

Challenges afloat for the Dart RNLI Crew



Awaiting the start of the Great River Race



Pete Callis on Fai Tira at Vulcano Island

Photo by RNLI

Photo by Becky Callis

“I know! We could row a vintage lifeboat in the Great River Race”

This is an extract from Jim Brent's excellent and amusing description of the events surrounding the Great River Race. To see his full article please look at the Dart lifeboat website under News.

Thinking it through: The Great River race on the Thames took place on 17 September and was a magnificent achievement by ten of the Dart lifeboat crew. The row raised £3000 in sponsorship.

This is the story of what happened behind the scenes.

Initially the *Ryder* Trust, based in Polperro in Cornwall, had to agree to let the crew use their restored 109 year old ex Looe lifeboat in the race from Millwall to Richmond on Thames. Sea tows in and out of Polperro, craning in and out at Plymouth and launching and recovery in London all had to be arranged. Jim Brent took to the task “like a duck (albeit a large one) to water”. Initially there were problems with insurance which Rob Clements, LOM, sorted out.

Due to severe weather conditions forecasted for the date of the planned tow from Polperro to Plymouth Owen Mallia, DLA, having flown back from Spain that morning, stepped into the breach and he and Jim collected the *Ryder* in very foggy conditions a week earlier than planned.

As Jim, carrying four large bags of vintage lifejackets, left Owen on the quay, he said, “Thanks bud. Great job.” As Jim walked home, he thought *Ryder* was now safe.

Continued on page 4



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Launches since June 2011

No.	Date	Assisted	Location / Search area.	Description
121	04/08/11 Thursday 10:00	1 adult	Dartmouth harbour	A lady on a 60ft. sailing barge had slipped on the wet deck and fallen, injuring her back and head. The Coast Guard tasked the inshore lifeboat to transfer the duty Ambulance Paramedic, who was also a member of the Dart RNLI lifeboat crew, to the scene. The casualty was given pain relief, immobilised and transferred by stretcher to an Ambulance at the Higher Ferry slip on the Kingswear side. Edited helmet cam footage of this rescue can be seen using the link from the launch on the local station web site and on the YouTube link below
122	08/08/11 Monday 14:55	1 adult	Castle Cove River Dart Estuary	A holiday maker collapsed, on Castle Cove at the mouth of the Dart. A Paramedic was called and asked the Coastguard to arrange her evacuation using the lifeboat. She was taken by stretcher, accompanied by the Paramedic, to an Ambulance waiting at the Higher Ferry slipway.
125	16/08/11 Tuesday 02:52	1 adult	Galmpton creek River Dart	The Police requested, via the Coast Guard, that the Inshore Lifeboat crew launch to assist them in searching for a man in his 20's who had evaded them and was possibly at risk, by having jumped into Galmpton Creek. He was located by the crew and a Police dog handler on the foreshore near Sandyridge Boat House. The lifeboat conveyed two Police officers to the scene and then they and the suspect were transported back to Dartside Quay where the casualty was treated by Paramedics for injuries to his legs.
129	24/08/11 Wednesday 12:08	1 adult	Higher Ferry crossing. Dartmouth harbour	A gentleman was seen to get in the river on the Dartmouth side, fully clothed, with the intention of swimming to the Noss Marina in total darkness. The lifeboat crew was alerted and retrieved him within eight minutes of the pagers sounding. He was brought back to the Higher Ferry slip on the Dartmouth side and taken into the care of the Police. This rescue has been recorded as a life saved.
131	27/08/11 Saturday 13:07	2 adults	Dartmouth harbour	<p>Having just completed an Air Sea Rescue demonstration with an RN Sea King helicopter from Culdrose the Dart inshore lifeboat was, with others, recovering members of the Black Knight Army Parachute team from the river during Dartmouth Regatta.</p> <p>During this they were tasked by the Coast Guard to two incidents. The first involved a casualty who was being brought to the Town Quay by a race safety RIB. The disabled casualty, strapped in his wheelchair, had been under a Sailability Hawk dinghy for 5 minutes after it had capsized whilst racing. The lifeboat crew was joined by RNLI lifeguards who had been on duty at the Lifeboat station and provided First Aid and Oxygen. The casualty was transferred to hospital by Air Ambulance.</p> <p>The second casualty had been knocked overboard and received a head injury from the boom off Blackpool Sands during a race. The yacht recovered him unaided. The lifeboat crew boarded the yacht to administer First Aid as the yacht returned to harbour. Again the Life Guards assisted with First Aid once the yacht had berthed at Town Quay. The patient was subsequently air lifted by RN Sea King.</p>
133	10/09/11 Saturday 04:18	2 adults	Dartmouth harbour	<p>The 50ft Dart Princess from Paignton was seen to be drifting in mid stream, with two people on board. The inshore lifeboat was launched to investigate and was asked to transfer two policemen onto the vessel.</p> <p>The two people on board were uncooperative and lifeboat helmsman, Kevin Murphy, decided for safety reasons to stand off. A flooding tide and gusting winds meant that the vessel was in danger of colliding with moored boats and other obstacles and the lifeboat nudged and maneuvered the casualty through the Kingswear trots and further upstream.</p> <p>The Torbay RNLI All Weather Lifeboat had been launched to assist, arriving at 5.20am with two more policemen and went alongside the vessel and moved her back to Kingswear Quay.</p>
134	01/10/11 Saturday 09:02	1 adult	The Mews-tone Dart Estuary	A MayDay call was received from the sea angling boat, Sea Jay, who had seen a ketch drifting 20 feet from the Mewstone with no one visibly on board. The Sea Jay towed the ketch, Sea Brigand, out of danger and then handed over her care to the inshore lifeboat crew. The Canadian sailor on the Sea Brigand had earlier gone below and fallen asleep after sailing single handedly for 15 days from Gibraltar. A crewman was put on board and assisted him in making his way to a visitor's berth at Dart Haven.

