

Charles Hunter-Pease OBE

Charles Hunter-Pease OBE, Chairman of the RNLI Trustees since July 2013, visited the Dart lifeboat station and met some of the Operational team on Thursday 20 March. He then went on to attend the Dart Fundraising Branch AGM as Guest of Honour.

During that meeting he presented John Yunnie with his RNLI Bronze Badge after Rob Clements, Lifeboat Operations Manager, had described John's long role with the RNLI, initially as a crewman and then as Sea Safety Officer. The Chairman then gave an uplifting talk to the well-attended gathering.

He recounted seeing the first D class lifeboat in 1963. It was a black/grey rubber dinghy with a wooden floor, a huge engine and a First Aid kit. Over fifty years the design has developed into the IB1 that we have in Dartmouth which carries the latest in safety equipment for boat and crew. Nowadays the D class carry out 60% of all RNLI lifeboat rescues.

In his business life he eventually became the Senior Adviser to the Management team of Volvo Car Corporation. This coincided with his being a member of the RNLI Trustee Board

for 10 years. During his time with them Volvo raised £10 million and paid for three all weather lifeboats. He returned to the Trustees to become Chairman of the Lean Board which oversees the RNLI's Continuous Improvement Programme. The programme has saved £22.3 million of repeatable savings in the last 3 years and aims to find a further 30%.

The RNLI Inshore Lifeboat Centre on the Isle of Wight now services an ILB in 2 weeks when it used to take 2 months. "There was nothing wrong with what we did," he said. "We just had to improve how we did it." The new All Weather Lifeboat Centre being constructed on land already owned by the RNLI beside the Lifeboat College at Poole is due to open in October this year. In the future all ALB hulls will be built and then serviced there. Eventually 6 new Shannon class lifeboats will be built every 2 years. Bringing the work in-house will ensure the continuity of our boat building



Photo by John Fenton

capabilities and will save the RNLI the production cost of 1 Shannon lifeboat and her Launch and recovery Vehicle every year.





He ended by describing the fundraisers of the RNLI as heroes. "You give us the ability to do the work we love." He also had a word for the crew. "On behalf of the RNLI you deserve all the thanks that I can give you."



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Launches since November 2013

No.	Date	Assisted	Location / Search area.	Description
194	3/11/13 Sunday 6:23pm	1 adult 1 dog Video on website 	Search centred on Bow Creek Tuckenhay River Dart	Search for missing man. The RNLI inshore lifeboat joined three mobile Search and Rescue Coastguard teams, the Police and a Police helicopter in a search for a missing man in strong winds and heavy rain. After 3 hrs. the ILB returned to station for a crew change, refuel and new batteries for the searchlight. 10:26pm. All the search teams were stood down when a body was revealed in the creek by the falling tide. The missing person was later found to be a local resident who had suffered a heart attack as he was crossing the mud at low tide.
195	23/12/13 Monday 11:15am	1 adult Video on website 	Dartmouth Harbour	34 foot yacht breaks mooring lines in storm. The initial report from the Coastguard was that a man in a small dinghy was in difficulty as he tried to secure a yacht to the deep water pontoon. The lifeboat was on scene in 8 minutes and found him safe. The vessel was secured and the lifeboat returned to station. The weather conditions in the harbour were exceptional with winds gusting to 47 knots.
196	23/12/13 Monday 12:38pm	Video on website 	Dartmouth Harbour The videos of Launches 195 and 196 on the web site show the crew in exceptional weather conditions.	6 more yachts break their mooring lines. In extreme weather our volunteer lifeboatmen are principally concerned with saving lives rather than property. However when moored vessels break free there is the real possibility of boatmen taking undue risks to save their vessels or of the vessel injuring others who live aboard their boats moored in the harbour. The Coastguard initially tasked the lifeboat crew to a 45 ft Moody which was breaking free of her moorings in the high winds, having snapped the bow chain to her mooring buoy. Working with the Dart Harbour Patrol the yacht was secured. The ILB was then tasked to inspect and secure a further five yachts which were breaking free of their moorings. The final vessel was the 70 ft water bowser, Bay Oasis, which was attached to the Fairmile above Noss. The upriver bowline had parted and she was swinging into the main channel, dragging the large passenger boat with her. Working again with the Dart Harbour Patrol she was secured, with some difficulty in the high winds, to her mooring.
202	10/03/14 Monday 11:35pm	2 adults Video on website 	Dartmouth Harbour	Fire on the African Queen. Fire crews and two RNLI lifeboats were called to the blazing 50ft. charter boat. Her two live aboard owners were ashore and raised the alarm. They were able to throw gas cylinders and flares overboard before the fire took hold. The lifeboat crew found them safe and sheltering on the Kingswear pontoon where the craft was moored. They took them ashore and brought four firemen out to assess the situation. The Lower Ferry brought a Fire Appliance from Dartmouth and they were able to direct their hoses onto the fire. Further fire crew were on a Dart Harbour Authority craft. The fire was so intense that within half an hour she was gutted to the deck line but there were still flames coming from the various compartments below decks. The RNLI Torbay All Weather lifeboat arrived and took fire crew on board. They used the lifeboat's fire hoses to fight the fire. The Harbour master advised that the boat be brought alongside the quay in Dartmouth to be pumped out before more water was used, as there was a danger of her becoming unstable. The Dart harbour vessel, Hercules, brought her to the quay opposite to Dartmouth Hospital. The Dart inshore lifeboat brought a further pump from the lifeboat station. The scene was illuminated by the Torbay lifeboat and both lifeboats remained on scene to provide safety cover. A further Fire Appliance arrived from Paignton to provide foam. The cause of the fire was later believed to be an electrical fault. The boat, constructed from mahogany and oak, was built in Poole in 1946 as a general services launch and later named the African Queen.



