



JANUARY 1973

THE LIFE-BOAT

15p



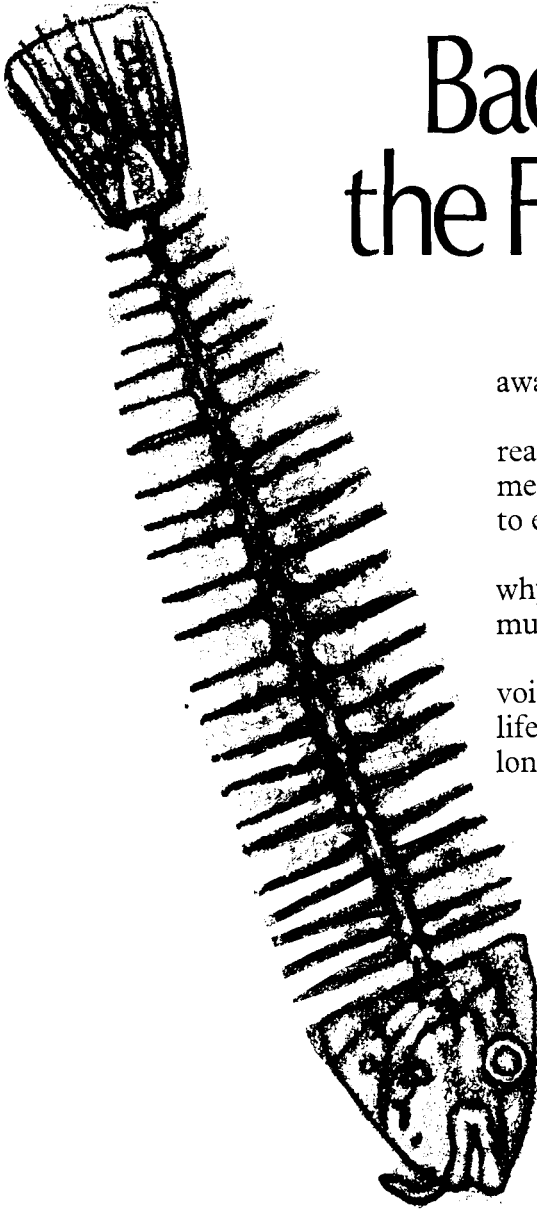
Backbone of the Fishing Trade.

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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., 8/10 Parkway, London, NW1 7AD (Tel. 01-267 1285).

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 April and news items should be sent by early February.

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.C.A.M.*

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January, 1973

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NOTES OF THE QUARTER

by
the Editor



by courtesy of T. P. Roskrow

AT a press conference held in London on 24th October, Commander F. R. H. Swann, O.B.E., R.N.V.R., Chairman of the R.N.L.I., announced a colourful programme of events to celebrate in 1974 the 150th anniversary of the foundation of the R.N.L.I. The following are some of the events which have been planned by the special 1974 Working Party set up, which included representatives from head office and district offices and the Central Appeals Committee, with a representative from the English Tourist Board.

COMMEMORATIVE SERVICES

A life-boat commemorative service in St. Paul's Cathedral will take place on 4th March, 1974 (it was on 4th March, 1824, that the R.N.L.I. was founded). The Archbishop of Canterbury has agreed to preach the sermon, and Cardinal Heenan and the Moderator of the Free Church Council will be participating. Rabbi Dr. Leslie Edgar will be reading a lesson. Other services of dedication will be taking place in cathedrals, churches and chapels in many parts of Britain and Ireland on the following Sunday, 10th March. One of these will be

held in St. George's Church, Douglas, Isle of Man, where the founder of the R.N.L.I., Sir William Hillary, is buried.

SPECTACLE

An international life-boat exhibition will be staged in Plymouth over a six-week period extending from late July to early September on the West Hoe in Plymouth. Among the new R.N.L.I. life-boats on show will be a 52-foot boat of the Arun class, which is being provided by voluntary gifts from members of the Civil Service and Post Office Life-boat Fund. Life-boat organisations in countries overseas have been invited to participate and, if possible, to send life-boats to visit Plymouth for the occasion.

The Department of the Environment has given permission for a son et lumière production to be staged in aid of the R.N.L.I. in Greenwich Park during the summer of 1974.

The central feature at the International Boat Show at Earl's Court in January, 1975, which will be a life-boat station and village, will be sponsored by the Midland Bank.

Many local authorities will be having

COVER PICTURE

Coxswain Robert McMullan, of Portrush, Co. Antrim, a professional fisherman, was appointed Second Coxswain in 1940 and Coxswain in 1964. His life-boat is the Lady Scott (Civil Service No. 4), a 46 foot 9 inch Watson, which was built in 1949. In 1961, as second coxswain, he was awarded the bronze medal of the R.N.L.I. for his part in the service in 1960 to the m.v. Argo Delos of Piraeus. In 1965 he received the thanks of the Institution inscribed on vellum for a search in appalling weather conditions for men lost overboard from a frigate. The picture was taken by George Morrison who made the Irish life-boat film '2,000 Miles of Peril'.

R.N.L.I. flower motifs in municipal parks and gardens in 1974.

It is hoped that owners of historic houses and fine gardens will open them in aid of the R.N.L.I. on at least one day in 1974.

THE ARTS

Mr. Benjamin Britten, who was born at Lowestoft, has agreed to dedicate his next major work, which will be a sea symphony, to the R.N.L.I., to commemorate its 150th anniversary. The first performance will be given by the Bach Choir and will take place some time after 1974.

Cassells will be publishing the official history of the R.N.L.I., which is being written by Mr. Oliver Warner, the historical writer whose works include many covering naval history. The White Lion Publishing Company will be reprinting R. M. Ballantyne's novel *The Life-boat* with a foreword by the Duke of Atholl, Deputy Chairman of the R.N.L.I. and Convener of the Scottish Life-boat Council, and will be publishing an illustrated book entitled *Life-boats and Life-boat People*.

It is hoped that a new work by Dame

Barbara Hepworth will be commissioned and will be placed on the site of the R.N.L.I.'s new headquarters to be built at Poole in Dorset.

The Royal Society of Marine Artists will be staging a travelling exhibition in 1974 in conjunction with the R.N.L.I.

COMMEMORATIVE ITEMS

A request has been made to the Post Office that there should be a special issue of commemorative postage stamps in 1974, and it is also hoped that the Irish Republic, the Isle of Man and the Channel Islands will be producing special life-boat issues.

Pilgrim Philatelics will be producing a series of philatelic commemorative covers with colourful printed designs and one-day only special Post Office pictorial postmarks.

John Sandy (Roses) Ltd. are cultivating a new rose to be named 'Life-boat Jubilee' to be marketed in 1974. The R.N.L.I. will receive royalties on the sales of these roses, as they will from the following other special commemorative wares being produced, most of them in limited editions.

(i) Worcester Royal Porcelain will be pro-

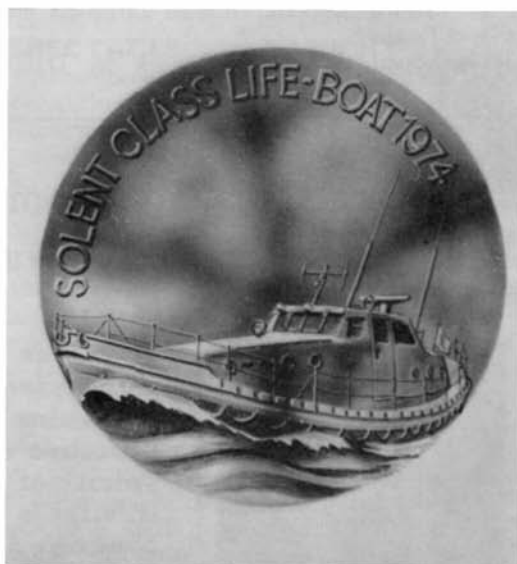
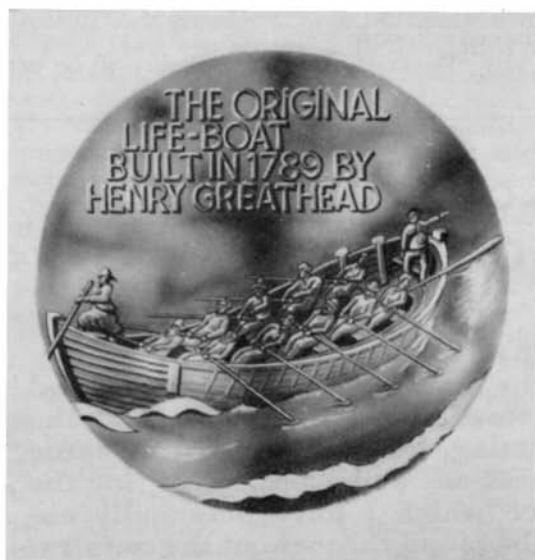
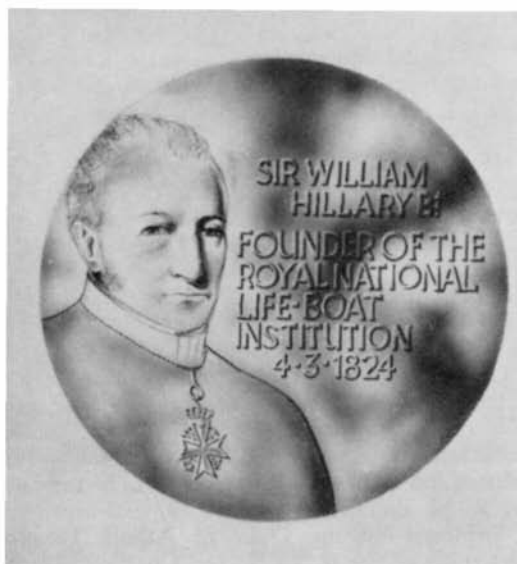
New Year Message from the Chairman, Commander F. R. H. Swann, O.B.E., R.N.V.R. . . .



by courtesy of Bassano & Vandyk Studios

● Over the past year I have been greatly impressed by the high morale of the crews and the voluntary workers whom I have had the pleasure of meeting. I am sure that this same spirit of dedication and confidence in the R.N.L.I.'s future which I have personally encountered is to be found throughout the country. This is the first time I have had the pleasure as Chairman of the R.N.L.I. to send a New Year Message of good wishes to our supporters, and I want to thank them all for everything they have done. We do of course face a challenging year, but much is in our favour. Some of the provisions of the last Finance Act can serve as an incentive to wealthy people to give us money

in their lifetime, and I believe that with our new membership scheme we can recruit many more supporters. I feel confident that the R.N.L.I. will enter 1974, its 150th year, in good heart and in a strong financial position.



There will be single commemorative medals and sets of medals in gold, silver and bronze. These depicted here show the R.N.L.I. badge which will be on the reverse common to all, Henry Greathead's *Original*, Sir William Hillary, the founder of the life-boat service, and a modern 48 foot 6 inch Solent type life-boat.

ducing a covered vase and a 10 inch plate in limited editions, and also a specially designed ash tray.

(ii) Wedgwood will be producing a tankard.

(iii) Stuart Crystal will be producing a commemorative covered chalice, and Strathearn Glass a glass paperweight.

(iv) Caithness Glass will also be producing glassware for marketing in Scotland.

(v) Slade, Hampton will be producing single commemorative medals and sets of

three medals in gold, silver and bronze.

(vi) Aurum Designs will be producing a prestige item in precious metal.

SPORT

It is proposed to stage a Captains of Industry golf tournament, which will be a novel form of pro-am competition. Leading figures in the commercial and industrial world will be invited to compete for an entrance fee of £100 each, the total amount of entrance fees to go to the

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DISCOUNTS CAN BE NEGOTIATED FOR TRADE ACCOUNTS



The Stuart Crystal Chalice for the R.N.L.I. is being produced in a strictly limited, numbered edition of 150.

R.N.L.I. The captains of industry will be partnered by leading professionals on a better-ball basis. A commercial sponsor for this event is still needed.

DINNER

Dinners will be held in the Guildhall in London and the Painted Hall, Greenwich, in 1974, details of which will be announced later.

In addition, of course, branches and guilds of the R.N.L.I. will, it is hoped, stage their own special events, and other special gifts are expected. In particular, the Corah Foundation has undertaken to provide a new life-boat.

NEW POOLE HEADQUARTERS

Architects have now been appointed for the new headquarters and depot to be built for the R.N.L.I. at Poole. They are Leslie Jones and Partners. Messrs. Drivers Jonas have been appointed to act as agents for the disposal of the Institution's property in London, Boreham Wood and Cowes. James Nisbett and Partners will be the quantity surveyors for the Poole project, and Messrs. Lewis & Duvivier will act as consulting civil engineers for the marine

works there. Commander K. S. Main has been appointed Poole Project Officer to report to the working party of the Committee of Management, of which Mr. W. T. Bishop is chairman.

FINANCE ACT 1972

Important provisions affecting gifts and legacies to the R.N.L.I. are included in the Finance Act, 1972, which has now been published.

Capital Gains Tax (S.119)

Those making gifts to charities no longer have to pay capital gains tax on any increase in the value of the gift so long as the gifts are made to the charity by transfer of securities, etc. in specie. (For example, if somebody bought some shares for £1,000 two years ago and he sold them now in the normal manner for £2,000 he would have to pay capital gains tax on the £1,000 increased value; but if he gives them to the Institution they will still be worth £2,000.)

Estate Duty (S.121)

Legacies left to charities up to a maximum of £50,000 will be disregarded in calculating the value of an estate liable to estate duty.

Mr. Ian Wallington

Mr. Ian Wallington has been appointed District Organising Secretary for the South East District of the R.N.L.I. Mr. Wallington has been assistant district organising secretary for the last two years, prior to which he worked at the Institution's head office for nine years.

Journal Back Numbers

Readers from time to time require back numbers of THE LIFE-BOAT. Issues are still available for the period 1971-1972 and may be obtained from the R.N.L.I., 42 Grosvenor Gardens, London, SW1W 0EF, at 15p a copy or 20½p including postage.

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.

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COINS AND STAMPS

● Many thanks for putting my article on coins and stamps in the October Journal. One small point is that we gave the prices as at September, 1972, whereas they were September 1971. As forecast, the common varieties have dropped considerably in value: 2½p and 3p stamps are now 5p per 1,000 and many of the others are less than half the figure quoted.

As a matter of interest I now have well over 1 cwt of coppers and nearly 8,000 ship half-pennies. I expect you know about my ideas of selling the latter to the Golden Hind Ltd., of California, as souvenirs.

Barrie Smale and I have made nearly £250 from stamps in 1972 alone, his share being £120.45 which should increase tremendously now that his appeal, sponsored by you, is going out.—*C. C. Lowry, Captain, R.N., Buckleigh House, Westward Ho!, North Devon.*

● I read with interest the article in the October edition of *THE LIFE-BOAT* by Captain Lowry regarding the collecting of used postage

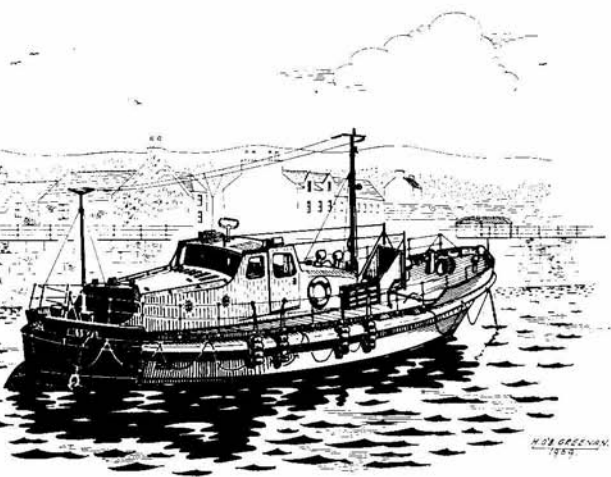
stamps to raise funds for the R.N.L.I. I feel I must remark on a couple of points in the article. One is that stamps have to be off paper. I sell all my stamps, however, on paper, thus obtaining more money because the paper itself is included. Another point is the 2½p and 3p ordinary stamps. Captain Lowry implies that they are not really worth collecting. Well, in fact, 99 per cent. of the stamps I sell are of this type on paper.

