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BHL
2/7/17

QUINNIPIAC COLLEGE

SCHOOL OF LAW

5 May 1997

12 MAY 1997

District Section Officer
Coast Guard Station, Regional Headquarters
Stornoway, Western Isles

Dear Sir:

I write to express my gratitude to you and to the three coast guardsmen who plucked me off the north shore of Loch Aineort, South Uist, by helicopter at about 3 a.m. last 24 April. I was amazed, and most impressed, by their speed, efficiency, and dedication.

I could not make myself heard to thank them above the roar of the helicopter's engines. Had I been able to do so, I would, besides thanking them, have tried to explain the underlying circumstances. I am no stranger to those hills; I have traversed them thoroughly on seven previous visits to South Uist; I know and respect their dangers; I had never before come close to a mishap. This time, however, I sought out and reached Glen Corodale, perhaps the least accessible of the eastern glens. Aware of this, I allowed what I thought was plenty of time to retrace my steps: 6 full hours of daylight, as opposed to the four hours it had taken me to get there. I attempted to exit over the same route by which I'd entered: across the eastern foothills of Beinn Mhor. What I didn't anticipate (though I should have) was that my legs would give out on the homeward journey; they simply refused to carry me over those foothills. I accordingly tried to detour around them, via the coastal hills, which seemed gentler. But they weren't that much gentler, and of course they were a lot longer. Hence it was dark by the time I reached Aineort's northern shore. Not wanting to go further by night, I did the only sensible thing I had done all day: I descended as low as I could, for greater warmth, found a sheltered burn, and waited for dawn or for rescue. Had the helicopter not found me, I would have resumed my trip at first light (for I was never lost) and returned to my car. I've had more comfortable nights, but since the lakeside temperature, thankfully, remained above freezing, I don't think I was in any danger.

Your men, however, had no way of realizing this. For all that they knew, I might have been injured, or wandering disoriented in the cold upper ranges of the hills. It is to their great credit, therefore, that they sought me out so diligently, and found me so promptly. I feel very bad for putting them to so much trouble.

I tried the next day, as a token of gratitude, to make a donation to the coast guard through its South Uist representative. He, after phoning Stornoway, told me that no donations were accepted. If I can prevail upon you to reverse or make an exception to this policy, the offer still holds. If not, please accept, at the very least, my most earnest thanks, appreciation, and apology.

Yours sincerely,


(Prof.) Martin B. Margulies







2171.17

- 5 FEB 2001

30th January 2001.

To all the team at Stornoway Coastguard

We at Lion Television would like to extend our many thanks to you and the team for all of your support over the last 15 months towards the 'Castaway 2000' project.

Thanks to the endless amount of help we received from all over the Western Isles and beyond, the project was a great success. We would especially like to thank you for your invaluable advice and quick response to problems and, more importantly, emergencies we had over the year on Taransay. Your constant professionalism and support were a reassurance to us throughout and we are grateful to you for this.

Best of luck with the future, and again thank you all for your help.

Best Regards

The Castaway 2000 Production Team
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Maritime and Coastguard Agency

NEWS RELEASE

Press Notice No : 173/01

24 May, 2001

FOUR MEN RESCUED AFTER FISHING VESSEL CATCHES FIRE

At just after 4:30 p.m. this afternoon a call on the emergency VHF channel 16 call alerted Stornoway Coastguard to the plight of four men on board the Buckie registered fishing vessel 'Gem' BCK 213 which was on fire, 35 miles south west of North Rona.

The fire, which seemingly had started in the engine room, was reportedly getting out of control and the four men were preparing to abandon to a life raft.

The Coastguard immediately scrambled the rescue helicopter 'Mike Uniform' from Stornoway and a Nimrod 'Rescue 51' on exercise from RAF Kinloss in the area also diverted to the scene. The Stornoway lifeboat was requested to launch and various fishing vessels began making their way to the scene in response to the emergency call. The fisheries protection vessel 'Vigilant' also began making its way to the area.

