



EAST NEWS



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SUDDEN DEATH OF REGIONAL CHAIRMAN

Tributes are pouring in for Peter Catton, chairman of the RYA Eastern Regional Committee who died suddenly whilst shopping in his local Tesco on Friday 2nd December.

Peter had represented the Harwich Area Sailing Association (HASA) on the RYA Eastern Regional Committee since December 1987; he was elected regional vice chairman in March 2002 and chairman in December 2002. He was due to serve as chairman until December 2007. As regional chairman he was ex-officio member of the RYA Council, and the regional liaison with the RYA Cruising Committee.

Among his many non-sailing interests, he was a founder member of Suffolk Land Rover Rescue. A lifelong member of Orwell Yacht Club (OYC), he was looking forward to next season to getting back afloat in his Fox 31 *Zorro*, which had been undergoing a major refit at Fox's of Ipswich, the original builders.

Peter became a member of OYC in 1948 and served on the committee from 1950 until National Service (Royal Army Medical Corps) in 1957. He was elected back on to the committee in 1962, was a flag officer for six years including two years as commodore in 1985/86.

He was elected by OYC to serve on HASA in 1987 and he joined the RYA Eastern Region in 1987. He was chairman of HASA from 1997 to 1999.

Peter was also the RYA representative on Walton-on-the-Naze Fairways Committee; Harwich Haven Authority's Leisure Vessels Navigation sub-committee; the MCA's East Anglian Marine Safety sub-committee.

His first boat was a Robertson 10ft lugsail clinker dinghy used for club racing and estuary and coastal cruising from 1949 to 1962. This was followed by the Harrison-Butler Z4-tonner, *Zingara* from 1962 to 1980, and in 1981 by the Fox 31.

He took part in local club races and raced Old Gaffers but his main interest was cruising the East and South coasts and near continent.

Peter worked for British Gas for 45 years as a service engineer, the last 15 of which as technical services officer carrying out quality control and safety work with responsibility for incident investigation for British Gas, the Police, the Health and Safety Executive and the Coroner's office.

Paying tribute, regional vice-chairman Chris Edwards said: "It sounds trite, but Peter will be sorely missed, he was very supportive of all those who worked with him. His death has come as a tremendous shock to us all, it was totally unexpected. Our thoughts are with his family and friends at this time."

Members of the Regional Committee observed a minute's silence at their meeting at Lowestoft on the following day. RYA President HRH The Princess Royal asked for a moment's standing silence in his memory at the Council Meeting in London a few days later.



EASTERN YOUNGSTERS ARE TOPS

Two young East Coast sailors have been top of the news recently; **Katrina Curtis** for winning the younger age group of the Honda RIB Championship, and **Giles Scott** for making it into the final three in the Raymarine Young Sailor of the Year Award.

What is even more remarkable is that they both come from the area – Huntingdon, Cambs.

Katrina was presented with her prize, a 4.5 metre RIB complete with 40 hp Honda outboard, all mounted on an Indespension road trailer, by competition organiser Andrew Morton, the RYA's events manager.

The presentation took place at Katrina's school, Kimbolton School, near Kettering, Northants on December 10. The school is based on the medieval Kimbolton Castle.

Katrina is the first girl to win the competition since it was launched in 2001.

Katrina won the 8- to 12-years-old group at the national final held at Southampton Boat Show in September. Last year she came second in the regional final. Next year she hopes to compete in the 13- to 16-age group.

She did her powerboat training with nearby Paxton Lakes SC, where they use a Dory and an inflatable for rescue work and training, and as her school club already has two slightly larger and more powerful RIBs she asked for the new boat to be stationed at Paxton. Also at Paxton she will be able to drive the boat, which she couldn't do at Grafham, where there's an 18 years-old age limit.

