

SHOUT OUT

THE EXMOUTH LIFEBOAT SUPPORTERS NETWORK

April 21

Exmouth Lifeboat Shouts:

We continue to have one of the busiest stations on the coast - see pages 2-5 for details.

Sand loss and its effects on our station:

How we are coping with the changing conditions and our future plans - see page 5 for details.

COVID and opportunities to resume normal practices:

The Covid crisis continues to cause significant changes to how the boathouse and all the supporting, and fundraising activities operate, but there is light at the end of the tunnel - see pages 6-7 for details.

Lifeguard Service - see page 6

Lifeboat Exercises Resuming, Personnel Changes & RNLI Fundraising (incl. Exmouth Shop & Visits Team)

See pages 7-8 for details.

Obituaries - see pages 9-11

Welcome to the Spring edition of the newsletter for all supporters / helpers / crew / etc. of Exmouth Lifeboat Station

At the time of our first edition newsletter the 1st lockdown was just starting. This latest edition reflects the latest changes to our practices and personnel that we continue to adapt to maintain a lifesaving service, and just as importantly keep the crew and other station teams safe as well.

The 2nd lockdown again impacted on the shop, fundraising, events and lifeboat exercising and training. The only part of all the usually busy activity in and around Exmouth Lifeboat Station that continued was its core function, that of providing a lifesaving service. And despite lockdown there were a significant number of shouts for us to deal with, which continues to make Exmouth one of the busiest stations on the coast. However, there are distinct opportunities now for operations to resume in a measured way. Read on to see how the shop, events, tours and the operational exercising have all started up again to some extent.

First up, we have the narrative text that our DLA's (our Launching Authority team) write up following each "shout".

Do check out the Station Facebook page at <https://www.facebook.com/ExmouthRNLI/> where there are many more reports on activity round the station and videos of exercises.



We were all saddened with the loss of Tim Mock after a short illness. Tim served for 34 years, joining as a crew volunteer in April 1980 aged 21 before becoming Boats Mechanic just three years later in 1983, a post he excelled at for 30 years. Please turn to page 9 for the full obituary.

Ian Taylor

Exmouth Lifeboat Operations Manager

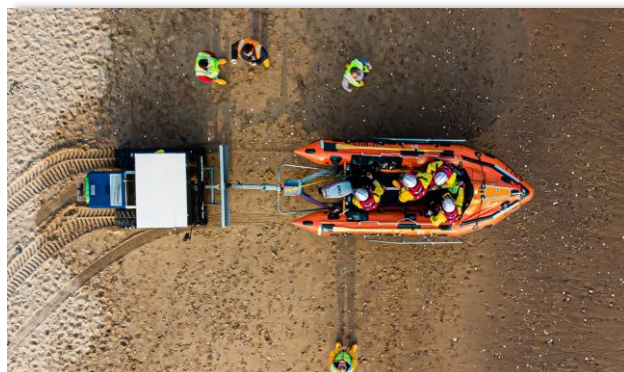
EXMOUTH LIFEBOAT SHOUTS

15/01/2021 – 15:28

Fishing vessel "Speculator" with 2 persons aboard taking water 6mls ESE of Exmouth. Launch paged at 15:28 by mechanic who heard Mayday on VHF. 13-03 underway at 15:46, on scene at 16:05 by which time vessel had controlled the leak and was heading for Torbay. 13-03 accompanied Speculator towards Torbay.

28/01/2021 – 15:28

15:17 Tasking request from Solent CG. Dog reported stuck in the mud approx. 500m west of Halsdon Farm, Exe estuary. Concern that owner may try to retrieve dog thereby placing themselves at risk. CG mobile on scene and requested ILB as access easier / safer from the river. 15:20 ILB launch authorised and paged. 15:28 ILB launch from Exmouth Marina. Note: ILB suffered gearbox failure so crew transferred to ALB boarding boat. (Conditions calm, incident in estuary approx. 1.5 miles from launch site) 15:38. On scene and dog recovered into ILB



15:45 ILB return Exmouth marina dog reunited with owners 15:55. ILB crew reported gearbox failure. Solent CG advised ILB off service pending replacement engine. ALB on service and in event of an in-estuary, shallow water, immediate risk to life incident boarding boat available for service with ALB as back up. Duty coxswain advised Teignmouth station ILB off service.



