

October 1983

- 4th. Flt Lt Hugh Pierce. Flt Lt Mark Hewitt. Master AIM Sid Hutchinson.
First shift for Hugh who replaces Andy Kirkup, and he gets a night job - lifting a patient with a brain haemorrhage from the Ferry Norland off Spurn Point about 10 in the evening.
- 7th. Sqn Ldr Jeff Whitehead. Master Nav Ron Dedmen. Sgt Terry Williamson.
Civil Helicopter from Heli-Leeds called a Mayday as a result of the cabin door opening and clothing wrapping itself around the tail rotor. Landed near to Spurn Point and no action was required.
- 11th. Flt Lt John Sutherland. Flt Lt Adrian Rule. Master AIM Dave Allen.
Search for transimssions on 243 in the Hull area - though nothing found.
- 12th. Flt Lt John Sutherland. Flt Lt Mark Hewitt. Master AIM Sid Hutchinson.
Windsurfer at Cleethorpes who got into difficulties - but he struggled ashore before our heroes arrived.
- 14th. Flt Lt Hugh Pierce. Flt Lt Mark Hewitt. Master AIM Sid Hutchinson.
Transmissions again on 243 but nothing found BUT
- 15th. Same crew - off at the crack of dawn to find the noise on 243 - and found something at Kirkby Moorside, a boat on a trailer - to be recalled and start the epic
- 15th. Sqn Ldr Whitehead. Master Nav Ron Dedmen. Master AIM Dave Allen.
Flt Lt Hugh Pierce. Flt Lt Mark Hewitt. Master AIM Sid Hutchinson.
Flt Lt Paul Longden. Master Nav Ron Dedman. Master AIM Dave Allen.
Flt.Lt. Steve Garrod. Flt Lt Pete Edwards. Sgt Terry Williamson.

Throughout the day, starting from the Mayday call at 9.30 in the morning, this gallant band flew almost 16 hours trying to locate the tralwer Janet Jensen out of Grimsby which had put out a call saying a complete loss of power and electrics fading fast and giving a Lat and Long which later transpired to be about 30 miles out. She was eventually located at 5 in the evening by a Nimrod and a pump taken to her. Weather conditions at the time were a bit unpleasant.

- 17th. Sqn Ldr Jeff Whitehead. Flt Lt Adrian Rule. Flt Sgt Graham Goosey.
With a winchy borrowed from SARTU this crew had the pleasueable task of lifting a sailor with back injuries from the Navy ship Guernssey to Scarborough Hospital.
- 23rd. Flt Lt Hugh Pierce. Flt Lt Mark Hewitt. Master AIM Sid Hutchinson.
Another night job for Hugh - this time a skipper off Flamborough with a diabetic coma who, after our lads arrived decided that there was no way he was coming off. Hardly pleasant to get up at 2 in the morning on a black night and then find you are'nt wanted when you get there.
- 23rd. Flt Lt John Sutherland. Flt Lt Graham Clark. Master AIM Dave Allen.
This threesome decided to have two jobs in the shift - the first yet another windsurfer who was'nt doing too well off Cleethorpes - like he was going the wrong way - and he was lifted and taken to Grimsby Hospital where he had to be warmed up
- 23rd. followed by a man cut off by the tide at 8 in the evening (dark) near Grimsby who obviously could'nt tell the difference between High and Low when he went fishing.

PTO

OCTOBER 1983

25th. Flt Lt Hugh Pierce. Flt Lt Adrian Rule. Master AIM Sid Hutchinson.

Yet another night job for this lot - this time a heart attack on a dredger in the Humber who was taken to the Hull R.I.

25th. Flt Lt John Sutherland. Master Nav Ron Dedmen. Master AIM Dave Allen.

There was this canoeist, not doing too well with one paddle, having lost the other half who quietly drifted up on the rocks near North Landing. He was lifted and placed in the hands of the coastguards who doubtless advised a better glue.

28th. Flt. Lt. Paul Longden. Flt Lt Mark Hewitt. Sgt Terry Williamson.

A second Tornado crash - this time off Cromer - which is off course Coltishalls patch, but they were busy with a Harrier crash in the Wash at the time. Hence our lads lifting the Navigator who was in a very bad way through exposure having been in the water almost three hours in his dinghy (no PLB activated). Very lucky chap - taken to Cromer for immediate treatment and thence to Norwich for specialist treatment.

28th Flt Lt John Sutherland. Flt Lt Graham Clark Master AIM Dave Allen were then called out to search for the pilot/remains of the Tornado. Rumour has it that he was incapacitated which was why the Nav banged out.

Crewman airlifted

A CREWMAN, airlifted from the North Sea Ferries vessel Norland, last night with a suspected brain haemorrhage, was "comfortable" today in Hull Royal Infirmary.

Mr Joseph Hopkinson (50), from Lincoln, was taken ill when the Norland was close to the Spurn Light.

A nurse on board tended him and when Humber coastguards contacted the hospital, the duty casualty doctor asked for Mr Hopkinson to be brought in.

An RAF helicopter from Leconfield was called to airlift Mr Hopkinson out.