The crew aboard the Nimrod aircraft spotted the life raft at just before 6.00 p.m. this evening, and the Coastguard helicopter was then diverted to that position. All four men were then winched aboard the helicopter and have indicated that do not require medical treatment. They were then flown back to Stornoway.

Deputy District Controller Simon Riley said:

" We were greatly assisted in this rescue by the crew of the fishing vessel 'Kingfisher' who spotted smoke on the horizon and informed the Coastguard who then requested the Nimrod aircraft divert to that position.

" Fortunately the Nimrod aircraft from RAF Kinloss had been on exercise in the area at the time. The initial position given to us by the crew was some 50 miles from where they were finally located and which may have been caused by the crew's desperate situation on board the burning vessel. The crew aboard the Nimrod were able to locate the 'target' of the life raft fairly quickly and was able to relay that information to the Coastguard.

" We do not know at this stage the cause of the fire and the incident has been reported to the Marine Accident Investigation Branch. Fortunately there were calm seas today and good visibility, which undoubtedly greatly aided their prompt rescue. "



SELF WITH CREW YRESCUED FROM J.V. GEM

Press and Journal

Highland

Crew escape as creel boat catches fire

by Iain Maciver

FOUR fishermen escaped with their lives after their creel boat caught fire off the Western Isles yesterday.

The alarm was raised at 4.30pm when coastguards heard Skipper Andrew Cowie on the radio saying his boat, the 55ft Buckie-registered Gem, had a fire in the engine room which was getting out of control.

The Stornoway coastguard rescue helicopter was scrambled as the port's lifeboat and RAF Nimrod reconnaissance plane from RAF Kinloss also made their way to the scene.

After confusion over the position of the vessel which was firstly thought to be 40 miles north-west of the Butt of Lewis, it was eventually pinpointed to a spot 50 miles to the east.

As the blaze grew more fierce, Mr Cowie, who is from Buckie, got his crew into their survival suits and into the liferaft alongside the stricken vessel.

Last night, as he and his crew recovered with a change of clothes and hot drinks at the Stornoway Fishermen's Mission, Mr Cowie, the owner and skipper, said there were calm seas but his boat could not be saved.

"Eventually we had to leave her. The flames got too much and there was nothing we could do," he said.

The blazing hulk of the Gem began drifting and last night was lying 150 metres off the shore at uninhabited North Rona.

Stornoway lifeboat was still with her and a decision was expected on whether to tow her

out to sea before she eventually sank.

The skipper said the alarm was first raised by members of the crew when they noticed the smoke coming through the floor of the wheelhouse.

The skipper said they were spotted by the Nimrod after about half an hour and the rescue helicopter arrived soon afterwards.

They were winched to safety and airlifted to Stornoway but the four men said they felt well and declined medical treatment.

Mr Cowie, who is married and has three young children, lives on Redburn Drive, Buckie.

The other crewmen were Michael Smith, of Seaforth Place in Thurso, Colin Pain, of Coulard Hill, Lossiemouth, and

Brian Morrison, of Inchard Road in Kinlochbervie.

All said they were shocked but unhurt.

Asked what he thought the likeliest cause of the fire was, Mr Cowie said: "It all happened so fast that I honestly have no idea what could have caused it."

Simon Riley, the deputy controller at Stornoway coastguard, said the rescue was greatly helped by the Lewis creel boat Kingfisher which spotted smoke on the horizon and told the coastguard which was able to divert the Nimrod more quickly to the blazing vessel.

● Last July, the Gem ran aground on uninhabited Sulasgeir, 50 miles north of the Butt of Lewis. At that time the four crewmen spent some time on the island until rescued.

