THE RNLI & THE COASTGUARD THE PISCES WRECK & RESCUE EXHIBITION IS A COMPREHENSIVE RECORD OF LOCAL RESCUES HM COASTGUARD **LIFEBOAT** George Moth, who has been Treasurer of Port Isaac Branch for the last THE CHILDREN'S ART 24 years, has been awarded the COMPETITION AT LARKS RNLI'S prestigious Gold Badge. A formal presentation will be made At the Annual General Meeting, held in the Penhaligon Room on 5th. December, it was announced that £16,686 had been raised during the RNLI GALLANTRY MEDALS year - another record. Guest speaker Lt. David Nicholson, a pilot with FOR NICKI, MATT & DAMIEN 771 Squadron at RNAS Culdrose, gave a talk on their search and rescue work. John Scott.

January 1991

September 1985

The Port Isaac Branch collection

reached £1107 - a Branch record.

for Flag Day on 15th. August

Splendid support came from

the whole District, especially

Tintagel (8th. Aug.), Boscastle,

Delabole, St. Kew and Highway

area, and the Port Isaac area.

Sincere thanks to all helpers.

The sponsorship income so far

totals approx. £700 with three

Mr. and Mrs. Ross of the Port

a dinner for six to the team

by 6th. September '85. This

has been won by the Golden

Lion's Ladies Team - Mlles

handing in the largest amount

Gaverne Hotel generously award

Tracy Andrews, Sharon Thomas,

and Tania Richards. Their scanty

fancy dress as Greek Godesses

Mrs. Soley's Coffee Morning on

at St. Kew; the souvenir stall

The Lifeboat was launched on

windsurfer who was in trouble

conditions were rough but the

to the shore. The Lifeboat was

Ted Childs, Andy Walton, and

On Sunday 25th. August the

Lifeboat was called out to a

recalled. The crewmembers were

Paul Robinson.

capsized sailing dinghy that had

overturned with two people on

sea conditions were very rough,

John Coshall, and Paul Robinson

- made The Mouls before getting

people had been picked up by a

passing pleasure boat and landed

The Jumble Sale in aid of the

R.N.L.I. arranged for Saturday

5th. October has been postponed

until Saturday 16th. November.

board, off Stepper Point. The

but the crew - Andy Walton,

a recall to station. The two

in Hawkers Cove.

windsurfer managed to swim

Saturday 24th. August to a

off Daymer Bay. The sea

the 4th. September raised £71.80

D. Finch.

on a chilly evening certainly

deserved a prize.

As usual the Police and St.

Johns Ambulance were in

attendance.

sold £40 worth.

4-Legged Race 1985

teams still to declare.

licki, Matt and Damien with HRH the Duke of Kent

LIFEBOAT

Two call-outs Since my last report, our Lifeboat has had two 'end of season' services - one a minor incident, the other could have been very serious.

On Wednesday 25th. October, as dusk was falling fast, a man was reported to be overdue after climbing cliffs at Port Quin. A man of considerable experience, he failed to return at his anticipated time and his wife, in concern, called the Coastguard. The ILB launched, to search the area from seaward, and to support our local coastguard team. After searching for some ten minutes, the man was located safe and well. The ILB returned to Port Isaac Harbour in the dark. Crew: Andy Walton, John Collins, Steve Taylor, and Mike Edkins - an extra pair of eyes!

Nearly Drowned Fishermen

Finally, at 3.45pm. on Sunday 27th. October, we launched to rescue two anglers who had been spotted cut off by the rising tide and rough sea. They were on a rock near the 'Gut' in Port Gaverne. The lifeboat arrived just in time; Mike Edkins landed on the rock and escorted the two fishermen into the boat. Just as the boat backed away, a large wave covered the rock where the two men had been one was a non-swimmer and both were wearing heavy clothing. In carrying out his part, Mike Edkins suffered bruising to his thigh and leg. The two fortunate men were duly landed at Port Isaac none the worse for their lucky escape. The crew who carried out this very good service were: Andy Walton (helmsman), Mike Edkins, and John Collins.