31/01/2021 – 15:58

Requested to launch D class to 3 kite surfers reported in need of help. D class launched but was stood down as another boat had already assisted, ILB returned to station.

02/02/2021 – 22:43

Tasking request received to support Coastguard team dealing with a person threatening to jump off the cliffs at Brandy Head, just to the East of Budleigh Salterton at 22:43 on 2/2/21. Lifeboat 13-03 requested to be at Immediate Readiness. At 23:30, lifeboat 13-03 requested to proceed to Budleigh Salterton where they

awaited further instruction. The person was removed from danger and the lifeboat was stood down returning to the mooring at 01:04. The boat was read for service and crew back at the station at 01:30.

04/02/2021 – 04:56

Despondent female (same as on the previous two nights) threatening to enter the sea from somewhere along Exmouth Esplanade. Police requested shoreline search. Launch cancelled by Coastguard.

07/02/2021 – 21:05

The Coastguard requested the ILB to be launched after two reports of an orange flare being seen. The first report was a 999 call (20:19) from a house in Dawlish sighting the flare over the mouth of the river and the second was

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received (20:26) from the cruise ship Arcadia anchored in the bay. With a sighting at Orcombe Pt. The ILB was launched and commenced a search of this area. The crew of the ILB then requested that the ALB assist with the search because of the conditions and the large area involved. Arcadia assisted with its radar to good effect looking for small boat but none were seen. Both lifeboats made a thorough search and nothing was found.

09/02/2021 – 17:22

Person ashore on cycle track at Lypstone spotted a yellow kayak 8 to 10 feet long drifting down river. CG requested ILB to investigate. Coastguard stood down the ILB before reaching scene at 18:22.

12/02/2021 – 08:00

Tasking request received 07:37. Coastguard advised reported yacht aground between Cockwood and Starcross and possibly dismasted. Call from member of public on Port Road Exmouth. Discussion between DLA and Coxswain agreed ILB appropriate asset to investigate. ILB launch alert issued 07:47, ILB launched 08:00 and on station 08:12. Vessel reported as a 24/26-foot yacht, name not visible. No persons identified on board. Vessel tied up to wall north of Cockwood harbour with anchor chain visible. Reported to Coastguard and returned to marina.



16/02/2021 – 17:23

Member of the public came into the boathouse concerned that persons might be trapped by the incoming tide between Straight Point and Sandy Bay. They spoke to one of our lifeboat crew who immediately contacted the DLA. Agreed to launch the ILB. It was late afternoon with falling light. DLA agreed to contact the coastguard to inform them of the situation and authorised the ILB launch. Later CG confirmed that the person was now ashore and out of immediate danger. Once on scene the ILB crew gave advice to the person concerned and others in the vicinity.

26/02/2021 - 18:15

18:07 Tasking Request from Coastguard. Member of the public had reported single person cut off by incoming tide at Orcombe point. Believed casualty had been in the water but had now gained the foot of the cliff. At 18:08 authorised immediate launch of ILB. 18:15 ILB Launch, 18:20 on scene and casualty recovered to the ILB. 18:25 ILB returned to boathouse, 18:30 ILB ready for further service.

28/02/2021 - 10:40

Coastguard requested ALB tasking for two paddleboarders reported drifting near No. 5 buoy in the Exe estuary. Decision was to launch ILB and keep ALB on standby. ILB intercepted paddleboarders (2) in vicinity of safe water mark. Deflated paddleboards and transported boards and riders to shore safely. Boarders wearing wetsuits but not lifejackets, cold and unable to paddle ashore against tide.

14/03/2021 – 21:30

At about 21:30 on 14th March while walking on the seafront a crew member noticed a young man in the water. The crew member turned back and made conversation with him and encouraged him ashore. The crewman moved slowly further up the beach to his pile of clothes and the casualty followed him in conversation, very cold and wet.

At this point the crewman told the casualty that he was an RNLI crewman and suggested that they walk to the station, to get him warm and dry. At the station he was cared for, loaned a pair of trousers and given a drink. He was given two phone numbers of support groups.

His details were taken and contact made with his household before walking him back to his car. Later that night he was texted to confirm he got home safely. The police were contacted via 101 to confirm that he was not a missing person.

