

# **RYA EAST NEWS**

## **MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR**

### **BETTER DEAL FOR DISABLED**

The absorption of the Sailability Foundation, fully into the RYA will bring major benefits and help to sailing clubs and training centres with disabled members.

Speaking at a conference at Royal Harwich Yacht Club, Woolverstone near Ipswich, recently, RYA Sailability national operations manager Debbie Brown said the Foundation's work would stop at the waters edge and the machinery of the RYA would take on the waterside role of training.

The Foundation would continue to operate as a separate charity and make grants from its own funds, monitor standards through a new system of self assessment, search for and train volunteers and encourage the growth of groups.

Its aim was to get more disabled people on the water, to expand the work and to help clubs and groups make

better use of their boats.

The RYA will carry out the regulatory inspections, and has introduced new on-the-water training for instructors.

Conference organiser and regional member of the RYA Council, Fiona Wylie told the audience: "We are seeking a move away from boats and equipment to more emphasis on people and volunteers. There is no formal route for disabled people to become instructors themselves. It is something which is being discussed at RYA, which recognises the need for a change of emphasis – for example, we should be implementing a course for deaf instructors next year."

Ms Wylie also warned that the Disability Discrimination Act hadn't hit most clubs yet. She added that clubs should familiarise themselves with basics of the Act before new guidelines were issued by government.



Youth Racing Manager, Steve Joel has resigned and will be leaving his post at the end of February 2004. Steve, who joined the RYA from Sport England four years ago, has overseen and implemented significant changes to the RYA's Youth and Junior racing programme, right through from the Volvo RYA Champion Club Scheme to those making the transition into the Olympic classes.

#### **MAKE A DATE**

**MARCH 13, 2004**

**Regional Club Forum is being held at Royal Harwich Yacht Club on the Orwell, Suffolk.**

**Full details and booking forms attached to this issue. Early booking recommended.**

**This is one conference NOT to miss.**

## CHEAP ANTI-FOUL COULD BE COSTLY

Over the past few years we've got used to the fact we can longer use TBT anti-fouling paints on our boats but what made it worse was that commercial ships could continue to do so. But no longer. Since the beginning of the year any ships carrying the flag of a member country of the EU have effectively been banned from using the material.

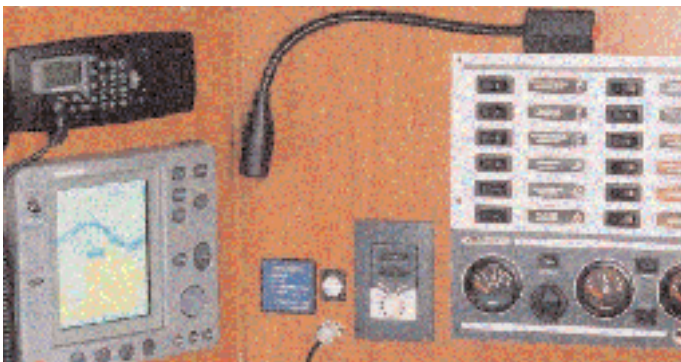
The International Maritime Organisation (IMO) has ordered all commercial ships to cease using TBT anti-fouling at the first repaint after January 1, 2008. The announcement by the EU to introduce an earlier ban therefore doesn't affect all commercial ships at sea.

Fears are growing that millions of gallons of unused TBT anti-fouling will find its way onto the black market.

Apparently it won't pay you to buy that five gallon drum of unmarked oxide-red anti-fouling paint for a few quid off the back of a truck or Transit at a car boot sale or boat jumble. Local authority environmental health officers and Environmental Agency staff are being instructed to visit boatyards and marinas in their area to scrape samples off the bottom's of boats they think may have been painted with rogue TBT.

If tests show it contains TBT, the boat owner will be traced, prosecuted and is likely to face a very hefty fine (rumoured to be as much a £1,000) and at the very least will have to have the offending product scraped off and repainted using a non-TBT material – and they'll see its been done!

