dick, who afterwards received letters of thanks in Braille, writes: 'We showed them round the boat, feeling their way round from the propellers and back to the stern. We let them feel the tractor and started it for them to hear the power. We took them all on the boat, put lifejackets on them, let them turn the wheel and then started the engines for them to feel the vibrations. We then called up Flamborough Head coastguards, and I had already arranged for them to send messages to the children over the radio, which they did. These were picked up by the Coastguard mobile and I asked him to come to the station, which he did, and showed them the mobile.

'What I would like to point out is that if any station receives a request for blind children to visit them, they need have no worries. The best thing is to show them over the boat, and let

them have as many sound effects as possible, and they are very grateful.'

THE KEEN MINISTER

In acknowledging the R.N.L.I.'s thanks for his services as chaplain to the St. Mary's, Scilly Islands, life-boat *Guy and Clare Hunter*, the Rev. George Waddington, who is taking up a new appointment at Paisley, is further offering his services in the interests of the life-boat service.

He writes: 'If it is possible, it would be my wish to serve the Institution in my next appointment. I am to take charge of our Central Hall in Paisley, which contains one of our largest Methodist congregations in Scotland, and I shall also have responsibility for our church in Girvan, and it may well be that I could be of some use to the Institution in the area.

'Some years ago you accorded me the unusual and signal honour of wearing the life-boat crest on my ceremonial preaching scarf, and I have always counted this the greatest honour which life has brought to me. It is the normal custom when such an honour has been accorded, for the recipient to wear the scarf throughout the remainder of his ministry if he so desires, and as I am most anxious to continue to wear my scarf as a bond of affinity with the life-boatmen and the Institution itself, I should be most grateful if you could give me authority to do so.'

Mr. Waddington will, of course, continue to wear the scarf.

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND ILBs

1st March 1972 to 31st May 1972: Launches 516, lives saved 311

THE ACTIVE FLEET

(as at 31/5/72)

135 station life-boats

116 inshore life-boats operating in the winter

LIVES RESCUED 95,379

from the Institution's foundation in 1824 to 31st May, 1972

Awards to Coxswains and Crews

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

<i>Name</i>	<i>Station</i>	<i>Service</i>
John Robert Nicholson	Aith	Coxswain 6 years. Second coxswain 3 years. Bowman 9 months. Crew member 7½ years. Silver medal 1967.
David Harold Brooks	Barry Dock	Assistant motor mechanic 6½ years. Crew member 14½ years.
James Skinner	Blyth	Motor mechanic 20 years. Reserve mechanic 3½ years.
James Murray	Buckie	Second coxswain 7 months. Bowman 8½ years. Crew member 12½ years.
Reginald Carey	Coverack	Coxswain 7½ years. Second coxswain 24½ years. Crew member 11 years. Bronze medal 1956.
Peter James Veale	Douglas	Motor mechanic 10 years. Reserve mechanic 3½ years.
William Barry	Dunmore East	Reserve mechanic 17½ years. Motor mechanic 4½ years.
William F. Mann	Exmouth	Motor mechanic 18 years. Reserve mechanic 3½ years. Travelling mechanic 11 years.
Edmond Watkinson	Filey	Tractor driver 25 years. Tractor driver helper 5 years.
John Frank Edmunds	Hastings	Coxswain 10 years. Bowman 1 year. Crew member 15 years.
Albert George White	Hastings	Head launcher 36 years. Shore helper 9 years.
Joseph Edward Bird	Hoylake	Bowman 4½ years. Crew member 18½ years.
Albert Fisher	Ilfracombe	Assistant motor mechanic 10½ years.
Patrick Hayes	Kilmore	Second coxswain 5 years. Bowman 11½ years. Crew 17½ years.
William Sutherland	Longhope	Crew member 17½ years. Head launcher and shore signalman 45 years.
Alfred Robert Wilson	Margate	Second coxswain 5½ years. Bowman 7½ years. Crew member 11½ years.
John Gordon Bevan	The Mumbles	Bowman 13½ years. Crew member 8½ years.
Robert John Gammon	The Mumbles	Motor mechanic 23½ years. Assistant motor mechanic 4 months.
Eric Francis Swan	New Quay	Crew member 10 years. Crew member 31 years. Winchman 9 years.

<i>Name</i>	<i>Station</i>	<i>Service</i>
Thomas Douglas Dawson	North Sunderland	Coxswain 15½ years. Second coxswain 4½ years. Bowman 12 years. Crew member 12 years. Bronze medal 1959. Tractor driver 6 years. Tractor driver helper 2 years. Crew member 27 years. Bowman 5 years. Crew member 17½ years. Crew member 11 years. Assistant motor mechanic 8½ years. Emergency motor mechanic 10½ years. Crew member 6 years. Bowman 9 years. Crew member 7 years. Assistant motor mechanic 7 years. Crew member 3 years. Assistant motor mechanic 7½ years. Bowman 4 years. Crew member 8 years. Second coxswain 2½ years. Bowman 2½ years. Crew member 16 years.
Ralph Dawson	North Sunderland	
Philip Arthur May	Padstow	
Thomas Wilfred Maddrell	Peel	
Eddie Jones	Pwllheli	
Thomas Keane	Plymouth	
Roy Barker	Redcar	
Eric Pendleton	Redcar	
Richard Duggan	Rosslare Harbour	
Eric Gladwyn Grandin	St. Helier	