A fuller account of these launches, with photographs taken during rescues 122,131 and 133, as well as those launches not mentioned above, can be found on the Dart RNLI station web site whose address is at the foot of the page.

Around the world with Fai Tira

Pete Callis and John Hazel were next-door neighbours in Dartmouth and discovered that they each had an ambition to sail around the world. Pete was working as a senior BT project manager and decided to retire early to achieve this. He was also a volunteer with the Dart lifeboat on the launch crew and had designed the first Dart lifeboat webpage. John had retired from his job as a Sales Director with a Double Glazing firm.

Together they bought Fai Tira, a Bruce Roberts Norfolk 43 foot steel cutter built in 1996, and joined the 18 other yacht's in the 2009-2011 Blue Water Rally. The name Fai Tira is Provence slang for "just go for it!"

They were escorted out of Dartmouth on the 16th of August 2009, accompanied by the RNLI inshore lifeboat and a crowd of family and other well-wishers, and sailed to join the other yachts for the official start of the rally in Gibraltar on 25th October. The Blue Water Rally supported the participants at twenty different venues around the world over the next two years and crews soon got to know each other well. Fai Tira proudly flew the RNLI flag at every overnight stop, as well as the Devon flag.

Their first ocean passage was from the Canaries to Antigua. They visited St. Vincent and the Grenadines before sailing along the north coast of Venezuela.

Eventually on the 8th February 2010 they reached the Panama Canal. The yachts rafted up in groups of three to travel through the six locks and each yacht had to have a pilot for the two day passage, with an overnight stop moored in Gatun Lake. They were dwarfed by

the giant tankers and containerships that barely fitted within the walls of the locks. Once under the Bridge of the Americas they were into the Pacific en route to one of the main highlights of the voyage – the Galapagos Islands. Peter and John spent five days with 18 others from the rally on a cruise round the islands

on the MV Daphne. Their blog (<http://blog.mailasail.com/fai.tira>) is packed with excellent photos including many taken underwater. Pete wrote, "No matter how much we'd read, we were never going to be prepared for the abundance of wild life with an apparent total acceptance of human beings, at a level almost verging on that of contempt. There were many sightings that were outside our normal level of expectations, the Blue footed Boobies diving for their dinner in such numbers being just one of them. We then went for a snorkel and managed to see Eagle Rays, Turtles, Puffer Fish and a large shoal of Surgeon fish". (See blog dated 22/3/09)

Once they left the Galapagos Islands they had a 2300m voyage to the Marquesas in French Polynesia. They did not see another boat, ship or aircraft for twenty four days.



Fishmarket on the Galapagos

Photo by Pete Callis

fraught with danger. Most of the yachts travelled together and took the long route to the north, sailing close to the shoreline. One hundred miles behind them, in open water, the SV Quest was boarded by 19 Somali pirates. After three days the four American sailors on board were murdered. Jean and Scot Adam, the owners of the Quest, had offered a passage to Crete to Phyllis Macay and Bob Riggle. Pete wrote in his blog dated 23/2/11, "The details provided by the US forces are sketchy and most likely incomplete. It seems that the hostages may have been caught in the crossfire of a rescue attempt, or been victims of a vendetta amongst the arguing pirates on board. At this moment, all else feels of little consequence. My brain finds it almost impossible to accept that our fellow travellers are no longer with us, and my mind refuses to dismiss the ingrained images of Phyllis and Bob, who were very close friends."

