RNLI News Release

Seahouses Lifeboat Station

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From Station Press Officer

LATEST CALL OUT INFORMATION

Launch Report No 25 & 26/2003.

DISTRESS CALL FROM YACHT, AGROUND ON ROCKS NEAR HOLY ISLAND.

Date: Tuesday 12/08/03 **Callout time:** 7.13pm **Launch time:** 7.18pm
Wind speed: 2/3 **Wind direction:** SW **Sea state:** Light, 0.5m swells
Weather: Dull/Thick Coastal Fog **Visibility:** Poor in fog **Casualty:** Yacht
Recovery Time: 4.15am **Coastguard Incident No:** DIN 621
Location: South of Holy Island. Lifeboat: Mersey Lifeboat and Relief Inshore Lifeboat.
Crew: ***Mersey***: *Michael Douglas, Ian Fisher, Ian Clayton, Stephen Priestley, Eric Stanwix, Paul Tennent.*
Inshore Lifeboat: *David Fordy. Edward Fordy, Zaddy Annison.*
Launchers: *Scott Priestley, Sandie Straughan.*

Details: At 7.13pm on Tuesday 12th August, 2003, Humber Coastguard requested the immediate launch of both Seahouses Lifeboats, after receiving a "Pan Pan" distress call from the 35' yacht "Erythesia". The yacht, with two persons aboard, was on passage from Dundee to Holy Island. The yacht had attempted to enter Holy Island Haven in thick patchy coastal fog, but missed the channel and struck rocks south of the island near Ross Links on the mainland.

The Inshore Lifeboat reached the scene first at 7.53pm, and assisted the yacht by putting out its anchors to steady it, and later attached a towline from the All Weather Lifeboat. The Inshore Lifeboat also found the yacht "Omega P", which was believed to have come to the first yacht's assistance, also in difficulty having run aground on sand of the shore. The sole crewman had gone ashore in his dinghy, but was very wet and cold. That yacht was in no danger, so the crewman was taken back to his yacht for shelter, to await the rising tide. However there was concern for the safety of the "Erythesia", which was at risk of being holed on the rocks. At 2.15pm, this yacht was pulled clear of the rocks by the lifeboat and was checked for damage, and appeared to be sound. The Lifeboat escorted the vessel to the Farne Islands, where there was a safe anchorage, arriving at 3.30am. The skipper of the yacht then decided to continue to Amble. The Lifeboat was then released and returned to station at 3.50am. Ends