The Life-boat Dog of Aldeburgh

● All kinds of memorials have been erected to man but among the more unusual is this one portraying the life-size model of a dog. It can be seen on the front at Aldeburgh on the Suffolk coast overlooking a children's model yacht pond. It bears the following inscription: 'This memorial was erected by the people of this Borough to Dr. "Robin" P. M. Acheson who cared for them from 1931 to 1959.' 'Dr. Robin', as he was called, was honorary medical officer of health to the R.N.L.I. and chairman to the Public Health and Sea Defence Committee among other appointments. He was acclaimed as a man who unfailingly gave his services to the town. At all times his constant companion was his dog 'Snooks'. 'Snooks', it is said, even boarded the life-boat and put out to sea with his master on the doctor's medical errands. After the death of Dr. Acheson, as a token of gratitude, a fund was raised by public subscription to erect a statue of his pet in addition to enlarging the children's model yacht pond, the site chosen to establish the bronze representation of 'Snooks'. From all accounts, by strange coincidence, the dog died just a year after the doctor—on the very day the memorial was unveiled. And, in 1959, at the time of Dr. Acheson's

death, the present Aldeburgh life-boat, 'The Alfred and Patience Gottwold', was handed over to the station.—J.R.



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<i>Name</i>	<i>Station</i>	<i>Service</i>
Gordon William Coom Mathew Stevens Thomas	St. Helier St. Ives	Crew member 18 years. Tractor driver 10 years. Tractor driver helper 5 years.
Henry Philcox, B.E.M.	Shoreham Harbour	Second coxswain/mechanic 3½ years. Motor mechanic 30½ years. Assistant motor mechanic 2¾ years. Crew member 2½ years. Bronze medal 1941.
Edward Wilson	Stromness	Motor mechanic 9½ years. Assistant motor mechanic 16¾ years.
Gilbert Ernest Barrs	Walton and Frinton and New Brighton	Motor mechanic 29½ years. Motor mechanic 2½ years. Reserve mechanic 2½ years.
Ernest Edward Powlesland	Weymouth	Motor mechanic 18¾ years. Reserve mechanic 7 years. Crew member of the Hope Cove life-boat 4½ years.
Robert H. L. Pennock	Whitby	Second coxswain 8¾ years. Crew member 7 years.
James Wallace Marshall Alexander Adamson, M.B.E.	Wick Wick	Winchman 24 years. Bowman 4¾ years. Crew member 40 years.
Ebenezer Miller Rosie	Wick	Assistant motor mechanic 16¾ years. Crew member 15½ years.
Harold Joseph Hayles, B.E.M.	Yarmouth	Coxswain 19 years. Bowman 7½ years. Crew member 4¾ years.
Arthur William Pettit	Yarmouth	Motor mechanic 23½ years. Reserve mechanic 1 year.

FISHING BOAT SAVED FROM ROCKY GRAVE

At 4.12 a.m. on 24th January, 1972, the Flamborough coastguard told Mr. Arthur Dick, the honorary secretary, Bridlington, that the m.f.v. *My Susanne* was sending out radio messages requesting life-boat assistance, as her engine was broken down, and even though her anchor was down, it was not holding and the vessel was drifting on to a lee shore.

The maroons were fired at 4.28. At this time a further message was received that the casualty had sent a radio message that she was grounding a quarter of a mile off Sewerby beach.

The Bridlington life-boat *William Henry and Mary King*, which is a 37-foot Oakley, was launched, the wind being southerly, force 7, causing a rough sea and breakers along the shore-line. She went in a north easterly direction towards Sewerby beach and at 4.45 a.m. the deck lights of the casualty were sighted under the cliffs. The life-boat was brought up in a position off the casualty and rounded head to sea clear of the broken water in which the *My Susanne* lay. A parachute illuminating flare was fired so that the situation could be assessed.

The coastline in this position runs in an east south east to west south west direction and the beach shoals very gradually to seaward, consisting of sand, rock outcrops and occasional boulders.

It was seen that the casualty lay with her head in a north by east direction. Bearing in mind that the tide was on the turn and starting to flood and that to attempt to take off the crew by breeches buoy would entail dragging them through shallow tumbling seas, Coxswain John King decided to attempt to tow the boat off before she started to break up, thus saving the crew. It could be seen that the casualty lay too far from the shore for a breeches buoy rescue by the Coastguard.

The life-boat was anchored to seaward and to the eastward of the casualty and veered down towards the casualty on the anchor cable. Wind was from a south by west direction, force 7, with gusts of force 8. The sea was rough and a swell was breaking heavily round the *My Susanne* and to seaward in the shoal water. The life-boat veered back into the breaking water, pitching violently to the breaking seas which

were 7 to 8 feet between trough and crest. Seas were breaking over the bows of the life-boat and the three crew members tending the anchor cable.