4 OCT

FLT LT HUGH PIERCE
FLT LT MARK HEWITT
MALM SYD HUTCHINSON

1ST SHIFT } HUGH "NIGHT RIDER"
1ST JOB }

Scare for helicopter

A HELICOPTER with three men on board made an emergency landing this afternoon after running into trouble while on an oil slick survey over the Humber estuary.

The Bell Jet Ranger managed to struggle to the North Bank, where it made a forced landing in a field. No one was injured.

It is understood it was on charter to the Yorkshire Water Authority and was carrying two members of the authority's staff when the trouble occurred.

It is understood that the rear door flew off the helicopter and that clothes

and equipment were sucked out.

The items wrapped themselves around the rotor and jammed it, and this led to the pilot putting out a May Day call.

An RAF rescue helicopter from Leconfield was scrambled but by the time it arrived the Bell machine had managed to land in a field at Skeffling, three miles from Spurn Point.

The winchman of the RAF Wessex, Sgt. Terry Williamson, said: "We landed alongside them and I went across to see the pilot and passengers. They were unhurt and I believe some arrangement is being made with the Coastguard to get them back to Brough."

7 OCT

SN LDR JEFF WHITEHEAD
M. NAV RON DEEMAN
SGT TERRY WILLIAMSON

Surfer alert

RESCUE services, including a helicopter from RAF Leconfield, were alerted after a windsurfer was spotted apparently struggling in the Humber opposite the Bright Street slipway, Cleethorpes today.

An attempt was made today to launch the Vigilante's inshore rescue boat to bring the Cleethorpes windsurfer to safety, but this failed because of engine problems.

The Humber coastguard immediately alerted Leconfield and the Humber lifeboat was launched.

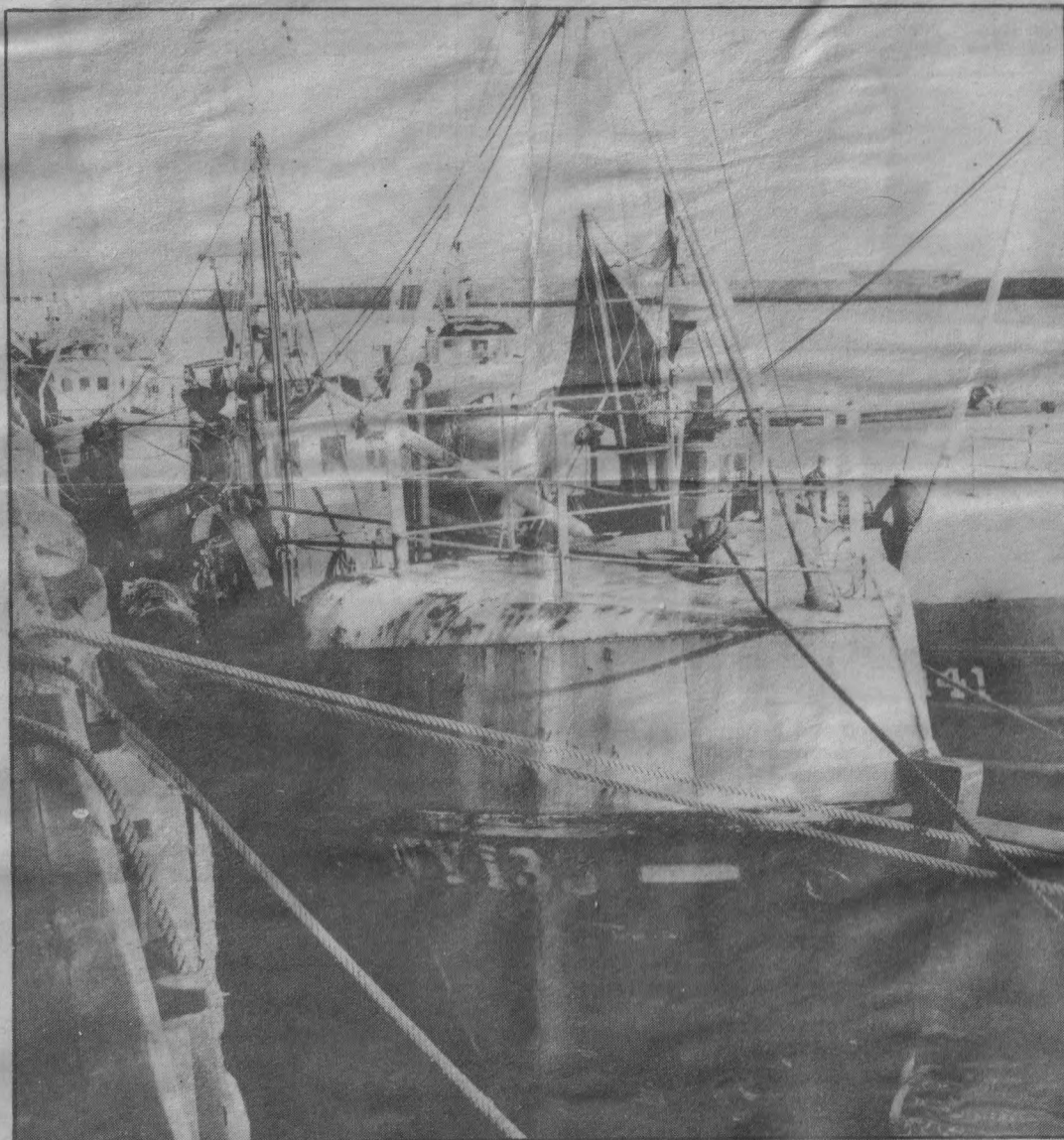
The amn was eventually helped back to shore by a fellow windsurfer with the rescue services standing by.