19/03/2021 - 03:20

Coastguard requested tasking 02:48. Requested launch of ILB to report of small yacht aground in River Exe mouth c.500m SE Dawlish Warren spit. Reported one person standing in water without lifejacket. Launch request accepted 02:51 and ALB to standby at 03:05. ILB crew requested ALB launch 03:14 to assist with potential casualties. Reported 6 on board vessel, 18/20-foot yacht. Crew on board vessel in party mode, seemingly intoxicated but not requiring assistance. Left vessel to refloat on rising tide and returned boats to base at 04:20.

19/03/2021 - 05:55

From prior callout grounded vessel with six (6) on board observed by RNLI crew from lifeboat station. Vessel re-floated on tide then re-grounded by vessel crew previously identified as intoxicated. Coastguard advised vessel could be towed at RNLI discretion and would be met by Police and Coastguard mobile unit. DLA authorised launch at 05:52. ILB launched 05:55. Vessel towed to Exmouth Marina and met by Police & Coastguard. Returned to station 06:45, completed 07:00.



21/03/2021 - 17:57

Jet ski taking water at end of Pole Sands, one male, no lifejacket but has VHF. ILB launched, proceeded to casualty and took in tow to Mamhead Slipway.



27/03/2021 - 17:57

Coastguard called by member of public who had observed a windsurfer in difficulty in the Exe Estuary at a Midway point between Halsdon Farm and the River Exe Cafe. Page received at 18:14, DLA called Coastguard for details and then requested immediate launch of the ILB. Casualty was located and recovered, along with his father who had attempted to help. Casualty was recovered to Imperial slipway and then ILB returned to station.

30/03/2021 – 14:35

Coastguard paged tasking request 14:22 for ILB launch. Two paddleboarders reported struggling in water at Exe estuary mouth opposite Bumble & Sea café. ILB launched at 14:35 to rescue individuals. One paddleboard inside sand bar one outside at Orcombe Pt, unable to progress against tide and exhausted One towed in by kayaker and second rescued by ILB, returned to beach 14:50. Beach rescue boat also attended but no engagement. Boat returned 15:15.

14/04/2021 – 08:59

ILB was tasked by H.M. Coastguard to a report of a female kayaker who had capsized and was in the water in the River Exe off Lymptone Manor. The lifeboat launched immediately and was able to quickly locate the casualty who was quickly taken aboard the lifeboat and taken to the safety of shore where the lifeboat crew were met by Exmouth Coastguard Rescue Team and the casualty given urgent first aid treatment. On the arrival of a requested ambulance the inshore lifeboat returned to Station.

15/04/2021 – 11:38

ILB was launched having been tasked by H.M. Coastguard to a report of a kite surfer struggling and apparently in difficulty. He was sighted between Sandy Bay and Budleigh Beach. The lifesavers immediately commenced a search of the area surrounding the last sighting but were stood down at 12.28pm when it was established by the Coastguard that the casualty had apparently self-recovered and was safe and well.

RAMP ISSUES



A year ago, we were just beginning to suffer with the level of sand dropping below the end of the ramp. For some time, we were able to keep going by occasionally back filling the small fall off at the end of the ramp. As many of you will have now seen, the drop off is over a metre and rendered the ramp unusable. When the station was built, the sand levels presented no cause for concern and to build the ramp into the bedrock at that time would have been a major, disruptive, and hugely expensive project. The length and depth the ramp was dug into the beach was calculated to be more than adequate for the typical rise and fall of the beach levels. The recent

unprecedented sand movement within the Exe Estuary has made clear the requirement to investigate altering the ramp.

The level of recent sand loss along Exmouth Beach is far greater than the usual rise and fall through the seasons. Many of the structures along the seafront are being undermined, including other ramps onto the beach. No one foresaw the drop in the beach levels that is now occurring.

Extensive ground investigations have now been carried out as the tidal state and tide times allowed. From these investigations, a scope of the project and design work required to return the all-weather lifeboat to the station is now agreed. This will include extending the ramp to bedrock, to minimise any future scouring should beach



movement continue. Approvals are in place, and the expectation is that within 1 year the ramp will again be usable.

As part of our planning there will be continuous monitoring and reviews of the situation as the beach level changes in the future.

BOAT MAINTENANCE

We had for some time been using a relief ILB, and with the difficulties that lockdowns created the return of our ILB – D 805 – George Bearman 2 was taking some time. We are very pleased to say that she returned to us last January and has been put to good use so far this year.