When veered to within 100 yards of the casualty a rocket line was fired across *My Susanne*. At this stage the echo sounder was showing no reading, and the life-boat's keel struck the ground heavily several times. A plaited warp was quickly passed from the fishing boat's starboard bow and made fast on board the life-boat. Then the engines were put ahead. During this time radio contact had been kept with the casualty. She was asked to slack away the towline to allow the life-boat into deeper water.

The towing attempt was made from the bow of the fishing boat owing to the fact that she was deep drafted aft and light drafted forward. After a short period of towing by the life-boat the casualty's head began to move, and gradually she was towed around to a southerly heading through an easterly heading. At this point the life-boat's anchor began to drag and the life-boat was swept westward by the increasing tide.

Gun lines were attached to the towing warp and then it was slipped, the life-boat proceeding to seaward and relaying her anchor further out, then veering back again. The tow warp was recovered and made fast at 6.47 a.m.

By this time the trawler had broached broadside on to the beach, having been swung round by the tide and sea, and she was lying rolling and grinding her bilges on the rocky bottom, sometimes lying almost on her beam ends.

The casualty was gradually pulled round again until she was heading in a southerly direction, and during this process the skipper of *My Susanne* expressed concern for the safety of his crew and thought the boat was lost. However, Coxswain King duly reassured him. While being hove round, the fishing boat was hammered by seas and constantly thrown beam ends on to the sea.

With the casualty's head to seaward and the tide rising, the life-boat now went full ahead in an attempt to free the fishing boat. The casualty by now had been able to start her own

engine, and with this added help, at 7.35 a.m., the life-boat pulled her clear, shortening up her anchor cable as she did so.

With the relief of getting off, the fishing boat kept coming ahead and passed close along the port side of the life-boat, altering course to starboard across her bows. This took the tow rope under the life-boat and fouled her port propeller. The port engine was stopped immediately and the casualty let go her own tow rope. This move was completely unexpected as it had been arranged by radio that the casualty would wait until the life-boat recovered her anchor and lay to her tow.

The life-boat now weighed anchor and proceeded on her starboard engine. At 7.77 a.m. *My Susanne* requested that the life-boat escort her into harbour as her engine was running very roughly and might fail. After seeing her safely into harbour through a confused sea at the harbour entrance, the life-boat returned to the beach at 8.14 a.m. She was re-housed and placed on service just before 9 o'clock that morning.

For this service Coxswain King was awarded a bar to his bronze medal for gallantry. The remainder of the crew received medal service certificates.

No. 4 Life-boat Area

Skilful ILB Rescue off Southwold

SHORTLY before 10 a.m. on 6th February, 1972, Mr. Patrick Pile, a member of the Southwold inshore life-boat crew, walked to the end of the harbour mouth. The wind was east south east, force 6, and gusting beyond. Visibility was four to five miles. The weather was overcast with rain squalls, and it was two hours after low water. As he walked back from the harbour pier, Mr. Pile saw a small fibre-glass dingy, driven by an outboard motor, heading out of the harbour with four or five people on board.

Having seen the heavy seas breaking across the southern end of the shoal over which he knew they must pass, Mr. Pile decided at once that they were heading for trouble. He returned

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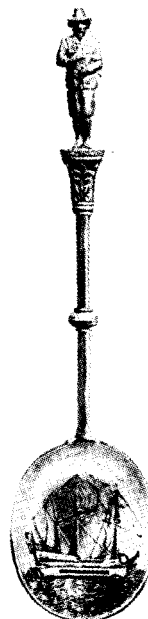
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quickly to his car and drove to the ILB house a quarter of a mile away to prepare to launch. On arrival he saw another member of the ILB crew, Mr. Martin Helmer, and told him he thought the inshore life-boat was going to be needed. Mr. Helmer immediately joined him and started to dress for the anticipated launch, while Mr. Pile telephoned the coastguard.

Even as he did so, however, he saw a car approaching at high speed from the direction of the harbour mouth, and, by the time the driver had wound down his window and shouted 'They've turned over', Mr. Pile and Mr. Helmer were launching the ILB. The time was 10.13 a.m.

As they left the river and headed into the sea, Mr. Helmer stood up in the bows, holding on to the bridle, and searched for the upturned dingy. He sighted it about 300 yards south east of the harbour and about 300 yards off Walberswick beach. As Mr. Pile steered the ILB in the direction indicated, a body was seen floating face downwards.

He took the ILB alongside and held her head to the sea while Mr. Helmer, with what must have been a super-human effort, managed to heave the unconscious 18-year-old man on board. As he did so, Mr. Pile, who is a qualified first-aider, leaned forward and punched the victim in the stomach in an effort to induce vomiting. This appeared to succeed to some extent, but the man remained unconscious in the bottom of the boat as it headed towards the next survivor, who was seen to be floating face upwards 50 yards away. This body, like the first, was apparently

being held afloat by air trapped in the anorak-type jacket.