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.

No.	Date	Assisted	Location / Search area.	Description
203	15/03/14 Saturday 11:27pm	 Video on website	Dartmouth Harbour There is camera footage of the two boat fires and that of the fire on the African Queen was used by both the BBC and ITV.	Second boat fire within 5 nights. The Dart RNLI inshore lifeboat was tasked to attend a major fire on the 25 ft. Bayliner motor cruiser, Blue Storm. The owners were on board with their dog and, when they were unable to extinguish the accidental fire, they escaped in their own tender. The lifeboat brought out the Fire Commander to assess the situation. The Lower Ferry took the Dartmouth Fire Appliance to the fire and they asked the lifeboat to take 2 firemen on board, with their hose running from the ferry, so that they could get closer to the fire. The flames burnt through her mooring ropes and the cruiser drifted to the Kingswear shore. No other boats were close enough to be in danger. The incident took place right on low tide and the lifeboat crewmen were able to wade through the mud when the fire had burnt out and secure her to the Kingswear shore. 

In memory of Lorna Christine Wright of Kingswear who passed away on 6th January 2014 aged just 41yrs. Our thoughts are with her husband Jim and their family. Lorna and Jim were constant

supporters of the Dart Lifeboat and always keen to help and promote our cause. Our sincere thanks go to the family and their friends for their kind donation to the RNLI at Dartmouth.

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Hello and Goodbye

Tracey Lucas is the latest to volunteer to join the Dart RNLI Fundraising Committee and has taken on the role of Events Secretary. She and her husband have been coming to Dartmouth for their holidays over the last thirty years. They love the sea and always dreamt of living close to it. She retired early from her post as Office Manager and Assistant to the Head of Corporate banking in HSBC and came to live locally in January 2014.

Her work involved marketing, budgeting and organising corporate events for the Bank and she hopes that her experience can be of use to the RNLI team. Why the RNLI? "I admire the fact that it is usually younger people with families who volunteer to crew the boats, putting themselves at risk for others."



Photo by Gary Lucas

Tracey Lucas

Jim Brent

Jim is a Londoner to the core. He was born near the Portobello Road and on leaving school became an apprentice footballer until the age of twenty. The clubs he was with included Fulham, QPR and Millwall. A training accident that required nine operations on his knee ended his budding career and he followed his other great love, music. He became the Assistant Engineer and then Road Manager and Tour Manager for various high profile groups including The Who, Michael Jackson and Frank Sinatra. His career even survived being sacked by Sinatra.

He learnt to fly before he had a driving licence and became besotted with it. That in turn led to working for McDonald Douglas for sixteen years. This was mostly in the USA but, during a two year spell living in Wiltshire, he became Groundsman and Chairman of the local Cricket Club. He went on training courses with the Institute of Groundsmanship and, in his own words, "became a bit of a Grass Anorak."

Once he had moved to Dartmouth in 2002 it seemed a natural progression to set up the Cricket League and

become their groundsman on Coronation Park. Initially he was the proprietor of the Floating Bridge Inn for five years before taking on the Ship in Dock.

His expertise in organising music events led him to volunteer to join the Dartmouth Regatta Committee and running the Regatta Rock and subsequently the Ball. In turn this led to his becoming Chairman for two years.

He moved to the Ship in Dock just as the new RNLI lifeboat was getting established and the crew were soon leaning on him to join the shore crew. As he only lived across the road from the station there were only four occasions when he attended a launch and was not the tractor driver. He must have launched the lifeboat over a hundred times if training is included.

