

THE LIFEBOAT

Volume XLIII

SUMMER 1973

Number 444



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THE LIFEBOAT

Summer 1973

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Number 444

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Photographs intended for return should be accompanied by a stamped and addressed envelope.

All advertising enquiries should be addressed to Dyson Advertising Services, 45 Bridge Street, Godalming, Surrey (Telephone Godalming (04868) 23675).

A year's subscription of four issues costs 82p, including postage, but those who are entitled to receive THE LIFEBOAT free of charge will continue to do so.

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



NOTES OF THE QUARTER

by the Editor

'A YEAR of intense activity and gratifying success for the lifeboat service' is the phrase used in the RNLI's report to describe the happenings in 1972. The facts certainly justify this. The total number of lives saved, which is the true criterion of success, was 1,447, a record figure in time of peace. For the first time ever the Institution's income exceeded £3 million, expenditure being slightly under that figure.

By contrast with the increase in lives saved, the number of service calls answered by RNLI lifeboats dropped somewhat for the first time for many years. This reduction was largely accounted for by a decrease in the number of launches to pleasure craft. Launches to the help of commercial fishing vessels increased from 274 to 311. It is also pointed out in the report that for the second consecutive year no member of a lifeboat crew lost his life on exercise or on service.

In presenting the report to the meeting of the governors of the Institution the Chairman of the Committee of Management, Commander F. R. H. Swann, OBE, RNVR, emphasised the encouraging progress made with the huge boat-building programme in which the RNLI is now engaged. At the end of 1972 21 new lifeboats were under construction or on order. It is primarily to ensure that this boat-building programme succeeds that the Institution's many new plans for raising additional money are being developed.

A Great Benefactress

Mrs R. M. Reed, who died at Eastbourne in March, was one of the most generous supporters the RNLI has known in its long history. Indeed, if no allowance is made for changes in the value of money, Mrs Reed's benefactions amount-

ed in all to a higher figure than those of anyone else. In her lifetime Mrs Reed presented the new Cromer lifeboat, which is named *Ruby and Arthur Reed*, at a cost of £72,000. In her will she bequeathed her entire estate to the RNLI, the total amount being increased considerably because of exemptions from estate duty granted by the last Finance Act.

Portuguese Visitors

A further example of the growing co-operation between lifeboat services in different countries was afforded when a lifeboat delegation from Portugal, headed by Rear-Admiral A. V. Gomes, visited Cowes, Dover and Littlehampton in April of this year. The delegation inspected the 44-foot Waveney class lifeboat, stationed at Dover, and other lifeboats of the Waveney class being built and engined at the yards of William Osborne, Littlehampton, and Groves and Guttridge, East Cowes. Lifeboats of the Waveney class are to be built under licence in Portugal.

New Shore Boat Rescue Scheme

The former inshore rescue scheme, which has been operating since 1962 and which was administered jointly by the RNLI and HM Coastguard, has now been amalgamated with the old shore boat scheme under the name 'Shore Boat Rescue Scheme'. The object is to rationalise existing arrangements for the help of private boat owners in the work of saving life at sea. The changes follow discussions held by the Government committee to coordinate marine search and rescue arrangements. The RNLI will continue to make payments to private boat owners whose boats have put out at the request of RNLI representatives, or when a private individual launches from the shore on his own initiative in order to save life at sea. Under the new scheme HM Coastguard will be responsible for making payments to any shore boat called out by Coastguard action.

1974 Celebrations

Branches and guilds of the RNLI are planning a wide range of activities in

1974 to supplement the national projects being staged to celebrate the 150th anniversary of the foundation of the RNLI. Good progress is also being made with the national projects. On page 18 some details are given of the manner in which the Scout movement will be supporting the RNLI next year. All yachtsmen will be welcome at a major rally which is being organised by the Royal Yachting Association in conjunction with the offshore branch of Shoreline (the old YLA) to take place at Plymouth on Saturday, July 20, 1974. This will be the opening day of the international lifeboat exhibition.

As a forerunner of the 1974 celebrations the RNLI will have an exhibit in the Lord Mayor's Show in London in November, 1973. The commemorative service in St Paul's Cathedral will take place at 12 noon on March 4, 1974. Details of how supporters of the RNLI should apply for tickets will be announced later. It is likely that some form of ballot will have to be made to branches and guilds, but this will depend on the demand for tickets.

A series of postal commemorative covers will be issued during 1974 commemorating various aspects of the Institution's history and traditions, with an album on sale to contain them. Readers interested in receiving details when they are published should write to Pilgrim Philatelics, 17 Best Lane, Canterbury, Kent.

The main programme for 1974 was announced in the January 1973 number of THE LIFEBOAT. The RNLI hopes to build up an imposing record of all the celebrations and events in 1974 and asks for the co-operation of readers of THE LIFEBOAT. Records in the form of film, tape, still photographs or printed matter may be sent to Mr S. E. Bartholomew, Deputy Public Relations Officer, RNLI, 42 Grosvenor Gardens, London, SW1W 0EF.

New Format

For over 120 years THE LIFEBOAT has served as the principal means of keeping supporters of the RNLI informed of what was happening in the service. The first number of the Journal dated March 1852, said its aim was to 'materially advance the great cause we advocate, namely, the improvement of lifeboats, their management, and all other means for the preservation of life from shipwreck.'

In January 1971 the Journal format changed for the first time since 1852. The 'new look' appearance at once received wide approval and helped THE LIFEBOAT to secure more advertising. With the July 1973 edition the Journal goes A4 size, which we believe will improve the advertising potential and provide even better presentation of editorial. It is fitting, too, that as the RNLI approaches its 150th anniversary the Journal should be presented in a form likely to attract greater public attention.

COVER PICTURE

This unusual photograph of the Swedish schooner *Mina*, her rudder damaged and drifting rapidly towards Dodman Point, was taken from the Falmouth, Cornwall, lifeboat *The Princess Royal* (Civil Service No. 7) on August 8, 1972, by Miss Birgitta Rydbeck, a professional photographer, who was a member of the *Mina's* crew, after she had been taken aboard the lifeboat. In saving the schooner and her crew of 10 in a south westerly gale and a very rough sea, the lifeboat, whose coxswain, Mr Walter Brown, received the RNLI's bronze medal at the annual meeting in May for this service, ranged some 10 feet while alongside the casualty. *The Princess Royal* (Civil Service No. 7), which is a 46-foot Watson type, was on temporary duty at Falmouth at the time. When this picture was taken the member of the crew in the foreground was adjusting his lifejacket, not visible in this instance, further manhandling the tow line.



Sir Alec gives a hand

Sir Alec Rose launched a new venture, the Hampshire Rose Lifeboat Appeal, on May 20 during the Portcreek water fair at Portsbridge, Hampshire.

The appeal is in connection with the 150th anniversary of the foundation of the RNLI. Branches and guilds in Portsmouth, Gosport, Havant, Waterloo and Fareham decided in recognition of 'the services to seafarers provided by the RNLI during the past 150 years' to launch an appeal to raise £50,000 towards the cost of a lifeboat. Although the appeal was launched in the Portsmouth area it is hoped it will spread throughout Hampshire and will remain open until the end of 1974.

People attending the Portcreek water fair were able to buy shares in the lifeboat and a first-day cover to commemorate the launching of the appeal. There are three types of envelope available, one for 30p, a limited number at 50p, and a small number autographed by Sir Alec Rose at £1.

Wrens remembered

A new home has been found for the lifeboat *Aguila Wren* now that she has come to the end of her active life in the fleet of the RNLI.

On May 20, at Keadby, near Scunthorpe, there was a ceremony to mark the handing over of the *Aguila Wren* to the Scunthorpe unit of the Sea Cadet Corps for use as a training ship.

The *Aguila Wren* was donated to the RNLI by the *Aguila Wrens* Memorial Fund in memory of the 22 Wrens who were lost by enemy action in 1941 abroad the ss *Aguila* in a Gibraltar convoy.

The *Aguila Wren* was a 35-foot 6-inch Liverpool class costing about £14,000 and was stationed at Aberystwyth from 1951 to 1964. She was launched on service 21 times and saved 14 lives during this period. From 1965 to 1972 the *Aguila Wren* went to Redcar where she was launched on service 31 times and saved 22 lives.

Normally when lifeboats reach the end of their active service they are sold without their livery and name. In this

The Chief Inspector of Lifeboats, Lt.-Commander W. L. G. Dutton, RD, RNR, of Dorking, with his wife, Olive, when he received the OBE from the Queen on February 20.

by courtesy of Feature Press Photo Agency

particular case, however, the *Aguila Wren* retains her RNLI colours as well as the name in order to preserve the memorial to the Wrens who lost their lives. She will now be known as the *TS Aguila Wren*.

Ref—Tom-Tit

Early this year the attention of THE LIFEBOAT was drawn to a newspaper obituary notice which read: 'No flowers, but donations to the RNLI Peterhead branch, reference Tom-Tit'.

Inquiries were made and it was found that it related to the part played on December 26, 1914, by the late Captain Charles N. E. Currey, CBE, RN, of Itchenor, Chichester, when HMS *Tom-Tit* was wrecked at the entrance to Peterhead harbour along with the local lifeboat *Alexander Tulloch*.

The *Buchan Observer* and *East Aberdeenshire Advertiser*, remembering the death of Captain Currey, who was a well known figure, said of his exploit at Peterhead: 'Fruitless efforts were still being made to get a rocket line aboard *Tom-Tit*. Sub-Lieutenants Norman Currey and John Wales were among the naval party standing by. They volunteered to wade into the maelstrom with a line for a breeches buoy.

'For what seemed an eternity, they battled through the elements often being swept off their feet and dashed on the slippery rocks. Currey had the shore line round his waist, with Wales coming up behind and helping to pay it out. Darkness was beginning to set in ere the stricken *Tom-Tit*'s crew, with the aid of a rope, hauled the line aboard, secured it, and were brought ashore in the buoy. *Tom-Tit*, like the lifeboat, was a write off.'

At a subsequent ceremony at Peterhead both Currey and Wales were presented with life-saving medals. Captain Currey, who died on January 10, was 82.

Crew variations

The crews of RNLI lifeboats come from many walks of life. For instance, a member of the Jersey crew is a bank manager, at Port Talbot one of the ILB crew is a clergyman, and an undertaker sails with the Fishguard boat.

PROFILES

This issue

Mrs K. Swallow of St Aidan's, Seahouses, Northumberland and Mrs A. Wooldridge of Stourbridge, Worcs.



THE NAMES of famous lifeboatmen tend to stick to places along the coast. So, too, do the names of voluntary workers who over many years have left their mark on communities in the name of the lifeboat service. One of these is Mrs Kathleen Swallow, of St Aidan's, Seahouses, Northumberland, and it is a well-known fact that in 1952, following a decline in fund-raising activity at Seahouses during the post-war period, things improved due very much to the efforts of the Swallow family.

Mrs Swallow, who is chairman of the North Sunderland ladies' lifeboat guild, is the widow of Mr T. W. A. Swallow, late honorary secretary of the North Sunderland lifeboat station.

When Mrs Swallow's first grandchild, Elizabeth Alston, was born she was enrolled as a guild member almost during the first week of her life.

Mrs Swallow's late mother-in-law, Mrs W. A. Swallow, was honorary secretary of the North Sunderland ladies' lifeboat guild in the 1930s and 1940s. She was awarded a record of thanks in 1949.

At Seahouses the most outstanding

fund-raising activity every year is the harbour fete. Started in 1952, it has been held every year since with the exception of 1966, when a serious outbreak of foot and mouth disease among cattle made it necessary to cancel all public gatherings. Last year, for example, the function held on August Bank Holiday brought in a total of £1,980.

The Swallow family is involved completely in the harbour fete, for which Mrs Swallow's own mother worked indefatigably until her death in 1971. Now all the in-laws and grandchildren lend a hand.

Mrs Swallow has helped the lifeboat service all her married life and is known to lifeboat crews, branches and guilds in most parts of Northumberland.



WHEN people who know the RNLI think of Stourbridge, Worcestershire, they think of Mrs Angela Wooldridge, MBE, of Norton, Stourbridge, who attended her first lifeboat meeting when the branch was re-formed in 1952. And at the annual meeting of the RNLI in May this year Mrs Wooldridge received the gold badge for her work for the lifeboat service.

Mrs Wooldridge, who has been honorary secretary of the local branch since 1954 and in 1962 was awarded the silver badge, has made the RNLI 'the top charity in Stourbridge'. She has cultivated all the local newspapers of importance and despite an active public life—she is a JP—Mrs Wooldridge makes the lifeboat service her first love.

Since Mrs Wooldridge's connection in 1952 with the local branch, donations have increased at a tremendous rate. In 1953 Stourbridge collected £203 for the RNLI, for the last six years the branch has raised over £1,000 a year, and in the 20 years of her association over £14,000 has been sent to the London headquarters.

Mrs Wooldridge said: 'Our contributions to headquarters are due to our many loyal helpers and the generous spirit of the people of Stourbridge. An annual dinner and dance has been established—it was our tenth last year—and I held my thirteenth annual coffee day on June 28.'

Mrs Wooldridge has raised funds for the lifeboat service at a number of functions—at fashion shows, at a fish exhibition, at a display of floral art, and at a luncheon. The annual house-to-house collection and flag day, together with the day-to-day work of speaking at various local functions and meetings, is a continual source of promoting the work of the RNLI.

Talking at schools is particularly important, Mrs Wooldridge believes, for she considers it most essential that the future generation should be aware of 'the great tradition of this wonderful lifeboat service over 150 years'.

Of her recent award of the gold badge, Mrs Wooldridge comments: 'I regard it as an honour to Stourbridge, for its wonderful response as a Midland town so far from the sea'.

Mr Cyril Chown

Mr Cyril Chown, who was honorary secretary of the Exmouth, Budleigh Salterton branch of the RNLI for 11½ years, died early this year and at his own wish his ashes were scattered at sea from the local lifeboat because of his 'considerable services to the Institution'. It was Mr Chown who took the much admired picture of the Duchess of Kent, whose husband, the Duke of Kent, is President of the RNLI, which appeared on the cover of the October 1971 Journal.

Co-operation

Changing technical requirements often mean that companies who have served the RNLI have to terminate their associations, often of long standing. A good case is Coastal Radio Ltd, of Chelmsford, who began their link with the lifeboat service in 1948 with the introduction of the Coastal Radio Type 97 radio-telephone.

Until early this year the RNLI's medium frequency equipment had been

exclusively supplied and maintained by the company.

A spokesman at the RNLI headquarters said: 'As an example of the continued co-operation with Coastal Radio, it is worth recording that when it was found we were having troubles in finding a medium frequency radio-telephone which would meet the international regulations which came into force on January 1, for our 37-foot boat, the company at no cost to the RNLI brought a radio from Canada to New-haven so that we could carry out trials.

'If we find that we can use this equipment it will mean the setting up, by Coastal Radio, of spares for equipment not normally available in the UK.'

Brentwood retirement

Lady Ashton, who has been president of the Brentwood and district branch of the RNLI since 1956, and who was responsible for raising it from a 'one-man' band to its present very flourishing state, has retired. As its new president, the

local branch has Captain Sir George Barnard, who is a member of the executive Committee of Management of the RNLI and has recently retired from the post of Deputy Master of Trinity House.

MP joins governing body

Lt-Colonel Richard Crawshaw, OBE, MP, Labour Member of Parliament for the Toxteth division of Liverpool since 1964, has joined the Committee of Management of the RNLI. Col Crawshaw is 55 years old and was called to the Bar in 1948.

News from the Channel Islands

There is great enthusiasm in Jersey, CI, for the local lifeboat and the Arun lifeboat appeal in Guernsey. Jersey, for instance, staged a sponsored row in the RNLI's boarding boat to Guernsey, a distance of 25 miles.



WILLIE PARR

Lifeboatman Willie Parr* sailed into history when a brewery decided to immortalise him.

*The story of Willie Parr appeared in the Manchester edition of the *Daily Mirror* on December 13, 1972.

