

Flood Rescue

“Flood Rescue, on some occasions, can be amongst the most dangerous situations that the RNLI ask their volunteers to attend.”

Flood Rescue (FR) is now an integral part of the RNLI'S ability to respond to water based incidents. The teams were set up in 2000. A flooded high street with a heavy flow of water through it can be a death trap, with danger from culverts, street furniture, debris, broken windows and large objects being swept into the area. On rivers in flood there is the danger of rescue craft being swept and sunk under the arches of bridges. Flood Rescue volunteers are usually inshore lifeboat crew members with at least two years of experience. Chris Tracey, Yorkie Lomas and now Haydn Glanvill as a paramedic member, have joined the South West team from the Dart lifeboat crew.



Photo by RNLI / Robin Goodlad

Training in the outflow from Ben Cruachan Hydroelectric Station

The initial response to a fluvial incident would be by the Fire Service, via a 999 call. In a flood situation Fire Control would be in overall command. The Fire Brigade

Bronze commander is the leader at the scene. He will assess the access and egress for vehicles and personnel to and from the site, the type of flood equipment that will be required, how many people are reported to be in need of assistance, as well as the environmental dangers, including petrol, chemicals, sewage and debris. It is only then that the RNLI FR teams are called to assemble at their Divisional base. In our case it is at Saltash where the specialised boats, vehicles and equipment are kept.

Haydn recently attended the Fast Water Training Course 1 at Loch Awe, Oban, in Scotland. The teams practice in the water outlet from the Cruachan hydro-electric power station built into the hollowed out rock of Ben Cruachan. The white water rafting centre in London, where the teams have also practiced, can produce nine to ten cubic metric tonnes of water per second. The power station





Photo by RNLI / Robin Goodlad

Training in the rescue of casualties from vehicles

Continued on page 3


Launches since April 2015

No.	Date	Assisted	Location / Search area.	Description
229	25/05/15 Monday 4:21pm	2 adults	A quarter of a mile south of Combe Rocks Start Bay	<p>Speedboat with overheated engine. Smoke was coming from the engine compartment of a 21ft speedboat with two persons onboard. Having been contacted by radio the Coastguard asked the Dart inshore lifeboat to launch. The boat was found anchored off Combe Rocks. The boat was towed to Darthaven Marina.</p>  <p>Lifeboat crew. Chris Tracey, helmsman. Dean Nettleton & Yorkie Lomas, crew.</p>
231	10/07/15 Friday 4.36pm	2 adults	One and a quarter miles south east of the Mewstone Start Bay	<p>German 12 tonne ketch with engine failure. The RNLI Dart inshore lifeboat was tasked by Falmouth Coastguard to attend. On arrival at the scene the helmsman of the lifeboat realised that the ketch was too heavy for him to tow in that sea state and requested the RNLI Torbay all weather lifeboat to attend. A crewman from the Dart lifeboat was put on board the ketch to facilitate the tow. The Dart lifeboat accompanied the tow until the ALB handed her over to the Dartmouth Harbour Authority within the Harbour.</p> <p>Lifeboat crew. Chris Tracey, helmsman. Kevin John & Chris Rampling crew.</p>
233	19/07/15 Sunday 5.45am		<p>Search area from the Anchor Stone, River Dart, through the harbour to Combe Rocks, Dart Estuary.</p> <p>As the search continued for five and a half hours, two lifeboat crews were used.</p>	<p>Search after dinghy found in Dart Harbour. A local Crabber reported a Suzuki dinghy with a 4hp outboard and oars in the rowlocks, adrift mid river. There was no sign of any occupants. The fishing vessel towed the dinghy to the commercial pontoon. Falmouth Coastguard tasked Dart RNLI to search the river for possible missing persons at 05:45. Dartmouth Coastguard Search and Rescue Team carried out a shoreline search on the Dartmouth side whilst Berry Head and Torbay Coastguard Search and Rescue Teams covered the Kingswear side of the river. Dartmouth Harbour Authority were also searching the river. The Coastguard helicopter also assisted. Operations were stood down at 11:30 after nothing was found.</p> <p>First Lifeboat Crew. Buster Hart, helmsman. Haydn Glanvill and Dean Nettleton crew. Second Lifeboat Crew. Andy Pomeroy, helmsman. Mark Conroy and Richard Eggleton crew.</p> 

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

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 New Shop in the Dartmouth Market Square



Photo by RNLI / Robin Goodlad

RNLI FR teams wade in triangular formations

can release nineteen. The five day course covers three main topics; self-preservation in water, the use of ropes and teaching about river dynamics.

