



# THE LIFEBOAT

AUTUMN 1973

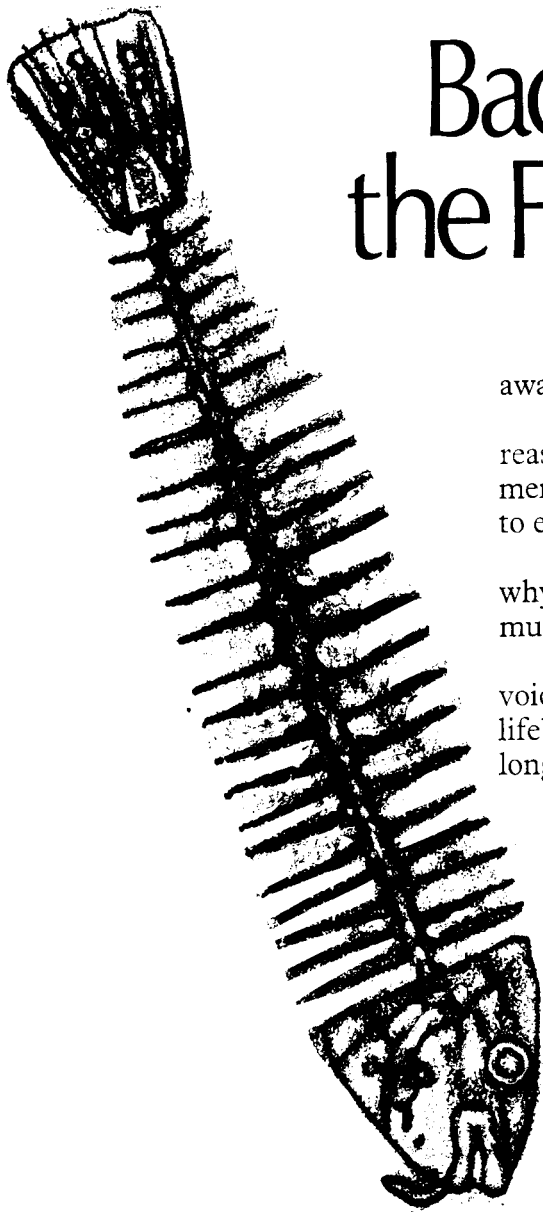
# Backbone of the Fishing Trade.

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

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

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

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



# THE LIFEBOAT

Autumn 1973

## Contents

Volume XLIII  
Number 445  
Price 15p

*Chairman:*  
COMMANDER F R H SWANN, OBE, RNVR

*Secretary:*  
CAPTAIN NIGEL DIXON, RN

|  |    |
|--|----|
| Notes of the Quarter by the Editor .. .. .               | 42 |
| Easter Sailing by Giles .. .. .                          | 43 |
| Modern Lifeboat Equipment .. .. .                        | 44 |
| Profiles .. .. .   | 48 |
| Central Appeals Committee .. .. .                        | 50 |
| Shoreline Section .. .. .                                | 50 |
| Letters .. .. .  | 52 |
| How the Cornish Lifeboat Appeal was Launched .. .. .     | 55 |
| Fund Raising at Sporting Events by Peter Holness .. .. . | 56 |
| Some Ways of Raising Money .. .. .                       | 58 |
| New Equipment .. .. .                                    | 62 |
| Books .. .. .  | 66 |
| Lifeboat Services .. .. .                                | 66 |
| Lifeboat Launches .. .. .                                | 70 |
| ILB Launches .. .. .                                     | 71 |
| Classifieds .. .. .                                      | 72 |
| Index to Advertisers .. .. .                             | 72 |

*Editor:*  
PATRICK HOWARTH

*Editorial Assistant:*  
CHRISTOPHER R ELLIOTT

All editorial material submitted for consideration with a view to publication in the journal should be addressed to the Editor, THE LIFEBOAT, 42 Grosvenor Gardens, London, SW1W 0EF (Telephone 01-730 0031).

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

All advertising enquiries should be addressed to Dyson Advertising Services, PO Box 9, Godalming, Surrey (Telephone Godalming (04868) 23675).

A year's subscription of four issues costs 88p, 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 January and news items should be sent by early November.





## NOTES OF THE QUARTER

by the Editor

THE sad story of the acting Selsey coxswain, Douglas Arnell, who was obliged to relinquish his post because of colour blindness, was widely reported in the press earlier this year. It may therefore be helpful to explain the RNLI's regulations. Colour blindness has long been accepted as a serious handicap to all seamen, and many people have been obliged to abandon the hope of a career in the Royal and Merchant Navies because of this defect. In particular it is vitally important that the difference between red and green navigation lights should be recognised immediately. Mr Arnell was unfortunately quite unable to make the distinction.

The present RNLI's rules are that every man before being appointed a boat's officer or on promotion must satisfy certain medical tests, including that for colour blindness, before the appointment can be confirmed. In addition, at the age of 57, boats' officers are required to take these tests annually (and from the age of 60 upwards any boat's officer who continues in service must have a test before any further yearly extension can be granted). Mr Arnell had served as a member of the Selsey crew for years with distinction and his family had a long connection with the lifeboat, but it would have been an irresponsible act on the part of the Institution to confirm a man's promotion to coxswain who was handicapped in this way. Naturally there was much sympathy everywhere, particularly in Selsey, with Mr Arnell's plight, but the decision not to do so had to be made and the lifeboat remains fully manned.

### Local Cooperation

The RNLI and the Hayling Island Sea Rescue and Research Organisation, generally known as HISRRo, have decided to form an association which will enable them to operate joint rescue services from Hayling Island beginning in the spring of 1974.

An inshore lifeboat station will be established by the RNLI operating a new Atlantic-class 21-foot boat. Mr Frank Martin, the founder of HISRRo and the driving force behind it, will be appointed honorary secretary of this new RNLI station. He will be supported by two deputy launching authorities. HISRRo will be moving from its present location and will be operating from the same site as the RNLI, but will continue its own rescue operations, which include operating a patrolling boat at weekends and at other times when many pleasure craft are at sea. HISRRo has always placed strong emphasis on the role which swimmers can play in sea rescue.

HISRRo, which is registered as a charity, will continue its present work on rescue techniques and boat development, the results of which will be made available to the RNLI. Fund raising by both organisations will be provided towards the support of RNLI funds. The RNLI has a long tradition of working closely with local rescue organisations but this is the first time in Great Britain that there has been a formal association between a national and a local organisation engaged in sea rescue.

### Raymond Baxter's TV Appeal

Mr Raymond Baxter's RNLI Appeal on BBC television on Sunday, July 15, and the appeal made by Coxswain George Leith of Lerwick on BBC Radio 4 for Scotland on the same evening together produced £10,855.53½p.

### Science Museum Exhibition

An exhibition showing all the most important technological advances in life boat design, construction and equipment will be held in the Science Museum in Kensington from February 20 to April 16 as part of the celebrations of the 150th anniversary of the RNLI's

### COVER PICTURE

Aldeburgh, on the Suffolk coast, has always been famous for its lifeboatmen, the Cable family being particularly remembered. Then there are the Woods. And this quarter's cover is of Coxswain Reuben Wood who was presented with the RNLI's bronze medal at the annual meeting in May. For 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 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. — Picture by Margaret Murray.

foundation. The museum authorities have provided an excellent gallery, and it is confidently expected that more than a quarter of a million people will visit the exhibition. Another attractive event which has recently been agreed is the staging of a cricket match by the Whitbread Wanderers next summer. A possible venue for the match is Exmouth.

In the April number of THE LIFEBOAT order forms are being included for the various commemorative items including the new rose named 'Lifeboat Jubilee'.

### Agatha Christie and the RNLI

In one of Agatha Christie's novels entitled *Passage to Frankfurt*, which has recently been published in paperback, the principal character lends his passport to a girl to enable her to enter Britain. She later returns it secretly to him secured by tape into the current number of THE LIFEBOAT.

This edition of THE LIFEBOAT contains a comprehensive leaflet giving full details of 1973 Christmas cards, gifts and calendars for 1974, the 150th anniversary of the foundation of the RNLI. Readers are reminded that all orders should be directed promptly to RNLI (Trading) Ltd, Lifeboat Depot, Boreham Wood, Herts, WD6 2AE, to avoid disappointment. A 'Giles' cartoon is a feature of one of the Christmas cards.

### Lifeboat Societies Abroad

There has been continuing close co-operation in recent months between the RNLI and lifeboat societies overseas. An ex-RNLI lifeboat bought by the Portuguese Lifeboat Society was shipped from Dublin to Lisbon. Technical drawings of the Solent class of life boat were sent to Chile. Certain items of equipment were despatched to the Spanish Lifeboat Society, and the Secretary of the South African Sea Rescue Institution visited the RNLI head office to discuss fund raising and organisational matters.

## Philatelic covers

The first of the RNLI's new 37-foot 6-inch Rother class lifeboats was built at William Osborne's yard at Littlehampton in 1972. She is now stationed at Port Erin, Isle of Man.

The cost of the lifeboat was donated by Major Osman Gabriel, of Sussex, and the vessel has been named after him. The official naming ceremony took place at Port Erin on August 4, 1973, and to commemorate the occasion an official souvenir cover has been produced which illustrates the lifeboat and bears a special one-day commemorative handstamp at Port Erin.

A limited number of the covers were carried aboard the lifeboat and these





'Your wife nailing you and your boat up for Easter is hardly a case for calling in the RNLI.'

by courtesy of the Daily Express, April 24, 1973, and Giles

have been specially cacheted; a small number of these carried covers have been personally signed by Major Osman Gabriel.

Prices are: *official Port Erin lifeboat covers, fully serviced, 33p each as above but carried on Port Erin lifeboat 55p each; carried covers, signed by Major Osman Gabriel, £1.10 each.*

The day of the lifeboat naming ceremony was also the first day of issue of the Isle of Man railway stamps and a special cover has been produced to commemorate both the events.

Affixed to the special lifeboat covers are the full set of four railway stamps and these were posted and cancelled with the 'First Day of Issue' postmark at Douglas on August 4. They were then carried by train on the Isle of Man Railway to Port Erin, where a further 1p definitive stamp, showing a view of Port Erin, was affixed and cancelled by the special lifeboat handstamp. These covers were also carried on the lifeboat and bear a cachet for this and the railway journey.

Fully serviced combined lifeboat and railway covers cost £1.10 each.

A number of the covers produced for the RNLI Hampshire Rose Appeal (April 1973 Journal, page 473) are still available.

Orders or requests for details of these special issues may be obtained from: RNLI Commemorative Covers, Southern District Office, 29a Castle Street, Salisbury, Wilts.

## Port Erin naming

The naming ceremony for the new Port Erin, Isle of Man, lifeboat *Osman Gabriel* took place in August. The 37-foot Rother was illustrated in the January, 1973, number of *THE LIFEBOAT*.

The Lieutenant Governor of the Isle of Man, Sir Peter Hyla Gawne Stallard, KCMG, CVO, MBE, handed over the lifeboat to the RNLI on behalf of the donor. Mr Philip Clarke, member of the Committee of Management of the RNLI, accepted the lifeboat on behalf of the Institution.

## Ramsgate's 2,000th life

With the rescue of four people from the motor boat *Christopher Robin* on May 12, 1973, the Ramsgate lifeboat *The Michael and Lily Davis* notched up the 2,000th life to be saved by the Ramsgate lifeboat station. This is the greatest number of lives saved by any lifeboat station in Great Britain or Ireland.

There has been a lifeboat station at Ramsgate since 1802 and their record of medals for gallantry boasts no less than two gold, 37 silver and one bronze. The predecessor of the present lifeboat, the *Prudential*, brought from the beaches of Dunkirk some 2,800 men of the British Expeditionary Force in 1940.

When she returned to Ramsgate she had been away for over 40 hours, most of which time she had been under fire, and her crew had had no sleep for two nights. The coxswain, Howard Knight, was awarded the Distinguished Service Medal for this service.

The Great Yarmouth and Gorleston lifeboat station, founded in 1825, has saved 1,852 lives, and the Holyhead station in Anglesey, established in 1828, has saved 1,166 lives.

## Montrose naming

Princess Alexandra, accompanied by her husband, Mr Angus Ogilvy, named the new Montrose lifeboat, *The Lady MacRobert*, on August 27. She has been paid for by a gift from the MacRobert Trusts. *The Lady MacRobert* is one of the RNLI's 48-foot 6-inch steel Solent class lifeboats and cost £80,000.

*The Lady MacRobert*, which has already been at Montrose for some months, was formally handed over to the RNLI by Air Marshal Sir Brian Baker, KBE, CB, DSO, MC, AFC, a trustee of the MacRobert Trusts. She was accepted by the Duke of Atholl, convener of the Scottish Lifeboat Council.

Among those present at the ceremony was Mr Ogilvy's mother, the Dowager Countess of Airlie, who is president of the Montrose ladies' lifeboat guild.



PEOPLE seeing lifeboats at sea for the first time have been heard to express surprise that they are so small. A lifeboat is indeed a small vessel. It has to be because a high proportion of rescues are carried out near rocks or sand banks where only a boat with a very shallow draught can operate. At many places too limitations on the size of the boat are imposed by the conditions under which she has to be launched.

The very size of lifeboats makes the selection of the equipment carried supremely important. Suggestions are often put forward for new items of equipment to be fitted in lifeboats, some of which might well on occasions be useful. But the rule which has to be applied is that every item carried must be simple to use, even in severe conditions, and necessary to ensure maximum efficiency in the boat's performance and her lifesaving capability. A former chairman of the RNLI, the late Earl Howe, used to propound the maxim that a lifeboat should not be turned into a Christmas tree.

The main purposes of lifeboat equipment are to help a lifeboat to reach a casualty; to allow survivors to be taken off or for the casualty to be taken in tow; to provide effective communications with other vessels or aircraft and with the shore; and to give protection to survivors and the crews themselves.

Some of the modern lifeboat's equipment is of traditional kind, whose value has been proved by long experience. Such for example are the various ropes carried aboard. These include the towing and tripping lines for the drogue, which is itself a hooped canvas cone streamed from the stern of the boat to steady her when she is running before a sea. Another familiar item is the breeches buoy. For this to be brought into operation a line has to be fired from the lifeboat to the casualty. This is done by a 30 mm pistol firing 150

yards of  $\frac{1}{2}$ -inch line, which acts as a link for sending the necessary equipment to the casualty. Once this line has been secured the lifeboat crew work the breeches buoy to and fro by means of veering lines. Lifeboats also have two securing ropes, a light heaving line to pass heavier ropes, and a line for use with a grapnel.

Made fast around the sides of the

*'Radar was first installed in a lifeboat in 1963, the boat being stationed at Yarmouth in the Isle of Wight. The cost of the set was largely paid for by a fund started by admirers of Joseph Conrad as a memorial to the great writer' (seated above).*

installing engines available on the commercial market was adopted in the

# MODERN LIFEBOAT EQUIPMENT \*

lifeboat are lifelines, which hang in bights to the water line, and a scrambling net. These are used for helping survivors out of the water. In addition there are coir fenders which are used to protect the side of the lifeboat when she comes alongside another vessel. Manilla, which was formerly used for ropes, has now largely been replaced by nylon or polypropylene, but for some purposes cordage of natural fibre is used.

The standard lifeboat anchor is the so-called 'Fisherman' type. It is attached by a few fathoms of chain to a 90-fathom nylon or wire cable.

The propellers of lifeboats are sometimes fouled by ropes, floating timber or other obstructions. In some classes of lifeboat a plug is fitted in the hull above each propeller which can be removed to allow a long handled cutting tool to be used to clear the obstruction. Lifeboats also carry boat hooks, two axes and marline spikes. Storm oil for helping to calm the seas around a casualty is also carried.

The engines by which lifeboats are driven are standard marine engines chosen as the most suitable for each particular type of lifeboat. The policy of

1950s. Until then it was considered that there was no standard commercial engine available to meet the exacting requirements of the RNLI. This is no longer the case, and from the twin Caterpillar engines, each developing 375 brake hp at 2,200 revolutions per minute, fitted in the 52-foot Arun lifeboat, to the 40 hp Evinrude outboard engine in the smaller type of inshore lifeboat, various types of engine have been adopted.

Of the many reasons why the modern lifeboat is a more efficient vessel than those of earlier ages, none is perhaps more important than the improvement in communications. This was tragically illustrated in the year 1928, when the pulling and sailing lifeboat at Rye harbour in Sussex was launched with a crew of 17 in response to a message that a Latvian steamer was in danger.

Soon after the lifeboat had been launched it was learnt on shore that she was not needed. Signals recalling her were fired but they were evidently not heard, and the lifeboat continued on an unsuccessful search. As she neared the harbour mouth she capsized in a following sea. Every member of the crew was lost. One year later radio-telephony was

\*This article is reproduced by permission of the White Lion Publishing Co. Ltd, London, who are publishing early next year Patrick Howarth's book *Lifeboats and Lifeboat People*.

