



The nearly disastrous Nash Point callout
3 October 1971



Presentation by Dagfinn Paust (Atlantic College 25 June 2022)

The rescue boat coxswains 1971-72

(more than half went out on 3 October 1971)



Nash Point and Nash Sands



The Nash Point cliff by the Marcross «Cwm» (At low tide)



Illustration only

The cliff seen from the West

(with lighthouse on opposing cliff)



Illustration only

A typical launch at high tide using the pull-out line



Illustration only

X11 and X9 heading west



Illustration only

Artist's impression



The «beach» where I landed (on a nicer day)



Illustration only

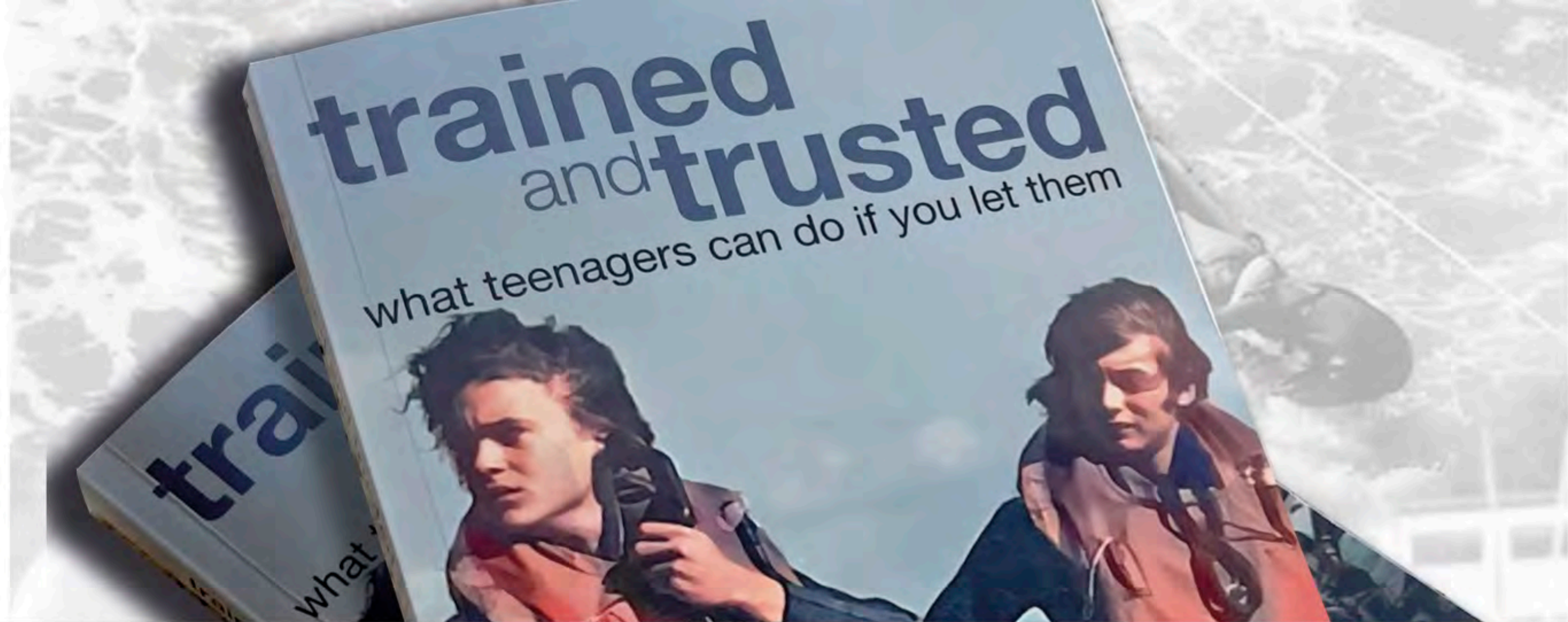
Landing on the trolleys in the dark



Illustration only

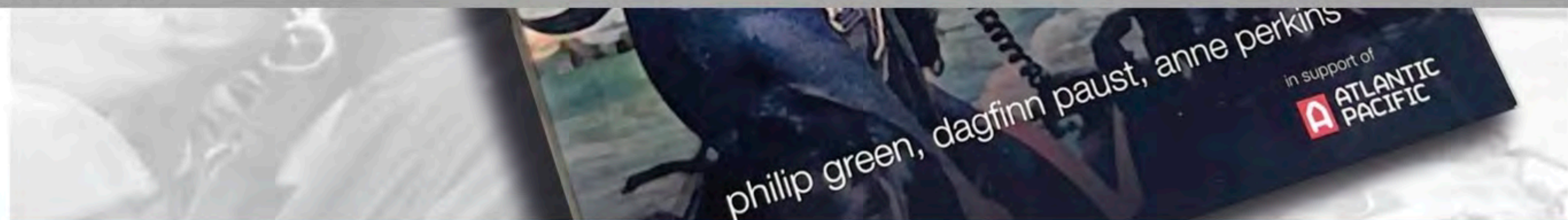


Thank you!



“In no other aspect of life at St Donat’s is it brought home to one so completely that what matters is the quality of a human being when the two of you are suspended from the edge of a cliff at the end of a rope, or out at sea on a rough day”.

Desmond Hoare



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The coastline.

The cliffs and the massive currents in the Bristol Channel were key to the AC rescue services



Why are the cliffs so dangerous?

- First, the rocks are very crumbly, and climbers often fall down, risking death or severe injury
- Second and most important was that the coastline does not have very many openings where people can access the water or get back up on dry land when the tide rises. The cliffs form an unscalable wall sometimes miles long. Very many people have been trapped by the incoming tide without any chance of rescuing themselves.
- Boats in trouble forced to land here can be crushed on the rocks by the pounding surf.
- Then, in addition, the cliffs were all often used for suicides.

The treacherous crumbly cliffs



The infamous «Breeches Buoy»



Not much changed since mid 1880s



The Cliff Rescue crane

Invented by AC teacher Peter Jolley

The Cliff Rescue Service was to account for many of the lives saved by AC students across the first decades.



The AC Cliff Rescue service, which had become the Auxiliary Coastguards, was closed down by HM Coastguards in 2002.

They “could not reconcile the twin problems of insurance and health and safety”.

The fact that the AC unit “used rescue techniques not found in the Coastguard handbook” might also have been a factor.

Self made wetsuits. Key to seagoing activities

Naomi Hoare created the one-piece wetsuit.