In part one they are taught about defensive swimming and self-preservation if swept away. Ropes are used for rescues and straddling rivers and flooded areas. To effect a crossing a tethered swimmer swims across the river and anchors the

throw-bags to send a line to anyone being swept away and the others use a tethered swimmer or boat to carry out the rescue.

The RNLI volunteers are taught how to wade, in teams of up to five, in water up to waist deep. They have wading poles and hold on to each other, moving forward in a triangular formation. When the casualty is reached they are enclosed within the triangle and taken to safety.

pre-stretched line at a 45 degree angle to the flow of water. The others in the team then construct a rig, using pulleys, allowing the line to be tensioned for a safe crossing or rescue. During a rescue up to twelve volunteers can be involved. Two upstream spotters give warning of approaching debris in the water. Downstream rescuers have

The course then ends with scenario rescue training. On Haydn's course they had to rescue a man whose leg was trapped under water and they then had to immediately attend to an unconscious casualty on an island. Several scenarios also took place at night.

Flood Rescue members have different helmets and lifejackets to lifeboat crews. There are special attachments for tethered swimming. If the rescue is not suitable for a swimmer a small Avon inflatable can be carried on the rescuer's back to the scene.

Fast Water Training Course 2 consists of taking a boat handler's course. The teams use an Arancia, commonly used by RNLI lifeguards, and a modified D class inshore lifeboat. This usually takes place in the fast flowing water of the Menai Straights in North Wales.



This article was based on an interview with Haydn Glanvill

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RNLI Inshore Lifeboat Centre. East Cowes. Isle of Wight.



Photo by John Fenton

Transferring D-702 from Dartmouth to the ILB Centre

History

The present buildings are on the site of a timber yard which, one hundred years ago, provided timber for the several shipyards building lifeboats locally in Cowes.

The ILC build, service and repair all the B and D class lifeboats in the RNLI fleet. The Centre has 70 staff including three on four year apprenticeships.

D class

It now takes 5 weeks to produce a new D class and fourteen are built a year. Forty are refitted and modified and around twenty a year are brought in for repair. There is also a project running to look at a replacement engine, possibly a 4 stroke, for the D class.

A D class is currently being built for research and development. The supplier of the fabric from which the sponsons etc. are built has had to change and although the new fabric has the same specification this has to be extensively performance tested before incorporation into the production line and subsequent supply into the RNLI fleet.

B class

Currently eleven Atlantic 85s are refitted a year and nine Atlantic 75s. Eight new Atlantic 85 lifeboats are built a year and three versions of the Atlantic lifeboat are on the production line at any one time. Production of Atlantic 75s ceased in 2004. The proportion of Atlantic 75s to 85s on the coast is now approaching the 30% to 70% ratio.

Lean working - continuous improvement

Lean working is not a new concept. It was initially introduced in the car industry in the early 20th century and used in World War II to speed up the Lancaster bomber production line to deliver planes more quickly for service. In 2008 the ILC was the first area of the RNLI to introduce "lean working as part of continuous improvement" and the aim was to improve quality, speed up production and to increase capacity whilst reducing production and operating costs. Before lean working was introduced the station to station refit time for a D class could be as long as 6 months. This has now been

reduced to 5 weeks. The programme for refitting and lifeboat replacements is written by July for the following year. D class lifeboats are refitted every 2 or 3 years and replaced every ten years, depending on usage. When our lifeboat, D702, was returned after refit the relief boat we had been using was taken to a station close by, left at that station and their boat was taken for refit as part of a rolling refit programme. It was transported using a bespoke D-Class hiab lorry that can carry up to 3 boats on a single run.

The turn-around time for a B class refit has been reduced from 24 to 12 weeks. They are towed straight from the Inshore Lifeboat Centre to their station on a 6 wheel trailer using a 4 wheel drive vehicle, eliminating any storage requirements in the process. Occasionally boats requiring a major repair are re-scheduled to have a refit carried out at the same time to reduce time away from station.

"Lean Events" are carried out periodically within the year at the ILC. All levels of staff are represented on the teams, focused on delivering continuous improvement. They map current practice,



Photo by John Fenton

The D and B Class lifeboat assessment lines in the ILB Centre

review then develop and implement improvements, as well as forward planning for any changes that are in the pipeline. The staff are encouraged to suggest ideas for improvement in quality, cost and health and safety as part of a continuous improvement culture.

The current supplier of Atlantic 85 hulls moved their production into the ILC 1 year ago. In July 2015 production of Atlantic 85 hulls was transferred to ILC to be taken over by the RNLi staff. They will require

no extra staff and by working from existing resources the aim is to reduce the hull production costs by 20%.