The station is now closed for operation and will re-open for service on Saturday 22nd. March 1997. There will be winter training for the crew, starting in early - mid January. I am hoping some will volunteer to join us (female or male) - so far no-one has contacted us since my appeal in the last issue of Trio. Ted Childs, Station Honorary Secretary

(01208-880322) December 1996

PORT ISAAC LIFEBOAT HOUSE First of all, I do not agree with anyone altering the structure of the old village, let alone the R.N.L.I., which has bought a 'new' lifeboat house (what was wrong with the old one?). It is part of the oldest historic building in Port Isaac. Once the 'firm' has put its wedge in via new roof, what next? A new slipway on the beach? or will they dig up and alter part of the Platt? the centre of Port Isaac. Already the people of the village have given up part of the beach for car parking, will the lifeboat now have the right to the other half? I have, and always will, support the lifeboat. Port Isaac is known as the 'gem' of Cornwall and if we let everyone and anyone (that means we who live in this lovely old village too) chip away at the 'gem' soon that brilliant and lovely structure will be gone, for us or any future generation. So, Port Isaac people, unite and keep your village as it is: beautiful and loved by all who Olive Strout.

THE NEW LIFEBOAT HOUSE Controversy surrounds the proposed provision of the above. May I make a few observations regarding this matter. Since 1967 the lifeboat has

been housed in rented sub-standard accommodation, unworthy of those who risk their lives and respond so willingly to the 'call of the maroons'. The RNLI, having purchased the proposed site, contrary to some reports, have conceded that the proposed building should blend as far as possible, with its surroundings, even to the extent of obtaining a second unbiased architect's opinion, and intending to utilise Delabole slate to 'blend'. The pitch of the roof has to be 35 degrees to ensure weatherproofing. Given a purpose built 'station', this can only enhance the efficiency of the dedicated crew members, and after a winter or two of storms, the new building will weather into its' surroundings, and improve the appearance of the harbour, replacing the present ugly building. I am certain that the support given to the RNLI locally will be maintained. None of the local supporters is so petty-minded as to allow this issue to affect their generous support. I believe that the first time the inshore boat rendered assistance, was to Charlie Rowe, who was drifting out to sea, having suffered engine failure, added to broken rowlocks, in his punt. Since then, unstintingly, the crew and supporters have rendered sterling service. They deserve a purpose built 'house' and continued Arthur Jordan.

September 1991

June 2013

LIFEBOAT

R.N.L.I. Lifeboat Larks was a great success in spite of the weather. Nobody won the £10,000 prize for a flight between the harbour walls, but Steve Hewett flew the greatest distance, and Mike Horder won the prize for the best fancy dress. Katie Childs and Zoe Coshall came equal first in

the Waitress Race, representing the

Wheelhouse Restaurant.

The Welly Throwing winners were: Children - David Fletcher. Ladies - Sue Couture, a visitor. Mens - Mr. Maihi of New Zealand. Tamsin Thomas kept everything moving with great commentary, and the St. Breward Band had to play in the Chapel to avoid filling their instruments with water. The organisers, John Coshall, Pat Hingley and Lesley Walton did a superb job, and we especially want to thank the many folk who pitched in to make this event such a success, and particularly, our thanks to Ken for letting us have his car park. The total raised is still growing and may well exceed £800, which includes a donation of £181 from the Cornish

This month there were a number of call-outs but in each case the lifeboat was recalled.

August 1991

PORT ISAAC CREW FUND

All at Port Isaac Lifeboat Staion would like to thank everyone for giving so generously to the Crew Fund in memory of Spike. The present total stands at an amazing £750.65, which shows the depth of feeling in the village and beyond at this tragic loss. The funds will be used to purchase a permanent memorial, to be installed in the Lifeboat House, in the form of an anemometer with wind force and direction indicators plus a suitably engraved plaque. Once again, many thanks.

September 1997

The winners of the Matchbox competition, held at Boscastle C.P. School, have visited the station: a total of £521 was raised. On Saturday 6th. July, crew members John Collins, Steve Hudspith and Andy Walton rescued Alistair Gell, of Penn, Bucks, and Sarah Coleman. of Milton Keynes, both windsurfers who got into difficulties in the Camel estuary. Three German visitors, cut off by the tide. were rescued from Castle Cove, Tintagel, on Wednesday. Crew: Neville Andrews. Richard Hambly, and Andy Walton. All twelve crew members who sat the RNLI's Advanced First Aid Course recently, have passed the exams. This is the first time at any station that all those who took the course have passed. With deep regret, we learned of the

deaths of both Mollie and Peter Tabor, the donors of our current lifeboat. Since making their generous gift they had kept closely in touch with us us: we shall miss two very charming people.