Katrina said: "I'm thrilled. This is a fabulous prize and I'm looking forward to being able to drive it at Paxton Lake. I really thought I had mucked up my first run and even now I can't believe I really won. I had to work really hard this year, far harder than I did last year, I was training two or three times a week. I normally sail a Topper, which I enjoy; I haven't tried anything larger yet, I think I might get a bit frightened if I did."

Paxton commodore and principal of the Paxton Lake training school, Harry West commented: "We're really pleased to be getting this RIB. We'll be able to sell off the inflat-



Katrina on board her prize with the team that helped her win. (L to R) Paxton powerboat coach Steve West, commodore of Paxton Lakes SC Harry West, the school's sailing master Ben Goakes, and Keith Ellington, the RYA's competition co-ordinator.

able. Katrina is a natural and next year should easily achieve her Power Boat Level 2 certificate as soon as turns thirteen."

Her elder brother David (15) who is also a pupil at Kimbolton, is also a member of Paxton Lakes SC, where he's an assistant power boat instructor and next year at 16 he'll go on to be a fully qualified instructor. Katrina's ambition is to beat him!

There are some 600 pupils at Kimbolton School. And around 100 of them take sailing as one of the mainstream curriculum sports options. They train on the water for two afternoons a week and at weekends during the summer, doing other sports and theory during the winter.

The master in charge of the sailing club, Ben Goakes, who is also rear-commodore of nearby Grafham Water Sailing Club, said that a significant majority of the youngsters who join the sailing club stay with the sport throughout their school life. He sails Laser 400 and a Sharpie.

The region's nominee for the Raymarine Young Sailor of the Year Award, 18-years-old Giles Scott, has made it through to the final shortlist of three.

Giles, who was also nominated by RYA Racing, now has to wait for a postal vote among members of the Yachting Journalists Association. The result will be announced at the London Boat Show at Excel on

Saturday, January 7.

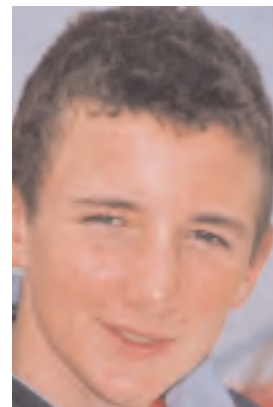
This year Giles won the Gold Medal at 2005 ISAF Youth Sailing World Championships in a Laser Standard in Busan, Korea. He also won the 2005 UK Youth Championships and Trials, in the Laser Standard Class.

He qualified through domestic Qualifier Series for a Team GBR place to both the Senior European and World Championships in the Laser Standard Class.

As the season progressed he improved his placings steadily, coming 39th in the Laser Standard Gold Fleet at Hyeres, his first open Grade 1 event, then 22nd at Warnemunde Europa Cup in July in the Laser Standard Open Class.

He went on to come 20th in the Laser Standard World Championships, at Fortaleza, Brazil and 15th in the Laser Standard European Championships.

Previously he had won bronze medals at the 2002 Laser Radial Youth World Championships, Austria, and the Laser Radial Youth World Championships, in Canada.



GOVERNMENT SUPPORT FOR RED DIESEL

The Government has heeded calls from all sectors of the leisure marine industry and agreed to seek an extension of the EU derogation, which allows the use of cheaper red diesel in private pleasure craft. However, it is by no means certain that Brussels will agree.

The British Marine Federation (BMF) and the RYA have led the 18-month long 'Seeing Red' campaign, along with the Inland Waterways Association (IWA) and the Federation of Petroleum Suppliers.

Howard Pridding, Executive Director of the BMF said: "It is great news for users and for the marine industry that the Government has decided that it is

mindful to apply to keep the derogation that allows private pleasure craft to use red diesel. The Government has listened carefully and has realised the potential damage to participation and to the marine industry if the derogation were to lapse."

Neil Northmore, Government Relations Adviser at the RYA added: "The RYA and BMF warmly welcome the Government's statement but we are conscious that this battle is not over yet. The next step is to persuade the EU Commission to accept the UK's application to renew the derogation and that is a significant challenge. We will continue to work together with the UK Government to put forward the strongest possible case to win the argument in Europe."