80,000 hours of work are carried out at the ILC a year and it is more akin to a car factory than a boatyard. The different areas of working all move forward simultaneously. In one area D class boats for refit or repair are stripped down and assessed, broken parts are replaced whilst other parts are refurbished. Simultaneously in another compartment

the parts required are assembled and manufactured. When these processes are complete the boats are then assembled, trialed and accepted for dispatch to station. The same procedure is taking place alongside them for the B class boats. There are separate areas for computer guided cutting out and marking up of the fabric sponsons and fittings for the two classes and these are then glued and assembled.

Engines for the 2 classes are serviced and repaired whilst B-Class engines are inversion proofed. After an Atlantic 85 capsized earlier this year, whilst on exercise, the helm was most impressed that she restarted immediately upon righting. Increasing capacity has enabled the ILC to prepare 7 new Recreation Water craft for RNLi Lifeguard services this year, reducing RNLi spend. The RNLi is looking at offering diagnostic engine evaluation at the ILC to a wider audience as a way of generating income in addition to construction of lifeboats for other organisations.

My thanks to Glyn Ellis, Operations Manager at the ILC and particularly to Carl Baker, Business Development Manager, for his enthusiasm, time and expert knowledge imparted as he showed me round the centre.

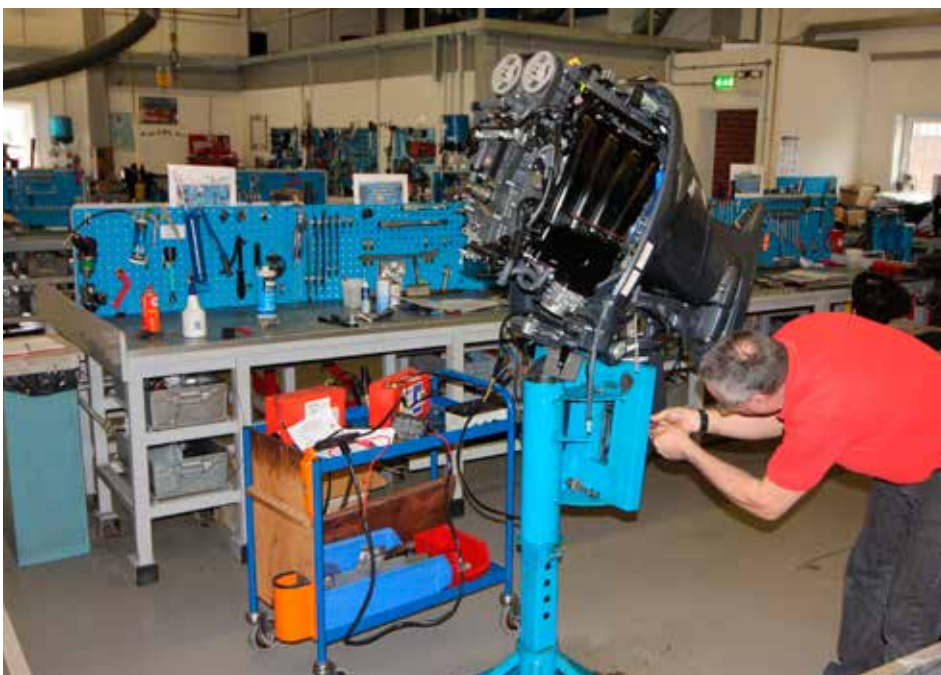


Photo by John Fenton

The engine workshop at the ILB Centre



Carl Baker

“An exciting addition to the Town”

This is how Tracey Lucas, RNLI Visitor Centre Manager in Dartmouth, described the opening of the new RNLI shop on the South Embankment on July 6th.

“We have had a fantastic first few weeks. There are a great team of volunteers staffing the shop and they have been busy getting to know each other and how the various systems work. Some have not used a till for thirty years, if ever! There is a solid core of those who already have a connection to the RNLI Dart lifeboat team. They have plenty of knowledge and good local lifeboat stories to tell. The majority however have had no connection with the station or even with the RNLI. Most of them live locally but some have offered to give their time when they are down for a shorter time. If there are any others out there who would be prepared to give some of their time we can always find you a slot and training is ongoing.” Tracey’s contact details are in the Contacts section on the back page.

“There has been a great mixture of locals and visitors coming to the shop. Many visitors have connections to the RNLI lifeboats where they live or have been inland supporters who enjoy coming to the coast and supporting the local crews.”

