

DOWTY PRESS INFORMATION

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THE DOWTY TURBOCRAFT.

Dowty Group announces the introduction of the Dowty Jet Turbo-craft which will be on exhibition at the National Boat Show opening at Earls Court on December 30th.

With a spectacular performance, this boat has no propeller or rudder. It is built by Dowty Marine Limited of Cheltenham Road, Staverton, Gloucester, a new member of the Dowty Group.

OVERALL SPECIFICATION.

Length	14'6"
Beam	5'9"
Draught	9"
Power Unit	Marinised Ford Zephyr MK 11
Propulsion Unit	Dowty-Hamilton Marine Jet (2 stage)
Maximum Speed	35 M.P.H.
Dry Weight	1,350 lbs.
Fuel Capacity	10 Imperial Gallons
Seating Capacity	Up to 5.

HULL

Rugged fibreglass construction of the hull, deck seats and

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On behalf of :-

Dowty Marine Ltd.,
Cheltenham Rd., Staverton,
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engine cover, gives a high strength/weight ratio structure which is impervious to all in-and-out of water conditions, and lends itself to easy maintenance. No painting is required as the skin and wall of the hull and deck contain colour pigment throughout.

The design of the hull with its 10 degree deadrise at the after planing surfaces contributes to the boats ability to turn in its own length at top speed, and, as there are no underwater appendages, it can operate at high speed in water as shallow as 4 inches. A specially designed bow gives well cushioned riding qualities combined with dryness in disturbed waters.

The front bench seat is adjustable and the two occasional seats are reversible to give rear facing for water ski observation.

The engine cover is made in two parts, the top half being removable to give full access to the engine

The design consultant for the Dowty Turbocraft hull is Mr. Fred Cooper, M.I.N.A., M.I.Mar.E., the well known Naval Architect who designed "Miss England I", "Miss England II", and Sir Malcolm Campbell's original "Bluebird".

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THE ENGINE

The Powty Turbocraft is powered by a marinised Ford Zephyr MK 11 high compression engine (7:8:1) capable of developing 90 B.H.P. at 4400 R.P.M. As fitted, the maximum r.p.m. is between 3,500 and 3,700 (approximately 70 B.H.P.), ensuring that the engine will have a prolonged, active life. The engine is completely water cooled, water being pumped direct from the marine jet unit through the sump to the manifold, circulated to the block, then to the exhaust pipe and out via the transom.

The reliability of the Zephyr engine is well established and the Ford Organisation offers a comprehensive servicing cover.

THE MARINE JET UNIT

Propulsion is by an efficient two-stage jet unit which draws water into the turbine through a steel grid fixed flush with the bottom of the boat and is ejected through the transom. The reaction from the jet stream propels the boat. The grid keeps out larger debris though the jet unit will pass small particles of sand and gravel. The unit is extremely quiet in operation and requires

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very little maintenance.

Full power is available on starting and the maximum progressive thrust gives the boat outstanding acceleration. A hand operated lever system moves a gate by which the jet stream is either fully cleared (ahead), completely blanked (neutral) or deflected forward under the hull (reverse); this eliminates the need for reversing gear normally driven by the engine. The marine jet not only supplies cooling water to the engine but also, by manipulating an on and off cock can be used to pump out the bilges.

One great advantage of this form of propulsion is the elimination of conventional underwater gear. There is no propeller, shaft, strut, rudder or scoops to imperil the safety of bathers and water skiers and fishing lines and ropes cannot become fouled. The marine jet allows remarkable manoeuvrability and gives a performance which brings a new exciting era to the boating world.

STEERING

Steering is by a dished two spoke steering wheel on the column of which is fitted a sprocket. A chain passes over the sprocket and

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is connected to a galvanised steel wire rope which, through a pulley system, is connected to the marine jet steering column. The latter connects to two steering vanes which deflect the jet stream. The pulleys used on the fore and aft inner hull are fitted with ball race inserts to give easy movement.