Victorian hero Willie, veteran of a thousand raging storms, was the very man they wanted to give the right spirit to the labels on their bottles of rum.

When he died his son was told: 'Let us use Willie's photo on the label—and we'll send you and the lifeboat crew free bottles every Christmas for as long as we make it'.

And for sixty years the bottle of 'Sou' Wester Rum—with Willie in his yellow oilskins resplendent on the front—arrived without fail at the family's home in Blackpool.

But then a brewery boob left his grandson high and dry... with no free Christmas spirit to toast the memory of the family hero.

It seemed that the sun was about to set on Willie and his 'sou' wester, for grandson Billy Parr, 78, retired cox'n of the same seaside lifeboat as Willie threatened: 'No more rum—no more granddad on the label.'

At his home in Erdington Road, Blackpool, last night Billy said: 'Our family have been getting the free bottle of rum at Christmas for more than 60 years'.

'The original brewery was taken over some years ago, but before that happened one of their managers told me I would receive a free bottle of rum every Christmas.

'The bottle didn't arrive last year but I was told by the new brewery that while I wouldn't get one, they would keep on sending bottles to the Blackpool lifeboat crew.

'But then this week when the lifeboat lads had their annual supper there wasn't a bottle for them.'

Last night, however, the storm was subsiding, for a spokesman for Warrington brewers Greenall Whitley admitted: 'It's our mistake'.

'The mix-up happened because the man who dealt with this particular job had been moved and no one was put in his place.

'The Christmas rum is now on its way—and we'll make sure it keeps on going.'

LAUNCHES AND LIVES SAVED BY LIFE-BOATS AND ILBs

December 1, 1972 to February 28, 1973: Launches 178, lives saved 110

THE STATION FLEET

(as at 28/2/73)

135 station life-boats

116 inshore life-boats operating in the summer (37 in the winter)

LIVES RESCUED 96,645

from the Institution's foundation in 1824 to February 28, 1973

THE Republic of Ireland's river Shannon, longest in these off-Europe islands, and, with its many lakes and tributary Grand Canal and river Barrow making it probably one of the largest single connected waterways in Europe, is becoming increasingly life-saving conscious.

Situated at the very edge of Europe on the western side of Ireland, it subdivides into two parts.

The first, the tidal estuary, extends its steadily broadening, 50-odd mile stretch from Limerick to the Atlantic in an almost directly westwards direction. This tidal sector is noteworthy for its permanently fast-running tides, deep-mud shores and frequent gale-force winds because of its nearness to the Atlantic. Pilotage for visiting craft is, therefore, almost a necessity: also for Shannon Airport and the adjacent Shannon Industrial Estate being situated on the northern bank of its upper reaches.

The second, the non-tidal sector, also begins at Limerick but runs inland, in a roughly northerly direction, for about 180 miles. Along this stretch it broadens out into more than a dozen different lakes, some big enough to be regarded as inland seas. Many have, literally, hundreds of islands and islets, practically all uninhabited. Winds of considerable strength and highly variable direction are also a feature of this sector.

Tidal Sector

Life-saving facilities at Shannon Airport, on the tidal sector, were lately extended by the acquisition of the *Amfirol*. This is a craft specially built in Holland by Machinefabriek de Bakker, of Hulst, in consultation with the fire and rescue personnel of the Irish Airport authorities. It can travel over mud, silt, sand and water and any type of ground not containing jagged rocks protruding more than 2 inches above the ground. The power unit is a NSU Marine RO 135 Wankel engine with a Sunstrand hydraulic system. The type used at Shannon can carry 60 people or life rafts capable of holding, after inflation at the scene, 350 survivors which can be towed behind.

It is also equipped with a crane arm, which can lift up to two tons, and which has been designed to clear wreckage, recover engines, containers, baggage, etc. The boat's stainless and manganese steel construction makes for lightness and a long lifetime without upkeep.

Other life-saving arrangements at Shannon Airport, of longer-standing, consist of two launches. The first is a twin-screw craft of 45-foot length by about 12 beam, enclosed, and drawing 3 feet, with two Thorneycroft 125 h.p. diesel engines. Crew consists of six, including coxswain.

The second is a 30 by 8-foot single screw boat with a 25 h.p. Thorneycroft carrying a coxswain and three men.

These two last-named boats were used

in September, 1962, when a Super-Constellation crashed into the Atlantic several hundred miles off the western coast of Ireland. A similar operation took place in September, 1961, when a President Airlines aircraft crashed in the small hours of the morning shortly after take-off for Canada. Conditions during this incident were exceptionally difficult as fog prevailed. Additionally, the tide was full and there was about 20 feet of water where the aircraft had crashed. The only part of it visible in the larger launch's searchlight was the tip of the

tailplane. When the tide fell it was seen that the main section of the fuselage and the wings had disintegrated, that jagged bits of metal and other debris were strewn in the deep mud. Sixty-three bodies were recovered before the tide came in again.

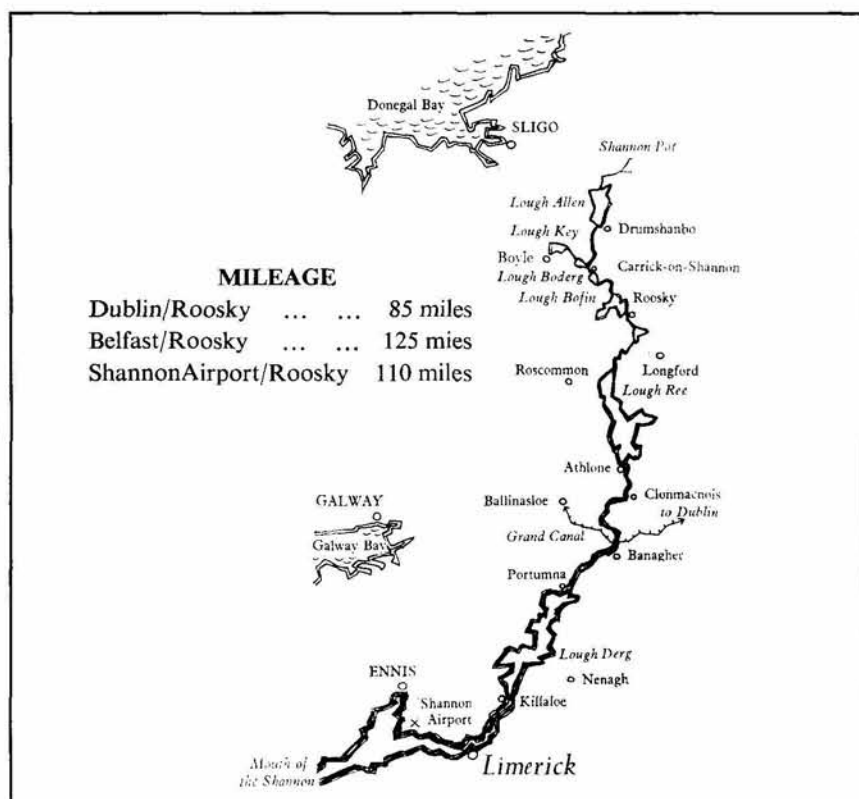
continued on page 32

The Emerald Star Line fleet at Carrick-on-Shannon where they are life-saving conscious.
by courtesy of Kearneys Photographic

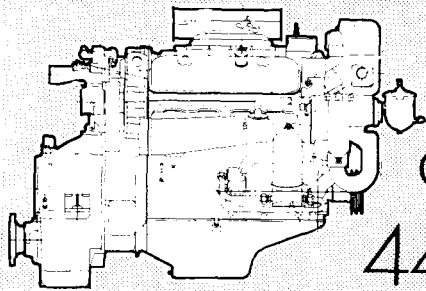


LIFE-SAVING ON THE SHANNON

by M. Duffy



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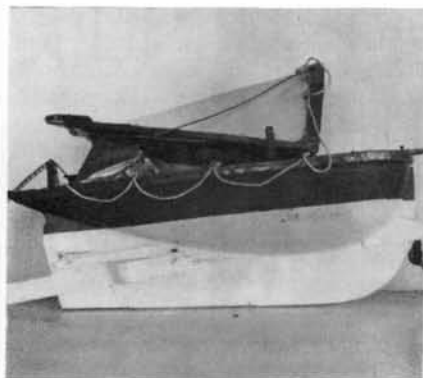
General Motors Limited,

Power and Industrial Division, London Road, Wellingborough, NN8 2DL, Telephone 4271 : Telex 31329.



Detroit Diesel Engines

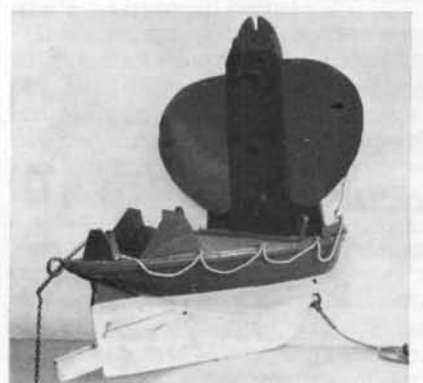




Line carrier

● I am enclosing four photographs of a model lifeboat, about 20 inches long, which has come into the possession of the Maritime Museum, Hartlepool. No one knows for certain what it was used for but a theory is that the miniature lifeboat was launched from the parent boat as a messenger to a casualty. The pictures show stages in the erection of the mast and 'sails'.

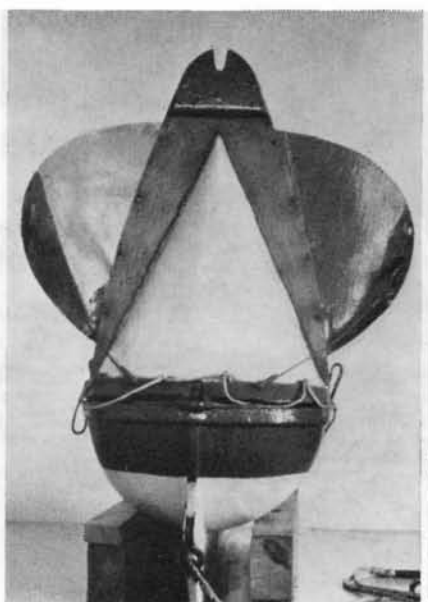
We would be interested to have more information about the device which from the preservation point of view must be unusual today.—P. A. I. FARQUHAR, *honorary secretary Seaton Carew, Hartlepool, Co. Durham.*



National Membership

● Now that I am an Associate Member of the RNLI's Shoreline Scheme I feel much more part of it and respect its work much more.—P. R. CRAWLEY-BOEVEY, *Oakham, Rutland.*

The writer is a schoolboy—EDITOR.



Lifeboat development

● I like THE LIFEBOAT and have been persuading as many as possible to take out a year's subscription. I am glad Sir Wilfrid Woods suggested an article on the different types of new lifeboats building and the reasons.

My only criticism is that the places to which the new lifeboats are likely to be allocated are not mentioned and one is left in the dark about what boats are to be replaced—49 of the old seems a large number.

Also the future policy for the 70 foot class. Admiral Woods tells me only two will be built but from Commander Swann's article in the April Journal (page 446) it is not altogether apparent that the 70-foot is abandoned. Also, how far are their crews permanent or temporary? If cruising, how can they have lifeboatmen who are paid permanent jobs? Many must have been surprised at the lack of information of the reasons for new fast lifeboats.

In Commander Swann's article there are some curious statements, such as 'In the event, the overall saving was only about 10 per cent', this relating to steel construction of the 48-foot 6 inch type. Ten per cent of £90,000 or so is not to be sneezed at, so I do not understand.—R. WILLIAMSON-JONES, *Captain, RN (ret'd), honorary secretary, Petersfield, Hampshire, RNLI branch.*

Prize returned

● Please accept my best thanks for the award in your RNLI raffle of first prize (£20) on August 26 (organised by the Pembroke ladies' life-boat guild).

Such unexpected pleasure this is to me and for such a very worthy cause. I consider it to be a great honour and pleasure in making this my donation to your fund and I enclose cheque for £20.

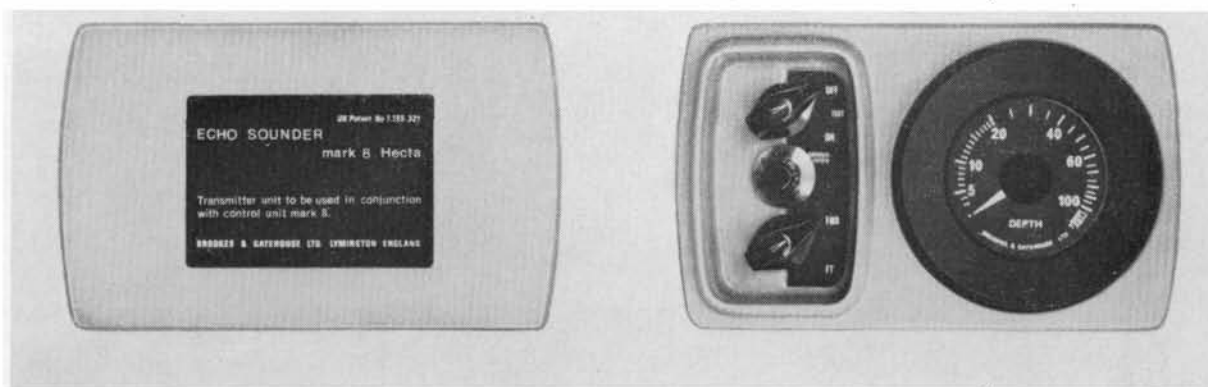
Wishing you every success in your efforts to maintain such a grand organisation as the RNLI.—ARTHUR B. CHRISTIAN, *Hillborough Road, Tuffey, Gloucester.*

P.S. I am 80 years old and have had a happy and active life—in the realm of rescue work. Mine has been with the St John Ambulance Association.

continued on page 10

Water garden open

The beautiful water garden at Longstock Park, Stockbridge, was opened to the public on Sunday, June 17, in aid of the RNLI by invitation of the John Lewis Partnership.



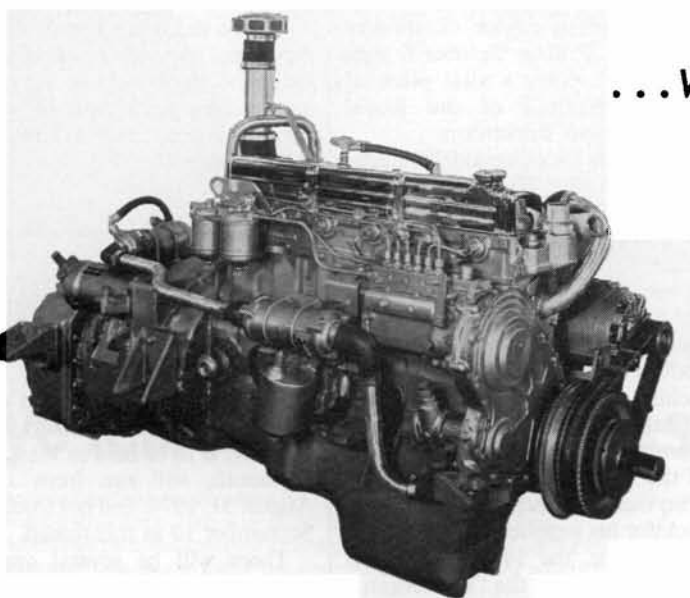
HECTA F100

This instrument is ideal for power vessels since the high power of the transmitter defeats interference from propeller and sea noise and so enables soundings to be obtained at higher speeds and in rougher water than is possible with the low powered instruments.

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A bar tip

● As last year, I would like once again to pay for my 1973 copies of THE LIFEBOAT. I look forward to the Journal. I find it very interesting and informative.

After I have finished with it, I put it on the bar of my local alongside my collecting box. I charge 2p a time to anyone who wants to read it. I find people very willing to pay.

The last time I opened the box, I sent you a cheque for £10. So you see how well we do in a little pub like ours in raising money for your very worthy cause.—J. S. T. CLARKE, *Ashley, nr. Market Harborough, Leicestershire.*

Lifeboat swimmers

● The Flamborough lifeboat swimming club was formed about a year ago as a result of three crew members wishing to qualify as official swimmers on our lifeboat. We found it was easier and cheaper to take the Royal Life Saving Society's awards if members of an affiliated club.