12 OCT

FLT LT JOHN SUTHERLAND
FLT LT MARK HEWITT
MALM SYD HUTCHINSON

Blaze nightmare at sea

Fishing partners watch new joint venture end in flames



The fishing vessel Ard Aidham which caught fire and sank nine miles off Whitby.



Whitby lifeboat which stood by and fought the fire with its built-in fire-fighting equipment.

A routine fishing trip turned into a nightmare for four Whitby men on Monday afternoon when, nine miles off the coast, fire broke out in the engine room of the keel boat Ard Aidham.

Attempts to fight the blaze proved useless, and skipper Ian Davis (23) and crew members John Hansell (34), Ian Campbell (24), and Michael Besenjie (23) were lucky to escape unharmed in a life-raft.

They were picked up by Mr John Hall, skipper of the keel boat George Weatherill, and brought back to Whitby leaving the Ard Aidham a sinking wreck.

The vessel went to the bottom at about 8 pm, four hours after the fire started. While the boat was burning, a pall of black smoke was plainly visible from the shore.

Whitby lifeboat was quickly on the scene after the coastguards had been alerted by a radio message from the keel boat Samaria, which was in the area.

The lifeboat was joined in its fire-fighting efforts by the Royal Navy frigate, London-derry, which happened to be in the vicinity and responded to the emergency, but conditions prevented the frigate getting close enough to have much success.

Whitby lifeboat continued to fight the fire using its own fire fighting equipment, and

Vandals smash lifeboat windscreen

When Whitby lifeboat put to sea on Monday to assist the Ard Aidham, few people realised that the job of the lifeboatmen was being made more difficult and uncomfortable by the fact that the centre windscreen of the wheelhouse was missing after being smashed by vandals.

The special windscreen, which was fitted only two months ago, was found shattered on Sunday morning. A replacement arrived on Monday but not in time to be fitted before the lifeboat was called out on service. Total cost of the replacement will be around £300.

fact that the Ard Aidham was still towing her gear.

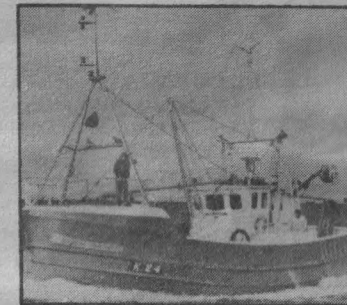
An RAF rescue helicopter from Leconfield was scrambled but turned back on learning the crew were safe. Staithes lifeboat was also launched.

Built in the Irish Republic in 1961, the 54-foot, 38 tons Ard Aidham had a Gaelic name meaning "High Promise". That name had particular significance for skipper Ian Davis, of Muncaster Way, and his neighbour and crew member, John Hansell.

The boat represented their first venture into ownership. Just ten weeks before Monday's disaster, they invested their savings in the Ard Aidham, in joint ownership with Whitby Fish Selling Company.

A director of that company, Mr Arthur Coulson, told the Gazette: "We were happy to go in with them and knew they were competent fishermen. They had undertaken wheelhouse duties in other vessels and we had every confidence in their ability."

"That confidence was proven



The George Weatherill which picked up the crew of the Ard Aidham from their life raft.

the fire had started electrically. Once the diesel oil ignited the blaze was severe.

The crew had used CO2 gas cylinders in a futile attempt to quell the flames and an automatic fire control system had operated to no real avail, Mr Coulson said.

"The fuel tanks went and the deck cracked up and that was it."

"It was a very traumatic experience for Skipper Davis and the crew. The consequences could have been tragic. They were very fortunate that no-one was either smoked or burnt to death."

He anticipated that another vessel would be found to replace the Ard Aidham. "We have every confidence in these lads," he added.

The Whitby Fish Selling Company received their first news of the fire from Mr Arthur Storr, skipper of the Provider. By then the emergency services were already in action.

S/L JEFF WHITEHEAD
S/L REE EDWARDS
MALM SYD HUTCHINGS

13 OCT

FROM BOUMER
ON DETACHMENT

Our fears of death — by rescued crew

THE Grimsby fishermen at the centre of a 24-hour North Sea search and rescue drama have told how they believed they were going to die.

The four crew of the seiner Janet Jensen had been stranded all day some 45 miles off the Humber. Her engine had failed, the anchor was dragging, and she was rolling heavily in a force 10 gale.

Two helicopters, an RAF Nimrod, and a host of vessels were out looking for the

75ft. seiner on Saturday.