DAVID WILDING, the region's new Sailability Organiser, has just come back from sailing *The Lord Nelson*, from Cadiz down to La Palma and on to Gran Canaria, a total of some 960 nm.

"Interesting weather in the Eastern Atlantic; 50 kts of wind across the deck, about 8 m waves, but great fun," he said.

David is 62, and took early retirement from being a company director of a safety manufacturing business in Norfolk. He is married to a non sailor, has a Pedro 33 steel motor cruiser kept at Brundall, near Norwich: "so Broads with the wife, and out through Gt Yarmouth otherwise."

He's been boating for over 25 years, starting in Mirrors, then National 12s, and on to Lasers. For several years he was Sailing Secretary of Hunts SC. He went on to coastal sailing and racing on Ohlsons, Benetau, and finally a Sigma 400 all out of West Mersea.

David has a step son who is Downs Syndrome so got exposed to people with handicaps and found that he liked helping out when he could. He says he is keen to help in most ways but preferably on a practical level.

David can be contacted at 01223 843769 or E-mail: dwilding@eurobell.co.uk

Keep a good look out for a new fast vessel flying the Trinity House ensign - it's the Rapid Intervention Vessel *Alert*, launched in the autumn in Gdansk, Poland

The *Alert* marks the first stage of an investment of £38 million on three new vessels by the UK General Lighthouse Authorities. *Alert* will, in addition to maintaining aids to navigation, provide a fast response to incidents and carry out emergency wreck marking and hydrographic survey services.

SWINGEING INCREASE IN BROADS TOLLS

The Broads Authority (BA) has ignored the advice of its Navigation Committee and imposed a year-on-year toll increase of 13 per cent from 2006. It will almost double the existing toll charge over the next five years.

Local boat owners body, Norfolk and Suffolk Boating Association (NSBA) says there is a need for a raised level of toll to improve Broads infrastructure - but believes 13 per cent year-on-year is simply too much.

At the Navigation Committee meeting on October 27th the proposal to increase the toll by 13 per cent could not find a seconder and failed. A subsequent proposal from NSBA Vice Chairman, David Adler, that the Tolls should be raised by 9.5 per cent was carried with only one vote against.

At the Broads Authority meeting on November 25th, the Chief

Executive recommended that the Authority ignore the advice of the Navigation Committee and impose a 13 per cent increase. This was carried by eight votes to five. This is the first time in its history that the BA has failed to accept the Navigation Committee's advice on River Tolls.

In a statement, NSBA, which represents 9,000 boat owners in the region, said: "We doubt that that additional income will be spent entirely on works to maintain and improve the Navigation. We are concerned that large amounts of the additional DEFRA grant for dredging and other works for the benefit of the waterway are being diverted to other purposes. We would like to see clear, transparent management accounts showing how the existing £1.8m of toll income is spent, together with any additional monies raised in tolls or otherwise by the Authority, for the benefit of the waterway."

NEW CHANDLERY

Yachtsmen using Woolverstone Marina, halfway up the River Orwell, will not now have to get into their cars and travel several miles up the road to Ipswich to purchase fittings and gear. The chandlery at Woolverstone Marina, run by MDL, re-opened at the beginning of November. Claimed to be bigger and better, with at least double the amount of stock of the previous chandlery, it now also sells marine electronics.

RYA PLAYS MAJOR ROLE IN SAFEGUARDING OUR COASTS

A new publication from RYA East spells out the RYA's role in putting forward yachtsmen's views on environmental matters and, in particular, the effect the various flood management schemes being proposed on the coast, could have on our favourite waters.

Written by RYA East Environmental Co-ordinator Chris Edwards, the pamphlet is being sent to all clubs and training centres in the Eastern Region, to MPs, local authorities and the Press.