Having formed the club and attended regular weekly training sessions of about two hours, our three 'founder members' soon qualified as swimmers by gaining the ASA gold award for personal survival and the RLSS bronze medallion. We have now had two regular qualified swimmers on our boat for about nine months.

Since this achievement three of our men have reached honours standard in ASA personal survival and bronze cross in RLSS. Two of these have gone on and have attained the RLSS distinction award, the highest practical award of the Society.

We now continue our training and also find time to encourage crew members' children and usually have eight or nine children between 4½ and 14 years attending our sessions. Some are learning to swim, while others have already reached quite high standards.

Two of our 12/14-year-olds entered a sponsored swim in March and 'earned' £31 between them!

Our two distinction holders formed a combined life-saving team and entered in a life-saving competition at York in April. We have discussed the possibilities of arranging demonstrations locally which could raise funds for the RNLI.

Although our efforts have not as yet put money directly into RNLI funds I am sure, judging by local response, that they have given a good impression and activities of this sort are of great value both for publicity and benefit to young people.—J. ANDREW CORY, *The Green, Flamborough, Yorkshire.*

The writer is mechanic of the Flamborough lifeboat and secretary of the local lifeboat swimming club—EDITOR.



Miss Sally-Anne Smith's grandparents, Mr and Mrs Broom, handing over a tin of half-pennies to Captain C. E. Mock, honorary secretary of the Mumbles lifeboat station, watched by Coswain Derek Scott, B.E.M. by courtesy of South Wales Evening Post

The half-pence scheme

My grandad and nan have been saving half-pennies for the lifeboat service for 28 years. Of course they receive a receipt for what they hand in but my brother Paul and I feel sure they would love to see a few words of thanks in the Journal which they take every quarter.

Mumbles lifeboat received the coins amounting to 1,000 every year for 25

years, Hastings for a year, and Margate for the last two years.

They do not go collecting but save them out of their own pocket. A friend sometimes adds two or three every week. I think if other people saved their half-pence pieces instead of grumbling so much about them the lifeboat service would benefit considerably.

Grandad has altogether given 30,000 for the RNLI. By the way, they are both pensioners.—SALLY-ANNE SMITH, *Banks Close, Marston, Moretynne, Bedford.*

ROYAL BLUE TO THE RESCUE

THE following report is reproduced from *Stage Coach*, the magazine of General Western National, Royal Blue, Devon and Greenslades coaches.

'To be able to answer an urgent call for assistance from an organisation which is devoted to doing just that, is a particular pleasure. It follows that Royal Blue staff were delighted to provide an express service of another kind when, on Friday, October 6 they were asked to convey a vital piece of equipment on behalf of the Royal National Life-boat Institution.

'The "maroon" went up at 0930 hours when Len Smith, Exmouth branch secretary of the RNLI, telephoned the express section traffic department at head office and spoke to Stan Tucker. The piece of equipment, urgently required for the Exmouth lifeboat, was at Poole and Mr Smith wanted to get it to Exmouth as quickly as possible.

'Reaching for his sou' wester, Stan immediately telephoned TSRB Jack Gleeson who offered to take the package aboard the 1100 hours Bournemouth—Exeter service. This action proved even too quick for his suppliers and it was on the next service, the 1400 hours from Poole bus station that the "lift" began.

'Driver David Walsh of Bournemouth depot took charge of the important piece of equipment and headed south west.

'In the meantime the inspectorate staff at Exeter coach station had been alerted and there was there at 1700 hours that Training Officer Fred Willgress also took a hand.

'Fred's interests lie in both camps for apart from being a busman he is also a member of the YLA.

'Assisted by David Walsh and Inspector Tom O'Leary, Fred transferred the equipment to his car and within minutes was sailing down the A377 on the final 11 miles to Exmouth docks where the lifeboat is based.

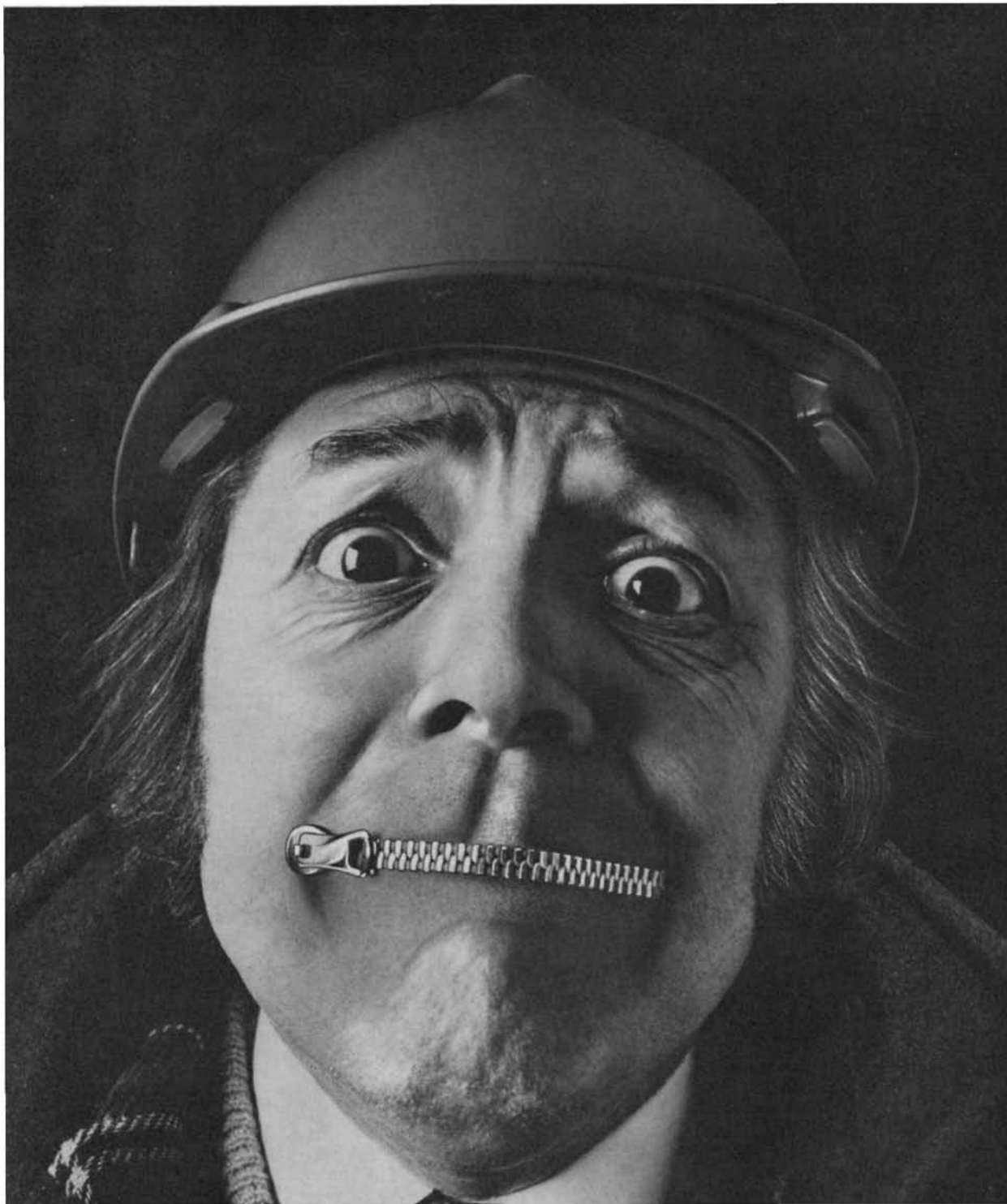
'Royal Blue "Coxswain" Jack Gleeson said later: "We were pleased to help out in an emergency—it is all part of the service".

'And a delighted Len Smith told our reporter: "We very much appreciate the help and generosity of Royal Blue in getting this equipment to us with all possible speed and at no charge to RNLI funds."

Plymouth exhibition

The international lifeboat exhibition, which as reported in the July issue of THE LIFEBOAT is to be held in West Hoe Park, Plymouth, will run from July 20 to August 31, 1974, and not from July 14 to September 10 as mentioned.

There will be several opportunities for lending a hand: selling souvenirs and RNLI membership, acting as guides/wardens, or helping at the entrance or in the office. Anyone who would be interested and could spare a few days at Plymouth is asked to write or contact the Exhibition Co-ordinator, Commander P. D. Sturdee, RN, at head office, 42 Grosvenor Gardens, London, SW1W 0EF (Tel.: 01-730 0031).



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The RNLI looks at the year's work and the future:

97,000 lives saved since 1824

THE ANNUAL MEETING of the RNLI this year was split into morning and afternoon sessions at the Royal Festival Hall, London, the first being for the governors and the second for the presentation of medals for gallantry and awards to voluntary workers for devoted service.

The Chairman of the RNLI, Commander F. R. H. Swann, OBE, RNRV, at the morning meeting of the governors, said the year had been one of intense activity and gratifying success for the lifeboat service. During the year 1,447 lives were saved, which was more than in any other year in time of peace since the RNLI was founded nearly 150 years ago. Clearly the number of lives saved was the most important criterion of achievement, for it was solely for the saving of human life that the RNLI was founded. For the second consecutive year there were no fatalities among members of lifeboat crews while on exercise or on service.

For the first time for many years the total number of launches on service decreased slightly to 2,379, a reduction of 297 on the 1971 total. It was too early to say whether this meant that the graph of service calls, which for a long time past had shown a steady upward trend,

had begun to level off. Nevertheless it was a fact that the total number of launches to pleasure craft decreased somewhat, whereas there was an increase in launches to the help of commercial fishing vessels.

Commander Swann said: 'In the past years my predecessor in office and I have spoken of the great building programme on which we were about to embark. This is now under way in an impressive manner. At the end of last year there were no fewer than 21 new conventional lifeboats under construction or on order. When one realises that new lifeboats are tending to cost on average not much less than £100,000 each—a 70-foot lifeboat of the Clyde class costs appreciably more—one has some idea of the magnitude of this programme in financial terms.

'It is, however, a programme which we are convinced is necessary and one which we are determined to bring to a successful conclusion to ensure that the lifeboat fleet is in every way modernised by 1980, and that it provides the volunteer crews with the best boats and equipment for their efforts to save life at sea.'

The cost of the lifeboat service last

year amounted to very nearly £3 million, and for the first time ever income exceeded the £3 million figure. As a result there was a small surplus to be put towards slender reserves.

Commander Swann said the main points of interest in the accounts were:

- Income had increased by more than £600,000 to £3.1 million, due particularly to encouraging increases in general purpose legacies and in subscriptions and donations.

- Recurrent expenditure had increased by £170,000; this was inevitable

Mr Robin Knox-Johnson, the Atlantic sailor, who is a member of the Committee of Management of the RNLI, declared at the annual meeting: 'I think we should remember their families who stay behind while they go out and risk their lives'. Here with their wives (left to right) are the following medallists: Coxswain George Leith (Lerwick), silver medal; Coxswains Alfred Pavey (Weymouth), Reuben Wood (Aldeburgh), Walter Brown (Falmouth); Crew Member Douglas Gibbin (Hartlepool, Acting Coxswain Malcolm Mackay (Islay) and Coxswain Jack Leslie (Longhope), all bronze medals.

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in a year of rapidly increasing costs but about 100,000 of that figure was due to rises in operational costs.

● Capital expenditure had increased by more than £250,000 due to the first year of the new boat building programme.

● Total assets had increased by more than £100,000. Property had increased by about £240,000 due to the purchase of the land at Poole, but investments and fixed assets were down.

Commander Swann continued: 'We expect that normal revenue during the next few years will cover the recurrent costs of the service. It will not, however, meet the cost of the new construction programme which we estimate will on average cost a further £1 million a year for the next eight years. This extra finance must be found from other sources.

'We have plans for raising extra revenue to meet these additional costs, and I am confident that these will be successful.

'It is vital that we should not only cover costs, but also build up the level of the Institution's reserves so that the ratio of reserves to payments is maintained. At present our free reserves stand at the low level of £1.4 million, which is only sufficient to meet 3½ months' expenditure if income from all sources suddenly ceased. That our income should be suddenly completely cut off must be considered as an unlikely event, but your Committee feel that the target for which they must aim is to maintain free reserves equivalent to at least six months' expenditure.

'One of the measures we adopted last year to obtain increased regular income was to establish a system of national membership of the Institution. This scheme, which has been given the name "Shoreline", and came into being on October 31, 1972, has been designed to give those who may not necessarily want to belong to any of the Institution's active branches or guilds the opportunity of supporting the lifeboat service with a regular annual donation. His Royal Highness, the Duke of Kent, our President, honoured us by becoming the first member under the new scheme.

'The Yachtsmen's Lifeboat Supporters' Association, known up till now as the YLA, has been incorporated into the scheme as from March 1. The membership of the YLA has increased to roughly 11,200. I have personally been closely associated with the YLA since its inception, and am delighted it has been possible to incorporate it into the new national membership as a category known as an "Offshore member".

'As a result of these changes we now have two ex-YLA committee members on the Fund Raising Committee as representatives of the "offshore" members, and I am sure this will be beneficial to this important committee and its work.

'I cannot over-emphasise', said Commander Swann, 'the importance to us

1824-1974

Since the foundation of the RNLI on March 24, 1824, by Sir William Hillary, its lifeboats have to date saved close on 97,000 lives in peace and war. Next year marks the 150th anniversary of the Institution and an impressive programme of commemorative events is planned (see page 2).

of legacies and special gifts as a source of income. The generosity of so many people towards the Institution and its work is truly wonderful, and we must all make it our duty to see that our needs in this respect are as widely known as possible. The Institution is registered as a charity, and of course benefits from the considerable estate duty exemption with regard to gifts up to £50,000 to charity.

The speaker went on to describe the plans for 'a thorough overhaul and reorganisation of the Institution's administration'.

The concept of regionalisation, whereby the responsibility for day-to-day administration would be delegated and the local voluntary workers would have a say in policy-making, had been started with the setting up of a Scottish Region. The next phase which had just begun was the setting up of a Northern Region.

'It is the voluntary nature of the service', said Commander Swann, 'which is the essence, indeed the inspiration, and while we cooperate with ever growing effectiveness with Government bodies engaged in air and sea rescue, we see no reason and are not proposing to alter our voluntary system in any way. It would clearly be wrong for us even to attempt to modify our voluntary status without fully consulting the Governors of the Institution.'

Commander Swann then dealt with the Poole project which involves the movement of the London headquarters and later the Depot at Boreham Wood under one roof.

He said: 'The move to Poole has been progressing at a slower rate than many of us might have hoped. On the other hand, the quite unforeseeable rate of inflation over the past year, during which time building costs have escalated by some 30 per cent, has meant that the original figures on which it was decided to make the move are no longer valid.

'It is cause for satisfaction though that your committee did purchase the Poole site when they did, for, with the considerable increase in land prices over the last year, the Institution is lucky to

have a very valuable asset in an area of developing commercial interest.

'I would like to conclude by saying that, in these times of rapid change, a high degree of financial courage is required to achieve anything. But having said this, your Committee of Management through its Poole Working Party, are investigating a number of different ways of carrying the project through to completion. The basic problem at the moment is to decide on the size and method of construction, which once embarked upon will not escalate in cost to a figure in excess of that for which we can sell our Grosvenor Gardens and Boreham Wood properties.

At question time Mr Alisdair Garrett, the retiring secretary of the YLA, said: 'Recently, a number of our supporters in the country have expressed their concern to me about the amount of capital which the Institution is devoting to this project at Poole. They feel that at a time when we were asked to put our hands in our pockets for £8 million, the Poole project costing possibly £1 million is something that requires good publicity among our voluntary workers to explain why we are putting this amount of money in the buildings.

'This situation is to some extent foreseen in our Charter, which puts a limit on the amount of our resources we can put into houses and buildings. I am sure the Committee of Management have taken a wise decision, but I feel that their decision wants good publicity among our well-wishers.'