Our Shannon Class lifeboat 13-03 is positioned on a mooring just off from the marina entrance. We use a boarding boat to get to her. And regularly recover onto the tractor and carriage (SLARS) so as to ensure the hull is kept completely free of weed, and to maintain the skills of our dedicated shore crew team.

ONGOING ACTIVITY IN OUR COVID ENVIRONMENT



Our crews have continued to operate within the guidelines set out by the RNLI with regards to providing the same lifesaving service but protecting themselves from Covid. We have got used to all the new ways of going about our normal business, and thankfully we have had no significant problems within the station. A small number of our team have fallen ill briefly over the year, and stayed away from the station, but this never created any significant impact on our operations.

We look forward carefully with opportunities to relax some of the restrictions placed. Not least the lockdown

periods stopped all training and exercising on the boats, with continuing training delivered via online means. In the last month we have been able to get afloat for exercises and training and this has been very welcome.

Despite continuing to be one of the busiest stations we specifically needed to develop some crew. We have taken on 3 new recruits (details elsewhere) and looked to develop 3 of our much more experienced crew to a deputy mechanics role. This includes Dave Preece, James Searle, and Guy Munnings. They have put a lot of effort into understanding the intricacies of our boats and will soon be fully fledged deputy mechanics for Exmouth Lifeboat Station – Congratulations to them.

FIRST AID

On many occasions on a shout, we need to come into close contact with the casualties. This has presented lots of challenges. The RNLI have provided detailed updates on how to deal with all aspects of casualty care and this continues to be developed and updated. Many updates on how to operate in this environment have been communicated with our crew throughout this period. Recently all our casualty carers underwent 3 days of training to ensure they were still up to speed with the latest techniques and information. They are all successfully revalidated as casualty carers – a recognised next step beyond first aid.

TOWING

Our lifeboats are often required to tow a stricken vessel back to port. The RNLI are always mindful that new techniques and equipment can make significant safety improvements to this activity. When towing vessels considerably heavier than the lifeboat, in big swells, there can be some considerable danger. Recently the latest types of tow rope, and extensive training for all our crew, was brought to Exmouth.

LIFEGUARD SERVICE

The Exmouth Lifeguard service is again going to be amongst the first to become operational again. The Easter weekend will see the start of their duties covering the beach near to the lifeboat station. In effect they are offering a 25 day increase in provision beyond the 100 days of cover originally planned for Exmouth in 2021. This is of course dependent upon government restrictions and may be subject to change.

LIFEBOAT EXERCISES RESUMING

Exmouth has as usual been one of the busiest stations around the coast. As a result, the skills fade that might be expected from not having a continuous training regime has not been as great a concern for us here. However, at some point the RNLI need to allow exercises to resume. Rather than just switch it all back on, which could result in some mistakes happening resulting in the potential for lifeboats then being put off service temporarily. A decision was made to phase in the exercising gradually. A process of stations applying for specific exercising opportunities has now started and a gradual process of getting back to the original regular exercises is underway.

PERSONNEL CHANGES

Since Xmas we have taken on 3 new crew to complement our team and bring in fresh blood as we all get a little older.

Ed Thomas – Has lots of boating experience already and runs a second-hand car dealership.

Geoff Mills – Again has significant existing boating experience and is a director for EDF Energy.

Nick Wright – He is a local property developer and landlord, and as such he is likely to be available for shouts most of the time.

All three are already making significant strides into the extensive training programmes and are fitting in well with the rest of the team.

RNLI FUNDRAISING

Dear friends,

It has been a very long and difficult 12 months for so many people but I can at last see buds bursting with the green that heralds Spring, warmer days, and the chance to get out and about and socialise with people again.

In common with other charities and businesses, the RNLI's income has been significantly reduced and we can only expect a gradual recovery as the rest of the year unwinds. It is by no means certain that recovery from the pandemic will be smooth but as volunteers we should prepare for the best: we have seen what the worst can do and have weathered it.

As you will know, the crews were exceptionally busy during 2020 but our local income was only about 30% of the 2019 level. It looks as though the crews will again be busy this year - there have already been several shouts. We need to re-fill the coffers again as quickly as possible.

Our Shop and Visits teams are raring to get going again. Exmouth shop is consistently one of the top earners nationally and during the brief relaxation of lockdown last Autumn the team achieved amazing levels of sales. However, we have lost a lot of volunteers from the shop so please spread the word so that we can get it fully staffed again.