As Chris says: "Although many of us may prefer to adopt a policy of 'no change' this is not realistic in the face of global changes and because we are unlikely to command a large enough portion of the national financial cake to fund such a policy."

One of the main aims of the RYA is to achieve sustainable boating and to raise the awareness among recreational sailors of the issues and the measures that could be taken to ensure that we use the water in sympathy with the environment.

"Therefore we need to cooperate with the responsible authorities to achieve a sensible balance, and ensure that the three aspects of sustainable development – economic, environmental and social – as well as the technical feasibility of the proposals are all taken into account," added Chris.

He warns however, that we can expect to have to suffer some level of restriction to navigation, in some cases.

His paper shows that a conservative estimate of the cost of maintenance of estuarine and coastal defences varies from around £400 per linear metre for a simple earth bank three metres high and behind 80 metres of saltmarsh, to £5000 per linear metre for a 12-metre high wall with no protecting saltmarsh.

For the 450 km of sea defences along the estuaries of Essex and Suffolk alone, the total bill could be between £180 million and £2.25 billion, and even taking a midway figure of £2000 per linear metre, the bill comes to a total of £0.9 billion!

In East Anglia the predicted sea level rise is not only due to climate change but also to vertical move-



The flood risk to our low lying coast is increasing. How will it the impact on our ability to navigate these waters? Chris Edwards (inset) has some of the answers.

ment of the land brought about by geological processes arising from the last ice age (some 10,000 to 15,000 years ago), when large ice sheets covered much of central and northern Britain.

The huge weight of this ice pressed the land downwards as it advanced across the country. Once the ice began to retreat, its weight was removed causing the land in Scotland and Northern England to rise again and the land in Southern England to sink into the sea; a process still continuing at about 1.5 mm a year.

Add to this the effect of global warming and the huge threat of an accelerating sea level rise from melting ice caps, coupled with an expansion of the water as the temperature rises, and you can add another 6 mm to the rise in sea level. And with more stormy conditions and increased wave activity battering our low-lying coasts, we're in for a rough time.

Saltmarsh and mudflats, which are important habitats for wildlife, assume even greater importance as

absorbers of tidal and wave energy. With rising sea levels, saltmarshes erode and are less able to absorb the damage to sea walls.

"There is undoubtedly pressure for all users of the estuaries to compromise on their objectives and in our case to accept some restriction of our freedom of navigation. We cannot adopt a policy of 'no change', both because it is not realistic in the face of global changes but also because of the stringent restraints on available funds. For example, the proposed solution for one of our estuaries has been estimated to cost some £47 million but to maintain the 'status quo' ('no change') would cost in excess of £100 million!" says Chris.

East Anglian Coastal and Estuarine Flood Management Strategies and

Recreational Boating, by Chris Edwards, RYA East Environmental Co-ordinator, is available in pdf format from RYA East Communicator, Garth Cooper on garthword@btinternet.com

Picture by courtesy of East Coast Pilot

Catch up with all the latest news on the environmental front with a talk from Chris Edwards, Regional Environmental Co-ordinator. To find out which sea defence or river wall is next to be let go, or where the developers are likely to dump their 1000s of wind turbines, Chris has the latest facts. Contact him on 01621 868834.