Before they reached him, Mr. Helmer spotted another body lying face down, and so course was altered to recover this one first. Mr. Pile had to leave the tiller to help Mr. Helmer with hauling him in and the boat was left at the mercy of the breaking seas. She turned broadside on to the waves as the two men struggled to get the 16-year-old boy aboard. The ILB shipped much water as they tried to make the boy vomit and start him breathing. As with the first man, some water was emitted but no further sign of life could be produced. The two lay in the bottom of the boat with their faces blue/black, to all appearances dead.

Then further attention to the first two had to be abandoned while they turned the ILB back to the casualty who was face upwards in the water. He was pulled in with waves breaking high over the ILB. He was a 13-year-old boy who appeared to be still conscious but unable to speak. Mr. Pile was not sure how many had been aboard the dinghy although he felt sure it was more than three. He was on the point of deciding to head for the beach to try to save those he had, when another body was sighted 50 yards away, face downwards. He turned the ILB towards it, but a sea broke over the body and it disappeared when the boat still had 15 yards to go. As the ILB turned again for the beach another sea broke and the man's body re-appeared. This man was subsequently estimated to have weighed nearly 18 stone but, in spite of their exhausted condition, Mr. Helmer and Mr. Pile managed to get him aboard.

The boat was now filled to the gunwales with water and it was hardly possible to keep the faces of the victims out of it. In this condition the boat was also sluggish and Mr. Pile was faced with the choice of attempting the comparatively long return to harbour, where help would be plentiful, or of making a run for the nearest beach which he knew meant a delay in the arrival of an ambulance or professional help.

Looking ashore he saw two local fishermen on Walberswick beach and a further glance at the four bodies in the bottom of the ILB confirmed his opinion that this was their only chance. He drove the swamped ILB as fast as she would go for the shore, and she grounded some 12 yards off. The two Walberswick fishermen, Mr. Dinks Cooper and Mr. Fred Eades, hurried to the assistance of the exhausted ILB crew. They and Mr. Helmer started carrying all four inert bodies through the surf and up the beach, while Mr. Pile stayed with the boat until the last body was landed. After he left the ILB to climb the beach and start the artificial respiration efforts, the boat was capsized by a heavy breaking sea.

Two of the Southwold ILB team receiving their awards from the Duke of Kent, President of the R.N.L.I., at the annual meeting in London in May. Top: Mr. Patrick Pile and (below) Mr. Martin Helmer.



Mr. Cooper was asked to go for more help and the ambulance, while Mr. Eade helped the crew in their attempts to restore life to the victims, all four of whom were still blue/black in the face and only one of whom was thought to be still alive.

Neither Mr. Pile nor Mr. Helmer had time to don their full protective clothing, and Mr. Helmer had at times been working with his head and shoulders under water when recovering the bodies. Both men were thoroughly wet and were now feeling extremely cold in the high wind. Although completely exhausted the pair drove themselves with sheer determination to do all in their power to restore life before they themselves collapsed.

Mr. Pile said he used the Holger-Neilsen method to pump the water out of the victims first, as neither had enough breath to give mouth to mouth resuscitation.

The youngest boy responded fairly quickly and the 16-year-old was revived a few minutes later. Mr. Helmer and Mr. Eades followed up Mr. Pile's resuscitation with massage of the extremities to restore circulation. Then Mr. Eades and Mr. Cooper, who had now returned, carried them up the beach behind the dunes to give them some protection from the wind.

The 18-year-old man was in an even worse con-

dition and repeatedly stopped breathing after he had apparently been restored. The rescuers tore the door off a nearby shed to make a stretcher to carry him up the beach and behind the shelter of the dunes, where they continued their efforts, including cardiac massage. After a half-hour of almost continuous artificial respiration and massage regular breathing was at last resumed. The remaining man, who was the 42-year-old father of the two youngest boys, could not be revived.

The ambulance arrived just as the ILB crew succeeded in restoring regular breathing to the 18-year-old. The crew of the Coltishall R.A.F. helicopter, which landed on the beach moments later, were told that they could not be sure everyone had been picked up. The helicopter carried out a thorough search but without result.

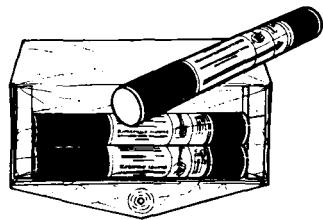
The four from the dinghy were given oxygen in the ambulance, but the older man was pronounced dead on arrival at hospital. There proved to have been five people in the dinghy when it was upset.

None of those recovered was wearing a life-jacket, although some life-jackets were eventually washed ashore with the boat. According to one witness, the survivors attempted to climb on to the upturned hull at first but were quickly swept off by the seas. It is believed, too, that the drowned 42-year-old father spent some



don't forget your flares lads!

You may never need them – we hope you never do! But it makes good sense to carry a pack of signal flares . . . as important as your lifejacket. Just in case!