Commander Swann: 'I think you have got hold of the wrong end of the stick, if you do not mind my saying so, because, as I said in my speech, the basic problem at the moment is to decide on the size and the method of construction, which once embarked upon will not escalate in cost so that it will be in excess of what we can sell our Grosvenor Gardens and Boreham Wood properties for. It is not the intention of the Committee of Management to put any more money into building at Poole than they can get by realising their existing properties.

'We were advised by P.A. Management Consultants to get out of London. We have a leasehold building at 42 Grosvenor Gardens. It is very difficult to get staff there. The overheads are high, and it was better to move out. That is what we are doing. We are only exchanging one form of fixed asset for another.

'It is not the intention to use any outside capital or appeal for money for this project. That is why the situation is worrying. It is a question of whether the sale of our existing assets will produce the money necessary to give us what we require at Poole. This again, as I mentioned in my speech, is the major problem at the moment.

'The point you make about the appeal to members, and so on, is thoroughly well recognised at this end. Appealing for money for boats is of greater impor-

Presentations to honorary workers by the Chairman of the RNLI, Commander F. R. H. Swann, OBE, RNVR (left to right): Mr David Chapel (*Arbroath*), Mrs Graham Doggart (*Selsey*), Professor William Flexner (*RNLI headquarters*), Mrs Teresa Smellie (*Great Yarmouth and Gorleston*), Mr John Roberts (*Porthdinllaen*), Mrs Norman Cavell (*Goodwin Sands and Downs*), Mrs R. A. Cave-Rogers (*Llandudno*), Mr G. C. R. Collins (*Chatham*), Mr John Gray (*Belfast*), Lady Pink (*Portsmouth and Southsea*), Mr Eric Thomson (*Whitby*), Mrs M. Wilberforce (*Walton and Frinton*) and Mrs Angela Wooldrige (*Stourbridge*).

tance than appealing for money to put up offices. It is not intended we should do that', added Commander Swann.

At the afternoon session Mrs Coward (Nicolette Milnes-Walker, who crossed the Atlantic single-handed under sail) presented the awards for gallantry.

She said: 'These citations we have had today have, quite frankly, almost put me off sailing. It is enough to scare anyone when you hear of situations which these lifeboat crews go into, but I think it is a great tribute to the seamanship and gallantry of the British crews that they manage to get into these situations and out again.'

'I have not been on the receiving end but I have been to a number of meetings at which funds have been raised for the lifeboat service, and it has been a great pleasure to be there because everybody concerned with the voluntary raising of funds has been so kind, so charming and so enthusiastic.'

'It has been most encouraging to realise how the whole country, not just the seaside, really appreciates what is done by the lifeboat people and that everyone is so enthusiastic about supporting them.'

Those receiving medals for gallantry were:

Coxswain George Leith, Lerwick
(SILVER MEDAL)

On December 13, 1972, the lifeboat *The John Gellatly Hyndman* on temporary duty at Lerwick rescued the crew of nine of the trawler *Grantan Osprey* which grounded on Bressay Island in a force 10/11 south westerly gale and a very rough sea. Coxswain Leith had to take the lifeboat, which was constantly being swept by the heavy seas, alongside the trawler twice to rescue the trawler's crew.



Coxswain Alfred Pavey, Weymouth
(BRONZE MEDAL)

On February 4, 1972, the Weymouth lifeboat *Frank Spiller Locke* saved the yacht *Nomis* and her injured crewman in a south south westerly gale and a very rough sea. The lifeboat found the yacht nine miles south west by west of Portland Bill, and as it was not possible to transfer the injured man, Coxswain Pavey had no alternative but to tow the yacht in very difficult conditions to Weymouth.

Coxswain Reuben Wood, Aldeburgh
(BRONZE MEDAL)

On April 10, 1972, the Aldeburgh lifeboat *The Alfred and Patience Gottwald* rescued the crew of three of the fishing boat *Ocean Pride*, which was overdue from a fishing trip in a south south westerly gale and a very rough sea. When found the fishermen were passed life-jackets as their boat would have a very dangerous passage across two shoals to reach the beach. In fact, she was overcome by a large wave and sank as she crossed the inner shoal. The lifeboat, which was following astern, quickly rescued the three fishermen.

Coxswain Walter Brown, Falmouth
(BRONZE MEDAL)

On August 8, 1972, the lifeboat *The Princess Royal (Civil Service No. 7)* on temporary duty at Falmouth saved the Swedish schooner *Mina* and her crew of ten in a south westerly gale and a very rough sea. The schooner, having damaged her rudder, was drifting towards Dodman Point and during the rescue the lifeboat was ranging some 10 feet while alongside the casualty. See cover picture page 2.

Crew member Douglas Gibbin, Hartlepool
(BRONZE MEDAL)

On October 1, 1972, the Hartlepool ILB rescued a man from a capsized sailing dinghy by the breakwater at North Gare in a fresh south easterly wind and a choppy sea. The ILB was unable to approach the dinghy immediately because of the very confused sea, and Mr Gibbin jumped into the sea to support the survivor until he could be rescued.

Acting Coxswain Malcolm Mackay, Islay
(BRONZE MEDAL)

On December 25, 1972, the lifeboat *Mable Marion Thompson* on temporary duty at Islay rescued the crew of three from the coaster *Raylight* aground off Tarbet Bay in a southerly gale and a very rough sea. Her crew had to take to their rubber dinghy, which began drifting dangerously on to the rocks. Acting Coxswain Mackay rescued them when they were only some 30 yards from the shore.

Coxswain Jack Leslie, Longhope
(BRONZE MEDAL)

On February, 10, 1973, the Longhope lifeboat *The David and Elizabeth King and E.B.* rescued the crew of eleven from the trawler *Ross Tern* which went ashore on Swona Island and was breaking up

in a fresh north westerly wind and a rough sea. Six men were picked up from a life-raft and the other five men could be seen clinging to the trawler's superstructure. Coxswain Leslie brought the bow of the lifeboat against the transom stern of the trawler and rescued the five men.

The Resolution

Nicolette Milnes-Walker then moved the following resolution: 'That this meeting, fully recognising the important services of the RNLI in its national work of lifesaving, desires to record its hearty appreciation of the gallantry of the coxswain and crews of the Institution's lifeboats and its deep obligation to the local committees, honorary secretaries and honorary treasurers of all station branches; to all other voluntary committees and supporters and to the honorary officers and thousands of voluntary members of the financial branches and the ladies' lifeboat guilds in the work of raising funds to maintain the service'.

Mr Robin Knox-Johnston, the well known sailor, who is a member of the Committee of Management, moved the vote of thanks, adding: 'We are very honoured that Nicolette could join us today when we pay our respects to those who risk their lives to save others in the hazardous coastal waters around Great Britain and Ireland. I think we should also like to remember their families who stay behind while they go out and risk their lives.'

After the annual meeting the lifeboat medallists were entertained to dinner together with their families, at Ye Olde Cheshire Cheese in Fleet Street, London, as guests of the proprietors. They then saw *Lloyd George Knew My Father* at the Savoy Theatre. After the show they went back stage to meet Andrew Cruickshank, Avice Landon, Jack Watling and other members of the new cast.

It was reported that since the last annual meeting the Committee of Management had awarded four honorary life governorships, one bar to the gold badge and ten gold badges to honorary workers for long and distinguished service. The people concerned were:

Honorary life governors

PROVOST DAVID CHAPEL, MBE

honorary secretary of Arbroath station branch from 1932 to 1972 (except for war years).

Mr Chapel's record of service and help for the RNLI spanning a period of over 40 years is well known in Scotland. He had to cope with the lifeboat disaster at Arbroath and did a great deal at the time of the Broughty Ferry disaster.

MRS GRAHAM DOGGART

honorary secretary, Selsey guild from 1941-1961, chairman, Selsey station branch since 1964.

Mrs Doggart's late husband, Mr

Graham Doggart, was honorary secretary and treasurer at Selsey from 1944-1951, and Mrs Doggart, who has organised, among many other things, the lifeboat collection in Selsey and district for more than 30 years, has continued during this time to give every effort to help the lifeboat service.

PROFESSOR WILLIAM W. FLEXNER, PHD
RNLI headquarters, London.

Bestowed on Professor Flexner, from Princeton University, in recognition of the very valuable voluntary help which he has given to the lifeboat service in the application of computer technology to the analysis of service records.

MRS J. M. SMELLIE,

Great Yarmouth guild committee, 1929-1938; guild president since 1964; and also station branch vice-chairman.

Mrs Smellie is an enthusiastic supporter of lifeboat affairs in the area and has given many years of outstanding service to the RNLI. She is responsible for having built the guild into the exceptional fund raising organisation that it is now.

Bar to the gold badge

MR J. E. ROBERTS, MBE

honorary secretary and treasurer, Porthdinllaen station branch, since 1938.

Mr Roberts has been the very devoted and reliable station honorary secretary at Porthdinllaen for 35 years and the Institution owes him a great debt for his invaluable work over so many years.

Gold badges

MRS NORMAN CAVELL

founder honorary secretary, Goodwin Sands and Downs Station Guild, since 1952.

Since the guild's foundation by Mrs Cavell she has been mainly responsible for its financial success, devoting a considerable amount of time and energy in support of the work of the lifeboat service.

MRS R. A. CAVE-ROGERS

honorary secretary, Llandudno station guild, 1939-1944 and 1952-1972.

The Llandudno guild revenue has climbed in the most encouraging manner annually, largely due to the unflagging efforts and enthusiasm of Mrs Cave-Rogers, despite ill-health.

MR G. C. R. COLLINS

honorary secretary, Chatham, 1958-1964; also honorary secretary, Gillingham branch, 1955-56.

Mr Collins personally undertakes the organisation of the annual street and house to house collection, the RNLI display at Chatham Navy days, as well as carrying out many speaking engagements on behalf of the RNLI, towing the South East District publicity lifeboat at weekends and helping to organise any other branch fund raising events.

continued on page 32

GREAT CRYSTIC BOATS!

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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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Central Appeals Committee

IDEAS for new fund-raising projects are constantly under review by the Central Appeals Committee. The Scout Association is organising a sponsored cycle ride on behalf of the RNLI in October 1974, which will take competitors on a round Britain cycle ride, lifeboat station by lifeboat station. Full details will be available later on.

The very successful 1972 sponsored swim has now topped the £16,000 mark, with money still coming in, and it is expected that the final figure for the sponsored walk will be around £23,000.

Arrangements are in hand for two fashion shows in 1974, one at Aldeburgh, Suffolk, and the other at Ayr in Scotland. Also currently being pursued is the Jimmy Savile project to raise money to purchase a lifeboat with the aid of selected schools throughout the country.

Following the successful Tesco Green Shield Stamp venture in the south of England, stamps are now coming in from the northern scheme. At the time of preparing this note, 924,987 stamps had been received. The aggregate for north and south could well be three million stamps.

Full details of the sponsored knit-in have now been distributed, and two at least have already been completed with a satisfactory result both socially and financially.

For those wishing to contact the secretary or chairman of the Central Appeals Committee from outside the London area the dialling code is 0689, the number being 38209. Inside the London area the dialling is 66 38209. The address is 126a High Street, Orpington, Kent.

Lifeboat Quiz

Shoreline Section

AT THE TIME of writing we have over 12,000 subscribing members and new enrolments average 12 per working day. Already subscriptions are making a worthwhile addition to the funds required by the RNLI. Our aim is to reach a membership of 200,000 so we still have some way to go.

We see a number of members' ties being worn by visitors to Lifeboat House, but although over 1,000 car radiator badges have been sold, we have yet to pass one on the road. So there is still plenty of scope here!

If you are already a member by virtue of belonging to one of our many branches and guilds then persuade your husband, wife, son-in-law, etc., to join Shoreline.

By the autumn we shall have welcomed members of the Lifeboat Enthusiasts' Society as Associate Members and we will soon be introducing junior members in the form of groups such as schools, clubs, etc.

Our aim, of course, is to keep administration costs as low as possible, but at the moment this amounts to approximately 50p per member during the first year and this will not drop signifi-

cantly until membership passes the 20,000 mark. A member writes that we have already spent 9p in postage, having sent her a subscription receipt and then subsequently the insignia she had ordered. By July we shall have combined the membership office with insignia despatch (the latter being at present carried out by the RNLI Depot at Boreham Wood) and we can effect some savings in this direction. We are very conscious that the more that can be spent on lifeboats and the less on administration the better.

Anyway, these are early days yet and we are only too pleased to receive brick-bats from members and also, from time to time, encouragement. Do not hesitate to let us have your views, as nothing is more depressing than passive support. Of course, every reply costs 2½p plus, but in many cases a constructive suggestion soon offsets the cost involved—Robert (Bob) Walton, Shoreline Membership Secretary.

River Thames Branch

This branch was formerly known as the Upper Thames branch. Following the amalgamation of National Membership and the YLA the branch has been renamed. At the present time there are 96 members, all owning boats on the Thames. The branch season started with two parties visiting the Wapping headquarters of the Thames Division of the Metropolitan Police. The rescue service operated by the Police on the River Thames was fully explained.

	1972 Expenditure Accounts-at-a-glance	
4½p	To Reserves.	
24½p	Construction of new boats	
46½p	Operational costs of running lifeboats	100p
14p	District and Branch expenses (including publicity)	
10½p	Administration (Head Office and Depot).	

- 1—Which is the most (a) northerly; (b) easterly; (c) southerly; and (d) westerly station of the RNLI?
- 2—Which was the first sailing lifeboat?
- 3—Which were (a) the steepest, and (b) the longest slipways for lifeboats?
- 4—Where were the most lifeboats in service at any one time?
- 5—Which gentlemen might be called 'the three Ps' of early RNLI lifeboat construction?
- 6—Which foreign lifeboats were in the United Kingdom during the last war?
- 7—Where does the RNLI maintain permanent paid crews?

(Answers page 30)

When in the mid-1960s the RNLI decided to have six fast steel lifeboats to a 44-foot design developed by the United States Coast Guard, the Lowestoft shipyard was chosen to build them—and two of the six went to East Anglian stations, the *Khami* to Great Yarmouth and Gorleston and the *Margaret Graham* to Harwich. Since their introduction in 1967, the Gorleston and Harwich boats have respectively launched 102 and 79 times for 42 and 30 lives.

Suffolk firm building faster boats for the RNLI

BRITAIN'S lifeboat fleet is at present being re-equipped with new and faster boats, and the Lowestoft, Suffolk, firm of Brooke Marine Ltd. is playing an important part in the RNLI's development programme.

On May 4 the first of the new 50-foot Thames class lifeboats, now being built at the yards of Brooke Marine, was shown to the Press during routine capsizing trials. A series of photographs depicting the tests appear overleaf.

The design of the Thames class lifeboat resulted from a decision by the Committee of Management of the RNLI that there was a requirement for a lifeboat similar to but larger and faster than the 44-foot Waveney class.

The basic hull requirements were as follows: Length overall to be about 48 feet 6 inches; a speed of about 18 knots; to be a self-righter; radius of action of about 100 nautical miles; draught not to exceed 4 feet 9 inches; a

crew of five; the machinery installation, equipment and navigational aids to conform to the Institution's normal standards.

The design was undertaken by the Institution's staff and was model tested by the British Hovercraft Corporation, of East Cowes, to confirm the performance characteristics.

Brooke Marine, of Lowestoft, were then given the task of developing a design study in detail. Various options were explored and after further tank tests some detail changes were made. An order for two vessels was placed with Brooke Marine and the first was demonstrated on May 4.

The hull plating of this prototype (50-001) is of 3/16-inch Corten steel on longitudinal hull plate framing. A double bottom from the forepeak to the after end of the engine room is a feature of the design. The lining of the forward accommodation is of plywood panels covered with vinyl sheeting and the deck is of aluminium covered with non-slip paint.

Watertight transverse bulkheads subdivide the hull into: forepeak and cable locker, forward and amidships cabins,

which drives both an AC90 generator and a fire and salvage pump.

