

Tom reunited with his rescuers



Photo by Simon Jenkinson

From left: Tony Rendle, Kevin Murphy, Tom the Pointer and Jamie Mathys

Tom, the German Shorthaired Pointer, returned full of energy to meet his RNLI rescuers, four months after his near-fatal plunge over the cliffs at North Hallsands, Start Bay. The Veterinary team at South Moor Vets, Kingsbridge, reconstructed his right lower jaw and treated his broken ribs, sternum and front leg. Eventually the joint in his front leg had to be fused and the tendons grafted which meant that his owners, Simon Jenkinson and his wife Hazel, had to keep a close eye on him for a further month after the pins were taken out of his jaw. "It certainly doesn't appear to have slowed him down!" said Kevin Murphy, the Dart lifeboat helmsman on the rescue, as he was practically bowled over during the photographs on Dartmouth's South Embankment.



Photo by Simon Jenkinson

The sea conditions were moderate on the day of the rescue in February with a 16 knot off-shore wind. As a result the Coastguard team were initially loath to call the lifeboat crew. The water was calmer inshore and Tom's owner attempted to find a boat he could have used to row round and rescue him. Fortunately none was available, but it does illustrate the reason why the RNLI intervenes to rescue animals before people put themselves in danger attempting a rescue. ●

Dart lifeboat: Sainsbury's charity of the year

In June 2012 the colleagues at Sainsbury's store in Dartmouth decided that the Dart Lifeboat was to be their 'Charity of the Year.' A presentation by the fundraisers for the Dart RNLI lifeboat convinced them that the RNLI, as well as being a National Charity, was in fact very much a 'local charity'.

The suggestion was put forward that our newest recruit, Richard Eggleton, needed to be trained and to be 'kitted out'; the total cost being approximately £2850. The colleagues agreed that it would fulfil the requirements and Richard was 'adopted' by the store.

During the year they raised the magnificent sum of £3500, which fully covered the costs associated with a new lifeboat crewman and also helped towards equipment replacement costs.

Sainsbury's colleagues have raised the funds in many ways, such as Sunday evening bingo sessions, car boot sales, second hand book sales and collecting buckets around the store. Harry Escott, Chairman of the Fundraisers said, "It has been a tremendous pleasure working with all the staff at Sainsbury's Dartmouth. It may be one of the smaller stores in the group, but it certainly is one with a big heart". Unfortunately Richard Eggleton was at sea at the time of the presentation and his place was taken by Jamie Mathys who is not only a Dart lifeboat crewman but also is a member of the Dart Fundraising team.



Photo by John Fenton

From left: Jamie Mathys Crew member, Kirsty Manning Store Ambassador, Jan Wilding Department Manager, Pete Bassnett Store Manager and Harry Escott Chairman FRC. Pete Bassnett expressed his pleasure in being able to raise funds for such a worthwhile cause and hoped that they could still work closely with us in the future. ●