But on board the crew were in despair. After a Mayday call their radio would not transmit. They had used almost all their flares.

Nobody had found them — and they thought the end had come, they told the Evening Telegraph yesterday.

Speaking minutes after safely arriving under tow in Scarborough, the skipper of the Janet Jensen, Mr. Henry Young (34), said: "We were steaming along and gradually losing power and eventually the engine stopped."

"So we dropped anchor about 45 miles off the Humber and drifted with the weather."

"We got our emergency wifeless out and started transmitting a Mayday. At 9 am we gave our estimated position — which must have been wrong — to a tanker, Joanna V, and then there wasn't enough power in the wireless to transmit."

"It went dead — and there we were, stuck in the middle of the ocean in a force 10."

With skipper Young were his mate, Mr. John Smith (35), of the Seamen's Mission, Grimsby; deckhand Mr. Rex Vicars (38), of 62 Yarrow Road in the town; and deckhand-cook Mr. Tony Oswin (38), of 16 Craven Road, Cleethorpes.

Mr. Vicars continued: "We had a bucket with some rags in, so we lit that and fired some flares off every now and again."

"We had 12 flares. When the Nimrod found us there were two left."

It was at 4.30 pm, at the end of a day-long hunt, that the RAF jet at last spotted the stricken Grimsby seiner. But that was not the end of the drama.

There was still an encounter with the death-defying crew of an RAF helicopter — and five-star treatment aboard the fishing protection vessel HMS Guernsey.

Mr. Vicars explained: "The Nimrod dropped a couple of green flares to say he had seen us and then 45 minutes later the helicopter came along."

"They lowered a man down and he hit our rail so they took him up again. Then it was like watching a yo-yo."

"Two or three times he dropped down in the water and two of three times they took him up again, dripping. He had to dodge our aerials and everything. Those lads are so brave."

When the RAF crewman finally made it he offered to take the fishermen off their rolling vessel.

"I took one look and said, 'No thanks'," Mr. Vicars went on. "It was a bit too high for me — the chopper was 60ft. above us."

And hour later HMS Guernsey arrived to tow the seiner into Scarborough, and by 1 am they were anchored just outside. The Grimsby crew were invited on to the island class vessel — and found themselves in the lap of luxury, hours after they thought their end had come.

"We were treated like lords," Mr. Oswin said.

"They gave us tea, a dram, a meal and a shower — and beds with white sheets!"

"We couldn't sleep because we were too clean," joked Skipper Young, of 18 Oak Way, Cleethorpes.

Hours before there had been no joking. All agreed that only their anchor had stopped them from going under.

"When they didn't find us in the daytime we thought that was it," Mr. Vicars recalled.

"We were scared. When that Storm 10 came I was praying to Allah, and I don't even know him!"

15 OCT 83



Safe and sound the crew of the Janet Jensen. Left to right: Skipper, Norman Young; mate, John Smith; deckie cook, Tony Oswin, and deckhand Rex Vicars.

Air, sea hunt for seiner

A MAJOR air and sea search was launched today in the North Sea as fears grew for the safety of a Grimsby seiner with a four-man crew adrift without power in Storm Force 10 conditions.

Two Wessex helicopters from RAF Leconfield joined the search mid-morning for the Janet Jensen as weather conditions worsened.

The 57 foot seiner's Mayday call was picked up by a tanker, Joanna V, about 9.40 am and relayed to coastguards after she lost power about 30 miles north east of the Spurn Light Vessel.

Radio contact was lost, and has not been resumed.

with the 55 ton seiner, skippered by Mr. Henry Young, which was returning to Grimsby after a 15-day fishing trip. She is due for landing on Monday.

A visual search by the helicopters found no trace of the stricken vessel and at lunchtime, a Nimrod aircraft from a Lincolnshire RAF base was called in to aid the search with its more sophisticated tracking equipment.

Sqdn. Ldr. Jeff Whitehead, who piloted the first helicopter which went out at 10.15 am, said conditions were very stormy.

"Visibility was not bad at five miles, but the wind was getting up and it was drizzling," he said. "Many vessels are searching in the area, but the position the vessel gave was not accurate. We searched within four miles of it and found nothing."

"There must be six or eight vessels called in to aid the search," he added.

A spokesman for Humber Radio said HMS Guernsey, an island class fishing protection vessel, had joined the search and more ships were converging on the area.

"The Humber Lifeboat is also on its way, but the vessel has still not been found. We fear she may have gone under."

"We heard she had dropped anchor, but she could be dragging it, which would slow her down. The weather has got a lot worse and there is no sign of it abating," he added.

The seiner is 41 years old, and according to the agents Tom Sleight, has had electrical problems before.

Ship towed to port

The 40-ton Grimsby-based fishing vessel Janet Jansen was in Scarborough harbour yesterday after a 24-hour rescue operation involving a warship.

A Mayday message was received from the vessel on Saturday after its engines failed in stormy seas.

An RAF Nimrod located the Janet Jansen, with four men on board, and it sheltered alongside the warship Guernsey overnight before being towed into Scarborough.