I am not criticising the efforts made by Captain Lowry in raising funds. I feel he is doing a wonderful job, which must be very time consuming, but I feel that readers of *THE LIFE-BOAT* may get the wrong idea about what stamps to collect and send to those people who sort them and sell on behalf of the R.N.L.I. Perhaps you would point out that I would be pleased to receive any type of stamps on behalf of the R.N.L.I. funds.—*R. H. Smart, Flat 18, 81 Oak Hill, Woodford Green, Essex.*

ARTIST IN IRELAND

● You may be interested in my drawing of a Watson type life-boat. I live near the Howth, Co. Dublin, life-boat station and the model for the drawing was the Howth life-boat. The background in the drawing is, however, an improvisation as the actual location was unsuitable. It was drawn in 1969.

Other work which I've done on life-boat subjects includes a black and white portrait of Coxswain Richard Walsh, Rosslare Harbour, Co. Wexford, who is a friend of mine. *HUGH O'B. GREENAN, Avondale Par, Raheny, Dublin 5, Republic of Ireland.*



Mr. Hugh O'B. Greenan's pen and ink drawing of the Howth, Co. Dublin, life-boat *A.M.T.* Built in 1962, the life-boat was bought with legacies provided by Mr. E. A. Auston, Miss J. Muhlhauser and Mr. A. Toon.

MR. AITKEN'S OAKLEY

● In 1971, for our local civic weekend display, we were able to borrow a one-third scale model life-boat from the Depot. The model provided something of a challenge to our head launcher, Mr. Fenwick Aitken, who is himself a keen model maker, but when the crew told him he wouldn't be able to make a model like that, it was decided there and then! Obtaining plans of our 37-foot Oakley, he set to work, and using only odd moments of his time has produced the one-quarter scale (9 feet 3 inches long) model of Seaham life-boat (see photograph), correct to the last detail. Mr. Aitken is on the right of the picture, and Mr. G. Henderson, our branch chairman, is on the left.

Some of the crew gave a hand with the painting so that it could be finished and on display for our ladies' guild flag day on 1st July, 1971. Mounted on a trailer and skirted with a canvas sea-scape, it was a centre of interest; the souvenir stall near it had quite a busy time, and the collecting tins on the model were well filled.

Mr. Aitken has made a number of smaller

Horse Brasses

The R.N.L.I. would like to know if the teams of horses once used to launch life-boats (the last such launch was at Wells, Norfolk, in 1934) had their own harness brasses depicting life-boats or some other aspect of life-boat work. Opinion at present is that, as the teams were mostly provided by local farmers, they were adorned with whatever brasses the horseman used about the farm.

models of the boat and has given some of them to local social clubs who support the work of the Institution.—LESLIE HOOD, *hon. secretary, Seaham branch, Seaham, Co. Durham.*

UP OR DOWN RIVER?

● In connection with the picture of *The Royal British Legion Jubilee* life-boat on page 358 of your October issue, I suggest that, as the life-boat is sailing from Big Ben towards St. George's Tower, she is, in fact, on her way to the naming ceremony and not leaving the Thames after the ceremony.

Otherwise, a great magazine.—R. BULLERS, *Beamish Drive, Bushey Heath, Watford, Hertfordshire.*

No, the life-boat was not on her way to the naming ceremony when she was photographed. A last-minute contraction to the caption deleted 'manoeuvred for photographs'. She was, in fact, on her way down river. We are grateful to other readers who wrote in about the picture.—EDITOR.



by courtesy of W. Oughtred

Mr. Fenwick Aitken's model of a 37-foot Oakley made to one-quarter scale.

PRICE PER HEAD

● Your section 'Some Ways of Raising Money' in the April issue caused our branch some amusement. Perhaps you might like to tell Mr. Morris to look across on his starboard side and he will see, only a quarter of a mile or so away, **Aberdovy**. In sending a cheque for 1,000 guineas (£1,050), this works out at £1.25 per head of population. And all from your friends and neighbours, Mr. Morris!—GORDON RICHARDS, *hon. secretary Aberdovy ILB and chairman of Aberdovy appeals committee, Aberdovy, Merionethshire.*

● Mr. Morris wondered if an average of over £1 per head of population was raised anywhere else. Our island of Egilsay raised £100 last year and £78.87 this year at the annual auction sale and dance in aid of the R.N.L.I. The population is 27 adults and nine children—MRS. M. MOAR, *Egilsay, Orkney, Scotland.*

Mr. T. A. Morris, of Borth, Cardiganshire, in sending a cheque for £1,000, had asked if the £1 plus per head of population was a record.—EDITOR.

Committee Member

Captain Sir George Barnard, of Hutton, Essex, who as Deputy Master of Trinity House, was an *ex-officio* member of the Committee of Management of the R.N.L.I., is to remain on the Committee.



by courtesy of London News Agency Photos Ltd.

'During his years as President of the R.N.L.I., the Prince of Wales named three life-boats, the first being at Yarmouth, Isle of Wight.'

As briefly reported in the July edition of *THE LIFE-BOAT*, The Duke of Windsor, who died on 28th May, 1972, was for many years actively associated with the R.N.L.I., especially between 1919 and 1936 when he served as President of the Institution.

His first contact with the life-boat service came in March, 1911, when, as the young Prince Edward, he and Prince Albert, later King George VI, were sent to Newquay in Cornwall, to recover from an attack of measles. On 16th March they both inspected the Newquay life-boat and then witnessed the spectacular launch of the boat down the steepest lifeboat slipway in the country. Later that year, on 13th July, he was invested as Prince of Wales at Caernarvon.

In 1919 he became President of the R.N.L.I. and the next year a scheme was started in South Wales to raise money to buy two motor life-boats to be named after him. In September, 1922, the first of them, the *Prince David*, was sent to her station at Barry Dock. The second, the *Edward, Prince of Wales*, followed in May, 1924, and was stationed at the Mumbles. Also in 1920, the Prince visited Swansea and during his tour the crew of the Mumbles life-boat acted as guard of honour.

Then in 1921, on 28th April, the Prince of

PRINCE OF LIFE-BOATS

—a diary by
J. P. MORRIS

Wales presided over his first R.N.L.I. annual general meeting. At that meeting he presented the gold medal for gallantry to Coxswain John Howells of the Fishguard life-boat for the rescue of seven men from the Dutch schooner *Hermina* on 3rd December, 1920. He also presented medals to the other members of the life-boat's crew.

At that same meeting he announced the formation of the ladies' life-boat guild and later expressed a wish that one day he might have an opportunity to go to sea in a life-boat, a wish that was to be granted less than a month later. For on 21st May, 1921, while on a tour through his Duchy of Cornwall, he visited the Isles of Scilly.

After unveiling the war memorial in St. Mary's, he inspected the new St. Mary's motor life-boat *Elsie* and talked with Coxswain J. Lethbridge and his crew. The life-boat, with the Prince on board, was then launched down her slipway and cruised round for half an hour before landing him back at St. Mary's pier.

In 1923, with the R.N.L.I. then in its 100th year, the Prince gave his permission for all life-boat days to be known as Prince of Wales Day. In London it was held on 8th May that year and the Prince greatly helped in the success of the appeal by making personal visits to depots in the east and south-east areas.

On 30th May, 1923, the Prince of Wales paid his first visit to Bradford and the crew of the Humber life-boat acted as part of the guard of honour in the city square. The famous Humber coxswain, Robert Cross, was presented to the Prince, as were his crew, and the coxswain gave him a metal life-boat pincushion as a souvenir.

The R.N.L.I. was founded on 4th March, 1824, and to celebrate its 100th birthday, a centenary meeting was held in the Mansion House, London, on 4th March 1924, the Lord Mayor of London presiding. Many descendants of the then holders of the same office as those at the inaugural meeting were present. Also there was the Prince of Wales as President of the Institution.

During the meeting he presented the silver

medal to Coxswain John Innes and the bronze medal to Bowman James Innes, both of the Newburgh life-boat, and the bronze medal to Andrew Young, Acting Coxswain of the Cloughy life-boat. The Prince also presided and spoke at the centenary dinner on 2nd July. This took place during the first-ever International Life-boat Conference, which was held in London. He was also present later that year at the centenary thanksgiving service at the Central Hall, Westminster, on December 14th.

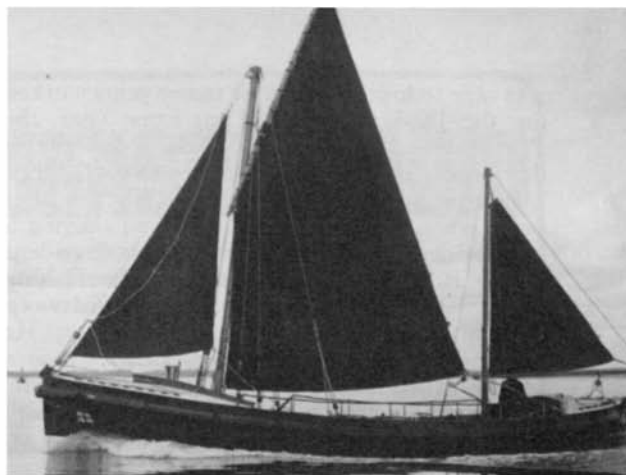
During his years as President of the R.N.L.I. the Prince of Wales named three new life-boats, the first being at Yarmouth, Isle of Wight. This station had only been formed in October, 1924, and the naming of the new life-boat was arranged to coincide with a tour of the island that the Prince was to make in July, 1926, the ceremony being held on the 22nd of that month. The new Yarmouth motor life-boat was moored by the pier-head for the occasion and the motor life-boat from Bembridge and the pulling and sailing boat from Brooke were moored nearby. With the breaking of a bottle of champagne over the bows of the new life-boat, the Prince named her *B.A.S.P.*, after which he went on board to inspect the new boat. There he met and talked with the crew, after which he was rowed ashore.

On 23rd November, 1926, the first meeting of the general council of the ladies' life-boat guild was held at Hampdon House, the London home of the Duchess of Sutherland, president of the guild. The Prince of Wales and Princess Louise both attended the meeting.

The Prince visited Hastings on 6th April, 1927, to open the White Rock Pavilion and the new promenade. During his visit he went on board the Hastings life-boat where Coxswain J. Plummer and his crew were presented to him. The Prince was also made a member of the Winkle Club and presented with a golden winkle.

He presided over the R.N.L.I. annual general meeting again on 28th March, 1928, and later presented three gold medals for gallantry. These were awarded to Captain Owen Jones and 2nd Coxswain William Roberts of the Moelfre life-boat for the rescue of three men from the ketch *Excel* on 28th October, 1927, and the second service clasp to the gold medal awarded to Coxswain Henry Blogg of Cromer in 1917, for the rescue of 15 men from the Dutch steamer *Georgina* on 21st November, 1927.

In his presidential address to the meeting, the Prince appealed to the shipping companies to help the life-boat service by giving a motor life-boat. As a direct result of that appeal, five motor life-boats were presented to the Institution by various shipping companies. These were the *Princess Mary*, Padstow, 1929-1952,



'In September, 1922 . . . the *Prince David*, was sent to her station at Barry Dock.'



by courtesy of Central Press

'In 1923 . . . the Prince gave his permission for all life-boat days to be known as Prince of Wales Day.'

given by the P. & O. Group of Companies; the *White Star*, Fishguard, 1930-1957, given by the Oceanic Steam Navigation Co.; the *Cunard*, St. Mary's, 1930-1955, given by the Cunard Co.; the *Lady Kylsant*, Weymouth, 1929-1930, Howth, 1930-1936, Wicklow, 1937-1956, given by the Royal Mail and the Union Castle companies; the *Canadian Pacific*, Selsey, 1929-June 1937 (when she was destroyed by fire at a shipyard while undergoing overhaul; a second *Canadian Pacific* was stationed at Selsey from 1938 to 1969). Both these life-boats were given by the Canadian Pacific Steamship Co.

The genuine personal regard the Prince had for the lifeboat service and its workers was made evident immediately after that annual meeting in 1928, when he paid a private visit to the Westminster Hospital to see Miss Hannah Danham who, though crippled and bed-ridden,

was able to knit and had for many years worked for the life-boat cause. That same year, the Prince again toured many of the London flag day depots and talked with many of the helpers.

During a visit to Grimsby on 19th July that year, when he visited the docks and opened a new bridge, the Prince, 'speaking as President of the R.N.L.I. and as Master of the Fishing Fleet', mentioned the close connections between the fisher-folk and the life-boat service. He concluded by saying of the R.N.L.I.: 'It is a service which is indissolubly bound up with the fishing trade and I know that the two will always continue to support and rely each on the other'.

Also during 1928 he attended a special showing in London of the Citroën film *The Black Journey*, shown in aid of the R.N.L.I.

On 13th November, 1929, the Prince of Wales again paid an official visit to Bradford, this time to open the new buildings of the Chamber of Commerce. Despite a full programme of engagements, when he learned that the annual Bradford life-boat variety matinee was due to take place that same afternoon at the Alhambra, he made a point of including it in his visit. He stayed to see a number of the turns and made a speech thanking Bradford for its generous support over many years. Just over a week later, on the 21st, the Prince paid a special visit to Scotland to attend the Scottish National Life-Boat Assembly in Edinburgh and a life-boat ball in Glasgow on the same day. At the assembly meeting a number of Scotland's outstanding coxswains were presented to him.

The second life-boat naming performed by the Prince of Wales was that of the Dover life-boat *Sir William Hillary*. Specially built for high-speed rescues in case of an aircraft disaster over the Channel, this boat was 64 feet long and had a top speed of nearly 18 knots. The Prince named the life-boat after the founder of the R.N.L.I. at a ceremony on 10th July, 1930, in the Wellington Dock, Dover.

On 7th November, 1930, the fourth annual life-boat matinee in London was held at the London Hippodrome. The Prince of Wales, as President of the R.N.L.I., was present and he received their Majesties King George V and Queen Mary, both of whom were patrons of the R.N.L.I. A variety programme was given and included such stars as Gladys Cooper, Beatrice Lillie and George Robey.

On 13th May, 1931, the Prince once again presided over the R.N.L.I. annual general meeting and later presented a number of medals for gallantry. Just over six weeks later, on 30th June, while on an official visit to Eastbourne to lay the foundation stone of the Princess Alice Memorial Hospital, the Prince again made a point of including a visit to the local life-boat

station in his itinerary. There he inspected the life-boat and met the members of the crew.

The Port of Liverpool Branch organised a life-boat ball on 4th November, 1931, which was held in the Adelphi Hotel and which the Prince attended in his role as President of the Institution, a guard of honour being provided by the life-boat crews from New Brighton and Hoylake.

The third and the last life-boat to be named by the Prince of Wales was the *George Shee* at Torbay and some 20,000 people attended the ceremony on 27th July, 1932. The day was observed as a local holiday in Brixham and district and the G.W.R. issued special cheap day tickets to Brixham from many of the neighbouring towns. The Prince named the life-boat and broke a bottle of Devonshire cider over her bows instead of the more traditional champagne. He then boarded the boat and went for a short trip in her after meeting Coxswain W. Sanders and his crew.

The last public speech the Prince of Wales made on behalf of the life-boat service was when he presided over the annual meeting on 20th April, 1934. At that meeting he presented to Mrs. Patton, widow of Coxswain Robert Patton, of Runswick, the gold medal for gallantry, posthumously awarded to her husband for saving one man from the salvage steamer *Disperser* on 8th February, 1934. Among other medals he presented was a second service clasp to the silver medal awarded to Coxswain Henry Blogg of Cromer in 1932, for saving two men from the barge *Sepoy* on 13th December, 1933. After the meeting the Prince again met Mrs. Patton and spent some time talking with her.

The Prince's last appearance in connection with the R.N.L.I. was on 29th November, 1934, when he attended the gala performance of the film *An Eastern Odyssey* at the Plaza Theatre in London. This film showed the record of the Citroën Expedition which covered over 7,000 miles in tracked cars across Asia and was shown in aid of the R.N.L.I.