FUEL SYSTEM

The fuel tank is mounted in the rear of the boat and is fitted with a sediment sump and drain-off cock. The fuel is taken from the top of the tank and a shut-off cock is fitted to enable the sediment bowl filter, which is fitted between the tank and the petrol pump, to be removed. On the Zephyr engine downdraught carburation is used and an air filter is fitted to act as a flame trap to minimise fire risk. All piping is of solid drawn copper tube with flared joints.

FITTINGS

Standard equipment on the forward deck is a handle, 2 fairleads, one cleat, and a navigation lamp complete with pennant mast. On the stern deck are two cleats, two air vents, a ski hook, petrol filler cap, and stern light complete with ensign mast. Four small

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cleats, two port and two starboard, are provided for fendoffs, in addition to the fendoff strip around the gunwhale. There are four step-on pads, two either side. Two nylon mooring lines are provided.

A metal framed wrap round windscreen is fitted around the forward cockpit. The comprehensive dash panel includes an R.P.M. indicator with hour meter, ignition and oil warning lights, water temperature gauge, petrol gauge, ignition/starter key switch, choke and light switch. This switch allows for the fitting of a searchlight. Provision is also made for an M.P.H. indicator as an optional extra. There are foot and hand throttle controls. The wiring harness allows the fitting of a horn.

Loose washable seat cushions and squabs are provided to match the selected colour scheme. Flooring is of marine ply to BSS.1088 covered with non-slip Trakmark; the rear cockpit panel is also covered with Trakmark.

MODELS

The standard boat is being produced with an all white hull and deck with either black, red or blue trim. Coloured hulls, and/or decks, in black, red or blue can be provided with matching trim.

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THE DOWTY TURBOCRAFT.

COMMENT BY DONALD CAMPBELL.

I was very glad to have been given the opportunity of extensively testing the Dowty Turbo-Jet Craft. This new development is most impressive, for it combines excellent performance and outstanding manoeuvrability with a degree of safety hitherto unknown.

There has long been a need for an alternative to the exposed marine screw propeller, which is both vulnerable to damage, and being a rotating knife, a source of danger to swimmers, divers and water ski-ers.

The new turbine propulsion unit provides the alternative, since it has no exposed moving parts. Further, the absence of any protruberance beneath the hull bottom means the boat can be driven in normally inaccessible waters.

The Turbocraft is ideal for water ski-ing, sports, and run-about purposes, and I believe it will be received with great acclaim throughout the world.

SPEECH BY MR. D. N. CORNOCK-TAYLOR

ON THE OCCASION OF
THE LAUNCHING OF THE L.F.B.C. DEVELOPMENT PLAN

BY

H.R.H. THE DUKE OF EDINBURGH

ON 15TH DECEMBER, 1959.

I have a few minutes in which to outline to you a scheme which has taken many months of research and hard work to prepare: Indeed I would even say years. Because, Sir, I believe it was you yourself who started this ball rolling one Autumn evening in 1952. On that night you set off for the back streets of Camberwell where you formally declared open the premises of a new Boys' Club. At the ceremony the traditional piece of ribbon was stretched across the stage and at the appropriate moment, wielding a large pair of scissors, you were conducted to the centre of the stage. But - to everyone's surprise and delight - you declined to follow orthodox procedure and cut the ribbon in the centre. On the contrary, on grounds of economy, you insisted on cutting the ribbon at one end remarking - "This ribbon should be used again for the next new club." That was really the start of it all, and we are therefore so very grateful to you for launching our new Development Plan to-night.

What has been happening during the last few years? Well, the ribbon has been used in a number of new ventures in various parts of London - but the rate of development has, let us confess, been slow, haphazard and inadequate. Now we get a fresh start. Here, gentlemen, is a co-ordinated plan, something into which we can all get our teeth, and as Chairman of the Development Committee I can say without hesitation that this has been the most important Boys' Club job in which I have had a hand in the 23 years since I first went to work in a Club near Kings Cross.

I propose to assume that you have read the brochure and studied the map and that you are reasonably informed on the broad outline. My intention is to make a few remarks by way of background.