## NAVTEX RECEPTION



The Radio Agency has been receiving an increasing number of complaints from yachtsmen that they can't get some or all of the NAVTEX signals computed into their sets.

Following investigations by both NTL and RA it was discovered that a PC power pack can produce wide-band MF interference sufficient to block the recep-

tion of the NAVTEX signal.

The advice is, before complaining about being unable to receive NAVTEX, check there isn't other electronic equipment on board with switch mode power supplies that 's generating interference that could reduce reception of a weak signal. It might have to be re-sited or screened.



## ESSEX SAILOR WINS AMERICAN REGATTA TROPHY

Essex sailor Chris Atkin was one of three British disabled sailors who achieved a clean sweep in the recent USA International Access championships in Clearwater, Florida. He was overall regatta winner, first in the 303 single-handed and gold class.

Chris, who is a paraplegic, suffered a spinal cord injury in 1996 and is confined to a wheelchair, is an all-year-round yachtsman who crews an adapted Contest 36.

A member of the Woolverstone Project, based at Woolverstone, near Ipswich, and of Brandy Hole SC, he is also a disability assessment consultant.

The event, which was organised by Sailability USA and attracted sailors worldwide, took place in good fresh winds and plenty of sunshine, providing some close racing for the 28 boats in the fleet.

Chris gained six firsts, one second and a fifth, dominating the eight-race event.

**BELOW: FELLOW BRIT ED PICKERING (NORTHANTS) AND RACHEL MORRIS (FRENCHAM)**





# STUPID ACT PUTS LIVES IN DANGER

It was only thanks to the quick wittedness of the operators of a refuse collection truck that a major disaster was averted recently when a yachtsman dumped his out-of-date flares in a rubbish skip on the riverfront at Pin Mill.

The flares were spotted at the last minute going into the crusher truck, and fortunately didn't go off and catch fire, and the crew refused to move until the flares had been removed and safely disposed of.

The skip was primarily for the use of the people living on the houseboats along the river shore at Pin Mill. Following the incident, which has angered most of the local sailing fraternity, the local authori-

ty, Babergh District Council, removed the big bins and issued separate bins in a secure area for the houseboat owners. Now yachtsmen coming ashore have to take their rubbish home with them.



CHECK DATES AND DISPOSE OF CORRECTLY

ty, Babergh District Council, removed the big bins and issued separate bins in a secure area for the houseboat owners. Now yachtsmen coming ashore have to take their rubbish home with them.

A spokesman for the local authority said: "This was a grossly irresponsible act. Apart from the fact they could

have gone off and set fire to the truck, they could have injured or even killed, not only our staff but any passers by. It is a great pity it is not possible to trace the ownership of what are in effect lethal weapons."

Regional Chairman, Peter Catton, said: "This was a disgraceful action. It was by sheer good fortune that no-one was hurt or burned. We fully support the recommendation for yachtsmen to dispose of their unwanted flares by taking them either to the Coastguard, the Police or to a chandler who has the facilities to store them safely, until they can be responsibly destroyed. This sort of action or letting them off on fire-

works night or at a party is not to be condoned."

A Coastguard spokesman said: "We will continue to prosecute offenders in the future if they misuse this distress alerting procedure. Firing a distress flare when you are not in distress is no different from making a hoax 999 call".



## HANDS OFF OUR ENSIGN!

Once again one of Britain's oldest traditions is under threat from the European Union. This time the proposal is to force all yachts and merchant ships, which currently fly the Red Ensign or Red Duster as it is more affectionately called, to fly a new flag which replaces the Union Flag in the upper quadrant with the EU stars logo.

Edmund Whelan, RYA Legal and Government Affairs Manager said: "Most British yachtsmen cherish our maritime traditions. This is an important part of our culture, and the RYA would absolutely oppose any plan to scrap our Red, White and Blue Ensigns.

"However, legislation allowing individual yachtsmen to opt for the Euro Ensign on a voluntary basis could well be acceptable, and we would welcome consultation on that basis."

Parliament's Transport and Regional Affairs Committee, voted by 27 votes to 22 in favour of the legislation.