RNLI Sales has recently updated much of its merchandise. There are food items such as biscuit collections, chocolates and sweets for the children. There are even puzzles and cards for the occasional rainy day. There is a lovely range of Jessica Hogarth items for the home as well as the expected RNLI calendars, diaries and Christmas cards. Some items are linked to the Dart lifeboat ranging from caps to pens, fridge magnets and lapel badges.



Photo by John Fenton

Amanda Woods, Visitor Experience Manager training the new shop volunteers

There is even a local Teddy known as Robbie, no doubt named after our LOM. (Perhaps not!)

“We are obviously looking forward to the development and opening of the Visitor Experience section of the Centre.”



Tracey Lucas

Stop Press!

On 21 July Amanda Woods, our RNLI Visitor Experience Manager, and Michael Charlton her Operations Manager, attended the Dart fundraising Branch committee meeting. He had come to describe the development of the Visitor Experience section of the Visitor Centre and how it is progressing. John Ellis, Director of DDP Workshop Ltd, Plymouth, met Amanda yesterday on site. He will produce a 3 D display of the 1st draught of the multimedia and counter displays. His ideas will incorporate the input that has been collated so far from the various

different departments of the RNLI. This will be shown shortly to the local RNLI teams for their input before building commences. The RNLI Visitor Centre in Dartmouth is a pilot for others to be built away from associated lifeboat stations elsewhere in the country and the Charity is determined to learn from any mistakes and to get it right.

The RNLI Shop is fully open but there is still no definite opening date for the Visitor Experience side, although targets are in place. An opening date will be given when the revised draft has been agreed.

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Question for the RNLI AGM. 21 May 2015

Halving the number of drownings in UK and the Republic of Ireland by 2024 is a laudable ambition.

That target could be achieved in a number of ways, perhaps lobbying for primary legislation for compulsory insurance against the risk of needing a rescue on the one hand, or alternatively a more benign educational approach.

- What will be the major strands of the RNLI campaign against drowning?
- How much will the campaign cost up to 2024?
- What changes to the organisation of the RNLI and its ethos will be necessary?

Regards,

Cdr Ed Featherstone RN Rtd,
Chairman RNLI Dart Lifeboat Fundraising Branch

Dear Mr Featherstone,

Many thanks for your question. Once in a while we receive really good, strategic, relevant and interesting questions for the AGM. This was one of them. I was delighted to receive it, so thank you for taking the time to submit your request. Now to the answer:

Whilst the RNLI is a very professional rescue service we recognise that rescuing people is one element at the end of a chain of events leading to the prevention of drowning. As you say, there are other actions we can take earlier on in that chain of events to stop people getting themselves into danger in the first place. In other words, addressing the cause as well as the symptom. These actions include educating people about how to enjoy water safely, raising awareness of risk or providing supervision through the lifeguard service for example. The RNLI priorities now reflect the whole drowning chain. And we aim to bring the other activities (Influencing, Educating and Supervising) up to the same high standard as our Rescue service. There are three main strands to the plan:

- A large, sustained, national campaign called Respect the Water, similar to the Think or Fire Kills approach.
- Local risk management focused on reducing the risks in water based activities in communities where the risk is higher than average.
- Supporting local people to create their own safety campaigns, improving local facilities or running targeted campaigns to change policy.

This year our budget has increased by £3.2million per annum (4.5%). We will monitor how effective these programmes are this year and in subsequent years we're prepared to spend up to £8 million. That's how we plan to halve the number of drownings by 2024.

Culturally, well we always have and always will be about stopping people from drowning and saving as many lives as possible. So in that sense our vision, mission and values remain unchanged. But we will have more ways of doing that, and so more to offer people who want to get involved. I'd hope that this would bring in more people with different interests and skills to the RNLI. That will inevitably mean a more diverse organisation. That will inevitably mean a more sustainable organisation.

Best wishes,

Leesa Harwood
Director of Community Lifesaving
and Fundraising
RNLI, West Quay Road, Poole, Dorset,
BH15 1HZ



RNLI Lifeguard cover in the South Hams

In 2015 the RNLI lifeguards, along with local RNLI Educational volunteers, have given Beach safety talks to all our local schools. In South Hams. We will have spoken to 2506 pupils in over 22 Schools.

RNLI Lifeguard cover on local beaches in summer 2015		
Full Season	2 May - 27 Sept	Bantham and Sedgewell Cove
	October weekends October half term	Bantham Bantham
Main Season	16 May - 27 Sept	Challaborough
Peak Season	4 July - 6 Sept	Burgh Island, Thurstone, Hope Cove, Blackpool Sands and Slapton Sands

To stay safe we urge anybody visiting the beach to choose a lifeguarded beach and go in the water between the correct flags – red and yellow for swimming and bodyboarding and black and white for surf and other craft.