July 1991

LIFEBOAT

Sunday 26th. June marked a further chapter in the history of the Port Isaac Lifeboat Station when, following a Service of Dedication by the station Chaplain Revd. Michael Bartlett, the new Lifeboat House was officially opened by Group Captain Simon Coy, OBE., Commanding Officer of RAF St. Mawgan.

Presentations were made to Group Captain Coy and Mrs. Coy by Amy Rowe and Jessica Walton. As well as R.N.L.I. and HM Coastguard officials, the occassion was attended by Paul Tyler MP, Peter Cocks -Chairman of Cornwall County Council, Kenneth White - Chairman of North Comwall District Council and David Bolton -Chairman of St. Endellion Parish Council. Crewmembers and Station Secretaries

August 1994

Nearly a hundred women packed the Village Hall for Port Isaac RNLI's Girls Night Out on May 15th.

The noise level was immense - to say the least - as we chatted, had our hair done, chatted, had our nails done, chatted, drank, chatted, got some make-up advice, chatted, watched fashion shows, chatted, were massaged, chatted, had reflexology, chatted, shopped and, did I say, chatted!

And we managed to raise nearly £400 for the RNLI.

It was a good night out, something a little bit different, and the feedback has been really good. So yes, it might become an annual event.

Footnote: Some men did feel a bit left out and there have been murmurings of a Mens Night Out. I'm not sure what the format would be. Perhaps Roy Speakman could talk (even more) about his George Forman Grill, Bob Monk entertain with tales of the delights of his

Breadmaker and Ian Fuller give a talk on the history of the basque - Dee



Life-boat January 1983

Port Isaac Life-boat will be on station from 17th. March to 31st. October this r. Crew training commences on 24th. January. Extra training is to be given in first aid by the County Ambulance Training Officer, Station Officer Michael Wait

Port Isaac Lifeboat was launched 14 times on service since the last report in the August Trio. These calls have been to cliff incidents, a canoeist, fishing vessel, windsurfers, swimmers, sailing dinghy, medical evacuation, inflatable craft, and a catamaran. Since Easter the Lifeboat has been launched 28 times on service and rescued 15 persons.

David Castle. September 1992

SWIMMING BILLY GOAT!

The goat on loan from Pentire Farm to P.I. Mill jumped the stream, somehow wandered via Trewetha or Mayfield through Port Isaac and ended up down on Shillingstone rocks. The cliff team decided to make him jump into the water and Eddie Flanagan arranged for Ed. Fletcher to tow the goat into the harbour!

Thank you for helping

When Port Isaac Lifeboat Station was re-opened in 1967 with a 'D' Class Inshore Lifeboat, the new crew had to learn how to handle the boat which was completely different from conventional boats.

Initial thoughts were to proceed at speed to the casualty, do the pick up and return to the Station. This was described in some quarters as the '3Ps' - pick 'em up, pack 'em in and piss off!! How wrong this turned out to be. The care of the casualty was paramount and to this end the Station sought

help from the St John Ambulance Brigade in Wadebridge. Instruction was given to the crew but it was not very practical as it was based on a four man team working on even ground. So, Dr Bill Baird, Station Medical Officer (1967-1982) and Surg Capt Baskerville sought to bring the medical training up to a more practical standard. St Agnes Lifeboat crew were fortunate to have their medical training given t

them by Douglas Mitchell the Training Officer for Cornwall County Ambulance Service. Douglas was asked to do the same for the Port Isaac crew and this he did for three years before Mike Waite succeeded him as

Since 1978 Mike has played a vital part in the training of first aid to the crew. Not only has he given lectures but he has organised exercises using members of the Casualty Union and arranged for crewmembers to take duty alongside the Ambulance Crews in order that they get the experience of accident and emergency calls. Mike was assisted for several years by Christine Bearne who is now the Training Officer for the Essex Ambulance Service. How lucky the Station has been to have had their expertise, all of which has been given in their own time.