The main and auxiliary engines are arranged with electric starting facilities and a 24V DC supply from each of two separate 260 amp. hour capacity batteries.

Each main engine is fitted with a 90 amp alternator with built in diode rectification. Control equipment is transistorised. The auxiliary set is also fitted with a 90 amp alternator and by means of a Constavolt unit provides a 24V DC supply for battery charging.

Electrical services include: lighting throughout the vessel, instrumentation, circuit protection and warning systems, ventilation fans, heaters for all working spaces, glow plugs on the main engines for use in cold weather, a windlass and windscreen wipers.

Electronic equipment comprises: Kelvin Hughes type 17 W Radar, Decca Navigation Mk. 21, Kelvin Hughes Falkland MF radio telephone, Pye Westminster VHF radio transmitter and receiver, Ferrograph echo sounder, and Easco Intercom five station unit.

▼ The new 50-foot Thames class lifeboat



engine room, after cabin and tiller flat. The watertight welded aluminium wheelhouse contains all instruments, controls and electronic equipment, and the boat can be navigated from this position without any member of the crew being required in any other part of the vessel.

The vessel depends upon the watertight integrity of the superstructure for her self-righting capability. The amidships cabin contains all the radio equipment and has a bench seat and table on the port side. The forward cabin is fitted with locker seats and the after cabin, as well as being fitted with locker seats, also includes a curtained-off lavatory.

To meet the manoeuvrability requirements twin spade rudders are fitted. The twin main engines are General Motors 8V-71, each developing 390 shp at 2,300 rpm fitted with Allison hydraulically operated reverse reduction gearboxes giving a reduction of 2.00 : 1.00. The gearboxes are handed to give outboard turning propellers. The engines are fitted with single lever engine controls operated from the wheelhouse.

The auxiliary is a Petter PJ2W diesel

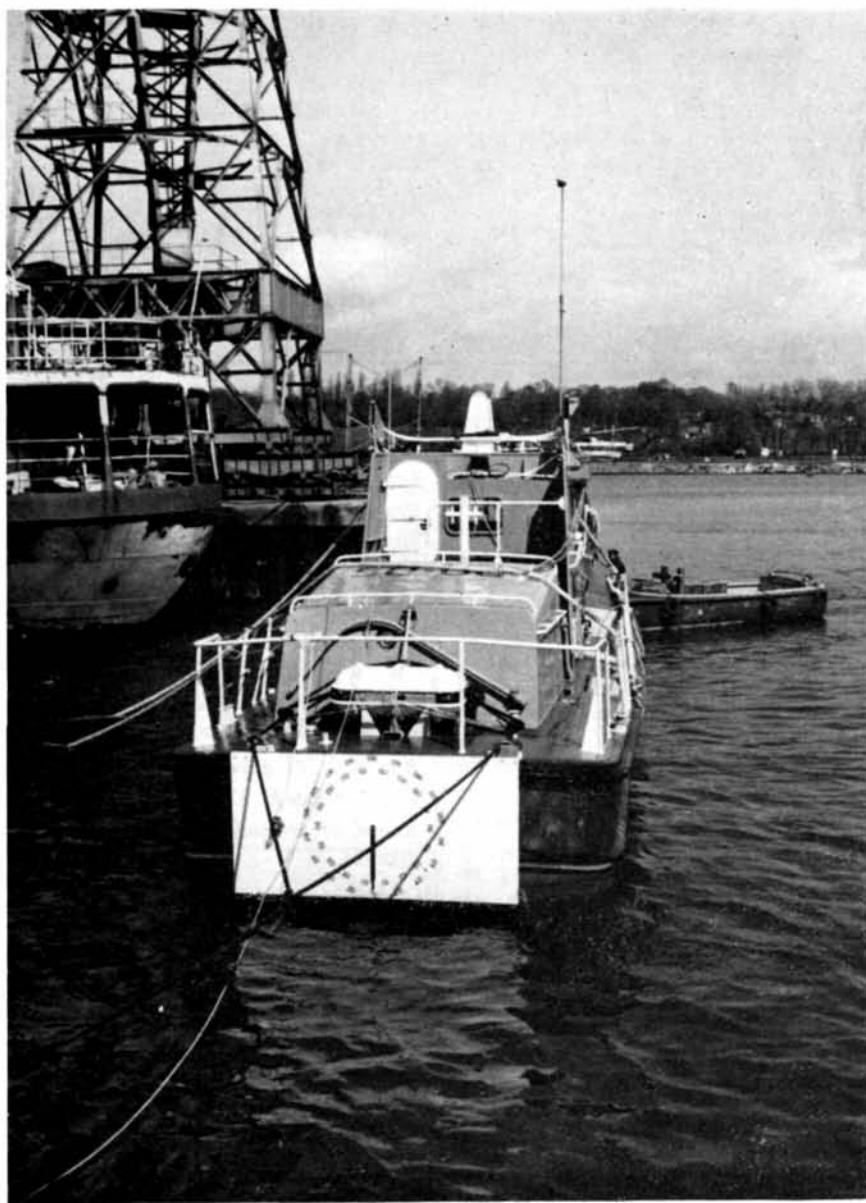
The prototype's other technical details are:

Length overall 50 feet
Breadth moulded 14 feet 6 inches
Depth moulded 5 feet 5 inches
Fuel capacity 400 gallons
Drinking water 10 gallons
Load displacement 23.5 tons
Load draft aft 4 feet 6 inches
Load draft for'd 2 feet
Maximum speed 19 knots
Range at full speed 198 nautical miles
Cruising speed 17 knots
Range at cruising speed 229 nautical miles.

The Thames on Trial

Stages in the self-righting trials of the 50ft Thames type at Brooke Marine Ltd, Lowestoft, in May and pictures of her at speed off the Suffolk coast

by courtesy of Ford Jenkins and Brooke Marine Ltd





● There is a range of **Avon yachting clothing** available (*see below*). While extremely functional the garments are still smart, are supple for greater comfort and they can be dry cleaned. Lightweight and medium weight garments are available and colours are orange and blue. Features include flexible elasticated nylon wrist seals designed for maximum protection and comfort without chafe. The cut of all garments allows freedom of movement while still maintaining a seamanlike appearance.

● A completely new product line from the **Avon Inflatables Division** is a range of **lifejackets** which made its debut at this year's Boat Show. Three versions of the basic design are available: air; air/foam; air/full CO₂. The jackets conform to British Standard No. 3595 and are manufactured from hardwearing, rot-resistant proofed nylon fabric, coloured safety orange to enable the wearer to be spotted easily. Picture (*right*) shows the air/foam jacket.

▼ *Avon yachting clothing*



● RNLI continues to benefit directly from the sale of **Schermuly distress signals**. The company is passing to the RNLI a percentage of all profits made from sales of their special yacht packs. The Schermuly waterproof packs, which contain ready-made sets of distress signals, are available in four sizes, each meeting the requirements of various types of craft—from dinghy to ocean-going cruiser. To promote the scheme every Schermuly yacht pack is labelled with a facsimile RNLI flag. Last season the RNLI received a cheque for £700.

● **Dycem Plastics**, of Bristol, produce a free-hand tray which not only has a special handle, but the tray itself is also coated with a non-slip material. These features enable a fully laden tray to be carried up and down stairs, leaving the other hand completely free. Should, however, the carrier trip, tilt or otherwise place the tray in other than the perpendicular position the plates or glasses, etc., will grip for far longer than normal gloss trays. Ideal for catering on board ship.

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▲ *Avon Inflatables Division lifejacket*

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BOOK REVIEWS

● In **Small Boat Navigation** (Stanley Paul, £2.25), Lt-Commander Pat Hepherd covers a great deal of this wide subject clearly and at times light-heartedly. To the completely inexperienced reader some of the information imparted may seem rather more complex than he anticipated. Indeed, it is not unknown for a pupil in a navigation class to complain that his instructor is not explaining things properly as the subject cannot possibly be as difficult as it appears to be! However, the enthusiastic beginner will not go far wrong if he applies himself diligently to this manual, although one or two explanations may not please all experts. A major criticism might be on the order in which the various subjects are presented. Anyone proposing to take charge of a vessel at sea, however small, should surely start with the final chapter, 'The Rule of the Road at Sea'. A thorough knowledge of these regulations is a prime essential for any navigator—a fact which too many yachtmen are prone to forget.—E.W.M.

● Not exactly life-boat **Collected Poetry and Verse, 1909-1972**, by E. I. Newgass (The Jameson Press, London, £1.50), but is worthy of mention here because Mr. Newgass, who now lives at West Wellow, Romsey, ran an RNLI branch at Steyning, Sussex, just after the war. In the section entitled 'Boats', which covers the sea, there is a poem in praise of the RNLI, the fourth verse reading:

*From John o'Groats to Cullercoats, and
Falmouth in the South,
At many a coastal harbour and at many a
river mouth,
When we hear tell of 'Gales in operation' on
the Air,
We may be pretty certain that the lifeboat-
men are there.*

*And when the wind is whistling down the
chimney, and the rain
Is spattering like anything against the window-
pane,
And we are sitting pretty while the seas
destroy and rob,
We can be sure that lifeboatmen are some-
where on the job.*

● **Model Shipwright** (Conway Maritime Press, Greenwich, 75p), a quarterly journal of ships and ship models, reached us early this year and is No. 2 in the very well produced series. Articles include 'Building a 17th Century Dockyard Model', 'The Introduction of Steam into the Royal Navy', 'Labour Saving Devices in Sail', 'Ropes and How to Make Them', 'Flags for the Ship Modeller', 'Working Models of Sailing Ships' and so on. Subscription rates for this extremely informative quarterly, which has hard covers, is £3.50 per annum for four issues published in September, December, March and June.

● **The Story of the Paddle Steamer**, by Bernard Dumbleton (Colin Venton, Melksham, Wilts., £3.25), is an account of the rise and fall of the paddle-steamer. Apparently the paddle-steamer holds a unique place in the history of maritime engineering because the engineers of the early 19th century, in their experiments with steamboats, chose the paddle-wheel as the form of propulsion. Within 20 years the paddle-steamer was established but in the jet age proved too slow and uneconomical. Mr Dumbleton, whose book is well illustrated with many rare pictures, tells the story of the men who built, owned and sailed them. Alas, by the 1950s, paddle-steamers were going to the breakers in droves and only a few survive today.

● **Noon Sight Navigation: Simplified Celestial** by Arthur A. Birney (Cornell Maritime Press, Cambridge, Maryland, USA, \$3) offers an extremely simple, accurate and fast method of establishing one's position at sea. It can be read easily in an hour and any sailor of average competence should be able to use the method without difficulty once he has read the 40-odd pages. Major drawback of the technique, however, is that it can only be used at one time during the day—at local apparent noon (LAN), when the sun is at its highest.

● The winter 1972/1973 edition of **East Coast Digest and Greenwich Times** (Conway Maritime Press, Greenwich, 50p), which is No. 4 in the series, continues to maintain a high standard and this time gives space to two lifeboat articles. P. A. Vicary, for example, tells the story of the hotel at Sheringham, Norfolk, called 'The Two Life-boats'.

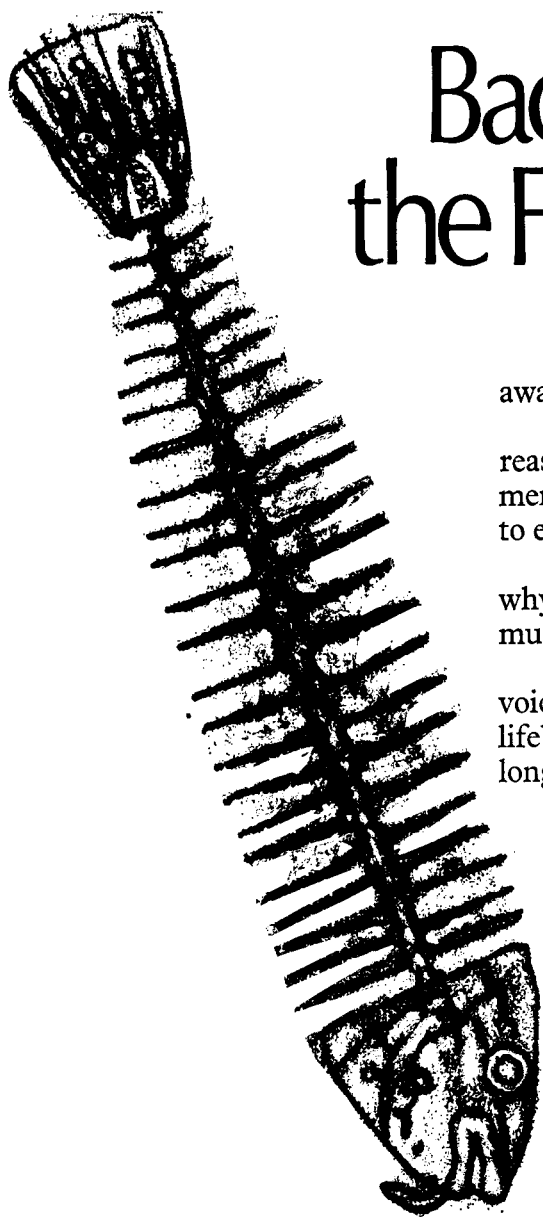
● **Sailing Dinghies of the World**, by Percy W. Blandford (Ian Allan, £2.85), is an international pictorial catalogue of many of the world's dinghies. Mr Blandford's researches provide data on over 250 boats. After the preliminary chapters the book is divided into sections, each arranged alphabetically. In the preface the author states: 'It is interesting to note that in many countries, local classes, if they ever existed, are giving way to those popular in countries where sailing is the sport or recreation of thousands. This means that boats popular in such countries as the UK, USA and France have a wide distribution elsewhere'.—C.R.E.

● Those who spend all, or part, of their holidays in this country can now readily discover beforehand the amenities of the part of the coast they propose visiting by referring to a new handbook called **Good Beach Guide**, edited by Anthony Smith and Jill Southam (Penguin Books, £1.25). Anyone wishing to know if the place they propose to visit is strong on entertainment, has a lifeboat station, good camping sites, a Chinese restaurant, what the beach is like, and so on, no longer has to do his own leg work—the **Good Beach Guide**, by text, maps, and easily understood symbols, will tell him instantly all he wants to know, and much more. Lifeboat enthusiasts will, in addition, find a special article on lifeboats, together with a lifeboat map. The guide should interest most people, and motorists in particular will find it a useful addition to the maps and hotel and food guides carried in most cars.—S.E.B.

● **So you want to go to Sea?** by Richard Wiggan (Colin Venton, price £3.15) sets out to give the background—qualifications needed, training, types of ships—for those whose ambition it is to follow the sea as a career. The book tells how to go about joining the Royal Navy, Merchant Navy, the luxury liners, oil tankers, etc., and also includes brief histories of organisations involved in safety and rescue at sea. This section tells the story of the RNLI and recounts the service of the Valentia lifeboat to the *Oranmore* when Coxswain Dermot Walsh won his silver medal.—A.B.

Cornish lifeboat appeal

The Cornish Lifeboat Appeal, which at the RNLI's annual meeting was reported to stand at £38,000 at the end of 1972, is to continue until the end of September. The sum of £50,000 is needed to complete the purchase of two new lifeboats to be stationed at Falmouth and Sennen Cove in Cornwall.



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Some Ways of Raising Money

Mr Alastair Barrow, chairman of the Reading RNLI young enthusiasts, writes that they are all about 15 years old and for the last two years have been trying to raise the £1,000 needed to buy a 15-foot ILB. In this connection a sponsored walk 'through all the lifeboat stations in the Southern District except one' is planned to start on August 6 from Reading, returning on August 14. In order to raise the balance they need—by early February they had raised £250 in other ways—they must be sponsored by 5,000 people each giving 15p.

Miss V. Knight, of Mary Vale Road, Bournville, Birmingham, writes that a little friend Tracey, aged 11, helped them with house-to-house collections leading up to their 1973 lifeboat flag day. Tracey, who is the youngest member of the Kings Heath and Moseley ladies' lifeboat guild, suddenly said to Miss Knight; 'Oh dear, my hands are frozen. But I don't care if I get pneumonia in both of them. I'm going to carry on.'