Launches since August 2012

No.	Date	Assisted	Location / Search area.	Description
169	01/04/13 Monday 8:52pm 	1 adult 1 dog	Upstream of the Dart Marina River Dart	Two persons reported to be in the river. A couple had been returning in their dory to their boat moored off Higher Noss Creek. The skipper fell in and the uncontrolled boat with his wife and dog on board continued up the river in the dark. The skipper was recovered by another yachtsman moored nearby, who found him clinging to the bow rope of the skipper's yacht. He had been in the 7°C. water for twenty minutes and was very cold. He took him to the Noss Marina from where he was transferred to Torbay Hospital. The dory, with his wife on board, eventually hit the bank on the Kingswear side further upstream of the incident where she and the dog were located by the lifeboat crew and taken to the Noss Marina
	 Video on website			
171	25/05/13 Saturday 08:52am	2 adults	Off Coleton Fishacre Start Bay	Crabber trapped 20 feet from rocks. A 19 ft. crabber was trapped by their own ground rope wrapped round the propeller as they were hauling in pots, close to the rocks off Coleton Fishacre. The crabber with the fouled prop and two fishermen on board was towed to Kingswear Quay where divers were called to free the rope. 
175	19/06/13 Wednesday 3:19pm  Video on website	3 adults	Dartmouth estuary	Yacht with crab line round prop. A 23 foot yacht snagged a line from a crab pot close to the eastern side of the Mewstone and became immobilised. As the sea conditions were suitable helmsman Kevin Murphy went overboard but found that he could not reach the yacht's propeller with the line tightly wrapped round it. A bridle tow was set up, the line was cut and the yacht was towed back to her swinging mooring at Noss
176	22/07/13 Saturday 6:01pm	2 adults	Opposite to Higher Gurow Point River Dart	14ft motor cruiser rescued from lee shore. See Cartoon backpage. The crew had gathered for Jim Brent's 60th Birthday party when they were tasked by the Coast Guard to assist a couple in a 14ft motor boat that had run out of fuel. They had been blown onto the lee shore of the river at Dittisham close to the Waddington boathouse. They had been in the water for 30 minutes trying to hold their boat off the rocks. A lifeboat crewman waded to them with a towrope and they were towed to the visitor's pontoon at Dittisham. They were very cold and were taken safely ashore to dry off and warm up.
177	26/06/13 Wednesday 9.39pm	2 adults	Off Blackness Point Dittisham River Dart	Two persons reported to be in the river. The Coastguard requested an immediate launch to two persons reported by a member of the public to be in the water approximately three miles upstream from the lifeboat station. They were returning to their yacht in their 8 foot sailing dinghy when they hit an underwater obstruction and were thrown into the water. They were in the water for 10 minutes. When the lifeboat arrived they were in shallower water and had righted the boat. The lifeboat crew bailed out and de-rigged the dinghy and returned them to the shore.
178	08/07/13 Monday 5.50pm  Video on website	5 adults	Dart estuary	The Alucia, a 31 ft. motor cruiser on a day charter, was returning to Dartmouth when she hit a rock off Coombe Point. She had a 30 cm. gash below the waterline and rapidly took on water. A MayDay was put out and several local craft responded, including the Dart RNLI inshore lifeboat. Guy Savage reached her first in his RIB as she attempted to make harbour under her own power. He took the four passengers aboard, one of whom had bruised his chest. At Dartmouth Castle her engine failed and the inshore lifeboat set up a tow. As she was settling fast they towed her into Warfleet Creek where she was beached with the water up to her gunwales. The RNLI shore crew brought their tractor and a salvage pump from the lifeboat station a mile away and the boat was winched further ashore. The Dart Harbour Authority RIB had brought a second pump. A local householder supplied items to temporarily plug the hole and the lifeboat crew shored her up and stayed on scene until she had settled. It was planned that she should be patched overnight. 

A full account of all launches, with photographs, video if available and positional maps, can be found on the Dart RNLI station web site whose address is at the foot of the page.

You can receive a Tweet when we launch, followed by details of the call out as it unfolds.

RNLI Casualty Care course at Dart lifeboat station

Victoria Tomaline
Casualty Care Trainer



Victoria Tomaline is one of six mobile trainers in Casualty Care who deliver the course to RNLI lifeboat stations throughout the country. She came to Dartmouth in April this year. The RNLI Casualty Care course for lifeboat crews is a twenty hour course and is usually delivered in eight sessions over a two week period

The course uses a symptom based approach, rather than a diagnostic one, and enables the crew to make clinical decisions based on factual casualty observations. The crew are taught to determine quickly whether the casualty is 'Big Sick' (time critical and requires rapid evacuation) or 'Little Sick' (less time critical and can be transferred steadily). The course is 75% practical and does

not require the crew to learn complex anatomy or physiology.