Dr James Lunny was appointed Station Medical Officer in 1983 and has increased the crew's first aid training to standards higher that that of the majority of Lifeboat Stations. How lucky the Port Isaac crew is having such a Station Medical Officer. Not only does Dr Lunny look after their medical needs but he has given many hours of his time to increase the crew's medical efficiency. Dr Lunny also completed his own training afloat in the lifeboat including working with helicopters. When there are Regional Meetings for Station Medical Officers Dr Lunny's assessment of first aid in the inshore lifeboat is much respected.

In 1990 the RNLI introduced Mobile Training Units for radio and first aid training. These come to Port Isaac every two years with instructors to update and revise the first aid training. At the end of the course the crew are examined by Dr Lunny and presented with Course Certificates.



LIFEBOAT

Since the last issue of Trio, the boat has On 19th. September the crew of T. Beare,

M. Daly and R. Hambly rescued a windsurfer in difficulties on the Doom Bar. Fund Raising - Port Isaac Week Concerts at Village Hall Four Legged Race B-B-Q at Thorn House Lifeboat Larks 635.31

1826.13 Other Events Art Exhibition at Port Gaverne Hotel Raft Race Donkey Day at Maidenland 352.62 'Molly's' Jumble Sale 171.43 Harvest Festival and Auction at Golden Lion 1058.50

Flag Day 'Cornucopia' Cream Teas at 'Valencia' Raffle of the Flying Fish (won by Linda von Lintzgy) 240.00 5299.62 Grand total

Thanks to Mr. and Mrs. Belton for organising a very successful day at 'Maidenland', which will, hopefully, be repeated in 1994. produce for the Harvest Festival and to everyone who continues to support the RNLI. Don't forget the Christmas Sale at Valencia House on the 17th. November. A large selection of Christmas cards, gifts, calendars, diaries, etc. will be on sale. Also coffee and biscuits and a raffle. You are all welcome to phone Lesley on 880677 for items if you can't make it on the 17th.

The Press Gang 880677 or 880130. October 1993

LOOKING BACK TO 1952 the new coastguard station officer

Tn 1952, Port Isaac Coastguard Ada fussed around Albert and the ▲ had a new Station Officer from Station at all times. If there was a Newbiggin, Northumberland visiting officer she made sure that

Albert had served in the Royal Navy for 28 years and was in both World Wars. During his naval career he served a number of years on the China Station and reached the rank of Chief Petty Officer.

Albert Hyde and his wife Ada.

RAZING

When he took over the Port Isaac Station the other two Coastguards were George Collins and Ron Couch. Later Couch was succeeded by Aubrey Tucker and George Collins moved to Porthcawl on promotion to Station Officer and was succeeded by George Gates.

Albert was a strict disciplinarian and workaholic. Through his efforts and that of his staff, the Station was recognised to be the best kept Station and equipment in the country for all his years in Port Isaac. The LSA equipment was Albert's pride and joy, but fully operational despite of the pristine condition.

them in her beautiful copperplate hand-writing. One non-coastguard task Ada did was to lay out bodies for the local undertakers. Albert did not drive but he did purchase a scooter in the late 50s. This was used mainly to get to Port Quin for watch keeping duties at Kellan Head. Ada used to go out to the end of the Station drive to open and close the gate for Albert so he

did not have to get off the scooter.

welcome Albert back. If the scooter

needed a clean, Ada undertook this

so that it was always in showroom

Seven hours later Ada would be

there waiting at the gate to

the best tea service was laid out!!

In those days the Station did not

have a typewriter and all the reports

had to be handwritten. Albert used

to draft the reports and Ada copied

...You're in Safe Hands

NOW...

Albert retired in 1967 after 50 years in uniform and moved to Exeter.

Our man in Fuerteventura, David Castle

November 2001

Backalong

condition.

Looking back, looking out

ellan Head Look Out was first-Cestablished by HM Coastguard in the late 1800s and was in use until the mid 1970s. Situated on top of a 245ft cliff, it was manned by Port Isaac Coastguards when there were gale force winds or foggy conditions. The facilities were minimal - a telescope, a pair of binoculars, a bearing board, a telephone, a manual fog horn, an oil heater and a chart light operated from a 6volt car battery. The stone building had a water butt which provided the water for cleaning the salt from the windows.