David Sutcliffe in early kayak

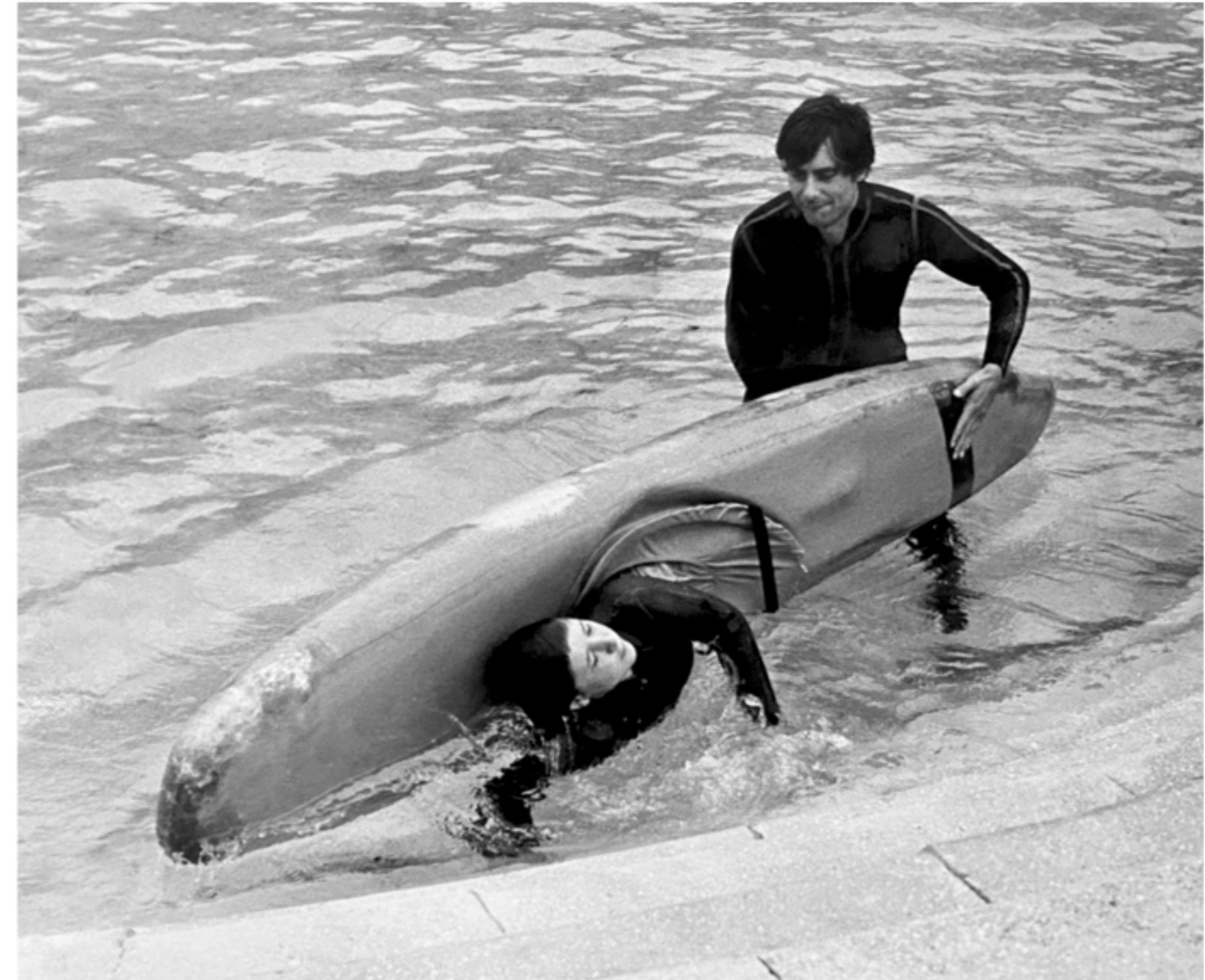
(Note ice hockey helmet)



David Sutcliffe was head of the Canoe Lifeguards from 1962, which later merged with the Beach Lifeguards to form the Beach Rescue service.

In 1969 he took over the rescue boats (the Inshore Life Boat – ILB service) from Desmond Hoare

Eskimo-roll training w. fiberglass kayak



Kayak surfing can be fun



The kayak could be a valuable tool in a rescue.

Sadly, after 1988 the kayak-based part of Beach Rescue unit was no longer a call-out service.

However, the Life Guards continued.

The Beach Lifeguards

Training with the swim-line and reel



AC was a key part in the development of the Welsh Surf Lifesaving Society

Students took part in the Surf Lifesaving Society Welsh and British championships, as well as Corps of Canoe Lifeguard championships

In the early days AC students often won them.

AC contributed greatly to the development of the advanced UK lifeguarding practices.

AC students patrolled local beaches during “drowning season” for 55 years.

The RNLI beach lifeguards

Patrol over 100 UK British beaches, since the 1990s.
AC's participation stopped in 2018.



**The boats were originally bought to support the sailing.
Not for rescue.**



The first «floppy» Zodiac inflatables



AC became an experimental RNLi station in 1963, to test out the new concept of inflatable boats for inshore rescue.