# GREAT CRYSTIC BOATS!

Crystic polyester resin is being specified for the GRP hulls of workboats all over the world because it has proved itself over many years for strong rugged marine structures. Further information about the performance of

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.*



**SCOTT BADER**  
MANUFACTURERS OF CRYSTIC POLYESTER RESINS

Scott Bader Company Limited, Wollaston, Wellingborough, Northamptonshire NN9 7RL Phone Wellingborough 4881 Telex 31387





fitted for the first time in a lifeboat. It is not impossible that if the Rye harbour lifeboat had been so equipped the disaster would not have occurred.

The radio equipment in lifeboats has changed considerably in recent years. Changes have been influenced not only by the development of new types of equipment but also because of the need to adapt lifeboat communications to those of other shipping, of H.M. Coastguard, of aircraft and of coast radio stations. By 1970 very high frequency (VHF) radio-telephony, which had been developing rapidly during the preceding decade, had become the standard medium for communications between ship and ship and between ship and shore station within line of sight distance of each other. Today all conventional and inshore lifeboats are fitted with VHF radio.

Ultra high frequency radio-telephony was originally introduced to enable lifeboats and helicopters to communicate directly and was an important step in ensuring the close cooperation between these two types of rescue craft, which was perhaps the outstanding development in the improvement of rescue facilities at sea during the late 1950s and the 1960s. With the general adoption of VHF the need for UHF has diminished and no new UHF sets are now being fitted into lifeboats.

Radio communication is supplemented by more traditional forms of equipment, including signalling flares and a loud-hailer. Among the devices used is a parachute flare which can serve to illuminate a comparatively large area round a casualty.

The echo sounder, which enables a coxswain to know the exact depth of water below his boat, and the radio direction finder are among the items of electronic equipment. For some years after the invention of radar no sets were available suitable for use in a boat so low in the water as a lifeboat. Radar was first installed in a lifeboat in 1963, the boat being stationed at Yarmouth in the Isle of Wight. The cost of the set was largely paid for by a fund started by admirers of Joseph Conrad as a memorial to the great writer. The suggestion that such a fund should be

*'Certain members of crews are also trained to carry out rescue work as swimmers, and special wet suit swimming equipment has recently been developed.'*

raised was put forward by Conrad's son, John Conrad, who recalled that when, as a child, he was on holiday at the seaside, one of his father's first actions was to insist that the whole family visit the nearest lifeboat. Radar is now accepted as a standard item of equipment for conventional RNLI lifeboats.

Some of the larger new lifeboats have additional navigational equipment such as a Decca navigator and an automatic pilot. Those of the 70-foot Clyde class, which can if necessary remain at sea for some days and which have full-time crews, have eating and cooking facilities. These boats also carry on board a fast inflatable boat for rescue work close inshore.

The comprehensive first-aid kit carried



*'One man who undoubtedly owes his life to the fitting of a light on his lifejacket was Coxswain William Carter, who was washed overboard in November, 1966, when the Teesmouth lifeboat was launched in a gale gusting to 90 knots.'*

on board lifeboats includes pain killing drugs. A Neil Robertson stretcher is available for carrying injured people on to or off a lifeboat. Regular exercises are conducted with helicopters to perfect the technique of winching an injured man on a stretcher up into the helicopter from the deck of the lifeboat. Plastic or insulated sheets and blankets are used to protect survivors from cold.

There have been striking advances in recent years in the design and materials of the two piece protective clothing and lifejackets worn by all crew members. Certain members of crews are also trained to carry out rescue work as swimmers, and special wet-suit swimming equipment has recently been developed.

All lifejackets are fitted with a whistle and a light. Reflective strips are also now being fitted. Anyone wearing an RNLI lifejacket will automatically be brought face upwards in water. One man who undoubtedly owes his life to the fitting of a light on his lifejacket was Coxswain William Carter, who was washed overboard in November, 1966, when the Teesmouth lifeboat was launched in a gale gusting to 90 knots. The call was to go to the help of the crew of an oil rig. A very heavy sea rolled over the starboard quarter of the lifeboat as Coxswain Carter went out through the wheelhouse door. Almost as soon as he found himself in the water his lifebelt light ignited automatically. The crew carried out the drill for a man overboard with speed and success and Coxswain Carter was safely dragged on board. The lifeboat continued on her way to the oil rig.

Foodstuffs needed by crew and survivors on lengthy services include biscuits, corned beef, self heating soups, chocolate and brandy. Cigarettes are also carried. Many of those items are supplied to the RNLI free of charge by the manufacturers. Electric kettles, cooking pots and cabin heaters are now fitted too into many lifeboats.

## Plymouth's new lifeboat

A new 44-foot steel lifeboat of the Waveney class is to be stationed at Plymouth. The lifeboat, which is being built at Messrs Groves & Guttridge's yards at East Cowes, is expected to take up operational duties at Plymouth in the Spring of 1974.

The naming ceremony of the new lifeboat is expected to take place during the International Lifeboat Exhibition which will be held in Plymouth for four weeks from July 20, 1974, as part of the celebrations of the 150th anniversary of the foundation of the RNLI.

The Waveney class lifeboats are based on a design of the United States Coast Guard. They are self-righting with a top speed of over 14 knots. Lifeboats of this class now cost rather more than £80,000.

# Personal central heating

# Chilprufe Underwear

Available in finest quality heavy or lightweight  
Pure New Wool, Courtele and Wool or Sea Island Cotton,  
all easy care, and in a wide selection of styles and sizes.

Write to Chilprufe Ltd., Dept <sup>LB1</sup>  
23, Bruton Street, London, W.1., for a stockist list.

# L. J. BUSHNELL

C.Eng., F.R.I.N.A., F.Inst.B.E.

## CONDITIONS AND INSURANCE SURVEYS



WATERMAN, TO HER MAJESTY QUEEN ELIZABETH II

## WOOD, STEEL OR G.R.P. HOME AND ABROAD

LEONARD J. BUSHNELL & PARTNERS  
THAMESIDE, WARGRAVE, READING,  
BERKS

Telephone: Wargrave 2161

Member of the Bushnell Group

## IS YOUR CAPITAL EARNING THE HIGHEST INCOME IT CAN?

## IF NOT, WHY SETTLE for SECOND BEST?

So many people give very little thought as to where their capital should be invested. With inflation running at its present level, investors need to take advantage of the very high returns at present available and explore investment opportunities other than those traditionally used in the past.

For example, have you ever thought of a Guaranteed Income Bond? These can give you **9.5%** p.a. Net of basic rate tax. This is equivalent to a gross yield of more than **13.5%**. There is no risk involved and your capital is absolutely secure. The bond guarantees you a full return of your capital at the end of ten years or on earlier death. What's more you needn't tie up your capital for this long. It is possible to receive a full capital return much earlier than this without incurring any penalties.

J. H. MINET, advisers to the employees of the R.N.L.I., specialise in this type of investment. If you complete and return to us the coupon (right), we will show you without obligation, how you can substantially increase your present income.

Please return to: **J. H. MINET LIFE-PENSIONS LTD.,**  
Minet House, 66 Prescot Street,  
London, E1 8BU Telephone 01-709 0707

Name.....  
Address.....  
Age..... Amount to Invest £.....

# PROFILES

## This issue

### Mr R. Marr, of Dunbar, East Lothian, and Ex-Coxswain Calum Macdonald, of Stornoway, Outer Hebrides



Mr Calum Macdonald, former coxswain of the Stornoway lifeboat, was one of three people to receive the freedom of the Burgh of

Stornoway at the ceremony before a packed Town Hall early this year. The caskets were presented by Provost Sandy Matheson, of Stornoway, and the one to Mr Macdonald was a scale model of the Stornoway lifeboat, the James and Margaret Boyd. Provost Matheson said that Mr Macdonald, coxswain emeritus of the Stornoway lifeboat, had been chosen as a freeman not only because of his own qualities but also to indicate the high regard the town council had for the Stornoway lifeboat crew past and present. Mr Macdonald, he said, was one of the burgh's 'most courageous and eminent sons' who had been a member of the lifeboat crew for 40 years, 20 of them as coxswain. During that period a total of 180 lives had been saved by the lifeboat. A modest man, Mr Macdonald had been awarded the BEM, and was also the holder of the RNLI's silver and bronze medals. The Provost also paid tribute to Mrs Macdonald—who was presented with a bouquet—and to the work of the Stornoway ladies' lifeboat guild.

by courtesy of Hebridean Press Service

WHEN Mr Robert (Bob) Marr of Victoria Place, Dunbar, East Lothian, Scotland, was told that *THE LIFEBOAT* wished to include him in this feature he replied as a man of action with few words.

But Mr Marr's record as a lifeboatman and voluntary worker, though short in description, has been most impressive.

Apparently he was second coxswain of the Skateraw lifeboat for getting on for two years. He was bowman of the Dunbar boat for nearly three years. But his total service with lifeboats extends over nearly 50 years.

During this long service—he is a fisherman and expert net maker—the lifeboat rescued 71 lives for which Mr Marr, who is now retired, received a certificate of service and a gold watch.

Mr. Marr, who is 79, is therefore in an ideal position to talk to people about the work of the RNLI. And the Dunbar lifeboat station has been in being for quite a time too.

Although Dunbar was reestablished as a station by the Institution in 1864, its history as a lifeboat station dates a long way back. There was a lifeboat there in 1808. In December, 1810, the lifeboat saved 45 men from HMS *Pallas* in two trips. Then in a third attempt the lifeboat capsized and a number of men were drowned.

## Floating chair

The following story appeared in *The New Zealand Herald* on May 21, 1973:

'Mrs Amelia Pep, a chairman grandmother from New Zealand, allowed her vehicle to freewheel down the lifeboat launching ramp at Westhaven, Auckland. Because her chair was of a revolutionary design, having a large petrol consumption, and a correspondingly large petrol tank, and owing to that tank being half empty, Mrs Pep's chair floated out to sea while she remained in the doze that had cloaked her earlier glide. She was rescued, still asleep, by the five-crewed lifeboat returning from an exercise.'

## Obituaries

Coxswain Colin Harrison, of the Runswick, Yorkshire, life-boat, was drowned in June when his coble capsized. His son Colin, aged 12, was, however, found unconscious in the sea but revived.

The following ex-coxswains of the RNLI died in recent months: Mr Michael O'Donoghue (Baltimore) who served as coxswain for over 18 years and as bowman for nearly 12 years;

Mr M. O'Driscoll also (Baltimore) and Mr William McC. Hunter (Portpatrick).

## New badge

Young Coltswear Ltd, of Farnham, Surrey, are producing a special RNLI supporter's badge for jersey use. They are marketing this, showing the flag and the word 'Supporter', by itself.

The badge sells for 60p (of which 20p will go to the RNLI) and for those who want to buy it through the post, the address to contact is Colts, 5 Hampstead High Street, Hampstead, NW3 1PR. Orders by post should be accompanied by a stamped and addressed envelope.

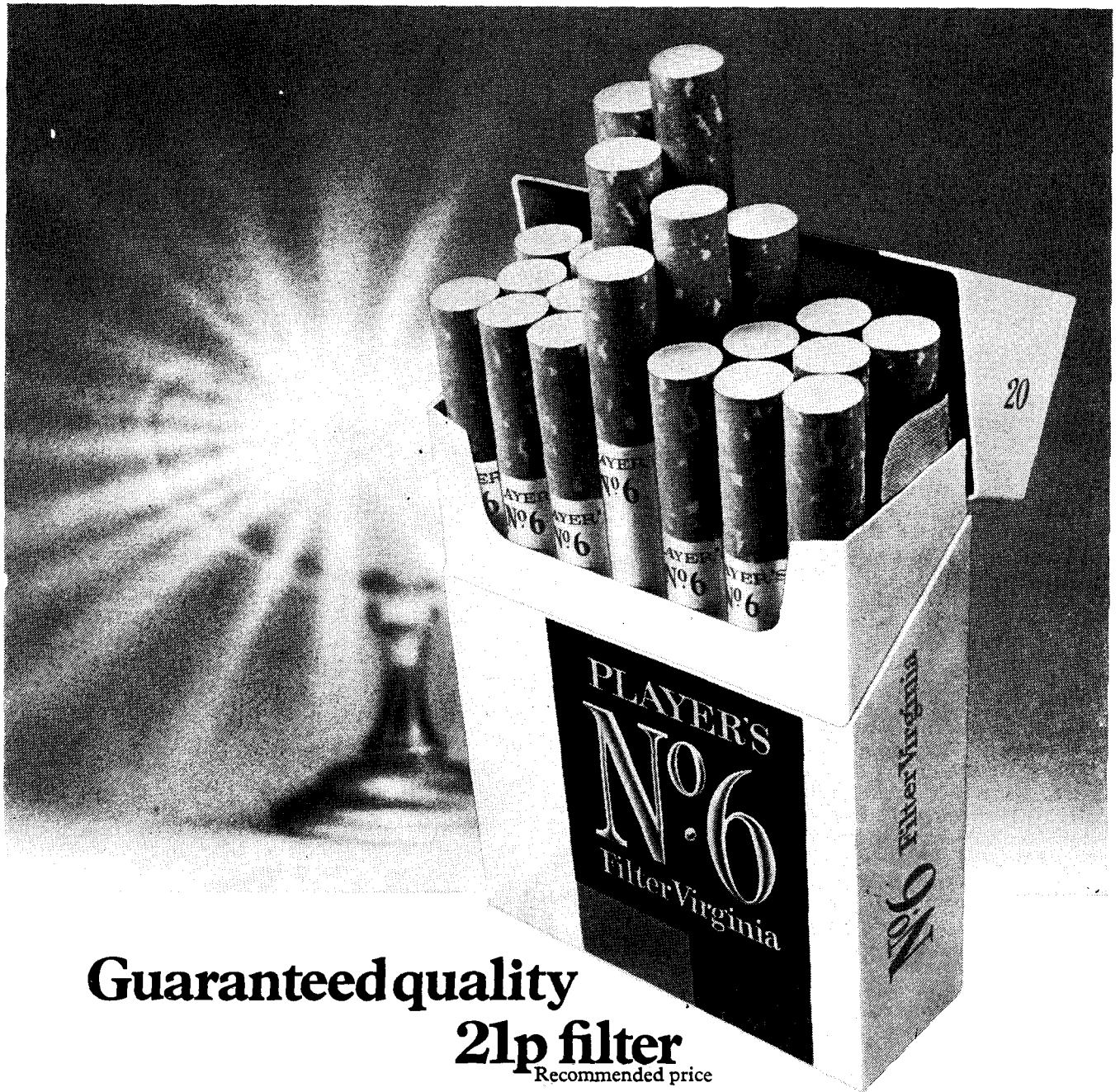
## Stormy voyage

In early May a party from the River Thames branch travelled to Dover to visit the lifeboat *Faithful Forester*. The party went on board for a sea passage which, due to the gale and sea conditions, 'gave the party a first-hand impression of the conditions in which the lifeboats so often have to operate'.



# PLAYER'S **N<sup>o</sup>6**

## The most popular filter cigarette in Britain



**Guaranteed quality**

**21p filter**  
Recommended price

PNS 555F

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

# Central Appeals Committee

THE RNLI Midnight Matinee to be held at the Victoria Palace in London, which had to be postponed, will now take place on Friday, March 8, 1974, and it should be possible to include full details in the next issue of THE LIFEBOAT.

The final figure for the National Sponsored Walk is £22,311.61, an excellent result. Another final figure is that for the Tesco Green Shield Stamp Scheme in the south. Here almost one and a quarter million stamps have been collected, which works out to 988 and seven-eighths books. Let us hope that the effort in the north proves as successful. The other sponsored event, which is nearing completion, is the swim, and this has brought in over £18,405, with more coming in.

Regarding the paragraphs on free gift sales in the April Journal (page 463), we have been taken to task concerning the reference to the Institute of Auctioneers and Valuers. Our attention has been drawn to the fact that guilds and branches should in fact contact either the Incorporated Society of Valuers and Auctioneers or the Royal Institute of Chartered Surveyors. Although not wishing to dispute that this is, of course, correct outside Scotland, the article was based on the suggestion by Aberdeen branch, and in Scotland the correct body to contact was that given.

It is not yet possible to give any further details of the project being run in 1974 by the Scouts—Operation 'Lifeboat'. However, it is possible to follow up the short note about the sponsored knit-in, which it was stated in the last LIFEBOAT was developing in a satisfactory way. More knit-ins held have all proved themselves to be a relatively easy way of raising money for the cause and of getting to know other knitters. Full details are available from your local district office, together with the necessary stationery.

Those who follow the comings and goings on the CAC will be interested to learn that Mrs E. M. Magee has been appointed secretary to the committee.