In 1935, the Prince again allowed all life-boat flag days to be known as 'Prince of Wales Day' throughout the country. He had intended presiding over the 1936 annual meeting, but his accession made that impossible and the father of the present Duke of Kent attended instead and presented the medals and awards.

As King Edward VIII he assumed the role of patron of the Institution, having served for 17 very active years as the President of the R.N.L.I.

We might remember him as the prince of life-boats for his devoted attention to the life-boatmen of this country over so many years. The royal link, of course, is maintained by the Duke of Kent (see page 427).

'Wreck Raisers'

Mr. M. R. C. Parr, of Eycline Films Ltd., London, writes: "The "Wreck Raisers", a film just completed for the Children's Film Foundation, features the friendly life-boat coxswain who is also the magistrate as one of the main adult characters. The film, most of which was shot in and about Lyme Regis, shows the Lyme Regis inshore life-boat and the boat house. John Hodder, a member of the Lyme Regis crew, who was presented with an award for life saving last year, appears as an extra. The actor Robert Brown, who plays the coxswain in the film, has long standing connections with the Institution as both his father and grandfather were coxswains of the Swanage life-boat. Although this film is not on general release it will be seen by a very large number of children at the Saturday morning film shows throughout the country.'

Dr Joseph Soar

There was a service of commemoration for Dr. Joseph Soar, M.B.E., an honorary life governor of the R.N.L.I. and secretary of the St. David's branch, at St. David's Cathedral on 13th August, 1972. A memorial plaque to Dr. Soar was unveiled in the south transept by the Lord Lieutenant of Pembrokeshire (Col. the Hon. Hanning Phillipps, M.B.E.).

Once had 11 Stations


Mr. A. G. Owen, of Rhosneigr, in contributing a note about the establishment one hundred years ago of a life-boat station at that small fishing village, said: 'The days of the life-boats being dotted all round the island have now passed. Where once Anglesey had 11 life-boat stations, we now have three. However, the excellent work of life saving at sea still goes on and these three stations have between them some of the finest records for rescue work in the country.'

Member No. 50,000

The Duke of Kent, who is President of the R.N.L.I., thinks that the idea of creating a form of membership of the Institution for individual supporters is a very good scheme that would give subscribers a sense of participation. He has therefore agreed to be member No. 50,000 in the scheme.

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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.



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).

FAIR ISLE RACE

THE second Fair Isle International Yacht race organised by the Forth Corinthian Yacht Club of Granton, Edinburgh, was held on 31st August, 1972. A feature of the Fair Isle Race is that the organising club donates the entire entry fee of £10 per yacht to the R.N.L.I.

At the civic reception in Kirkwall, Commodore Bill Russell announced that the 1973 Fair Isle Race would start on 22nd August. On hearing this, Lord Birsay of Orkney, whose ancestors came from Fair Isle, offered an additional trophy for the race. Lady Birsay is a member of the Edinburgh, Leith and Granton branch of the R.N.L.I., and is also president of the ladies' life-boat guild.

Arrangements for the 1973 race are now well in hand, and the provisional entry list is healthy. The international aspect of the race is fully assured with entries from Holland and

Visiting the R.N.L.I./Y.L.A. stand at the Southampton Boat Show, Sir Alec Rose, founder-member of the Association, autographs a copy of his book *Lively Lady* which he presented to Mr. Alasdair Garrett, secretary of the Association, for fund-raising purposes. Picture shows Sir Alec accompanied by Lady Rose and Mr. Kenneth Gale, of Artman & Partners, organisers of the show.

by courtesy of Brian Simpson



West Germany. Tentative inquiries have come from the Scandinavian countries who in 1972 had naturally supported the Olympics and the centenary celebrations in Bergen.

For further information please contact: Commodore Russell, Forth Corinthian Yacht Club, Granton Square, Edinburgh, EH5 1HE (Tels.: clubhouse 031-552 5939; boatyard 031-552 6903).

CALL TO ALL HANDS

We wish to thank all YLA members for their continued and steadfast support of the life-boat service. Since its formation four years ago, Association income has reached a cumulative total of over £100,000—something from which all members can derive satisfaction. Yet the accelerated boat building programme and rising costs make continued expansion of the YLA essential. Enclosed with this issue—and for YLA members only—is a YLA enrolment form. All we ask is that every member of the Association should recruit one new member before 31st March, 1973. Your help is urgently needed, so please do your best to answer this call.

ADMINISTRATIVE INNOVATION

We told members in the July issue of THE LIFE-BOAT that we had transferred membership records to a computer service, and while we are pleased to report that this has proved a satisfactory arrangement, we are keeping our fingers crossed for the future! Computerisation has made it possible for us to introduce a further refinement designed to streamline administration and so make available to the R.N.L.I. fleet a larger proportion of YLA subscription income. We plan to fix 1st October, 1973, as the date for renewal of all subscriptions and annually on that date thereafter. Cash subscribers will therefore be reminded about their 1973 subscriptions in mid-September next.

YLA members are reminded that this year's R.N.L.I. stand at the International Boat Show at Earls Court is H6.

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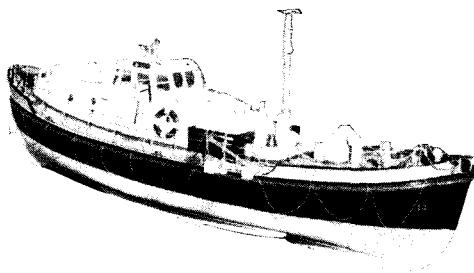
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(Special terms for YLA members on page 439)



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Although Wells, on the Norfolk coast, was the last R.N.L.I. station to use horses for launching—that was in 1934—horses are still used in some parts of the Netherlands. Here the Ameland life-boat, because of difficult coastal conditions, has to be launched by eight farm horses. It revives memories of the famous chariot race in *Ben Hur*.
by courtesy of K. Hesselink



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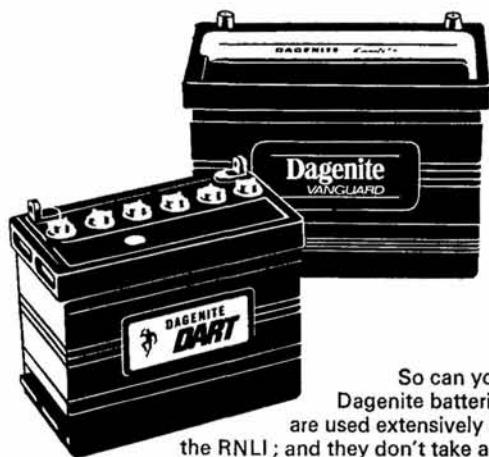
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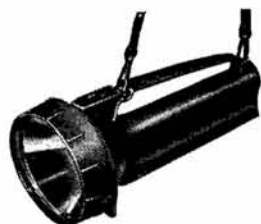
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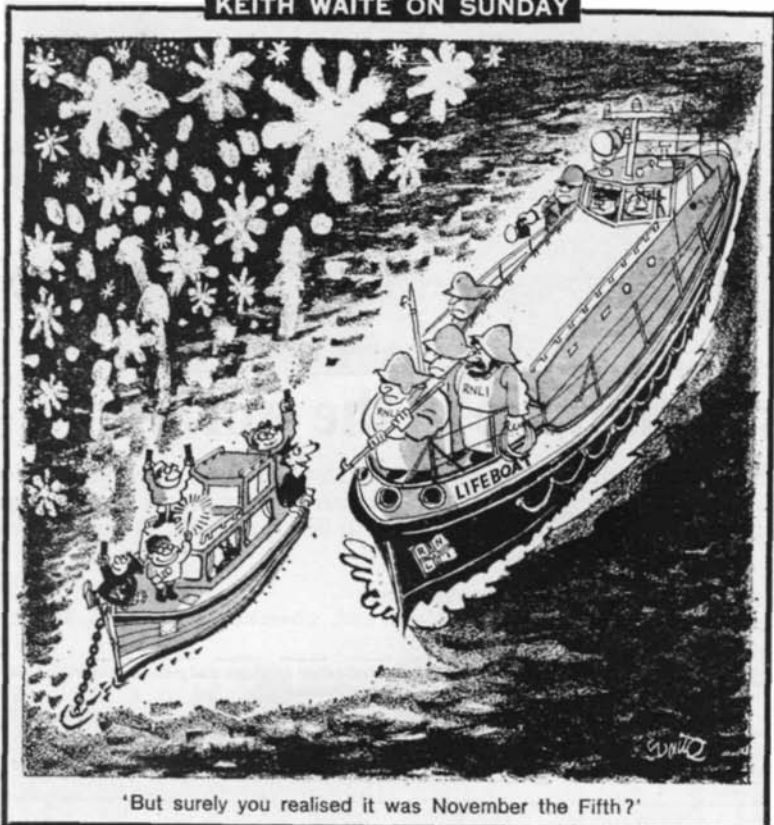
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From the *Sunday Mirror* of 5th November, 1972.

The Life-savers.

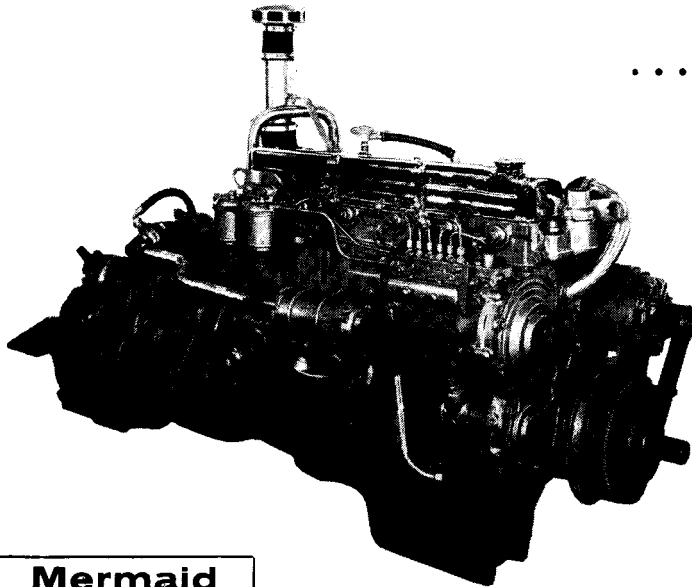


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SOME WAYS OF RAISING MONEY

Cheques totalling £4,000 were presented to three charities at St. Martin's School, Walton, Surrey, in October. This sum was raised at the school fête in July—and was nearly double the amount raised at the late fête three years ago. One of the charities to benefit was the R.N.L.I., and the Deputy Director, Mr. John R. Atterton, M.B.E., accepted a cheque for £2,000 from the head boy, Mark Everett. St. Martin's is a small school and the result was remarkable.

A highly successful antique fair was held at Dulwich Village, London, on 28th October, 1972, which raised about £670 for the R.N.L.I. Special help in making the occasion a success came from Mr. G. Prime, of Harley Antiques, Brixton, and Mr. Martin Banks.

The Mayor of the Royal Borough of Kensington and Chelsea (Mr. Laurence A. Keny) recently made this appeal: 'As president of the Kensington and Chelsea branch of the R.N.L.I. I seek your aid in our proud venture to raise £1,400 to provide an inshore life-boat to be named the "Kensington and Chelsea".' Cheques or postal orders may be sent to the R.N.L.I. Appeal, c/o The National Bank, 33 Kings Road, Chelsea, SW3 4LT.

Mr. Raymond Baxter, the well known B.B.C.'s personality, signing autographs at the Spring Fair organised by the Rugby branch of the R.N.L.I. at the Benn Memorial Hall, Rugby, on 15th April, 1972, when £1,504 was raised.

by courtesy of 'The Rugby Advertiser'



As a result of a successful 1972 carnival season at Cromer, the Voluntary Entertainments Organisation voted a cheque for £150 to the R.N.L.I. This represented the major share of the proceeds from various collections at events during the season.

News reaches the Journal that Mrs. Graham Daggart, of London, S.W.1, who is president of the Selsey and district branch, has run flag day collections for 32 consecutive years. She has been on the station branch committee for 21 years and its chairman for eight. A remarkable record.

At the Chanonry and district ladies' life-boat guild sale on 17th August, 1972, the 11th Ross-shire Sea Scouts gave enthusiastic support in many ways, chief among them being the running of side-shows. For one item they acquired a small dinghy and went to a great deal of trouble to rig it up and disguise it most ingeniously as a life-boat on rockers, with a steering-wheel, radar, and various gadgets. This was a winner with the children present.

David Bridle, of Marsworth Avenue, Pinner, Middlesex, was last year the editor of the 'Pinnerwood School Newspaper' which raised £8.50 for the R.N.L.I. The editor tells us: 'We sold the paper at most of our play times. The cost was 1p and more. This was so that they could pay whatever they wanted. We put in the paper recipes every week, news, puzzles and sport, and started an idea called "Looking Back" which we hope will be carried on as one of the main features under the next editor, Mathew Whalley.' At the time of writing David Bridle's staff consisted of Michael Ribton (assistant editor), Clive Wilson (typist), Glyn Rees (reporter and treasurer), Philip Dry (reporter), Stewart Brown (reporter), with help from Christopher Heavey and Stephen Gale.

The Aldershot branch of the R.N.L.I. had a stand at last year's Army Show and raised over £100. This was the first large event attended by the Aldershot branch and they are aiming to raise the cost of a McLachlan ILB (about £5,000) over the next two or three years. They were the only civilian organisation participating.

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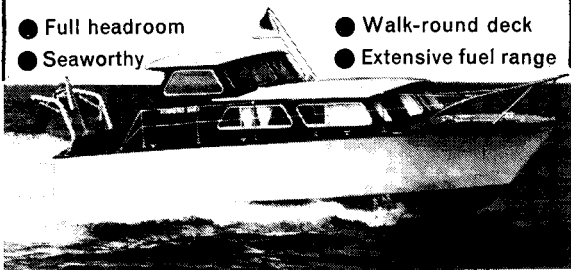
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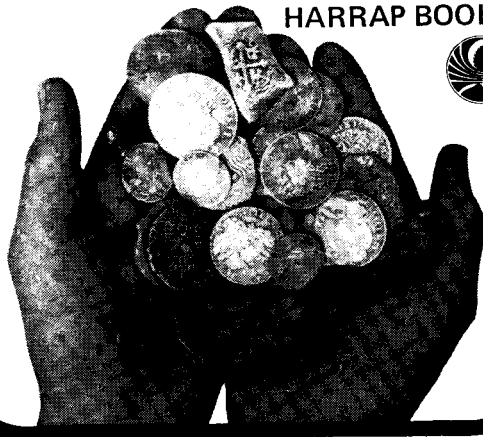
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HARRAP BOOKS





by courtesy of David Crowden

A profit of £400 was made for the R.N.L.I. at the cheese and wine tasting evening held at the Royal Naval College, Greenwich, on 8th September, 1972. The 350 tickets for the event were sold by local branches and guilds, in particular Eltham, Sidcup and Lewisham, and special help was given by the Dutch Dairy Bureau, Findlater Mackie Todd & Co. Ltd. and New Press Service Ltd. Those in the picture (left to right) are Mr. and Mrs. C. J. Scales (Mayor and Mayoress of Greenwich), Rear-Admiral E. W. Ellis, C.B.E. (Admiral President of the College), Captain R. N. Heard (Captain of the College), Mrs. R. Blood (Chairman of the Eltham ladies' guild), Mrs. Heard, Commander F. R. H. Swann, O.B.E., R.N.V.R. (Chairman of the R.N.L.I.), Mr. P. Holness (Organising Secretary, South London), and Mrs. Holness.

When the Halifax ladies' life-boat guild had their 21st birthday anniversary last year, having been re-formed in 1951, 12 past presidents (all ex-Mayoresses of Halifax) attended. Others present included Mrs. Hazel Mackintosh, the guild treasurer, who received a silver badge on completing 21 years in that office, and Mrs. Janet Hall, guild chairman, who was awarded the Institution's gold badge at last year's annual meeting.