A lot will rest on the efforts of the Fundraising and Events teams. Some opportunities have already been lost in the early part of 2021, so the teams are heavily focused on what can be done in the rest of the year.

As ever, your support and help is vitally important to us and is really appreciated so thank you in advance for whatever you can do to help during the months ahead.

Most of all, stay safe.

Best Wishes,

Simon Davidson
Chairman, Exmouth Lifeboat Operations

EXMOUTH LIFEBOAT SHOP

We have a new Shop manager, Dave Britten, who starts officially from 12 April. Pat is finally handing over the reins after 6 years, although staying on as a regular shop volunteer, and helping Dave until finds his feet.

Welcoming 4 other new shop Volunteers:

Jill Gathercole,

Nina Cartwright,

Jan Russell and

Jane Walter.

Sadly, several shop volunteers have decided for various reasons to retire from Volunteering in the shop: Pat Brenton, Ella German, Barbara Davies, Nancy Thompson, Mavis Prideaux, Trevor Thompson, Richard Price. We are hoping that when permitted, we can celebrate their time Volunteering in the shop all together.

The Shop reopened on Monday 12 April. Opening hours will be 11am-3pm weekdays and 10am - 5pm Weekends. Weekday opening hours will be reviewed towards the end of May when we are expecting most Volunteers who have had their second Covid jabs to return.

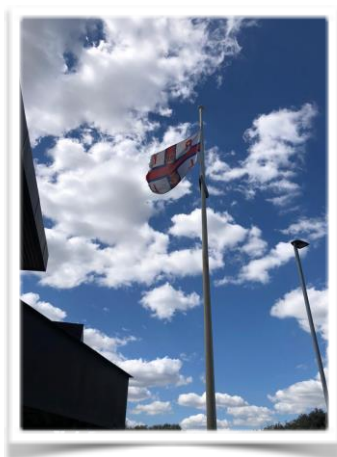
Hopefully, we will remain open and not have to close again!

EXMOUTH VISITS TEAM

With the Government's roadmap issued, the Visits Team are looking forward to getting back to talking to the public. Current plans have our limited style of tours starting on the 12th of April, alongside the shop reopening. In order to protect the health of the crew (and maintain social distancing with the public), guides will stand outside the open boathouse doors in a chained off area.

When approved, we are very keen to get back to normal tours. In either scenario safety messaging is an important ingredient, "trying to save lives one conversation at a time".

OBITUARIES



BRIAN CHARLES HARDIMAN – 1935-2020

Brian and I joined the Exmouth Lifeboat crew in 1970 with about 10 others.

We trained evenings and weekends for a couple of weeks and we then drew up a rota whereby 2 crew stayed in the boathouse Saturday and Sundays waiting for the phone to ring.

We both had a similar sense of humour and many laughs and pints together.

I can recall two shouts we did together. Brian was in my workshop one day when the phone went for the ILB. I told the Hon.Sec that Brian was with me and away we went to the boathouse. I must say at this point Brian was in his working attire which was a smart suit, with shirt and tie. We launched to two canoes on the Pole Sands, after a short search in choppy conditions I saw two canoes being carried up the beach towards the Clock Tower. On beaching the ILB I found these were the two we were looking for. On returning to the boathouse, we both fell about laughing, Brian was thoroughly drenched with his suit etc, stuck to him.

The second occasion was a call to two people cut off near Brandy Head. The City of Birmingham towed the ILB (minus engine). The plan was to anchor and Brian and I to row ashore, this we tried but the weather was so bad the coastguard told us to just stand by, which we did. After about half an hour or so the coastguard escorted them to safety along the beach and we were pulled back to the Solent by veering line and then returned to Station.

Brian and I and our wives were friends for over 50 years, travelling together in this Country and abroad. It is a pleasure to have travelled and crewed together, many thanks Brian.

RON LAVIS – 1933-2021

I lived 4 doors away in Camperdown Terrace, so he has been a friend all my life. In 1961 I joined the new lifeboat in Exmouth under Tom Litton as our coxswain. In 1966 our station received one of the first ILB's in the country. Ron soon joined us as crew on this new boat.

Ron learned his trade as a boat builder from his father Harry Lavis, who had sheds on both sides of Camperdown Terrace. I remember the lane in the 40's and 50's seeing many bigger boats built in the lower shed including the 50 foot "Yo Ho" motor cruiser. Harry also designed and built the Starcross Ferry "Orcombe" which is used today and is probably 70 years old.