THE WORLD'S BEST BY
SCHERMULY

See page 391 for details of a special offer to Y.L.A. members.



time holding his youngest son afloat before he himself succumbed.

The bronze medal of the R.N.L.I. was awarded to Mr. Pile and Mr. Helmer for their gallantry. Framed letters of thanks signed by the Chairman, Cmdr. F. R. H. Swann, have been sent to Mr. Cooper and Mr. Eades for their part in the rescue.

No. 6 Life-boat Area

AMBULANCE CALL

WHEN ON 16th January, 1972, a Russian fish factory ship, anchored 30 miles west of Guernsey, requested assistance to take off a sick man requiring hospital treatment, the St. Peter Port, Guernsey, life-boat went out.

At 5.30 a.m. the life-boat *The Princess Royal* (Civil Service No. 7), on temporary duty at the station, slipped her moorings in a strong southerly gale and a very rough sea. It was two hours to high water. With a doctor and two St. John Ambulance Brigade members on board, the life-boat met the fish factory vessel *Robert Eykhe* 12 miles north west of St. Peter Port.

At 6.50 a.m. the life-boat went alongside the vessel but it was evident that the Russians did not want anybody to go aboard. The sick man, suffering from peritonitis, was strapped in a stretcher and lowered on a pallet by the ship's derrick. There was a rise and fall in the tide of about 10 feet but the stretcher was taken off the pallet and put in the life-boat cockpit.

The doctor was then hoisted by the pallet to the Russian vessel for a short talk with the ship's woman doctor. Afterwards the life-boat sailed for St. Sampson's where the sick man was

taken by ambulance to hospital. She returned to her station at 7.10 p.m.

No. 6 Life-boat Area

TRAPPED ON ROCKS

AT 4 p.m. on 27th May, 1972, Mr. Edmund Philip Le Clercq saw four people trapped by the rising tide in a gully off La Rocque harbour, Jersey.

The wind was westerly, force 8, and the sea was confused. Mr. Le Clercq, accompanied by Centenier Stanley Le Brun, launched a dinghy and pulled out to his 24-foot fishing boat *Daddy* on a mooring in La Rocque harbour.

It took only a few minutes to make the passage of 600 yards to where two men and a woman were in the water. They were standing on rocks up to their shoulders in swirling water, suffering from exhaustion and in grave danger of being swept away by a combination of a westerly gale and a two knot spring tide.

With difficulty Mr. Le Clercq manoeuvred the *Daddy* among the rocks and while the three people clung to the side of the boat they were hauled aboard. A few yards away the other missing woman was sighted and she too was hauled aboard to be given immediate artificial respiration.

In the meantime the fire station Zodiac had launched to give assistance and the four survivors were transferred to it in order that they could be landed in the harbour. Unfortunately the last woman recovered failed to respond to treatment.

For his prompt action Mr. Le Clercq has received the thanks of the Institution inscribed on vellum. A certificate to commemorate his part in the rescue has been sent to Mr. Le Brun

Life-boat launches on Service during the months March, April and May, 1972

Aberdeen, Aberdeenshire
Aldeburgh, Suffolk
Amble, Northumberland
Angle, Pembrokeshire
Arranmore, Co. Donegal
Baltimore, Co. Cork
Barmouth, Merionethshire
Barrow, Lancashire
Barry Dock, Glamorganshire
Bembridge, Isle of Wight
Blackpool, Lancashire
Blyth, Northumberland
Bridlington, Yorkshire
Broughty Ferry, Angus

March 12th and April 26th.
March 14th, 21st, April 10th (twice) and 16th.
April 27th.
March 27th and April 16th.
April 5th, 22nd and May 15th.
May 16th.
March 17th, April 22nd, 26th and 27th.
March 19th and April 3rd.
March 27th, April 3rd, 14th and 22nd.
March 4th, 31st, April 15th, 16th, 29th, May 14th and 24th.
March 1st.
March 12th.
March 19th, April 1st, 2nd and 29th.
May 12th.