Fai Tira remained with the other yachts in Salalah in Oman for three months, waiting for a chartered ship to take the 20 yachts on board and to carry them safely through the Red Sea to Marmaris in Turkey. From there they sailed back to Gibraltar, arriving on the 22nd of August 2011 and found that they were the first to arrive. They had completed their circumnavigation of 33,000m in just under twenty two months. ●

Footnote; Fai Tira, having crossed the Atlantic four times with previous owners and been on two Blue Water Rallies, is now up for sale. For details please contact Pete Callis pete.callis53@googlemail.com



Photo by Pete Callis

Snorkelling on Bora Bora in French Polynesia



Jim Brent is one of the tractor drivers for the launch crew. He is the publican of the Ship in Dock Inn and groundsman for the cricket league in Coronation Park.

There shouldn't be any more problems getting her to the start line in London.

However the organisers sent an e-mail changing the launching arrangements and told Jim to take the *Ryder* directly to the Millwall slipway, where she could be launched for her early start. Jim reminded them that the truck was 65 feet long and *Ryder* was 38 feet long and weighed 4 tons. The reply said, "Thanks for the warning. Duly noted."

The crane: When Jim arrived at the slipway, which was 60 yards wide and 120 yards to the water's edge there was no sign of a crane. "Where's the crane?" he asked the lady in charge. "Over the other side of the river," she said, pointing at a Marina half a mile away across the water. "Well how do you expect to get her in the water?" Jim asked. She replied, "I thought I'd get one or two to help and we could man handle her in." Jim just stared for a few seconds and then turned and walked away. Linda, his wife, desperately hoped the woman couldn't hear what Jim was whispering to himself.

This was all becoming very stressy. About five minutes later, the truck driver rang. "I got to the bottom of the M11 and the police pulled me over to check the truck and the boat. They thought I'd nicked it!" Jim explained the problem to him and they discussed where he might be able to cross the river to get to the crane. He was too heavy for the bridges and too high for one tunnel. Also, if he came into town, he would have to pay a £400 congestion charge. They agreed on the Blackwall tunnel. The truck set off for the alternative route and Jim and Linda got a cab through the Rotherhithe tunnel to the South Dock Marina in Bermondsey.

The Met gives a hand: Jim's phone rang, it was the truck driver. "I've managed to get through the Blackwall tunnel into Greenwich and I was hoping to be with you in about 10 minutes, but I've come

to a sign saying any vehicles over seven tons must turn around. I'm on the one way system and I'm too long to get around where the sign is telling me to turn and I can't back up, so basically I'm stuck." Jim felt sick. "Right, just stay there." Jim turned and dialled his mobile. "Is that the Metropolitan Police? Great. I'm hoping you can help an RNLI lifeboat crew with a big problem." Ten minutes later Jim's mobile rang. "Hello, are you the bloke with the huge lifeboat stuck in Greenwich?" "Yes, are you with it?" asked Jim. "No but I can see it on my screens, parked on a red route, in a one way system, in the middle of rush hour, on a Friday night. Nice one!" the officer said with a slight chuckle. Jim knew he was 'on side'. Look, I'm going to send a unit down. I can't promise anything, but I'll do my best." It was now 7.00pm and Jim knew he was pushing his luck with the Marina staff. The police in Greenwich were fantastic and they sent two units. One stayed with the truck and the other stopped the one way system 600 yards before the truck. They

then supervised the truck as it reversed out of the one way system. Whilst this was happening the staff in the control room contacted the traffic division and they planned a route the truck could navigate and arranged an escort. At 7.25pm, a 65 ft truck turned into the Marina, Jim whispered, "You beauty!"

