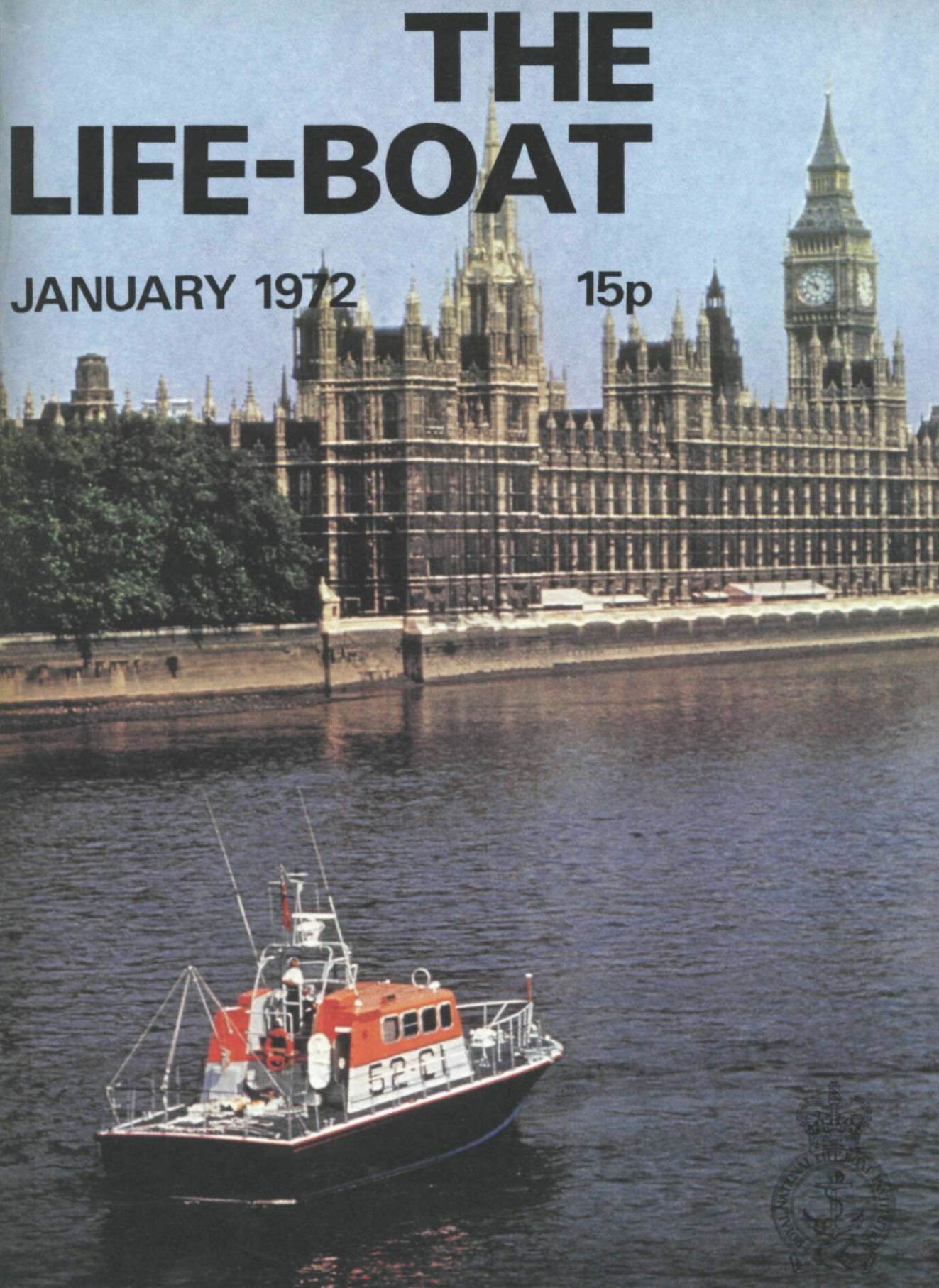


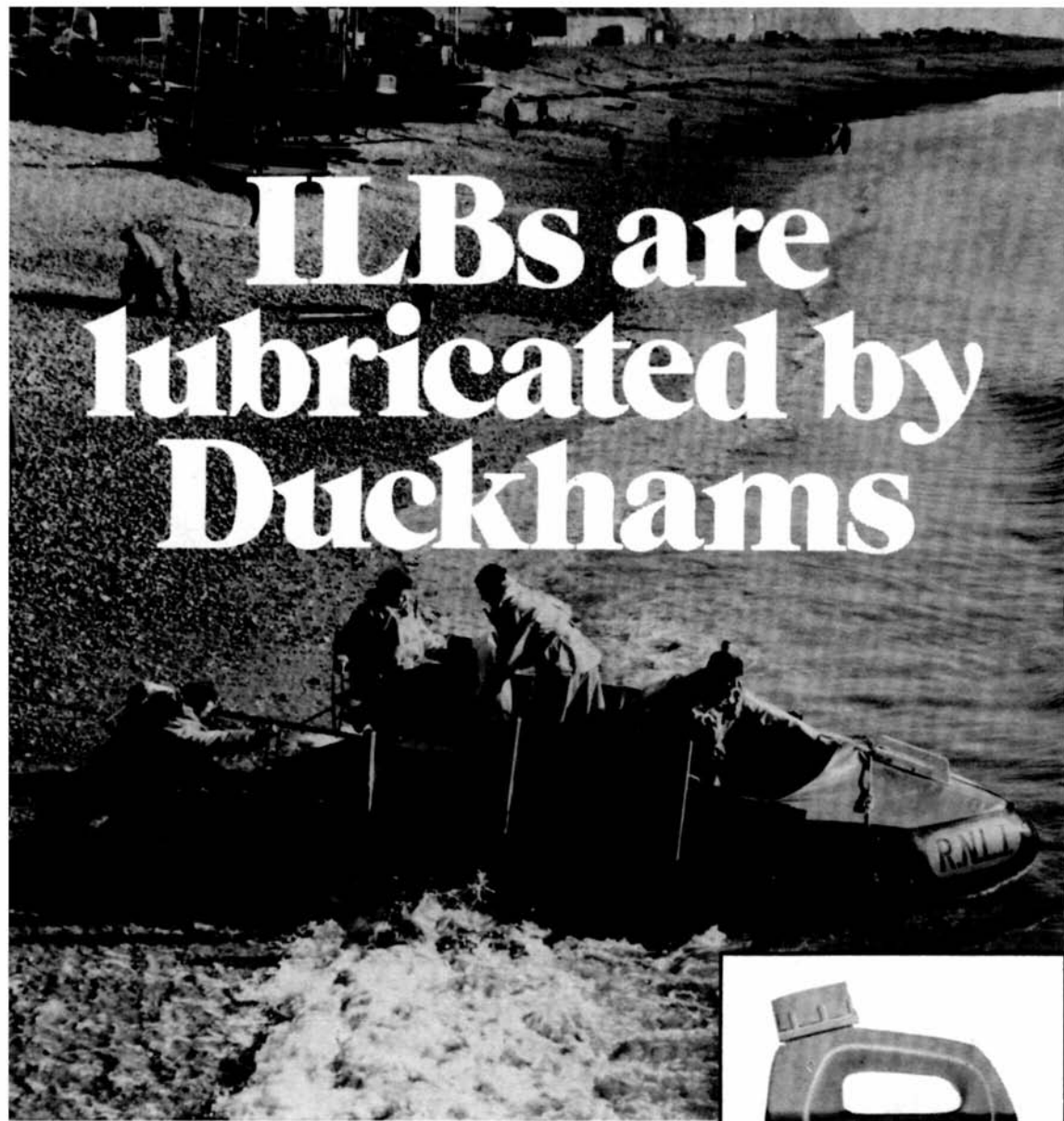
# THE LIFE-BOAT

JANUARY 1972

15p



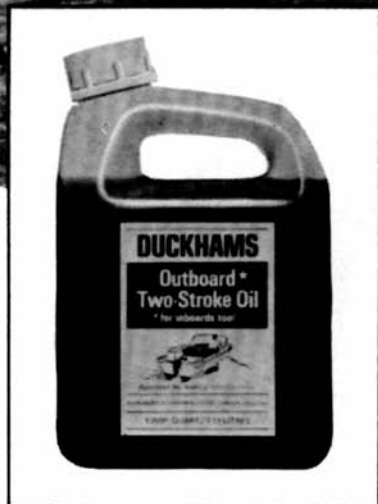
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# THE LIFE-BOAT

(Est. 1852)

All editorial material submitted for consideration with a view to publication in the Journal should be addressed to The Editor, THE LIFE-BOAT, 42 Grosvenor Gardens, London, S.W.1 (Tel. 01-730 0031). Photographs intended for return should be accompanied by a stamped and addressed envelope. All advertising inquiries should be addressed to Cheiron Press Ltd., 5 Crawford Street, London, W.1 (Tel. 01-935 2814).

ABC approved membership pending.

A year's subscription of four issues costs 78p, including postage, but those who are entitled to receive THE LIFE-BOAT free of charge will continue to do so. The next issue of THE LIFE-BOAT will appear in April and news items should be sent by mid-February.

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January, 1972

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# NOTES OF THE QUARTER

by  
the Editor



by courtesy of T. P. Roskrow

WITH THE placing of an order for two new steel life-boats, the first of their kind, the R.N.L.I.'s major programme of new construction has been significantly advanced. The two new boats, which are each 50 feet in length, are being built by Brooke Marine Ltd. at Lowestoft. The placing of the order was announced by the Secretary of the Institution, Captain Nigel Dixon, R.N., at the conference of delegates from Midlands branches held in Great Yarmouth in September.

In design the new boats will be similar to the six 44-foot steel life-boats, which are themselves based on United States Coast Guard designs and which are now stationed at Barry Dock; Dover; Dun Laoghaire; Great Yarmouth and Gorleston; Harwich, and Troon. They will, however, have greater speed, the service speed of the 50-foot boats being 15 knots compared with 13 knots for the 44-foot boats. The new boats will be driven by twin Caterpillar diesel engines developing 375 b.h.p. at 2,200 r.p.m. and will be fitted with all the standard R.N.L.I. electronic equipment, including medium frequency, very high frequency and ultra high frequency radio, direction finding equipment, radar and echo sounder. In accordance with modern practice the electronic and navigational equipment and the engine room remote controls will all be

located in the wheelhouse and the boat will therefore be operated by a crew of four to five men. The new boats will of course be self-righters.

## FIRST IRB SILVER MEDAL

For the first time in the Institution's history silver medals for gallantry have been awarded for a rescue carried out by one of the R.N.L.I.'s inshore rescue boats. The medals have been conferred on the three men who manned the Barmouth IRB which went to the help of a woman who had fallen over a cliff on 21st June. They are Mr. John Stockford, Mr. Colin Pugh and Dr. Airdrie Haworth. A force 10 gale was blowing and the IRB was swamped by two large waves. A full account of this remarkable service appears on page 236. The first gallantry medals to be awarded for an IRB rescue were bronze medals conferred on the crew of the Amble IRB, Mr. Robert Stewart and Mr. Andrew Scott, who saved the lives of two members of the crew of a pinnace which capsized off Amble pier on 29th September, 1969.

## MORE AND MORE IRB RESCUES

Elsewhere in this number accounts appear of rescues by IRBs at a variety of stations. One by

## COVER PICTURE

*The 52-foot Arun class life-boat on a visit to London in June, 1971, when she was moored at Decca Pier near Lambeth Bridge. She was built at Messrs. William Osborne's yard at Littlehampton, the hull was designed by Mr. J. A. McLachlan of G. L. Watson & Co. of Glasgow, and the general arrangement by the staff of the R.N.L.I. She has a top speed of around 19 knots. It is planned that future boats in the Arun class will be built in glass reinforced plastic. The photograph was taken by Margaret Murray.*

the Margate IRB has been described as a service 'carried out in text book fashion' with exemplary co-operation between the Coastguard and the R.N.L.I. Before September was out the number of lives saved by the Institution's IRBs had surpassed all previous records, and at the time of going to press the number was 733. The evidence of the extraordinary success of what was in 1963 a limited experiment is shown by the fact that the lives of more than 3,560 people have now been saved by these new inflatable craft.

## LIFE-BOATS IN SPAIN

Two new R.N.L.I. life-boats visited Spain in the late summer and autumn of 1971. This unusual occurrence followed a request from the newly-formed Spanish Life-boat Service known as the Red Cross of the Sea, a delegation from which visited Britain earlier this year. One of the life-boats was the 48-foot 6-inch Solent class boat which has been presented to the R.N.L.I. as the outcome of a spectacularly successful appeal by the Royal British Legion, the boat being known as *Royal British Legion Jubilee*. The other was the prototype 52-foot life-boat of the Arun class, which is undergoing extensive trials. The Spanish Red Cross of the Sea undertook to defray all expenses, and it was felt that the trials of the two boats could be carried out off the Spanish coast with advantage.

Mr. John Atterton, Deputy Secretary of the R.N.L.I., visited Spain while the two life-boats were there to discuss the organisation of the new Spanish society. He is himself a fluent Spanish speaker. He found that the Spanish delegation who visited England had been deeply impressed by the organisation of the R.N.L.I. and the spirit of the crews and honorary workers at both station and financial branches. The Spanish Red Cross of the Sea have bought two standard R.N.L.I. IRBs and are likely to have life-boats built in this country.

On her passage to Spain the *Royal British Legion Jubilee* called at Brest and La Pallice in France, where the crew were most hospitably received by the French Société Nationale de Sauvetage en Mer.

While carrying out her trials off La Coruna the *Royal British Legion Jubilee* found that the Spanish trawler *Carmen Vilarino* had gone aground at Pragueira Point in thick fog. She took the trawler's crew of seven from their life raft and she also saved the trawler.

## ANNUAL MEETING

The annual meeting of the governors of the Institution in 1972 will once again be held in the Royal Festival Hall in London. This



by courtesy of Joy Warren

The Duke of Kent, President of the R.N.L.I., aboard the Bembridge, Isle of Wight life-boat, with Coxswain Peter Smith and Mr. Arthur B. Weaver, B.E.M., honorary secretary, and (below) the Duke of Kent with the Bembridge crew of the 48-foot 6-inch Solent *Jack Shaylor and the Lees*. For more details see page 206.

venue was used for the first time for the annual meeting in 1971 with conspicuous success. The date of the 1972 meeting will be Thursday, 18th May.

## BRANCH REMITTANCES

The response of financial branches of the R.N.L.I. to an appeal to transmit funds to the Institution's bankers as early as possible has been extremely gratifying. One effect of this has been that the Institution has been able to obtain higher rates of interest on money deposited. The danger of a serious temporary shortage of available cash was also averted.

## Stop Press

Inshore rescue boats are now known officially as inshore life-boats, abbreviated to ILBs. They will be so described in future numbers of THE LIFE-BOAT.



by courtesy Roger M. Smith

'I often wonder whether insurance company managements appreciate the invaluable efforts made by the R.N.L.I.'

BOATING is rapidly growing in popularity. Thousands have gone afloat for the first time this year. Doubtless next year thousands more will be doing likewise. In all the excitement of selecting and buying a craft of one kind or another, the question of insurance should not be overlooked. Granted you don't *have* to insure, as there is no equivalent of the Road Traffic Act as yet applying to the water. But liabilities still lurk and insurance protection is vitally important.

What is at stake? Well, you have a responsibility towards other people. If you are out boating and injure somebody or cause damage to their property due to your negligence, you will no doubt have to pay up if a claim is submitted against you. The vital point is that there's no knowing what a third-party claim may amount to. Through your faulty manning you may merely nudge another boat, scraping off a touch of paint in the process. Settlement may cost you a few pounds. Yet if someone is seriously injured by the negligent handling of your craft, a claim for many thousands of pounds could stare you in the face. In fact, only a few years ago a Canadian stockbroker fell overboard when a speedboat's engine was suddenly put into 'astern'. He suffered severe multiple injuries from the boat's propeller and was unable to continue his career. In court he was awarded £30,000 plus special damages.