The first Wessex lifeboat ball was held last year at Sandfield House, Potterne, Devizes, by permission of Mr and Mrs W. Woodward. A special committee consisting of members from many branches and guilds throughout the Southern District, and chaired by Viscount Long of Wraxall, organised the ball, which raised nearly £800 for the lifeboat service. Dancing was to the music of Acker Bilk and the band of the Royal Marines.

The Bourne End (Bucks) and district branch of the RNLI is making good use of its village community centre. One event they organised was a 'Petticoat Lane Market'. A dozen stalls were set up and stocked with goods 'cajoled from the committee and their friends'. Tinned food, groceries, cakes, garden produce, together with bric-a-brac, ornamental jewellery, toys, books and stands of good second-hand clothing, all priced and well displayed, attracted some 400 customers and brought a profit of £200 in an hour and a half.



Mr Arthur Percy, of Llanbedr, North Wales, visited America and left RNLI tea towels at United States Coast Guard bases. Here one of the tea towels is being displayed at the San Francisco base. They were purchased by Mr Percy from the Barmouth branch of the RNLI. by courtesy of U.S. Coast Guard

The following note was recently received from two pupils, Martin and Andrew, at Hambridge County Primary School, Langport, Somerset, who had been sent a mechanical lifeboat collecting box: 'Our Christmas play this year was about the RNLI. Andrew (9½) and I were in the play. I was Andrew's Dad. That night a ship went on the sand bank and the lifeboat went out. Then the rescuers returned and the shipwrecked victims came to our home. I was really supposed to be the coastguard but I had to take someone's place. Thank you for the collecting box. We had to take it apart a few times because the rudder part came out of its groove.' The note was accompanied by a cheque for £5.

Last year members of the Helston and Porthleven branch of the RNLI had a lifeboat evening organised by Prah View Golf Club members and held at their club-house. The main event was the opening of their collecting box, which they use as a 'sweat box'. The box contained £34.8. Could this be a record for this type of box? A raffle held during the evening raised £28.55, making a total of £62.63.

The E. Mathews Engineering Sick Club, of Acton, London, has sent the RNLI a cheque for £203.16. Mr E. W. R. Mathews, in a covering letter, stated: 'The members selected, unanimously, your Institution to receive this donation in recognition of the sacrifices and hardships suffered by the crews and dependants of your voluntary service'.

The Ruislip Brownie Pack, which has an interest in the RNLI, last year collected £57 for the lifeboat service.

In 1969 the Retired Persons' Group in Mexborough, Yorkshire, decided to support the RNLI. In their last event they raised £184, making a total to date of £470. They are now working towards their fifth annual effort planned for October 1973.

Mrs T. R. Forrester-Addie, of Barmouth, who is honorary secretary of the local ladies' lifeboat guild and museum curator, writes: 'The Barmouth ladies' lifeboat guild has found a true friend in a retired Dutch sea pilot, Mr A. D. van der Maas, of Vlissingen, Netherlands. On a visit to Barmouth in 1971 with his English-born wife, he was told of our RNLI maritime museum by his hostess, and asked if he could meet the curator. My husband and I, as joint secretaries here, and being responsible for the formation of the museum, entertained him and his wife for the evening, and during conversation he produced a handful of superbly-made nylon cord key rings with "turk's head" ends, saying that he had made over £200

continued on page 28

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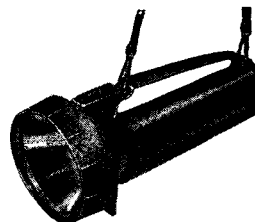
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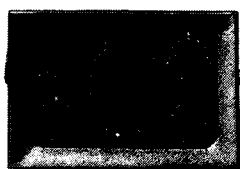
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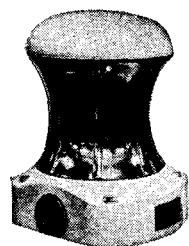


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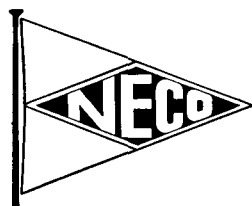
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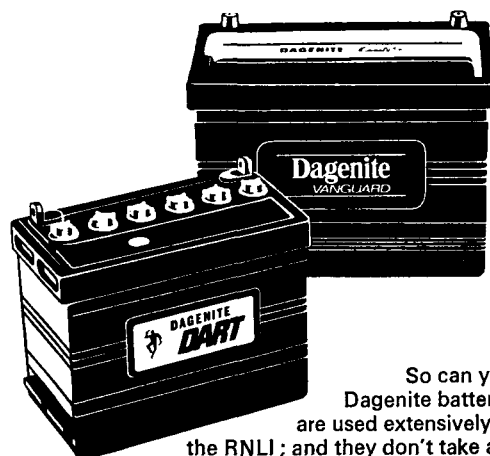
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Going, going, gone

This interesting picture sent in by Mr A. S. C. Walker, of Albert Walker & Son, of Redcar, Yorkshire, shows the late Mr Stanley Walker selling the old Redcar lifeboat Fifi and Charles by public auction on Redcar beach on June 27, 1931, the purchaser being Captain J. T. Shaw, of Redcar. She was built by the Thames Ironworks Co. in 1907 and was stationed at Redcar from 1907 to 1931, during which time she was launched 17 times for 41 lives.



continued from page 26

for the Seamen's Mission in the Netherlands by making and selling these for 25p each. Needless to say we accepted with thanks, and they were all sold within a week. Since then he has sent us a regular supply, and we have made over £50 with them during the past two seasons. In January, a large box arrived containing at least a hundred more key rings (two designs now) together with beautifully made ladies' belts, dog leads, and a collection of every type of knot to make a display in the museum. Truly such kindness is indeed magnificent, and his generosity is such that he refuses to accept any payment whatsoever.'

Mr A. Goodman, of Cotehele Avenue, Price Rock, Plymouth, recently won £1,000 as a result of a competition organised by a spastics society. He has now given the RNLI £500 of that sum. The reason? Well, in World War I his father was rescued from the sea.

A Mrs G. D. M. Draper recently wrote to the RNLI as follows: 'I should like you to have my "extra" £10. My late husband served over 20 years in the Royal Navy, and we spent a large proportion of our lives in sea port towns. I know only too well what today's weather means at sea. May God bless your work.'

Mr H. A. Parks, the headmaster of Crawley Down C.E. Primary School, Crawley Down, Sussex, in sending a cheque for £8.11 to the RNLI, the proceeds of their carol service, writes: 'You have a particularly foul day to thank! We were discussing this little problem in the staff room with rain tipping down on roof and windows, and a puddle 6 inches deep where a storm water drain could not cope, when a wag said: "Send it to the lifeboat". Everyone laughed and someone added: "When you stop and think, it's not really anything to laugh about". So there you are—a day of gales and rain, a staffroom wisecrack, and 160 kiddies singing their heads off seem to equal £8.11.'

The Reigate and Redhill branch of the RNLI, which is one of the most successful in the south east, has raised £3,000 in a 12-month period.

The Salters' Company, Portland Place, London, when told that RNLI records showed that they had been helping the lifeboat service since 1905, said: 'As a matter of interest we have looked up our records too. We find that we started subscribing in 1861 and, although there seem to have been some gaps, we have been fairly regular in our support since then. Long may it continue.'

At a recent coffee morning held in Wallasey, Cheshire, two sisters attended and as they were leaving, one said to the other: 'It's a very good cause; shall we go back and give them a donation? We can do without a holiday this year.' They returned and wrote two cheques for £50 each for the RNLI.

In May Captain A. D. H. Jay, DSO, DSC, RN, chairman of the Bottingham and district branch, attended a ceremony at Nottingham University at which he received on behalf of the RNLI the Institution's share—£250—of the total of £20,200 raised by Nottingham students during their carnival week last year.

For ten years Mrs A. H. Larking, of Bedford, has been making attractive leather purses which are sold in aid of the RNLI. Such is the popularity of the purses that the revenue from this source is now well over £600.

Captain A. Sowman, hon. secretary, received in March on behalf of the Clovelly branch of the RNLI a cheque for £500 from Group Capt I. M. Pedder, commanding RAF Chivenor. The money was raised as a result of what Capt Sowman told Group Capt Pedder was 'a brilliant inspiration.' Funds came from the sale of Air Day postal covers sent with a Lundy stamp and post-marked with the British Forces Post Office post mark at Chivenor. The 11,000 issues commemorated the Chivenor rescue unit's 5,000 emergency calls, many of them a combined operation. Clovelly lifeboat took the covers to Lundy and they were flown back to Chivenor by Flt-Lieut Ralph Probert, commander of the unit. Copies were sold at 30p or 50p with Flt-Lieut Probert's signature or that of Mr Jim Hunter, Clovelly lifeboat coxswain.



Mr N. H. Avis, of Durrington, near Hastings, who is a member of the Lifeboat Enthusiasts' Society, a year or two ago made a model of the 44-foot steel lifeboat Faithful Forester which is stationed at Dover. It has won high praise from modellers and has raised money for the lifeboat service. The pictures show (left) the full-size version of the Dover lifeboat in her pen with (right) Mr Avis' model.

by courtesy of Les Fuller

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THE FINNISH LIFEBOAT SERVICE

THE following impressions of the Finnish Life-boat Society obtained on a recent visit to Finland are contributed by Lt-Commander The Hon. Greville Howard, VRD, RNR, a vice-president of the RNLI.

He writes: 'After leaving Tampere we visited Rauma, a coastal station, which has a new 40-foot boat of which the local Society is justly proud. She is similar to Dutch and German designs, but more like the latter, and she showed herself to be an efficient and easily handled boat, well planned above and below decks. The coxswain was an engineer, and in the crew was a telephone technician.

'The Society was set up in 1897 on the lines of the Royal National Life-boat Institution and is, like the Institution, a voluntary organisation. They have one interesting form of contribution. Ship-brokers collect a small fee—about £1—from ships calling at Finnish ports. I believe there is also some form of lesser contribution from smaller vessels. To me this sounds an idea worth looking into.

'There are 21 life-boat stations and 33 sub-societies with 7,200 members of the central organisation, to whom they pay their small membership fee.

'In Finland inland lakes cover a vast area and lifeboat coverage of these is increasing every year. Inland, their main co-operation is with the police, while on the coast they work closely with the coastguards. There is in Finland an Auxiliary Coastguard Service roughly on the same lines as that in the USA.

'The Society is carrying out an interesting educational project at the moment. In co-operation with the Finnish Broadcasting Corporation, during the summer, the Society provides a weekly programme to the boating public. They also distribute leaflets to marinas and at boat shows.

'The Finnish Life-boat Society maintain shore stations equipped with 27 MHz citizen "band" radios. These are placed at pilot and coastguard stations, Scout centres and in their own stations. The pilot and coastguard stations are manned night and day.

'This first-class service emphasises the importance of private pleasure craft being fitted with the appropriate R/T (in Scandinavia all yachts so fitted fly or should fly a yellow PDT with the letter R).

'The Finnish Life-boat Society operates six vessels of the 57-67 foot cruiser class and 16 vessels of the 37-43 foot type of wood or fibre-glass, five of which have ice-breaking capability. In addition the auxiliary lifeboat flotilla—at present about 30 vessels—continues to grow. Finally, air co-operation is provided by the Finnish Air Force. Private flying clubs are also ready and willing to co-operate.

'In Rauma a Finnish saying caught my attention. It ran: "Here we know that the sea is our father as well as our mother". . . . It was equally obvious to me that, just as in our own lifeboat service, the ladies, always there, ready to lend a hand with any job required of them, were vital to the success of the service.'

The Maud Smith award

Coxswain George Leith, of the Lerwick, Shetland, lifeboat, who helped to rescue the crew of nine of the trawler *Granton Osprey* on December 13, 1972, is this year's recipient of the £5 'The Maud Smith Award for courage, in memory of John, Seventh Earl of Hardwicke'.

Captain Nigel Dixon, Director and Secretary, in informing Coxswain Leith of the award, said: 'This award was introduced just after the last war when £5 was, of course, worth very much more than it is today. I hope you will appreciate that it is not so much the monetary value of the award which counts, but the reason for which it is made.'

Lifeboat quiz answers (from page 18)

- 1—(a) Aith, Shetlands; (b) Lowestoft, Suffolk; (c) St Helier, Jersey; and (d) Valentia, Co. Kerry.
- 2—The first lifeboat designed to work under sail was the *Frances Ann*, built at Lowestoft to the design of Lionel Lukin for the Suffolk Humane Society in 1807. She was stationed at Lowestoft until 1850.
- 3—(a) At Newquay, Cornwall, the slipway near Towan Head had a maximum gradient of 1 in 2½. (b) Taking a slipway to mean the whole artificial pathway constructed for a lifeboat from the door of its house to the water, and adding on extra slipways sometimes built to facilitate launching at different states of tide, or for rehousing, the complicated ways built at St Agnes in the Isles of Scilly appear to qualify for this record—they totalled 1,068 feet.
- 4—If you consider Hartlepool and West Hartlepool as one, the RNLI had five stations there in the period 1875-1894. Two places had four stations—Sunderland between 1871-1900, and Gorleston (without Great Yarmouth) between 1897-8 and again 1903-4.
- 5—Pellew Plenty, of Newbury, Berkshire, who designed the first lifeboat officially adopted by the Institution; George Palmer, one-time Commander in the East India Company, whose system for fitting lifeboats was adopted in 1828; and James Peake, Assistant Master Shipwright at HM Dockyard, Woolwich, who designed a lifeboat including all the best features in all the models submitted for the Northumberland Prize. This as a prototype for the standard RNLI self-righting lifeboat of which hundreds were built for service at home and overseas.
- 6—The French lifeboat *Jean Charcot*, a 42-foot twin screw boat of the *Ile Molène* station, which arrived at St Mary's, Isles of Scilly, in June 1941, with refugees. She was lent to the RNLI and stationed at Fowey, Falmouth, Fishguard, Holyhead and Beaumaris at various times in her capacity of reserve boat. Returned to France in 1945.
The Belgian lifeboat *Minister Anseele*, a 46-foot modified Watson type motor lifeboat from Ostend station which was found derelict in the Channel by a naval vessel in September, 1940. She was also used in the RNLI reserve fleet and was stationed at various times at Donaghadee, Holyhead, Pwllheli and Plymouth. Returned to Belgium in 1946.
The Netherlands lifeboat *Zeemanschoop*, a steel 41½-foot lifeboat from the Scheveningen station, came to England with refugees in May 1940. She was used by the Free Netherlands Navy at Harwich and Holyhead until returned in June 1945. The Netherlands lifeboat *Joan Hodshon*, a wooden 34-foot lifeboat from the station at de Cocksdorp, Isle of Texel, came to England with refugees in April 1945, and returned four months later.
- 7—The station at Spurn Point, at the mouth of the Humber, is so isolated that the crew have to live nearby, occupying houses originally built by Hull Trinity House. The two 70-foot steel lifeboats, by virtue of their ability to remain at sea for long periods, are also manned by permanent crews. They are stationed at Clovelly and Kirkwall.
The 70-ft steel lifeboat 70-001, having become the station boat at Clovelly, makes this station the second where a permanent crew is employed.