This is not the first time that altering our ensign has been talked about. Twenty years ago similar European legislation was threatened, but quietly vanished.

The RYA will discuss the legislation at the next meeting of the European Boating Association (EBA) in Warsaw in March.

### RYA NORTHERN IRELAND COUNCIL

#### DEVELOPMENT & TRAINING MANAGER:

**Salary £24,250 Fixed term to March 2006**  
Enthusiastic and effective person sought to help the RYA Northern Ireland Council to plan and manage instructor training and promote development of sailing and boating in Northern Ireland. Initially fixed term, there is a possibility of extension.

You must hold an RYA qualification or National equivalent and have at least one year's full time or equivalent part time experience within a sports, community or business development area.

Full requirements, further information and an application form are available from [www.ryani.org.uk](http://www.ryani.org.uk) or email at [ryani@btconnect.com](mailto:ryani@btconnect.com)

**Closing date for applications (hard copy only) 5pm on 12<sup>th</sup> January 2004. Interviews will be held on 29<sup>th</sup> January 2004.**

# FORGET FUNDERS – DO IT YOURSELF SAYS CLUB

So arduous and restrictive are the rules for getting grants from quangos such as Sport England and the Lottery that a small Suffolk riverside sailing club gave up the struggle to get grants and is funding a major £10,000 extension, entirely out of its own coffers.

Members have been literally asked to put up cash and many are involved in the construction work.

Beccles Amateur Sailing Club wanted to upgrade its facilities to meet new regulations on toilets, showers and access. On approaching Sport England they were told that unless they were prepared to give free membership to

un-married mothers, open their doors to all and sundry and make concessionary use of the facilities available to a wide range of disadvantaged people, grant aid would not be forthcoming.

As Trevor Briggs, who is overseeing the project, explained: "We're greatly disappointed at the heavy emphasis bodies like Sport England put on being seen to be PC. We're an old established, traditional Broads river club. We were started in 1907 by the professional people of the town to race 30 foot river class cruisers. Today we have just over 100 members, virtually all of them local families



**BASC EXTENSION WITH NO GRANTS**

in the town, and we run a summer sailing school for between 40 and 60 youngsters. We also stage a river regatta in the first week of August."

The club house is a steel framed portal building, on piles, on top of the river flood bank. They had to pile down 12 metres to carry the extension, so all the facilities will be on a single level.

"It took us a year

and cost £700 just to get through the planning hurdles and the cost of the piling doubled to £3,000 because they had to go deeper than anticipated to get them to set," commented Trevor.

The club aims to complete by mid-summer and is looking for local sponsors to help spread costs which are gradually rising despite members doing all the non-specialist work themselves.

## SECOND EAST COAST RNLI HOVERCRAFT

A new £135,000 hovercraft will be delivered to the Southend-on-Sea lifeboat station early this summer. The craft, which can 'fly' over mud and sandbanks to reach people in danger, complements the three inshore lifeboats already situated at the busy station.

The hovercraft is a Griffon 470SAR developed in conjunction with the RNLI. It's 7.75m long, carries a crew of three and has a top speed of 30 knots with a range of three hours at maximum speed.

Southend lifeboat operations manager, Colin Sedgwick, said: "The Thames estuary has vast areas of

exposed mud at low water and we have a very large beach here where people can easily be caught out by rising tides. The seabed is very uneven, so some areas are deep and others extremely shallow which can make it difficult to use an inshore lifeboat effectively and puts a tremendous strain on the crew. The hovercraft will mean we can reach people in danger more quickly and help to save more lives."

Southend is only the third station to get a hovercraft, part of a programme of deployment by the RNLI that has already seen the craft in action at Morecambe and Hunstanton.

## WASTE RULES WILL SAFEGUARD HEALTH

New regulations covering the handling of ships and port waste could soon have a knock-on effect on local marinas and yacht clubs.

EU regulations dictate that vessels entering EU ports from non-EU ports must declare their waste which is then handled separately from locally produced waste and is deep-buried immediately in specially designated sites as soon as it's

collected. The waste must not be mixed with household or locally generated harbour waste.