## THE INSURANCE BOATING PICTURE

BY JOHN C. VANN

Third-party insurance can raise problems. With some insurers the limit of liability is a figure which equals the total insured value of the craft, though in the case of dinghies sometimes an arbitrary limit of £1,000 is inserted in the policy. Frankly, this is completely inadequate for the needs of an owner. Every craft owner should have this figure increased to at least £25,000, as the extra premium required is only nominal. A few insurers, however, now give cover for small craft of up to, say, £50,000 or £100,000 for any one accident without additional premium.

We now come to the craft herself. Cover is normally on the lines of all damage to or loss of the craft, her tackle, fittings and equipment, including stress of weather, stranding, sinking,

collision, theft, fire and explosion, up to the full value of the craft.

Transit risks by road or rail are covered within the United Kingdom, excluding scratching or bruising, but it must be noted that the third-party section of the policy does not apply while the craft is in transit by road. This is because the third-party risk automatically comes within the cover provided by the car policy. For example, if the craft is being towed by a car and the trailer causes injury to some third-party or damage to somebody else's property due to the fault of the car driver, any resultant claim from the third-party is dealt with by the insurers of the car. If the craft is damaged in the process, the repair bill would be for the attention of the insurers of the craft.

In former days yacht and boat insurance, even for small craft, was a trifle complicated to arrange. Insurers used to rate each craft on its individual merits, taking into account not only the type, size and value of the craft, but also the experience of the owner, the area in which the boat would be used and the period for which she would be 'in commission'. It was common, in fact, for underwriters to quote a percentage rate for each month while the boat was in commission and an appreciably lower rate for each month while laid up during the winter months. That was reasonable enough—in theory. In practice, however, with a fine summer an owner might wish to keep his boat

in commission for a longer period than originally advised, which involved a payment of additional premium, with the rate being the difference between the laid-up and in-commission rates for the extra period.

Now, extensive simplification has been introduced by several leading insurers. Their aim has been to provide a 'package deal' type of cover at a competitive premium which will meet the needs of the average small craft owner.

Of course, not all vessels can be insured on this basis. Broadly, this arrangement only normally applies to craft whose overall length does not exceed 16 feet, although sometimes an exception is made in the case of 'Fireball' and '5-0-5' dinghies. There is a stipulation that the craft will be kept on shore when not in use. The reason for this is that some moorings are more exposed than others, certain areas around the coast being regarded as distinctly hazardous by anxious underwriters.

An advantage of the package policy is that there should be no problems about laid-up dates or the area in which a boat may be used. While the premium is calculated on the basis that most boats will not be used during the winter months, in fact a boat probably can be used at any time during the currency of the policy on inland or coastal waters of the British Isles.

One leading company in the yachting and boating insurance field has been quoting an all-in premium for racing dinghies, sailing craft and motor boats with engines of less than 18 h.p. (subject to the limitations mentioned earlier regarding length and being kept on shore when not actually in use) of £4.50 per year for insured values up to £150, with an additional 50p of premium for each extra £50 of insured value.

One or two small dinghies qualify for a rather lower premium. For certain classes of racing dinghy various excesses are imposed. This means that the insured person is required to bear the first so many pounds of any claim.

The basic premium which has been quoted by this same insurance company for runabouts and speed-boats with engines from 18 h.p. to 40 h.p. inclusive is £3 per £100 of the insured value, plus £5 for third-party risks, with a minimum overall premium of £10. Here again, it is usual for an excess to be imposed.

If you have a speed-boat, a point which needs to be checked is whether the third-party section of your policy applies to injury to water skiers. At one stage it was common for this liability to be excluded. But it is now increasingly being given and in lots of cases policies also include cover for liability incurred by a water skier towards members of the public, if the water skier is being towed by the insured boat.



'Cover is normally on the lines of all damage to or loss of the craft . . .'

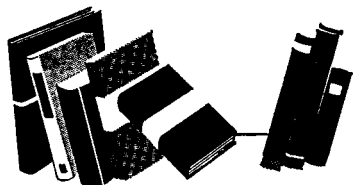
In this case there is likely to be a charge for the third-party cover given.

A tie-up exists between R.N.L.I. and insurance, even if indirectly. The life-boat fleet is vital in caring for the increasing traffic on the seas, not forgetting this great new armada of yachtsmen—the week-end and holiday sailors—around the coast. In one year recently well over 2,000 calls were answered with 321 vessels rescued and 1,101 lives saved. This resulted in an estimated saving of nearly £1.75 million in insurance claims.

I often wonder whether insurance company managements appreciate the invaluable efforts made by the R.N.L.I. Through this article I would like to appeal to the insurance boards to

set aside generous gifts for the R.N.L.I., as the increasing vigilance and action which is now required is whipping up their costs.

There is another point to ponder. This touches on salvage. At the outset it must be mentioned that the R.N.L.I. of itself does not make salvage claims. Quite an interesting calculation was made not all that long ago. It was estimated that the total amount of salvage money paid out to life-boat crews in one year would, if split among all crew members and shore helpers throughout Britain and Ireland, have produced a sum of approximately £1 per man. I hope that insurance managements will again take note. If you have friends in insurance be sure to remind them.



## BOOK CORNER

● In good time for Christmas is another addition to the popular 'People at Work' books in the Ladybird 'Easy-Reading' series now numbering over 290 titles covering a wide range of subjects and reading ages. It is *The Life-boat Men* (Wills and Hepworth Ltd., price 15p). Written by I. and J. Havenhand with illustrations by John Berry, this little book traces the story of the R.N.L.I. Supported by 24 coloured plates, all of which were submitted to the R.N.L.I. before publication, the text refers to the history of the life-boat, Grace Darling of the nineteenth century, the first life-boat conceptions by Lukin, Wouldhave and Greathead, Sir William Hillary, Richard Oakley (who designed the first of the R.N.L.I.'s modern self-righting boats), and all the fleet's latest life-boats. There is a useful life-boat map covering Great Britain and Ireland.—C.R.E.

## Stamp Appeal

Mr. R. Smart, Flat 18, 81 Oak Hill, Woodford Green, Essex, is collecting used stamps in aid of the R.N.L.I. Stamps should be sent direct to Mr. Smart's address.

## Duke visits life-boats

The Duke of Kent, who is President of the R.N.L.I., made his first trip in a life-boat and took part in a life-saving exercise at sea during his visit to the Isle of Wight on 21st October. The boat was the *Jack Shayler and the Lees*, which is a 48-foot 6-inch Solent type, and Coxswain Peter Smith was at the helm.

Welcomed at the airport by Sir Charles Baring, Bt., member of the Committee of Management and president of the Isle of Wight Life-boat Board, who represented the Chairman of the R.N.L.I., Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., the Duke, who succeeded his mother, the late Duchess of Kent, as R.N.L.I. President in 1969, toured Groves and Guttridge Ltd., East Cowes, whose yards have built more than 100 life-boats. Also visited were the Inshore Rescue Boat Centre belonging to the Institution at East Cowes, and the Yarmouth life-boat headed by Coxswain David Kennett who has only recently taken over. The 52-foot Arun class prototype life-boat took the Duke from the island back to Portsmouth.

## Staff Association

Elections have now taken place for the committee of the R.N.L.I. Staff Association, which was formed earlier this year. The members of the committee are: Mr. Patrick Howarth (chairman), Mr. H. C. Marflect (secretary), Mr. P. E. Williams (treasurer), Mr. J. R. Atterton, Mr. B. J. Bright, Mrs. M. E. Cox, Mr. C. H. Hardcastle, Mr. C. A. Hunter, Mr. J. R. G. Lawrence, Lieut.-Commander B. Miles and Mr. R. E. Turner.





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The Port Talbot IRB going to the aid of a man trapped under a capsized dinghy. The rescued man alongside the IRB supported by the swimmer. A specially equipped swimmer bringing to safety the rescued man.



## Swimmers from Life-boats

ONCE many life-boatmen considered it an unlucky gift to swim too well but since those days things have changed. For well over a year now the R.N.L.I. has been evaluating the use of swimmers from life-boats, as well as the kind of special equipment they will need. Now for the first time a team of three swimmers has become operational, although the evaluation trials are still continuing. They are Mr. Jeff David and Mr. Philip Every, both policemen, and Dr. Peter Jones. All are members of the Port Talbot IRB crew.

To mark the occasion a joint demonstration

was arranged with the Port Talbot IRB and the Mumbles life-boat showing the uses of swimmers from a life-boat. The first rescue involved a swimmer with a life-line going to the aid of a 'casualty' trapped on the rocks. While the casualty was brought back to the life-boat the kiss of life was administered while still in the water. A second rescue showed a swimmer from the Port Talbot IRB going to the aid of a man trapped under a capsized dinghy.

The use of swimmers from life-boats will enable coxswains to react more flexibly to certain situations. It is obviously much simpler to use a swimmer when a life-boat is unable to manoeuvre close enough or with enough speed to a casualty. On rocky coastlines where the surf is heavy a life-boat often has to stand off while another rescue technique is employed. Now all that needs to be done is to anchor the life-boat off and the swimmer with a radius of 150 yards can reach a casualty and be hauled back.

The training required to qualify as a swimmer is extremely stringent. A swimmer has to hold the gold personal survival award of the Amateur Swimming Association, the bronze medallion of the Royal Life-Saving Society, and has to satisfy a written examination set by the R.N.L.I. He has to submit to a medical examination and re-qualify in each of these requirements every three years. A qualified swimmer has to be able to dress within 90 seconds.

While the concept of swimmers is still under evaluation certain conditions have been laid down for certain wind and sea conditions. Also the equipment a swimmer needs has to be carefully chosen. The items of equipment are:

- 1—A mini flare pack. There is a danger of the swimmer becoming separated from a life-boat or IRB should the swimmer have to slip his swimmer line or the rescue boat suffer an engine failure. The risk of becoming separated in strong winds is very great.
- 2—Special wet suit with a hood.
- 3—Neoprene gloves, to keep the hands warm and enable the swimmer to work with ropes, release shackles, etc.
- 4—Fins and some form of socks.
- 5—Weight belt. Wet suits give swimmers additional buoyancy making them float too high in the water for efficient swimming. Weight belts weigh 8 to 10 lb. and have a quick release mechanism.
- 6—Knife strapped to leg.



A qualified swimmer has to be able to dress within 90 seconds.

- 7—A gas inflatable life-jacket with strong harness and swimmer line quick release. A life-jacket light is incorporated which can be actuated when the jacket is open or folded.
- 8—A torpedo buoy will be supplied. These buoys can support a casualty in the water unattended, provided he is conscious.—A.B.



## ALL SPICK AND SPAN

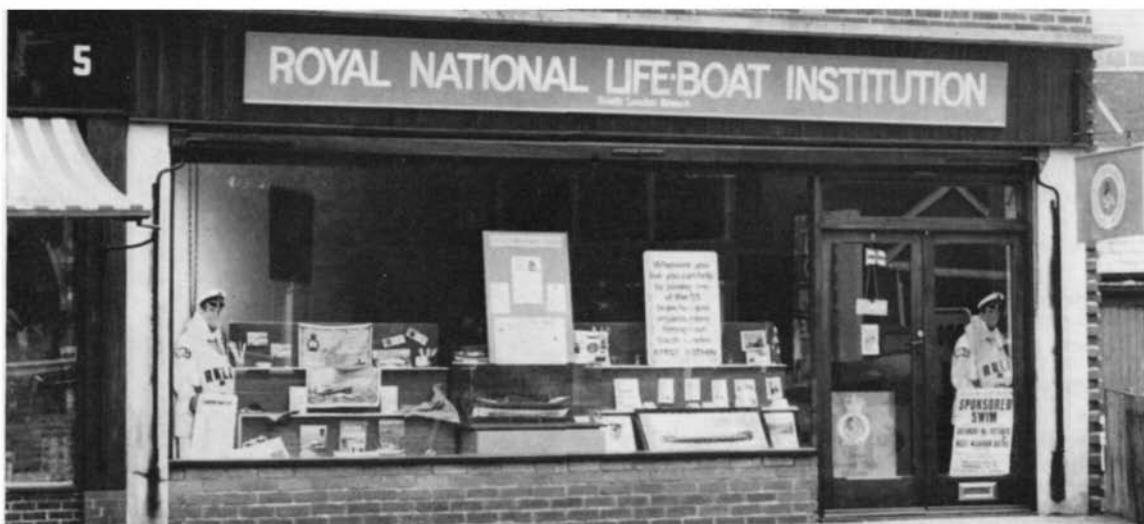
● I should like to record my appreciation and thanks for THE LIFE-BOAT which reaches me from time to time. It is full of interest and having absorbed the contents I circulate it around my ship.

It is pleasing to learn that Y.L.A. continues to prosper and I shall do all that I can to assist it to flourish. It is understandable that rising costs in every direction cause concern in the future operation of the R.N.L.I. and it is to be hoped that public support such as that enlisted by the Y.L.A. will be sufficient to preclude the necessity of calling upon Government sources of income. It does appear, however, that there is a growing public awareness of the difficulties which are regarded with concern and sympathy and I never yet knew of anyone questioning a donation on R.N.L.I. flag days.

As you will be aware, New Brighton is a first-class life-boat station with many famous

rescues to its credit; I think that locally we are all quite proud of it. Some of the crew members are my personal friends and sometimes, when I am at home on leave from sea, I am invited to join the boarding party for a routine inspection of the boat which as you will understand is a bit of a busman's holiday but which nevertheless is accepted with pleasure.

Boarding your boat as a professional seaman I never fail to be quietly satisfied by the conditions and state of things I find. Not that it would be my place to inspect, but you will understand that any proper seaman is never quite off-duty—the eye roves and seeks from long habit. I never yet saw anything the least detail of which was not exactly as it should have been. So I suppose that's why I enjoy these rare visits knowing that it will be a pleasant time and I will not find any reason for discontent which I would perforce have to keep to myself. Indeed I find things are always seeming to be



*by courtesy of Norman Pipe*

The new South London office at 6 Bell Parade, Glebe Way, West Wickham, Kent.

that much better or stronger or safer than one would imagine they need to be.

Only last week—the day before I left home to return to my ship at Greenock—the New Brighton life-boat brought off a beautiful double. If you get an account you might think it was nothing out of the ordinary—but in my view it was great. About 6 p.m. on 9th August, the rain started sheeting down and visibility was about a quarter of a mile at the best. There seemed to be a low moving in and centring over the area. My wife and I looked across the Mersey and down the Crosby Channel from our windows and remarked that ships would be having a difficult time of it. It was a suddenly freshening breeze that might make things nasty for small craft caught outside.

Ten minutes later the maroons sounded and soon off went the boat—we couldn't see, the visibility being by now about nil. Away down the channel they come upon the casualty—a small motor fishing boat with engine failure. Duly collected—good work with the radar I imagine—this boat is taken in tow, when suddenly distress flares are spotted from the banks off Formby. How these were seen in the conditions I'll never know. Anyway, the first boat is made fast to the nearest buoy and off charges the life-boat to the next customer—a 46-foot yacht on passage to Majorca. She is ashore on the banks and not in a very good situation. All hands are disembarked and the life-boat returns, collects the first casualty, and lands the lot at New Brighton.

From the point of view of good, basic, practical seamanship, I think that effort is hard to beat, for the conditions were bad for a small boat and the visibility was fearful. There was the usual account in the *Liverpool Daily Post* the following morning, but I wonder how many reading it could imagine the skill and ability that saved those unfortunate people?

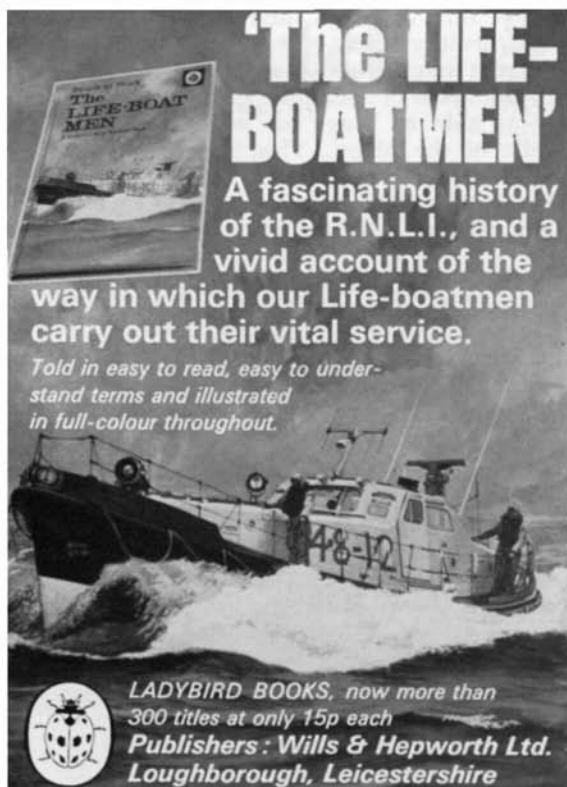
So you will see that I am proud to be involved in what might be regarded as the off-shore, deep-water counterpart of R.N.L.I. and am grateful to be enabled, through Y.L.A., to consider myself, however remotely, connected with a deservedly famous and very professional organisation.—*Peter B. Swift, Pickering Road, New Brighton, Wallasey, Cheshire.*

Captain Swift is master of the ocean weather ship *Weather Adviser*, Meteorological Office.