No injuries were reported on the vessel, which was returning from a fishing expedition to the Dogger

4 Missing On Fishing Boat

A FISHING vessel with four people on board was missing last night in wild weather conditions off the Humberside coast.

The 40-ton Grimsby-based Janet Jansen sent out a Mayday message from about 30 miles off Spurn Point.

But ships combing the sea around the reported position said there was no trace of the vessel.

An R.A.F. Nimrod was leading an air search and the Royal Navy warship H.M.S. Guernsey arrived to take control of the sea search.

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Sea rescue boat crew back safe

FOUR fishermen were safe last night after a storm-lashed ordeal in a broken down boat.

Their engine packed up and they were forced to ride out 70 mph winds and enormous seas until help arrived.

Lifeboats in gale alert off Yorks

Two lifeboats were launched today to stand by for 26 boats, carrying anglers out from Bridlington, as gales lashed the Yorkshire coast.

Flamborough lifeboat was launched to stand by, followed by the Bridlington lifeboat for the boats return to harbour.

One boat returned with a seasick man who collapsed and was taken to hospital by ambulance.

The Humber lifeboat was launched to go to the assistance of a coaster which put out a Mayday call 30 miles north-east of the Humber.

A helicopter from RAF Leconfield went to help the coaster. Many other vessels nearby also answered the call.

Fishing boat found safe

A GALE lashed fishing boat with four people on board was found safe on Saturday night after an air-sea search off the Humberside coast.

The fishing vessel Janet Jensen was spotted by an RAF Nimrod jet searching off the mouth of the River Humber. The plane's crew spotted distress flares being fired.

The fishing boat was anchored with engine trouble and in danger of being swamped by stormy seas when she was found.

The Sally Line car ferry from Ramsgate to Dunkirk had to be cancelled because of the high winds and a force nine gale pinned an Isle of Man ferry to its Douglas pier.

The Isle of Man Steam Packet Co operated its normal Liverpool-Douglas services on Saturday, but Sealink cancelled all its sailings on the Heysham-Douglas route.

Vessel rescued

The 40-ton Grimsby-based fishing vessel Janet Jansen was towed into Scarborough harbour yesterday, after a 24-hour rescue operation on Saturday after its engines failed in stormy seas. An RAF Nimrod located the vessel with four men on board, and it sheltered alongside the warship Guernsey overnight.

N Yorks gets gale warning

WEATHERMEN this afternoon forecast gale force winds in North Yorkshire. Police reported several trees down on minor road.

Bridlington and Flamborough lifeboats stood by to escort fishing boats back to harbour. One angler was taken to hospital suffering from sea sickness.

The Humber lifeboat and a helicopter from RAF Leconfield turned out to help a coaster in difficulties 30 miles north-east of the Humber.

The crew of the trawler Janet Jensen were found by an RAF Nimrod aircraft which directed a lifeboat and warship to the rescue.

Trawler skipper Henry Young, 34, managed to broadcast a distress call before his radio gave out.

The boat was stranded 30 miles off Flamborough Head.

A massive air and sea search was launched involving the Nimrod, two helicopters, the Humber lifeboat, a warship and eight merchant ships.

Coastguards masterminded the 25-hour operation, which eventually saw the crew of the Grimsby trawler landed safely at Scarborough yesterday.

Escort

Conditions were described as appalling with Force 11 gales, 25-foot waves and zero visibility.

The Fisheries Protection vessel HMS Guernsey escorted the trawler back to Scarborough on Saturday night.

Lifeboats from Scarborough, Bridlington and Flamborough were launched Saturday to escort 25 boats carrying 200 anglers safely.

Sea-rescue false alarm by beacon

AN RAF rescue helicopter rushed to the aid of a vessel in distress, after Mayday signals had been picked up.

But as the crew homed in on the distress beacon they found themselves over Kirkbymoorside 25 miles inland.

They circled the market town in their Wessex helicopter, which costs thousands of pounds an hour to run.

Then they landed and checked out a factory and a private plane.

The rogue signal was tracked down to a boat on a trailer. A farmer had inadvertently activated his yacht's emergency beacon.

Dry yacht puts out fake SOS

By IAN CUNDALL

THE RAF scrambled into action when a boat's radio beacon started broadcasting a life or death mayday message.

A search and rescue helicopter was launched and its crew used sophisticated tracking equipment to home in on the vessel in distress.

But as the £1,500 an hour chopper roared North, the emergency broadcast began to look distinctly fishy.

For the position of the boat in trouble was 25 miles inland on the decidedly high and dry hills around the market town of Kirkbymoorside.

A local farmer had accidentally switched on his weekend yacht's automatic mayday beacon.

Yesterday, the madcap mission for the men of 22 Squadron was the talk of the airforce. It began after a ground station picked up the call on a special distress band and ordered off one of the Wessex helicopters.

Checked

A spokesman for the base at Leconfield, North Humberside said yesterday: "Apparently the signal was floating off over half the country."

"At first we thought it was coming from a factory where they make submersibles so we landed and checked that."

"Then we tried a chap who had his own plane but it wasn't him either."

"Finally we discovered it was this farmer who owned the yacht. I understand he was a little embarrassed to say the least."