Stornoway Gazette

Fishermen saved from blaze

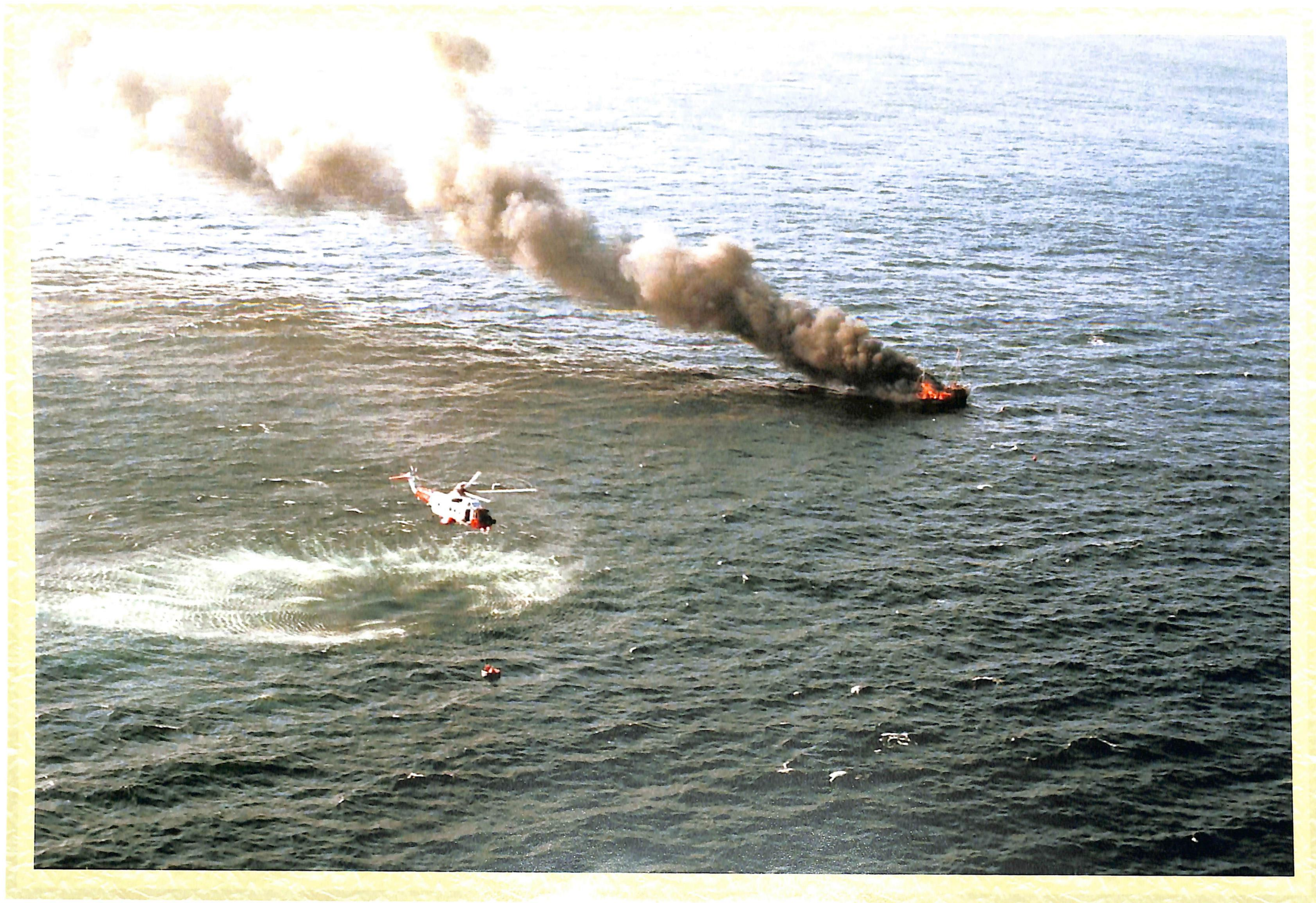
Four fishermen were rescued from their blazing creel boat last Thursday afternoon 35 miles south-west of Rhona.

Stornoway Coastguards immediately scrambled the rescue helicopter, Mike Uniform from Stornoway and Nimrod Rescue 51 on exercise from RAF Kinloss, when the skipper, Andrew Cowie, of the Buckie registered Gem radioed for help around 4:30 p.m. as the fire blazed out of control.

The four men abandoned the vessel and escaped onto a life raft as the fire and smoke became intense.