## CHILDREN AND LIFE-BOATS

● From time to time you publish details of the efforts by children to support the life-boat service, either by raising money or writing essays, which in turn are read and provoke interest.

Recently, while sorting some old press cuttings, I came on one undated from, I think,



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a paper in the 1930s. It was an account of essays sent in for the Duke of Northumberland's competition. The subject of the competition—for children—was 'What qualities make a good life-boatman?'

According to the report, in the London district the challenge shield went that year to one Edward Weller, of Droop Street Boys' School, Paddington. Emphasising the life-boatmen's need for strength, courage and endurance, the boy reflected that:

'It would not do for a delicate man to be aboard one of these boats in a terrible storm, the boat tossing and pitching like a mere nutshell, perhaps circling round rocks to the rescue of shipwrecked folks'.

Boys and girls from over 1,500 schools were, the report said, unanimous in describing the character of a life-boatman, as including courage, moral and physical, physical strength, cheerfulness, patience, common sense, and a high sense of duty.

Many of the essays insisted (we are thinking of the 1930s) on the importance of temperance, pointing out the differences between real and 'Dutch' courage. One juvenile critic of self-indulgence—a little girl—would only allow a

pipe on rare occasions, and then only if one was a 'healthy man'.

A great many of the essayists agreed that the real proof of a life-boatman's courage was that he was able to 'leave his warm bed in the middle of the night'. This, one of the little writers said, was proof that 'a life-boatman's life is by no means all honey'.

Some quaint extracts from other essays stated that:

Life-boatmen should be thin. Fat men might sink or crowd a boat.

They must not be afraid of cold water.

They must not be subject to colds.

They must have sterling wives who will assist them to do their duty nobly—women who will be a help and not a hindrance.

They must belong to a 'reliable "Saving" Society'.

The life-boatmen must be patient and yet firm with those who are drowning.

He needs great strength when great sharks or such dangerous fish as that might bore a hole in the vessel.

He must think nothing of his own life, but others' as precious as pearls.

The captains do not pick men who have smartly brushed shoes and coloured ties and socks.

A man exposed to such great danger should live a clean, respectable life, for he never knows when he might be called away to a land where life-boats are unnecessary.

All very amusing. I wonder what the average child today would write if asked: 'What qualities make a good life-boatman?'—*Mrs. Sarah Jones, Plymouth.*

## MUTUAL AID

● I must congratulate you on the improved format and lay-out of your Journal which now proves much more interesting to us. Should you approve, I would be more than pleased to send reports of our activities for inclusion or, failing that, we have no objection to your using material from our own magazine *Rescue*.—*W. J. Baguley, honorary secretary, Sumner Life-boat Institution Incorporated, Sumner, Christchurch, New Zealand.*

## PASSING ON THE WORD

● When my wife and I have read our copy of THE LIFE-BOAT, we hand it in to our local public library, where they display it with other magazines. It helps to publicise the aims and work of the R.N.L.I.—at no extra cost.—*Dr. Eldred J. Holder, Highcliffe, Christchurch, Hampshire.*

## Weeley's Fireworks

After the Weeley Festival in Essex, where thousands of pop fans congregated, a letter was received by *The Daily Telegraph* enclosing a cheque for £5 for the R.N.L.I. It was explained by the senders, Mr. Peter F. Amott and Mr. Ivan Mant, of Davis Road, Acton, London, that the money was sent 'as a gesture' for the inconvenience caused when fireworks were discharged to herald the appearance of *Stray*.

Apparently life-boats from Walton, Clacton and Margate, together with the Coastguard helicopter from Manston, went out on 30th August as a result of the Weeley fireworks. The cost to the R.N.L.I. alone was, of course, much in excess of £5.

## Last Day Out

On 28th August, which was Mechanic William F. Mann's last day with the Exmouth life-boat after 18 years, he was called out when the inshore inflatable craft *Fundraiser*, taking part in the Cowes-Torquay-Cowes race, was not checked off at one of the check points in the race. The life-boat was told to search a line five miles off shore towards Portland Bill, but *Fundraiser*, it turned out, was safe. Mr. Mann, incidentally, was previously a travelling mechanic for 11 years and reserve mechanic for nearly four years—well over 30 years' service all told with the R.N.L.I.

## Swimmers in Action

When the Teesmouth life-boat *Sarah Jane and James Season* was out on exercise on 25th August, they were signalled by a fishing coble. When they went alongside they found that she had a trawl warp round her propeller. The two swimmers carried by the life-boat, Mr. Peter Race and Mr. R. Copeman, junior, went into the water and cut the rope free. Then the life-boat went on with the exercise and the coble continued to trawl.

## Off to Pacific

Last year the former coxswain of the Plymouth life-boat, Mr. Peter White, left England with his family to take up a government appointment in the Gilbert Islands in the Pacific Ocean. His place has been taken by Mr. John Dare, the second coxswain.

## Helicopter Board

The R.N.L.I. has accepted the offer of honorary membership of the British Helicopter Advisory Board at Redhill, Surrey.

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## Profile...

● COMMANDER Frederick R. H. Swann, O.B.E., R.N.V.R., of Stratford Mill, Stratford-sub-Castle, Salisbury, who may soon retire as deputy chairman of the R.N.L.I., was born in 1904. His interest in sailing goes back to the age of four, for his grandfather and father all sailed, the Solent being his early training ground. In 1924 he went to Trinity College, Cambridge. Asked if he had ever been in trouble at sea, Commander Swann, who is a retired stockbroker, said that as a young man he was once caught in a 8-9 force wind from the south-west off Portland Bill when in a 5-ton yacht and for 18 hours had his sea anchor out. He all but grounded at Kimmeridge. That was in the days when one asked the Air Ministry to telegraph weather details. Outcome? His father presented him with a miniature barograph.

In 1926 Commander Swann joined the Royal Cruising Club. In World War II he spent his first winter as a lieutenant R.N.V.R. in the trawler *Northern Gift* on the Northern Patrol and was mentioned in despatches. In 1940-1941 he commanded the anti-submarine trawler H.M.S. *Sapphire*, and in 1942-1943 served in H.M.S. *Formidable* as senior fighter direction officer. It was for services in this carrier that he was awarded the O.B.E.

Commander Swann was one of the first three temporary R.N.V.R. officers to be promoted to the substantive rank of commander in February, 1944, and was subsequently appointed to the escort carrier H.M.S. *Biter* as executive officer and later to an assault carrier, H.M.S. *Hunter*, as executive officer. He was one of only two temporary R.N.V.R. officers who attained 'qualified officer' status as a commander

and the only R.N.V.R. officer to command an aircraft carrier.

In 1953 Commander Swann was invited to join the R.N.L.I.'s Boat and Construction Committee, was made deputy chairman of this committee three years later and chairman in 1960. He also served on the Finance Committee where his experience as a stockbroker was useful. He became deputy chairman of the Committee of Management in 1964.

Over the past decade big strides have been made in life-boat building, and Commander Swann, recalling that progress, said that first of all the committee looked at German and Dutch life-boats. The 1963 International Life-boat Conference at Edinburgh introduced them to the 44-foot steel boat, and a year later a delegation from the R.N.L.I. visited the United States. Afterwards a prototype was brought over, thus saving the R.N.L.I. development costs, and eventually six were built and others, it is understood, are planned.

But Commander Swann's work for the R.N.L.I. is not all committees. Every winter he used to make passages in life-boats. In 1959 he went from Dover to Aldeburgh in the new boat. It is a trip he is not likely to forget: he caught pneumonia with complications, nearly died, and instead of being away three days was absent for three months!

Nineteen-fifty-nine saw the Broughty Ferry life-boat disaster in which eight men lost their lives. Commander Swann recalled that it was then the committee concluded: 'This can't be said to be an act of God. We must have self-righting life-boats.' This accident led to the development of the 48-foot 6-inch Oakley, the first of which was sent to Yarmouth, I.o.W.

Looking back over the past 10 years, Commander Swann said: 'It is my sincere opinion that we have done our best to modernise the R.N.L.I. We considered building a GRP (glass reinforced plastic) boat 10 years ago but came to the conclusion it was not sufficiently tried material at that time. I am afraid speedwise we have had rather disappointing results with our life-boats.' In the 1960s came the tremendously successful IRB, the use of echo-sounders, radar and the 70-foot concept.

Asked what he thought was the most noticeable change during the past 10 years, Commander Swann said: 'The organisation is now receptive to ideas. I believe in the future of the R.N.L.I. At the same time, however, I feel there is still a lack of knowledge by the public, and particularly yachtsmen, about the work of the life-boat service.'

Commander Swann, in addition to the R.N.L.I. posts already mentioned, was chairman of the Helicopter Sub-committee from 1955 to 1968 and is chairman of the Operations



Committee. In connection with the Royal Cruising Club, he was Rear-Commodore 1961-1964 and is now the Commodore. He has also been Rear-Commodore and Vice-Commodore of the Royal Corinthian Yacht Club.

His late wife was chairman of the Kensington branch of the R.N.L.I. in 1960 and helped to build it up. Commander Swann's hobbies, apart from sailing, are fishing and gardening. He lives in a converted water mill at Salisbury where he has a collection of ornamental ducks and geese in natural surroundings.—C.R.E.

## Marine Paintings

British marine artists of the eighteenth and nineteenth century helped the life-boat service in the latter half of the twentieth century through an exhibition of their paintings at the gallery of N. R. Omell, of Duke Street, St. James's, London, at the end of last year. Through the kindness of Mr. Omell, the very well produced catalogues of the exhibition were sold in aid of the R.N.L.I. This is the second time that Mr. Omell has allowed the Institution's funds to benefit in this way.

About 40 paintings were on show to the public, giving a good cross section of the marine artists' work during the period under review. Among these were two splendid canvases with a life-boat theme. One was of the Ramsgate life-boat going to the assistance of an East Indiaman foundering on the Goodwin Sands, painted by Edward William Cooke (1811-1880), to bring the public's attention to the work of the R.N.L.I. The other was by Captain Richard Brydges Beechey (1808-1895) and shows an Anglesey life-boat rescuing passengers from a ship in the Irish Sea off the South Stack light-house.

## Cook Book

The sale of the R.N.L.I. cook book, which was described on page 175 of the October Journal, is going very well and many people have praised the selection of recipes as catering for many tastes. Mrs. Keen has been at pains to include simple popular family dishes as well as the more elaborate *cordon bleu* type.

Arrangements are being made for these cook books to be generally available for sale by branches and guilds in this year. We are already planning the next edition and contributions would be welcome at Life-boat House.

Mrs. Keen has asked us to say how pleased she was with the co-operation from the staff at both head office and York which enabled this project to be launched.

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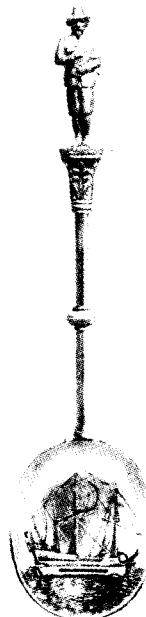
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# YLA SECTION



by courtesy *Motor Boat and Yachting*

Where the rocks and the tide race meet off the Lizard seen from the Lizard-Cadgwith life-boat. (See page 240 'Race Casualty'.)

THE Fastnet race—famous among yachtsmen the world over for its tough course of over 600 miles from Cowes to round the Fastnet rock off the south-west of Ireland—is contested only by strong and experienced crews. This year there were nearly 250 crews from many countries, and they included 47 of 'pick of the pick' forming the Admiral's Cup teams from 17 countries.

It was a record in 1971, not only for the number of entries, but for the speed of the first yacht home, and this meant ample strong winds. Yet there were quiet times as well, moments when the crews had to use their wits to creep against contrary tides, especially round headlands like Portland Bill, Start Point or the Lizard.

It was dusk when we approached the Lizard in light wind conditions. I was sailing in

## A YACHTING DRAMA

by Erroll Bruce

*Wizard* of the Bermuda Admiral's Cup team close beside the British team captain, Ted Heath, in his *Morning Cloud*. Should we stand in to search for the eddy off Bass Point shown to me by the coxswain of the Lizard/Cadgwith crew, or should we tack out to sea looking for the slacker tides several miles south of the Lizard? The life-boat crew, a year or two ago, had also shown me a close-up view of the Men Hyrt rocks, into which that eddy could so

easily take a boat, and had warned that there was no gap between these rocks and the Lizard race.

However, there were signs of more wind to come, so when *Morning Cloud* tacked for the open water, we stood on planning, to keep just clear of those rocks, but to rely on the rising wind to carry us through the tidal race. A mile or two ahead I had seen two rather bigger yachts apparently risking a course even closer to the rocks; one I had recognised as a team mate, whose skipper and navigator had discussed with us an hour or two before the start this very problem of rounding the Lizard against the tide. Every detail had been carefully thought out by experienced yachtsmen, and no doubt this was much the same aboard most of the competitors.

Naturally I was intrigued by how those two yachts ahead would fare, and kept a careful watch through the binoculars, hoping to see their lights as they turned out from the eddy close inshore.

Suddenly my binoculars were blinded by a flash, and with naked eyes I saw a red flare of distress climb into the sky from just about the bearing of Men Hyrt rocks; a few seconds later a second flare followed. Someone was in real trouble, and I had little doubt that it was one of those yachts.

It was easy to imagine the businesslike activity in the Coastguard Station on the cliff top close above the casualty.

I could almost, in my mind, see the coastguard watchkeeper ringing through to the R.N.L.I. honorary secretary at Ruan Minor. I could imagine Lindsay Britton's voice as he gleaned a quick summary of the situation, and I knew that he would waste no time in calling out the life-boat crew. It would be Maurice Legg, the coxswain, he would be giving his orders to, I presumed.

'We'll see the maroon any moment now', I said to those in the cockpit of *Wizard*. And it was just then that it fired over the headland. It looked to me as though it had come from the Lizard Hotel, whose host had been chairman of the life-boat committee when I was last there; it was there that I had been told by Peter Mitchell, the life-boat engineer who had worked the rocks off the Lizard for a livelihood, how a ground swell sometimes sets in without warning long before any strong wind, and gives conditions that would be thoroughly dangerous to any boats close to the rocks.

I prayed that the ground swell would keep away until any yacht in trouble had got clear. Yet even as I watched, it seemed that a swell had begun to come in from the Atlantic Ocean.

'Where does the life-boat come from?' asked an American crewmate with me.

'By Kilcobben Cove, just there', I pointed, and almost at that moment the lights switched on to form a line down the face of the cliff.

'My God, do they throw it in from that cliff top?' someone asked.

'Just about that', I answered. 'Those lights show a lift down the cliff face, and the life-boat itself is on a slip at the foot of that.' Soon afterwards I could see the door of the life station open, and could imagine the crew donning their oilskins and life-jackets ready for the launch.

'Surely the swell is getting bigger', I suggested, but no one else seemed to notice this, so it was probably my imagination.

We had ample to do in sailing our boat, so I did not see the actual launch in the darkness. Indeed the next I saw was another red flare climb up into the dark sky from the sea somewhere near Bass Point. My first anxious thought was that the other yacht might also be in trouble, perhaps having hit the wreck a couple of hundred yards out from the point.

Yet then a red light showed moving fast along the base of the cliff near Hot Point. It was obviously the life-boat afloat, and perhaps the coastguards had advised the first yacht to fire another flare to show her position to the life-boat.