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—D.M.R.

# Shoreline Section



MEMBERSHIP is increasing steadily and at present totals over 14,000. Insignia sales have been growing in recent months, and we hope that we are now producing good quality articles at reasonable cost. We are aware that the 8-inch flags produced to date have not been extremely durable in bad weather. However, new flags are now being produced in nylon and wool bunting and our practical tests over several months' continual flying on a small ferry boat at Poole show that they are extremely hard wearing.

We also have a 12-inch flag of similar design which is available at a cost of £2.

The move of Shoreline to the Salisbury office has now been completed. Owing to slight variation in systems one or two anomalies may arise. Should anybody not receive normal service please let us know.

Bearing in mind our eventual move to Poole in the future, possibly 1975, we are carrying out initial enrolments at RNLI Headquarters, West Quay Road, Poole, Dorset, BH15 1HZ, all subsequent correspondence and communi-

cations from existing members being dealt with by Shoreline Membership Office, 29a Castle Street, Salisbury, Wilts., SP1 1TT, where all records are maintained and insignia despatched.

We plan to launch into a recruiting campaign at the International Boat Show at Earl's Court next year. Our target for membership is 250,000.

Our members are now an essential part of the lifeboat service, but there are literally thousands who gain pleasure or who work at sea, besides the remainder of the country who rely on our exports and

*Mr David F. Aubrey, honorary secretary of the Port Talbot ILB station, writes: 'The Mayor on December 8, 1972, invited the crew for tea in his parlour, and during the afternoon he agreed to sign up for Shoreline and gave the project his blessing. He posed for this photograph and kindly agreed to let us use his name in the publicity write-ups in the local papers. We hope to claim that he might be the first Welsh mayor to join.' Those present (left to right) were Clive Girton (crew), Don Price (crew), Brynley Rees (committee), the Rev Lionel Webber (crew), John Rees (crew), Jeff David (swimmer), Bill Doubty (helper), Walford Davies (helper), Brian Makinson (crew), and Huw Anthony (crew). At the front were the Mayor, David Aubrey and Capt. Elvet Hare.*

imports transported by sea from these islands of ours. Can we not persuade them that they will, by becoming Shoreline members, help supply the vital boats and equipment required by our gallant crews to carry out the saving of life from the sea?

There are many who would wish to help the RNLI but haven't the time. The answer is simply to join Shoreline and,

| 1972 Expenditure<br>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)             |      |

with insignia, show others that you are part of the lifeboat fraternity.

If you feel strongly on lifeboat affairs, become a governor of the Institution at a minimum of £10 per annum or a life governor for a single minimum payment of £60. This entitles you to attend the governors' meeting when the Committee of Management reports on the running of the Institution.

We hope our present members will with their enthusiasm help by introducing their friends and acquaintances to Shoreline. Should you have the facilities in your club, office or other premises to distribute forms, we will gladly supply enrolment forms in a convenient dispenser—*Robert (Bob) Walton, Shoreline Organising Secretary (Membership).*

## Mermaid Ball

The Hon. Mrs Donald Campbell is chairman of the Lifeboat and Mermaid ball which is being held this year at the Dorchester Hotel, London, on December 11. Tickets may be obtained from Mrs Heather Hodges, MBE, Lifeboat House, 42 Grosvenor Gardens, London, SW1W 0EF (Tel.: 01-730 0031) at £6.50 each.

## Escape of Arthur Verrion

The RNLI is indebted to the *East Kent Times* of May 1, 1973, for this story of a ducking with a happy ending.

'At the age of 74', the report stated, 'ex-lifeboat coxswain Arthur Verrion has battled against some pretty rough seas in his time. During 45 years of RNLI service he's been out in the worst of weathers helping rescue scores of fellow seamen in peril from the stormy waves.

'But Arthur is recovering this week from his first-ever fall into the water . . . and he had only been working in Ramsgate harbour's inner basin at the time!

'Arthur was standing on a pontoon helping to fit out the motor yacht *Kate Elizabeth* when he took his ducking. "I was on the edge of the pontoon with a couple of brushes when I put the wrong foot out and went in feet first. I was fully clothed at the time and wearing boots and a hat. I went down to the bottom and it's about 12ft. deep there."

'Arthur dislocated a shoulder in the incident. He was fished out by his colleague on the yacht *Charlie Pettit* and a fitter called Derek. They took him home to change his clothes before he went to Ramsgate hospital to get his arm seen to.

'For 12 years Arthur was coxswain of Ramsgate lifeboat and he has always had a love for the sea. Strangely enough he can't swim—though this has never worried him.

'"I always remember what my father said when he was alive: *If you're born to be hung you will never drown.* Neither my father nor grandfather could swim either", he added.

## Famous lifeboat gets model send off

The lifeboat in which coxswain Henry Blogg, of Cromer, most famous of all lifeboatmen, saved so many lives returned to these shores from Ireland on July 18 to find a final home.

Miss Gaynor Lacey (right), the Liverpool-born model who earlier this year was selected as Miss Leisure Sport 73, broke a bottle of champagne over the bows of the 37-year-old lifeboat at Crosshaven Boat Yard before the boat was taken to England to be used in a fund-raising venture for the RNLI in a new leisure park 14 miles from London.

The lifeboat, the *H. F. Bailey*, stationed at Cromer between 1935 and 1946, has been bought by Leisure Sport Ltd, a subsidiary of the Ready Mixed Concrete Ltd Group of Companies. Leisure Sport Ltd have bought the *H. F. Bailey* for eventual use as a feature in their 500-acre Waterpark in Thorpe, Surrey, to be opened some time in 1975. Here she will be launched daily and manned by ex-RNLI personnel. Leisure Sport Ltd expect that by these demonstrations and their fund-raising events they will be able to provide the funds for a new £100,000 lifeboat every five years or so.

The *H. F. Bailey* was sailed over from Ireland by Lt-Commander Harold Harvey, VRD, RNR, who is the only RNLI Inspector of lifeboats ever to have won the Institution's gold medal for gallantry. He was accompanied throughout the voyage by Mr Alan Endsor, the Deputy Managing Director of Ready Mixed Concrete Ltd Group of Companies, and Mr Tim Hartwright, a fellow director of Leisure Sport Ltd.

On arrival in this country the *H. F. Bailey* was transported by road from Bristol to the National Water Sports Centre at Holme Pierrepont, outside Nottingham, for the official opening of the Centre by the Prime Minister, Mr Edward Heath, on July 27. The *H. F.*



Miss Gaynor Lacey  
by courtesy of the Daily Mirror and  
Arthur Sidey

*Bailey* remained at Holme Pierrepont until the end of the World Junior Rowing Championships, an international event staged by the Amateur Rowing Association and sponsored jointly by the Sports Council and Leisure Sport Ltd, and in September was being refitted at Oulton Broad, Suffolk.

## Spotted by his tie

Mr Raymond Baxter, the TV personality, who serves on the Public Relations Committee of the RNLI, was approached in May by the Reading Young Enthusiasts about a sponsored walk planned for August.

The letter from Mr Alastair Barrow, chairman, stated: 'I have often seen you wearing an RNLI tie on "Tomorrow's World", so I presume that you are interested in some way. I am the chairman of the Reading children's fund-raising branch of the RNLI, and in two years we have raised nearly £300 towards a total of £1,000 which we need to buy an inshore lifeboat for the RNLI fleet. Next year we all take "O" levels so we want to raise the £700 this year. To

raise this money we are going to walk the 106 miles between Calshot, Hampshire, and Lyme Regis, Dorset, which is 106 miles along the south coast. To raise £700 we need 5,000 sponsors each giving 15p as a total.

Mr Baxter replied as follows: 'Thank you for your letter which I read with great interest. As a matter of fact, I have the honour to serve on the Public Relations Committee of the RNLI, so your shrewd observation of my tie was perhaps more pointed than you may have thought. I shall be very pleased indeed to be included in your list of sponsors.'

Note: *The walk is understood to have been a great success and money is still coming in. Well done!*—EDITOR.





## Lifeboat development

● I was interested to read Captain Williamson Jones' letter in *THE LIFEBOAT* for July (page 8). I would like to make the following points:

1—My article was a reprint from the *Yachting World* where it was headed 'Some aspects of Lifeboat Development'. It was not intended to deal with the wider aspects to which you refer and had no connection with any suggestion from Admiral Woods.

2—A great deal of thought is given to the deployment of the lifeboat fleet and future requirements. However, these are continually changing so it is unwise to make announcements as to the allocation of new boats too far ahead.

3—The sizeable number of new boats still required is simply a corollary to the size of the lifeboat fleet—nearly 140 big boats. It is intended to have a fully self-

righting fleet, except of course for the 70 footers, by 1980.

4—I stated in my article that a third 70 footer was being built at Bideford. She is due to complete shortly. These are good boats but expensive. Their crew requirement has to be tailored to the operational need of their station. The 70 footer guarding the approaches to the Bristol Channel from Clovelly, for instance, has a full-time crew.

5—The main reasons for building faster boats were given in my article in the April Journal (page 450). Briefly, many lifeboat crews ask for more speed, faster boats mean that fewer are required to cover an area, many modern casualties call for extreme urgency in rescue, the faster the boat the less time it is on a particular service and consequently it is less time consuming for the volunteer crew, and so on.

6—The remark about the saving on



Former coxswain of Walton-on-the-Naze lifeboat, Mr Jonas Oxley, who has helped to save hundreds of lives at sea, is putting brush to canvas to record the work of the lifeboatmen. Early this year he completed a painting of Walton's first lifeboat, Honourable Artillery (1884), being launched from the beach near the old coastguard station.

by courtesy of Tony Ray, East Anglian Daily Times

steel boats being only about 10 per cent was simply meant to indicate that the saving was not as much as was hoped for when it was decided to build the 48-foot 6-inch boats in steel instead of wood, particularly as they had to be redesigned to enable this to be done.

—F. R. H. SWANN, *Commander, RNVR, Stratford sub Castle, Salisbury.*

*Commander Swann is Chairman of the Management Committee of the RNLI.*

—EDITOR

## Thanks for save

● Please accept the enclosed sum with grateful thanks for the timely rescue of myself and my friend, Mr Davie Withers, off the coast of the Isle of Sheppey on July 21, by ILB *DH50*. But for their timely intervention I feel the *Westerly* would by now have us somewhere off Denmark!

I little realised when joining Shoreline that I would have need of our lifeboat services so soon! In the event, I hope enclosed covers expenses of fuel, etc. Nothing can repay my gratitude at being rescued.—MALCOLM BROOKS, *Southdown Road, Sheerness, Kent.*

## Oxen and cockroaches

● I have been involved in taking 9/10-year-old children on visits to the lifeboat station at Hoylake, Cheshire.

On one occasion all present were very amused when a child requested the name of the 'oxen' of the lifeboat. A member of the crew of New Brighton told me of a similar slip, when a girl wrote of how interesting she had found the talk given by the 'cockroach' of the lifeboat.

Despite such slips the work we have done with the children on the RNLI has always been a source of great satisfaction to us; probably as a result of the interest and enthusiasm it has generated.

I know you place great emphasis on encouraging such work in schools and I thought you might perhaps be interested in a suggestion which I think might promote this.

If, say, one of your films and a selection of the other materials you supply to schools were displayed in all the Colleges of Education, the vast majority of 'up and coming' teachers would be made aware both of the work of the RNLI and the educational possibilities and facilities available.

You might also wish to make positive suggestions as to how work on the RNLI may be approached and also ways of fund raising, which so naturally follows from any such work, but it does seem that any publicity directed at this target population would offer considerable

# First aboard *-and still serving*



Today's lifeboat equipped with today's radar — by Decca.

Decca was the first radar set aboard a lifeboat in this country.

That same Decca set is still serving on the same lifeboat; still guiding men through hard seas to safe harbours.

When the call is for solid reliability, Decca meets that call with plenty to spare.

The best marine radar in the world—by Decca

# DECCA

Decca Radar Limited  
Albert Embankment, London SE1



 DR541

possibilities for a relatively modest effort.

Some fund raising might even be encouraged in the colleges themselves.—**M. BURKE**, Twickenham Drive, Moreton, Wirral.

*As a matter of interest, we do have very good contact with both and this is revealed by our daily post which invariably includes numerous requests from both classes for information. In addition, we arrange many talks and film shows to schools. With regard to training colleges we do periodically send supplies of suitable literature to exhibitions run by a school's visual aid organisation and in this way many teachers and trainee teachers have an opportunity of seeing what we can provide, and again our post book suggests that they take up quite well our offer to supply material on which to base a lesson or a project.—EDITOR.*

## Shoreham Tribute

● It is always under these circumstances impossible to express one's true feelings of gratitude for the saving of life, especially from a stormy sea. But in its very inadequate form I want to say a very sincere thank you for heading a remarkable team of men who are called the Shoreham lifeboat crew who without personal considerations

*A corner of the exhibition at the Post Office Communications Centre, London, organised by Mr Ian Carr, a keen supporter of the Civil Service and Post Office Lifeboat Fund. He has started a branch.*

by courtesy of the Post Office



left the warmth and security of their family homes to undertake a copybook rescue of us three in severe difficulties in a raging momentous force of sea.

I said in my letter to Coxswain John Fox: 'I have always wondered what makes men like you do what you do, but now after this very humbling experience I nearly understand—it seems to be a challenge, a sincerity for your fellowman, and a remarkable job satisfaction'.

In truth I learnt a lot of lessons on Sunday, August 5. Most related to my fellowmen who really are very special. While I do not want the storm experience in my life again, I nevertheless will always want to remember the events after the lifeboat was sighted.

It is, of course, very ironic that two years ago I covenanted as a governor of the RNLI never ever believing that I would contribute to my own rescue.

As chairman of the Royal Southern yacht club, and managing director of Albin Marine Ltd, I will use my experiences to assist others in overcoming some of the problems that I've encountered, and of course to advise in practical matters of safety precautions.

When we met we discussed the subject of recompense. If you can kindly advise me the costs involved with the broken tow rope I shall be pleased to remit; also I have very much pleasure in enclosing herewith a donation to the Institution of £100 with, of course, my heartfelt gratitude.—**BRIAN ETHERIDGE**, School Road, Lowford, Bursledon, Southampton.

*Mr Etheridge's letter was in the first place sent to Mr John C. Harrison, honorary secretary, Shoreham, Sussex, following the writer's difficulties in a force 9-10 gale which led him to call the Shoreham lifeboat.*

—EDITOR.

## Boulogne lifeboat men

In May a party of nine members of the committee of the life-saving organisation 'La Société Humaine et des Naufragés de Boulogne-sur-Mer' and seven members of their lifeboat crew were the guests of the Dover branch of the RNLI, returning the visit paid to them from Dover a year previously. Founded in 1825 by the English Chapel in Boulogne, and still run by a committee of part English and part French, it is independent of the French national Society. The Dover lifeboat, *Faithful Forester*, straight after a long night search of the Straits for a woman overboard from the ferry *St. Germaine*, put out to meet the British Rail ship bringing the party and escorted her into harbour.

Throughout their itinerary the party were conveyed by a coach kindly supplied free of charge for this purpose by Ayers Luxury Coaches.

## Manston

The Department of Trade and Industry announced in July that the contract with Bristow Helicopters Ltd for a marine search and rescue helicopter service at Manston, Kent, would be extended for a further 12 months. Bristow Helicopters started at Manston on June 1, 1971, and the helicopter is under the operational control of H.M. Coastguard. Since its inception the helicopter service has made 383 rescue sorties and saved the lives of 135 people and four dogs. In 1972 the unit won the Department's 'Rescue Shield' for the year's most meritorious rescue. It was the busiest rescue unit in the country.

## Rochester

The Estuaries branch is holding a cathedral service at 4.30 p.m. on March 10, 1974, in Rochester, at which it is expected many people will attend from the county of Kent.

### SAFE SAILING

MODERN DESIGNED  
LIFE-JACKETS  
Comfortable to wear with  
maximum buoyancy

LIFEBUOYS . LIGHTS  
LIFE-RAFTS . FIRST-AID KITS  
AND FLARES . WET SUITS AND  
ALL SAILING WEAR  
LIST ON REQUEST

**CAPTAIN O. M. WATTS LTD**

45 Albemarle Street,  
London W1X 4BJ  
Telephone: 01-493 4633



# HOW THE CORNISH LIFEBOAT APPEAL WAS LAUNCHED

EARLY in 1972 the Committee of Management of the RNLI decided to try to raise an extra £50,000 net in Cornwall to complete the total bill for the new Sennen and Falmouth boats.

Commander L. F. L. Hill, RD, RNR, Staff Officer (Appeals), who is running the Cornish Lifeboat Appeal, writes: 'It is most necessary that an appeal of this dimension should have a visible target such as a new boat or boathouse, and that the area to be covered by it be sensibly assessed. Planning is essential.