The Tynemouth branch of the ladies' life-boat guild last year completed 50 years of continuous service for

Last year 10 pupils, average age 10 years, from Danley Middle School, Halfway, Sheerness, arranged a sponsored marathon badminton match when they played non-stop for six hours and raised £10 for the R.N.L.I. Here, one of the boys who took part, Raymond Coward, is shown handing over a cheque outside the ILB house at Sheerness life-boat station.



the R.N.L.I. In 1972 they raised £2,230 towards the upkeep of their local boat named 'Tynesider'. In recognition of the guild's efforts on behalf of the R.N.L.I., the following awards were made last year: gold badge, Mrs. R. G. Phillips, 20 years as chairman; silver badge, Mrs. V. Mitchell, 14 years as treasurer; silver badge, Mrs. S. B. Whatley, 10 years as secretary.

A bottle of home-made wine was used in the dedication last year of a new inshore lifeboat, the gift of Sir John Fisher, at Barrow-in-Furness, Lancashire. The wine—a hock made by Mr. T. Downing, the life-boat station honorary secretary—was poured over the bows of the new craft by Lady Fisher after Sir John had unveiled a plaque in the station commemorating his gift of the £1,000 vessel. Mr. W. D. Opher, president of the Barrow branch of the R.N.L.I., said Sir John had placed the rescue boat in the hands of the Barrow branch after receiving it as a gift from his colleagues at James Fisher and Sons, Barrow.

On 15th November at the Dun Laoghaire, Dublin, boathouse, the Dublin Women's B'nai B'rith presented a cheque for £100 to Dr. John de Courcy Ireland, the honorary secretary of the life-boat. B'nai B'rith is a Jewish service organisation which helps the Irish community as a whole. While not specifically a fund-raising organisation, the ladies decide on one annual project and, this year, the R.N.L.I. shared the results of their very successful efforts.

Commander John H. Bowen, of Haviland House, Corfe Castle, Dorset, runs a very successful fund-

raising scheme. The 'coins in the fountain' idea made £363 in seven months in 1972. This was £31 up on the 1971 figure. Commander Bowen writes: 'The public have been very forthcoming: even in this last "quiet" week of late October, we had 350 coins in the fountain, realising £7, and over £2 in the boat. We've now been collecting for 10 seasons, and have been able to hand over some £1,900 to the Swanage boat, while the number of coins is getting near the 180,000 mark!'

The Cromer branch of the R.N.L.I. owes a debt of gratitude to the Westhoughton County Secondary School, Lancashire. The school has a brass band of 25 boys and girls aged between 11 and 14 years of age. In 1971 they made a highly successful tour of the Lake District, playing at schools, hospitals and charities such as the Cheshire Homes and mountain rescue teams. For this they were awarded the first prize in The Guardian Schools Competition on Community Relationship. Last year their venue was Cromer during the middle of May with a similar type of programme. In March Mrs Illingworth, their music mistress and conductor, wrote to Cromer offering to play, on one occasion, for the R.N.L.I. The offer was accepted. It was decided that the band should give their concert in the open, outside the old boathouse museum, on a Sunday evening. It was given at the end of a heavy day when they had already staged a morning and an afternoon concert, one of these being at Cromer hospital. The collection from the boxes amounted to nearly £7.

On 30th July, 1972, Mark Brown (aged 14) and Steven Wilton (aged 13) started out on a sponsored row of 50 miles from Sonning Lock to Surbiton (Thames Sailing Club). Jonathan Stevens, a member of the Surbiton branch of the R.N.L.I., gave up a week of his holiday to accompany the two rowers and keep a safe eye on them. Nightly camping arrangements were organised at the various locks en route and the course was completed the following Sunday. The idea for the row came from the boys themselves and the magnificent sum of £300 was raised towards R.N.L.I. funds. This money came from sponsorship for each mile covered and collections from the many boats that were met while negotiating the locks.

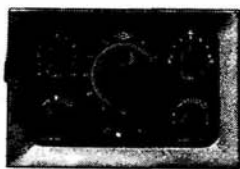
The South Caernarvonshire ladies' life-boat guild celebrated its golden jubilee last year. The first committee meeting was held on 5th September, 1922, under the presidency of Dame Margaret Lloyd George. A garden fête was subsequently held on 28th September and showed a balance of £119. The first cheque sent to headquarters from the South Caernarvonshire ladies' guild was in March, 1923, and amounted to £125. The amount raised by the South Caernarvonshire ladies in 1972 was about £2,200.

A 71-year-old Rugby grandmother and a polio victim both swam 30 lengths of the Regent Street baths



The 1972-1973 national project of the Co-operative Women's Guild is an appeal to raise £6,000 for the purchase of two ILBs for the R.N.L.I. Last year members of the guild visited the London headquarters of the R.N.L.I. and are here shown with (at the back) Mr. John R. Atterton, M.B.E., Deputy Director, and Mr. V. C. Frank, Appeals Secretary. The Co-operative movement has a long association with the life-boat service.

last year . . . to raise money for the R.N.L.I. Mrs. Kathleen Robertson, of Millfields Avenue, was the first of nearly 400 Rugby swimmers who took to the water on behalf of the Institution. Mr. Alan Manning, a design engineer from Crick, was quick to follow her. Mr. Manning, who is unable to use his arms, swam most of the distance on his back.



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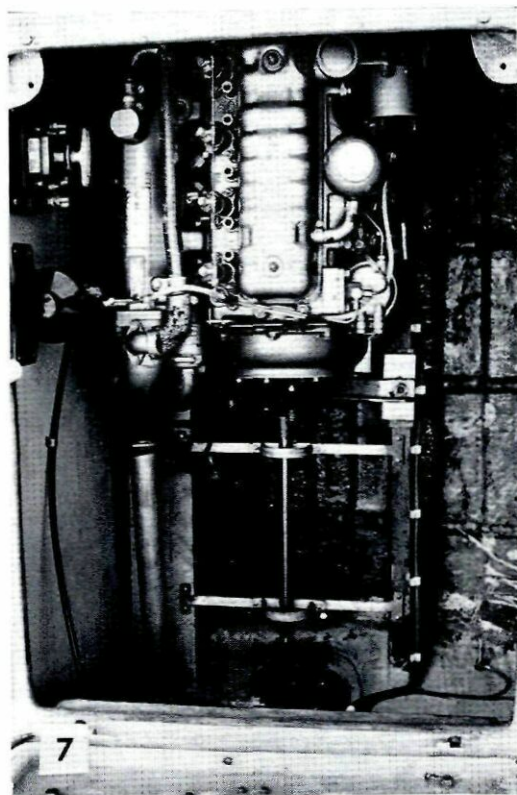
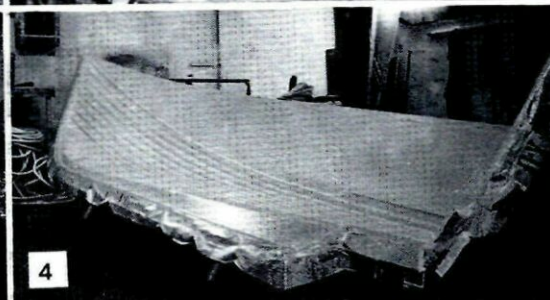
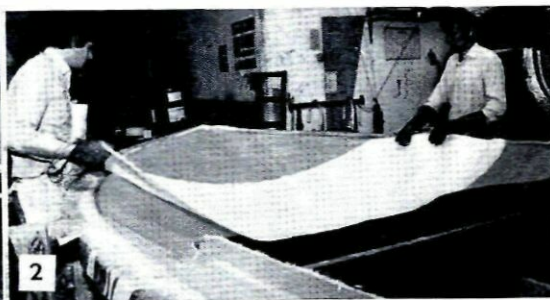
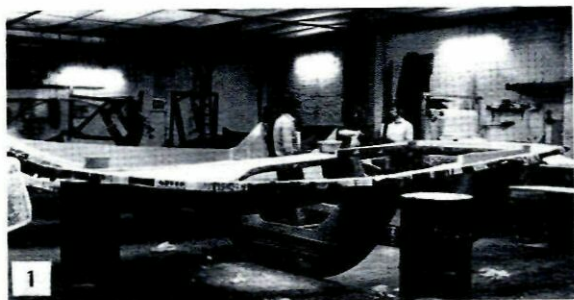


For Major Osman Gabriel (right) of Hove, who donated her to the R.N.L.I., the successful self-righting trials carried out at Littlehampton on 8th September, 1972, on the Rother class life-boat of that name which he witnessed must have been particularly gratifying. The life-boat will serve at Port Erin, Isle of Man. The Rother life-boats differ from the 37 foot Oakley class, from which they are derived, in a number of respects. Their self-righting capacity comes entirely from the hull design and not the transference of water ballast. They are also designed to be fitted with radar and have a wheelhouse. The *Osman Gabriel* replaces the *Matthew Simpson*, a 41 foot Watson, which was built in 1939 through a legacy left by Miss C. F. Simpson, of Lancaster. She saved over 50 lives in 72 launches.

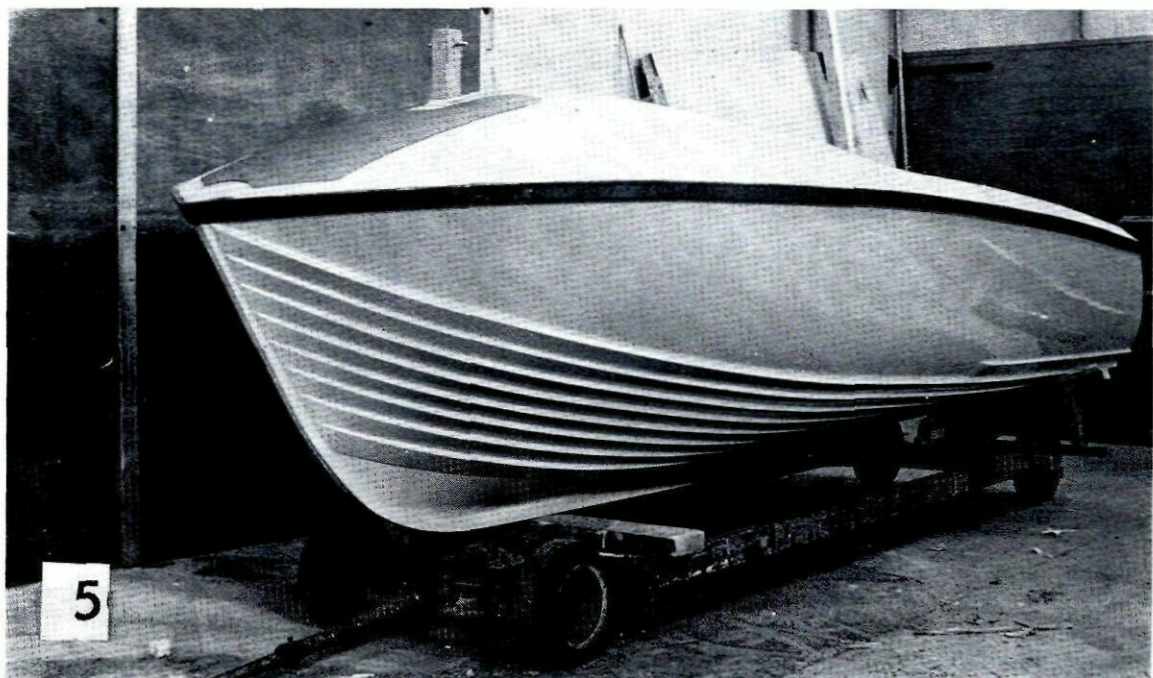
Pictures by 'The Times', James Cleveit and David Nicholls



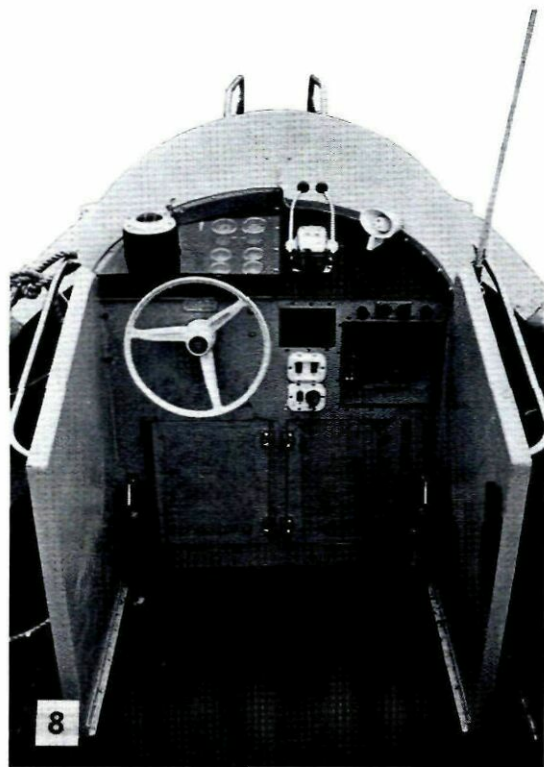
HOW THE McLACHLANS



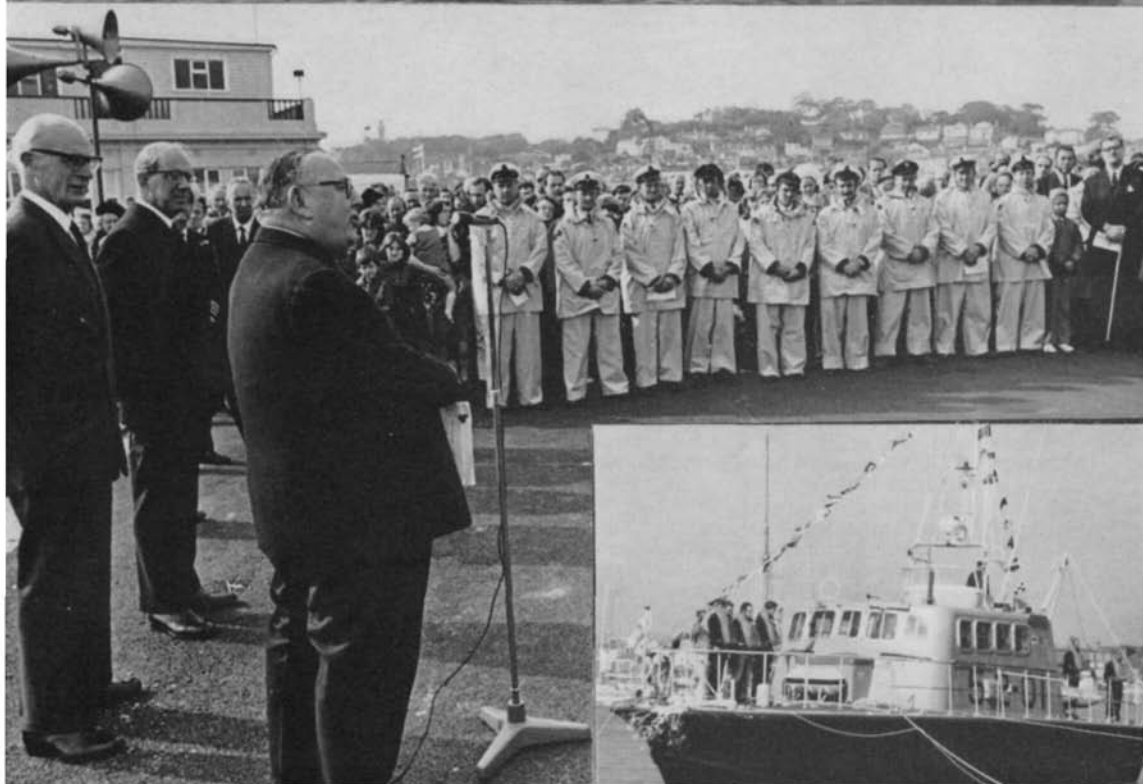
ARE MADE



In September, 1969, the R.N.L.I. placed its first order for new fast boats to be built with GRP (glass reinforced plastic) hulls. Known as the McLachlan, the initial batch was built by Messrs. William Osborne Ltd. at Littlehampton under the supervision of the designer, Mr J. A. McLachlan of G. L. Watson & Co. of Glasgow. A feature of the boat is the ragged chine construction. The chines reduce the amount of flat surface exposed to the sea when the boat is lifting and plunging at full speed. Pictures show (1-4) stages in the construction of a McLachlan boat at Littlehampton using the GRP technique, (5) completed hull, (6) stern showing twin inboard diesel engines with outboard drives, (7) one of the 49 h.p. diesels, (8) view looking forward. The photographer was Mr. Ronald E. Turner of the R.N.L.I.'s hull drawing office staff.