Soon we could see that the life-boat was in contact with a craft of some sort, and not long afterwards she was making slow speed away from the danger area.

By that time I was quite convinced that the swell had increased; certainly we directed our course further offshore. If another yacht was to get into trouble, those on board certainly could not expect such speedy help until the Lizard-Cadgwith boat got back on station, although I could imagine Lindsay Britton ringing his neighbouring honorary secretary, Dr. I. Wort at Coverack, warning him that there were a couple of hundred craft afloat in the Lizard area with his own boat off station.

If the casualty remained afloat, we conjectured, perhaps the life-boat would tow her into Falmouth. If all went well, was the general feeling, at least the rescued would be able to give their rescuers a bit of a party to prepare them for spending the rest of the night getting back to Kilcobben Cove.

### An Apology

*In an article contributed by Commander Erroll Bruce in the October, 1971, issue of THE LIFE-BOAT his christian name was inadvertently misspelt. For this we apologise.*

# The First Fair Isle Race

THE first Benson and Hedges Fair Isle International Yacht Race in aid of the R.N.L.I. started at 11.00 hours on 2nd September, six cables north of the entrance to Granton harbour on the Firth of Forth. The race was the first international yacht race in Scottish waters organised by a Scottish yacht club. The committee vessel was H.M.S. *Wasperton* and the northern end of the line was marked by the M.F.V. attached to the Forth Division of the R.N.R.

The Forth Corinthian Yacht Club commodore, Mr. W. H. Russell, was assisted at the start by Sir Alec Rose, who was honorary race

● *Boats marking either end of the starting line were flying large R.N.L.I. flags. Dr. W. J. Guild used the IRB from Kinghorn for his filming of the start at Granton. In Kirkwall, the crew of the reserve life-boat Hilton Briggs were on exercise as the yachts were entering Shapinsay Sound, and with her flags flying she made an impressive sight when she towed two of the yachts through the String, a narrow channel with a fierce current, into Kirkwall Harbour. The sponsors arranged a window display in Binns, Princes Street, Edinburgh.*

commodore, and Mr. Harris of the Royal Naval Sailing Association, H.M.S. *Lochinvar*. Also on board was the Flag Officer Scotland and Northern Ireland, Rear-Admiral D. Dunbar-Nasmith, Sir James Mackay of the Highlands and Islands Development Board, Sir James Miller, A. M. Dunnett, Editor of *The Scotsman*, Mr. Guy Corrie of Benson and Hedges, Mr. Chay Blyth and Major C. A. Wickes, vice-president and past commodore of the Forth Corinthian Yacht Club.

Eight yachts crossed the starting line, although 12 yachts had entered the race. The entire entry money of £10 per yacht was donated by the F.C.Y.C. to the R.N.L.I., the cheque for the first race being for £120.

The weather was ideal for a race of this sort and most of the yachts kept spinnakers flying until they reached the Fair Isle where the wind increased to force 7 gusting at times to force 9. The schooner *Robert Gordon* was forced to retire in this region having had four sails blown out. The smallest yacht in the race *Gadie* (a class VI yacht of only 19 feet on the waterline) had the misfortune to break her rudder when only 15 miles south of the Fair Isle and was also forced

to retire. Her skipper, Angus McIntosh, was unable to make Kirkwall but made a successful landfall at Fraserburgh. The other six yachts successfully completed the course and subsequently made Kirkwall Harbour, although through engine trouble and the very strong current in the String, two of the yachts required a tow. All concerned were wildly enthusiastic about the race and intimated their intention to enter again.

During the race the Coastguard Service kept a watchful eye on the yachts and their progress was passed from station to station. This service was greatly appreciated by the race committee, especially that of the volunteer look-outs on the bad weather stations at Deerness, Broughness, North Ronaldsay and Sanday.

Also present at Kirkwall was the motor yacht *Kytra*, owned by the Hon. James Bruce, which had acted as safety boat during the race. She was skippered by Hamish Flett whose knowledge of the waters round Orkney banished many worries.

On the social side the yachtsmen and their friends were exceedingly well catered for. All the visiting yachtsmen were made temporary members of the F.C.Y.C. during their stay in Granton and seemed to make excellent use of the facilities laid on for the race.

Before the start of the race the City of Edinburgh gave a civic reception for the competitors, friends and race officials on the Tuesday evening. At the conclusion of the race in Orkney the sponsors gave a reception in the Kirkwall Hotel, Kirkwall, on the Saturday evening. On the Sunday evening a civic reception was given by the local authorities of Orkney, again at the Kirkwall Hotel.

With all this year's competitors wishing to race again next year, and Chay Blyth's announcement at the civic reception in Kirkwall that he intended to enter *British Steel*, a large entry next year is expected.

## For the Price of an Anchor

THE following report, sent in by the honorary secretary of an inshore rescue boat station, is just another example of failing to face up to the fact that the sea is unpredictable.

Apparently two men went out in a home-made boat powered by an outboard motor. Having no anchor—an anchor would have cost about £3—they decided to make do with a large boulder off the beach to which the anchor rope, Robinson Crusoe-like, was tied. The stone was then placed on top of the spray

canopy in the bow—and away went the two mariners.

However, when well out to sea, the movement of their boat became more pronounced and this made the stone drop off the canopy. Where did it fall? Well, it went straight through the bottom of the boat. The two-man crew abandoned ship and, according to the IRB secretary, were extremely lucky in being able to swim to the shore. Both were in an exhausted state and had to be treated for shock and exposure.

At a rough guess the cost to them of their sea ride, without a proper anchor, was as follows: pair long sea-boots £10, pair new shoes £5, boat repair £8, engine overhaul £5 = £28.

## Y.L.A. SOCIAL BRANCHES

now that the membership of the Y.L.A. is approaching 10,000 it is hoped to form social branches of the Association in different parts of the country. These will not be fund-raising branches but will provide an opportunity for members in a particular area to get together from time to time, possibly for a dinner or cocktail party or else quite informally.

All Y.L.A. members will, as always, be most welcome at the R.N.L.I.'s stand at the International Boat Show at Earl's Court from 5th to 15th January. If you have any ideas please let us know at the stand or in writing.

## ASSOCIATE MEMBERSHIP

The Committee of the Association has decided with regret to discontinue this grade of membership since a subscription of £1 is insufficient

to cover the free quarterly issue of THE LIFE-BOAT and to cover administrative costs. Existing associate members have therefore been invited to take up full membership and any who do not wish to do so will continue as associate members for the duration of the current year or 31st March, whichever is the later.

Associate members subscribing under covenant and not willing to become full members have been invited to become annual subscribers under covenant. They will not, however, receive the Journal unless willing to pay the extra 68p per year.

## UPPER THAMES BRANCH

A small party of members of this branch visited the Depot at Boreham Wood on 6th October where they were received by Lieut.-Commander Harold Harvey, the Depot Superintendent, and Alasdair Garrett, secretary of the Association. After a tour of the workshops and the publicity section, branch members had tea in the depot canteen.

## INSIGNIA

We would like to review the whole range of Association insignia available to members. At present we offer three sizes of house flag, a dinghy racing pennant, bow plates for dinghies, a plaque and, in the personal range, a key fob, ties and badges. We intend to introduce in the New Year a dinghy burgee. Members are invited to make suggestions regarding insignia and if they wish to propose new items to be added to our range, would they please indicate what price they would be prepared to pay, together with any other relevant details?

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# A Radio Controlled Life-boat



by courtesy of Echo and Post Ltd

During the 'open day' arranged by the Port of Liverpool branch in aid of the R.N.L.I., an interesting demonstration was given in which a model life-boat aided a model trawler on the boating lake at Hoylake. The scale models were made by Mr. E. Potter, of Moreton, and everything in them was radio controlled. A vivid commentary was given by Mr. J. Watson, one of the Hoylake life-boat crew members. The demon-

stration contributed greatly to the £78 which was raised on this occasion. Mr. Potter, the following week, went to Ostend to compete for England in the international model power boat competition. He has since given further demonstrations and money has been collected for the R.N.L.I.—in fact, his life-boat has raised well over £100 and he has promised to give more demonstrations (see picture).





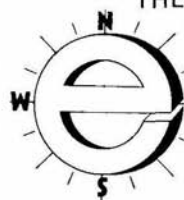
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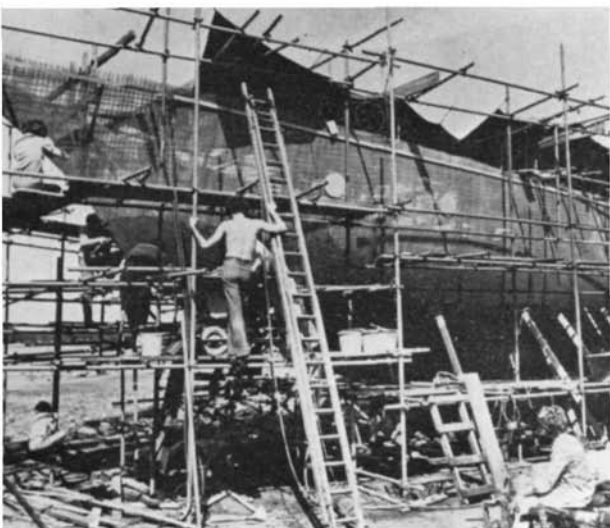
The new French life-boat *Commandant Gaudin*. She has a top speed of 14 knots.

## FIRMS AND THEIR PRODUCTS

● From the Blue Circle Group, Portland House, Stag Place, London, S.W.1, comes news of an interesting cement application in ship building. Recently cement mortar covering was applied to the largest yacht in the United Kingdom to be constructed using ferro cement techniques. Owned, designed and built by Michael Dodd, the 22 m hull will be rigged as a brigantine.

Ferro cement construction offers considerable

The yacht's hull being constructed using ferro cement techniques.



savings in material and weight. On the 200 m<sup>2</sup> surface of the hull 5 tons of Blue Circle Group's sulphate resisting cement, Sulfacrete, were used in a 1½-1 mix with dried silica sand. The Sulfacrete mortar will resist the aggressive chemical action of sea water. Lanomix—a Blue Circle admixture—was used to reduce the necessary water content of the mortar to assist placing and finishing of the skin. The mortar was mixed in a tilting drum mixer and placed using a combination of Mono pump and hand application. The finished hull thickness is 25 mm and the cover to the mesh reinforcement 3 mm.

● An interesting new French life-boat named the *Commandant Gaudin* (Poyaud class) has been demonstrated in recent months. Details provided by a Paris correspondent state that the boat—she is 15 metres 30 cents. long—was designed by the *Office of Works of the Franco-Belge Shipbuilders* who also constructed her at their shipyards at *Gennevilleirs, near Paris*, which is on the Scine. She is of steel construction with a light metal superstructure (see picture above).

The *Commandant Gaudin*, which is described as an all-weather boat, is driven by two engines of 225 h.p. each. In addition to having accommodation for four stretcher and eight sitting cases, the boat can be used for fire-fighting. She carries all the latest communications equipment. Her first operational beat is expected to be the Bordeaux area where she will have a range of 160 miles at 14 knots.



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**(1)—Coxswain Frank Bloom joined the Walton and Frinton, Essex, life-boat in 1946 and had one year under his father, who was also coxswain of the life-boat. Frank became coxswain in 1964, replacing Jonah Oxley.**



## TERRY WEEDEN TAKES A CAMERA TO WALTON AND FRINTON



**(2)—Life-boat going to rescue of yacht on the Pye sands, off the Naze, Walton, April, 1971.**



**(3)—Crew running for launch.**

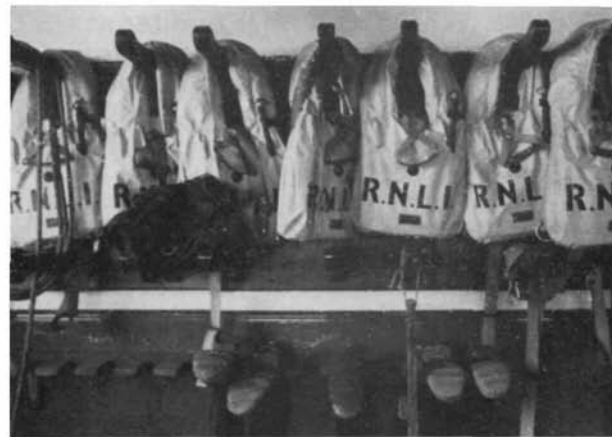


(4)—Crew rowing out to the life-boat in the 25-foot boarding boat. Seven launchers run on before the crew, to pull the boarding boat into the landing stage ready for the crew.

(6)—The Walton-on-Naze life-boat, the 'Edian Courtauld', at her moorings off Walton pier early one winter's morning.



(5)—Going to work.—Frank Bloom and Les Wall rowing out to their oyster boat.



(7)—Life-jackets and boots at the ready in the boat house.



9

**(8)—Frank Bloom's occupation is oyster fishing, which he does with Les Wall, a retired life-boatman, in the backwaters at Walton.**

**(9)—Les Wall at the oyster sheds. He retired from the life-boat service in 1959 at the age of 58. On the life-boat he was signalman. Joined in 1947.**

**(10)—Brian Ward (left) one of the youngest members of the crew and deckhand since he joined the crew in 1966. Works as a boat builder at Halls Boat Yard, Walton. In background is John Halls, who is also a deckhand on board.**

**(11)—Second coxswain Dennis Finch. Became second coxswain when Frank Bloom took over as coxswain in 1964. Worked as a boat builder at Halls Boat Yard, Walton, until recently. Now takes out fishing parties.**



8



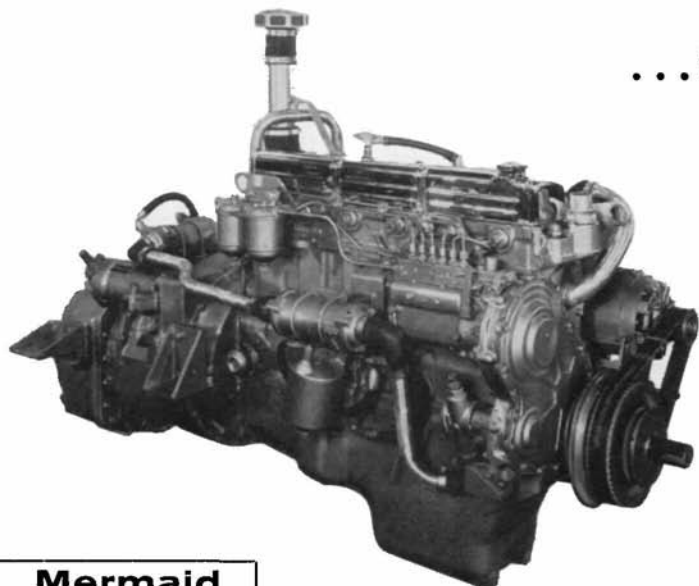
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11

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# SCOTTISH NAMING CEREMONIES

— THURSO AND LONGHOPE



*Pictures by courtesy of J. McDonald and Douglas Shearer*



The Queen Mother at the wheel of the Thurso life-boat, *The Three Sisters*, after the naming ceremony last year. With her is Coxswain Gilbert Reid. The harbour scene shows the ceremony in progress and the 48-foot 6-inch Solent boat. The Queen Mother (top page 229) talking to the crew of the Thurso boat.



Edinburgh solicitor's wife, who was nominated by the family of Miss Charlotte A. King whose legacies paid for the boat. The Longhope boat is also a Solent, her skipper being Coxswain John Leslie.

Pictures above and below show the Longhope lifeboat, the *David and Elizabeth King and E.B.*, just before the naming was done by Mrs. Marian Thornton, an





Schermuly day smoke distress signal.

# SAFETY AT SEA WITH PYROTECHNICS—Part 1 CHOOSING THE RIGHT DISTRESS SIGNALS

by PAT WINTER THOMAS

WITH the present boom in the yachting and boating industry rising steadily each year, as more and more people seek and enjoy pleasurable pastimes afloat, there is also a growing anxiety from the marine rescue associations generally about the apparent lack of knowledge concerning the carriage of adequate distress flares.