'Preliminary selection of a potential committee prepared to work and of possible patrons to cover the selected area who will assist by using their influence, so that when an open meeting is called their names can be brought forward at the appropriate time, is important.

'An open meeting should be called, to which people already considered should be invited, to introduce the reason for the appeal. Following an open discussion a vote for approval to go ahead should be taken. Those already considered and approached prior to the meeting will, it is hoped, put their names forward to serve on the committee. The patrons' names will then be suggested and the necessary approach following this meeting.

'All local newspapers as well as nationals should be given an invitation to attend. The first committee meeting should be arranged as soon as possible. If the co-ordinator makes the effort to become known to the editors and reporters it will be found that press and television will give a tremendous amount of support, the local papers in particular being only too willing to print articles on events and their results, bringing in the names of those who have helped. Local papers are far more closely read than others and the local press should always be given an opportunity to attend committee meetings.

'In order to make sure that all requirements decided on will be ready for



*Lt-Commander The Hon. Greville Howard, VRD, RNR, a vice-president of the RNLI, nearest the lifeboat picture, with Mrs James Penrose, daughter-in-law of Commander Bernard Penrose of the Cornish Lifeboat Appeal Committee, and Commander L. F. L. Hill, RD, RNR, who is Staff Officer (Appeals), at the Plaza Cinema, Truro, midnight matinee showing of 'The Young Winston' on September 14, 1972, when over £1,000 was raised for the appeal. The directors and staff of the cinema gave their services free of charge.*

by courtesy of Robert Roskrow

the start, such as printed appeal letters, pamphlets, display cards, car stickers, extra boxes, envelopes addressed ready for posting, it is advisable to allow two to four months' preparation from the first committee meeting, so that full impact is gained by combined publicity from press and TV, and local branches can take account of the appeal when planning their activities for the next season.

'If the area concerned is being efficiently worked, the extra strain on local staff will require a co-ordinator to be moved in to ensure that normal routine fund raising is not neglected. Typing staff must be available to the co-ordinator, and at all times the team must work to the best advantage. In order that the local branches and guilds are fully aware of the situation, the co-ordinator should, if possible with an Assistant District Organising Secretary, meet all committees and explain that the appeal is to raise money over and above normal income, that it is not intended to overload them in any way, but that their help and advice would be much appreciated. To encourage local committees it should be explained that any extra money raised by their efforts will be credited to them through their own accounts.

'Close personal contact with all county and civic officials is essential and much help and support can come from county chairmen, mayors, town clerks, heads of departments such as the secretary for education, secretaries for school boards of management, area secretaries for the Women's Institute, youth leader for contact with all youth clubs, county tourist and press officers, secretary to the Young Farmers' Association, etc. With the help and

support of such as these the reason for the appeal will spread far and wide.

'As many talks and film shows as possible to all groups should be given.

'Share certificates in some form are a great attraction and at boathouses such as Sennen have sold very well indeed, especially £1 and £5 units. The £10 units are better for groups such as W.I.s, schools and clubs, with the thought that these will be duly entered in a book of honour to be kept at the station concerned.

'The drafting of the appeal letter is most important and this will vary from area to area. It should be approved by the appeal committee and the co-ordinator. Covering letters for various groups should go out with this letter and can be sent out with routine mail to W.I.s, schools, etc. Individual letters should be sent out to solicitors, doctors, accountants, dentists, and firms or groups recommended by the committee.

'Chambers of commerce, hotel and guest house associations should be met and their help asked for in placing boxes. All breweries if contacted personally through one of their directors will help boxes go out to all their houses and will generally place them with their own deliveries. One brewery in Cornwall offered a barrel of beer to the house in their group which raised the most pro rata, so that all large and small would have an equal chance.

'Good places for new boxes are boutiques, fish and chip shops, and ladies' cloakrooms. Launching boxes are best for this appeal work.

'Generally about 90 per cent of the new boxes will be retained if encouraged, and these should be listed and handed

*continued on page 64*



*Mr Holness standing on the turf at Wembley in front of the Royal Box. This followed his appointment as reserve linesman for the Trophy Cup Final on April 28, 1973, between Scarborough and Whitby. This was Mr Holness' last appointment as an active referee and a climax to his footballing career. Afterwards he was entertained by the Football Association and by the winning club.*

A WAY of raising funds is to hold collections at sporting events, such as professional football matches, race meetings and dog track meetings, all of which attract large gates. Four London football clubs were helpful in 1970 and each allowed a collection at their ground that season. What follows relates to experience gained from these occasions.

*General*—Advantages include the small amount of work involved and the high proportion of profit to the Institution. The basic requirements are a large number of collectors for a short period, oilskins, and collecting boxes. Some £400 was collected at the four particular London matches and it was calculated that after covering Depot transport costs, over 90 per cent of this was profit.

Young people are often prepared to help, bearing in mind that collectors are able to see the match. Since the collection is on private ground the 16-year minimum age laid down for street collectors does not apply, and Sea Cadet and Scout units can assist.

*Preparations*—Probably the most difficult part of the exercise is to get the club secretary, with the approval of the directors, to allow collectors to operate within the ground. One must emphasise *within*, because collections on the street side of the turnstiles would be a street collection, for which local authority and police authorisation would be required. It is important to consult the club secretary on points of detail, such

## FUND RAISING AT SPORTING EVENTS

as placing of publicity material and stationing of collectors. Particularly in view of the Ibrox Park tragedy, clubs are sensitive to anything that might cause or aggravate bottle-necks.

Useful publicity may include an announcement on the public address system and a notice in the programme at a home game before the collection date, an announcement on the day, and a short article in the match programme on the day. Wording should be given to the club secretary at least a month in advance.

A headquarters will be needed as a rendezvous for collectors and for issue and return of boxes, oilskins and collectors' permits. If there is no suitable office at the ground a publicity caravan can

be used. The standard equipment supplied with caravans can be displayed, and a site can often be found for a publicity ILB. At the headquarters should be a plan of the ground for indicating stations to collectors.



The choice of match and date will depend on the club as well as on the availability of collectors, but in general it has seemed better to avoid a 'sell out' match, since on such occasions the public are anxious to rush to their positions on the ground.

*On The Day*—The collectors should arrive at least two hours early so as to be in position 90 minutes before kick-off. Exact numbers and names of helpers may be uncertain until they actually arrive. It is advantageous to select and brief a few responsible adults to take charge of collectors at the various entry points to the ground, and at the main stand and the supporters' club.

As they arrive, other collectors should then be distributed to all the collection points to fill up gradually an allocation based on the estimated total of available helpers. By this means one avoids having completely blank spots if in the event the number of helpers proves to be a lot less than hoped. A simple way of arranging this is to have a prepared revenue sheet for each collecting point, with the provisional allocation of helpers marked on it. You can then see at a glance the extent to which the plan is being fulfilled, and where late arrivers should be sent.

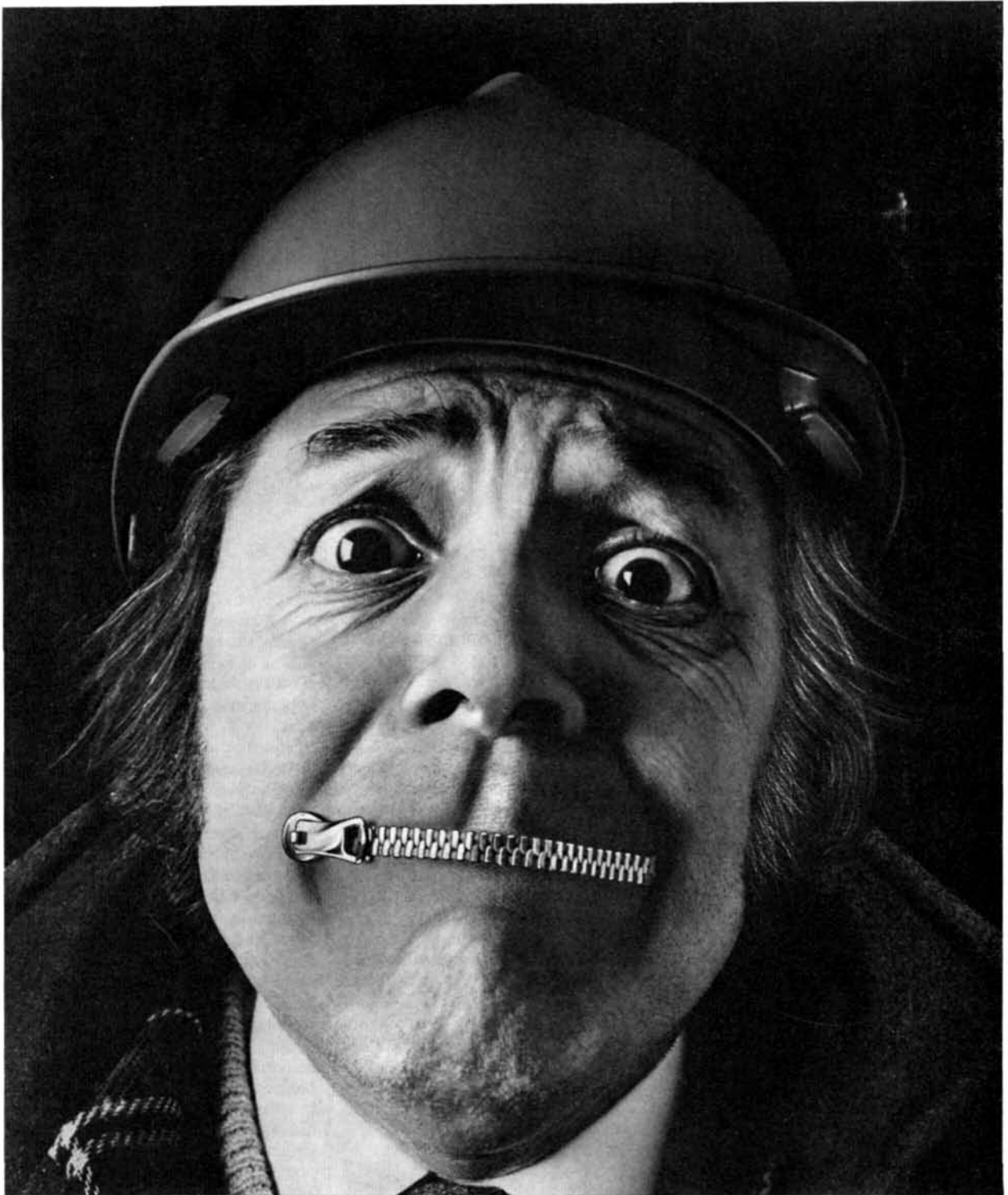
Possible times for collecting are before kick-off, at half-time, and after the match. Before kick-off is usually very much the best. Half-time (10 minutes) is too short for collectors to cover the whole ground and they are best concentrated in the stands; people are usually in a great hurry to get away once the match is over.

The headquarters should be manned throughout the operation for the return of boxes and issue if need be of new ones. All boxes and oilskins should be returned before collectors leave the ground, and arrangements need to be laid on for the counting and disposal of cash.



\*District Organising Secretary for the RNLI south of the Thames, his office being at West Wickham, Kent.

*continued on page 64*



## Pye Telecom breaks the silence barrier.

Without instant communication you cannot properly cope with today's changing situations. Two-way radio communication via Pye personal and mobile radiotelephones keeps you off the boil and on the ball.

Call one man or a group. Call from your office, your car, or wherever you happen to be. Pye Telecom provides the equipment you need.

The value of Pye Telecom systems has been proved over the years by police, taxi operators, ambulance services, building contractors, bankers, oilmen, gas and electricity boards, water authorities, farmers, firemen, industry at large.

So break your silence barrier. Send off the coupon now.



Progress with Pye-TELECOM

**SPEAK TO ME**

Name \_\_\_\_\_

Position \_\_\_\_\_

Name of Company \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Telex \_\_\_\_\_ LB

Pye Telecommunications Ltd.,  
Newmarket Rd., Cambridge  
CB5 8PD. Tel: Cambridge  
(0223) 61222  
Telex: 81166



# Some Ways of Raising Money

Mr John Skellorn, of the Gravesend Sailing Club, gives a tip about raising money by paperboat racing.

He writes: 'As far as we know, only Belfleet yacht club and ourselves have organised paperboat racing. It started with two members of Benfleet club trying to find something to occupy them after their Christmas dinner, and deciding to produce a sailing model, without having to go outside in the cold to look for materials. Plenty of paper was to hand, and the idea of the paper yachts started there and then. Once the models were made, they had to be raced, and the hobby started to spread among the other members of the club. One of our members is also a member at Benfleet, so the inter-club challenge



arose. There is great scope for experimental designs, but I feel that the idea should be encouraged to produce a 'restricted' class, with the hull limited to 12 inches, paper sails, timber spars, and thread rigging. If papier maché or resin-treated paper is allowed, you can build a yacht which will compete with a shop built model on level terms, which is not the idea.'

A plentiful supply of bones for dog food is always available at the Tenby and Sandersfoot branches of W. J. Rowe & Son, family butchers. No charge is made for these juicy items in the canine diet, but pet owners are

*Mr Walter Jones, a retired miner, of Nottingham, was so impressed by the courage of lifeboatmen he saved a little each week from his pension to leave to the Bridlington lifeboat. It was his favourite holiday resort and he would go nowhere else. When he died he left £50 to the Bridlington branch, and Mrs Betty Warth, his daughter, travelled specially to Bridlington to give the cheque. Mrs Warth said: 'We did not know he had been saving this and it was a surprise to us all. I knew he would like me to come to Bridlington to hand the money over.' Picture shows Mrs Warth handing the cheque over to Dr Terence Wilson, the branch chairman. Centre is Mr Wilton Gibson, the branch hon. treasurer.*

by courtesy of Arthur Dick

*Members of the St Helier lifeboat crew, who raised £3,000 towards the cost of the new lifeboat to be placed in Jersey through a sponsored row to Guernsey. Pictured here (extreme left) is Mr A. Alexandra, manager of the St Helier branch of the Midland Bank, with D. J. Aubert, builder; D. Seymour, company director; coxswain M. Berry, pilot; D. Mills, assistant storeman, and D. Aubert, fisherman.*

invited to make a donation to the RNLI each time they collect a supply. As a result the Tenby branch receives a considerable boost to its funds each year.

Organisers of Heworth ladies' lifeboat guild's sponsored walk round York's City Walls had a pleasant surprise in May when 81-year-old Miss Caroline Simpson turned up and asked: 'Can I join in too?' Miss Simpson, a former midwife who lives at Harrison's Alms Houses in York, completed a five-mile lap of the walls with ease—and counted the number of steps at the same time. In all, 55 walkers took part, and raised £170 for the RNLI. This was £60 more than last year's figure.

The Exmouth and Budleigh Salterton ladies' guild has a staunch supporter in Mrs Hicks-Sutton, for her fingers are busy all the year round making delightful Victorian pin cushions, the profit going each year to the local RNLI. This year was her best ever and she raised the sum of £20.

Coffee parties have always been a popular fund-raising effort and a mid-summer coffee evening given by Mrs Searle in St Albans is a good example. Held annually, the evening raised £90 in 1971, nearly £200 in 1972 and £263 in 1973. Even allowing for a few items sold before and after the event, this must be something of a record for a coffee evening in a private house.

A Zulu, Arabian sheikhs, an assortment of jockeys, plus a ferocious looking band of buccaneers appeared in May on the Memorial Playing fields at Thatcham—playing football. The fancy dress





football match, in aid of the Royal National Lifeboat Institution, was organised by the regulars of the Black Horse, Thatcham, Berkshire. The lounge bar drinkers, of whom many have served in the Navy, got together a team called the Old Salts and threw down the gauntlet to the 'youngsters' who frequent the public bar. A crowd of about 150 people watched the Old Salts beaten 3-2 by the public bar team. The Newbury branch of the RNLI reports that the match and other fund raising schemes held at the time brought in nearly £50.

Mrs R. Hart, honorary secretary, Winscombe, Somerset, branch of the RNLI, wrote this year: 'Unknown to us, one evening over the Christmas period, the daughter of one of our committee members decided to go carol singing locally. She went round accompanied by her dog, a small terrier, and presented me with a cheque for £3.25, the result of her venture. It was a jolly good effort.'

The Rev. John Horton, husband of the Dringhouses Ladies' lifeboat guild secretary in York, has always been a stalwart supporter since the guild was formed and each year undertakes prodigious efforts with the annual collections. This year he has surpassed himself by far exceeding his previous efforts. Collecting at various points in York during the month of May, he himself raised £245.

The master of a cargo vessel recently experienced the worst weather of his career in the Bay of Biscay. On reaching calmer waters he mustered his crew and asked them if they had experienced anything like it before. In answer to a

chorus of 'No', he took a collection for the RNLI which raised £17 for the Cockermouth guild.