GUERNSEY'S BIG DAY



by courtesy of the 'Guernsey Evening Press & Star' and J. P. Morris

The new 52-foot life-boat *Arun* sailing into St. Peter Port Harbour, Guernsey, on 15th October, 1972, for the dedication ceremony and (below) Mr. William T. Bishop, C.B.E., a member of the R.N.L.I. Committee of Management, addressing the gathering. Inset shows the *Arun* at the naming ceremony at Littlehampton on 23rd September when Mr. K. J. B. Webb, chairman of Birds Eye Foods Ltd., representing one of the principal donors, handed over the life-boat to the R.N.L.I.

THE CENTRAL APPEALS COMMITTEE



by courtesy of 'The News', Portsmouth

Twenty-one West Sussex businessmen took part in a sponsored cycle ride from Littlehampton to Rustington and back in October, in aid of the R.N.L.I. The only unusual thing was that all were on one cycle, said to be the largest in the world, loaned for the occasion by Hares (Littlehampton) Ltd. The cyclists weighed in at more than two and a half tons.

THE CAC secretary has a new telephone number, 66 38209, on which both the secretary and the chairman, Mr. R. N. Crumbie, can be reached. The address remains the same: 126a High Street, Orpington, Kent.

The 1972 national sponsored swim is proving to be a very successful venture and has so far raised nearly £12,000, excluding sums raised by the schools taking part in the auxiliary project by them under the auspices of the English Schools' Swimming Association. It should be possible to publish a figure for the main swim and details of the sums raised by the schools in the April Journal.

At Tiverton, Devon, in a town of 14,000 people, some 8,000 people took part and produced £1,800. There were some 500 swimmers, 7,000 sponsors and the remainder were the organisers from the Tiverton swimming club and elsewhere.

A sponsored swim by members of Celtic Dolphins raised more than £175 for Maesteg branch of the R.N.L.I. The sponsored swim put Maesteg at the top of the list in Wales for the amount of money raised. Although Maesteg is an inland town, its support of the Institution is vital because more people are being rescued now who are not 'seaside' people.

Robert Brothers allowed cash collections during their circus tour in the Midlands, north of England and Scotland and this resulted in the sum of over £1,160 being raised. A further

tour is now in progress in the southern half of England and collections are again being allowed.

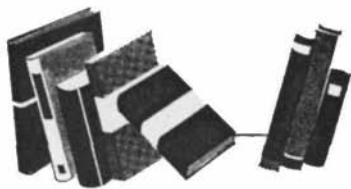
The Tesco Supermarket Green Shield Stamp scheme in the north of England is now nearing completion. It is planned to run until the first Saturday in 1973. However, it is not yet possible to give an indication of the number of stamps collected but, as in the south of England project, a very successful result is visualised.

Also for the future, a sponsored walk with a difference is planned which will be associated with Jimmy Savile and involve youngsters throughout the country. Mrs G. F. Chapman, a vice-chairman of the CAC, has agreed to be chairman of the organising sub-committee which hopes to raise sufficient money for a life-boat.

It is additionally hoped that a Round Britain Cycle Rally may be organised under the auspices of the CAC. Discussions are at present in the preliminary stage only, but details should be available soon.

Other fund-raising projects are in the pipeline. This does not mean that further ideas would not be welcome. All suggestions are given careful consideration.

The New Year is an appropriate time to express the committee's grateful thanks to branches and guilds, together with all those others who have put forward fund-raising ideas during 1972.



BOOK CORNER

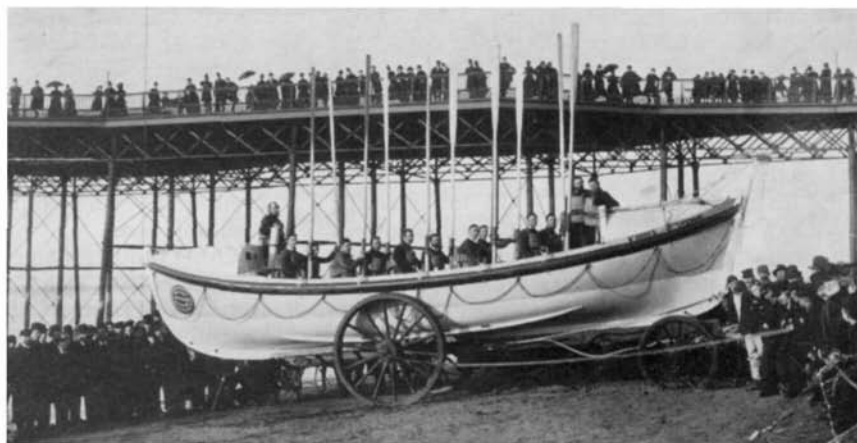
● *Rage of Sand: The Story of the Men who Built their Own Seaside Town* (Ernest Benn, £2.25) is by Gabriel Harrison, a member of the Committee of Management of the R.N.L.I., and is a very readable account of the growth of St. Anne's-on-the-Sea, Lancashire, and of the contribution made by landowning families like the Cliftons of Lytham Hall and the St. Anne's-on-the-Sea Land and Building Company Ltd. What is, of course, of interest to readers of *THE LIFE-BOAT* is the chapter headed 'The Laura Janet'. Illustrated with several photographs, it tells the story of the tragedy which befell the crew of the St. Anne's life-boat of that name on 9th December, 1886, with the loss of her whole crew of 13. What happened that night was described in *THE LIFE-BOAT* for December, 1968, when the Lytham-St. Anne's station was written up in the life-boat station series. The Southport life-boat also capsized that night with heavy loss of life in going to the aid of the same vessel, the *Mexico*. But from the tragedy came some good. For Mr. Charles Macara, one of the cotton kings from Manchester who later became Sir Charles Macara, M.P., and lived locally, taking a keen interest in the work of the

local life-boat, founded the Life-boat Saturday Fund. The organisation of the fund was ultimately taken over by the Institution in 1910. Nationally the twin life-boat tragedies of 1886 had a profound effect and there was a great wave of sympathy, the special local fund eventually reaching £33,000. The last beneficiary died in 1934.

● From the Conway Maritime Press Ltd., 7 Nelson Road, Greenwich, London, S.E.10, comes No. 1 of the Autumn, 1972, issue of *Model Shipwright*. Costing £3.50 per annum for four issues published in September, December, March and June, the publication, because it is presented as a book with 94 pages of text, photographs and drawings, is mentioned here. Among the interesting articles are 'Building a 17th Century Dockyard Model', 'Sailmaking', and 'The Carving of Scrollwork'. The introduction gives information about a London company which has promised, 'in spite of the fact that this is an unprofitable trade for them', to supply model makers with quantities of selected timber. This promises to be a most useful publication for the serious ship model maker.—C.R.E.

● *The Small Boat Skipper's Safety Book* by Denny Desoutter (Hollis & Carter, £1.25) is just the right size for the pocket. It is written by an experienced boat owner and covers the field very thoroughly. The book can be recommended as particularly useful reading for the inexperienced. Nor would it come amiss for being read by those who like to feel they know all there is to be known about the subject. I liked particularly the last chapter entitled 'Last Look Round Before Setting Sail', giving a practical summary of advice for every prudent seaman, professional or otherwise.—A.R.T.G.

The *Nora Royds*, built in 1887, which replaced the ill-fated *Laura Janet* at Lytham.



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Crystic polyester resin will be gladly supplied on request. *Illustrated: The Ernest William and Elizabeth Ellen Hinde—a 41ft. RNLI lifeboat with a GRP hull moulded by Halmatic with Crystic polyester resin.*



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by courtesy of Arnold

Boats leaving the *Discovery* during the boat race from Albert Bridge to Teddington Lock organised by the East London Dart League in conjunction with a fund-raising competition to guess the time of the winning boat. The lower photograph shows the race in progress with R.N.L.I. banners streaming. It is planned to hold the race again next year.

Lieut.-Commander The Hon. Greville Howard, V.R.D., R.N.R., a vice-president of the R.N.L.I., nearest the life-boat picture, with Mrs. James Penrose, daughter-in-law of Commander Bernard Penrose of the Cornish Life-boat Appeal Committee, and Commander L. F. L. Hill, R.D., R.N.R., who is Staff Officer (Appeals), at the Plaza Cinema, Truro, midnight matinee showing of 'The Young Winston' on 14th September, 1972, when over £1,000 was raised for the appeal. The directors and staff of the cinema gave their services free of charge.

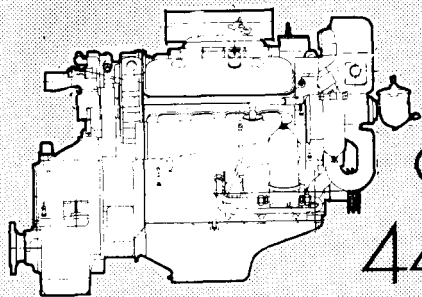
by courtesy of Robert Roskrow



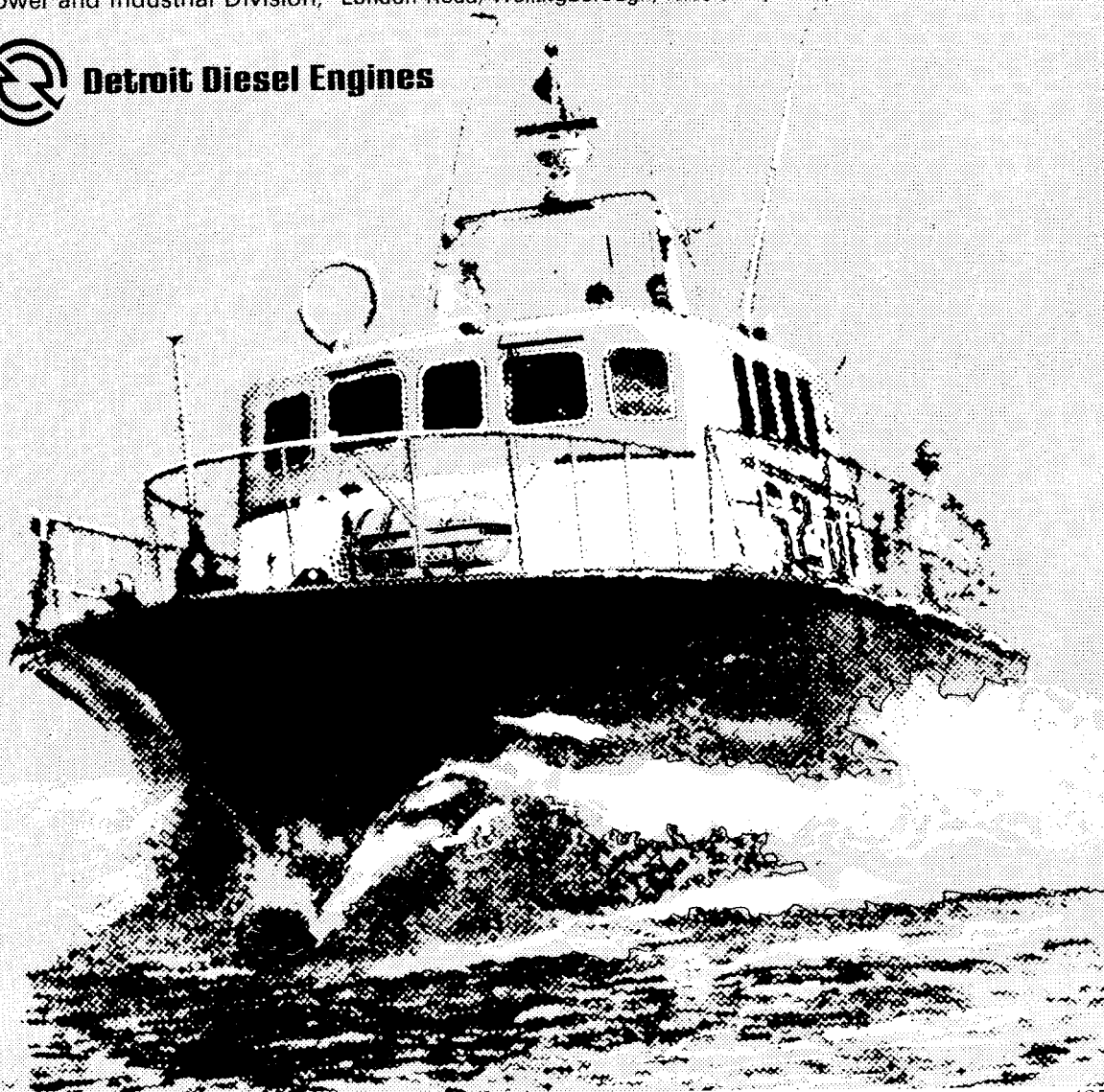
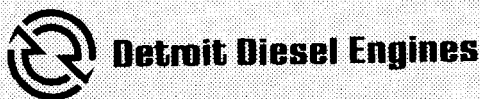
As reported in the October, 1972, issue of THE LIFE-BOAT, the Rev. George Waddington, formerly chaplain to the St. Mary's, Scilly Islands, life-boat, has moved to Paisley and is sporting the R.N.L.I. crest on his ceremonial preaching scarf. He is shown wearing the scarf with (below) a close-up of the crest.



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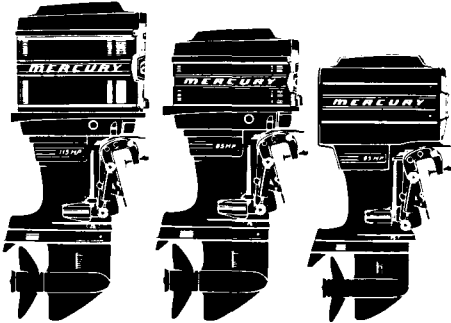
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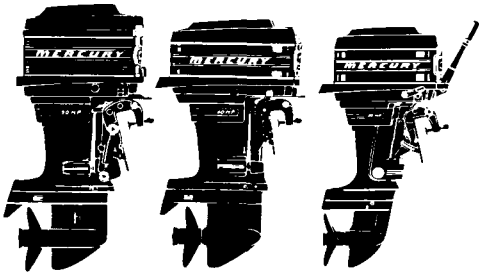


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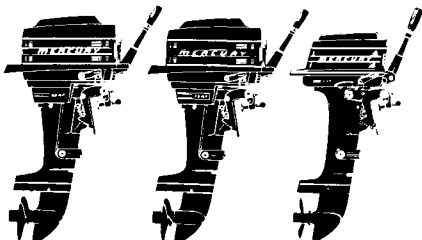
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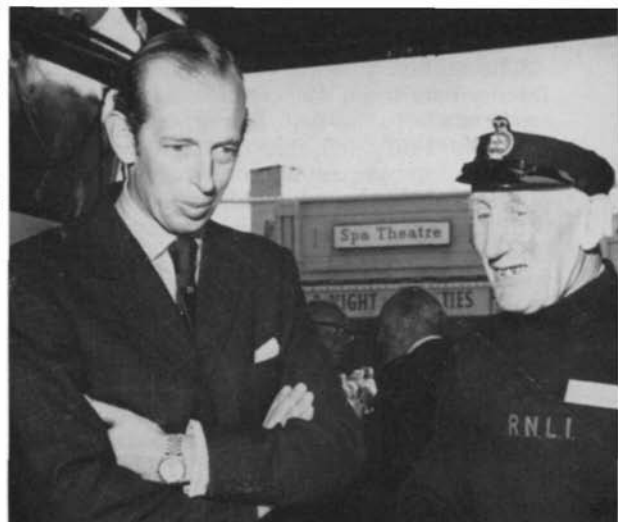
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LI



by courtesy of T. M. Carter and Arthur W. Dick

The Duke of Kent, President of the R.N.L.I., visited Bridlington, Yorkshire, on 4th October, 1972, and is seen in the top picture shaking hands with Mr. John Wright, head launcher, watched by Coxswain John King. In the centre photograph the Duke is chatting with Mr. Geoffrey Hoggard, boathouse attendant, who has been connected with the Bridlington life-boats for 62 years. Aged 74, Mr. Hoggard was head launcher as long ago as 1921. The third picture shows the Duke of Kent with Superintendent Coxswain Robertson Buchan aboard the Humber, Yorkshire, life-boat.