There are Department of Trade and Industry regulations specifying the life-saving equipment and distress pyrotechnics that must be carried by all sea-going yachts of 45 feet and over. In 1971 the Department of Trade and Industry drew up a set of recommendations, intended to guide owners and operators of sea-going pleasure craft of less than 45 feet on the safety equipment which should be carried. Needs in excess of these will vary according to the size and type of craft, the conditions and area of intended operations. This paper recommends that all pleasure craft over 18 feet should carry 'six distress flares of which two should be of the rocket parachute type and daylight distress (smoke) signals', and pleasure craft under 18 feet should carry 'at least two distress signals—adequate distress signals should always be carried where practicable, even in sheltered waters'.

But—what is adequate distress equipment? Just what should be carried? Of what type and how many?

Department of Trade and Industry regulations, applying to 'every yacht of 45 feet in length and over, which sails outside smooth water limits as defined in Schedule One, Rule Two of the Merchant Shipping (Life-Saving

Appliances) Rules of 1965', state that either six approved rocket parachute signals or six approved red star signals must be carried. The choice of specific pyrotechnics should be made in relation to the kind of cruising in which the yacht will be engaged—many deep-water yachtsmen also carry signals, such as hand flares, in addition to this legal minimum requirement.

Craft under 45 feet fall into several categories, each requiring differing distress signals; for the sailing dinghy, usually sailing in company and/or within partially smooth water limits, three hand flares or one Miniflare pack; for the off-shore cruiser, usually confined to coastal waters rarely more than 10 to 15 miles off land, four hand flares and two rocket parachute flares; for the deep-water cruiser, often sufficiently far from land for rescue reliance to be placed on passing ships or aircraft, six rocket parachute flares, four hand flares and one buoyant orange smoke signal.

Schermuly Ltd. manufacture a complete range of officially approved marine distress pyrotechnics, including rocket parachute flares, red and white hand flares, day and night signals, red star signals and radar reflective signals—a range with an applicable distress signal for the smallest dinghy right up to the largest liners and tankers; a range which has been specifically designed to comply with international regulations.

The company's Icarus rocket parachute flare (red) is the best all-round distress signal available. The rocket's payload is ejected at 1,200 feet with a visibility range of 35-40 miles on a



clear night. Even in daylight its visibility range is six to seven miles. These Icarus rocket parachute flares should be standard equipment on all craft likely to sail more than two miles from land.

Although the Schermuly hand flare (red) is a 20,000 candle power signal, it must be remembered that its visibility range is restricted by horizon limitations making it unlikely for observers to see at a greater distance than four to five miles. For this reason, hand flares should be regarded as short-visibility range distress signals, useful close to the shore or to other craft. Hand flares are also used for indicating the exact position of survivors when a marine rescue operation is under way, but they should *not* be used as initial off-shore distress indicators.

The company's day signals, emitting a large volume of dense orange smoke, are either floating or hand held. Although effective in calm weather, it should be remembered that wind tends to disperse smoke rather quickly, making it difficult to detect at sea level, although it is still plainly visible from the air. Visibility is rarely more than two or three miles, so smoke signals should be supplemented with flares.

Their red star signals are primarily for use in small boats. They take several forms and their performances vary widely. They may be hand held signals, rockets ejecting stars at high altitudes or stars ejected from a gun such as a 1 inch Very pistol.

A star signalling device which has proved very popular among dinghy sailors is the Schermuly Miniflare, a truly pocket-sized distress signal consisting of a pen-type projector and eight screw-on red cartridges fitted into a compact, plastic pack. A firearms certificate, obtainable free of charge from your local police station, is required for the Miniflare.

The company's Radaflare has a combination of free-falling red stars and radar reflective dipoles. This payload is ejected at approximately 1,350 feet where two red stars ignite and the radar reflective dipoles form a 'cloud' which produces a clear, gradually dissipating echo on a P.P.I. screen. The average range of an aircraft's radar detection is 20 miles, and of a ship's radar nine miles with a duration of five to 20 minutes depending on the wind force. This signal is especially useful in fog or poor visibility weather, when visual distress pyrotechnics can be rendered virtually useless.

Their hand flare (white) is not truly a distress signal but can often obviate the need for distress pyrotechnics by indicating a craft's presence at night to an oncoming ship. Remember that a yacht's navigation lights are not very bright so an early warning is a wise precaution.

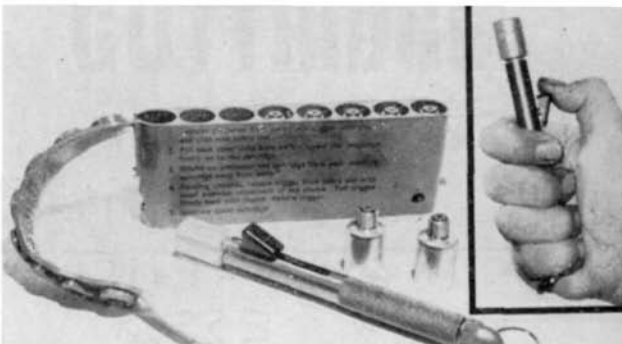
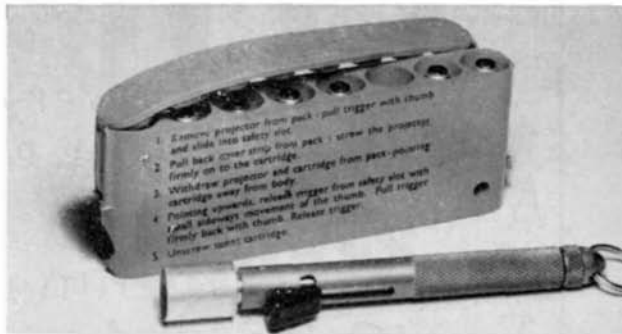
Schermuly Ltd. produce special sets of their

marine distress pyrotechnics, available in pre-packed waterproof containers, to meet the requirements of various classes of yachtsmen. The Deep Water Pack, comprising six Icarus rocket parachute flares, four hand flares and one buoyant orange smoke signal, and the Cruiser Pack containing six Icarus rocket parachute flares. Both packs comply with D.o.T.I. requirements for vessels of 45 feet and over. The Offshore Pack, very popular for small and medium sized yachts, comprises two Icarus rocket parachute flares and four hand flares. The Dinghy Pack, for the small boat and inshore sailor, contains three hand flares.

Throughout 1972, starting at the Boat Show on the R.N.L.I.'s Y.L.A. stand and also through Schermuly's network of sales agents throughout the U.K., Schermuly's dinghy, Offshore, and cruiser distress signal packs will be available to Y.L.A. members and associates at reduced rates of at least 10 per cent. To avail himself of this offer, the member should complete and cut out the coupon on page 247 and present it to the local chandler whose name appears on the back of the coupon. In addition to helping themselves those Y.L.A. members and associates who take advantage of this offer will be helping the R.N.L.I. to aid others in distress, as Schermuly will also be making a contribution to the R.N.L.I.'s funds for each pack sold under this scheme.

*Safety at Sea with Pyrotechnics—part II, The correct use of pyrotechnics and sighting report procedures, will be published in our April issue.*

Schermuly Miniflare pack, projector and cartridges.





by courtesy of *The Birmingham Post*

Judging taking place in *The Birmingham Post's* children's poster design competition, organised in association with the R.N.L.I. and the British Poster Advertising Association. Entrants, from all parts of the Midlands, were asked to design a poster for the R.N.L.I. Left to right: Mr. H. H. Mallatratt, director general of the British Poster Advertising Association, Mr. Patrick Howarth, public relations officer of the R.N.L.I., and Mr. M. J. Bright, promotions manager of *The Birmingham Post*. The results appear elsewhere on this page. The posters will be seen on sites donated by the B.P.A.A. before flag-days in 1972.

Dear Sir I wish  
 I was in the  
 Life Boat service  
 And IF I really  
 was in the  
 Life Boat service  
 I would do every  
 thing I was told  
 And I would  
 do everything  
 I could do  
 to HELP

Signed

Stephen Kellow

Willowfield

HALLOW ESSEX

## DEDICATION

A remarkable demonstration of service has come to the notice of the R.N.L.I. at Douglas, Isle of Man. The devoted helper, who was physically handicapped, was 15-year old David Kelly who died in November.

It is understood that on 30th July, 1970, David was at his post in the boathouse when he received a telephone call from the Coastguard. Although crippled and on crutches he immediately set off to find the life-boat mechanic who was working on the quay. The mechanic fired the maroons and the crew assembled. There was no delay in launching and the life-boat reached the casualty, the pleasure boat *Mary Anne*, whose engine had broken down while she was still clear of the rocks. The 74 passengers were taken off without difficulty. In the opinion of ex-Coxswain R. Lee some loss of life would probably have occurred if the actions of David had not been 'so quick, efficient and, in view of his physical handicap, courageous'.

David returned as boathouse attendant in the summer of 1971 and, in spite of increasing pain and infirmity, succeeded in selling the largest amount of souvenirs ever sold in Douglas.

David was suitably thanked by the R.N.L.I. for his action in 1970 and for his subsequent help at the boathouse.

## Flower Fantasy

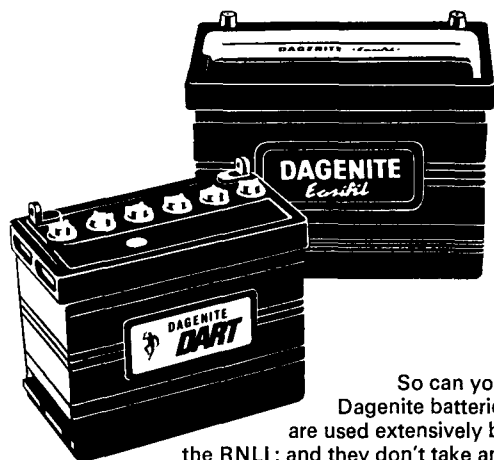
The Cutty Sark Society has kindly agreed that the lower deck of the famous clipper *Cutty Sark* at Greenwich can be used as a setting for a Life-boat Fantasy in Flowers to raise funds for the R.N.L.I. The fantasy will consist of 20 flower arrangements depicting sea themes as seen by members and clubs associated to the National Association of Flower Arrangement Societies of Great Britain.

This will be a unique opportunity for flower lovers to see some rather special arrangements. The Flower Fantasy will be open to the public on Friday and Saturday, 21st and 22nd April, 1972.

## Poster Competition

The results of *The Birmingham Post's* children's poster competition are as follows: seniors (11 to 16 years): 1st—David John Brown, aged 15, of Fabian Crescent, Shirley, Solihull; 2nd—Lyn Bonner, aged 11, of Mayswood Road, Solihull; HC—Helen Turner, aged 15, of Marlborough Road, Castle Bromwich. Juniors (6 to 11 years): 1st—Kendrick Tredwell, aged 10, of Aldridge Road, Perry Barr, Birmingham; 2nd—Mark Baker, aged 10, of Moss Drive, Sutton Coldfield; HC—Miss A. Riley, aged 8, of Little Grange, Lichfield.

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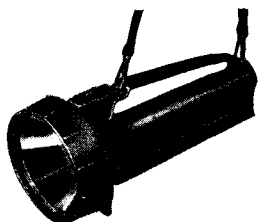
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## SOME WAYS OF RAISING MONEY

You should raise your hat to Mrs. Monnie Clements—but if you haven't got one, she will be only too pleased to provide it. A few months ago Mrs. Clements, secretary of the Shanklin branch of the Royal National Lifeboat Institution, was trying to think up new schemes to raise cash for her adopted charity. The result of her thoughts and calculations is a hat bank. Mrs. Clements, of Orchard Road, Shanklin, said: 'It suddenly occurred to me that people don't like to buy hats if they can help it. After all, most of them only wear the hat for one special occasion, and then it is put away and forgotten. I thought it would be a good idea to get a lot of hats together, and hire them out to people who needed them for one occasion only.' So Mrs. Clements went round to all her friends, and asked them for any hats they no longer needed.

Mr. F. Proctor, of 102 Cuckoo Avenue, Hanwell, London, W.7, won a sailing boat during the competition held at the Boat Afloat Show at Little Venice, Paddington, London, in June. The boat was donated by John Baker (Kenton Forge) Ltd., Exeter, Devon, and the competition realised £605 for the Institution.

Mr. Michael Seagar, of the Drip Drop Shop, Abbey Road, Knaresborough, undertook a 'sponsored slim' on behalf of the local guild. Mr. Seagar lost 17 lb. over eight weeks, and raised £9 for guild funds.

Pupils of William Penn School, Rickmansworth, gathered in the summer to see the results of a sponsored walk they made in May. Miss Rosemary Moses, area organiser for the Royal National Lifeboat Institution, was at the school to receive cheques totalling £500 from Allison Newell (13) and Terry Duldivin (12).

Since its inception 10 years ago, the Barry Sutherland Cup competition has raised over £300 for charities connected with the sea. Another £15 was added to the total when the money from last year's Barry Sutherland Cup final was handed over to the Seaham branch of the R.N.L.I. The branch treasurer, Mr. R. Johnson, received the cheque from Joy Patterson at a ceremony in Seaham Westlea Junior School. The money was the result of the ticket sales for the final. Murton County Junior School and Dawdon Junior School were the finalists this year and

they produced a close, exciting game which went into extra time but Dawdon eventually won 3-2. East Durham primary school football teams compete annually for the cup which perpetuates the memory of a 12-year-old Seaham schoolboy, Barry Sutherland, who lost his life in 1960 while trying to save a girl from drowning.

On the suggestion of Mrs. D. Hall, a committee member, the Spensborough ladies' life-boat guild is turning waste paper into money for the R.N.L.I. Members take their old newspapers in tightly packed bundles to Mrs. Hall's home, where they are stored until there is at least half a ton, the minimum weight for collection by a waste paper merchant. For the first two collections the guild has received more than £11.

News reaches us of a scheme involving Skegness life-boat station which is visited by many school children from Lincolnshire. Schools are invited to take part in a competition for a mural about 6 feet by 4 feet depicting a sea theme suitable for display on the wall of the Skegness life-boat station throughout the summer season. This creates a great deal of interest among the school children and is another method of

Presentation of a new I.R.B. to Bridlington, Yorkshire, by the Hucknall, Nottingham, Round Table. Pictured (left to right) are Mrs. Thelma Cass, chairman of Bridlington ladies' life-boat guild, Mr. Malcolm Grainger, chairman of Hucknall Round Table carnival committee, the Mayor and Mayoress (Councillor and Mrs. Frank Waterworth), Mr. John Greenhalgh, chairman of Hucknall Round Table, Dr. T. R. Wilson, chairman of Bridlington branch of the R.N.L.I., and Coxswain John King.

by courtesy of Arthur W. Dick



encouraging young people to give thought to the work of their favourite life-boat station and crew.

Mrs. Myers, of Bright Street, Radcliffe, Lancashire, writes: 'I enclose £2 for the life-boat funds. This money was raised by my three children and a few friends. During the school holidays they gathered together all their toys, books, games and comics no longer wanted and held a sale. They decided the money raised should go to help the life-boat men.'

## Lerwick

Invited to the 80th general conference of the Norwegian Life-boat Society was Mr. Frank Garriock, Norwegian Consul in Lerwick. The Norwegian Society has 33 boat stations—32 in Norway and one at Lerwick, Shetland. Mr. Garriock has acted as honorary agent for the Society in Lerwick since the first rescue vessel was stationed there in 1955.

The conference was held in September in the Hotel Bristol, Bergen and, during the day, the delegates were entertained to lunch by the Mayor of Bergen. In the evening a dinner was held in the Hotel Bristol attended by 92 guests. At this dinner the Society's highest award—the gold badge with diamonds—was presented to Mr. Garriock in recognition of his services. Mr. Garriock has been a member of the Lerwick R.N.L.I. committee for about 25 years, succeeding his late father.

## IRBs Save Hundreds

Inshore rescue boats of the R.N.L.I. saved 733 lives last year. This is a record number and exceeds the 696 lives saved by IRBs over the whole of 1970. Since the R.N.L.I. first introduced its IRB fleet in 1963 the number of lives saved by these craft has increased every year and now totals 3,566. The R.N.L.I. maintains 108 IRB stations around the coasts of Great Britain and Ireland, 33 of which are operational all the year round.