The lift: The light was now starting to fade and the crane driver told Jim that once it was dark he couldn't lift *Ryder* in. The activity to release her from her retaining straps was now frantic. As they tried to slide the front strops under the boat they realised these were thicker than the ones used in Plymouth and they couldn't get them under. They tried ramming them, hammering them and sheer brute force, but they wouldn't go. A Great River Race official suggested an alternative. "I've arranged for *Ryder* to go to Twickenham on the truck, where she can be a static display in the car park and perhaps you could hand out a few leaflets to people." "Hey listen," said Jim, "We've been planning the trip for months. The effort in getting her here has been enormous. I've got four crew in Twickenham, one on the way from Bedfordshire and five more leaving Devon before dawn, coupled with which hundreds of sponsors who are banking on us. Trust me. This boat is going in the water." Jim turned and quickly walked away. Linda was 50 yards away as she turned to look at him. At first she thought he was swearing but when he started kicking the capstans she was in no doubt. Jim and Graham, the truck driver, set about flattening the strops to get them under the boat and eventually they did. It was now dark, but the crane driver seemed as intent on getting *Ryder* in the water as Jim, Graham and Linda. Ten



Graham takes a break on the M5 on the way to London

Photo by John Fenton



Cartoon by James Fenton

"I know I left it here" said Kevin

minutes later Jim was on board paddling her to the berth in the Marina where she would spend the night.

Losing Ryder: The crane driver explained, "We can only let you out of the Marina at high water. The dock gates will be closed tomorrow morning at 7.00am." The River Race spokesman said his men could not start work until seven. "They start at seven and that's it." Linda could sense Jim was about to start whispering again. Jim called a member of the crew, Kevin John, and asked him if he could sort this one. Kev spoke to the RNLI crew at Westminster who put him onto a mate of theirs on the PLA (Port of London Authority). He agreed to tow the boat out, under Kev's supervision, at 6.30am. Kev drove down the next morning and was at the Marina when the PLA boat came through the dock gates. The crane driver had also come in early. They took *Ryder* under tow and as they went through the lock gates the Great River Race tow boat was waiting to come in. They had started early! *Ryder* was tied up to a PLA barge close to the race start and Kev drove to the campsite at Twickenham to join the crew who had camped and those who had just driven up from Devon.

As they arrived in the sunshine at the Millwall dock the slipway was packed with probably 1000 rowers all trying to get into their boats or get their boats on to the water. The crew had to get *Ryder* from the barge where she had been moored, so Jim took five oarsmen and they commandeered a River Race dory. They travelled to where Kev told them he had left *Ryder* tied to the river side of the barge, but as they approached they could see she was not there. They asked if she had been moved, but were told, "No". Jim was worried they

might miss the start, but he was more concerned about the fate of the *Ryder*.

Someone had seen a solitary lifeboat going down the river half an hour before. They set off downstream. Then one of the crew spoke out, "Hang on! How can the boat be floating downstream when the tide's coming in?" Just then Kev spotted the PLA launch that had towed her. The skipper explained, "Yeah, she's still on the barge where we left her. When the tide went out the barge ran aground and when she re-floated she turned with the tide, so your boat's now on the other side!" Kev thanked him and they went back to the barge and there was *Ryder*! The dory brought the rest of the crew out and, with 10 oars in the water, *Ryder* looked fabulous.

The Race: Whilst waiting for the start the crew donned the Kapok replica lifejackets and the woollen hats that were very similar to those worn by the *Ryder*'s crew when she was in service in the

1920's. On every bridge there were people applauding and cheering, but the biggest cheers of all were for the Dart Lifeboat crew and *Ryder*. Then the sunshine started to disappear and dark grey clouds gathered. Just after Waterloo Bridge it started to rain and by the time *Ryder* had reached Westminster Bridge it was very heavy, but it was between Chelsea and Albert Bridges that the heavens delivered their worst. There was a mixture of hail and sleet, which, coupled with the wind, left the crew very wet and cold. However by the time they had passed Wandsworth Bridge the rain had stopped and the wind had lessened. Because of the weather Jim had been purple for most of the race. That was to change at Kew Railway Bridge. Jim needed to get something from the stern locker so he set the boat towards the middle of one of the huge arches and turned to get into the locker. While he was bent down, some 'wags' in the crew thought it would be funny to scream, "Bridge, bridge, bridge!" This made Jim move faster than anyone can remember and his colour immediately changed from purple to red!