MUTUAL AID OFF PORTLAND

FOLLOWING the sighting at about 10 p.m. on 4th February, 1972, by the gas tanker *Methane Princess* of a small vessel firing distress flares off Portland Bill, the Weymouth, Dorset, life-boat was prepared for launching. Then a further message was received that the *Methane Princess* had found a small yacht, the *Nomis*, a 30-foot GRP sloop, whose skipper needed medical attention.

The station honorary medical adviser, Dr. Jeremy Parkinson, was contacted and the *Frank Spiller Locke*, a 52-foot Barnett class life-boat built in 1957, left her moorings with Dr. Parkinson accompanying a crew of eight.

The wind was south south easterly, force 6-7 with a choppy sea outside the harbour entrance. Course was initially set for the Shambles light-vessel to meet up with *Methane Princess* which was attempting to tow the casualty to this position. However, at 10.45 p.m. she advised that it was becoming impossible to continue the tow due to the heavy steep seas caused by the wind, now gusting to force 9, and the spring ebb tide. She then informed the life-boat that she would heave to with the casualty in a position off Portland Bill and, accordingly, the life-boat altered course to the west to round the Bill close inshore and clear of the Portland race.

Also heading out of Portland harbour and through the inshore channel, was the German vessel *Wotan*. Her master offered to assist in finding the tanker and casualty by radar. At one point she warned the life-boat that she had been swept overall by a particularly heavy breaking sea and from this the coxswain realised that their course was taking them too close to the edge of the race. After a slight alteration of course he was able to avoid the worst of the heavy confused seas.

By about 11.25 p.m. the life-boat had cleared Portland race and had set course for south south east, and the tide setting to the north east, the tanker and the yacht had been set inshore considerably from the original position in which they hove to, with the result that the life-boat reached the scene shortly after midnight.

The coxswain passed close by the yacht, which was lying some 50 feet from the tanker and, after assessing the situation, turned head to wind before attempting to come alongside. The life-boat came alongside the yacht at 12.15 a.m. and was held steady with the engines long enough for Bowman Albert Legge and Dr. Parkinson to jump on board.

The only mishap in this operation occurred when life-boatman Lionel Hellier injured his shoulder while attempting to fend off the yacht. Although causing him considerable pain throughout the remainder of the service, this injury proved not to be serious. Bowman Legge then made fast a towing line while Dr. Parkinson went aft to the cockpit to attend the injured man.

It was immediately apparent that it was impossible to transfer the patient to the life-boat. The coxswain was left with no alternative but towing the yacht to Weymouth with Bowman Legge and Dr. Parkinson remaining on board to tend the tow and the injured yachtsman respectively.

In the difficult conditions the coxswain decided that the safer course was to take the longer and more uncomfortable route back to Weymouth outside the Shambles lightvessel rather than the shorter route inside Portland race. He realised that if the tow were to part the yacht and her crew would almost certainly be lost in the race or on the rocks before another tow line could be made fast.

Accordingly, towing started at about 1.25 a.m. with *Methane Princess* attempting to provide a lee by steaming alongside about 200 feet off. Even with this assistance from the tanker progress was erratic and very uncomfortable and the yacht shipped water despite very careful handling of the tow by the coxswain.

Nevertheless, the Shambles was reached at 2.10 a.m. and, when one mile east of the light-vessel, the life-boat altered course directly for Weymouth harbour. The *Methane Princess* continued on passage up channel. The life-boat made better progress from this point although, with the wind and sea now directly astern, the yacht was still extremely difficult to tow. However, Weymouth harbour was safely entered just after 3 o'clock and the injured yachtsman was landed. The time was 3.30 a.m.

The Institution's bronze medal for gallantry has been awarded to Coxswain Alfred T. Pavey. The thanks of the Institution inscribed on vellum have been accorded to Bowman Bertie A. Legge and the honorary medical adviser, Dr. Parkinson. The following crew also received certificates to commemorate their participation in this service: Second Coxswain Victor J. Pitman, Motor Mechanic Derek J. Sargent, Assistant Mechanic Brian B. Randall and Crew Members Lionel F. Hellier, Michael A. R. Reynolds and Michael J. Yeatman.

No. 6 Life-boat Area

BELGIAN TRAWLER AIDED

A BELGIAN fishing trawler, which ran ashore near Salcombe, Devon, on 1st April, 1972, led to the local life-boat being launched soon after 1.30 a.m.

The wind was westerly, force 5 to 6, with a moderate sea and low swell. It was foggy with visibility down to half a mile.

The Salcombe life-boat, *The Baltic Exchange*, found the casualty two miles south west by south of Salcombe.

The *Amélie Suzanne*, a 95-ton Belgian fishing trawler built in wood, with a crew of five on board, was hard and fast ashore, lifting heavily to the south west ground sea. She was in danger of breaking up. Captain K. Dammeel, the trawler's skipper, said that he would like his crew taken off because of the heavy list.

Coxswain Hubert W. Distin decided to effect the rescue by means of breeches buoy due to the shallow water and the ground sea backwash off the cliffs, which rose vertically to 400 feet on the landward side of the casualty. He carefully positioned his life-boat, dropped the anchor and brought up some 75 yards to seaward of the casualty, firing a rocket line to the trawler at 2.12 a.m.

By 2.40 a.m. all five Belgians were safely aboard the life-boat. Then, just after 3 o'clock, the life-boat returned to Salcombe with the survivors.

The thanks of the Institution inscribed on vellum have been accorded to Coxswain Distin. The following crew also received certificates to commemorate their part in the service: Second Coxswain Arthur O. Taylor, Motor Mechanic Edward Hannaford, Assistant Mechanic Brian Cater, Crew members Andrew Burner, Frank Smith and Eric Distin.

No. 4 Life-boat Area

KETCH SNATCHED FROM GOODWINS

WHEN a yacht was seen burning flares in the vicinity of the South Goodwin lightvessel at 4.6 a.m. on 24th May, 1972, the Walmer, Kent, life-boat was launched 14 minutes later.

The life-boat headed south eastwards towards the South Goodwin lightvessel, and at 4.43 a.m. the Coastguard reported the casualty's position as two miles from the lightvessel. Six people were reported on board and it was agreed that

the casualty would fire flares to guide the life-boat to her.

At 4.55 a.m. a flare from the casualty was sighted by both the South and the East Goodwin lightvessels, but not by either the life-boat or the Coastguard. Twelve minutes later, the life-boat, by now by the South West Goodwin buoy, heard the casualty, identified as the yacht *Nell*, reporting on her radio that her engine had broken down. She was in very shallow rough water and was being driven towards wrecks. Coxswain Henry Brown knew immediately that she was in fact three miles away near the wreck of the *Luray Victory*, in the vicinity of the South Goodwin buoy and so he turned north eastwards.

Soon afterwards the life-boatmen sighted a red flare ahead and this confirmed the position. The life-boat answered with a parachute flare, but this was not seen by those on board the casualty. However, radio communication was then established between the life-boat and the *Nell*. The casualty was reassured that help would soon be at hand.

By 5.30 p.m. the life-boat could see the yacht slightly to the east north east of the wreck of the *Luray Victory*. The *Nell* turned out to be a 21-ton ketch, built in 1887, with a draught of about nine feet. She was being driven north north eastwards by the gale force winds against the start of the south westwards flood tide. This

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resulted in a slow westerly drift towards the South Caliper area of the Goodwin Sands.

As the life-boat approached at 2.30 a.m. it was seen that the yacht was starting to touch bottom in the troughs of the waves. The wind-against-tide situation was producing steep seas of from five to 10 feet in height, and the *Nell* rolled heavily as she lay broadside on to the wind with her bows eastwards. The tide was carrying the yacht towards the wreck and there was no time to lose.

Coxswain Brown made his first approach alongside the casualty's lee side and two life-boatmen, Mr. Norman Griffiths and Mr. Gordon Green, immediately climbed aboard the *Nell* to help the crew of the ketch to safety. Three were taken off from the port quarter before the rolling of the yacht forced Coxswain Brown to pull astern and clear. The casualty was now hitting bottom so that her masts were shuddering and she was rolling most heavily to port.

Coxswain Brown therefore decided to go round to her starboard side for his next attempt, and this time he lost three guardrail stanchions as the yacht came down heavily against the life-boat, which herself now touched bottom. Nevertheless, two more men were taken off the casualty, with only about 100 yards now remaining between her and the wreck.

As the owner of the ketch was reluctant to leave his boat the coxswain decided to try to tow her off. A tow rope was passed and secured aboard by the two life-boatmen, who then manned the tiller of the casualty throughout the tow.

The life-boat's echo sounder was by then reading 10 feet at its maximum, and the casualty was bumping bottom regularly as the tow continued. The old yacht was very heavy and often 'bows under', so that the tow rope was stretched to the maximum. In spite of this, no headway was made for about 20 minutes, and the coxswain decided that he must cut the tow and take off the three men. Having then nothing to lose but the tow rope, he put the engines full ahead and, to the surprise of all, the tow rope held and the casualty was pulled clear of the sands.

The tow then went ahead without further undue incident southwards around the end of the Goodwins and thence to Dover, where they arrived at about 7.35 a.m. The life-boat returned to her station at 9 o'clock.

A vellum recording the thanks of the Institution was accorded to Coxswain Brown. Certificates commemorating their participation in this service have been sent to: Motor Mechanic Bruce G. Brown, Assistant Mechanic Cyril S. Williams, Crew Members Green, David J. Harris, William D. Burton and Griffiths.

No. 3 Life-boat Area

YOUNG PAIR RESCUE BOYS

AT ABOUT 5.30 p.m. on 29th May, 1972, three young children were playing on the outer pier of North Sunderland harbour. The wind was westerly force 4-5 with a long heavy swell coming in from a north-easterly direction. This swell was running past the 'rock ends' and hitting the pier, breaking over it. A particularly heavy swell broke over the pier and the weight of water swept one boy from the pier into the harbour.

Another of the boys climbed down a ladder on the harbour wall and tried to reach the boy in the water with his anorak, which he had taken off. A further heavy swell broke over the pier and the second boy was swept into the water. Both boys were unable to swim but their anoraks provided some buoyancy.

Adam Hall and Aidan Smith were playing in their small 9-foot fibreglass dinghy equipped with a 2 h.p. outboard engine close to the shore inside the harbour. Mr. Stuart Hall, the father of Adam Hall, had seen the boys swept into the sea some way off. He ran down to the point where his son and friend were playing and sent them to the rescue. The distance by water is relatively short, but it would be some considerable distance by land, including rough boulder strewn ground.

With the aid of the outboard engine, Adam Hall and Aidan Smith soon had their boat across the harbour, and with some difficulty, succeeded in dragging the two boys on board. Meantime, a further sea broke over the harbour wall and partially swamped the boat and rendered the outboard inoperable. The boat was rowed back to the shore and the casualties landed; luckily they were not badly affected by the ordeal.

The names of the boys who were rescued were J. Bainton and Richard Brown. They were thought to be about 12 years old, and they were on a bus trip from Durham.

Adam Hall and Aidan Smith have been awarded inscribed wrist watches for their bravery by the R.N.L.I.

No. 6 Life-boat Area

TOW LASTED 13 HOURS

AT 8.10 a.m. on 11 March, 1972, the St. Mary's, Scilly Isles, life-boat station learnt that the yacht



Moronel had requested assistance 13 miles from Bishop Rock. The maroons were fired at 8.22 a.m.

The wind was north east, force 5-7, with a rough sea and a heavy swell. The life-boat *Jessie Lumb*, on temporary duty at the station, slipped her moorings at 8.33 a.m.

At 10.3 a.m. information from St. Mary's Coastguard put the position of *Moronel*, based on earlier information, as 10 miles south of Wolf Rock and course was altered shortly afterwards for this new position.

At 11 o'clock a Russian vessel indicated she was alongside *Moronel* and attempting to pass a tow. At 12.5 p.m. Coxswain Matthew Lethbridge asked, through Land's End radio, for the casualty to fire a rocket in order to make contact. After a passage of three hours 37 minutes to the south east of the Scilly Isles in a rough sea and heavy swell, the casualty's rockets were sighted five minutes later some four miles ahead in a position 15 miles south east of St. Mary's.

At 12.35 p.m. the life-boat was alongside *Moronel*. She was drifting beam on to wind and sea, was rolling heavily, had spars and rigging missing, had both masts and bowsprit broken, and had a crew of two, one of whom was seriously seasick.

By then the wind was north east, force 7,



by courtesy of 'East Anglian Daily Times' and
P. A. B. Peacey

The Aldeburgh life-boat *The Alfred and Patience Gottwald*, which is a 42-foot beach type, being launched last summer. The smaller picture, which was taken in the Spring of last year, shows the same life-boat setting out on an actual service.

gusting 8-9, with a very rough sea and heavy swell. At 12.36 p.m. the life-boat passed a tow-line and began towing *Moronel* to St. Mary's. The tow, however, parted due to the yacht's bollard coming adrift and the coxswain asked for a volunteer to board the yacht to assist. At considerable risk to his own safety, Mr. Rodney Terry jumped from the life-boat to the yacht. Eventually the tow was reconnected with the bridle of the yacht's anchor chain. But the chain bridle parted, and had to be reconnected with the use of a single chain of about 25 fathoms. At 3.38 p.m. the tow line again parted but it was very soon reconnected.

At 3.53 p.m. the position of the life-boat was seven miles south by east of St. Mary's. The speed was slow—only two knots. At 5.42 p.m. the yacht's anchor cable again parted, to be reconnected using a shackle, and the tow continued. Finally at 6.25 p.m. the life-boat's starboard engine failed, due to a belt drive slipping and suspected overheating, and the tow was continued on one engine.

The St. Mary's life-boat and her tow reached St. Mary's at 9.45 p.m. This service spanned a period of 13 hours in exposed gale conditions, taking four hours to find the casualty, followed by a long slow tow with several setbacks.

For this service the thanks of the Institution, inscribed on vellum, have been accorded to Coxswain Lethbridge and Mr. Rodney Terry. Certificates to commemorate their participation have been sent to Second Coxswain Ernest R. Guy, Bowman Richard Lethbridge, Assistant Mechanic William H. Lethbridge, Crew members George Symons and Roy Duncan.

No. 5 Life-boat Area

BAD WEATHER CLIFF RESCUE

WHEN, on 8th February, 1972, Mr J. J. Adams, honorary secretary, Hastings, Sussex, was told by the police at about 2.15 p.m. that a man had fallen over the cliff to the east of the harbour at a point known as Ecclesbourne Glen, he was not entirely happy about launching the ILB except as a last resort. This was because there was a short steep sea running on to the beach with the wind directly onshore, estimated at force 5, and increasing. He told the police accordingly, but they subsequently repeated their request for assistance, intimating that no other practical means of reaching the casualty were available.

Taking all possible safety precautions, the ILB was launched at 2.37 p.m. with Helmsman R. Shoesmith in command and Mr. C. Green and Mr. K. Ronchetti as crew, Mr. Shoesmith

and Mr. Green both being qualified first aiders. The ILB made the best possible speed, having regard to the existing sea conditions, and was eventually beached close by the casualty at about 3.5 p.m. The beach at this point is very treacherous and rocky and only expert local knowledge and exceptionally good seamanship enabled the crew to land the ILB without damage. The further efforts of the police officers in attendance enabled the crew to haul the boat clear of the breaking seas.

The crew had serious misgivings about re-launching and attempting the passage back to the station in the steadily deteriorating sea conditions despite the fact that the injured man had been placed in a stretcher. The helmsman noticed that the man was bleeding from the ears and, suspecting a possible fractured skull, as well as his other injuries, decided that the inevitable pounding that he would receive in the ILB could easily jeopardise his chances of survival.