Watch keeping was based on the

six-hour watch routine; 0600-1200. 1200-1800, 1800-2400, 0000-6000. Up until 1965, the Coastguards used to walk from Port Isaac to Kellan Head, allowing themselves one and a half hours each way. The route taken was the inland path to Port Quin (Postman's Walk). On occasion the Coastguards have had to crawl across the open ground near the foot of Kellan Head as it was impossible to stand against the storm. The path from the Pine Awn stile up to the Roscarrock field was often overgrown and the Coastguards used to cut it back to make their walk easier. One time, while working on the path, Station Officer Bill Pink and Coastguard Aubrey Tucker heard a man shouting for help after he had fallen into a deep hole in the valley. It was lucky for

him that they Coastguards were passing by on that day.

In the late 1940s, the Royal Navy placed a target buoy for aircraft to bomb in the middle of Port Quin Bay and installed two look-outs for

the plotting staff - one at Carnweather Point and the other one 20ft below the Kellan Head Look Out. When the Royal Navy ceased using the range in the mid 1950s, HM Coastguard took over the Kellan Head one as it was a Carnweather Point remained unused until the National Trust demolished it in 1975.

In 1958, Auxiliary Coastguard Atkins was on watch at Kellan Head and due to a medical condition became unconscious and knocked over the oil heater. The whole building was gutted by fire and Mr Atkins lost his life. The old Look Out was quickly refurbished and was in use until the mid 1970s. In 1985 the building was pulled down and the site cleared.

I joined the Coastguard Service in 1963, serving until 1987, and spent very many hours on duty at Kellan Head. Fortunately, I was able to drive to Port Quin and only had to walk from the cottages to the Head. Even so, it was a hard 15-minute climb, especially in the dark. When I started watch keeping the rate of pay was 3/6d an hour $(17\frac{1}{2}p)$.

Roy Speakman finds another quest for his

orthcoming Stag Night Photo:Colin Shephere

later reported back that the deer

was in excellent condition with no

had gone into the sea somewhere

drowned due to exhaustion, thence

been washed up on the first tide. A

small herd of deer have been

spotted on the other side of

injuries. The assumption was that it

From our Man in Fuerteventura, **David Castle**

April 2001

a deer running along the Main at Port Gaverne and leaping off the edge into the sea! She got on the phone to Coastguard Station Officer Ken Richards who in turn got on the phone to RNLI Station Hon Sec Bob Monk and asked him if he could send the Lifeboat round to Port Gaverne to have a look. Falmouth Coastguard Station were alerted to

By some miracle the deer had survived the fall from the Main and had started to swim out to sea. The Lifeboat reached the terrified animal and the crew encouraged it to return to shore where it reached safety hrough the surf and the rocks and into a cave at Cartway Cove.

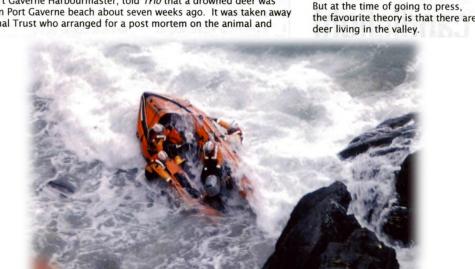
The only access to Cartway is by sea or down the cliff face and the Port Isaac Coastguard Cliff Rescue team were soon in situ as were RSPCA officers and very shortly members of the press, radio and TV The Lifeboat ferried Newquay vet Michael King to the scene and eventually he managed to score a successful tranquilliser shot. The mmobilised deer was securely wrapped up and then taken up the long cliff face haul by a member of the Coastquard. An RSPCA ambulance then took the deer off to the RSPCA centre at St Columb In the meantime RSPCA Officer Felicity Cross and vet, Michael King

Time for the Lifeboat to go back to the Station but with the rising tide and heavy surf breaking into Cartway Cove the crew had a tricky exit route to

Later in the day the RSPCA confirmed that the deer had been fully checked

over and had no major injuries. He has since been released back into the

There has been a lot of speculation as to where the deer came from. John Wiseman, Port Gaverne Harbourmaster, told Trio that a drowned deer was washed up on Port Gaverne beach about seven weeks ago. It was taken away



May 2002