In the 50's he completed his national service for the RAF in Falmouth and towards the end of the 50's he married Edna who came from a village near Honiton. They met when Edna was the maid for Howard and Betty Williams.

Ron, a tough rugby player also sailed in the National 12's at Exe Sailing Club in a boat built by George Lavis (his grandfather).

In 1960 he became an active member of the Exe Sailing Club management committee, becoming commodore in the 1980's. He has been a good friend with an unusual sense of humour, and we will miss him a lot.

Spud Rowsell

TIM MOCK – 1959-2021

Exmouth RNLI crew and volunteers were saddened to learn of the death of former Lifeboat Coxswain Mechanic, Tim Mock on 10th April 2021, after a short illness.

Tim served for 34 years, joining as a crew volunteer in April 1980 aged 21 before becoming Boats Mechanic just three years later in 1983, a post he excelled at for 30 years.

From 1998 he became the town's RNLI Coxswain / Mechanic, a position he held with great distinction before finally hanging up his pager and returning his keys to the lifeboat station on Christmas Day 2013, officially retiring in February 2014.



During his service he experienced an impressive 14 different lifeboat classes, worked under 15 RNLI Inspectors and was Coxswain of both the Exmouth RNLI Trent Class Lifeboat 14-12 Forward Birmingham and later Mersey Class Lifeboat 12-21 Margaret Jean, saving thousands of lives in the course of a quite incredible career of dedication, bravery, leadership and astute seamanship.

As well as numerous RNLI awards during his career, including a prestigious RNLI Certificate of Service, his remarkable hard work with the local lifesaving charity was met with several community awards. Upon his retirement in 2013 he received an Honorary Membership of the Exe Sailing Club, and in 2014 the Rotary Club Citizen of the Year Award, Radio Exe 'Pride of Devon Lifetime Achievement' Award as well as the Exmouth Town Council Town Shield marking "The Town Council's gratitude for his many years of service on behalf of the town."

George Rawlinson, former RNLI Operations and Safety Director and current volunteer chair of the UK's National Water Safety Forum said, "So sad to hear about Tim. A fine man and coxswain, and committed to the Exmouth lifeboat station and RNLI. I spent a lot of time with him when I was Inspector of lifeboats working through the challenges of operating from the lock site with the Trent on the mooring and the ILB down the road. My condolences to Henry and all the family, we will miss him and remember fondly his inspirational character."

Andrew Woods, Operations Manager at the RNLI, said "So sorry to hear about the loss of Tim. An absolute stalwart in Exmouth RNLI history. I have very fond memories of working with him and enjoying a pint after. Lovely man and surely missed by all that knew him."

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Volunteer RNLI Crew and Inshore Lifeboat Helm, David Preece recalls, “I’d go anywhere in any conditions with Tim at the helm and his passion and professionalism is why we still have a Shannon lifeboat at Exmouth. Exmouth and the RNLI owe him a debt of gratitude.”

Exmouth RNLI Lifeboat Operations Manager, Ian Taylor said, “Tim was always the archetypal lifeboatman to me, not only strong and calm whatever the situation, but he also looked like a lifeboatman. He didn’t need to wear a “Stormy Stan” outfit to give you the reassurance that this was someone you could rely on. To me he was a larger-than-life character you were glad to know and proud to serve under.”

Exmouth RNLI Coxswain, Steve Hockings-Thompson, said, “It was an honour to take over as Coxswain when Tim retired. He was always there for advice and guidance which was a great help.”

Volunteer RNLI Crew, Inshore Lifeboat Helm and Navigator, Guy Munnings, said of Tim “I am fortunate enough to have served under Tim on many shouts in all sorts of weather always with full confidence that we would return safely. Whether we were crossing the bar at Salcombe in a Force 9 and the boat touching bottom or taking a large wave over the USP, Tim would take these things with his usual calmness and would just give a sly smile and a raised eyebrow. He never demanded respect, he earned it through his knowledge and seamanship. He was always calm, never raised his voice in anger and used to teach with a combination of wit and sarcasm. He was a huge asset to Exmouth, Exmouth lifeboat station and to the RNLI. He will be sorely missed and I will always remember him with fondness, admiration and respect.”



Exmouth RNLI Crew hold a minute's silence in memory of Tim on Sunday 11 April 2021