The fear is of introducing diseases carried by meat scraps from tropical countries

Yachts that enter from non-EU countries, will be advised on arrival where they can deposit their waste. Taking it ashore and dropping it in marina or yacht club dumpsters is forbidden.



## POOR TURNOUT FOR WATERWAYS FORUM

The inland waterways forum at Peterborough Yacht Club on November 15 was poorly attended reports John Crisp, Association of Nene River Clubs' representative on the Inland Navigations Committee.

"It was disappointing," he said. "The discussion included training and the merits of the Inland Helmsman Certificate and the International Certificate of Competence, as well as the impact of Health and Safety legislation on boating clubs. It's a pity so few boaters take the opportunity at these regular forums to meet the people, from 'authority', who make or mar the enjoyment of inland waterways."

Among key bodies represented on the committee were Caroline Killeavy from British Waterways, Irven Forbes from the Environment Agency, Graham Watts, manager Boat Safety Scheme and Peter Catton, Chairman of RYA East.

Prior to the open forum the Inland Navigations Committee had considered a range of topics including up-and-coming changes to the Boat Safety Scheme, with the compulsory element concentrating on third party risks and other issues becoming advisory; the National Navigation Users Forum (EA); dredging costs and its view on the ongoing Broads Authority revue.



**JOHN CRISP**

Tabled at the meeting was the DEFRA document "Inland Water Safety – Final Report of the Scoping Study". A comprehensive review of who covers what! Bedside reading for all who venture near non-tidal water, says John, who has spare copies if anyone wants one. (Contact John on 01733 566468)

## NEWS BRIEFS

The Broads Authority, the body that runs the Norfolk and Suffolk Broads has agreed to slim down and that in future it will have to argue its case for funding. Membership of the Authority is being reduced from 35 to 21, comprising nine local authority members, ten Secretary of State appointees and two members of the Navigation Committee. The Navigation Committee remains an important advisory body, and parish councils will be involved through the Broads Forum, the Broads Authority's advisory body.

There's a new man in charge at Harwich Harbour Authority (HHA) – Stephen Bracewell, 48, operations manager UK and Ireland for Maersk Sealand, took over the post of chief executive of HHA at the end of February. A master mariner who lives in Suffolk, he has had wide experience of ship command, ship management and port operations.

According to latest statistics from Harwich Harbour Authority there were 23,000 shipping movements in the harbour in the last 12 months – and only 16 small boat incidents were reported. These mostly involved craft getting in the way of ferries and large container ships entering or leaving the port. Of these 16 events, seven involved local fishermen, nine involved yachts and only two of these were local. The bulk of the rest were Dutch visitors.

## FIRST LOWESTOFT BOATSHOW

The first Lowestoft Boat Show takes place on Saturday and Sunday, May 8 and 9, 2004. Organisers are County Exhibitions Limited, in association with Associated British Ports (ABP). Intended to become a combined annual boat show and festival, it will be one of the very few major maritime events where visitors will be able to sail in.

Visitors who arrive by water can moor in within the port area, Lake Lothing and Oulton Broad. During the two days, subject to weather conditions, there will be the opportunity to test sail some of the exhibits and to take trips inland to the Broads and out to sea. Some 30 boats will be

exhibited afloat on pontoons in Lowestoft harbour – 17 of these berths have already been taken up with options on a further five.

On view will be a motor yachts, sports boats and sailing yachts, varying from 20ft to 50ft. Amongst the craft already booked for a place are models of the Shetland range of boats from James Reinman Limited, a Jeanneau yacht from Walton Marine of Brundall, while Westwater Yachts of Titchmarsh Marina, have been allocated two berths.

In addition to static displays of craft on the pontoons there will be the opportunity of visitors to take to the water

on a 'Hov Pod' or a Stealth sports boat, and demonstrations of jet skis. On the hard will be a range of sail trailers, RIBS and dinghies.

Blakeney Point Sailing School will be exhibiting 'Constance of Blakeney', a 42ft ex-RNLI lifeboat, which is to be used as a training vessel for the school's powerboat and sailing tuition courses. The lifeboat has been renovated to its original condition and will be open to the public.