A concert organised by the Port Talbot branch enabled a contribution of just over £1,000 to be made to the funds of the RNLI. The concert was given by Sir Geraint Evans for the Institution and also the Royal National Institute for the Blind.

A successful effort was held at Upper House, Wormbridge, Hereford, on June 16, in aid of the RNLI. A great attraction was over 50 pictures lent by members of the Kilpeck Art Club, and a voting competition was held to determine the three most popular pictures. The 1st Ewias Harold Guides' Company served refreshments and also organised raffles and competitions. A total of £30.50 was raised, bringing the total handed to the RNLI in the last three years to £175.40.

Artists showing and selling their pictures in old Portsmouth at the weekend have for a number of years given a percentage of their takings to the local branch of the RNLI.

Mr J. L. Tillett, of Thomas Tillett Ltd, jewellers, St Giles' Street, Norwich, writes: 'We have been advised that the manufacturer of the 9ct gold and enamel Oakley lifeboat charms is retiring, and there will therefore be no more produced. He has 21 charms left and we would like to help him sell these, the price being £9 each.'

More money was raised at both Whitby and Staithes and Runswick Bay lifeboat days this year than ever before. Takings at Staithes were well in excess of £850, and at Whitby the final figure was £536.30.



Mrs Olwyn Cory, 28, mother of twins and wife of Mr Andrew Cory, mechanic of the Flamborough lifeboat, swung high across Thornwick Bay, Flamborough Head, during lifesaving demonstrations by the lifeboat and coastguards. Coastguards were demonstrating a rescue with the breeches buoy from shipwreck and needed somebody to rescue. Mrs Cory stepped in and was carried across the Bay, over the rocks, and by so doing raised another £14 for the lifeboat, making the total for the day £100. She said: 'I thoroughly enjoyed it. It was my first trip over the Bay but it seemed a bit high at times.' When she returned her box went round and was filled.

by courtesy of Arthur Dick



During Lifeboat Day at Newquay, Cornwall, Mrs Peters, wife of the Rev. G. Peters, of the United Reformed Church, Newquay, sat in her wheel chair at the entrance to the church and collected £74.26 by the sale of flags. Mrs Peters has been confined to her wheel chair for the past five years.

The Shoreham ladies' lifeboat guild, under the chairmanship of Mrs M. Sadler, has, since its formation three years ago, steadily increased its income, and since October last year has raised £1,000. At a recent wine and cheese party a cheque for this amount was presented to the station branch honorary secretary, Mr J. C. Harrison.

On the occasion of Horsham Flag Day a member of the committee, Mr K. K. Smith, who is a Merchant Navy officer, personally collected the sum of £118.41 during the day. This is most certainly a local record, and the branch is wondering how the record compares nationally.

*The tiny Much Wenlock branch of the RNLI in the middle of England is reported to be 'suddenly doing very well indeed'. Here are some of its members in fund-raising form.*

by courtesy of The Shropshire Star and Journal



*There was an added treat for three lads who won prizes in a lifeboat model-making competition. They went to Weston Park, near Newport, Salop, to receive their awards from Lord Bradford, president of the Newport branch of the RNLI. The boys had won the three age groups of the competition, the first held by Newport branch of the RNLI, as part of its lifeboat week. With Lord Bradford after he had shown them around his home are (from left) Adrian Panter (9), Muxton; Gareth Davies (13), Newport; and Adrian Durnell (12), of Church, Aston. The Newport branch was formed in early 1972.*

by courtesy of the Shropshire Star and Journal

Last year the Aldeburgh branch held a successful raft race at Thorpeness in aid of the RNLI. The event was held again this year and resulted in a donation of £92.25 being made to the lifeboat funds. The local Young Conservative Group are consistent supporters of the RNLI and this brings their donations in the current financial year to a total of £119.25, the balance being raised by carolling. During 1971-72 the RNLI received £85.10 from the same group.

Wetherby County Primary School recently held a painting competition which was judged by Mrs J. M. Waring, chairman of Wetherby and Collingham

ladies' lifeboat guild. The competition created a great deal of enthusiasm among the children. Mrs Motley, the teacher responsible for this, arranged for the pictures to be displayed in the exhibition room at the local library.

Navy Minister and Colchester M.P., Mr Anthony Buck, took a turn at the controls when he inspected the new ILB at West Mersea in May. Mr Buck paid a visit to the lifeboat station at the invitation of the Mersea Island and district branch of the RNLI. Mr Buck, incidentally, is patron of the branch. It would be interesting to know how many MPs are actually associated with RNLI branches in this way.

West Mersea schoolchildren have collected £60 for the RNLI. For three years children at West Mersea County Primary School saved as much as possible, and in June they presented a cheque for that sum to Mr Peter French, coxswain of the Mersea ILB. The cheque was handed over by 11-year-olds Kevin Baldwin and Jacqueline Fahie.

The first-ever RNLI branch dinner of the Isles of Scilly took place earlier this year. The guest speaker was Lt-Comdr. The Hon. Greville Howard, VRD, RNR, a vice-president of the RNLI, who heard Mr A. J. Jenkins, the honorary secretary, report that during 1972 the lifeboat was launched from St Mary's once every six weeks. £2,854 was raised from a population of 2,000. Presentations were made to Dr W. D. Bell, MRCS, LRCP, the retiring honorary secretary.

The Royal Navy came to Margate earlier this year when five members of the ship's company of the frigate HMS *Leander* were welcomed by the Mayor, Ald. Ernest Sheen, at the Town Hall. Object of the exercise was to permit the Mayor as president of Margate branch of the RNLI to present to the ship's company of HMS *Leander* an illuminated dossier recording the rescues achieved by Margate ILB since it was given to the Margate branch by the crew of the ship in 1969. While the ship was on duty in the Far East more than four years ago the crew raised £450 and it was decided to donate it to the Margate branch of the RNLI. This was how the town acquired its first ILB. The men also decided to adopt the boat to maintain liaison with Margate.

The fourth annual angling festival organised by the Elmore Angling Club at Lee-on-the-Solent was held this year and a record total of 830 anglers took part in the event, some of them coming from as far away as Falmouth. There were about 200 prizes given for the angling festival and the draw run in conjunction with it. In three weeks

*continued on page 65*





## Zodiac, the best inflatable in the world.

Zodiac is Number One. Built by the oldest and best known inflatable manufacturers in the world, Zodiac inflatables confirm their pedigree, as soon as the going gets tough.

Life Saving professionals, explorers in remote places and the military turn to Zodiac for their needs. In the cut and thrust of racing, Zodiac keep ahead of the rest - particularly in rugged conditions.

# ZODIAC

As a fast yacht tender, ski-boat, sub-aqua boat or an honest-to-goodness runabout, the Zodiac range from 7' 3" to 19 feet provides all the correct answers.

*UK Concessionaires:—*

*University Marine Ltd., Silverdale Road, HAYES, Middx.  
Tel: 01-573 8311*

*Please send me your full colour brochure and price list describing the latest range of Zodiac inflatables.*

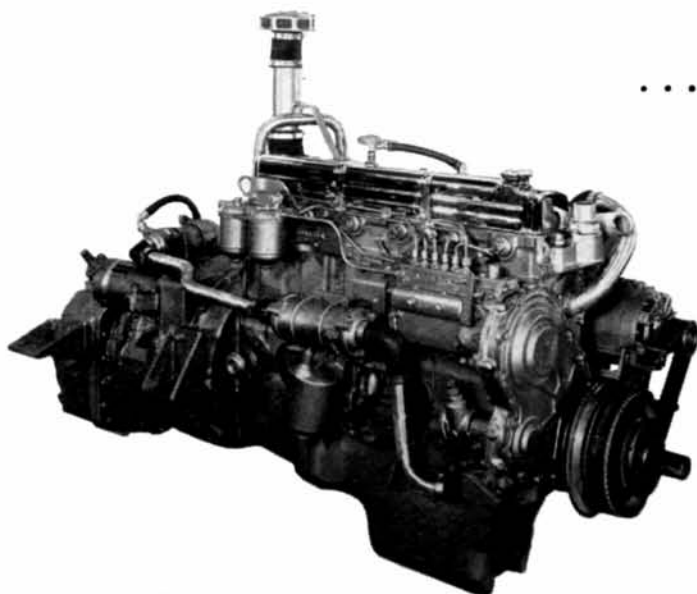
NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

L10

## If the RNLI choose the Mermaid . . .

*...why don't YOU?*



**Mermaid Type 595**  
(FORD 2704C)  
**marine diesel  
propulsion engine.**  
**Built to the Royal  
National Life-boat  
Institution's strict  
specification**

**Mermaid**



## **Mermaid Marine Engines Ltd**

**THAMES MARINA THAMES DITTON SURREY**

Tel: 01-398 6159

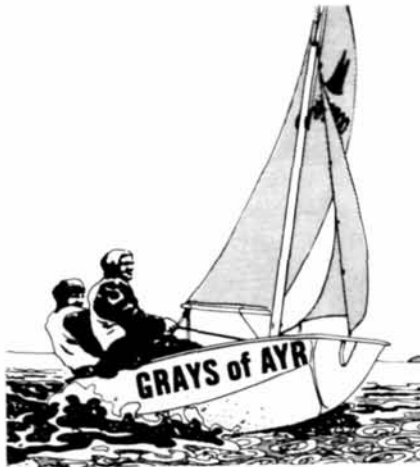
# New Equipment

● **Ship wiring cables and flexible cords** manufactured by **British Insulated Callender's Cables Ltd** are being used almost exclusively in the latest vessels being built for the RNLI. Such cables have to conform to rigorous standards set for insulating, sheathing and protective compounds and carry the approval of international classifying authorities. For example, some 5,000 metres of BICC cables, including flexible leads up to three cores, are installed mainly in conduit and trunking for instrumentation and general services wiring in the 52-foot *Arun* class lifeboat, now stationed at St Peter Port, Guernsey.

● Sometimes maritime search and rescue operations have to be called off at night. The use of reflective markings on merchant ships, fishing vessels and private pleasure craft will therefore be a way of improving the chances of being spotted by visual means. Already the Coastguard are recommending that all life-saving equipment should be reflectorised, and the RNLI are reflectorising all their new lifejackets and inshore rescue boats. This follows a demonstration of reflectorisation as an aid in night sea rescue which was held in

*The Port Talbot, Glamorganshire, ILB pictured right during the reflectorisation experiments at night.*

May at Aberavon, South Wales, in abominable weather conditions. Run under the guidance of Commander Charles Thomson, director of the National Coastal Rescue Training Centre, the demonstration involved swimmers and craft from the Centre marked with **Scotchlite reflective sheeting** supplied by **3M United Kingdom Ltd**. Deployed at sea, they were identified in the beam of a searchlight by the watchers on shore when a control group which was not reflectorised could not be seen. While the reflectorised boats and swimmers could be seen at the start



*The Mirror class dinghy.*



*The Waso roof rack.*

of the demonstration at 700 yards, those not reflectorised could not be seen until they were within 75 yards of the shore. Scotchlite reflecting sheeting, which is already in use with the Royal Navy and the RAF, is retro-reflective, returning light directly back to its source. This gives the searcher, stationed directly behind the light beam, the best possible chance of seeing the reflection. For the help given during the demonstration at Port Talbot, the RNLI received a substantial donation from the company.

● The lucky enthusiast scoring the lowest number of points at this year's **Mirror class European championships** at Troon found it all worthwhile. For Miss Hilary Taylor, aged 19, a geography student, of Reading, won a brand new **Mirror dinghy** (No. 4100). The prize was donated by one of Scotland's leading carpet manufacturers, **Grays of Ayr**, who are part of the Guthrie Corporation's **British Carpets Division**. Announcing the sponsorship in June, Mr David Irvine, marketing manager, said: 'Placed as we are beside one of the most beautiful stretches of sailing water in the world it is natural for us to be associated with this event. We chose to support the Mirror class because it is so popular throughout Europe, particularly with young people who need the most support.'

● The variety and flexibility of **Waso**

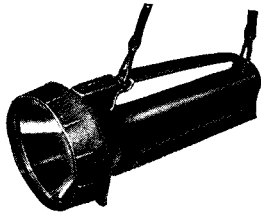
**Ltd roof racks** are well known to motorists. The racks are available in many designs to suit every motorist's need. The smallest and among the most versatile is the **fisherman rod rack**, a single clamp which can be fitted in seconds or stowed in the glove compartment when not needed. Two clamps on one side of the car will carry fishing rods or any similar items too long for boot or back seat. This rack is safe, cannot mark or damage the car roof and represents extremely good value.

● **Bouyer Ltd** is a British-controlled company set up to market and service a full range of **public address equipment** manufactured by Bouyer et Cie of France. The range provides a comprehensive selection of matched equipment at reasonable prices. Although

*continued on page 65*



## THE WORLD'S MOST POWERFUL FLASHLIGHT



### DYNALITE FLASHES

The world's most powerful flashlight, specially imported from the U.S.A. This six-cell flashlight is 80,000 candle power made of strong plastic, and unconditionally guaranteed for one year. This is an ideal outdoor light for every purpose including signalling. As sold to, and tested by the Royal National Life-boat Institution. Also approved by the Game Conservancy.

**£5.00**

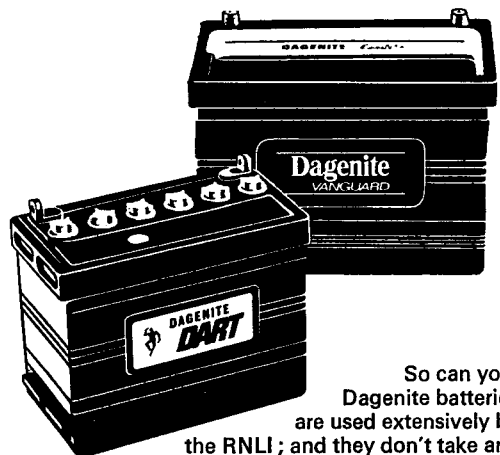
Post and Packing 30p (U.K. only)

Write to Dept. J



**COGSWELL & HARRISON LTD**  
168 PICCADILLY LONDON W1 Tel: 01 493 4746/01 629 5963

## Lifeboats depend on Dagenite Batteries



So can you. Dagenite batteries are used extensively by the RNLI; and they don't take any chances. Isn't this the kind of dependability you want for your car?

**Dagenite dependability starts at  
your local garage**

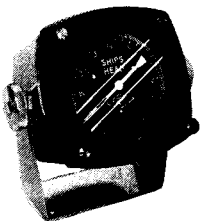


### Automatic Pilot

To hold a set course  
in most conditions

### Repeater Compass

For easy reading  
and optimum siting

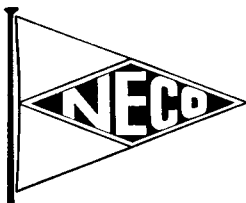


### Electric Capstan

Push-button control  
of 650 lbs pull

### Anchor Windlass

1,600 lbs pull from  
12-220 volt D.C. supply



### Dinghy Hoists

For dinghies, etc.,  
up to 1,500 lbs lift

### Indicators

For Rudder Angle,  
Battery State

## NECO MARINE LTD.

Walton Rd., Eastern Rd., Cosham, Portsmouth,  
Hants. PO6 1SZ Tel: Cosham (07018) 70988



## An admittedly modest quid pro quo

You save lives. We save buildings. Including, we're pleased to say, many R.N.L.I. stations.

We are proud to serve you in our small way—just as you, in your big way, serve others.

**RENTOKIL**   
guards your property

Felcourt, East Grinstead, Sussex RH19 2JY.



## Sporting Events

(from page 56)

*Check-off List*—The foregoing is summarised in this check-off list:  
permission  
choice of match  
collectors (including young people)



headquarters  
publicity  
oilskins  
collecting boxes  
collectors permits  
revenue sheets  
plan of ground  
provisional allocation of collectors  
time of arrival  
time of collections  
return of gear  
custody of cash.

## Cornish Appeal

(from page 55)

over to local branches at the end of the appeal. Careful instructions should be given about emptying boxes every three months in order to reduce loss by theft.

'A midnight matinee is well worth having, and it is best done by obtaining a cinema for the night, even if one has to pay for the hire. Friday night is the best night. Aim to start at 9 p.m. and finish at about midnight. Two prices only, one for the circle, which will be dress, and the stalls. The film should be chosen by the committee and hired for the night. A raffle helps and, if possible, a pre-show cocktail party for the circle, guests paying for their own drinks, in the cinema if facilities are available.'

Commander Hill concludes: 'Hard work and personal contact throughout should produce the required results if the early planning has been right. New ideas help enthusiasm and can be used where not attempted before, such as old-time and modern dances, fancy dress, midnight matinees, open gardens, concerts by choirs, bands, concert parties, dog shows, clay pigeon shoots, harvest festivals in public houses, sponsored efforts of all kinds, art shows, water safety displays, dart league competitions, bowls, golf, bridge, whist, raft races, etc.'