## Life-boat Grace

Mrs. A. Wooldridge, honorary secretary of the Stourbridge branch of the R.N.L.I., has suggested the following Grace for life-boat dinners: 'For men of brave heart and great courage; for willing workers in the service of others; and for food we are about to receive, we thank Thee, Lord.'



Mr. Herbert Statham, Westminister West Rotary Club past-president, hands over a cheque for £18,000 towards a new life-boat to Mr. W. T. Bishop (left), R.N.L.I., at Royal Overseas League headquarters, St. James's. The money was collected by some 11,000 Rotarians. With them (centre) is the Lord Mayor of Westminster.

## New Training School

The first Coastguard Training School has been opened at Brixham, South Devon. This was made necessary because of the need for intensive training in the use of new rescue aids and techniques.



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# Exhausting Cliff Service

THE Barmouth, Merionethshire, IRB on 21st June, 1971, was requested to help in evacuating a badly injured woman who had fallen down cliffs at Friog. In view of the prevailing weather conditions the life-boat was ordered to be launched as well to back up the IRB. Dr. Robert A. Haworth, who is a regular crew member, joined the rescue team in case the casualty needed on-the-spot treatment.

The wind was south west force 7 with heavy rain squalls and poor visibility due to the rain and a sea mist. The sea in the harbour was slight, but there was a heavy breaking sea on the bar. The IRB was launched at 4.3 p.m. and the bar was negotiated with difficulty. The life-boat was launched seven minutes later and followed the IRB. During her passage over the bar she was swept from stem to stern by two heavy breaking waves.

The IRB arrived at the scene of the casualty at about 4.20. The woman had fallen over cliffs about 80 feet high and was lying on a small beach at the foot of the cliff. Two policemen, a mountain rescue expert, and two of the injured woman's party were on the beach with a stretcher, but were unable to get the casualty up the cliff due to the overhang. The beach was gradually being covered by the rising tide, and at this time there was about 25 feet of beach left exposed. The IRB lay off for a while assessing the situation and the best place to land.

The beach in this area consists of large boulders up to 6 feet in diameter, interspersed with smaller boulders and large pebbles. The wind was south west force 6 to 7 and there was a rough sea and heavy swell running in obliquely to the beach. This swell was about 10 feet high and the surf breaking on the boulders and the beach was about 5 feet high. Spray was being thrown about 25 feet into the air as the surf hit the large stones and the base of the cliff. There were heavy rain squalls and a sea mist reduced visibility.

Having decided on their approach, the IRB approached the beach at speed to prevent broaching and at the last minute the engine was cut and tilted, the momentum carrying the IRB towards the beach. The IRB struck several of the boulders during its final approach, fortunately without damage. Then the crew jumped out to turn the IRB head to sea, but they were unable to get a good footing on the uneven beach and the IRB was swamped by two large waves. She was man-handled to the beach and, while two of the crew tended the boat, the doctor examined the casualty.

The doctor decided that the woman must be evacuated as quickly as possible due to the serious nature of her injuries and the rising tide. The mountain rescue expert thought that it would take at least four hours to get the stretcher up the cliff. It was therefore decided to take the casualty off in the IRB as this was the quickest means of evacuation.

Conditions appeared to be marginally better in the next cove to the north and it was decided to attempt the evacuation from there. The IRB was launched with great difficulty with the assistance of the people on the beach. In spite of having been swamped, the engine started readily. In getting the IRB off, the engine struck

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Scarborough Evening News man on the spot on 7th August was chief photographer Jay Mason—he was taking pictures of Filey life-boat's demonstration launch when a real rescue came up. The launch, for Filey life-boat flag day, involved the life-boat, the Robert and Dorothy Hardcastle, the inshore rescue-boat, and a helicopter from R.A.F. Leconfield. It was in full swing when an emergency call to a cliff fall a mile north of Filey Brigg was received by radio. Mr. Mason—seen (left) in a tables-turned picture by Filey life-boat secretary, Mr. Phil Hodgson—went in the IRB to the accident scene, and took this picture of the rescue. The helicopter plucked Edwin Brown (24), of Queen Street, Bridlington, from a ledge half-way up the cliff face, then landed him on Filey beach, from where he was taken to Scarborough Hospital.



a boulder, but damage was restricted to the propeller and did not affect the performance seriously. The doctor remained ashore during this launch, the IRB being crewed by the two remaining members.

The IRB made a run into the second cove as before, but this time the men on the beach were in the water in order to catch and turn the boat as she came in. To do this they had to wade in shoulder high and the surf occasionally broke over them. The IRB landed successfully, this time without being swamped, although she again struck several of the boulders. The casualty was carried round from the first cove, and as the tide was flowing this meant clambering over rocks to keep her dry. She was strapped in the mountain rescue stretcher and had been covered with a plastic bag to reduce the risk of exposure.

After placing the casualty in the IRB preparations were made for launching. The helmsman was in the boat ready to start the engine and the remainder of the men waded in with the boat. To get the boat into deep enough water to start the engine safely meant that the helpers were immersed shoulder high and seas were breaking over them. Several times they lost their footing due to the uneven nature of the bottom. The engine again started readily and as the crew scrambled aboard with difficulty the engine was put in gear and the IRB cleared the beach at the first attempt.

The urgent requirement was to get the casualty to hospital as soon as possible. It was known that an ambulance was waiting at the Friog end of Fairbourne beach, and, in consultation with the life-boat coxswain, it was decided to land the casualty there rather than risk the passage back to Barmouth in the life-boat. The beach at Friog is sandy except at high water and the landing was accomplished efficiently in spite of the surf. The injured woman was handed over to the waiting doctor and ambulance men at about 5 o'clock. She died about five hours later.

The IRB was launched from Fairbourne beach with difficulty as the crew were by now becoming exhausted. She met up with the life-boat which escorted the IRB back to Barmouth. The life-boat and the IRB were rehoisted and ready for service at 5.45. No injuries had been suffered by the IRB crew but they were in a very exhausted condition due to the continual exposure and the pounding they had received from the sea.

During the rescue operation the life-boat had stood by offshore ready to give assistance if required. The sea conditions were such that she had great difficulty in keeping the IRB in sight.

The casualty had been with a party of students who were doing a field study. The party were walking along the railway line between

Fairbourne and Llwyngwryl when the woman fell over the cliffs. The alarm was raised by a passing train driver who informed the police at Llwyngwryl at 3.30. The policeman there informed the police at Dolgellau, the mountain rescue team at Fairbourne, and the ambulance service, before making for the scene.

He and a colleague from Tŷwyn walked along the foot of the cliff from Friog before the rising tide covered that part of the beach. Two of the casualty party climbed down the cliff and the leader of the mountain rescue team roped down the cliff. They were hauled up the cliff with the assistance of the mountain rescue party after the casualty had been removed.

The following awards have been made by the R.N.L.I.: the silver medal of the Institution for gallantry to each member of the crew of the Barmouth IRB: John H. Stockford, Colin Pugh and Dr. Haworth. The thanks of the Institution inscribed on vellum to each member of the shore party: P.c. Kenneth J. E. Sherwood, P.c. Emyr W. Griffiths, Mr. Julian Kirkham, Dr. John G. Morris and Mr. Andrew Wallace Rixon; a letter of appreciation signed by the Chairman of the Institution, Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., addressed to each member of the crew of the Barmouth life-boat: Coxswain Evan D. Jones, Acting Second Coxswain David L. Griffith, Second Assistant Mechanic Evan E. K. Griffith, crew members G. O. Jones, F. Cocksey, L. Vaughan and H. Allday.

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#### No. 4 Life-boat Area

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## BOLD DIVE

Mr. Albert Court, the full-time mechanic of the Wells, Norfolk, life-boat, was peacefully ferrying visitors in his own boat across the harbour channel on 4th July, 1971, from the Cockle Strand. There was an east north easterly wind force 3 to 4, a slight swell, and it was two hours before high water. At the same time five people were trying to wade across the channel in the fast flowing flood tide. They had previously been warned by Mr. Court and by the Coastguard against attempting a crossing by this method, but all warnings had been ignored.

When Mr. Court's boat came up with these people they were being literally swept off their feet by the tide. One was a young boy who fell into the water when his father, who was carrying him, lost his foothold. This 11-year-old boy, who could not swim, was carried away and pulled under the surface just as Mr. Court's boat reached the rest of the party. The survivors

managed to cling to the boat and were then helped on board by the passengers.

When Mr. Court saw the boy being swept past under water, he immediately dived in fully clothed and wearing sea-boots. He eventually landed the boy safely, aided by two men on the shore.

Mr. Court, it is understood, has frequently rendered assistance to people in difficulties in the water or stranded in his area.

The Committee of Management has accorded the thanks of the Institution inscribed on vellum to Mr. Court.

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#### No. 4 Life-boat Area

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## YACHT ON THE ROCKS

When a small motor yacht grounded on Longnose Ledge off Kent on 19th July, 1971, Margate Coastguard reported at 12.34 a.m. that the vessel was seriously damaged and was in danger of sinking. The crew could be heard shouting for help. As there was insufficient depth of water over the rocks, the life-boat was substituted for the IRB.

The honorary secretary selected an experienced IRB helmsman, Mr. A. J. Scott, and the boat was carried across the rocks by Mr. Scott, two more crew members, Mr. P. Barker and Mr. L. Manning, and five helpers. The IRB was launched on the east side of the pier at 1.50 and set course eastwards into the darkness in the direction of Longnose Ledge, about  $1\frac{1}{4}$  miles away.

The passage along the coast was not without hazards. There were no navigational lights to guide the IRB clear of the rocks which lined the coast, yet Mr. Scott did not want to delay his arrival at the casualty by going too far to seaward. He carried a torch which one of the crew kept directed towards the Coastguard lookout for guidance purposes. This enabled the Coastguard to advise the helmsman by radio that he appeared to be heading for the Longnose Ledge but that he should not attempt to cross it. Mr. Scott then headed the IRB seawards again in the hope of sighting the Longnose buoy and getting his position for a run-in towards the casualty. The unlit buoy, however, could not be found. Then, as the IRB moved north-east of the lookout, the helmsman sighted the stranded vessel's navigation lights and he turned the IRB south-westwards towards her.

As the IRB approached, the crew could see the motor yacht *Pisces* being pounded heavily on the Foreness rocks and heard cries of 'Help, we are sinking'. Mr. Scott radioed a request to the Coastguard to illuminate the area and the

mobile unit did so by firing parachute flares continuously during the final stages of the IRB's approach. In the light of the flare, Mr. Scott could see that he was in imminent danger of damaging his own propeller by being pounded on to the surrounding rocks. So he decided to stop and lift his engine, and then to row for the last 20 yards or so through the quite heavy swells which were by then breaking over the stricken motor yacht.

At 1.8 the IRB crew secured their boat alongside the casualty and Mr. Scott went aboard to find a woman and two men. One of the men was disabled and had an artificial leg. All three were wet and frightened and it was with some difficulty that they were taken in turn aboard the IRB as it rose and fell with the breaking waves.

The IRB was then taken as close to the concreted pipe-line of the sewer outfall as possible, where Mr. Scott first took the woman on his back and waded ashore with her to waiting Coastguards, and then, with the aid of crewman Mr. Barker, helped the disabled man and the other survivor to safety. All were landed in Botany Bay. One crew man remained with the IRB and when the others returned it was to find that the receding tide had already left her high and dry on the rocks. A radio call for more hands was therefore made to the life-boat house, where others were standing by. Additional help duly arrived to relaunch the IRB, which then returned to her station at 3.30.

The survivors were given shelter for the rest of the night in the IRB house and, at first light, their rescuers completed the service by returning on foot to the wreck of the *Pisces* to salvage their belongings for them.

The Committee of Management has accorded the thanks of the Institution inscribed on vellum to Mr. Scott. Vellum service certificates have been sent to the two crew members, Mr. Leslie Manning and Mr. Peter Barker, to commemorate their participation in this service.

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#### No. 5 Life-boat Area

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## GROUNDED CREW

A red flare sighted in the vicinity of the Bembridge Ledge buoy on 14th June, 1971, led to the Bembridge, Isle of Wight, life-boat the *Jack Shayler* and the *Lees* being launched at 11.40 p.m. in an east north easterly gale with a rough sea. Eight minutes later the life-boat found the Royal Marine Landing Craft L.136, with three marines on board, aground on the ledge. Those on board were attempting to make shore.

The life-boat made several unsuccessful attempts to get alongside, but eventually a tow





Dr. E. H. Sears, of Minstead, Lyndhurst, Hampshire, is well known to the R.N.L.I. for his life-boat paintings. He has exhibited and sold pictures at exhibitions run by the Royal Society of Marine Artists, Royal Institute of Oil Painters, Royal Society of British Artists, Pastel Society, New Art Club, Paris Salon and Royal Academy. The painting (above), and being executed by the artist (right), shows the Walmer life-boat, *Charles Dibdin* (Civil Service No. 32), standing by the stranded tanker, *Panther*, in March last year (THE LIFE-BOAT, July, 1971, pages 127 and 150).



line was floated down to the landing craft and made fast. She then slewed the casualty slowly round until she was in a position to be towed clear. At 1.25 a.m. on 15th June the life-boat towed the landing craft off the rocks.

First intentions were to tow the casualty to Ryde Sands in order to allow damage, if any, to be assessed there. However, owing to the strength and direction of the wind it was decided to make for Cowes and the landing craft's parent ship.

The tow was completed at 3.30 and it was decided to moor the life-boat there until weather conditions improved. The life-boat crew returned to Bembridge by road, arriving at 5 o'clock.

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### No. 3 Life-boat Area

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## COASTER ON ROCKS

At 11.8 p.m. on 27th July, 1971, a German coaster was reported aground north of Staithes.

The Runswick, Yorkshire, life-boat *The Royal Thames* was launched at 11.35. She found the motor vessel *Anneliese K* aground on Whitestone rocks under Boulby cliff in thick fog. Parachute flares were fired to indicate the exact position to the cliff rescue party who were standing by to take off two women and two children at low water.

At 1.40 a.m. the vessel's captain told the coxswain that he wished his passengers to be transferred to the life-boat, and at 4.40 there was sufficient water for the life-boat to go alongside. The two women, two children and four crew members were rescued and taken to Staithes.

The life-boat then returned to the casualty at 5 o'clock and assisted the tug *Erimus Cross* to pass

lines aboard to the captain and mate still on board. As the tug was unable to refloat the German coaster, the life-boat returned to her station at 9.11.

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#### No. 10 Life-boat Area

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### TWIN TOW

The 17-foot motor launch *Maytime* broke down off Coliemore harbour soon after 11 a.m. on 7th June, 1971. While the honorary secretary was making further inquiries the boat fired several flares. Heavy rain was falling at the time.

The life-boat *John F. Kennedy* slipped her moorings at Dun Laoghaire, Co. Dublin, at 12.6 a.m. She came up with the launch with two people on board. Those on board the launch told the life-boat coxswain that, in addition to their own craft which was broken down, the sailing boat *Morning Star*, with six people on board, was also in difficulties in the vicinity.

The life-boat found the *Morning Star* near Maiden Rock, north west of Dalkey Island. Both she and the *Maytime* were then taken in tow and left on safe moorings in Dun Laoghaire harbour. The life-boat returned to her moorings at 1.30.

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#### No. 3 Life-boat Area

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### CATAMARAN

A yacht in difficulties about half a mile offshore on 28th June, 1971, led to the Humber, Yorkshire, life-boat *City of Bradford III* being launched at 12.25 p.m. in a fresh to strong west north westerly wind and a rough sea.

She found the catamaran *Shidajo* one mile east of the coastguard lookout. The catamaran was laid over to port with her anchor down, the mast was broken and her sail was lying across her. The life-boat closed the catamaran and two cold and wet crew members appeared from under the sail where they had been sheltering. They were both taken aboard the life-boat and wrapped in blankets.

The catamaran's anchor was recovered and she was taken in tow and beached at the life-boat station at 3.17. The survivors were given tea in the second coxswain's house and their clothes dried out.

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#### No. 6 Life-boat Area

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### RACE CASUALTY

While the yacht *Carillion* of Cowes was taking part in the Fastnet race on 5th August, 1971, she struck rocks off the Lizard and was damaged. At 9.30 p.m. the life-boat *Duke of Cornwall* (Civil Service No. 33) was launched from Lizard, Cadgwith, Cornwall. She came up with the 42-foot sloop at Bass point and with difficulty the *Carillion* with a crew of nine was taken in tow to the life-boat's slipway (see page 216).