Splash dinghy races will take place in the harbour under the auspices of the Royal Norfolk and Suffolk Yacht Club, which is also sponsoring a reception in the yacht club on Saturday evening, May 8th for show exhibitor.

## IPSWICH CRUISERS LOG ON AGAIN



**Anne Kell receiving her runner-up award in the 2002 Log competition from RYA President HRH The Princess Royal.**

Ipswich Wayfarer sailors, Anne and Dennis Kell are among the ten finalists for the RYA Yachting Monthly Cruising Log Competition.

Anne and Dennis, who are members of Royal Harwich YC, were placed second in the 2002 competition, cruised their Wayfarer *Emma*, to Skagerak in Norway and visited the Wayfarer International Rally in Sweden, this summer.

The log competition, which is one of the longest running competitions in the sport and promotes the use of logs by encouraging good seamanship, has received a record number of entries this year. The prizes for the top three entries will be presented as part of the RYA Cruising Awards at the Schrodgers London International Boat Show on Wednesday 14th January in the RYA Members Lounge at 16.00 hrs by yachting personality Tony Bullimore. Prizes

include a McMurdo Pains Wessex Fastfin Personal Location Beacon, book vouchers and a night at the London Kensington Hilton Hotel.

Sophie Povah RYA Cruising Officer said: "Keeping a log is not only good seamanship but is also a great way to remember your holiday. The cruising competition is a great incentive to write about your cruising experiences and win some fantastic prizes, all just for going on holiday.

"Whatever your cruising activities, keeping a log is easy. Far from being a chore, compiling a log should be fun, provide a useful record of your experiences afloat and will help you think about your boating experiences in a more technical light. It is an excellent aid to improve your boating skills and enhance your boating experience. Logging information at set times makes you more aware of your surroundings."



## CLUB DINGHY PARKING CHARGES ROW AVERTED

Twenty members of Royal Harwich Yacht Club forced an extraordinary general meeting prior to the club's 160th AGM. They were unhappy with a discounted dinghy park charging scheme.

Introduced two years ago to encourage people to get their boats out of the boat park and onto the water, it had proved difficult to administer and achieved no increased usage of boats. The club had planned to drop it for 2004. Under the scheme members paid a full fee to keep their boats permanently in the park, but got discounts if the boat was used more than eight times in a season. However, a call for a blanket refunding of discounts was resoundingly rejected.

Faced with an increasing veteran membership and falling subscription income, the club has changed a number of its membership rules. The family and member partner grades are to be merged at a lower subscription rate to encourage more families to join.

The life membership option was altered to give a better financial return to the club while still being attractive to members. Some tidying up took place in friends and overseas membership.

Temporary membership changes were defined for the first time and the method of dealing with part-year payments by new members was altered to help spread applications over the year. A data protection act change was agreed to avoid having membership details freely available.

Newly elected Commodore Terry Corner commented: "It is some time since such a root and branch adjustment to the rules took place. Members were able to go away knowing the club was in good heart and ready for 2004."

Flag officers for 2004 are: Mike Graham, President; Terry Corner, Commodore; Dr Leigh Baxter, Vice Commodore, and Dr Colin Iskander and Peter Nicholls as Rear Commodores, House and Sailing respectively.

**Pictured top: L - R: Leigh Baxter, Vice Commodore, Terry Corner, Commodore, Colin Iskander, Rear Commodore House, and David Fleming-Brown, Treasurer.**



## OFCOM WILL CONTROL ALL COMMUNICATIONS

Yet another COM organisation hit the streets just before Christmas – or perhaps rather this time the airwaves.

The Radiocommunications Agency (RA), which governs and manages the licensing of marine radio, itself very new, was swallowed up by a new all-encompassing body – Ofcom, the Office of Communications.

Now VHF licensing is being handled by people who also have governance over telephone, TV and electronic voice communications – in other words the media! Not only the RA, but the Radio Authority, the Independent Television Commission, Oftel, and the Broadcasting Standards Commission, come under the department.