A recent further serious operation on his knee has changed his life. He and Linda are leaving to run the Antelope Inn



Photo by RNLI

Jim Brent and crew

in Upavon, Wiltshire and we will seriously miss his huge input and wicked sense of humour at the station.

Asked how he would sum up his time with the Dart RNLI team he said, "A great job – a lot of fun – we don't take ourselves too seriously – we remember our achievements and celebrate those we are particularly proud of."

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www.dartlifeboat.org.uk www.youtube.com/dartlifeboat

Personal Locator Beacons

The RNLI, as a charity that is committed to saving lives at sea, has always strived to ensure that its volunteer crews are protected as far as possible. Over its 190 year history the charity has been proactive in developing many life saving measures, such as life jackets and self-righting boats, but the latest addition is a commercial product using satellite technology.

During the past six months the RNLI has started to issue all stations with Personal Locator Beacons (PLB). Dart as a stand-alone station (only one boat) has been one of the first stations to be issued with these life saving devices. Stand-alone stations have been chosen as they are considered highest at risk as they operate without the additional support of a second boat and crew.

In January of this year five PLBs were delivered to the station, and following a short lesson on how they work, they have been fitted to the crew lifejackets ready for use.

PLBs, are tracking transmitters which aid in the detection and location of boats, aircraft, and people in distress. Strictly,



Photo by John Fenton

Jamie Mathys wearing the PLB

they are radio beacons that interface with the worldwide service offered by Cospas-Sarsat, the international satellite system for search and rescue (SAR). When manually activated, or automatically activated upon immersion, such beacons

send out a distress signal. The signals are monitored worldwide and the location of the distress is detected by satellites and can be located by the use of GPS.

Since the inception of Cospas-Sarsat in 1982, distress radio beacons have assisted in the rescue of over 28,000 people in more than 7,000 distress situations. In 2010 alone, the system provided information which was used to rescue 2,388 persons in 641 distress situations.

The beacons that are now in use with the RNLI are manually activated should the crewman get into difficulty. In addition to the satellite signal the PLB also transmits a signal that both Search & Rescue aircraft and vessels such as All Weather Lifeboats can use to home in on.

Today's crews are well trained and provided with the best possible equipment.

This additional item will ensure that, should the worst happen at sea, then the alarm will be raised to the widest possible audience increasing the chances of rescue at the earliest possible opportunity.

Tony Rendle, Assistant LPO

Tony Rendle

Tony was born and raised in Dartmouth but spent some years away whilst serving with the Royal Navy, predominantly at Culdrose in Cornwall where he was also a crew member on the Penlee RNLI lifeboat. He settled back in his home town with his wife Lisa, a primary school teacher, along with their three children. Tony was on the Dart lifeboat crew



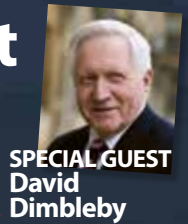
Photo by John Fenton

Tony Rendle

and was also a tractor driver. He was the Dart Assistant Lifeboat Press Officer and had recently joined the Flood Rescue team. He has been successful in his application to become the full time RNLI mechanic back on the Penlee Lifeboat. Tony, Lisa and the children will be moving to Newlyn soon. We all owe Tony and Lisa a great debt of gratitude for their support of the Dart Lifeboat.

RNLI Dart Lifeboat

GALA DINNER



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Friday 9th May 2014
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Photo by John Fenton

The Paul Savage1 roll up stretcher

Above: The Dart crew during the trial of the stretcher at Compass Cove

The PS1 was developed from the design for a restricted access stretcher used in cave rescues and has recently been issued to the Dart lifeboat station. The Dart crew were involved in the trialling of the prototype and fed back their suggestions towards the development of the final design. The flexible polymer multi-strapped roll up stretcher measures approximately 30in. by 9in. when stowed and can easily be carried in a D class inshore lifeboat just in front of the pod without restricting the movement of the crew.

The rolled stretcher has to be back folded when removed from its carrying bag so that it remains flat, but once it is unrolled and set the stretcher has the capability of carrying a 6ft 2in casualty.

It is not a spinal care stretcher as it has limited head, neck and spinal restraint but it has important advantages in other fields of emergency evacuation. It is all but indestructible and can be carried easily in its storage bag over rocks or even passed down a cliff without damage.

Once in the D class inshore lifeboat the casualty on the stretcher is transported entirely within the boat. Unlike the solid beach stretcher it cannot be supported across the boat between the two sponsons.

Compared to the rigid beach stretcher, which is already part of the station's equipment, the advantages of the PS1



Photo by John Fenton

The roll up stretcher onboard

stretcher are that it is easily transferable to the incident at full speed and the patient can be carried in it by a crew of three over rough terrain. It is also safer for the casualty to be within the boat rather than resting across it.