It covered a wide range of treatments for illnesses, injury and immersion cases. The crew were taught to deal with unconsciousness and how to provide resuscitation and ventilatory support. Vital subjects included how to control major bleeding and to treat non-traumatic chest pain. Common conditions included asthma, allergic reactions, diabetes, diving related illnesses and sea sickness. Other lectures dealt with a fitting casualty, head, chest and spinal injuries, burns, fractures, drowning and near drowning, cold and hypothermia. The treatment is aided by a set of waterproof check cards which detail guidelines for treatment and provide a place for recording and documenting casualty details and the treatment given.

The crew were trained in the correct use of the equipment carried on the lifeboat including oxygen, bag valve and mask, plastic airways, suction, haemorrhage dressings, tourniquets, fracture straps, burns dressings and neck collars as well as drugs such as aspirin, glyceryl trinitrate, glucose gel, sea sick tablets, Paracetamol and Entonox. They were also trained in the correct and safe use of the stretchers carried on the lifeboat.

During the course there was an emphasis on



Yorkie Lomas and Steve Wallis apply CPR

scenario training which gave the crew the opportunity to face simulated real life situations, putting into practice patient assessment, the practical use of kit as well as treatment methods. The crews' knowledge and skills were assessed throughout the course. They had to achieve a 75% pass mark in two multiple choice question papers, demonstrate correct and safe use of equipment and demonstrate a level of competency in casualty assessment and treatment in order to qualify as a Casualty Carer.

The qualification is for three years and is recognised as level 3 of the UK SAR Operations Medical Group Framework and provides an accredited UK Maritime and Coastguard Agency (MCA) certificate. The course also has approval from the Royal College of Surgeons, British Paramedic Association and Anaesthetic Trauma and Critical Care group.

Dr John Uhr Delia, Medical Adviser to the Dart lifeboat and Haydn Glanvill, paramedic on the lifeboat, attended and passed the course as well as twelve members of the lifeboat crew. ●



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Lifeboat Press Officer's Course

Just before Christmas last year, John managed to talk me into "volunteering" myself to become his Assistant Press Officer at Dart Lifeboat Station. As a crew member I thought how hard could it be to take the odd picture, write a few words and keep Facebook up to date?

Having previously been to the RNLI College at Poole on three occasions whilst serving on the Penlee crew, I was looking forward to a comparatively easy three days in the classroom, with warm and sunny evenings in Poole – but oh how wrong I was. When I arrived in Poole in mid-June it was thick fog, wind and rain – in fact no different to my mid-winter visits!

Prior to starting the course the programme, along with the pre-course reading, arrived and it all looked very straight forward. Tamsin Thomas, our



Photo by RNLI

Tony Rendle, fourth from left in the back row

own press guru from the divisional base at Saltash, had told me that the media interviews were "interesting". Interesting can mean so many things – in this instance read difficult, emotional, frustrating and even a little fun!

The first day lulled the participants into a false sense of security. It consisted of a series of lectures and lessons on the role of the Press Officer, the importance of the

role in maintaining the public interest in the organisation, and the use of the RNLI software for releasing news articles. It all felt very comfortable.

On day two, my group were the first to undergo the media interviews with a media consultant; a former BBC reporter brought in to run the workshop. Initially, he went through the do's and don'ts – such as what to wear, what not to say, and always try and smile. It was all very easy – until the video camera was switched on.

After a short break a willing volunteer was asked for, and in the absence of any raised hands I found myself the first to be in front of the camera. The initial interview was the good news story. A scenario was provided and all went well, or so I thought, until the video was replayed! Then it was on to the bad news story and in what felt like a life time the former BBC reporter managed to reduce me, the cool and calm

lifeboat crew member, into a shaking, bright red, burbling idiot – or so I thought. However, on watching the video, whilst it was not good, I was happy. It proved to me that it could be done and that dealing with the Press might not be so bad after all!

The afternoon was tame by comparison and was spent video editing and writing press reports but was still enjoyable and very informative.