The Finish: At last, after 21 miles, they reached Richmond Bridge which was absolutely packed, as were the pubs and restaurants along the embankment. The cheer for *Ryder* was huge and provided the perfect lift for the last half mile and the cheering followed them along like a Mexican wave, only interrupted by the air horns from an RNLI collector's tent. As *Ryder* went through the finish after 3 hours and 19 minutes, the cannon exploded and so did the crowd. Jim ordered the crew to "ship oars" and the crowds along the river bank showed their appreciation for a magnificent old boat and a courageous crew. ●



Photo by Tony Chapman

Haydn Glanvill and Kevin Murphy feel the strain

A Double Act that may be hard to follow

After three years at the helm Harry Escott is stepping down as Chairman of the fundraising committee. He explained that he wishes to pursue other interests in his life. His first involvement in the sea came when he joined the Royal Navy as a National Serviceman; he remained committed to the sea and sailed as a Watch Officer with the Sail Training Association for some years. He discovered Dartmouth when he made an unplanned stop in the harbour during a rough trip down channel. A subsequent visit with his wife Jo only strengthened the 'spiritual' feeling of being 'home'. They eventually bought a sailing yacht, which they moored at the Darthaven Marina, and immersed themselves in the 'sailing scene' of Dartmouth and the Dart Yacht Club. It was at some later stage that he discovered that his maternal Grandfather, John Henry Escott, was born in the Town. Unfortunately none of the family remains living locally. He will be retiring after the AGM in March 2012.

The Souvenir Secretary, Jo Escott, has also decided to step aside at the end of this year. She has served in the position for three years and has raised the profile of the RNLI with the increased sales achieved at numerous events around the area. Before they came to Devon Jo had been secretary of the Walsall RNLI Ladies Guild and also organised their souvenir sales for over 20 years. Flag days organised by Jo were a great success as



many people in the area also owned boats, even though the North Wales coast was two hours away. On moving to Dartmouth Jo received a certificate of thanks from the RNLI for valuable support of the lifeboat service over many years. It seemed a natural progression for her to agree to take on the souvenirs once they were involved with the Dart lifeboat station. She has increased the turnover so impressively that the Dart Branch is now classified as a shop. "We may not have the building, but it means we have a much wider range of items to sell. We even have our own Dart RNLI phone pads, wallets and Christmas cards. Last year our turnover was £4000, of which 61% goes to the Dart Fundraising Branch."



When asked what his greatest achievement as Dart Fundraising Chairman was, Harry said, "It is the creating of a happier and more efficient link between the fundraising branch and the operations team. I couldn't do their job and they could not be trained and carry out their lifesaving work if the fundraising volunteers did not do their part. We need each other. We are lucky that here on the Dart the Operations team has been willing to throw their energy into events especially around the SOS day and their own fundraising efforts for the RNLI such as the Source to the Sea challenge last year and more recently The Great River Race in London. We work well together." In 2010 the Dart Fundraising branch raised £32,000 for the charity which covered the operating costs of the lifeboat. "Why did I choose the RNLI?" said Harry. "They do what it says on the tin - they save lives at sea!" ●

At the time of going to press no replacements had been found to take on the roles of Fund Raising Chairman or that of Souvenir secretary. If there is anything you can do to help please contact Harry Escott.

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National Coastwatch. Froward Point

The National Coastwatch Institute (NCI) is a volunteer charitable organization whose primary mission is to assist in the preservation of life and safety at sea and along the UK coastline. So how does it do that? Through a series of strategically placed watch stations manned by trained volunteers. We aim to have the Lookout open 365 days a year during daylight hours. Nationally we have almost 1900 trained watch keepers, plus trainees and auxiliaries working in 46 stations in England and Wales. We conducted 172,456 man hours of organized coastal surveillance. There were 1,206 incidents reported by NCI to the Search and Rescue (SAR) services in 2010 and some 40 NCI initiated lifeboat rescues. Froward Point was involved locally with Dart Lifeboat on several occasions.

The nearest to this area is Froward Point on the Kingswear side of the Dart estuary. We have a great vantage point, being able to see from the estuary southwest to Start Point and eastward to the East Blackstone rock. We are 209 feet above sea level which gives us a horizon of some 16nm on a clear day. Our task is to visually watch the shore and sea as well as keeping an eye out for coastal path walkers. We record all vessels which we can identify but try to concentrate on small vulnerable craft rather than large commercial ships. One of our problems is trying to identify small craft that do not have either a clear name which can be seen or a sail number. The identification is important. Should a vessel go missing SAR agencies need to be able to track that vessel's last known position, course and speed. Quite a lot of small vessels leaving the Dart do not let the Coast Guard know their intended movements and sometimes when they do they forget to call in when they get to their destination. They may also consider completing the Coast Guard CG Form 66 (Small Boat Safety Scheme) copies of which can be downloaded from the MCA web site.