The PS1 stretcher does not replace the original rigid stretcher but becomes an additional facility for the lifeboat crew who are already trained to a high level in maritime first aid. At the present time it is being distributed to all lifeboat stations.



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SOS Appeal 2014

The crew manned an 8 person life raft in the Dartmouth Boat Float. They raised £241 and a good time was had by all, including Rich Eggleton's dog!

£212



£241

With the £212 raised by the Quiz and Curry night at the Brill Plaice, along with other events including cake selling at the Yorkshire Building Society and bag-packing at Sainsburys (£360), the grand sum of over £2150 had been raised for the charity.

**GRAND TOTAL
£2150**

£1140



Photo by John Fenton

Skittles match at Dartmouth Yacht Club

The skittles match against teams from BRNC, the Fire Service and the Police raised £200; and we won!

£200



Photo by John Fenton

Kevin Murphy at Stoke Fleming school

The Dart Education team of John Fenton, Bob Thomas and four different crew members made seven visits to all the local schools to tell them about the achievements of their local lifeboat over the last year. They donated the magnificent sum of £1140.

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Local Dart RNLI contacts

President

Robin Shiffner. Tel 01803 835853

Chairman Lifeboat Management Team

Jake Moores Tel 01803 833036

Lifeboat Operations Manager

Rob Clements. Mobile 07917 514 948

Treasurer Operations Team

Paul Weedon. Tel 01803 833812

Sea Safety Officer

John Yunnie. Mobile 07768 007 365

Chairman Fundraising Team

Ed Featherstone

01803 835328 Mob. 07889 953974

Secretary Fundraising Team

Clare Thorp. Tel 01803 832123

Box Secretary

Gordon Pepperell. Mob 07791 448391

Treasurer Fundraising Team

Ian McMaster Mob 07957 856063

Events Secretary

Tracey Lucas Mob 07850 578127

Local Membership Secretary

Bob Hattersley. Tel 01803 832182

Souvenir Secretary.

Position vacant

Boathouse Manager

Bob Thomas. Mobile 07980 099 932

Administrator, Press Officer & Education
Volunteer.

Editor Dart D'Tales and web site.

John Fenton. Tel 01803 770761

Lifeboat Visits Officer

Kevin Murphy 07890 809106

or by the "Contact us" link on the web site

Dart Lifeboat Station

Coronation Park, North Embankment

DARTMOUTH, TQ6 9RR. Tel. 01803 839224

Please do not ring this number if you think
a launch is in progress.

**Do you have an idea for a future
article? Please send your views to
John Fenton using the 'Contact Us'
facility on the web site.**

Future Events

Friday 9 May

Gala Dinner with David Dimpleby

Live cookery with Tom Parker

Bowles

& Mich Tonks. 4 course meal & wine

Auction of Promises

Dartmouth Golf and Country Club

6.30pm by ticket only at £75

Tickets kevinjohndart1@gmail.com

Sat 24 & Sun 25 May

Try a Boat Free

Opposite Dartmouth Yacht Club

Thurs. 22 May

Friends Coffee Morning

10.30 – 12

Sloping Deck Restaurant

Fri 20 June

Friends Coffee Morning

Time tbc

The Royal Castle Hotel

Dart RNLI Lifeboat "Week"

1 to 9 August

Friday 1 August

Dartmouth RNLI Flag day.

If you can help please contact Jo

Escott 834296

Saturday 2 August

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booking information

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Thursday 7 August

RNLI Fete in Royal Avenue Gardens.

10am to 4pm

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Ed Featherstone 835328

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Saturday 16 August

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web site

Entry forms from Simon Amphlett

07597 180799

Dartmouth Regatta

Thurs 28, Fri. 29 & Sat. 30 August.

Lifeboat Station open on

Coronation Park.

See the lifeboat & RNLI Souvenirs

on sale 10am to 4pm.

Further information on all these
future events and reports of past
events can be found on the Events
section of the station web site.

RNLI Lifeguard cover in the South Hams

Last year our local RNLI lifeguards saved 8 lives and rescued 120 people. They carried out major First Aid on seventy five occasions and gave 4263 beach safety education talks.

RNLI lifeguard cover this year

Full Season 03 May – 28 Sept Bantham & Sedgwell Cove

Main Season 17 May – 28 Sept Bantham, Sedgwell Cove & Challaborough

Peak Season 05 July – 09 Sept Burgh Island, Blackpool Sands & Slapton Sands

If there is no flag there is no lifeguard cover.

The generosity of our advertisers has enabled us to produce this edition at reduced cost to the RNLI. Please support them. Additional costs have been met by donations from the Friends of the Dart lifeboat.