On Friday morning we left the College for a tour of the H.Q. with briefs on the various departments. Next to the door of the operations department is the Book of Remembrance, left open at the page when the last loss of life on service is recorded. For most of the course members it was a reminder of the dangers that crew face. The last loss recorded is that of the Solomon Browne, the Penlee lifeboat lost whilst attempting the rescue of the crew from the *MV Union Star*. For me it was a moving moment to see the page dedicated to those men, when I had been to sea on numerous occasions with one of their sons, and each year have been to sea to lay the wreath in their memory.

Once again the RNLI had delivered a first class course which opened my eyes and left sent me driving home with plenty to think about. ●



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Tony Rendle.
Assistant Lifeboat
Press Officer



Storage lockers for lifejackets

The concept of having storage lockers for lifejackets close to where people alight from their tenders first came to Keith Colwell, Divisional Sea Safety Manager, during the Dartmouth Regatta some three years ago. Surveys in Dartmouth and other ports have shown that nearly all dogs and most children are wearing lifejackets for their journey from a boat on a swinging mooring or anchorage, but only about one third of adults are doing so. Lifejackets can be inconvenient to carry around town and most of those who had worn them on their trip ashore had stowage lockers on their tender. During 2012 the RNLI attended 71 incidents involving tenders and three of these led to fatalities.

The idea was taken up after the re-organisation of the Sea Safety team at Poole and Pip Hare, Coastal Sea Safety Products Manager, has been tasked with taking the project forward.



Fowey lockers installed

Photo by Pip Hare

Two pilot schemes are being run in Fowey and Salcombe, whilst Dartmouth will be surveyed as a benchmark site. The pilots opened on 29 June this year and will run until September or beyond. There are twelve lockers in each port and have been introduced with the active support of the two Harbour Masters. A returnable £1 coin is put in the slot to release the key which is carried by the user. Should a key be mislaid by day there is a £5 fee to replace the lock and this rises to £30 if it is lost after the Harbour Office is closed. The lockers in Salcombe lie between the Harbour office and the shower block and in both ports are covered by CCTV.

In Salcombe the publicity was low key with a few press releases in the boating press, whereas there was a more high profile launch in Fowey. In spite of that the Harbour Master in Salcombe, Ian Gibson, reported, "The scheme has been extremely

popular from the very start."

The plan is to learn from the pilot schemes and, if it works, to discuss it with the Harbour Masters in suitable ports to take it forward. Pip Hare from the RNLI said, "To date it appears to be a roaring success and there has been very positive feed-back."

There is the possibility that there will be lockers for lifejacket storage on a trailer during Dartmouth Regatta this year, but at the time of going to press no firm decision had been reached.

What do you think? Use the 'Contact us' facility on the Dart RNLI web site to give us your views for or against. It is under the 'Sea Safety' tab or the 'About us' tab. ●



John Fenton.
Dart Lifeboat
Press Officer



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Flood Training at the Tamar Bridge

Although the RNLI has had an International Flood Team in existence since 2000 it was only towards the end of last year that flood rescue became the fourth strand of the RNLI and part of its core business. There are now six RNLI Flood Rescue teams spread out across the UK and the Republic of Ireland which consist of 250 team members, 50 of whom are also part of the International Flood Rescue team. We are able to respond to floods in the UK within six hours and work alongside the Fire service and many other organisations involved in flooding incidents. The International team is able to respond to a situation anywhere in the world within 24 hours.

In recent years we have had many more flood incidents in the UK and ROI. Last year I was deployed five times to flood incidents, including taking part in house evacuations in Lostwithiel two days before Christmas. To put this into perspective, during that time I was only on two shouts with the Dart Lifeboat as one of the five helmsmen. The big difference between a Lifeboat shout and a Flood shout is with the Flood shout you can be on scene for days on end, whereas a Lifeboat shout normally lasts a few hours at the most.