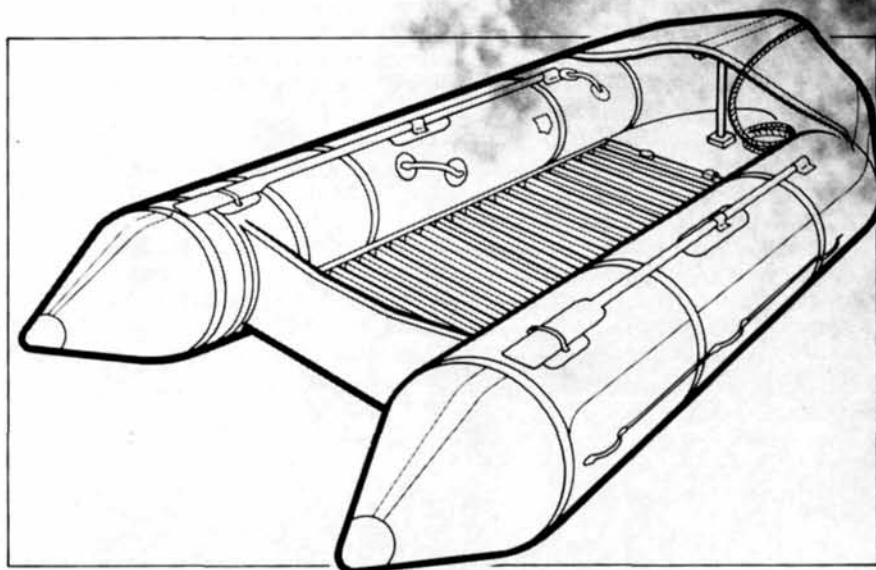
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Foynes Island, 10 miles down the Shannon Estuary, has a fast running tide with an average depth of 20 feet at most stages.

by courtesy of the Irish Tourist Board



continued from page 6

An earlier operation involving both launches was in 1960 when an Alitalia DC-7C crashed seconds after take-off from Shannon Airport with 52 people aboard. It transpired that the aircraft failed to gain altitude after lifting off the runway, struck a small hillock about a mile from the runway end, there being a simultaneous explosion as the fuel tanks ruptured. Blazing metal and debris were scattered for about a mile around. Twenty-three people survived the actual crash but some subsequently died in hospital.

Non-tidal sector

The slow but steady increase in pleasure boating on this much longer sector had caused an increase in life-saving facilities also. Emerald Star Line Ltd. of Dublin, a subsidiary company of Guinness, the brewers, set an example in this respect when they started a boating centre at Carrick-on-Shannon, Co. Leitrim, a few years ago.

The marina which they helped to construct there is probably one of the best on the entire river as it accommodates a fleet of four, six- and eight-berth cabin cruisers on a finger jetty, equipped with fuel and water facilities. Members of the staff of the marina are under orders to wear their life-jackets at all times whether they are able to swim or not.

Ottersports life-jackets are part of the equipment of each cabin cruiser, adult and child size. Instruction on how to use them is given immediately the hirers of the craft arrive at the reception office. The uninflated adult life-jackets give a 13½ lb buoyancy and 35 lb inflated. Hirers are told to wear them, uninflated, whenever they are in the boat's wheelhouse or on deck, and inflated whenever any abnormal hazard occurs such as a sudden squall, an engine failure or a deterioration in visibility.

Other life-saving aids provided include two lifebelts per boat; a life-saving quoit; a rescuscade, this being the proprietary name of a small device to assist mouth-to-mouth respiration; a simple first-aid kit; a fire extinguisher; a boarding ladder which can be fitted into several positions on the boat; a packet of distress signals.

This non-tidal stretch, with the rise

of pleasure boating, has been recently extensively buoyed to indicate the area within which cruising should be confined. They are coloured black to starboard and red to port for an upstream journey and vice-versa for a downstream one. Similar marks are features on the several, multi-arched Shannon bridges.

So far, practically all the calls for help from these cabin cruisers have been from craft which have run aground because of failure to keep to the marked courses.

The provision of inflatable lifeboats, manned by volunteer crews, is under consideration by the Shannon boating firms for two of the largest Shannon lakes, i.e. Loughs Ree and Derg, for these are not considered safe in any wind above force 3. Boat hirers are given a rough guide as to conditions on the lakes, one feature making them unsafe being 'if the branches of trees on the shores are being tossed about by the wind'.

Further and considerable growth in pleasure boating on the Shannon is envisaged for the future. For its current total of pleasure craft is probably only around the 300 mark, against the 25,000-odd on the upper Thames alone. It has no industrial traffic such as barges or tugs and no large-scale factory development. Only three Shannonside towns are in the multi-thousand population group with a few villages in the multi-hundred. These attributes help to make it, currently, about the only unpolluted river in Europe. Life-saving facilities on the Shannon, therefore, should over the years steadily increase. Certainly such an early awareness of the need for efficient life-saving facilities on the Shannon is a good omen.

Glister award shared

Mr Patrick Pile and Mr Martin Helmer, of Southwold, Suffolk, who are in the local ILB crew, share the annual award of £5 known as 'The Ralph Glister Award' for a service they carried out on February 6, 1972, when three men were rescued from a capsized dinghy.

continued from page 16

MR JOHN GRAY, CBE

Belfast branch committee member, 1947; and Belfast branch chairman since 1969.

Mr Gray is a businessman in the export field, who gives a most able lead to this successful branch's fund raising, and in the present unhappy climate of Belfast he and his branch continue to raise funds in a 'business as usual' fashion.

MISS A. D. GUY

Ashford branch secretary, 1951-57; Ashford branch honorary treasurer since 1958.

Miss Guy did much while honorary secretary to build up this branch committee and has been its mainstay since becoming honorary treasurer in 1958.

MRS O. E. LLOYD-JONES

Llandudno station guild committee member, 1944; and Llandudno station guild honorary treasurer since 1947.

The activities of the Llandudno guild have entailed considerable work for Mrs Lloyd-Jones, who has given faithful and responsible service in her work for 25 years.

LADY PINK

collector, Portsmouth and Southsea guild since the 20s; and president, Portsmouth and Southsea guild since 1965.

Lady Pink, approaching half a century of support for the RNLI, remains one of the most active lifeboat honorary workers in Portsmouth and usually tops the poll on lifeboat day.

MR E. THOMSON

Whitby station honorary secretary since 1953.

Mr Thomson has dedicated his life to the Whitby lifeboat station and when not involved in station work spends his time raising funds.

MRS M. WILBERFORCE

Walton and Frinton station ladies' section chief organiser since 1950.

Mrs Wilberforce, as principal organiser of the station ladies' section for nearly a quarter century, is the leading light in fund raising in this active section.

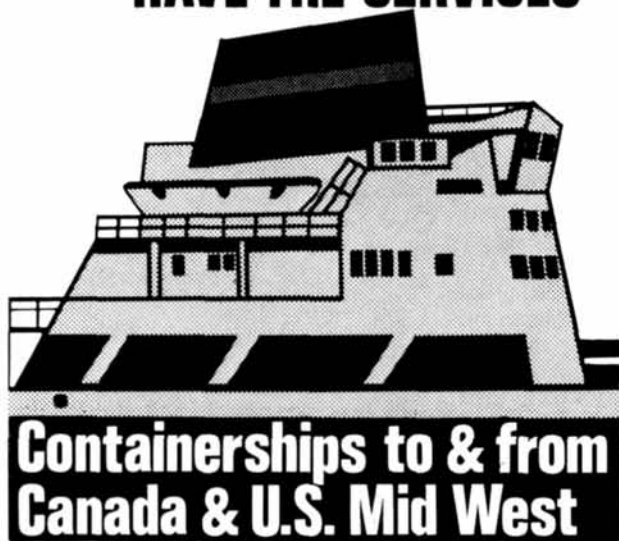
MRS ANGELA WOOLDRIDGE, MBE

(see Profile about her on page 4)

The awards are made from a gift of £100 received in 1968 from a donor, who wished to remain anonymous, to be invested so that an annual award of £5 could be made.



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LIFEBOAT AREA No.1

Extended Christmas

WHEN the lifeboat on duty at Islay, Inner Hebrides, Scotland, launched to a coaster at 4.15 a.m. on Christmas Day, 1972, she did not return to her station until 8.30 p.m. that evening, over 16 hours later.

For this service Acting Coxswain Malcolm Mackay (see page 16) was awarded the bronze medal for gallantry. Medal service certificates were presented to three other members of the crew: Acting Second Coxswain Alister Campbell, Acting Motor Mechanic Archibald Campbell, Acting Assistant Mechanic Andrew Swanson, and Crew Members Murdo MacDonald and Donald McGillivray.

The lifeboat launched in a force 9 gale with very rough seas and poor visibility to the coaster *Raylight*, of Greenock, whose engines had broken down. At first the lifeboat intended to stand by until a tug arrived, but the tug had to put into shelter because of the appalling weather conditions. A motor fishing vessel also started out to assist but she, too, had to turn back. A German vessel then arrived on the

LIFEBOAT SERVICES

scene and started to take the *Raylight* in tow, but this had to be abandoned as her screw became fouled by the hawser.

With the weather continuously deteriorating and darkness imminent, the master of the *Raylight* decided to abandon ship, and he and the crew of two boarded a life-raft, from which they were picked up safely by the lifeboat.

Although having been out on this rescue all Christmas Day, the crew could not completely relax as owing to weather conditions the lifeboat had to be secured at a temporary berth and they had to muster again on Boxing Day to put the lifeboat back on her own moorings.

LIFEBOAT AREA No. 2

Canoes upset

ST ABBS, Berwickshire, lifeboat on September 17, 1972, made a fast getaway when two canoes capsized in Coldingham Bay. The wind had been blowing from a northerly direction for several days and there was a considerable swell running on to the beach.

Coxswain James Wilson, realising the urgency of the situation due to the weather and temperature of the water, immediately ordered the assembly signal to be given. The lifeboat *Jane Hay*, which is a 37-foot Oakley, was launched at 5.15 p.m. in a fresh northerly breeze with a heavy swell.

Coxswain Wilson coned the lifeboat close inshore in Coldingham Bay despite the heavy swell and at 5 p.m. came up with two men luckily still clinging to their capsized canoes. The two men were rescued. One of whom was in a bad way, and the lifeboat crew applied artificial respiration. Realising that the condition of both survivors was serious, the coxswain asked for a doctor and ambulance to meet the lifeboat on her return.

The lifeboat reached her station at 5.50 p.m. and the survivor who had been artificially revived was transferred to hospital by ambulance.

Coxswain Wilson was sent a framed letter of appreciation signed by the Chairman of the Institution, Commander F. R. H. Swann, OBE, RNVR, and the remainder of the crew received letters of thanks signed by the Director and Secretary, Captain Nigel Dixon, RN.

LIFEBOAT AREA No. 5

Policeman saves two

A MEMBER of the public was responsible for alerting the authorities on July 15, 1972, when two people in a capsized dinghy were reported in the sea off Castle Haven, Niton, Isle of Wight.

There was a fresh north east by easterly breeze and a moderate sea with breaking and confused seas in and around St Catherine's Race. Police Constable William J. Donovan immediately launched his 14-foot outboard dinghy and came up with the capsized sailing dinghy. He went alongside the casualty and rescued two men who were in the water. He then attempted to take in tow the capsized dinghy but soon realised the imprudence of this and abandoned the tow. The dinghy was subsequently recovered by another boat and towed to Ventnor.

For this action a framed letter of thanks signed by the Chairman of the RNLI, Commander F. R. H. Swann, OBE, RNVR, was sent to Police Constable Donovan.



With the news that a relative of the Fish family is working on a biography of Coxswain Charles Fish, the famous Ramsgate lifeboatmen who is associated with the wreck of the *Indian Chief* in 1881, comes a picture of David Fish, great grandson. He is showing Wilbury School, Letchworth, friends Keith Bowles, Paul Miller and Paul Tyler some of Coxswain Fish's medals. Several of the medals won by the Ramsgate hero are no longer in the hands of the family.

by courtesy of W. Whistance

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LIFEBOAT AREA No.10

Trawlers aided

TWO SPANISH trawlers in difficulties two miles north of Skelligs rocks—one had a rope fouling her propeller and the other had engine trouble—on November 9, 1972, led to the *Valentia*, Co. Kerry, lifeboat being launched.

The maroons were fired by the shore attendant at 8.55 a.m. and the *Rowland Watts*, a 52-foot Barnett lifeboat, left her moorings at 9.15 a.m. The wind was south west force 7 with frequent gusts up to force 9.

After Cromwell Point and the shelter afforded by the harbour were cleared, course was set for the trawlers. The sea was very rough and although on the beam of the lifeboat, the boat received a severe pounding, being constantly enveloped in sea and spray. At one stage a large sea striking the front of the wheelhouse forced the rubbers from the outside of the Kent clear-view screen out of their mountings and into the wheelhouse. Repairs were carried out by the motor mechanic immediately.

Coxswain Dermot Walsh made the best progress that he could in the prevailing conditions but it proved necessary to reduce speed to prevent excessive punishment to the lifeboat.

At 10.15 a.m. the coxswain estimated that the trawlers were about three miles ahead, but as visibility was still very poor there was some doubt whether or not he would be able to find the trawlers. A request was therefore passed to the Marine Rescue Co-ordination Centre (MRCC) at Shannon via Valentia radio asking for the assistance of an aircraft to help to find the trawlers. As a result of this request a helicopter from the Irish Army Corps was despatched from Dublin, and shortly afterwards an RAF Nimrod from Cornwall took off bound for the area.

The lifeboat discovered that the two trawlers were lying about half mile apart. At this stage both had warps and other gear and nets streamed over the side to reduce their drift to leeward and also to prevent them rolling too heavily.

One trawler, the *Monte Izankun*, had a rope wrapped irretrievably around its single propeller and the second trawler, the *Costa da Isolda*, had engine trouble. Very shortly after the arrival of the lifeboat the *Costa da Isolda* rectified the fault in her engine and left the scene for Valentia harbour. Shortly after 12.30 p.m. a third Spanish trawler, the *Mar Muinos*, arrived and immediately took the *Monte Izankun* in tow. While this operation was going on the lifeboat continued to stand by.

At 4 p.m. the skipper of the *Monte Izankun* again contacted the lifeboat and asked if the trawlers could be met about one mile north west of Cromwell's Point. The skipper reported that his

steering gear was jammed to port, and he wanted the lifeboat to take an additional tow line on the trawler's starboard bow to hold the trawler on course as she passed through the relatively narrow entrance.

Coxswain Walsh agreed to this and by 4.30 p.m. a tow rope had been secured from the starboard bow of the *Monte Izankun* to the port bow of the lifeboat. The lifeboat took up station about 100 yards on the beam of the trawler's bow acting as a 'beam tug'. The trawler *Mar Muinos* in the meantime continued to tow the *Monte Izankun* from ahead.

The lifeboat was placed back on service again at 6 p.m.

A letter of appreciation signed by the Director and Secretary, Captain Nigel Dixon, RN, was sent to Coxswain Walsh and his crew.

LIFEBOAT AREA No. 3

Rough ride in race

A SMALL BOAT was sighted off Flamborough Head, Yorkshire, on September 10, 1972, with engine broken down and crew waving. This led to the Bridlington ILB being sent as low water on a spring tide at Flamborough prevented the lifeboat from being launched.

Near Flamborough Head, the sea conditions became worse as a northerly swell, which was the relic of a northerly gale the preceding day, made itself felt. Then in the main tidal stream off Flamborough Head the wind against the three knot spring tide produced a vicious short, steep sea with the waves averaging 10 to 12 feet high with breaking crests. The Flamborough Race extended from half a mile off-shore to three miles off-shore and about one mile from north to south under the prevailing conditions.

The position of the casualty at 11.45 was given as two miles east of Flamborough Head drifting north. At noon the ILB was sighted from the CG mobile on the head. At this stage speed had to be reduced to about 12 knots because of the sea conditions. Visibility from the ILB was poor in the rough conditions and the CG mobile directed the ILB towards the casualty using the VHF radio link.

As the ILB entered the race, speed had to be further reduced because of the severe conditions. At 12.09 p.m. the casualty was sighted from the ILB. Part of the cabin top was broken away and the crew of three were huddled in the bottom. The ILB closed the casualty and the survivors were quickly transferred to the ILB.

During this operation a great deal of water was shipped by both ILB and casualty. The casualty had a painter rigged from forward and during the transfer operation this was quickly

made fast to a towing bridle in the ILB and an attempt made to tow the casualty ashore.