## Danger!

COPIES of a new colour poster picturing mines and other dangerous underwater objects and action to take when they are found are being issued to fishermen.

The posters are being distributed through Ministry of Agriculture, Fisheries and Food district inspectors and fishery officers. Coastguards will also be given copies and the poster will appear in the annual reprint of Admiralty Notices to Mariners.

Mines are still a big menace, boats having even trawled two up on one trip. And crewmen have even set about a mine with a hammer and chisel.

Advice from the MAFF, drawn up in consultation with the Ministry of Defence, is: use caution. Navy experts say that all unexploded objects are dangerous and carry a high risk of unintentional detonation.

'You must not assume that any object is safe because it has holes in its casing or is filled with water, pebbles or other forms of debris. Far from it—if the object or its explosive filling dries out it could become even more sensitive and dangerous', says the MAFF.

'If you get a mine or other object in your trawl and are more than two hours steaming from a convenient UK port, Navy experts advise getting rid of it as quickly as possible by lowering it gently in deep water and, where possible, away from fishing grounds—information about what you are doing should be relayed to other skippers in the area.'

"Do you know Cleghorn Waring keep over 1000 different items for JABSCO pumps in stock?"



"No. Your foot's on the rope"



When you need a Jabsco pump—think of us. We keep a vast stock of Jabsco pumps and spares on our shelves, which is why we deal with 80% of our orders *by return*. And with 20 years experience of Jabsco pumps we can offer a technical advice service second to none.

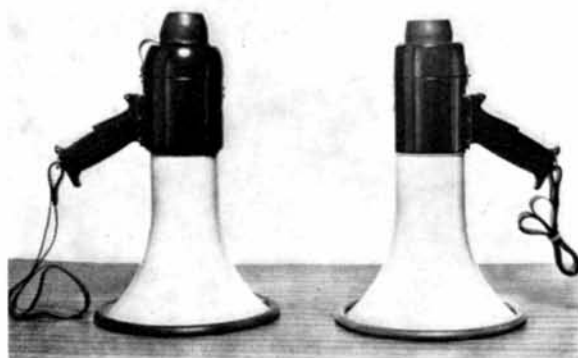
Shown left is the Jabsco 4900-200 bronze pump, fitted with neoprene impeller and with  $\frac{1}{2}$  in BSP outlets. Just the job for a circulating pump. Stainless steel shaft.

**BRONZE PUMP 4900-200 £12.23 + VAT**



**CLEGHORN WARING & CO (PUMPS) LTD**  
REALLY KNOW THEIR JABSCO!

31 HITCHIN STREET, BALDOCK, HERTS. TEL: BALDOCK 2071



*Megaflex Transistex (left)—a powerful hailer unit with an output of 10 w peak and a range of up to 1,650 feet. Megaflex Marine (right)—a durable hailer with a range of 650 feet.*

## Equipment

(from page 62)

Bouyer equipment accounts for over 60 per cent of the French market and about 40 per cent of the German market, this is the first concerted effort to make a significant impression on the British market with the full range. Bouyer Ltd say that it is their objective to supply every item from their extensive catalogue from stock, thus eliminating the costly delays that are so common with this type of equipment. The Bouyer range of over 250 items of finished equipment includes sound columns, membrane and pressure unit loudspeakers, microphones, amplifiers (up to 200 watts), chimes, and a unique selection of portable battery powered public address systems.

## Ways of raising money

(from page 60)



*'Larry', a Suffolk crossed with a Llyn sheep, has been brought up by the Moelfre, Anglesey, lifeboat guild as a regular collector. He was born in 1971.*

25,000 draw tickets were sold and £500 raised for the Gosport branch of the RNLI. Taking into account the money raised from the actual festival, the event

brought in a grand total of £725 for lifeboat funds. Last year's event raised £220 for the RNLI. Two copies of Sir Alec Rose's book *My Lively Lady* were auctioned on behalf of the RNLI and fetched a total of £12.

The Hampshire Rose Appeal was successfully launched in May at the Portcreek water fair held at Hilsa, Portsbridge, by the appeal chairman, Sir Alec Rose. The first cheques handed over were: Mr Norman Kerslake, Managing Director, Aqua-Marine, £375; The Lord Mayor of Portsmouth, £50; Mrs N. Proctor, chairman, Fareham Ladies' Circle, £50; Councillor E. Barber, chairman, Fareham UDC, £150; and Alderman V. E. J. Neal, Deputy Mayor of Gosport, £50. Share certificates were also on sale at the fair together with a first day cover to commemorate the launching.

Mr F. Carl Seager, MBE, chairman, Reigate and Redhill branch, writes: 'A letter under the chairman's signature is sent to heads of schools in the area every September inviting them to suggest a date and time in the autumn or Easter term for a lifeboat talk with exciting colour films (incidentally, nearly all schools have a 16 mm projector and staff qualified to project). A class period or two successive periods are usually agreed, enthusiasm is aroused, 'Mums' swell the ranks of collectors! Invariably the school secretary arranges a sale of souvenirs after the committee member's visit.



# Fairey Marine

*You should never need a lifeboat in your Fairley fast patrol boat, commercial vessel, high speed motor yacht or luxury off-shore power cruiser because they are designed and built to the highest standards of seaworthiness. But if you ever do, look for the builder's plaque when the lifeboat comes alongside—we probably built it too.*

**Groves and Guttridge has built over 100 lifeboats for the RNLI.**

FAIREY MARINE GROUP  
Fairey Marine Limited, Hamble. Groves and Guttridge, East Cowes

## BOOK REVIEWS

● **The Flamborough Life-boats: A History of the Flamborough Stations**, by Ralph S. Fawcett (Fawcett, 74 Lime Grove, Draycott, Derby, price 25p plus 5p postage) tells the story of one of Yorkshire's famous stations. Before 1871 there had, of course, been countless wrecks along that area of coast, but it was the great storm of February 10, 1871, which caused such dreadful devastation, that led in November of that year to the establishment of the station. The booklet, which is illustrated with many photographs, is a well-written record by an author who some years ago witnessed the launching of the Flamborough lifeboat in appalling weather conditions. This led him to develop an interest in the lifeboat service so that he became a member of the Lifeboat Enthusiasts' Society. The Ancient Order of Foresters' Friendly Society, who presented the present local lifeboat *Friendly Forester* and others to the RNLI, made possible the publication of the history by meeting in full the cost of the printing. The RNLI will benefit from the proceeds.—C.R.E.

● The latest addition to the *Wreck and Rescue* series published by D. Bradford Barton, of Truro, **Wreck and Rescue on the Coast of Wales**, Volume II (2.25), is written by Harry Parry and tells the story of the North Wales lifeboats. To many people the fact that there were lifeboat stations at Cemlyn, Cemaes, Bull Bay and Penmon on the Anglesey coast may come as a surprise but the coastline from Holyhead to the Menai straits is a dangerous one and was tragically so in the days of sail. Vessels sheltering off Moelfre could be caught on a lee shore by a sudden shift of wind to the northward and many were unable to fight their way clear. To those who know this coast the book will be of absorbing interest, tinged with horror at the fate of so many seamen. To those who do not know the north coast of Anglesey there must surely come a desire to visit the strange little bays and harbours from which the lifeboats set out on their dangerous missions. So many are the wrecks and rescues described that there may be a danger of the reader becoming inured to the horrors of shipwreck but he can hardly fail to appreciate the hardiness and courage of the men who went to sea in sail, or of the lifeboatmen who risked all to go to their rescue, then and now.—E.W.M.

● A number of book reviews are held over because of pressure on space but will be included in the Winter edition of *THE LIFEBOAT*.



# LIFEBOAT SERVICES

## LIFEBOAT AREA No.1

### Trawler Snatch

WHEN the Longhope, Orkney, lifeboat station was informed at 11.54 p.m. on February 9 that the trawler *Ross Tern* was ashore on Troma Island and was breaking up, the lifeboat crew mustered in good time.

As the lifeboat prepared to launch, Coxswain John Leslie was informed that the casualty, contrary to first information, was in fact ashore on the Tarf Tail, Swona Island, and that six men were adrift in a liferaft and five men remained aboard. The vessel was in imminent danger of breaking up.

At 12.17 a.m. on February 10 *The David and Elizabeth King* and *E.B.* slipped her moorings at Longhope pier and went at full speed to the assistance of the casualty. Wind was west force 3 and the sea was smooth in the Hope. Visibility at this time was good although there had been frequent snow showers.

Out in the Pentland Firth at 12.47 the lifeboat requested the casualty to put up a flare. It confirmed the position of the casualty as being on the Tarf Tail.

On board the casualty, three men had launched a liferaft, but this had broached and thrown all three into the sea. Four other men launched another raft and jumped in. They succeeded in pulling two of the men from the water while the third managed to regain the comparative safety of the wreck.

*During Lifeboat Day at Aberystwyth, Cardiganshire, on August 6, severe flooding took place at a caravan park at Llanbadarn. Here the Aberystwyth ILB is shown in action with Mr Gwyn Martin, DFM, honorary secretary, and Mr Ralph Kenyon.*

by courtesy of Taylor Lloyd Ltd

The confused sea conditions alongside the casualty now threatened to capsize the second raft with the six men aboard and they therefore cast themselves adrift. Strongly helped by the full flood tide, they were soon drifting well clear and out of sight of the trawler. By 12.24 this raft was reported as lost to view by the casualty.

It was realised that there was a possibility of an extended search for the raft and a request was made for aircraft assistance as well as Wick lifeboat.

At 1 o'clock the Longhope lifeboat was abeam of the west end of Swona. There was a moderate westerly swell running, the wind had veered to north west and had freshened to force 4. On the flood tide there is a marked eddy to the east of Swona. The edge of this eddy runs about south east from Tarf Tail and on this line a very confused sea is produced.

A faint flicker of light was sighted to the south east of Tarf Tail. Coxswain Leslie ordered a parachute flare to be fired, and in its light the canopy of the liferaft was identified about  $\frac{1}{4}$  mile off to the south east and on the edge of the eddy. Coxswain Leslie brought the lifeboat alongside the liferaft, which was bouncing about dangerously. Great care was needed at this point as the lifeboat was rolling heavily with her rails under at times. With excellent team work the raft was held steady while the six survivors were taken aboard. This was reported as being accomplished at 1.15. Because of the conditions and the difficulty and time loss that would have resulted in recovering the raft, she was cast adrift, and Coxswain Leslie now turned his attention to the trawler.

In the light of further parachute flares it was seen that the casualty was hard



aground forward, lying about north north west and listing very heavily to starboard. The remaining five survivors were seen clinging to the superstructure. It appeared that the casualty was aground on Little Windy Skerry. Rocks were visible on both quarters of the casualty and it was clear that the lifeboat could not possibly go in alongside. The swell and confused sea was producing a rise and fall of some 10 feet.

Illuminating the area with parachute flares and using the searchlight, Coxswain Leslie headed the lifeboat in to bring his bow against the transom of the stricken vessel. In the restricted channel great care was needed. Two lines of rocks were clearly visible to port and starboard of the casualty and any error of judgement would have complicated further the operation.

All the lifeboat crew were on deck, it being obvious that there would be little time available to take off the remaining five men. The risk of the trawler slipping off or capsizing completely was ever present.

During the operation, when the survivors were being snatched from the wreck, the effect of the wind, sea and tide was swinging the stern of the lifeboat towards the east and the reef visible on that side. A sea struck the stern of the lifeboat and swung her dangerously close to these rocks when only one survivor remained aboard the wreck. He was grabbed bodily and dragged aboard the lifeboat as Coxswain Leslie came astern to try to straighten up the lifeboat, and avoid fetching up on the rocks himself.

At 1.21 the Longhope lifeboat reported that all survivors were accounted for.

It was decided to land the survivors at St Margaret's Hope where a doctor had been requested to meet the lifeboat to attend to three of the survivors who were suffering from exposure and one who had hurt his ankle during the rescue operation.

Heavy snow showers severely hampered navigation from Swona to St Margaret's Hope but the survivors were landed there at 2.30. This poor visibility continued and the lifeboat remained at the Hope until 4 o'clock, arriving back at Longhope at 5.15.



Late on the afternoon of August 8, the Needles Coastguard alerted the Search and Rescue Flight, HMS Daedalus, that a boat was in difficulties in Totland Bay, Isle of Wight. An aircraft was scrambled to go to the scene. However, a helicopter of HMS Endurance Flight, on a photographic task in the Totland Bay area, had already spotted the boat, with just its bows above water and three people clinging to it. They were quickly winched aboard the helicopter and flown to the Sick Bay at HMS Daedalus, Lee-on-Solent.

by courtesy of Malcolm McCluskey of HMS Daedalus

For this service, Coxswain Leslie was awarded the bronze medal of the Institution for gallantry. Medal service certificates were presented to Acting Second Coxswain Billy Budge, Motor Mechanic Ian McFadyen, Assistant Mechanic Jimmy Swanson and crew members John Budge and Ian Williamson.

## LIFEBOAT AREA No. 2

### Fog bound

On March 11 two pleasure boats, the *Sea Pearl* and the *Sea Otter*, with fishing parties aboard were reported overdue in Ayr harbour.

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

March 1, 1973 to May 31, 1973: Launches 533, lives saved 379

### THE STATION FLEET

(as at 30/5/73)

134 station life-boats

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

### LIVES RESCUED 97,037

from the Institution's foundation in 1824 to May 31, 1973

At 6.30 p.m. the Troon lifeboat *Connel Elizabeth Cargill* slipped her moorings to make a search in a light south easterly wind. With visibility down to 20 feet, the area was searched until 8.10, whereupon the Coastguard reported another boat, the *Endeavour*, with a party aboard, had not returned to Irvine. The lifeboat then searched Irvine Bay. Radar was used at this stage owing to the total lack of visibility.

At 9.35 the Coastguard advised that the *Endeavour* had got ashore safely, and the lifeboat then returned to Ayr Bay. At 12.40 a.m. Arran Coastguard reported that shouts could be heard from people in a boat off Prestwick shore. The lifeboat found the motor boat *Sea Pearl* at 1.20 with 16 people aboard. They were lost in the fog. Fourteen were transferred to the lifeboat, and their boat was then towed to Troon. At 2.10 all the party were landed safely, and the lifeboat returned to her station five minutes later.

## LIFEBOAT AREA No. 6

### Engine Trouble

AN anticipatory message to the honorary secretary of the Plymouth lifeboat station at 7.56 p.m. on March 14 that the Plymouth fishing boat *Farsund* was overdue from a fishing trip to the Eddystone lighthouse area led to an alert. At 9 o'clock further information was received

that a search by the fishing boat *Shelley* had found nothing and that an aircraft had sighted a red flare three miles north of the lighthouse.

At 9.30 the lifeboat *Thomas Forehead* and *Mary Rowse* left her moorings in a fresh to strong east north easterly wind. In the area of the casualty a search started with the assistance of HM submarine *Andrew*, HMS *Cleopatra*, HMS *Glamorgan*, and the aircraft carrier *Ark Royal* throughout the night. At dawn two helicopters from *Ark Royal* joined in the search, and at 7 a.m. HMS *Cleopatra* reported contact with the casualty nine miles from the lighthouse. A naval rating was transferred by helicopter from the *Cleopatra* to the fishing boat, which had engine trouble, and the lifeboat took the casualty in tow to Sutton harbour, arriving at 2.20 p.m. The lifeboat returned to her station at 3.11.

During this 18 hour service the lifeboat crew received hot food from the *Ark Royal*, which was ferried to the lifeboat by helicopter on two occasions.

The owner of the fishing boat made a donation to the Plymouth branch funds.

## LIFEBOAT AREA No. 5

### Red Flares

AT 7.4 p.m. on May 29 the Coastguard at Littlehampton, Sussex, told the honorary secretary that he had received

a call reporting red flares being fired six miles west south west of the harbour entrance.

The ILB was launched four minutes later in a light east by south wind in a moderate sea. The lifeboat made in the direction indicated and, while en route, the informant ashore was able to direct the lifeboat to the position of the casualty as the lifeboat was experiencing some difficulty in finding the casualty due to other boats in the vicinity.

At 7.39 the lifeboat reached the casualty, the 30-foot fishing boat *Rock-n-Roll*, that had broken down. The casualty was closed and a tow line passed and secured. As there was a difficult swell at the position of the casualty slow progress was made initially in towing the vessel ashore.

The honorary secretary requested an RNLI helper to stand by to assist the tow in his fishing boat *Tayful*. However, as the lifeboat approached nearer to the shore better progress was made and the lifeboat was able to complete the towing operation alone, safely bringing the casualty and her crew of six ashore. The lifeboat returned to her station at 9.25.