The identity of the landlocked mariner was being withheld last night. It's unlikely he will be asked to foot the bill for the operation — which could be more than £3,000.

15 OCT 83

FLT LT	HUGH	PIERCE
FLT LT	MARK	HEWITT
MALM	SYD	HUTCHINSON

False SOS brings out rescue team

AN RAF rescue helicopter rushed to the aid of a vessel in distress, after Mayday signals had been picked up.

But as the crew homed in on the distress beacon they found themselves over Kirkbymoorside 25 miles inland.

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The rogue signal was tracked down to a boat on a trailer. A farmer had inadvertently activated his yacht's emergency beacon.

SOS that never was

AN RAF rescue helicopter was sent on a wild goose chase after picking up a ship's distress signal 25 miles inland.

Coastguard slams boatmen after rescue operation

Scarborough lifeboat spent five hours battling through gale-force winds and high seas to escort 28 cobsles and other fishing-boats to the safety of Scarborough Harbour on Saturday.

Despite a storm warning, the boats put out from Bridlington and Flamborough carrying anglers taking part in an angling festival.

A Humber coastguard spokesman today said that it was irresponsible for the boatmen to have ignored the weather forecast.

"There was no reason for it, because the weather was forecast. It ended up by calling lifeboats out unnecessarily," said the spokesman.

About 150 anglers were aboard the boats escorted to Scarborough after lifeboats from Scarborough, Bridlington, and Flamborough were launched.

Heavy seas made it too difficult for them to enter Bridlington Harbour, so the small boats were shepherded to the calmer waters at Scarborough.

It was the biggest operation of its type ever to be tackled by Scarborough's six-man Lifeboat crew, led by coxswain Ian Firman.

The last coble, the *Serene*, was finally escorted to Scarborough at 5 pm, five hours after Scarborough lifeboat was launched in 50 mph winds.

Flamborough lifeboat received a call to pick up the *Serene* off Hornsea, and it escorted the coble part of the way to Scarborough before Scarborough lifeboat took over the escort duty.

"It is the biggest operation we have ever had here, but it was a very smooth exercise according to the crew," said Scarborough lifeboat secretary Mr George Exley.

Shortly before the first cobsles were brought to safety a major air-and-sea search off Flamborough was launched to find a stricken fishing-boat and its four-man crew which was battered by huge waves.

The 57 ft Grimsby seine-netter Janet Jensen lost all power and sent out a distress signal, giving its position as 30 miles off Flamborough Head.

The skipper dropped anchor to stabilise his storm-battered vessel, and two helicopters



● Scarborough lifeboat on its way to help.



● The Grimsby seine-netter in the Harbour today.

from RAF Leconfield, a Nimrod from RAF Kinloss, the Humber lifeboat, the fisheries-protection vessel Guernsey, and a flotilla of trawlers in the area set off to find the Janet Jensen.

Powerful winds and low cloud made the search tricky and it was not until late in the afternoon that the crew of the Nimrod spotted flares from the vessel.

Guernsey, which had been

anchored off Filey earlier in the day, immediately steamed to the Janet Jensen and towed it to Scarborough Harbour.

Filey was also used as a refuge for deep-sea boats, including the *Deborah II*, on its way from Scapa Flow to Rotterdam.

NORTH SEA HUNT FOR FISHERMEN

CONCERN was mounting this afternoon for a missing Humberside fishing boat and its four-man crew as aircraft and shipping continued an intensive search in worsening weather.

The Grimsby seine netter Janet Jensen sent a May Day signal shortly before 10 am. Contact was then lost, and after more than three hours a search by helicopters from RAF Leconfield, the Humber Lifeboat and other vessels found no trace of her.

An RAF Nimrod and the warship HMS Guernsey joined in the operation this afternoon as

fierce gales blew up to force 10, and low cloud made the visual search more difficult.

The 57ft. vessel, under skipper Henry Young, was on its way back to Grimsby after a 15-day fishing trip and was due in on Monday.

Before contact was lost the crew gave their position as 30 miles north-north-east of the Humber light vessel and 30 miles east of Flamborough Head.

One of the Leconfield helicopter crew, MALM David Allan, said conditions in the search area were very difficult.

Road blocked

Later this afternoon, the Bridlington cobbles put 80 anglers ashore at North Landing, Flamborough, and special buses were laid on to take them back to Bridlington.

The cobbles were escorted by Scarborough and Flamborough lifeboats to shelter in Scarborough harbour. Bridlington lifeboat was escorting another vessel, the Serene, back to harbour in Bridlington Bay.

In the Hull area winds blew down trees and hoardings.

Westella Road, Kirkella, was blocked after a large branch from an overhanging tree crashed down. Police diverted traffic and buses were re-routed until the branch, and another which was in danger of falling, were removed.

Gusts of up to 45 mph were felt on the Humber Bridge, but they were blowing from the south, not as crosswinds, so the road was kept open to high-sided vehicles.

The pavement and part of the roadway near the junction of Ferensway and Portland Place in Hull were cordoned off after advertising hoardings blew down. No one was hurt.