After consultation with the Fairlight Cliff Rescue Team, who had by this time arrived on the scene, he very sensibly abandoned the idea of returning to Hastings with the casualty by sea and the man was successfully hauled up the cliff by the cliff rescue team.

By the time this task had been completed, the weather had become even worse with the wind estimated at force 7 with a very dangerous sea running on to the beach. The boat was slowly manhandled as far up the beach as possible against the face of the cliff. It was decided that, with the combined help of the station personnel and the cliff rescue team, an attempt to recover the ILB up the cliff should be made.

At about 4.30 p.m. when adequate help and equipment were on hand, the recovery operation began and the ILB crew, by now close to exhaustion, were driven back to Hastings by the honorary secretary.

Coxswain/Mechanic J. Martin then took charge of the recovery assisted by Mr. B. Foster, life-boatman, head launcher Mr. R. White, two non-station volunteers and the Fairlight cliff rescue team led by Coastguard F. Davis.

Using their equipment, they manhandled the boat and engine to a height of almost 100 feet over almost sheer cliff face. In the driving wind and rain the cliff was extremely slippery and although this allowed the boat to be moved over the ground without any serious chafing to the fabric, it made conditions even more difficult for the men involved.

Eventually sufficient progress was made to enable a line to be taken to the Coastguard Land-Rover, which was parked on level ground, and with a series of short tows the ILB was brought up to the level of the cliff top.

At this point the cliff rescue team was called

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to another casualty and was unable to complete the recovery back to the life-boat station. However, a Mr Usher volunteered his services and provided a farm tractor and trailer. The boat and engine were then transported to the Hastings road, where the same man then hitched the trailer behind his private car and delivered the ILB and all station personnel back to the life-boat house at about 6.30 p.m.

The following special awards for this rescue operation have been made: framed letters of thanks signed by the Chairman of the Institution, Commander F. R. H. Swann, O.B.E. R.N.V.R., to Mr. Shoemith, Mr. Green and Mr. Ronchetti. Letters of thanks, signed by the Secretary of the Institution, Captain Nigel Dixon, R.N., have been sent to Mr. Martin, Mr. Foster, Mr. White, Mr. Usher, Mr. R. Taylor, Mr. J. Mitchell and Coastguard Davis.

No. 4 Life-boat Area

VIGILANT CREW IN FAST RESCUE

SHORTLY before 10 a.m. on the 10th April, 1972, Coxswain R. W. Wood and Second Coxswain W. V. Burrell of the Aldeburgh life-boat became concerned for the safety of three fellow longshore fishermen who had not yet returned to harbour in the rapidly deteriorating weather conditions. Other Aldeburgh longshore boats had been out fishing and all had returned except the *Ocean Pride*, an 18-foot open fishing boat powered by a 15 h.p. diesel, carrying the three missing fishermen.

The wind was south south west, force 7, and steadily increasing. The weather was overcast with drizzle and rain squalls, giving poor visibility of about $\frac{1}{4}$ mile generally, and much less in the heavy rain.

It was known that the overdue boat had been fishing near the north east Bawdsey buoy, seven miles south of Aldeburgh. The maroons were fired at 10.5 a.m., and the life-boat launched five minutes later.

Seas were already very rough over the offshore shoals as the life-boat headed southwards into the wind and the tide. There are, in fact, two shoals running parallel to the beach off Aldeburgh, the inner one being about 100 yards off the beach and the other one about 400 yards beyond. It was clear to the life-boat crew that the longshore boat would have a very dangerous passage across these shoals on her return to the beach.

The *Ocean Pride* was met just over a mile south of Aldeburgh and the coxswain decided that, since there was no chance of inducing the crew to leave their boat, he would give them three

life-jackets to wear. The three life-jackets were secured together into one bundle and thrown to the fishing boat.

The wind was now force 8 and gusting beyond, so the coxswain decided to escort the boat as closely as possible astern in order to be ready for what he felt was almost inevitable.

The *Ocean Pride* managed to ride a large wave over the outer shoal as she turned towards the Aldeburgh beach, but as the life-boat followed astern, her crew saw the longshore boat disappear behind a large wave as she crossed the inner shoal. Then the bows of the fishing boat appeared high in the air and the life-boatmen knew she had been overtaken by the wave and sunk by the stern.

Coxswain Wood was on the spot within seconds and saw two of the men in the water. He swung the life-boat around them so that she pointed seawards and formed a lee, and, with the life-boat touching bottom and being thrown about violently, so that she was at times 'gunwales under', he brought her alongside the survivors on the first attempt while the crew pulled them safely aboard over the port side.

The third man was then seen floating closer inshore, about 30 yards northwards, and the life-boat turned towards him. There was no room to manoeuvre inshore of this man, however, so Coxswain Wood decided to approach him stern first, with the life-boat's bow held to the sea. There was clearly no time to lose as this last survivor was apparently already being overcome by the breaking waves. As the life-boat went astern the crew threw him a life-buoy and a line, but the man was unable to make any effort to grasp them. Again, the coxswain handled his boat with such skill that this man too was reached in the shortest possible time, and the crew dragged him aboard over the starboard quarter.

Motor Mechanic N. Saint immediately gave first aid and, using the Holger-Nielsen method, succeeded in pumping a considerable amount of sea water out of the survivor. A doctor later estimated that this man could have lived no more than a further two minutes if he had not been rescued.

The life-boat was beached immediately, the time being 11.9 a.m., and the three survivors were taken to hospital in the waiting ambulance.

For this act the Institution's bronze medal for gallantry was awarded to Coxswain Wood and the thanks of the R.N.L.I. inscribed on vellum to Motor Mechanic Saint. Certificates to commemorate their participation in this service were sent to Second Coxswain Burrell, Bowman Kenneth Denny, Assistant Mechanic Maurice Watson and Crew Members Maurice Smith, Robin Barber, Frederick Sharland and David Reeve.

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND ILBs

1st June 1972 to 31st August 1972: Launches 1,064, lives saved 620

THE STATION FLEET

(as at 31/8/72)

135 station life-boats

116 inshore life-boats operating in the summer (40 in the winter)

LIVES RESCUED 96,114

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

Life-boat launches on Service during the months June, July and August, 1972

Aberdeen, Aberdeenshire	July 23rd.
Aldeburgh, Suffolk	July 17th, 30th and August 28th.
Angle, Pembrokeshire	June 17th.
Anstruther, Fife	July 3rd, 18th and August 19th.
Appledore, North Devon	June 2nd and August 4th.
Arklow, Co. Wicklow	July 4th, 11th, 21st and August 4th.
Arranmore, Co. Donegal	July 1st, 9th, 14th and August 6th.
Ballycotton, Co. Cork	June 17th, July 11th, August 7th, 10th and 14th.
Baltimore, Co. Cork	August 9th and 23rd.
Barmouth, Merionethshire	June 14th, 30th, July 3rd, 22nd, August 10th and 17th.
Barry Dock, Glamorganshire	June 4th, July 2nd, 13th, 27th and August 26th.
Beaumaris, Anglesey	June 7th.
Blackpool, Lancashire	June 26th and August 28th.
Blyth, Northumberland	July 8th.
Bridlington, Yorkshire	June 13th, 14th, July 12th, 16th and August 1st.
Calshot, Hampshire	June 18th, August 8th, 16th, 18th, 19th, 24th and 26th.
Campbeltown, Argyll	June 17th.
Clacton-on-Sea, Essex	June 18th and August 4th.
Clogher Head, Co. Louth	July 11th.
Cloughey-Portavogie, Co. Down	June 18th.
Clovelly, North Devon	June 10th, July 15th and 19th.
Courtmacsherry, Co. Cork	July 6th.
Cromer, Norfolk	August 21st.
Donaghadee, Co. Down	August 3rd, 6th and 17th.
Douglas, Isle of Man	August 26th.
Dover, Kent	June 24th, July 16th (twice), 30th and August 14th.
Dunbar, East Lothian	July 27th.
Dungeness, Kent	June 21st, 22nd, August 25th and 26th.
Dun Laoghaire, Co. Dublin	June 23rd, July 16th (twice), 29th, August 5th, 8th, 12th, 16th and 17th.
Dunmore East, Co. Waterford	July 3rd and August 7th.
Eastbourne, Sussex	July 2nd, 29th and August 27th.
Exmouth, Devon	July 5th.
Falmouth, Cornwall	June 11th, 18th, August 5th, 7th (twice), 8th, 20th, 26th, 27th and 28th.
Fishguard, Pembrokeshire	August 3rd, 13th and 26th.
Flamborough, Yorkshire	August 25th.
Fowey, Cornwall	June 19th and July 15th.
Galway Bay, Co. Galway	June 2nd, 6th, 14th, 26th, July 1st, 10th, 27th, 29th, August 7th (twice), 10th, 17th, 18th, 19th (twice), 20th and 30th.
Girvan, Ayrshire	July 9th.
Gt. Yarmouth and Gorleston, Norfolk	June 18th, July 16th, August 8th, 13th and 21st.
Harwich, Essex	July 15th and 21st.
Holyhead, Anglesey	June 25th, 29th, July 16th and August 6th.
Howth, Co. Dublin	June 17th, August 8th and 26th.
Humber, Yorkshire	June 13th, 14th, July 5th and 14th.
Islay, Inner Hebrides	August 5th.
Kirkcudbright	July 21st (twice).
Kirkwall, Orkney	June 21st, August 1st and 2nd.
Lizard-Cadgwith, Cornwall	August 16th.

Lochinver, Sunderland	August 25th.
Longhope, Orkney	July 12th.
Lowestoft, Suffolk	June 17th, 18th and August 1st.
Mallaig, Inverness-shire	July 11th, 20th, August 10th and 14th.
Margate, Kent	July 2nd, 7th and 23rd.
Minehead, Somerset	July 31st and August 13th.
Moelfre, Anglesey	June 3rd, 18th, 24th, July 6th, 12th, August 1st, 3rd, 4th and 27th.
Montrose, Angus	July 27th.
The Mumbles, Glamorganshire	August 6th.
New Brighton, Cheshire	June 10th and August 10th.
Newcastle, Co. Down	August 16th.
Newhaven, Sussex	June 12th, 19th, July 2nd and 18th.
New Quay, Cardiganshire	June 17th, July 9th (twice), August 7th, 13th, 15th and 20th.
North Sunderland, Northumberland	June 7th, July 26th, 27th and August 16th.
Penlee, Cornwall	June 9th, 22nd, August 1st and 30th.
Peterhead, Aberdeenshire	August 3rd.
Plymouth, Devon	June 3rd and August 3rd.
Poole, Dorset	July 5th, 30th and August 30th.
Porthdinllaen, Caernarvonshire	June 25th (twice), July 30th and August 2nd.
Portpatrick, Wigtownshire	July 15th.
Portrush, Co. Antrim	July 20th and August 12th.
Port St. Mary, Isle of Man	August 2nd and 26th.
Pwllheli, Caernarvonshire	June 24th.
Ramsey, Isle of Man	June 3rd, 21st, July 24th and August 5th.
Ramsgate, Kent	July 23rd and 27th.
Rhyl, Flintshire	August 8th and 10th.
Rosslare Harbour, Co. Wexford	July 6th and 7th.
Runswick, Yorkshire	August 12th.
St. Abbs, Berwickshire	July 12th.
St. Davids, Pembrokeshire	June 18th and August 6th.
St. Helier, Jersey	June 18th, 23rd, July 17th, 21st, 31st and August 8th.
St. Ives, Cornwall	July 28th, August 7th and 30th.
St. Mary's, Scilly Islands	June 20th, 24th and July 20th.
St. Peter Port, Guernsey	June 6th, 26th, July 1st and August 29th.
Salcombe, Devon	July 6th, 9th, 20th and August 5th.
Seaham, Durham	June 14th.
Selsey, Sussex	June 4th, 19th, 21st, July 19th, 24th and August 13th.
Sennen Cove, Cornwall	June 14th, 17th, July 25th and August 22nd.
Sheerness, Kent	June 2nd, July 16th, 18th, 24th, 30th, August 7th, 12th, 27th and 29th.
Sheringham, Norfolk	July 31st.
Shoreham Harbour, Sussex	August 4th.
Skegness, Lincolnshire	June 4th, July 31st, August 11th, 22nd and 24th.
Southend-on-Sea, Essex	July 1st and 16th.
Stornoway, Outer Hebrides	July 1st.
Stromness, Orkney	August 1st.
Swanage, Dorset	June 18th, July 2nd, 15th, 16th (twice) and August 12th.
Teesmouth, Yorkshire	August 27th.
Tenby, Pembrokeshire	June 3rd, 5th (twice), 26th, July 9th, 12th, 17th, 20th, 29th, August 6th, 12th and 29th (twice).
Thurso, Caithness	August 21st.
Torbay, Devon	July 23rd.
Troon, Ayrshire	August 1st.
Valentia, Co. Kerry	June 16th, 31st and August 15th.
Walmer, Kent	June 10th, 11th and August 28th.
Walton and Frinton, Essex	July 18th, August 14th, 27th and 28th.
Weymouth, Dorset	June 4th, 11th, July 2nd, 30th, August 6th and 26th.
Whitby, Yorkshire	June 11th, 26th, August 17th and 24th.
Wicklow, Co. Wicklow	July 22nd, August 3rd, 15th and 18th.
Yarmouth, Isle of Wight	June 20th, 22nd, 24th and 28th.
Youghal, Co. Cork	June 22nd and August 16th.

ILB launches on Service during the months June, July and August, 1972

Aberdeen, Aberdeenshire
Aberdovey, Merionethshire

August 15th.
June 30th, July 4th and 9th.

Abersoch, Caernarvonshire	June 25th, July 24th, 28th, 30th, August 2nd (twice), 15th, 24th and 26th.
Aberystwyth, Cardiganshire	June 2nd, 17th, July 9th, 16th (twice), August 3rd, 5th, 7th and 30th.
Arran (Lamlash), Buteshire	August 2nd, 8th, 10th and 17th.
Atlantic College, Glamorganshire	June 3rd, 16th, July 2nd, 3rd, 17th and 29th, August 23rd and 29th.
Bangor, Co. Down	June 10th, 25th, July 1st, 8th, August 4th (thrice), 6th, 7th, 13th and 19th.
Barmouth, Merionethshire	June 14th, 27th, 28th, July 5th, 9th, 15th, 16th (twice), July 23rd, 31st, August 3rd, 16th, 26th and 28th.
Barrow, Lancashire	June 25th, July 16th and 18th.
Beaumaris, Anglesey	June 7th, 18th, July 2nd, 28th, August 6th and 15th.
Bembridge, Isle of Wight	July 22nd.
Berwick-upon-Tweed, Northumberland	July 2nd.
Blackpool, Lancashire	June 26th, July 12th, 16th, 14th, August 16th and 28th.
Blyth, Northumberland	July 11th.
Borth, Cardiganshire	July 11th, 16th, 27th, August 2rd, 5th, 6th, 7th, 13th, 18th, 26th and 29th.
Bournemouth, Hampshire	June 8th, July 12th, August 16th and 18th.
Bridlington, Yorkshire	June 13th, 14th (twice), 17th, 29th, 30th, July 11th, 16th (twice), August 1st, 3rd, 4th, 9th, 12th and 15th.
Brighton, Sussex	June 6th.
Broughty Ferry, Angus	June 18th, 21st, 25th, July 1st and August 10th.
Bude, Cornwall	June 10th, 27th, July 30th, August 10th, 11th and 13th.
Burnham-on-Crouch, Essex	June 11th, July 17th, 25th, 31st and August 30th.
Cardigan, Cardiganshire	June 6th, July 17th, August 2nd, 10th and 13th.
Clacton-on-Sea, Essex	June 11th, 14th, 18th, July 2nd, 11th, 16th (thrice), 30th, August 6th, 7th, 10th, 15th, 25th and 28th (twice).
Conway, Caernarvonshire	June 11th (twice), July 10th, 27th, August 12th, 13th and 27th.
Coverack, Cornwall	July 15th, 27th, August 20th and 29th.
Craster, Northumberland	July 12th.
Criccieth, Caernarvonshire	June 1st, July 22nd, 24th, 26th, 30th, 31st, August 1st, 2nd, 8th, 13th and 14th.
Cromer, Norfolk	July 12th, 24th and 30th.
Cullercoats, Northumberland	July 4th (twice), August 1st and 25th.
Eastbourne, Sussex	June 3rd, 26th, July 2nd and August 27th.
Eastney, Hampshire	July 9th, 11th, 27th, 30th and August 6th (twice).
Eastney (A508), Hampshire	June 8th, 18th, July 1st, 30th (twice), 31st and August 6th.
Exmouth, Devon	June 7th, 8th and August 27th.
Filey, Yorkshire	June 23rd, July 10th, 18th, 20th, August 13th, 14th, 22th and 28th.
Fleetwood, Lancashire	July 1st, August 28th and 30th.
Flint, Flintshire	July 9th and August 24th.
Great Yarmouth and Gorleston, Norfolk	June 28th, July 28th, August 22nd, 24th and 31st.
Hartlepool, Durham	June 10th, 15th, 25th, July 19th and August 17th.
Harwich, Essex	June 2nd.
Hastings, Sussex	July 11th, 17th (twice) and August 21st.
Helensburgh, Dumbartonshire	June 17th, 26th, July 1st, August 5th, 9th, 10th (twice) and 18th.
Holyhead, Anglesey	June 20th and July 28th.
Horton and Port Eynon, Glamorganshire	June 1st, July 10th, 16th, 23rd, 24th, 25th, 26th, 29th, 30th, August 22nd (thrice), 24th and 28th.
Howth, Co. Dublin	June 4th, 17th, 18th, 25th, July 17th, August 5th, 15th, 17th, 21st and 27th.
Humbermouth, Licolnshire	June 11th, 17th, July 12th and 26th.
Jersey (St. Catherine's), Channel Islands	August 8th.
Kinghorn, Fife	July 16th, 25th (twice), 31st, August 3rd and 10th.
Kippford, Kirkudbright	August 28th.
Largs, Ayrshire	June 3rd, 4th, 10th, 12th, 17th (thrice), 21st, July 9th, 13th, 15th, 18th, 23rd, 28th, August 2nd, 3rd, 11th, 19th, 21st and 23rd.
Little and Broadhaven, Pembrokeshire	August 12th.
Littlehampton, Sussex	June 10th, 11th, 23rd, 28th, 29th, July 3rd, 7th, 11th, 15th, 16th (twice), 17th, 29th, 31st, August, 11th, 12th, 27th (twice) and 28th.
Littlestone-on-Sea, Kent	June 10th, July 9th, 12th (twice) and 15th.