If there is no flag there is no lifeguard cover.

RNLI lifeguard at Blackpool Sands saves two lives

RNLI lifeguard, Isaac Stopard, rescued a young girl and an elderly woman on 5 July after they were dragged into the water by heavy breaking waves at Blackpool Sands.

He had noticed an elderly lady (Grandmother) and a young girl, aged around 3, standing close to the shore watching the waves. They were both fully clothed. After scanning the swim zone Isaac looked back across to where the two were standing to see the girl in the water getting rolled up the beach by the shore break and washed back out, ending up face down in the water.

Isaac immediately ran across to help. At this point the Grandmother ran towards the water to grab the child but missed and ended up being pulled out into the shore break herself. She was now shouting for help.

Before the next wave could hit the child, Isaac managed to reach her and scoop her safely out of the water. With the child in his arms he then reached for her Grandmother and pulled her back to the beach safely as well. Both were uninjured.

Local Dart RNLI contacts

President

Robin Shiffner Tel 01803 835853

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Lifeboat Operations Manager

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John Yunnie. Mob 07768 007 365

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Treasurer Fundraising Branch

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Local Membership Secretary

Anne Walton Tel 01803 833362

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Bob Thomas Mob 07980 099932

Administrator, Press Officer & Education Volunteer

Editor Dart D'Tales and web site.

John Fenton Tel 01803 770761

New Email jsfdartnli@btinternet.com

Assistant Lifeboat Press Officer

Riki Bannister Mob 07709 694167

Lifeboat Visits Officer

Kevin Murphy Mob 07890 809106

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

Dart Lifeboat Station

Coronation Park, North Embankment,

DARTMOUTH, TQ6 9RR. T 01803 839224

Please do not ring this number if you think

a launch is in progress.

Future Events

Dart RNLI Lifeboat "Week"

31 July to 9 August

Friday 31 July

Dartmouth RNLI Flag day

If you can help for just one hour
please contact

Ed Featherstone 07889 953974

Sunday 9 August

**Annual RNLI Charity Angling
Championship**

on Outlaw of Dartmouth & Saltwind
of Dart

with proceeds donated to RNLI Dart
Contact Owen Mallia for details &
booking information

on 01803 832897 or 07891 498023
or owen@outlawcharters.co.uk

Thursday 6 August

RNLI Fete in Royal Avenue Gardens
10am to 4pm

Featuring Bottle Stall, Cake Stall,
Live Music from the Dartmouth
Players and The Nauti Buoys,
Splat the Rat, Coconut shy, Book
Stall, Plant Stall, Face-painting,
Tea and Cakes, Lifeboat and crew.
Celebrities in the stocks this year
include Nigel Way, Cdr. Rob Dunn,
The Mayor, Dee Nutt, Cllr Hilary
Bastone and Monty Halls.

If you can help in any way please
contact Ed Featherstone
07889 953974. He needs Cakes,
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Sunday 16 August

10am to 4pm

Coronation Park, Dartmouth

Vintage cars, tractors, MCs

Steam Fairground organ

Details will be on Posters and our
web site. Entry forms from Simon
Amphlett 07597 180799

Saturday 22 August

Wild Swim from Totnes to

**Sharpham Quay, sponsoring RNLI
Dart Lifeboat.**

Enquiries to cerirees@wildrunning.
co.uk 07773 560335

Dartmouth Regatta

Thurs 27, Fri. 28 & Sat. 29 August

Lifeboat Station open on

Coronation Park

See the lifeboat and station

10am to 4pm

RNLI Dartmouth Visitor Centre

Dartmouth South Embankment

11am to 5pm

RNLI shop expected to be open
throughout Regatta

Friday 25 September

**An evening of music and food at
Kingswear Village Hall in aid of
RNLI Dart Lifeboat**

Enquiries to Hilary Bussell
hilarybussell@hotmail.com

Friday 23 October

Bag Packing at Marks and Spencer
10am to 2pm

If you can help for one hour
please contact Ed Featherstone
07889 953974

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



We are delighted that Sainsbury's Dartmouth, following a vote by customers to
the store, has chosen the RNLI Dart Lifeboat to be their Local Charity for the year
2015/2016.

From Sainsbury's previous experience it is hoped to raise around £5000. This will
be more than enough to equip and train the latest two volunteers to join the lifeboat
crew. We are very much looking forward to working with Dartmouth Sainsbury's to
achieve this over the coming year.