Cobbles out

The gales also brought trouble for more than 20 Bridlington cobbles fishing north of Flamborough. Lifeboats from Bridlington and Flamborough went to standby and preparations were being made to escort them into harbour this afternoon.

The anglers had put out from Bridlington in spite of the strong winds, rain and a rough sea.

The south-westerly gales were growing stronger this afternoon, rising from force even or eight, when the Janet Jensen sent her distress signal, to force 10 later.



Relief of the rescued. . . all smiles are Mrs Margaret Bean, Anthony Stephenson and his father Frank (right), safe ashore after coastguards rescued them from the motor cruiser Rebecca, aground off Hessel. Picture: Ian Park

Family rescued in river drama

COASTGUARDS rescued a family of four from a motor cruiser which was blown ashore in the Humber today.

The Rebecca was stuck in thick mud on the Hessel foreshore with a strengthening Force Nine gale pounding her side.

The 27ft. vessel, heading for Hull Marina, got into difficulties when her propeller snagged with a rope.

"We just got it free when we were blown into the mud," said skipper Mr Frank Stephen-

son (53), of 2, Beech Grove, Lorraine Street, Hull.

His son, Anthony (23), of 22, 26th Avenue, Hull, jumped into the mud and waded ashore and walked over half a mile to Richard Dunson's shipyard to raise the alarm.

Left on board were his wife Maxine (21), his father and his father's sister, Mrs Margaret Bean (49), of Watford.

The coastguards who answered the distress call were from the newly formed Humber Bridge Company.

"Our biggest worry was getting stuck in the mud," said the officer in charge of the part-time company, film cameraman & Paul Berriff, of Woodfield Lane, Hessel.

He and the other coastguards drove to the scene and struggled on foot through the mud to help those on board ashore. None of the four on board the vessel were hurt.

The family were on the last day of a cruise which had taken them to Nottingham.

7 OCT 83

SQUADRON JEFF WHITEHEAD
 FLT LT ADRIAN RULE
 F. SGT GRAHAM GOOSEY

(ADRIAN GOT HIS OWN
 BACK IN JANUARY
 OFF MABLETHORPE)



Injured seaman taken ashore

Just 36 hours after taking part in the rescue of a stricken seine-netter, the fisheries-protection vessel *Guernsey* found itself at the centre of another incident off Scarborough today.

A seaman on board the vessel, David Malcolmson, badly injured his back early today and could not be put ashore by boat because of the weather.

RAF Leconfield was alerted, and a Wessex helicopter,

piloted by Flight-Commander Geoff Whitehead, flew to the Guernsey.

Navigator and winchman Flt-Lieut Adrian Rule winched down Flt-Sgt Graham Goosey, who strapped Mr Malcolmson into a harness. The helicopter then flew to Scarborough Hospital, where the injured man was treated and later discharged.

• See also page 9.

Surfer gets hypothermia

A windsurfer was detained in hospital for observation today after being rescued by helicopter from the sea off Cleethorpes.

Mr. Gary Nunn (22), of 130 Brereton Avenue, Cleethorpes, was spotted about three-quarters of a mile off the Brighton Slipway by Cleethorpes Coastguard yesterday morning.

He appeared to be in difficulties and a helicopter was called from RAF Leconfield. Mr. Nunn, who was suffering from hypothermia, was winched aboard and taken to Grimsby General Hospital.

23 OCT 83

FLT LT JOHN SUTHERLAND
 FLT LT GRAHAM CLARK
 MALM DAVE ALLEN



Mr. Hulse, all st for his next fishing trip.

Fisherman reeled in . . .

GRIMSBY angler Steven Hulse landed more than he bargained for last night after choosing a precarious spot beside the River Humber.

After several hours of happy fishing he was astonished to find himself at the centre of a major rescue operation involving the fire brigade, police and a helicopter.

And what should have been an eight-hour expedition was cut short by four hours when the helicopter picked him up from his spot on the end of Courtauld's outflow pipe.

But as Mr. Hulse (29), of 133 Elsenham Road explained to the waiting policemen and firemen: "I didn't need rescuing.

His spot on the end of the pipe was 500 yards out into the river. Having fished

from it several times before he knew that he was safe even during high tide.

"You go out about three hours before high tide then you just sit there while the tide comes in, and go back about four hours later when it goes out," he said.

"I had been merrily fishing for a few hours when suddenly there was a policeman shouting through a hailer telling me a helicopter was on the way.

"I could'n't believe it. just sat there with my rods and a flask of tea."

The police had been alerted shortly before 6 pm by a gateman at Courtaulds who thought there could be two anglers in trouble.

They sent a message to RAF Leconfield asking for a helicopter and then alerted

the fire brigade to bring some powerful searchlights to illuminate the scene.

When the helicopter arrived the whole scene was well lit up and Mr. Hulse was picked up and taken to shore to be greeted by his rescuers.

He told the police: "I am sorry to cause trouble but there is no need for this, I was alright."

To rub salt into the wound the helicopter crew told him he would have to leave his fishing rods on the end of the pipe.