The RA's regional offices at Leeds, Haycock (Merseyside) and Birmingham have been consolidated into a single unit at Haycock and is now called Ofcom's Spectrum Management Office (North); while the Bristol and Kenley (Surrey) offices merge into the Kenley unit to become Spectrum Management (South). New offices in Scotland, Wales and Northern Ireland will be announced later this spring.

Contact will be via the usual ubiquitous call centre (0845 456 3000) for most routine business. A new self-help scheme is being introduced on Ofcom's website at [www.ofcom.org.uk](http://www.ofcom.org.uk). Ofcom's main telephone is 020 7981 3000

## FAMOUS LANDMARK GOES

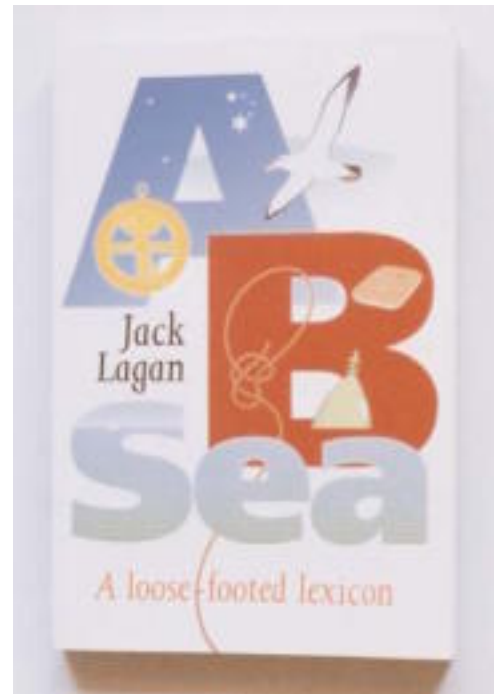
One of the river Blackwater's landmarks is to vanish over the next four years. Work started on removing a 25 metre up-river section of the Bradwell baffle wall in November. The remainder of the wall is due to be removed within the next four years. There's about seven metres at low water close to the wall itself although it is expected the shelf close to the North Cardinal Beacon at the approach to Bradwell Creek will remain, which takes the depth up to the three metre mark.

The two red lights at the extreme end of the wall will be re-installed on the new end, so for all intents and purposes nothing will change except the wall will be

approximately 25 metres shorter. Where piles cannot be extracted, they will be cut off below the level of the sea bed, and the same will go for the pipes, cables and seawall hazard warnings. Basically, the approach to Bradwell Creek will be returned to what it looked like before the thing was built.

**NEW LONDON  
BOATSHOW  
EXCEL  
DOCKLANDS,  
8TH TO 18TH  
JANUARY, 2004.  
DON'T MISS IT!**

## BOOK OF THE MONTH



## A BOOK FOR ALL SEASONS

**A B Sea** is a must for any yotty's Christmas stocking. Its author, Jack Lagan calls it "a loose footed lexicon".

This is a gently humorous meander round the jargon of the world of boating. It is not a book to be read from cover to cover but rather to be dipped into at moments of relaxation, say with a glass of wine at anchor after a pleasant day's cruising. It's also a source of the ready answer for those misunderstood phrases and technical jargon of the sport.

The author has drawn on his experience of a lifetime of sailing and gone back to the writings of the 14th, 15th and 16th centuries from when the basic language of the sea was developing. For example, the term barge goes right back to the Latin *bargia*, an open ceremonial vessel. The ultimate form of this was the trading workhorse, he

says, that we know as the Thames barge.

Throughout this lexicon he has added personal experiences, both at sea and leaning against the bar, and drawn on examples from marine folklore and from published works of the past.

The asides are worth as much as the facts – when describing "propeller" he reveals by way of a wartime anecdote that his grandfather made the propellers for the Queen Mary.