Buckie, Banffshire	March 19th.
Calshot, Hampshire	March 4th, 15th, April 24th, May 21st and 26th.
Campbeltown, Argyll	May 9th and 27th.
Clacton-on-Sea, Essex	April 3rd, 7th and May 14th.
Clogher Head, Co. Louth	May 21st.
Cloughy-Portavogie, Co. Down	April 24th.
Clovelly, North Devon	March 19th, April 6th, 18th, 29th and 30th.
Cromer, Norfolk	May 5th and 20th.
Douglas, Isle of Man	March 27th.
Dover, Kent	April 10th, 18th and May 29th.
Dungeness, Kent	April 10th.
Dun Laoghaire, Co. Dublin	April 14th.
Dunmore East, Co. Waterford	May 26th.
Exmouth, South Devon	March 8th, April 19th and May 23rd.
Eyemouth, Berwickshire	March 24th.
Falmouth, Cornwall	April 2nd, May 24th, 25th and 26th.
Filey, Yorkshire	March 10th.
Flamborough, Yorkshire	April 10th, 23rd and 27th.
Fowey, Cornwall	March 30th, May 1st and 14th.
Galway Bay, Co. Galway	March 3rd, 5th, April 3rd, 27th, May 1st, 4th and 13th.
Girvan, Ayrshire	April 30th.
Harwich, Essex	March 6th and 11th.
Hastings, Sussex	March 2nd, 6th and May 3rd.
Holyhead, Anglesey	March 9th, April 5th and May 2nd.
Hoylelake, Cheshire	April 14th, 15th and May 24th.
Humber, Yorkshire	March 5th.
Islay, Inner Hebrides	April 14th.
Kirkwall, Orkney	May 25th.
The Lizard-Cadgwith, Cornwall	March 24th.
Llandudno, Caernarvonshire	April 30th.
Longhope, Orkney	April 7th and 9th.
Lowestoft, Suffolk	March 4th and 14th.
Mallaig, Inverness-shire	April 26th, May 24th and 25th.
Margate, Kent	March 9th, April 19th, May 24th, 27th and 30th.
Moelfre, Anglesey	March 24th and April 5th.
Montrose, Angus	March 23rd.
The Mumbles, Glamorganshire	April 23rd, 29th, May 26th and 28th.
Newbiggin, Northumberland	May 4th.
New Brighton, Cheshire	April 18th, May 7th and 13th.
Newcastle, Co. Down	April 24th.
New Quay, Cardiganshire	April 17th, 26th and May 30th.
North Sunderland, Northumberland	March 26th and April 24th.
Padstow, Cornwall	April 5th, 30th, May 1st and 25th.
Penlee, Cornwall	March 26th, April 6th, 16th and May 8th.
Peterhead, Aberdeenshire	April 14th.
Plymouth, Devon	March 27th, April 1st, 16th, 18th, May 14th and 20th.
Poole, Dorset	April 11th, 16th and May 26th.
Port Erin, Isle of Man	April 3rd and 15th.
Porthdinllaen, Caernarvon-shire	April 9th.
Port St. Mary, Isle of Man	March 30th.
Pwllheli, Caernarvon-shire	March 31st and April 30th.
Ramsey, Isle of Man	March 27th and May 21st.
Ramsgate, Kent	May 31st.
Redcar, Yorkshire	May 28th.
Rhyl, Flintshire	April 24th.
Runswick, Yorkshire	May 4th.
St. Abbs, Berwickshire	April 3rd and May 15th.
St. David's, Pembrokeshire	May 7th.
St. Helier, Jersey	March 4th, April 3rd and May 13th.
St. Ives, Cornwall	March 3rd, April 12th (twice) and May 6th.
St. Mary's, Scilly Islands	March 11th.
St. Peter Port, Guernsey	March 10th.
Salcombe, South Devon	April 1st.
Scarborough, Yorkshire	March 28th.
Selsey, Sussex	March 19th, April 16th, 18th, 25th and May 14th.
Sennen Cove, Cornwall	March 23rd.
Sheerness, Kent	April 2nd, 10th, 15th, 16th, May 14th (twice) and 27th.

Shoreham Harbour, Sussex
Stornoway, Outer Hebrides
Stromness, Orkney
Stronsay, Orkney
Sunderland, Durham
Swanage, Dorset

Tenby, Pembrokeshire
Thurso, Caithness
Torbay, South Devon
Troon, Ayrshire
Tynemouth, Northumberland
Valentia, Co. Kerry
Walmer, Kent
Walton and Frinton, Essex
Wells, Norfolk
Weymouth, Dorset
Whitby, Yorkshire
Wicklow, Co. Wicklow
Workington, Cumberland
Yarmouth, Isle of Wight
Youghal, Co. Cork

April 5th and 22nd.
 March 18th.
 March 25th, April 27th and May 25th.
 May 28th.
 May 30th.
 March 23rd, 27th, April 10th, 11th, 15th (twice), 28th, May 3rd, 7th, 21st and 30th.
 April 8th.
 March 19th.
 May 9th.
 May 7th, 26th and 27th.
 March 19th and May 26th.
 March 24th and April 5th.
 May 24th.
 April 9th and May 29th.
 April 10th and May 2nd.
 March 4th, 12th, 28th, April 2nd, 29th and May 26th.
 April 27th and May 4th.
 March 12th.
 March 31st and May 7th.
 March 28th, 31st, April 9th and 11th.
 March 6th.