Froward Point has achieved the status of being a Declared Facility Status which means that we are considered competent to be part of the UK's SAR service. We liaise closely with other local NCI stations (Prawle Point & Torbay to name just two) and also with Brixham Coast Guard and Dart Lifeboat. Training with Dart Lifeboat is limited as access to the RNLI private VHF channel is restricted. VHF communications between lifeboat and NCI is only available in emergency situations. Hopefully the issue can be resolved so that our volunteer watchkeepers and the Dart Lifeboat crews can practice using VHF. But without regular

training the skills required in an emergency cannot be honed. We now have 69 watchkeepers all eager and willing to play their part in this important role. ●



Bob Tozer.

Ex Naval Officer and businessman who retired to Devon four years ago. He and his wife have had a home in Torquay for 21yr. Bob is an RYA Day Skipper and this year participated fully in the Royal Dart Sailing Regatta, in a Southerly 38. He has been Station Manager for the past three years.



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Rob Clements. Mob 07917 514 948

Chairman Management Team

Robin Shiffner. Tel 01803 835853

Chairman Fundraising Team

Harry Escott. Tel 01803 834296
(until 15 March 2012)

Secretary Fundraising Team

Clare Thorp. Tel 01803 832123

Box Secretary

Gordon Pepperell. Mob 07791 448391

Treasurer Fundraising Team

Colin Myers. Tel 01803 832674

Local Membership Secretary

Bob Hattersley. Tel 01803 832182

Souvenir Secretary

Mrs. Jo Escott. Tel 01803 834296
(until 31 December 2011)

Event Liaison

Anna Perry. Tel 01803 832393

Boathouse Manager

Bob Thomas. Mob 07980 099 932

Administrator, Press Officer and Education Volunteer

Editor Dart D Tales and web site.
John Fenton Tel 01803 770761

Assistant Press Officer

Janet Hall. Tel 01803 835718

Sea Safety Officer

John Yunnie Mob 07768 007 365

Dart Lifeboat Station

Coronation Park, North Embankment,
DARTMOUTH, TQ6 9NL 01803 839224

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

**Do you have an idea for a feature
article? Got something to say? Send
your views to John Fenton using the
'Contact Us' facility on the web site.**

Details of our last 137 launches,
recent and forthcoming events, as
well as information on the new IB1
D class lifeboat, can be found on
the local RNLI web site.

SOS day Friday 27 January 2012

This year each RNLI lifeboat station has been given the challenge of raising enough money through their SOS events to equip the local lifeboat men with new lifejackets. Two brand new types of lifejacket were designed through joint collaboration between the RNLI and Crewsaver to meet the charity's current search and rescue requirements.

The new lifejackets provide greater safety for all size and shape of crew member and improves their comfort, leading to increased efficiency and effectiveness in lifesaving.

They are custom designed for the committed volunteer crews to wear and will allow them to carry out their lifesaving role safely in the maritime search and rescue environment in which they operate.

They are fitted with crotch straps, which prevent the lifejacket riding up over the wearer's head when in the water, and an integrated harness, designed to pull the lifejacket away from the neck allowing greater freedom of movement while rescuing people. There are also zipped pockets for casualty care kit,

torches, gloves or knives and a spray hood designed to protect the wearer from sea spray.

RNLI stations and their supporters are renowned in the south west for pulling out all the stops for SOS Day and Dart has always been amongst the leaders. Nationally the charity's biggest fundraising event will take place on Friday 27 January 2012 but see the Events list for activities going on here over the week. Money raised will go towards the new Lifejackets for Lifesavers campaign and present another occasion for people to support the Dart lifeboat station's fundraising efforts or to hold an event of their own. For more information or inspiration, you can visit www.rnli.org.uk/sos ●



Photo by Nigel Millard

The new inshore lifejacket

Future Events

2011

Tuesday 13 December

Choir 86 Christmas concert

Dartmouth Guildhall 7.30pm

£5 entry on the door

Mulled wine and mince pies available.

2012

Tuesday 24 January

Quiz Night

Dartmouth Arms

Teams up to 6 welcome

£2 pp to RNLI

Wednesday 25 January

Emergency services Skittles night

Dartmouth Yacht Club 7.30pm

Friday 27 January

SOS day

Bag packing at Sainsbury's

Local School events

Friday 27 January SOS day

And Saturday 28 January

Sample our Steaks 6pm-9.30pm

Ship in Dock

£5 to RNLI with each steak

Saturday 28 January

SOS Events

Dart Lifeboat Station

Thursday 15 February

Dart Fundraising Branch AGM

Dartmouth Yacht Club 7:30pm

Friday 3 August

RNLI Flag day in Dartmouth

Thursday 9 August

RNLI Fete

Royal Avenue Gardens