## LIFEBOAT AREA No. 5

### Mass Capsize

AT 3.11 p.m. on May 28 it was learnt that dinghies from the Shoreham, Sussex, yacht club were capsizing and the

# HECTA echo sounder Model RS



obtains the best of both worlds by using the rotating lamp system of display (with bright, everlasting light-emitting diodes) in the instrument case and a meter for the cockpit repeater. Hecta RS has a

powerful 10-watt transmitter to obtain clear echoes in depths of 60 fm (100m in the metric model), even from a soft muddy bottom. It operates from the boat's D.C. supply of 12-36 volts.

For full details, apply to the designers and manufacturers:

## BROOKES & GATEHOUSE LTD

Pioneers and world leaders in electronic instrumentation for yachts  
Bath Road, Lympington, Hants. Tel: Lympington 4252  
and a branch in the U.S.A.

yacht club rescue craft did not seem able to cope with them, in particular one dinghy 100 yards off the harbour. The weather was overcast, the wind was fresh south westerly, and the sea was choppy.

The ILB was launched at 3.13 and first made for the dinghy 100 yards off the harbour. On arrival, however, the dinghy had managed to right itself and as other dinghies were capsizing, the lifeboat made towards them. The ILB assisted in righting one dinghy, which was then able to continue sailing, and as the lifeboat was making towards another dinghy a man was seen in the water. He was picked up and taken back to the dinghy from which he had fallen.

After the ILB had assisted a further two dinghies the club rescue craft seemed able to cope. The lifeboat therefore returned to station at 4.2, remaining on the slipway in case of further casualties.

## LIFEBOAT AREA No. 6

### Injured seamen

NEWS was received at St Peter Port, Guernsey, C.I., on April 14 that a seaman on board the Norwegian tanker *Jarmina* had severely injured a finger and the bleeding could not be stopped.

The lifeboat *Arun*, with a doctor on board, slipped her moorings at 2.15 p.m., and the coxswain learnt that the *Jarmina* was south west of Les Hanois light.

The *Arun* came up with the vessel 22 miles south west of St Peter Port. The tanker stopped and the doctor boarded her. Meanwhile the lifeboat stood off while the doctor examined the injured man, and closed the vessel again when the doctor appeared at the head of the ladder with the injured man. Both were embarked in the lifeboat and course was set for St Peter Port, where the injured seaman was transferred to hospital. The lifeboat returned to her station at 5.15.

## LIFEBOAT AREA No. 10

### Yacht given tow

WHEN a man on the shore reported seeing a yacht driven aground, the Dunmore East, Co. Waterford, lifeboat put out on May 4.

She was the lifeboat *Dunleary II*, on temporary duty at the station, and she slipped her moorings at 8.40 p.m. in a gale force south easterly wind and a rough sea. As the light was failing two parachute flares were used to illuminate the area, but nothing was seen.

About 9.50 a message was received from the container ship *Enterprise* that her crew had spotted a yacht one and a half miles offshore. The lifeboat immediately went to this position and found the casualty, which was the sloop *Anna Liffey*, of Dublin.

The lone yachtsman accepted a tow to Dunmore East. The first line parted one and a half miles off the Hook light. After being made fast the towing continued and the casualty, with her skipper yachtsman, was safely landed. The lifeboat returned to her moorings at 2 a.m. on May 5.

## LIFEBOAT AREA No. 5

### The Flying Dutchman

WHEN his 24-foot yacht *Claesjenguy* lost her rigging off Hastings on June 2, Mr P. W. Stoel, a Dutchman working for the BBC, had cause to be grateful for the services of three RNLI lifeboats.

Although he could no longer sail the craft, Mr Stoel was able to make some way through the rough seas with the aid of a small outboard engine. However, the safety of boat and lone sailor were obviously both in doubt, so the Hastings ILB was launched to escort the *Claesjenguy* and offer assistance if needed.

It became clear that with a force 6 wind blowing from the south Mr Stoel would be able to continue his voyage to Folkestone only if escorted all the way. The Hastings ILB saw him into Rye Bay where the Rye Harbour ILB immediately relieved her neighbouring rescue boat. The Rye Harbour ILB escorted Mr Stoel's disabled yacht for two hours as she laboriously crossed the bay.

In the meantime the lifeboat at Dungeness was also launched to take over from the Rye Harbour ILB. By the time the Dungeness lifeboat had arrived alongside the casualty to take over escort duties the tidal conditions made it necessary for the Rye Harbour ILB to beach at Camber Sands, where she was picked up—together with a cold, tired and soaking crew—by the Rye Harbour station's Land-Rover, and thus by road back to her station.

The Dungeness lifeboat saw Mr Stoel into Littlestone, where he refuelled, and it is understood he intended to continue his journey to Folkestone for refitting before crossing to Amsterdam.

## LIFEBOAT AREA No. 6

### Girls trapped

A POLICE message on May 1 told the Newquay, Cornwall, ILB that four people were stranded on rocks on the north side of Zacrys Island.

The maroons were fired at 4.26 p.m. Wind was north westerly, force 2, the sea was short and choppy and a heavy ground sea was running from the west. Three minutes later the ILB launched with a crew of three.

After a short passage of two miles at full speed, the ILB sighted 11 girls

stranded on Horse Rocks, 200 yards north of Zacrys Island. Horse Rocks lie about 30 feet from the 100 feet sheer cliff face, and the girls were clinging to each other on the top of five feet of rock above the waterline.

The ground sea against the cliff face and around the back of the rocks created a confused and dangerous area of water, drenching the rocks continually with spray. The ILB attempted to get in close but the breaking surf prevented this, and an attempt to veer down to the rocks on the anchor cable failed when the anchor dragged on the hard sand bottom.

At 4.48, with the ILB outside the surf line, Mr Norman Bailey, a crew member, decided to swim to the rock in order to give encouragement and assurance to the girls. Wearing a life-jacket and carrying a spare, with a life-line attached to him, Mr Bailey swam the 60 yards separating the ILB from the rocks.

It was 20 minutes before Mr Bailey reached the north side of the rocks. In this position, with a depth of water of six feet, he was constantly buffeted against the cliffs by the swirl of water, and his attempts at gaining a foothold on the rocks failed. He was, however, able to offer words of encouragement to the trapped girls and at one point aided one to a safer position.

At 5.20, shortly after high water, a helicopter arrived overhead and with praiseworthy skill winched the 11 girls and Mr Bailey to safety. The ILB returned to her station at 6 o'clock.

For this service Mr Bailey was accorded the thanks of the Institution inscribed on vellum. Letters of thanks signed by the Director and Secretary of the Institution, Captain Nigel Dixon, RN, have been sent to the other two crew members, Mr M. Morris and Mr K. Colcult.

## LIFEBOAT AREA No. 4

### Two Rescued

AT Felixstowe, Suffolk, on March 25 Mr Kenneth Lewis, a part time lobster fisherman, noticed a number of people looking seaward at what appeared to be a capsized boat with her crew clinging to it. It was about 6.20 p.m., there was a moderate south south westerly wind, and the sea was very choppy.

Mr Lewis immediately went to a 12-foot rowing dinghy, which he knew to be owned by an acquaintance of his, and he was immediately joined by a young man from the crowd on the promenade. The men launched the boat and Mr Lewis rowed out to the casualty.

On arrival they found that one of the crew of the capsized boat was still in 'reasonable shape', and he was hauled over the transom to avoid capsizing their own boat. As the second crew



member was almost exhausted and unable to help himself he was with considerable difficulty also pulled aboard.

With the rescue completed, Mr Lewis then rowed the boat ashore leaving the capsized sailing dinghy to drift northwards with the tide. During the return journey a considerable amount of water was shipped by the rowing boat. Once ashore both survivors, who were blue with cold and unable to stand, were taken to hospital and detained suffering from shock and exposure.

For this service a framed letter of appreciation signed by the Chairman of the Institution, Commander F. R. H. Swann, OBE, RNVR, was sent to Mr Lewis.

## LIFEBOAT AREA No. 3

### Flooded boat

FLAMBOROUGH, YORKSHIRE, was told at 4 p.m. on March 18 that the fishing boat *Storm Vogel* was in distress and requesting assistance.

The lifeboat *Friendly Forester* was launched at 4.20. She made for the casualty and, on coming up with her six miles east south east of the lifeboat station, found that the fishing boat was taking in water very rapidly despite the efforts of the three men on board.

Two lifeboat crew members were put aboard the fishing boat to assist with the pumping. A tow line was passed and secured, and towing started towards Flamborough Head. In order to keep the tow head to sea, and as the northerly sea diminished, the course was gently eased towards Bridlington.

The lifeboat coxswain requested a portable pump and this arrived by the fishing boat *Jean Brid*. The casualty was finally towed safely into Bridlington harbour, and the lifeboat returned to her station at 7 o'clock.

### Lifeboat launches on service during the months March, April and May, 1973

Angle, Pembrokeshire  
April 18.  
Arklow, Co. Wicklow  
May 20.  
Arranmore, Co. Donegal  
May 3.  
Barmouth, Merionethshire  
May 16.  
Barra Island, Outer Hebrides  
March 22, 24 and 31.  
Barry Dock, Glamorganshire  
April 16 and May 13 and 15.  
Beaumaris, Anglesey  
May 9 and 28.  
Bembridge, Isle of Wight  
March 11, April 1 and May 23

Blackpool, Lancashire  
March 6.  
Bridlington, Yorkshire  
April 2, 7, 30, May 13 and 16.  
Broughty Ferry, Angus  
May 3.  
Calshot, Hampshire  
March 31, April 16, May 2, 16, 17 and 19 (twice).  
Campbeltown, Argyll  
March 31 and April 7.  
Clacton-on-Sea, Essex  
May 1 and 2.  
Cloughy-Portarovic, Co. Down  
March 18, May 14, 17 and 29.  
Clovelly, Devon  
May 23 (twice).  
Cromer, Norfolk  
March 22.  
Donaghadee, Co. Down  
March 2 and April 30.  
Dover, Kent  
March 3, 18, April 2, 6, 20, May 19, and 28.  
Dunbar, East Lothian  
April 30.  
Dungeness, Kent  
May 17.  
Dun Laoghaire, Co. Dublin  
March 11, April 23 and May 9.  
Dunmore East, Co. Waterford  
March 19, 29, and May 4.  
Eastbourne, Sussex  
March 3, 4, 19, April 22 and 29.  
Exmouth, Devon  
April 15.  
Falmouth, Cornwall  
May 16 and 30.  
Fishguard, Pembrokeshire  
April 27.  
Flamborough, Yorkshire  
March 18, April 2 and 30.  
Fleetwood, Lancashire  
March 12, 18, April 15, May 9 and 17.  
Fowey, Cornwall  
April 25 and 27.  
Galway Bay, Co. Galway  
March 12, April 23 and May 14.  
Girran, Ayrshire  
March 2.  
Great Yarmouth, Norfolk  
March 27, April 2, 4, 15, May 23 and 26.  
Harwich, Essex  
April 27.  
Hastings, Sussex  
April 4, 22 and May 17.  
Holyhead, Anglesey  
March 2, 12, 23, 24, April 15, 19, 22, 23 and May 9.  
Humber, Yorkshire  
February 6 and April 18.  
Ilfracombe, Devon  
April 22 and May 12.  
Islay, Inner Hebrides  
March 27 and 29.  
Kilmore, Co. Wexford  
April 22.  
Kirkcudbright, Kirkcudbrightshire  
March 3.  
Kirkwall, Orkney  
April 4 and 29.  
Lerwick, Shetland  
April 14, 16 and May 27.  
Lizard-Cadgwith, Cornwall  
May 13 and 16.  
Llandudno, Caernarvonshire  
May 19.  
Longhope, Orkney  
May 4 and 23.  
Lowestoft, Suffolk  
April 15 May 12 and 29.

Lytham-St. Anne's, Lancashire  
May 26.  
Mallaig, Inverness-shire  
April 2 and May 31.  
Margate, Kent  
May 26.  
Moelfre, Anglesey  
March 25, April 1, May 20 and 28.  
Montrose, Angus  
May 29.  
Mumbles, Glamorgan  
March 4, April 22, 24 and May 19.  
Newcastle Co. Down  
May 12.  
Newhaven, Sussex  
March 22, April 20 and May 21.  
New Quay, Cardiganshire  
April 21, May 4 and 19.  
North Sunderland, Northumberland  
April 29.  
Padstow, Cornwall  
March 21.  
Penlee, Cornwall  
April 23 and May 10.  
Plymouth, Devon  
March 14, 21 and April 27.  
Poole, Dorset  
March 8 and April ?  
Porthdilllaen, Caernarvonshire  
March 4, April 17 and 23.  
Portrush, Co. Antrim  
May 8.  
Ramsgate, Kent  
April 22, May 12 and 31.  
Redcar, Yorkshire  
May 14 and 19.  
Rhyl, Flintshire  
April 4 and May 6.  
Rosslare Harbour, Co. Wexford  
May 4 and 8.  
Runswick, Yorkshire  
May 26.  
St Abbs, Berwickshire  
March 29.  
St David's, Pembrokeshire  
May 30.  
St Helier, Jersey  
March 10, April 1 and 16.  
St Ives, Cornwall  
April 19 and May 13.  
St Mary's, Scilly Isles  
April 25 and May 4.  
St Peter Port, Guernsey  
March 11, April 6, 14, 19, 20, May 4 and 21.  
Salcombe, Devon  
March 27, April 2, 11, 20, 22, and May 23.  
Scarborough, Yorkshire  
April 2.  
Seaham, Co. Durham  
May 12.  
Selsey, Sussex  
April 7 (twice) and 15.  
Sennen Cove, Cornwall  
April 19.  
Sheerness, Kent  
March 5, 30, April 2, 4, 15, 16 and May 2.  
Sheringham, Norfolk  
April 6, 24 and May 6.  
Shoreham Harbour, Sussex  
March 5 and April 7.  
Southend-on-Sea, Essex  
April 22 and May 1.  
Stornoway, Outer Hebrides  
April 6.  
Stromness, Orkney  
March 29, May 19 and 25.  
Swanage, Dorset  
March 4, 7, April 22 and May 30 (twice).

**Tenby, Pembrokeshire**  
March 22, April 15, 22, May 27 and 31.  
**Thurso, Caithness**  
March 28 and May 9.  
**Troon, Ayrshire**  
March 11.  
**Tynemouth, Northumberland**  
March 13.  
**Valentia, Co. Kerry**  
April 13, 23 and May 17.  
**Walmer, Kent**  
March 25.  
**Walton and Frinton, Essex**  
April 21.  
**Weymouth, Dorset**  
April 22, May 5 and 30.  
**Whitby, Yorkshire**  
April 2, May 26 and 29.  
**Wick, Caithness**  
April 27.  
**Workington, Cumberland**  
April 3.  
**Yarmouth, Isle of Wight**  
March 2, April 21, 22, 23, May 5, 16, 17,  
18, 25, 26 and 29.

## ILB launches on service during the months March, April and May, 1973

**Aberdovey, Merionethshire**  
March 5, 7, April 21, 22, May 4, 19 and 20.  
**Abersoch, Caernarvonshire**  
April 16, 21, 22, 26, May 28 and 30.  
**Aberystwyth, Cardiganshire**  
March 5, April 23 and May 30.  
**Arbroath, Angus**  
May 2 and 19.  
**Arran (Lamlash), Buteshire**  
April 19, May 26 and 31.  
**Atlantic College, Glamorganshire**  
April 25 and May 27.  
**Bangor, Co. Down**  
April 22, May 12 and 27.  
**Barmouth, Merionethshire**  
April 22 and 23.  
**Barrow, Lancashire**  
April 20.  
**Beaumaris, Anglesey**  
March 24, April 6 and 15.  
**Bembridge, Isle of Wight**  
April 16, 17, May 13 and 25.  
**Borth, Cardiganshire**  
April 21, 23, 29, May 19 and 20.  
**Bridlington, Yorkshire**  
May 13.  
**Broughty Ferry, Angus**  
April 8, 9 and May 20.  
**Burnham-on-Crouch, Essex**  
March 31.  
**Cardigan, Cardiganshire**  
April 12.  
**Clacton-on-Sea, Essex**  
May 1, 2 and 5.  
**Criccieth, Caernarvonshire**  
March 4 and April 16.  
**Cromer, Norfolk**  
April 17.  
**Cullercoats, Northumberland**  
May 6, 13 and 28.  
**Dunbar, East Lothian**  
May 5.  
**Eastbourne, Sussex**  
April 22 and May 18.  
**Eastney, Hampshire**  
April 3, 4 and May 5.