Llandudno, Caernarvonshire	June 2nd, July 9th, 14th, 16th, 25th, August 8th, 9th, 14th, 16th and 23rd.
Lyme Regis, Dorset	June 4th, 10th, 14th, July 15th, 19th, 26th, August 26th, 27th, 29th and 30th.
Lymington, Hampshire	June 11th, July 30th and August 29th.
Lytham-St. Anne's, Lancashire	June 17th.
Mablethorpe, Lincolnshire	June 3rd, 17th, 24th, July 10th, 11th, 31st and August 17th.
Margate, Kent	June 13th, 17th, 18th, 24th, July 6th, 20th, 31st, August 1st (twice), 6th (twice), 7th, 10th (twice), 15th and 20th.
Minehead, Somerset	July 2nd and August 20th (twice).
Moefre, Anglesey	June 2nd, 3rd, 10th, 21st, July 1st, 12th, 23rd, 24th, August 3rd, 5th, 7th, 8th (twice), 19th and 28th.
Morecombe, Lancashire	June 3rd, 7th, July 1st, 16th and August 21st.
Mudford, Hampshire	June 1st, 2nd, July 12th (twice), 30th and August 5th.
Mumbles, Glamorganshire	June 10th, July 19th, 25th, 26th, 27th, August 6th, 21st, 22nd and 28th.
New Quay, Cardiganshire	June 17th, 25th, 28th, July 19th, August 7th, 10th, 13th, 19th and 20th.
Newquay, Cornwall	June 21st, 29th, July 2nd, 19th, 25th (twice), 26th, 27th (twice), 29th, 30th (twice), August 10th, 24th, 25th, 26th, 27th, 28th and 31st.
North Berwick, East Lothian	July 18th, 28th, 31st, August 17th and 21st.
North Sunderland, Northumberland	June 7th, August 1st and 27th.
Oban, Argyll	June 11th, 21st, July 2nd, 10th, 15th and 28th.
Peel, Isle of Man	August 22nd.
Pill, Somerset	June 7th, 12th, July 2nd and 16th.
Plymouth, Devon	July 24th, 28th, August 1st, 3rd (twice), 8th, 10th, 17th and 27th.
Poole, Dorset	June 3rd, 7th, 8th and July 25th.
Porthcawl, Glamorganshire	June 15th, 17th, 25th, July 9th, 15th and 25th.
Port Isaac, Cornwall	June 4th, 11th, 19th, July 9th, 21st, 23rd, August 6th, 9th, 13th, 21st and 30th.
Port St Mary, Isle of Man	July 17th and 23rd.
Port Talbot, Glamorganshire	July 16th, 26th, August 20th and 21st.
Pwllheli, Caernarvonshire	June 12th, July 1st, 29th and August 2nd.
Queensferry, West Lothian	June 16th, 20th, 30th, July 19th and 24th.
Ramsgate, Kent	June 6th, 25th, July 12th, 27th and August 8th.
Red Bay, Co. Antrim	July 23rd and August 2nd.
Redcar, Yorkshire	June 28th.
Rhyl, Flintshire	August 3rd, 7th (twice) and 10th (twice).
Rye Harbour, Sussex	July 15th, 16th (five times), 17th, 19th, 26th, 27th, 30th, August 18th and 25th.
St. Agnes, Cornwall	June 25th, July 10th, 23rd, 24th, 28th (twice), August 9th, 24th, 26th, 27th (twice), 28th (twice) and 29th.
St. Bees, Cumberland	June 18th.
St. Ives, Cornwall	July 10th (twice), 25th, 26th (twice), August 2nd, 11th and 30th (twice).
Scarborough, Yorkshire	June 22nd and July 30th.
Selsey, Sussex	June 11th, July 15th, 16th (twice), 18th, 24th, August 6th, 9th, 14th, 20th, 25th, 26th and 30th.
Shoreham Harbour, Sussex	June 4th, 11th, 19th, 21st, 24th, July 1st, 2nd, 15th, 16th (five times), 17th (thrice), 22nd, 30th, August 1st, 7th and 18th.
Silloth, Cumberland	July 31st.
Skegness, Lincolnshire	June 4th, 18th and July 31st.
Southend-on-Sea, Essex	June 11th (four times), 30th (twice), July, 1st (twice), 2nd, 5th, 11th, 14th, 15th (thrice), 16th (six times), 21st, 22nd, 24th and 27th.
Southwold, Suffolk	August 12th, 13th and 28th (twice).
Stonehaven, Kincardine	June 13th and 29th.
Tenby, Pembrokeshire	July 26th, 30th August 3rd, 4th (twice), 6th, 7th (twice), 8th (twice), 13th (thrice), 14th and 15th.
Tighnabruaich, Argyll	July 24th.
Torbay, Devon	June 7th, 8th, 22nd, 30th, July 2nd, 14th, 16th, 17th, 27th, August 3rd, 8th, 9th, 11th, 18th and 19th.
Tramore, Co. Waterford	July 25th, 30th and August 7th.
Tre-Arddur Bay, Anglesey	July 13th, 16th, August 3rd and 13th.
Tynemouth, Northumberland	June 12th and August 7th.
Walmer, Kent	June 8th, July 16th and 30th.

West Kirby, Cheshire
West Mersea, Essex
Weston-Super-Mare, Somerset
Weston-Super-Mare, Somerset (18004)
Whitby, Yorkshire

Whitstable, Kent
Yarmouth, Isle of Wight

July 9th, 11th, 28th and August 1st.
June 18th, 28th, July 16th, 25th, August 6th, 9th, 17th and 28th.
July 2nd and August 26th.
July 2nd, 31st, August 4th, 19th, 26th and 27th.
June 2nd, 11th, 17th, 23rd, July 1st, 10th, August 9th, 10th, 13th, 24th and 25th.
June 18th, 25th, July 25th, August 23rd and 26th.
June 4th, 24th, July 9th, 31st, August 3rd, 14th and 20th.

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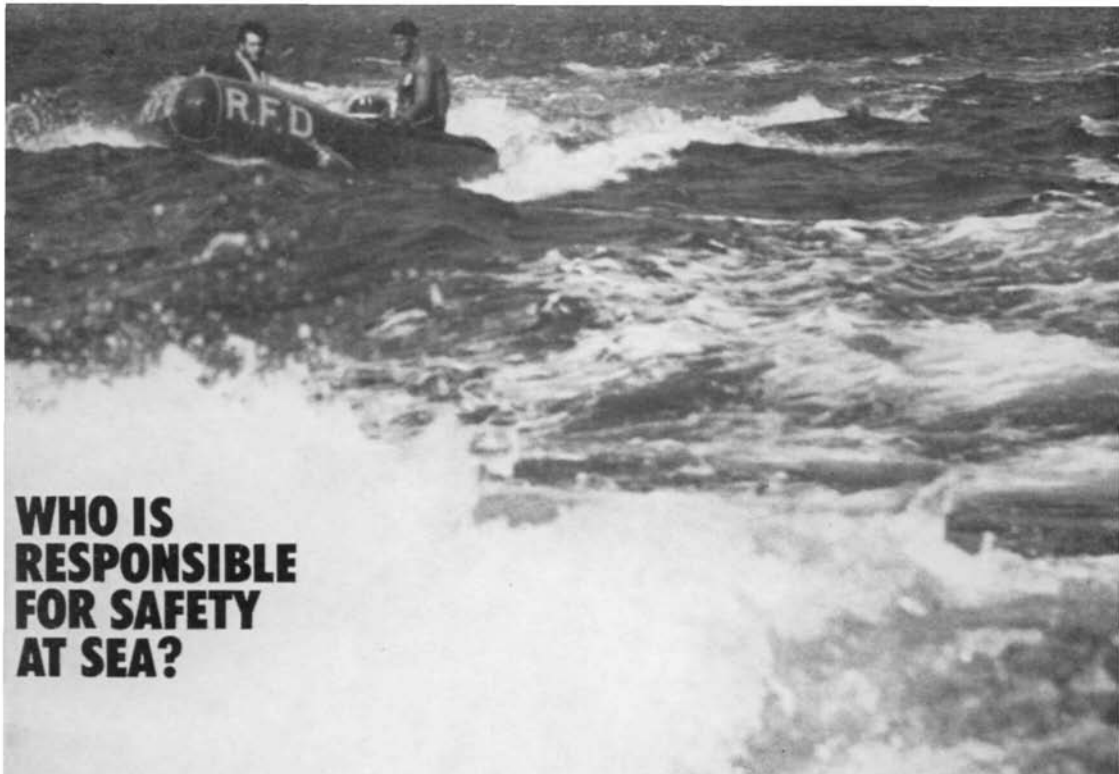
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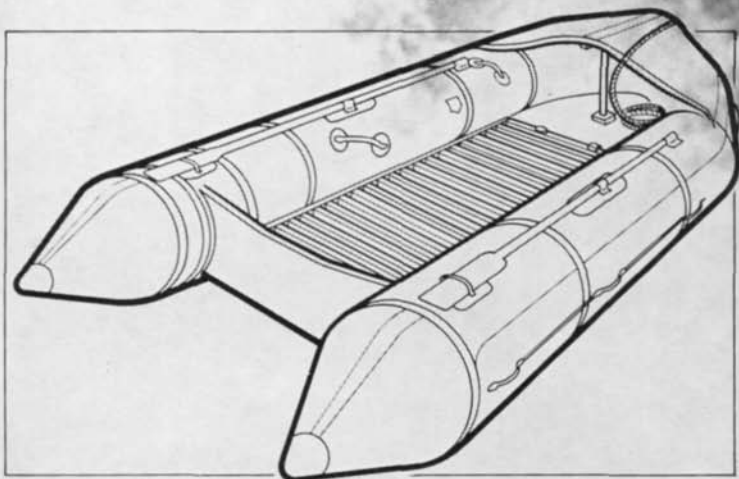
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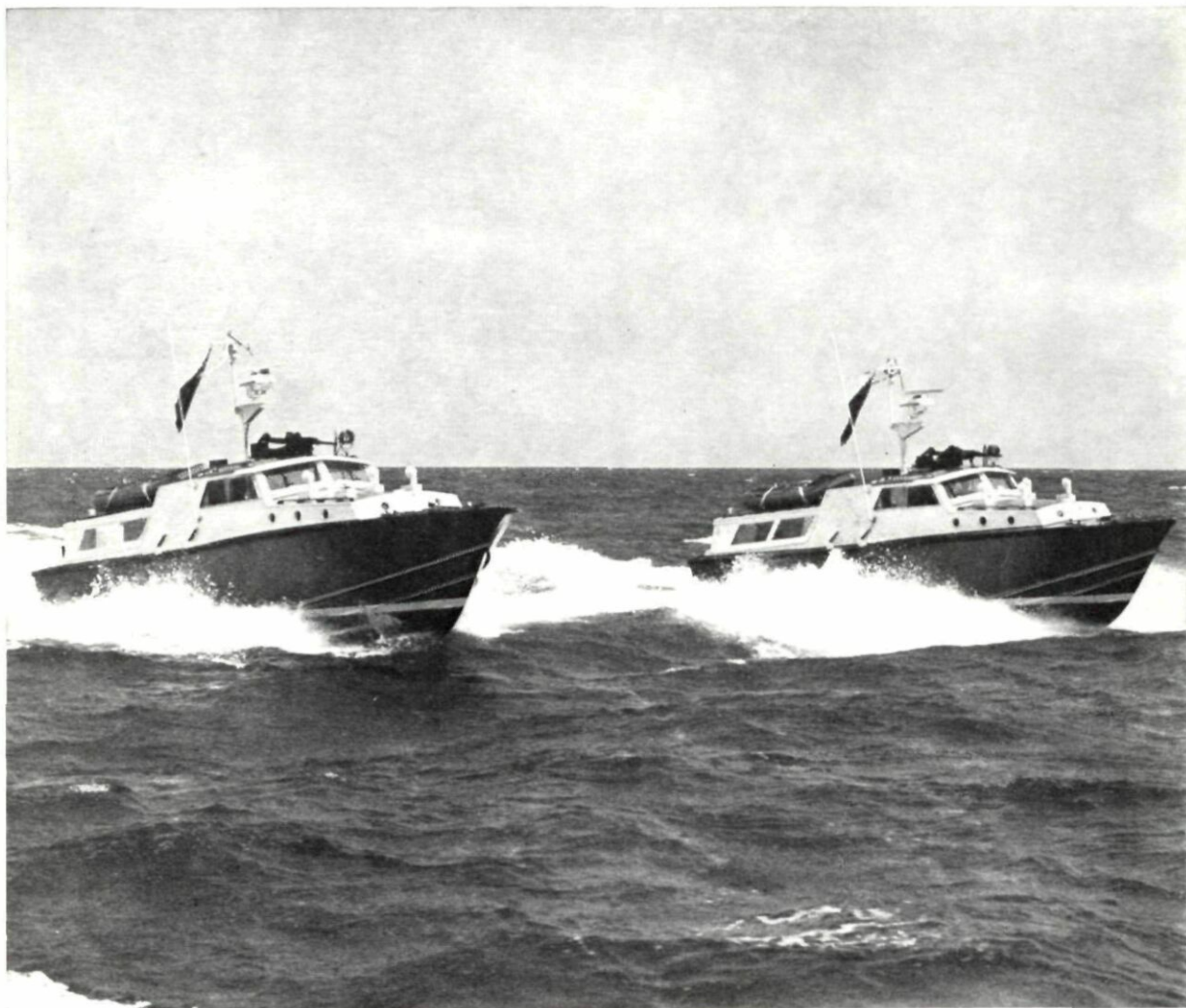
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