The L.F.B.C. was started in 1887 - 72 years ago - by a group of existing Boys' Clubs. Most of the good things that have happened in the Boys' Club movement since have also sprung from below. In the early decades of this century new Boys' Clubs - each of which is of course an autonomous self-governing unit - were created as a result of spontaneous local initiative. Times have changed and the initiative is now taken by the central body whose role must be first to stimulate local activity and then to foster a new development until it is strong enough to stand on its own feet.

Why should we need to launch such an ambitious scheme? It is partly because there have for many years been some black spots which have demanded action. Furthermore, substantial population changes in London and Middlesex and the increased birthrate since the War have magnified the problem that confronts us. Our Development Plan is therefore designed to make good all

the old deficiencies and to provide facilities in such completely new areas as the L.C.C. estates at Roehampton and Kidbrooke.

When details of the scheme became known a week or so ago, I received a letter from a Juvenile Court Magistrate in South London. He warmly welcomed the proposed development and referred to the very heavy rate of juvenile delinquency in his area - so great indeed that it had been found necessary to create a permanent second court for juvenile offences. Boys' Clubs are not intended to provide a rehabilitation service for juvenile delinquents, but there are many boys who owe their clean records to the fact that Boys' Clubs so occupied their energies and enthusiasm that they hadn't enough time left over to get into trouble.

How do we intend to tackle our great task which will cost some £200,000 and involve the voluntary help of a great many people? Firstly, we want everyone to know about it, discuss it and support it. Secondly, we want information about possible premises or, better still, vacant sites in the areas marked on the map. Thirdly, we shall want - but we are not asking now - some money. Fourthly, we want volunteers to offer their services to each of the new ventures.

A few words about each of these points:-

1. Publicity is essential. Our friends the Press are always most helpful but let's face facts, a good Boys' Club - unlike a place of vice - is not headline news! But we are sure of their goodwill and support when it can be given. Please put your maps up in your offices: some people will be interested enough to ask what it's all about. And above all please help us by awakening the conscience of the community by all means in your power.
2. Premises. We cannot undertake 20 new projects at the same time. But we hope that in less than 5 years the job will be completed. The Federation will have to fix priorities, but the sooner we find sites the sooner we can get the job done. If the very small paid staff are not to spend hours of fruitless effort tramping the streets looking for suitable sites or premises, we must have the active backing of those with local knowledge. Businessmen, shopkeepers, clergy, schoolmasters, local council officials - any of these and many others might be able to help in the search.
3. Money. We hope most of the new schemes will attract financial support from the Ministry of Education and the local authorities. But quite rightly they expect voluntary organisations to make a substantial effort themselves. We are definitely NOT appealing for money this evening, but I for one sincerely believe that if we've got a good, businesslike, well administered proposition, as we intend to have, the cash will be found, sometimes without an appeal.
4. Volunteers. Our invitation for this evening asked you to regard this as a challenge and an opportunity to organise a new form of National Service. We don't require the standard of bodily fitness demanded of H.M. Forces so nobody can use bad corns or dizzy attacks as excuses. Everyone is welcome and we need all types, professions and skills.

Architects, surveyors, estate agents, solicitors, are needed to find and plan the premises. Business executives, accountants, bankers and company secretaries for the subsequent administration. For the activities in the Clubs we need athletes, games players, canoeists, mountaineers, actors, carpenters, and chaps whose hobbies or interests are restricted to such rare accomplishments as blowing bassoons, playing chess, or growing cactus plants - all can contribute to an interesting and varied Club programme.

As I am now speaking, Clubs all over London are filling up with boys from the crowded streets of this and other boroughs. Picture them, thousands of boys, jostling in their Clubs, finding the warmth and friendliness they often seek in vain elsewhere. Imagine the noise and laughter as they slowly, unconsciously absorb those lessons in comradeship, loyalty and discipline which the Club can teach. These boys will be the fit men of tomorrow. But this evening we are asking you to think about the boys for whom there are not any Clubs at present. Perhaps it is not too much to say that their future lies in the hands of every one of us here to-night.