The fire service was summoned to pump the yacht dry and it was then decided that the life-boat should take her to Falmouth where berthing arrangement had been made. The casualty with three firemen and a compressor on board left the slipway in tow of the life-boat at about 11 o'clock. The Falmouth life-boat honorary secretary in the meantime had been informed that the Lizard-Cadgwith life-boat was making for Falmouth with the *Carillion*, and the Falmouth life-boat *John and Lucy Cordingley*, on temporary duty at the station, left her moorings at 1.30 a.m. to meet them at the harbour entrance. The Lizard-Cadgwith life-boat returned to her station at 6.50.

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#### No. 4 Life-boat Area

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### ENGINE TROUBLE

It was learned on 7th August, 1971, that the Dutch Barge *Jenny III*, with a crew of four, had been standing by the East Goodwin lightvessel during the night with engine trouble. Arrangements to tow the barge were made with a local boat *Rosena* and a rendezvous between the two craft was planned. The barge finally left the East Goodwins, under sail, but the skipper of the *Rosena* now considered that the weather had deteriorated to an extent that made towing hazardous.

The life-boat *Canadian Pacific*, on temporary duty at Ramsgate, Kent, slipped her moorings and headed for the casualty at 11.36 a.m. in a strong south south westerly wind with a rough sea.

At 11.49 a message was received from the Coastguard helicopter at Manston that a motor boat was in difficulties and in need of assistance 400 yards from the barge *Jenny III*. The life-boat then found and took the motor boat *Happening* in tow. The *Jenny III* had up to this time been making good progress but it was now seen that she had turned round under the North Foreland and was again in difficulties. The life-boat made for her and at 1.14 p.m. a line was put on

board. The life-boat returned to her station at 3 o'clock with both casualties in tow.

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#### No. 4 Life-boat Area

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## RUSSIAN ENCOUNTER

News was received at Walmer, Kent, on 7th August, 1971, that an unknown number of survivors from a yacht had been placed on board the East Goodwin lightvessel after having been rescued by a Russian warship flotilla somewhere in the North Sea.

The life-boat *Charles Dibdin* (*Civil Service No. 32*) was launched at 9.8 p.m. in a fresh to strong south westerly wind and a moderate sea. It was four hours after high water. She made for the lightvessel and took off three survivors who it transpired had sailed from Ostend for Aldeburgh in their yacht *Melissa* of Aldeburgh. At 11.30 a.m. that day their rudder broke and they drifted. When the Russian warships appeared they burnt distress flares and were rescued by a ship's boat from the Russian supply ship. The *Melissa*, which had received further damage during the rescue operation, was taken in tow.

The rescued family were on board the Russian vessel for some five hours before being transferred to the East Goodwin lightvessel. The life-boat took the *Melissa* in tow, and with the survivors on board, made for Dover Harbour. The life-boat returned to her station at 1.30 a.m. on 8th August.

## Ex-Coxswain J. T. Upperton

The death has occurred of Ex-Coxswain James T. Upperton, of Shoreham, who was 78. In 1941, as acting coxswain, Mr. Upperton was awarded the silver medal of the Institutions for rescuing 22 people from a minesweeper. Then, in 1948, Mr. Upperton was awarded a silver second service clasp for the rescue of the crew of six of a yacht. He first joined the crew in 1910, and was made coxswain in 1947.

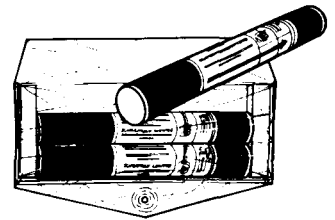
### Classified Advertisements

Readers are reminded that **THE LIFE-BOAT**, with a print run of 40,000 copies, is an attractive medium for classified sales and wants advertisements (see page 219). Classified rates are 15p a word; panels £10 an inch.



## don't forget your flares lads!

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



THE WORLD'S BEST BY  
**SCHERMULY**

See pages 231 and 247 for details of a special offer to Y.L.A. members.



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

1st June 1971 to 31st August 1971 : Launches 1,330, lives saved 787

### THE ACTIVE FLEET

(as at 31/8/71)

135 station life-boats                      111 inshore rescue boats

**LIVES RESCUED 94,443**

from the Institution's foundation in 1824 to 31st August 1971

## Life-boat launches on Service during the months June, July and August, 1971

<b>Aith, Shetland</b>	June 2nd and July 23rd.
<b>Amble, Northumberland</b>	July 4th and July 17th.
<b>Angle, Pembrokeshire</b>	August 7th and 13th.
<b>Appledore, North Devon</b>	June 27th, July 6th and August 9th.
<b>Arklow, Co. Wicklow</b>	June 28th, July 22nd, August 7th and 25th.
<b>Arranmore, Co. Donegal</b>	June 23rd.
<b>Ballycotton, Co. Cork</b>	July 4th.
<b>Baltimore, Co. Cork</b>	August 5th.
<b>Barmouth, Merionethshire</b>	June 21st and July 30th.
<b>Barra Island, Outer Hebrides</b>	August 3rd and 25th.
<b>Barrow, Lancashire</b>	July 31st, August 28th and 30th.
<b>Barry Dock, Glamorganshire</b>	June 2nd, 5th, 18th, July 17th, August 7th, 11th, 19th, 27th and 30th.
<b>Beaumaris, Anglesey</b>	June 1st, 3rd, August 3rd, 14th and 28th.
<b>Bembridge, Isle of Wight</b>	June 14th, 26th, July 3rd and August 6th.
<b>Blackpool, Lancashire</b>	August 30th.
<b>Bridlington, Yorkshire</b>	June 20th, 30th, July 21st and 23rd.
<b>Buckie, Banffshire</b>	June 4th, 14th and August 8th.
<b>Calshot, Hampshire</b>	June 16th, July 15th, 26th, August 1 (twice), 13th, 15th and 28th.
<b>Campbeltown, Argyll</b>	June 16th, 26th, August 6th, 22nd and 28th.
<b>Clacton-on-Sea, Essex</b>	June 3rd, 10th, 26th (twice), 30th, July 17th, 25th, August 8th, 13th, 14th, 15th, 27th and 30th.
<b>Clogher Head, Co. Louth</b>	June 4th, July 12th and August 3rd.
<b>Cloughy, Portavogie, Co. Down</b>	July 9th.
<b>Clovelly, North Devon</b>	June 3rd, 7th, 14th, 27th, July 6th, 10th, 13th (twice), 14th, 27th, August 9th, 10th, 13th, 21st and 22nd.
<b>Courtmacsherry Harbour, Co. Cork</b>	June 14th, July 2nd, 26th, August 14th and 18th.
<b>Coverack, Cornwall</b>	June 15th.
<b>Cromer, Norfolk</b>	June 13th and 20th.
<b>Donaghadee, Co. Down</b>	June 21st and August 5th.
<b>Dover, Kent</b>	June 10th, 25th, July 14th, August 9th, 10th and 30th.
<b>Dungeness, Kent</b>	June 2nd (twice), 3rd, 24th, July 4th, 11th, 21st, 25th, August 7th, 9th, 14th and 28th.
<b>Dun Laoghaire, Co. Dublin</b>	June 8th (twice), 8th, July 9th and August 4th.
<b>Dunmore East, Co. Waterford</b>	June 5th, August 18th, 28th and 30th.
<b>Eastbourne, Sussex</b>	June 28th, July 10th and August 27th.
<b>Exmouth, South Devon</b>	August 8th and 28th.
<b>Falmouth, Cornwall</b>	July 22nd, August 1st, 9th and 17th.
<b>Filey, Yorkshire</b>	August 20th and 24th.
<b>Fishguard, Pembrokeshire</b>	June 23rd, July 4th, 31st, August 3rd and 10th.
<b>Flamborough, Yorkshire</b>	June 3rd, July 29th and August 29th.
<b>Fleetwood, Lancashire</b>	June 20th, 27th, 29th, July 25th and August 27th.
<b>Fowey, Cornwall</b>	June 18th.
<b>Galway Bay, Co. Galway</b>	June 5th, 13th (twice), 28th, July 4th (twice), 16th, August 26th, 27th and 29th.
<b>Girvan, Ayrshire</b>	June 2nd, August 11th and 25th.
<b>Great Yarmouth and Gorleston, Norfolk</b>	June 8th, July 8th, 25th, August 16th, 18th and 20th.
<b>Harwich, Essex</b>	June 2nd, July 7th, 17th and August 14th.
<b>Hastings, Sussex</b>	June 2nd, August 3rd, 7th and 17th.

**Holyhead, Anglesey**  
**Howth, Co. Dublin**  
**Hoylake, Cheshire**  
**Humber, Lincolnshire**  
**Ifracombe, Devon**  
**Islay, Inner Hebrides**  
**Kilmore, Co. Wexford**  
**Kirkcudbright, Kirkcudbrightshire**  
**Lerwick, Shetland**  
**The Lizard-Cadgwith, Cornwall**  
**Llandudno, Caernarvonshire**  
**Lochinver, Sutherland**  
**Longhope, Orkney**  
**Lowestoft, Suffolk**  
**Lytham-St. Anne's, Lancashire**  
**Mallaig, Inverness-shire**  
**Margate, Kent**  
**Minehead, Somerset**  
**Moelfre, Anglesey**  
**Mumbles, Glamorganshire**  
**Newbiggin, Northumberland**  
**New Brighton, Cheshire**  
**Newcastle, Co. Down**  
**Newhaven, Sussex**  
**New Quay, Cardiganshire**  
**North Sunderland, Northumberland**  
**Padstow, Cornwall**  
**Penlee, Cornwall**  
**Plymouth, South Devon**  
**Poole, Dorset**  
**Port Erin, Isle of Man**  
**Porthdinllaen, Caernarvonshire**  
**Portpatrick, Wigtonshire**  
**Portrush, Co. Antrim**  
**Ramsey, Isle of Man**  
**Ramsgate, Kent**

**Redcar, Yorkshire**  
**Rhyl, Flintshire**  
**Rosslare Harbour, Co. Wexford**  
**Runswick, Yorkshire**  
**St. Helier, Channel Islands**  
**St. Ives, Cornwall**  
**St. Mary's, Scilly Isles**  
**St. Peter Port, Guernsey**  
**Salcombe, South Devon**  
**Seaham, Durham**  
**Selsey, Sussex**

**Sennen Cove, Cornwall**  
**Sheerness, Kent**  
**Sheringham, Norfolk**  
**Shoreham Harbour, Sussex**  
**Skegness, Lincolnshire**  
**Southend-on-Sea, Essex**  
**Stornoway, Outer Hebrides**  
**Stromness, Orkney**  
**Sunderland, Durham**  
**Swanage, Dorset**

**Teesmouth, Yorkshire**  
**Tenby, Pembrokeshire**

**Thurso, Caithness**  
**Torbay, South Devon**  
**Tynemouth, Northumberland**  
**Valentia, Co. Kerry**  
**Walmer, Kent**

June 7th and August 29th.  
 June 4th, 27th, July 21st, 24th, August 2nd and 3rd.  
 June 13th, July 31st, August 10th and 27th.  
 June 20th, 28th, August 3rd, 8th, 18th, 20th and 26th.  
 August 8th and 27th.  
 August 26th.  
 July 25th.  
 June 7th, 16th and August 30th.  
 June 1st and August 26th.  
 August 8th.  
 June 6th, 20th and July 31st.  
 August 22nd and 31st.  
 July 7th, 8th, 17th, August 7th, 18th and 27th.  
 June 8th, 16th, 24th, July 28th, 31st, August 13th and 20th.  
 June 24th and August 30th.  
 July 24th.  
 June 25th, 27th, July 13th, August 11th, 30th (twice).  
 July 12th, August 8th and 10th.  
 July 17th.  
 June 3rd.  
 June 13th and July 15th.  
 July 16th and August 10th.  
 June 22nd and August 14th.  
 June 6th and July 18th (twice).  
 August 10th, 18th and 28th.  
 July 14th, 30th and August 21st.  
 June 18th.  
 July 21st, August 1st and 10th.  
 June 18th and July 29th.  
 June 5th, July 25th, August 12th and 26th.  
 July 13th.  
 August 17th.  
 August 20th and 25th.  
 July 18th, 26th, August 10th and 19th.  
 June 3rd and August 10th.  
 June 3rd, 26th, July 8th, 10th, 13th, 31st, August 7th, 14th and 18th.  
 June 20th.  
 June 28th, July 3rd, 21st, August 28th.  
 August 22nd.  
 June 19th, July 27th and 28th.  
 June 13th, August 6th, 8th, 15th and 21st.  
 July 11th.  
 June 2nd, August 10th and 13th.  
 June 11th, July 3rd, August 8th, 22nd (twice) and August 23rd.  
 June 2nd, July 14th, 19th, 26th, 28th, August 1st, 5th and 17th.  
 July 12th.  
 June 4th, 26th, 27th (twice), July 21st, August 7th, 8th, 9th, 15th and 21st.  
 June 8th, August 5th, 9th and 22nd.  
 June 12th, 13th, July 22nd, 31st, August 6th and 28th.  
 June 3rd, 9th and 19th.  
 June 2nd.  
 June 12th, July 29th, August 20th and 22nd.  
 June 6th, July 31st and August 12th.  
 August 7th, 22nd and 28th.  
 July 5th and August 9th.  
 June 3rd, July 12th, 17th, 30 and August 16th.  
 June 4th, 6th, 7th, July 18th, 31st, August 4th, 5th, 12th, 26th, 29th and 30th.  
 June 20th, August 25th and 27th.  
 June 26th, 27th, 28th, July 25th (twice), July 26th, 30th (twice), August 5th, 10th and 27th.  
 June 10th.  
 June 27th.  
 July 3rd and 12th.  
 July 9th, 16th, August 1st, 4th, 24th and 31st.  
 July 7th, 13th, August 7th and 19th.

<b>Walton and Frinton, Essex</b>	June 15th, 20th, July 7th, August 14th and 30th.
<b>Wells, Norfolk</b>	June 6th and August 11th.
<b>Weymouth, Dorset</b>	June 5th, July 14th, 31st, August 10th, 28th and 30th.
<b>Whitby, Yorkshire</b>	June 3rd, 6th, 27th, July 16th and August 24th.
<b>Wick, Caithness</b>	July 17th.
<b>Wicklow, Co. Wicklow</b>	July 9th.
<b>Workington, Cumberland</b>	August 23rd.
<b>Yarmouth, Isle of Wight</b>	June 8th, 18th, July 15th, 19th, 22nd, 25th, 31st, August 3rd, 9th, 10th, 11th, 25th and 26th.
<b>Youghal, Co. Cork</b>	August 22nd and 25th.
<b>889 at Kirkwall-Scapa</b>	July 5th and 12th.
<b>1018 on evaluation trials</b>	June 26th, 27th, July 21st and August 10th.