**A B Sea** comes with its own web site containing additional entries, which he has researched since publication, and links to a wide range of nautical websites. The site is at [www.jack.lagan.connectfree.co.uk](http://www.jack.lagan.connectfree.co.uk) and contains an interactive quiz

**A B Sea**, author Jack Lagan, is published by Seafarer Books, Rendlesham, Woodbridge and priced at £12.95.

# RYA EAST CLUB FORUM

**The RYA East Club Forum**, being held at Royal Harwich Yacht Club, Saturday, March 13, promises to be one of the best yet. This is the first time its been held on the banks of the river Orwell and the attractive setting will enhance the business of the day.

Organiser Terry Corner, newly elected Commodore of RHYC says the conference is geared to answer some of the worries being expressed by clubs through out the region: "We are gathering a range of speakers to address issues raised in feedback from clubs and very much hope that representatives from clubs will feel that a trip to Woolverstone will be worth while.

"Among the keynote speakers is the new East Zone High Performance Manager, Bruce Bonar. As this is the first major public event for him since he took up the job, many people will be keen to hear what he has to say."

Another keynote speaker will be Susie Tomson, the RYA's new planning and environmental guru who is working hard to ensure the sport's collective voice is heard in the corridors of power on subjects ranging from wind farms to breaches in sea walls.

## TAX BENEFITS

Many clubs have been trying to understand the ins and outs of the legislation governing the setting up of Community Amateur Sports Clubs (CASCs). Quite a few have already decided there's no advantage to them in becoming a CASC, others are still on the touchline – for them the paper by Kevin Wray from the Sports Council is a must.

Hugh de Cassis, a founder of the RHYC sponsored Woolverstone Project, will be looking at practical ways of getting disabled

people into sailing and how club's can get involved without overstretching their resources. As chairman of the RYA Sailability liaison committee he's in the unique position of being able to see what's looming in the future.

The Eastern Regional Association is one of the few to run a Training Panel helping provide facilities for clubs to encourage youngsters into sailing. It's chairman is Chris Edwards and he'll be looking at how recent changes in the coaching structure can benefit newcomers to the sport.

Keeping abreast of the racing rules is often a tedious but nevertheless necessary business. Some of the myths will be exploded by Ken Kershaw, the RYA's technical manager at Hamble.

The final paper of the day comes from regional communicator Garth Cooper – clubs, he says, are falling

down on the moral duty to further the sport among non-sailors. Clubs should stop navel gazing and address the wider issues.

Delegates themselves will have the opportunity to question the views of speakers and to have their say in an open forum, which will round off the day.

Tickets for the day will cost £20, including lunch, coffee and tea. Book early to secure a place – limited to two delegates from each club.

## CONTACT

Contact Terry Corner, Commodore, Royal Harwich Yacht Club, Marina Road, Woolverstone, IPSWICH, IP9 1AT. Telephone the club secretary on 01473 780319. Or contact Terry at home, Upway, The Street, Washbrook, IPSWICH, Suffolk, IP8 3HR. Telephone: 01473 730970 or 0771 157 6843.

## WHO'S WHO AT RYA EAST

<b>Chairman: Peter Catton</b>	<b>01473 250247</b>
<b>Vice-Chairman and Chairman Training Panel: Chris Edwards</b>	<b>01621 868834</b>
<b>Secretary: Robin Hill-Sanders</b>	<b>01621 816131</b>
<b>Treasurer: Barry Naylor</b>	<b>01502 730759</b>
<b>Regional Coach: Derek Burchell</b>	<b>01621 869599</b>
<b>Windsurf Liaison and T15 co-ordinator: Stu Meese</b>	<b>01206 230118</b>
<b>Sailability Co-ordinator: Fiona Wylie</b>	<b>01473 780965</b>
<b>High Performance Manager: Bruce Bonar</b>	<b>07796 683661</b>
<b>Dinghy Fleet Hire Manager: John Hancock</b>	<b>07712 446513</b>
<b>Environmental Co-ordinator: Chris Edwards</b>	<b>01621 868834</b>
<b>Regional Communicator: Garth Cooper</b>	<b>01362 699195</b>
<b>RYA Council reps: Peter Catton and Fiona Wylie</b>	

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