Another unique difference between the two situations is that with Lifeboats we are very much the leading asset. On Flood Rescue shouts we are only one cog in a very big wheel as a vaster response



Photo by Chris Tracey

Flood training at Saltash

is needed and so we have to adopt a very different work strategy; however we do provide the expertise for boat rescue in flood environments. Three members of an RNLI Flood Rescue team were recently awarded Bronze medals for Gallantry, following the rescue of a woman in total darkness from a fast flowing river at Umberleigh, N Devon, last December.

There have been some profound changes to the organisation of the Flood Rescue team, which is why we had the training exercise at the Tamar Bridge. It was to let the team know of these changes and then give us some hands on time with our equipment.

Hence on one of the hottest days of the year we were deployed "FOR EXERCISE PURPOSES" to Saltash, as it was deemed to have been flooded. The first test was for us to kit out our vehicles and ready the boats and then deploy to a forward operating area. Once on scene we had to respond to two scenarios. The first of these was to rescue people trapped in a house and the other involved a vehicle rescue. The people trapped in a house were supposedly in a precarious position due to an extreme hazard downstream. This meant we had to operate a tandem boat operation, which is where we tether two boats together, sending the smaller Arancia in to rescue the casualty. This way, if the Arancia has engine failure, the D Class can pull it to safety. The second scenario involved a person in a flooded vehicle and saw the team

secure the vehicle using rope systems so it could not move while they carried out the rescue of its occupants using their swiftwater rescue techniques. This goes to show that not all the rescues that we carry out use boats.

I think the people of Saltash must have thought we were mad in our Flood Rescue vehicles on such a hot day. I think the only flooding was inside our drysuits as we were in full kit including 'huggybears'!



Photo by Chris Tracey

Rich Eggleton training with the Flood team

We had the exciting news that the Dart lifeboat crew now has a third team member on the Flood Team as Rich Eggleton was offered a place to join Yorkie Lomas and myself.

As our weather systems change I think you will see the need for the Flood team more and more and it is an honour to be part of it. ●

Chris Tracey, Dart Lifeboat Helmsman and member of the RNLI Flood team



Photo by Chris Tracey

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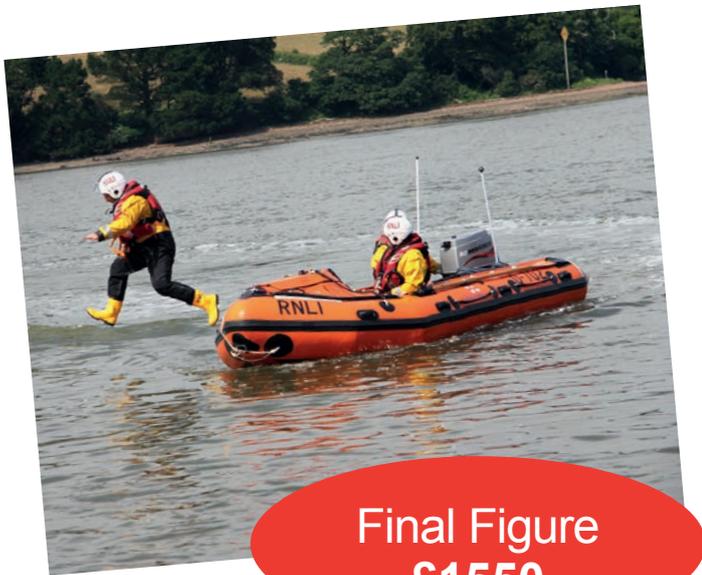
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Blackness Marine Family Fun Day All photos by John Fenton



The Fry family again provided a marvelous day of entertainment on 7 July at Blackness Marine. The sun shone, the choir sang and children's faces were painted. The *Spirit of the Dart* inshore lifeboat demonstrated how to veer back to a fixed point to rescue a casualty before performing a 'man overboard' exercise. ●



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All photos by John Fenton