Mr. Hulse said: "I had to go back and get them when the tide had gone back out. There was about £200 of equipment there. I don't think I will bother to go fishing there again."

25 Oct 83

FLT LT JOHN SUTHERLAND
MASTER NAV RON DEDMEN
MALM DAVE ALLEN



Canoeist Ian Scott is helped from the rescue helicopter by winchman Dave Allen.

Saved— from the dangers of the sea

A CANOEIST was rescued by a helicopter from RAF Leconfield yesterday, when a huge wave tossed him against the rocks at Flamborough Head.

Mr Ian Scott (20), of Dorset Road, Sheffield, was the senior instructor with the Broom Hall Canoe Club for the unemployed.

He and eight other members of the club had gone out from the North Landing when the weather suddenly deteriorated.

Mr Paul Green, a Sheffield City recreation officer, who was in charge of the group, said: "Ian had gone ahead and the waves suddenly developed from about five feet to 15 feet high.

"When his canoe hit the rocks, he managed to cling on.

"We made our way back to North Landing, having first seen he was safely ashore, and raised the alarm."

The helicopter pilot, Fl. Lt. John Sutherland, manoeuvred his machine close to the rock face to lower the winchman, Dave Allen, down to Mr Scott.

He said: "It was turbulent near the cliff face, so I put the winchman down over the sea and then climbed above the height of the cliff and moved in to put Dave Allen down at the bottom of the cliff.

"I then moved back over the sea to descend and lift both men into the aircraft."

Mercy flight

A crewman from the dredger Bow Stream was flown by RAF helicopter to Hull Royal Infirmary yesterday after being taken ill on the vessel while it was working in the River Humber.

25 OCT 83

FLT LT HUGH PIERCE
FLT LT ADRIAN RULE
MALM SYD HUTCHINSON

Seaman 'lifted' to infirmary

A SEAMAN with a suspected heart condition was airlifted to Hull Royal Infirmary last night by a helicopter from RAF Leconfield.

The man, who comes from Liverpool, was taken ill aboard the Hull dredger Bowstream while she was working 12 miles east of Spurn Point.

Coble towed in by lifeboat — again



A Filey coble was towed back in by lifeboat yesterday for the second time in a week.

The Valiant, skippered by Jimmy Smith, was towed in by Filey lifeboat after firing flares about a mile beyond Filey buoy.

The operation was hindered by reports giving three different locations for the flares. It was further complicated by reports that some divers had been contemplating diving at Thornwick Bay, north of Flamborough.

The lifeboat was launched just before noon after a Bolton holidaymaker, Mr Kenneth Thompson, reported seeing a flare beyond the buoy. At the same time, the Challenge reported seeing flares under the old radar site at Bempton. The lifeboat headed towards Bempton, but changed course when orange smoke was seen coming from the Valiant, which was nearer the first location.

Meanwhile, a helicopter from RAF Leconfield was summoned to the scene. It stayed by the side of the Valiant, whose three-man crew was reported to be safe and well, until the arrival of the Scarborough keel-boat the Frederika, which remained with the Valiant until the lifeboat arrived.

The helicopter then made an extensive sweep of the sea below Bempton cliffs, but found no sign of any divers.

The Valiant's last encounter with the emergency services was exactly a week before, when it was towed in by Scarborough lifeboat after engine trouble.

1st NOV 83

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Two jets down off coast

An RAF pilot was killed yesterday and another crewman is missing after two separate jet crashes — one off the Norfolk coast and one in the Wash.

In the first crash a Harrier jump jet

nosedived into mud flats on the Holbeach bombing range.

Its 24-year-old pilot, from RAF Wittering, near Stamford, was on a routine training flight. He was not being named until relatives had been informed.

The second crash, only hours later, involved a Tornado from RAF Marham which went down

20 miles north of Blakeney. The pilot was still missing late last night after a massive search over the North Sea.

The Tornado's navigator was spotted by a German cargo ship. He was in a dinghy eight miles north of Weybourne.

PICKED UP

Both men are members of Marham's 617 Dambusters Squadron. Their names have not yet been released.

The navigator was picked up by the crew of an RAF rescue helicopter from Leconfield, in Humberside. He was taken to the Norfolk and Norwich Hospital with severe hypothermia and put into intensive care, where he was last night stable and getting warmer.

The Tornado was also on a routine training flight.

The Harrier crash happened at 12.10 p.m. and debris from the single-seater aircraft was scattered

over several hundred yards. It crashed about a mile from the RAF bombing range control tower at Gedney Drove End on to mud flats off the foreshore.

WRECKAGE

It was heading north and visibility was good when it came down into mud and shallow water between the high and low water marks.

The wreckage was reached first by men from the Holbeach RAF

station who completed the journey on foot after taking Land-Rovers as far as they could go.

The lifeboat from Hunstanton and a helicopter from RAF Coltishall were called to help.

The wreckage, which was visible from the shore at low tide, was under water at high tide.

Hunstanton lifeboat "Spirit of America," which has a very

Continued on Page 26

28 OCT 83

FLT. LT. PAUL LONGDEN

FLT. LT. MARK HEWITT

SGT. TERRY WILLIAMSON