ILB launches on Service during the months March, April and May, 1972

Aberdeen, Aberdeenshire
Aberdovey, Merionethshire
Abersoch, Caernarvonshire
Aberystwyth, Cardiganshire
Arran (Lamlash) Buteshire
Atlantic College, Glamorganshire
Barrow, Lancashire
Baumaris, Anglesey
Bembridge, Isle of Wight
Blyth, Northumberland
Borth, Cardiganshire
Bournemouth, Hampshire
Bridlington, Yorkshire
Broughty Ferry, Angus
Burnham-on-Crouch, Essex
Cardigan, Cardiganshire
Clacton-on-Sea, Essex
Conway, Caernarvonshire
Coverack, Cornwall
Criccieth, Caernarvonshire
Crimdon Dene, Co. Durham
Cullercoats, Northumberland
Dunbar, East Lothian
Eastbourne, Sussex
Eastney, Hampshire
Exmouth, South Devon
Fleetwood, Lancashire
Hartlepool, Co. Durham
Harwich, Essex
Hastings, Sussex
Helensburgh, Dunbartonshire
Holyhead, Anglesey
Horton and Port Eynon, Glamorganshire
Howth, Co. Dublin
Kinghorn, Fife
Kippford, Kirkcudbright
Largs, Ayrshire

April 30th.
 March 26th, April 1st and 21st.
 April 2nd, 3rd, 4th, 9th, 30th, May 14th, 29th (twice) and 30th.
 April 14th, 21st and May 12th.
 May 23rd, 29th and 31st.
 April 1st.
 April 12th.
 March 31st.
 April 16th and May 31st.
 April 3rd.
 April 1st, 13th and 14th.
 May 21st.
 April 2nd, 15th and 23rd.
 March 30th, April 7th, 9th, 23rd, May 8th and 14th.
 May 27th.
 April 2nd.
 April 8th, 16th and May 13th.
 May 7th.
 May 28th.
 May 14th, 17th, 21st and 28th.
 May 28th.
 April 30th and May 24th.
 April 15th.
 May 29th.
 March 4th, 17th, April 3rd and May 4th.
 April 30th and May 10th.
 April 16th and May 9th.
 April 10th, 30th and May 7th.
 May 28th and 30th (twice).
 April 3rd, 17th and May 23rd.
 March 6th, 22nd, April 2nd, May 28th (twice) and 31st.
 April 2nd.
 April 23rd, 24th and May 7th
 April 14th.
 April 15th.
 May 13th.
 March 5th, 6th, April 2nd, 3rd, 5th, May 11th, 13th (twice), 23rd, 27th and 29th.
 April 22nd and 23rd.

Little and Broad Haven, Pembrokeshire

Littlehampton, Sussex
Littlestone-on-Sea, Kent
Llandudno, Caernarvonshire
Lyme Regis, Dorset
Lymington, Hampshire
Mablethorpe, Lincolnshire
Margate, Kent
Minehead, Somerset
Moelfre, Anglesey

Morecambe, Lancashire
Mudford, Hampshire
Mumbles, Glamorganshire
New Quay, Cardiganshire
Newquay, Cornwall
North Sunderland, Northumberland
Oban, Argyll
Plymouth, South Devon
Poole, Dorset
Porthcawl, Glamorganshire
Port Isaac, Cornwall
Port St. Mary, Isle of Man
Pwllheli, Caernarvonshire
Queensferry, West Lothian
Redcar, Yorkshire
Rhyl, Flintshire
Rye Harbour, Sussex
St. Agnes, Cornwall
St. Bees, Cumberland
St. Ives, Cornwall
Scarborough, Yorkshire
Selsey, Sussex
Shoreham Harbour, Sussex

Silloth, Cumberland
Skegness, Lincolnshire
Southend-on-Sea, Essex

Sunderland, Co. Durham
Tighnabruaich, Argyll
Torbay, Devon
Tre-Arddur Bay, Anglesey
Tynemouth, Northumberland
Walmer, Kent
West Kirby, Cheshire
West Mersea, Essex
Weston-super-Mare, Somerset
Weston-super-Mare, Somerset (18.004)
Whitby, Yorkshire
Whitstable, Kent
Yarmouth, Isle of Wight

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

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Membership Number

L.B/10/72

Deaths

In the past few months a number of life-boatmen well known on the coast have passed away.

Ex-Coxswain Harold J. Hayles, B.E.M., who retired from the Yarmouth, I.O.W., life-boat in September, 1971, died in March.

Ex-Coxswain Patrick Sliney, of the Ballycotton, Co. Cork, life-boat, who won the R.N.L.I. gold medal for gallantry for one of the most famous services in life-boat history, died at the age of 87. Mr. Sliney was also

awarded the silver and bronze medals. He served as coxswain of the Ballycotton life-boat from 1922-1950 and as second coxswain from 1911-1922.

Other ex-coxswains whose deaths have taken place include Mr. J. Wheatley (Blyth), Mr. R. Ingram (Girvan), Mr. W. H. Walker (Holy Island), Mr. G. H. Elliott (Padstow), Mr. A. J. Malcolm (Campbeltown), Mr. C. Hicks (Angle), Mr. T. Patton (Runswick), Mr. W. Murphy (Newcastle, Co. Down) and Mr. W. Tracey (Seaham).