Then admiral Hoare and the students started adapting the boats. And soon the boats had a rigid hull, and the Rigid Inflatable Boat was born at St. Donat's.

Boatbuilding.

By the late 1960s all was done by the students without professional carpenters.



Although boatbuilding stopped in the early 1980s, it resumed in the 1990 with the S boats, followed by the smaller P boats. Now the tradition continues with Atlantic Pacific's boats on a project basis. They are known as the Hahn Class boats.



Atlantic Pacific program on Search & Rescue at Atlantic College in 2021

Prince Charles at helm of new B-boat (X17)

With worried crew (builders) 1971

The X17 was the 16th experimental (X) boat –since they skipped X13.

After X19, some boats were also built in UWC Singapore and at UWC in Canada.

The last X boat was X28.



The X 17 design contributed to the RNLI's standard Atlantic Class

Today's national standard Comes from AC!



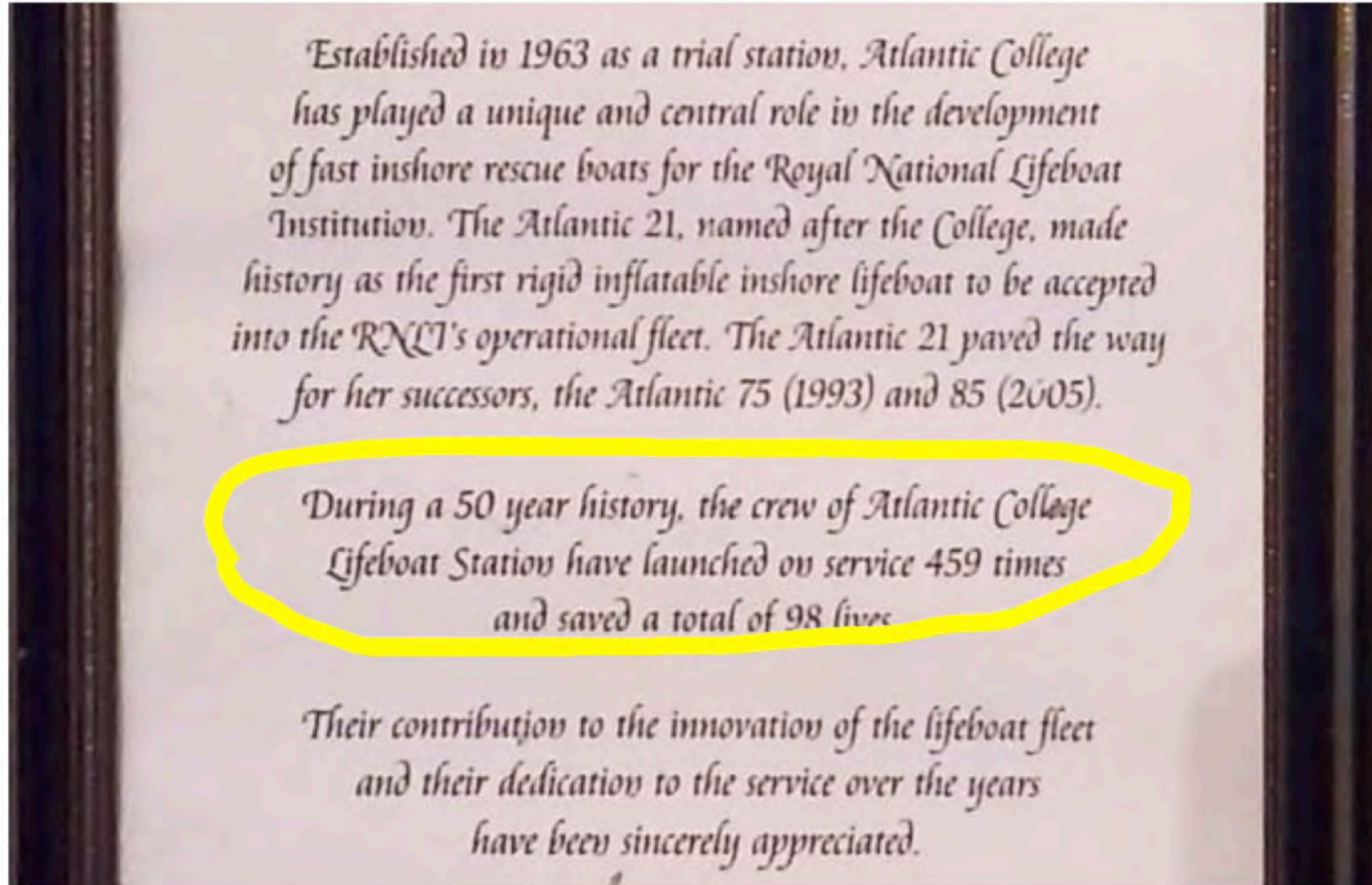
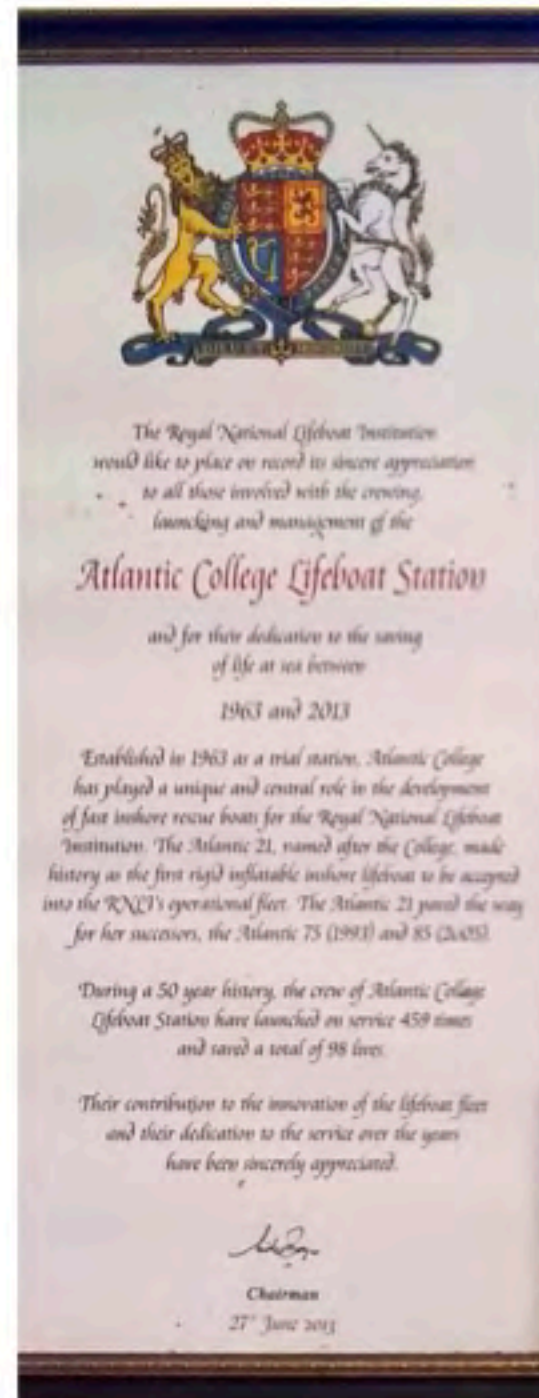
“All-girl” crew of the AC B-boat off the St. Donat’s foreshore in 2003

Model of RNLI B-boat

The Atlantic Class originated at Atlantic College
Now at over 200 RNLI stations across the British Isles



RNLI's commemorative plaque in the Great Hall Placed when the St. Donat's station closed in 2013



I now move the 2nd part of my presentation.

trained and trusted

what teenagers can do if you let them



philip green, dagfinn paust, anne perkins

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