**Eastney (A508) Hampshire**  
April 7 and 16.  
**Filey, Yorkshire**  
May 11, 12 and 29.  
**Fleetwood, Lancashire**  
May 28 and 30.  
**Flint, Flintshire**  
March 25.  
**Hartlepool, Durham**  
April 22, May 9, 10, 11, 13, 16, 17, 21,  
27 and 29.  
**Hastings, Sussex**  
April 22, 29 (twice) and May 11.  
**Helensburgh, Dunbartonshire**  
March 4, 24, April 23, May 21 and 31.  
**Horton and Port Eynon, Glamorganshire**  
April 21, 24 and May 19.  
**Howth, Co. Dublin**  
April 7, 26, May 15, 26 and 29.  
**Humbermouth, Lincolnshire**  
April 1, 5 and May 31.  
**Kippford, Kirkcudbright**  
April 17.  
**Largs, Ayrshire**  
March 11, April 12, 23 (three times),  
May 12, 17, 19 (twice), 20, 21 and 23.  
**Little and Broad Haven, Pembrokeshire**  
April 23, May 1, 2, 14 and 31.  
**Littlehampton, Sussex**  
March 11, April 22, May 12, 20 (twice),  
and 29.  
**Littlestone-on-Sea, Kent**  
May 12 and 15.  
**Llandudno, Caernarvonshire**  
May 9, 16, 19 and 27.  
**Lyme Regis, Dorset**  
March 20, May 6, 20, 28 and 29.  
**Lymington, Hampshire**  
April 22 and 23.  
**Margate, Kent**  
May 4, 14 and 28.  
**Moelfre, Anglesey**  
April 1 and May 13.  
**Morecombe, Lancashire**  
April 16, May 6, 27 and 29.  
**Mudford, Hampshire**  
April 1, 17 and May 5.  
**Mumbles, Glamorganshire**  
April 2, 8, 18, May 2, 20 and 23.  
**Newquay, Cardiganshire**  
March 17 and April 24.  
**New Quay, Cornwall**  
April 28, May 1, 5 and 28.  
**North Sunderland, Northumberland**  
April 29.  
**Oban, Argyll**  
April 23.  
**Peel, Isle of Man**  
May 19, 27 and 28.  
**Plymouth, South Devon**  
April 25, May 2, 16, 22, 27 (twice), and 29.  
**Poole, Dorset**  
March 31, April 7, 20, May 1 and 6.

**Port Isaac, Cornwall**  
May 26 and 27.  
**Port St. Mary, Isle of Man**  
April 15.  
**Port Talbot, Glamorganshire**  
May 16 and 26.  
**Queensferry, West Lothian**  
March 11, 29, April 15, May 3, 19 and 20.  
**Redcar, Yorkshire**  
May 2 and 28.  
**Rhyl, Flintshire**  
May 6, 20 and 29.  
**Rye Harbour, Sussex**  
April 5.  
**St. Agnes, Cornwall**  
April 16.  
**St Bees, Cumberland**  
April 8.  
**St Ives, Cornwall**  
May 16.  
**Selsey, Sussex**  
March 31, May 9 and 12.  
**Sheerness, Kent**  
April 15, 16 and May 2.  
**Shoreham Harbour, Sussex**  
April 1, 27, 29, May 5, 12 (twice), 13,  
24, 27, 28 and 29.  
**Silloth, Cumberland**  
April 3 and 8.  
**Skegness, Lincolnshire**  
May 26.  
**Southend-on-Sea, Essex**  
March 4, 7, April 8, 10, 12, 20, May 5  
(twice) and 6.  
**Southwold, Suffolk**  
April 26, May 5 and 29.  
**Tenby, Pembrokeshire**  
April 16, 22, 28, 30, May 26 and 28.  
**Tighnabruaich, Argyll**  
May 17.  
**Torbay, Devon**  
April 5, 17, 22, May 12, 15, 23 and 28.  
**Tramore, Waterford**  
April 23.  
**Tre-Arddur Bay, Anglesey**  
April 7, 23 and 25.  
**Tynemouth, Northumberland**  
March 1, 17, May 17, 29 and 30.  
**West Kirby, Cheshire**  
March 4, 9, 11, April 21 and May 16.  
**West Mersea, Essex**  
March 4, 17, 22, 30, April 8, 18, 23,  
May 5, 6 (four times), 12, 13 and 27.  
**Weston-Super-Mare, Somerset**  
April 17, May 5, 6 and 14.  
**Whitby, Yorkshire**  
May 13 and 26.  
**Whitstable, Kent**  
April 8 and May 27.  
**Atlantic 21. B500, at Appledore on  
evaluation trials**  
April 28.

Cardiff Ship Store Co. Ltd, Ship Stores Division, Britannia Buildings, 126 Bute Street, Cardiff, CF1 5TZ.  
Salcombe Marine, Island Street, Salcombe, Devon.  
Frank Moore Ltd, Marine Safety Division, William Street, Northam, Southampton, Hants.  
Castlecrafter, 58 Holderness Road, Hull, Yorks.  
T. Young & Son (Sailmakers) Ltd, Sundial House, Clive Street, North Shields, Northumberland.  
Sea-Dog Life Saving Appliances (Scotland) Ltd, 4 Constitution Place, Leith Docks, Edinburgh 6.  
Mr William McKenzie, 46 Redmoss Road, Nigg, Aberdeen.  
Liferafts & Inflatables Ltd, 14 Bromborough Road, Bebington, Wirral, Cheshire.  
P & C Services (The Sailing Scene), 337 High Street, Harborne, Birmingham.  
Castle & Co., Pier House Annexe, Carr Road, Felixstowe, Suffolk.  
Cosalt Ltd, Battery Green, Lowestoft, Suffolk.

(See page 72)

# CLASSIFIED ADVERTISEMENTS

## FUND RAISING

Fund raising with 200% PROFIT ON OUTLAY! Send stamp for catalogue of imprinted ball-pens and 20 other quick-sellers. Provincial Supplies, 1 Gardenfield Lane, Berkhamstead, Herts.

FETES, BAZAARS — ALL FUND RAISERS. Fully guaranteed ball pens and pencils gold die-stamped with your name or slogan (Max. 30 letters) standard postage 30p. PENS £2.50 per gross; PENCILS £2.10 per gross. Reductions for quantity. ALSO Extensive range of TOYS—STATIONERY — CHRISTMAS CARDS — DOMESTIC STATIONERY and PRE-SELECTED PARCELS. All at wholesale prices. Carriage extra. Comprehensive price list from: BAKER ROSS, 2a Handsworth Road, London N17 6DD. Tel: 01-808 6948.

## TROPHIES

RACE SETS—MAINSAILS—DINGHYS —CUPS W. & E. Astin, 7 Westerley Lane, Shelley, Huddersfield. Kirkburton 2368.

For all types of Cups, Medals, Medallions, Shields and Statuettes, Sports Prizes, Fancy Goods, Carnival Hats, Balloons, Novelties, Fund Raisers. All requirements for Children's Christmas Parties supplied. ALSO NOW AVAILABLE TO CLUB MEMBERS, Lounge, Dining Room, Bedroom Suites and Carpets. All types of light fittings and shades, etc. ALL AT WHOLESALE TRADE PRICES. Send for our 64-page catalogue: SWINNERTONS OF WALSALL LTD, DEPT. 'L', UNION STREET, WALSALL WS1 2HJ

# Index to Advertisers

|                                 |                    |
|---------------------------------|--------------------|
| Birds Eye .. .. .               | inside front cover |
| Brooke Marine .. .. .           | outside back cover |
| Brookes & Gatehouse .. .. .     | 68                 |
| Leonard Bushnell .. .. .        | 47                 |
| Chilprufe .. .. .               | 47                 |
| Cleghorn Waring .. .. .         | 64                 |
| Cogswell Harrison .. .. .       | 63                 |
| Coastal Radio .. .. .           | 72                 |
| Dagenite Batteries .. .. .      | 63                 |
| Decca Radar .. .. .             | 53                 |
| Fairey Marine .. .. .           | 65                 |
| Mermaid Marine .. .. .          | 61                 |
| J. H. Minet (Insurance) .. .. . | 47                 |
| Neco Marine .. .. .             | 63                 |
| Players No. 6 .. .. .           | 49                 |
| Pye Telecommunications .. .. .  | 57                 |
| Rentokil .. .. .                | 63                 |
| RFD-GQ Ltd .. .. .              | inside back cover  |
| Scott Bader .. .. .             | 45                 |
| University Marine .. .. .       | 61                 |
| Capt. O. M. Watts .. .. .       | 54                 |
| C. P. Witter .. .. .            | 72                 |

## INSURANCE

FOR ALL INSURANCE, Phone, Call or Write J. A. Harrison (Brokers) Ltd. "Security House", 160-161 Bromsgrove Street, Birmingham B5 6NY Telephone: 021-692 1245 (10 lines). For keenest rates, service and security.

## FOR SALE

Advertising pencils, superb ball pens, combs, brushes, each gold stamped Lifeboat name, etc., raise funds, quickly, easily. Bran Tub Toys: samples from, Northern Novelties, Bradford 2 (BD2 3AF).



## TOWING BRACKETS


Approved by car manufacturers and issued with fitting instructions. Also shock absorber, stabiliser and lightweight couplings.

**Please save a little for the people who save a lot—give generously to the R.N.L.I.**

C. P. WITTER LTD. CHESTER Tel: 0244-41166

# COASTAL RADIO

— the instant communication and precise navigation equipment that takes the rough with the smooth

Coastal Radio Limited, Westway, Chelmsford, Essex CM1 3BH. Telephone: (0245) 65533.   
A Marconi Marine Company

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

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

Member's Name .....

Address .....

Membership Number .....

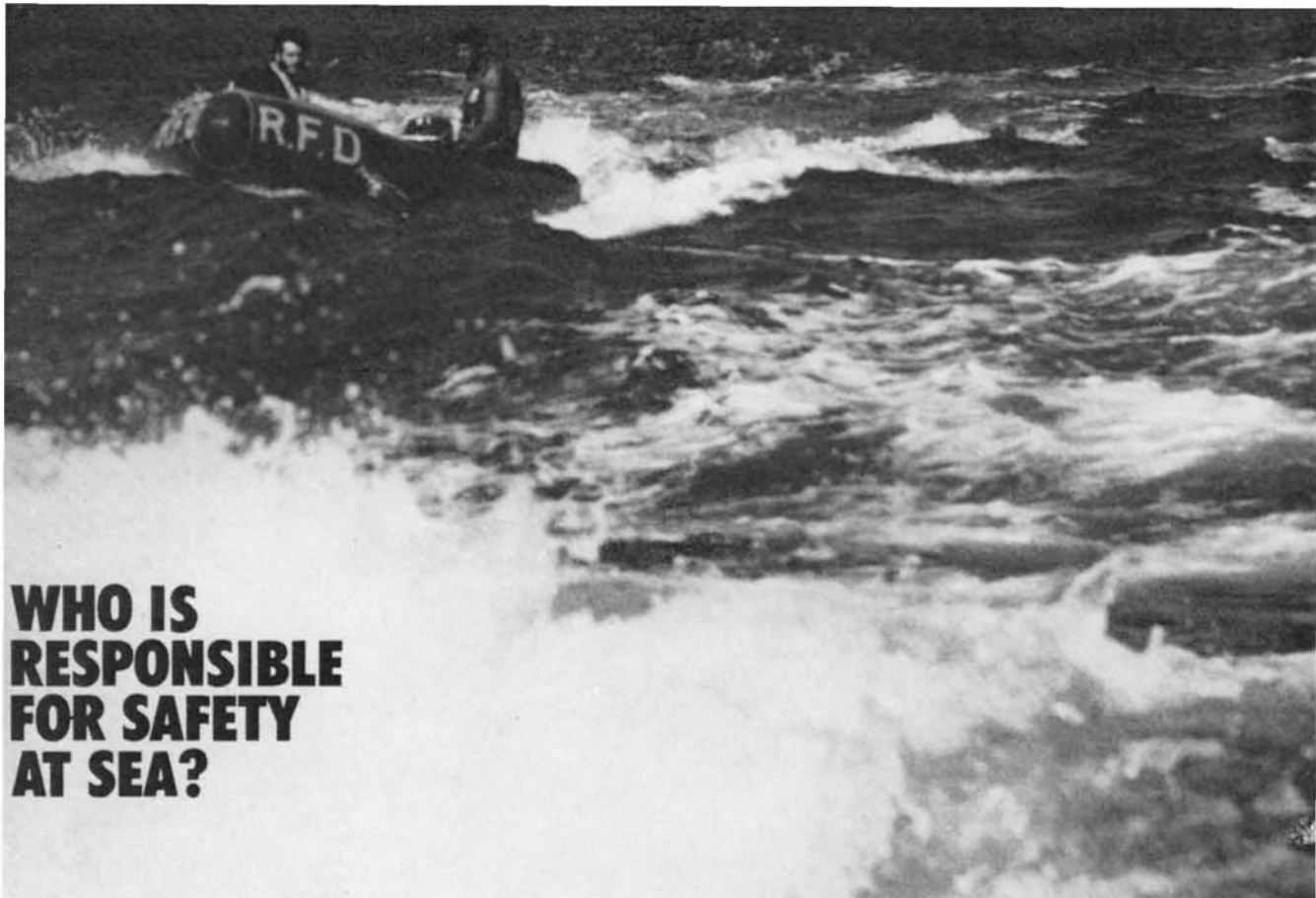
L.B/10/73

## PERSONAL ANNOUNCEMENTS

The engagement was announced on July 7 between Robert John Wright, Mela Road, Pwllheli, Caerns, who is a Boat Mechanic with the R.N.L.I, and Margaret Murley Frances, daughter of the late Coxswain Donald Murley Francis, Dalegarth, Moelfre, Anglesey.

Designed and Printed in Great Britain by Ditchling Press Limited, Ditchling, Hassocks, Sussex





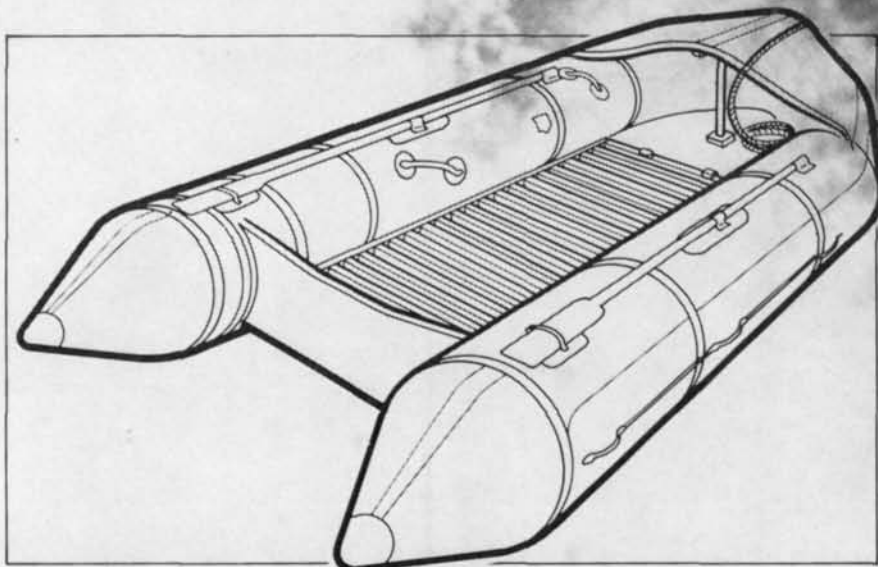
## WHO IS RESPONSIBLE FOR SAFETY AT SEA?

RFD 'Z' boats are extensively used by RNLI for inshore rescue work. Specially developed for rough weather conditions with a large reserve of built in buoyancy.

Did you know that RFD have —

- 50 years experience in inflatable safety products for all world conditions
- Sales and servicing facilities in over 200 ports throughout the world
- International manufacturing facilities

Please write for copy of our brochure to:



# RFD-GQ



By Appointment to  
Her Majesty Queen Elizabeth II  
Manufacturers of Inflatable Boats  
RFD-GQ Limited, Godalming

**RFD-GQ Limited, Godalming, Surrey, England.**  
Tel: Godalming 4122 Telex: 85233

# Brooke Marine Limited

SHIPBUILDERS · ENGINEERS AND CONSULTING NAVAL ARCHITECTS

ESTABLISHED 1874



Type 44 ft. Self Righting  
Length o.a. 44'-0"  
Length l.w.l. 40'-0"  
Beam 10'-10"  
Draft 3'-11"  
Displacement 17 tons  
Fuel capacity 350 Imperial Gallons

Twin Cummins V6N 215N Marine Diesels  
Total Power 400 SHP  
Boat Speed 14 knots  
Endurance 205 miles at 12 knots  
Radar Kelvin Hughes Type 17  
R/T Redifon UHF and VHF, Coastal M/F  
Echo Sounder Visual & Ferrograph

Six type 44-ft. in service, four type 50ft now building.



A DOWSETT COMPANY

**Shipyards : Lowestoft · Suffolk · England**

TELEPHONE : LOWESTOFT 5221 TELEGRAMS : 'BROOKCRAFT' LOWESTOFT TELEX 97145