INDEX TO ADVERTISERS

Birds Eye Foods Ltd.	..	..	..	..	..	..	..	..	Inside front cover
Brooke Marine Ltd.	..	..	..	..	..	..	..	..	Back cover
Chubb Fire Security Ltd.	..	..	..	..	..	..	..	..	363
Coastal Radio Ltd.	..	..	..	..	..	..	..	..	361
Cogswell & Harrison Ltd.	..	..	..	..	..	..	..	..	363
Dagenite Electric Power Storage Ltd.	..	..	..	..	..	..	..	..	363
Duckhams Oils Ltd...	..	..	..	..	..	..	..	..	359
M. G. Duff & Partners Ltd.	..	..	..	..	..	..	..	..	385
Gardner Engines (Sales) Ltd.	..	..	..	..	..	..	..	..	Inside back cover
Groves & Gutteridge Ltd.	..	..	..	..	..	..	..	..	383
Hattersley Newman Hender Ltd.	..	..	..	..	..	..	..	..	367
International Yacht Paints	..	..	..	..	..	..	..	..	383
Mermaid Marine Engines Ltd.	..	..	..	..	..	..	..	..	367
Neco Marine Ltd.	..	..	..	..	..	..	..	..	363
Players Ltd.	..	..	..	..	..	..	..	..	371
Schermuly Ltd.	..	..	..	..	..	..	..	..	387
University Marine Ltd.	375
Richard B. Wigfull & Son Ltd.	385
C. P. Witter Ltd.	361
Classifieds	361

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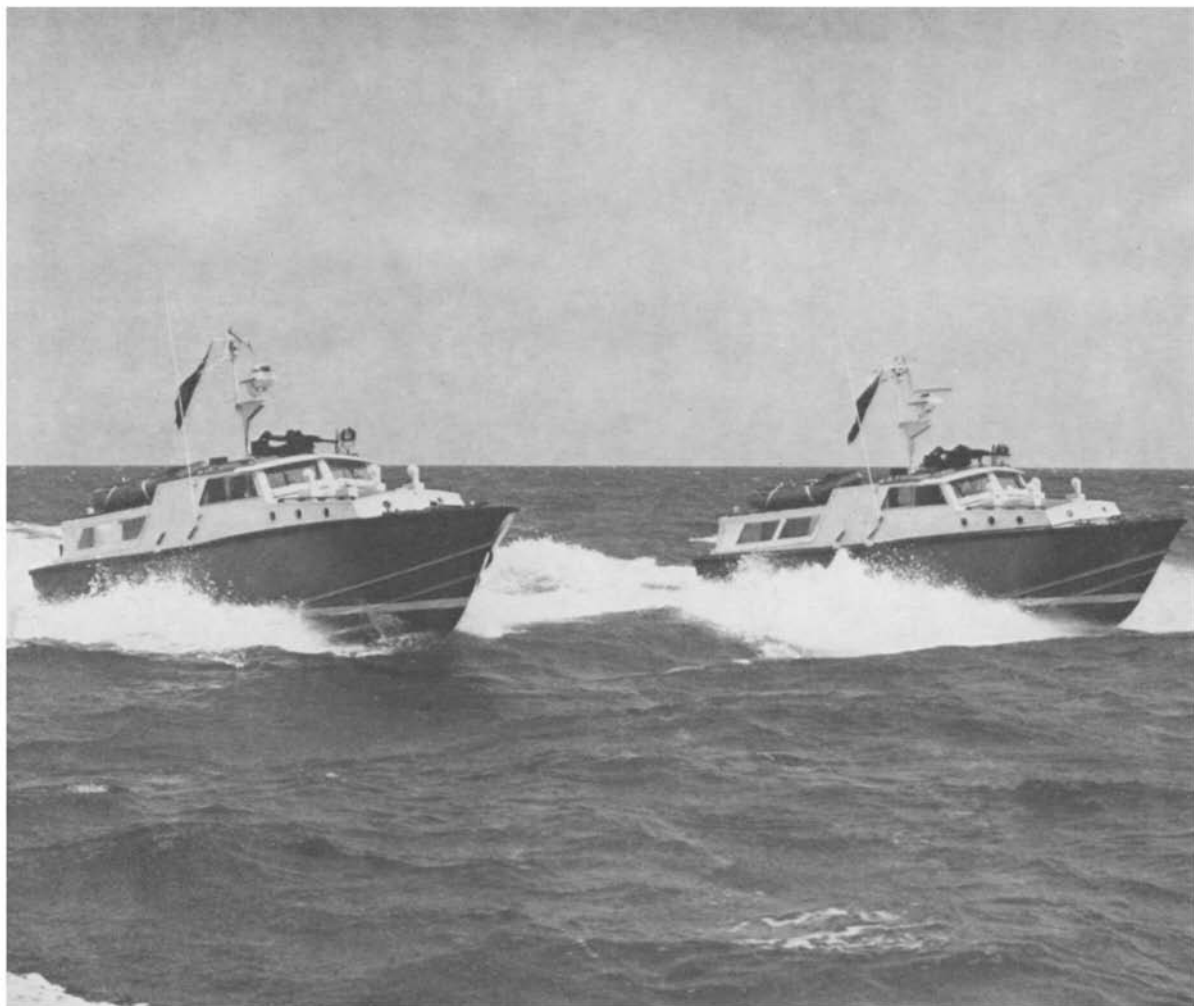
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