At 12.14 a.m. the return journey started and slow progress was made until the ILB cleared the race, when speed was increased. As the survivors were suffering from shock and exposure they were wrapped in polythene survival blankets. Two of them had lost feeling in some of their limbs and Crewman K. Bentley massaged them in an effort to restore circulation.

The casualty, a 12-foot GRP motor boat with an outboard engine, on anchoring in the tideway to fish, had found that her bows were being pulled under by the strong tide. The crew cut the anchor line and the tide carried them into the race.

Before being rescued they had been thrown on to their beam ends several times and the cabin top carried away. At one time two of the crew had been thrown overboard.

Framed letters of appreciation signed by the Chairman of the Institution, Commander F. R. H. Swann, OBE, RNRV, were sent to the crew of the ILB, Coxswain John King and Mr. Bentley.

LIFEBOAT AREA No.1

Nine from rocks

AS REPORTED on page 15, the silver medal of the RNLi was awarded to Coxswain George Leith, of the Lerwick, Shetland, lifeboat for the part he played in the rescue of nine men from the trawler *Granton Osprey* in hurricane force winds on December 13, 1972.

On the evening of December 13, in exceptionally bad conditions, two trawlers, the *Granton Falcon* and the *Granton Osprey*, came adrift from the offside of the breakwater at the small boat harbour at Lerwick. Both boats drifted across the harbour and went aground on Bressay Island. The *Granton Falcon* managed to refloat herself and clear the danger area but the *Granton Osprey* remained hard aground.

At 6.40 p.m. the Lerwick reserve lifeboat was called out under the command of Coxswain Leith. The sea was very rough, very short and very steep. Wind was force 10-11, gusting 12, and it was heavily overcast with frequent heavy rain squalls. By 6.58 p.m. the lifeboat hove to off the casualty to assess the situation after a short but extremely unpleasant passage, during which the lifeboat buffeted by heavy water spray driven by a wind which touched force 12.

The *Granton Osprey* was by now hard aground on the Bressay shoreline midway between Gardie and Maryfield piers. Although she had grounded head-on she had now swung to port and was

continued on page 38

ILBs are lubricated by Duckhams



Since experimental trials in '63 the ILBs have proved so successful that there are now over 100 of them in regular use as well as the 135 conventional lifeboats. Last year, these tough, nearly indestructible craft, were called out 1,291 times; some two or three times a day.

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heading about 160° port side to the shore. The seas were breaking over the trawler and at times solid water was breaking over the wheelhouse.

The trawler's skipper requested a line so that the trawler could be towed off, but this was obviously impracticable in the conditions. The skipper then reported that he was shipping water in the engine room and asked that the crew should all be taken off.

To the north and south of the casualty were shoal and rocks. Coxswain Leith was forced to discard his initial intention of veering down on the trawler and using the breeches buoy because of the need for speed.

He decided to take the lifeboat alongside and managed to bring his port bow in contact just forward of the *Granton Osprey's* starboard counter. The weight of wind and sea forced the lifeboat bodily further aft and there was serious danger of the lifeboat being forced under the *Granton Osprey's* counter and on to the rocks. Coxswain Leith managed, however, to disengage by going full astern to clear these dangers. But three survivors had already been taken aboard.

Once clear the coxswain decided to make another approach, this time from the south. Taking the lifeboat in a wide sweep he approached the casualty, coming up with her with his starboard bow amidships. It was only with constant and skilful use of the engines that the lifeboat was held in this position although the fury of the wind and sea swung the lifeboat alongside the trawler. All this time the lifeboat was also being swept by heavy water: waves were breaking over the wheelhouse and spending themselves right across the casualty.

Eye-witness reports confirm that at times the lifeboat was 'completely hidden from view by solid water.' Working under these conditions was extremely hazardous, and it took great skill to hold the lifeboat alongside long enough for the remaining six men to be taken off, but once this had been achieved the lifeboat worked her way clear of the *Granton Osprey* by 7.09 p.m. and returned to her berth by 7.22 p.m. Of the nine survivors, apart from a sprained ankle, none was the worse for his experiences.

This spell of weather in which violent storms and hurricane conditions were experienced was one of the worst within living memory. The conditions at the position of the *Granton Osprey* were atrocious, and seas were even breaking right across the breakwater at the harbour, which is in a much more sheltered position. Those who witnessed the rescue had nothing but praise for the skill and courage of Coxswain Leith and his crew.

Second Coxswain P. Leith, Motor Mechanic H. Clark, Assistant Motor Mechanic J. Mowat, and Crew Members J. W. T. Smith, I. Fraser, T. Nicholson

and A. Leask received the thanks of the Institution inscribed on vellum.

LIFEBOAT AREA No. 7

Fire rescue

WHEN THE Ministry of Defence range finder m.v. *Dolwen* was reported on fire nine miles out on December 8, 1972, the Fishguard, Pembrokeshire, lifeboat was alerted.

At 4.37 p.m. the *Howard Marryat*, a 46-foot Watson, was launched in a gale force southerly wind and a rough sea. She found the casualty fiercely ablaze from stem to stern. The crew of seven, having abandoned ship in an inflatable life raft, were taken aboard the lifeboat and brought into Fishguard, with the inflatable raft and the *Dolwen's* dinghy in tow.

The lifeboat returned to her station at 7 p.m. Later a tug went out and towed the burnt-out hulk of the casualty into Milford Haven.

Letters of appreciation for the prompt and efficient response and action by the lifeboat crew were received from the managers of the *Dolwen* and from the Superintendent of Ranges, Ministry of Defence.

LIFEBOAT AREA No. 3

Took line to survivor

MR DOUGLAS GIBBIN of the Hartlepool Co. Durham, inshore lifeboat, as reported on page 16, was awarded the bronze medal of the RNLi for the part he played in saving the life of a 16-year-old boy from drowning.

The Hartlepool ILB, one of the new Atlantic 21 class, was launched at 1.40 p.m. on October 1, 1972, following a report that a sailing dinghy was in trouble by the breakwater at North Gare. The wind was south easterly force 4 to 5 with a short choppy sea and a heavy south easterly swell.

Once the ILB had cleared the harbour, Helmsman Michael O'Connor saw a group of people gathered on the breakwater. Heading towards them he found a small capsized sailing dinghy being washed against the breakwater. Two

people were seen clinging to the dinghy.

On the first run in, the ILB was prevented from approaching nearer than 25 yards to the dinghy as the sea was very confused and there was a heavy backwash. On the second attempt the ILB closed with the dinghy but the helmsman was forced to turn away at the last minute because of the seas.

As he did so Mr Gibbin, who was wearing a wet suit under his protective clothing and lifejacket, took a line and jumped into the water, making for the nearest survivor. Just at that moment the port engine cut out and the helmsman had to take the ILB into calmer seas. Mr Gibbin, who by this time had reached the survivor, was forced to let go his line to prevent being dragged away.

Turning back again on one engine only, the third crew member, Mr Ian Holdsworth, threw a line to Mr Gibbin, who caught hold, and while still supporting the survivor was dragged back towards the ILB. As Mr Holdsworth managed to drag the survivor aboard, the other engine cut out and the ILB was thrown against the breakwater leaving Mr Gibbin still in the water.

Fortunately Mr Holdsworth managed to get the starboard engine restarted immediately and the ILB turned to pick up Mr Gibbin, who had managed to swim away from the breakwater. The second survivor had in the meantime been pulled up on to the breakwater by members of the local fire brigade.

By this time the survivor aboard the ILB had become unconscious through exposure and exhaustion, and the ILB radioed for an ambulance to stand by at Hartlepool which was reached at 3.30 p.m. It was later found that a rope had fouled the port propeller.

It was considered that Mr Gibbin showed considerable courage in going into the water and that his action undoubtedly saved a life. Mr O'Connor handled the ILB in a seamanlike manner in difficult conditions. By restarting the starboard engine at a critical moment Mr Holdsworth had contributed to the success of the service.

Mr O'Connor and Mr Holdsworth received the thanks of the Institution inscribed on vellum. At the same time a letter of appreciation signed by the Director of the Institution was sent to the Chief Fire Officer, Hartlepool.

Lifeboat launches on service during the months December 1972, January and February, 1973

Appledore, North Devon
December 5.

Arklow, Co. Wicklow
January 19 and February 25.

Arranmore, Co. Donegal
December 14, 17 and 21.

Ballycotton, Co. Cork
December 4, 5, January 6 and February 10.

Barra Island, Outer Hebrides
December 5, 16 and January 9.

Barry Dock, Glamorganshire
January 4 and February 3.

Beaumaris, Anglesey
December 4 and 26.

Berwick-upon-Tweed, Northumberland
January 27.

Blackpool, Lancashire
January 12, 22 and 28.

Blyth, Northumberland
December 12.

Bridlington, Yorkshire
December 4, 5 and 17.

Buckie, Banffshire
February 10.

Clogher Head, Co. Louth
January 29.

Cloughy-Portavogie, Co. Down
January 21.

Clovelly, North Devon
February 10.

Donaghadee, Co. Down
December 9.

Dover, Kent
December 1, 5 and 22.

Dunmore East, Co. Waterford
December 17 and January 4.

Eastbourne, Sussex
January 21 (Twice).

Exmouth, Devon
December 2 and February 9.

Falmouth, Cornwall
December 3 and January 2.

Fishguard, Pembrokeshire
December 18.

Flamborough, Yorkshire
December 12, 17 and February 27.

Fleetwood, Lancashire
December 22, January 18, February 1 and 3.

Fowey, Cornwall
January 9.

Galway Bay, Co. Galway
December 8, 24, 31, January 12, 14, and 17.

Girvan, Ayrshire
December 11.

Great Yarmouth and Gorleston, Norfolk
December 27, January 24 and February 10 (Twice) 19 (Twice).

Harwich, Essex
December 16 and January 23.

Hastings, Sussex
December 7 and 17.

Holyhead, Anglesey
December 17, 22, February 4 and 26.

Howth, Co. Dublin
December 13, January 20 and 29.

Humber, Yorkshire
December 25, January 24, 28 and February 6.

Islay, Inner Hebrides
December 25.

Kilmore, Co. Wexford
December 2 and 31.

Kirkwall, Orkney
February 24 (Twice).

Lerwick, Shetland
December 1, 11, 13 and January 20.

Longhope, Orkney
December 5, 19 and February 10.

Lowestoft, Suffolk
December 9 and January 17.

Lytham-St Anne's, Lancashire
December 9.

Margate, Kent
December 14, January 14, 22 and February 23.

Moelfre, Anglesey
December 27.

Montrose, Angus
December 5.

Mumbles, Glamorganshire
January 8.

New Brighton, Cheshire
January 24.

New Quay, Cardiganshire
February 7.

Padstow, Cornwall
December 27, February 22 and 27.

Penlee, Cornwall
December 17.

Plymouth, Devon
January 14.

Port Erin, Isle of Man
December 22.

Porthdinllaen, Caernarvonshire
December 16, 17 and January 30.

Ramsgate, Kent
December 1, 11, 27, January 7 and February 21.

Redcar, Yorkshire
December 24 and January 4.

St Davids, Pembrokeshire
January 11.

St Ives, Cornwall
December 31 and January 27.

St Peter Port, Guernsey
December 1, 23, January 23 and February 18.

Salcombe, Devon
January 13, 19 and 26.

Selsey, Sussex
January 7 and February 24.

Sheerness, Kent
December 4 and 10.

Sheringham, Norfolk
January 1 and February 3.

Shoreham Harbour, Sussex
December 30.

Skegness, Lincolnshire
December 2.

Southend-on-Sea, Essex
January 20.

Stornoway, Outer Hebrides
December 30.

Stromness, Orkney
February 3.

Swanage, Dorset
December 8 and January 18.

Teesmouth, Yorkshire
December 31.

Tenby, Pembrokeshire
December 27 and February 3.

Thurso, Caithness
December 5, 15 and February 15.

Torbay, Devon
January 6 and 26.

Troon, Ayrshire
December 11.

Tynemouth, Northumberland
February 5, 10, 11 and 28.

Valentia, Co. Kerry
February 2.

Walmer, Kent
December 1 and 4.

Walton and Frinton, Essex
December 30.

Weymouth, Dorset
December 12 and February 13.

Whitby, Yorkshire
December 18 and January 8.

Wick, Caithness
December 11, January 22, 29 and February 10.

Wicklow, Co. Wicklow
February 18.

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Cosalt Ltd., Battery Green, Lowestoft, Suffolk.

Workington, Cumberland
January 25.

Yarmouth, Isle of Wight
December 22 and 25.

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January 21.

Beaumaris, Anglesey
December 26 and February 4.

Broughty Ferry, Angus
January 3 and February 15.

Conway, Caernarvonshire
December 24.

Eastney, Hampshire
January 16.

Eastney (A508), Hampshire
December 2.

Flint, Flintshire
January 7 and 14.

Harwich, Essex
December 27.

Helensburgh, Dumbartonshire
February 23 and 25 (Twice).

Largs, Ayrshire
December 16.

Littlehampton, Sussex
December 24, January 5 and February 24.

Littlestone-on-Sea, Kent
February 10.

Lymington, Hampshire
January 6.

Lytham-St Anne's, Lancashire
December 9.

Morecambe, Lancashire
December 9.

Mudford, Hampshire
December 17, 31, January 18 and February 4.

Newquay, Cornwall
December 14.

Queensferry, West Lothian
January 9.

Sheerness, Kent
December 10.

Tynemouth, Northumberland
January 28, February 6, 10 and 11.

West Kirby, Cheshire
February 18.

West Mersea, Essex
December 12 and February 8.

Weston-super-Mare (A504), Somerset
December 3, 9 and February 2.

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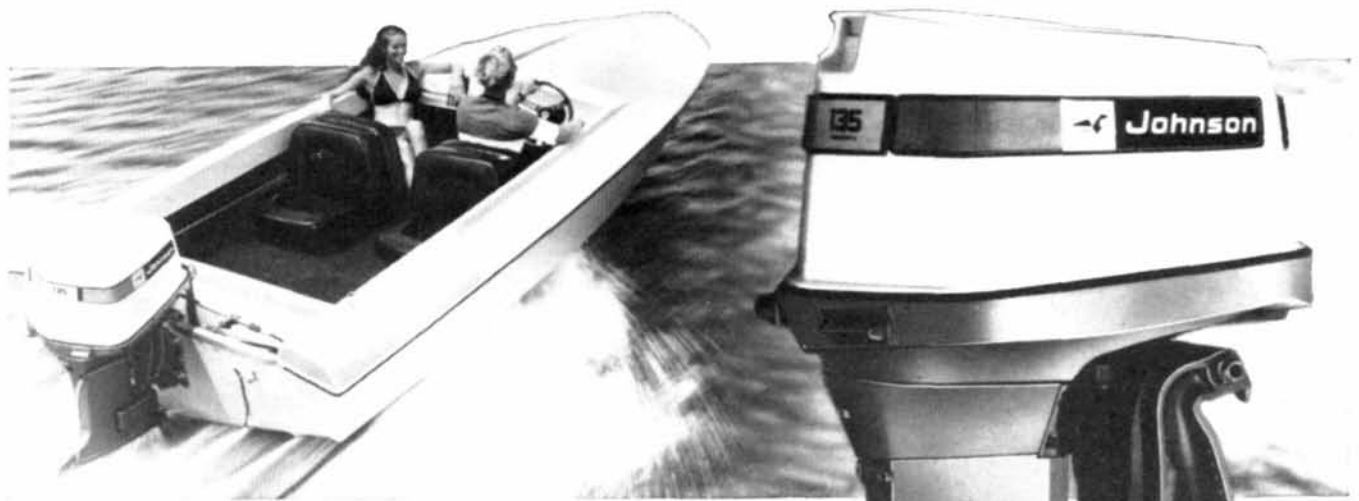
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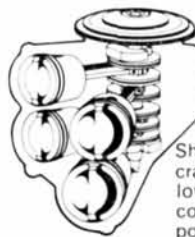
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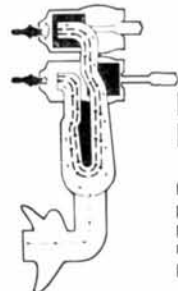
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