## **IRB launches on Service during the months June, July and August, 1971**

<b>Aberdeen, Aberdeenshire</b>	June 12th and August 12th.
<b>Aberdovey, Merionethshire</b>	July 3rd, 13th and 15th (twice).
<b>Abersoch, Caernarvonshire</b>	June 1st, 2nd, 3rd, 14th, 25th, July 18th, 31st, August 5th, 6th, 12th, 14th, 15th, 16th, 27th, 28th and 29th.
<b>Aberystwyth, Cardiganshire</b>	July 24th, August 1st and 5th.
<b>Amble, Northumberland</b>	June 24th, July 4th and 17th.
<b>Arran (Lamlash), Buteshire</b>	June 1st.
<b>Atlantic College, Glamorganshire</b>	July 11th (twice) and August 21st.
<b>Bangor, Co. Down</b>	June 9th and July 25th.
<b>Barmouth, Merionethshire</b>	June 21st, July 6th and 29th, August 3rd and 29th.
<b>Barrow, Lancashire</b>	June 2nd, 20th, July 31st and August 10th.
<b>Beaumaris, Anglesey</b>	June 3rd, 5th, 16th, July 20th, 25th, 31st, August 3rd, 8th and 22nd.
<b>Bembridge, Isle of Wight</b>	June 5th, July 5th, 24th, August 6th and 8th.
<b>Blackpool, Lancashire</b>	July 26th, August 20th and 23rd.
<b>Borth, Cardiganshire</b>	June 1st, 2nd, 15th, July 17th, August 5th, 11th and 16th.
<b>Bournemouth, Hampshire</b>	July 11th, 17th, 31st and August 28th.
<b>Bridlington, Yorkshire</b>	June 3rd, 16th, 20th, 26th (twice), 27th, 29th, July 13th, 15th (twice) and 23rd.
<b>Broughty Ferry, Angus</b>	June 12th, 20th, 24th, 28th, July 6th, 11th (twice), 14th, 16th, 17th, 25th, 30th, August 27th, 28th and 31st (twice).
<b>Bude, Cornwall</b>	July 18th (twice), August 17th, 30th and 31st.
<b>Burnham-on-Crouch, Essex</b>	June 16th.
<b>Cardigan, Cardiganshire</b>	July 24th, August 13th and 20th.
<b>Clacton-on-Sea, Essex</b>	June 2nd, 3rd (thrice), 9th, 20th, 26th (twice), 27th, July 9th, 15th, 19th, 25th, 26th, August 9th, 12th, 13th, 22nd, 27th and 30th.
<b>Conway, Caernarvonshire</b>	June 6th, August 25th, 27th and 28th.
<b>Criccieth, Caernarvonshire</b>	June 2nd, 27th, July 10th, 11th (twice), 12th, 24th, 29th and 4th.
<b>Crimdon Dene, Co. Durham</b>	July 17th.
<b>Cromer, Norfolk</b>	June 13th (twice), July 16th, 18th, 19th, 24th, 31st, August 7th, 9th, 10th, 16th and 31st.
<b>Cullercoats, Northumberland</b>	June 21st, 27th, July 3rd, 4th, 7th, 15th, 25th, 29th, August 1st, 5th, 27th and 29th (twice).
<b>Dunbar, East Lothian</b>	June 15th, 25th, August 9th and 23rd.
<b>Eastbourne, Sussex</b>	June 26th, 28th, July 3rd, 11th, 24th, August 7th, 8th, 9th, 27th, 29th and 30th.
<b>Eastney, Hampshire</b>	June 20th (twice), 26th (twice) and 27th (four times).
<b>Eastney, Hampshire (18.005)</b>	June 3rd and 26th.
<b>Exmouth, Devon</b>	June 7th, 26th, July 13th, August 24th and 25th.
<b>Filey, Yorkshire</b>	June 20th, July 15th, 27th (twice), August 6th, 7th, 20th, 24/25th, 26th, 28th and 29th.
<b>Fleetwood, Lancashire</b>	June 21st, July 16th, 20th and August 2nd.
<b>Great Yarmouth and Gorleston, Norfolk</b>	June 14th, July 1st, 2nd, 23rd, 25th, 28th, 31st (twice), August 2nd and 23rd.
<b>Happisburgh, Norfolk</b>	July 10th, 16th, 31st (twice), August 4th, 6th, 12th, 16th and 26th.
<b>Hartlepool, Durham</b>	June 13th, 20th, July 18th, August 22nd and 31st.
<b>Harwich, Essex</b>	June 2nd, 5th, 26th, 29th and July 7th.

<b>Hastings, Sussex</b>	June 2nd, 26th, July 3rd, August 7th, 19th and 30th (twice).
<b>Helensburgh, Dunbartonshire</b>	June 3rd, 13th, 15th, 17th, 27th, July 11th (twice), 22nd, 24th, August 11th, 13th and 28th.
<b>Holyhead, Anglesey</b>	August 28th.
<b>Horton and Port Eynon, Glamorganshire</b>	June 1st, 3rd, 30th, July 9th, 11th, 18th, 23rd, 28th, 29th, August 8th, 22nd, 25th and 29th.
<b>Howth, Co. Dublin</b>	June 5th, 8th, 19th, 27th, July 11th (thrice) and 14th.
<b>Humbermouth, Lincolnshire</b>	June 20th, July 19th, 20th, 25th, 27th, August 3rd, 5th, 6th, 8th, 19th and 29th.
<b>Jersey (St. Catherines), Channel Islands</b>	June 11th, August 7th, 17th, 22nd and 23rd.
<b>Kinghorn, Fife</b>	June 20th, 24th, 25th, 26th, July 8th, 9th, 11th, 16th, 18th, 19th and August 21st.
<b>Littlehampton, Sussex</b>	June 3rd (twice), 4th (twice), 9th, 12th, 27th (thrice), July 14th, 15th, 18th, 24th, 25th, August 5th, 7th, 8th, 17th, 27th and 30th.
<b>Littlestone-on-Sea, Kent</b>	June 2nd, 12th, 20th, 24th, 27th, July 13th, 18th, 22nd, 25th, 26th, 31st, August 14th, 22nd, 24th and 26th (twice).
<b>Llandudno, Caernarvonshire</b>	June 15th, 20th, July 15th (twice) and August 2nd.
<b>Lyme Regis, Dorset (17.002)</b>	July 15th, 20th, 30th and August 4th.
<b>Lymington, Hampshire</b>	June 26th, July 24th (twice), 28th, 31st, August 3rd, 14th (twice) and 30th.
<b>Lytham-St. Anne's, Lancashire</b>	June 16th, 20th, July 29th, August 1st, 21st, 25th, 27th and 30th.
<b>Mablethorpe, Lincolnshire</b>	June 27th, July 4th, 15th (twice), 25th (twice), 26th, 29th, August 5th, 14th and 29th.
<b>Margate, Kent</b>	June 2nd, 11th, 12th, 20th, 23rd, 24th, 25th, 27th (twice), July 13th, 11th, 16th, 18th, 19th, 24th, 26th, 27th. August 2nd, 5th, 13th and 15th.
<b>Minehead, Somerset</b>	June 28th, July 12th, 17th and August 7th.
<b>Moelfre, Anglesey</b>	June 1st (twice), 5th, 26th, 27th, July 11th, 15th (twice), 17th, 21st (twice), 25th, 31st, August 2nd, 4th (thrice), 11th (twice), 30th and 31st (twice).
<b>Morcambe, Lancashire</b>	July 2nd, August 2nd and 5th.
<b>Mudford, Hampshire</b>	June 18th, 27th, 30th, July 4th, 17th, 22nd, 24th, 31st, August 28th and 29th.
<b>Newquay, Cornwall</b>	June 6th, 7th, 13th, 20th, July 4th, 18th, 23rd, 24th, 25th and 28th.
<b>New Quay, Cardiganshire</b>	June 12th, 25th, July 24th, August 1st, 2nd, 14th and 20th.
<b>North Berwick, East Lothian</b>	June 13th, 26th, July 24th and August 22nd.
<b>North Sunderland, Northumberland</b>	July 11th, 14th, 21st and August 31st.
<b>Pill, Somerset</b>	July 25th, 27th (twice), August 1st, 4th, 9th, 16th, 22nd and 26th.
<b>Plymouth, Devon</b>	June 18th, July 2nd, 11th (twice), 14th, 22nd, 24th, 29th, August 6th, 10th, 12th and 21st.
<b>Poole, Dorset (17.003)</b>	June 3rd, 14th, 18th, 26th, August 26th and 30th.
<b>Porthcawl, Glamorganshire</b>	June 1st, 13th, 17th, 20th, 25th and July 24th.
<b>Port Isaac, Cornwall</b>	June 8th, 29th, July 7th, 10th, 17th (twice), 23rd, 26th, 27th, 29th, 30th, August 2nd, 17th and 23rd.
<b>Port St. Mary, Isle of Man</b>	July 17th, 24th, 25th and 30th.
<b>Port Talbot, Glamorganshire</b>	July 3rd, 10th, 11th, 12th (twice) and 31st.
<b>Pwllheli, Caernarvonshire</b>	July 31st and August 24th.
<b>Queensferry, West Lothian</b>	June 6th, July 5th, 11th, 15th, 18th, August 15th, 19th and 20th.
<b>Ramsgate, Kent (17.001)</b>	June 21st, 23rd, 26th, July 10th, August 19th and 21st.
<b>Redcar, Yorkshire</b>	June 29th, July 28th and August 6th.
<b>Rhyl, Flintshire</b>	June 12th, July 6th, 25th, 28th (twice) and August 31st.
<b>Rye Harbour, Sussex</b>	June 2nd (thrice), 27th, July 11th, 12th, 13th, 18th, August 3, 7th, 14th, 17th, 18th and 28th.
<b>St. Agnes, Cornwall</b>	June 21st, 24th, July 15th, 20th, 21st, 24th, 26th, 31st, August 3rd, 5th, 6th, 10th and 11th.
<b>St. Bees, Cumberland</b>	July 7th and 14th.
<b>St. Ives, Cornwall</b>	June 2nd, 24th, July 3rd, 6th, 23rd, 25th, 27th, 29th, 30th, August 6th, 11th, 14th and 31st.
<b>Scarborough, Yorkshire</b>	June 25th, 29th, July 17th, 27th and August 31st.
<b>Selsey, Sussex</b>	June 12th, 24th, 26th (thrice), 27th (twice), 28th, July 25th, 27th, August 7th, 8th (twice), 9th, 11th, 15th, 16th, 29th and 27th.
<b>Shoreham Harbour, Sussex</b>	June 2nd, 3rd (thrice), 12th, 26th, 27th, 29th, July 10th (thrice), 13th (twice), 26th, 27th, August 3rd (twice), 7th (twice), 19th and 26th, 27th-29th (twice), 30th and 31st.
<b>Silloth, Cumberland</b>	June 6th, August 16th and 22nd.
<b>Skegness, Lincolnshire</b>	July 15th (twice), 17th, 29th, 30th, 31st (twice), August 5th and 29th.

<b>Southend-on-Sea, Essex</b>	June 19th, July 4th, 11th, 16th, 18th (thrice), 25th (twice), 24th (thrice), 30th (twice), August 7th (four times), 8th and 11th.
<b>Southwold, Suffolk</b>	June 16th, 20th, 26th, July 18th, 19th, 20th, 25th, 28th, 30th, 31st, August 8th, 13th, 22nd, 27th-28th (twice), 29th (twice) and 30th.
<b>Stonehaven, Kincardine</b>	June 5th and July 12th.
<b>Sunderland, Durham</b>	June 3rd, 27th, July 3rd, 5th, 7th, 11th, 14th, 27th, 29th, August 8th (twice), 16th and 20th.
<b>The Mumbles, Glamorganshire</b>	June 3rd, 6th, 19th, 25th, July 11th, August 5th, 6th, 10th (twice), 13th, 22nd and 31st.
<b>Tighnabruaich, Argyll</b>	August 13th.
<b>Torbay, Devon (18.03)</b>	June 1st, 26th, 28th, July 1st, 2nd, 3rd, 8th, 18th, 20th, 24th, 26th, August 2nd, 5th (twice), 7th, 8th, 14th, 15th and 17th.
<b>Tre-Addur-Bay, Anglesey</b>	June 1st, July 15th, 17th, August 7th, 14th, 20th, 25th, 28th, 30th and 31st.
<b>Tynemouth, Northumberland</b>	July 3rd, 4th, 11th, 12th (twice), 14th, 20th, 29th, August 2nd (twice), 8th, 21st and 22nd (twice).
<b>Walmer, Kent</b>	June 13th, 21st, 24th, 27th (twice), July 13th, 17th (twice), 18th, 24th, 26th, 30th, August 7th (twice), 9th, 17th and 19th.
<b>Wells, Norfolk</b>	June 20th, 27th, July 10th (twice), 17th and August 1st.
<b>West Kirby, Cheshire</b>	June 20th, 25th, August 7th and 27th.
<b>West Mersea, Essex</b>	June 5th, 6th, 25th, 26th, 27th, July 18, 24th (twice), August 6th, 7th, 10th, 11th, 18th and 28th.
<b>Weston-super-Mare, Somerset (18.02) and (18.004)</b>	June 1st (twice), 15th, July 11th, 13th, August 7th, 30th and 31st.
<b>Weston-super-Mare, Somerset</b>	June 1st, July 8th, 11th, 17th and August 18th.
<b>Whitby, Yorkshire</b>	June 27th, July 7th, 18th, 26th, August 2nd and 9th.
<b>Whitstable, Kent</b>	June 2nd, 27th (thrice), July 16th, 31st, August 4th, 5th, 8th and 29th.
<b>Yarmouth, I.o.W.</b>	June 5th, 24th, July 10th, 16th, 19th, 22nd and August 26th.

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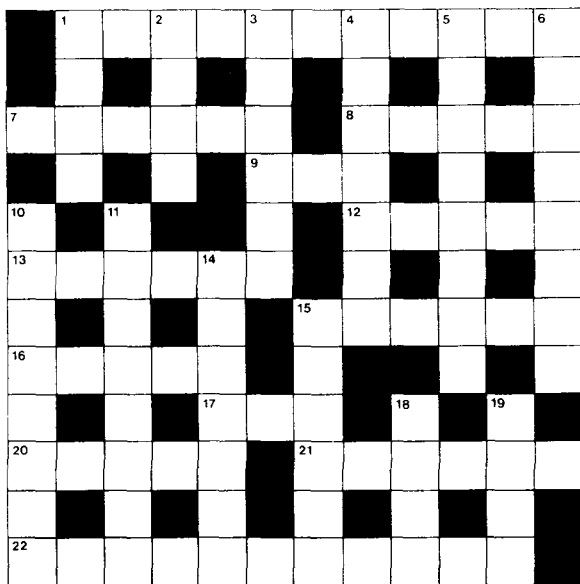
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# LIFE-BOAT CROSSWORD—2

● **The winners of the October crossword were: 1st prize (watch), Mrs. Laura S. Lamb, Lloyds Bank House, Broadway, Worcs.; 2nd prize (£1), Mr. J. A. Porter, 149 Coast Drive, Lydd-on-Sea, Kent; 3rd prize (£1), Mr. P. S. Jukes, Richmond Hill School, Richmond, Yorkshire. Solution to crossword was:**

**Across:** 1-Souwester, 7-Hail, 8-Mouse, 9-Ado, 10-Dent, 11-Chaotic, 14-Ensign, 15-Client, 17-Royalty, 21-Isle, 22-Taj, 23-Crane, 24-Wart, 25-Annotated. **Down:** 1-Sumac, 2-Uvula, 3-Elect, 4-Trance, 5-Rhodesia, 6-Midnight, 12-Helmsman, 13-Operetta, 16-Trojan, 18-Yacht, 19-Least, 20-Yield.



## Across

- 1-Salt of the Earth!  
(4-7)
- 7-Fruit (6)
- 8-Line up a mixed  
naval message  
without direction  
(5)
- 9-Does this back-  
ward Spanish gent  
assent? (3)
- 12-Emily has medal  
that is following  
East (5)
- 13-Burlesque (6)
- 15-Contraction of the  
pupil (6)
- 16-Appraise (5)
- 17-It's rough back  
in this hostility (3)
- 20-Sphere of action  
(5)
- 21-Hot whistler (6)
- 22-Blue cesspit (anag)  
(11)

## Down

- 1-Mill water course  
(4)
- 2-The young ass!  
(4)
- 3-1 Across may proffer  
it, if needs be (6)
- 4-College (7)
- 5-Upright, but  
rigged (8)
- 6-Trash, but not  
garbage (8)
- 10-One-eyed, do you  
see? (8)
- 11-Belt them, but  
rest ours loosely  
(8)
- 14-Colours (7)
- 15-Selling location  
(6)
- 18-Counterfoil (4)
- 19-Stick 'em, up?

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in sealed envelopes marked 'Life-boat Crossword' to reach that office no later than Monday, 7th February, 1972.

For the senders of the first three correct solutions opened, there will be prizes of £1 each.

No entrant may win more than one prize. In all respects the decision of the R.N.L.I. will be final.

The correct solution and prize-winners' names will be published in the next quarterly issue of the Journal.

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## *Announcement*

- All those who already receive the Journal free of charge will continue to do so but if they do want to subscribe for, say, a year (four issues), the subscription is 78p, including postage. A form is enclosed with this issue of *THE LIFE-BOAT*.
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