Phone 0229 - 57083 (home)
0229 - 54742 (work)

64 Rydal Road,
Ulverston,
CUMBRIA LA12 9DA.

9 December 91

Diving incident - St. Kilda, 7/8/91.

Dear Sirs,

I am writing to express our thanks and great appreciation for your prompt and helpful response in August when **Helen Cowing** suffered decompression sickness during a diving incident at St. Kilda.


Helen suffered a severe neurological 'bend' after vomiting underwater during a dive and the ensuing emergency ascent to the surface. You will be glad to hear that after a lengthy series of hyperbaric treatments she has made a complete physical and neurological recovery, though unfortunately she is still suffering from post-traumatic stress.

We feel that the promptness of her arrival at the recompression chamber, and the low altitude at which she had been flown were instrumental in preventing permanent injury or worse. Thanks seem barely enough for the actions of the helicopter crew who flew at great danger to themselves at low altitude and at night.

Diving as a sport has its inherent risks which we address by continual training, and as with any such incident there are lessons to be learnt, therefore the British Sub-Aqua Club have been passed full details of the incident for analysis. One of the things impressed upon me was the vital first aid role played by the medical oxygen we had with us - I am encouraging other diving groups to ensure they carry it, particularly when visiting remote locations.

I enclose a joint donation from those of us who were on the expedition with the wish that the helicopter crew who were on duty that night will have a 'wee dram' on us, and pass the remainder on to the Life Boat Fund. Please accept this token of our appreciation.

Yours sincerely,



(Joe Lenartowicz, Expedition Organiser)



11 11 20
Connie L. Kruse
715 Everett Street
El Cerrito, CA 94530

June 27, 2001

District Controller, H.M. Coast Guard
Mr Lyall Plant, MCA
Battery Point, Stornoway
Isle of Lewis, Wester Isles
Scotland
UK

Re: June 3rd rescue from the Professor Molchanov

Dear Mr. Plant:

This is a letter of accommodation for the Coastguard helicopter team. The following is a list of the crew: Cpt John MacIntyre, Mr Simon Tye, Mr Julian Grinney and Mr Chris Murray.

I met the crew on June the 3rd; I had accompanied a friend in via H.M. Coast Guard helicopter from a ship, Professor Molchanov to the hospital at Stornoway. The crew performed flawlessly in this emergency in my eyes.

The crew worked as a team, which is nice to see. I know this is what they are trained for but it is nice to know that the training has paid off.

Please do not hesitate to contact me if you have any questions at the above address.

Best regards,



Connie L. Kruse

cc: Cpt. John MacIntyre.
Bristows Helicopters,
Stornoway Airport.
Isle of Lewis, Western Isles.
Scotland, UK.





HIGHLAND AIRWAYS LIMITED**Inverness Airport, Inverness, IV2 7JB
Tel: 01667 462 664 Fax: 01667 462 696**

To: Capt. John Bentley and Crew 24-11-01
Fax No: 01851 705 812
From: Nick Davis
Reference: Today's Flight
Date: 24th November 2001

Pages incl. this one: 1 of 1

Dear John,

I am writing to express our sincere and eternal gratitude, for the professional and sympathetic handling of today's sensitive flight.

Due to factors outside of anyone's control, including rapidly changing weather conditions at Benbecula and logistical nightmares with the ferry timings and hearse availability at Stomoway, it was beginning to look like what was already an extremely traumatic journey for our passengers was becoming worse.

As individuals we can only imagine the emotions of those involved and it was our companies priority to do whatever was possible to return them back to their family home to grieve the sad loss of their son in private.

Our call to you was a last ditch effort, as we are aware of the cost involved in operating the S61 and the critical role it plays in the Western Isles.

That our request was approved is testament to the professionalism and integrity of Bristows, and the Coastguard Agency, for which we are clearly indebted.

It goes without saying that if we are ever able to repay this debt to you, please do not hesitate to ask.

It is my intention to visit your office at some point next week to thank you personally for today's assistance.

My very best regards,

Nick Davis

**If any of the pages are not received, please notify us
immediately on 01667 462 664**