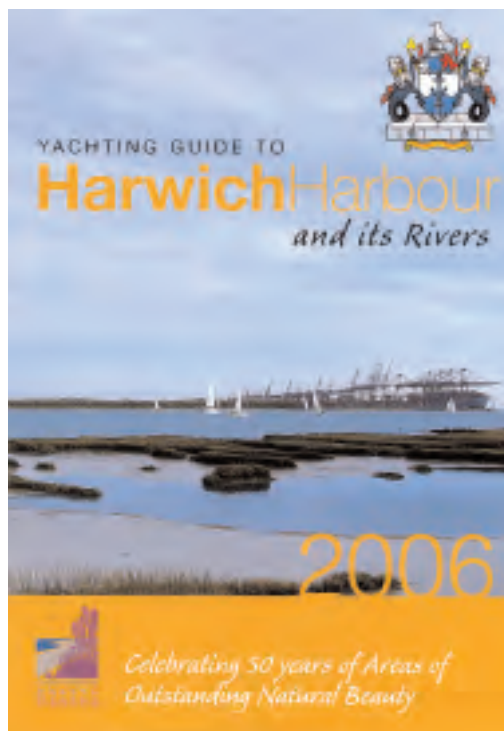
NEW HARBOUR GUIDE FEATURES GREEN BLUE

Harwich Haven Authority's yachting guide is now available. There is also an interactive version on the HHA website, www.hha.co.uk.

This year's theme celebrates the 50th anniversary of the setting up of the Suffolk Coasts and Heaths Area of Outstanding Natural Beauty (ANOB) the southern end of which encompasses Harwich Harbour.

There are five estuaries within the ANOB, all with international designations to preserve their character. The Stour and Orwell, which flow out to sea through Harwich Harbour, are particularly important for wading birds and wildfowl, including Avocet, Redshank, dark-bellied Brent geese, Pintail, grey Plover, Knot, Dunlin, and Black-tailed Godwit - over 20,000 birds use the area on a regular basis.

The Guide gives visiting yachtsmen a wealth of information about the rivers Stour and Orwell, the clubs, marinas, good anchoring, as well as useful telephone numbers, local tide tables and detailed advice on safe sailing in one of Europe's busiest container ports. Also



included with the Guide is a copy of the Yachtsman's Estuary Bird Spotting Guide, a waterproof card illustrating the more numerous wading birds to be seen in the area.



To get a free copy of the Guide go on the Harwich Haven Authority website or call them on 01255 243030, or email: marine.admin@hha.co.uk.

IT'S ALL HAPPENING IN NORFOLK

A new watch station on the cliffs at Winterton-on-Sea is being constructed by the Sea Safety Group (SSB), following the collapse into the sea of the old station through coastal erosion a year ago. The group has raised £5,000 to buy and install two large containers, which it is converting into the look out.

SSB, which claims to be an international body working with the marine industry to achieve safer shipping and cleaner sea, has a growing number of stations, mostly on the North-East Norfolk coast.

There are stations at Great Yarmouth (on the North Pier head), Happisburgh (just north of the village), Pakefield near Lowestoft, Sheringham and Winterton-on-Sea as well as Redcar near Cleveland.

SSB was apparently formed by a breakaway group from the National Coastwatch Institution, which has

29 stations operational, plus seven more planned. NCI has over 1600 volunteers.

The Winterton station is manned between the hours of 0800 and 1600, seven days a week and apart from watching the cliffs and beach also monitors the distress channels and works closely with Yarmouth Coastguard. All these independently run stations have to be licensed by the MCA and all volunteers have to go through a recognised training programme.

Three disabled sailors from the Eastern Counties are taking part in the Atlantic Rally for Cruisers (ARC), which left the Canaries bound for St. Lucia in mid-November.

Philip (aka Bob) Monkhouse, from Lowestoft, Tim Palmer, from Water Newton near Peterborough, and Albert Thomson, of Deeping St Nicholas,

also near Peterborough are part of the 15-man crew of the Farr 65 *Spirit of Juno*. They are the first all-disabled crew to take part. The vessel has been chartered for the trip by BLESMA, the British Limbless ex-Service Men's Association, which also entered a crew for this year's Fastnet - coming 130th out of 250 boats.



WHAT TO SEE AT LONDON BOAT SHOW

For ten days in January, the London Boat Show, at ExCeL, Docklands, brings together the largest, most varied selection of boats and watersports equipment in the UK, all under one roof.

With over 700 exhibitors, around 1000 world-class boats and masses of related equipment, visitors will be able to explore hundreds of different world-class makes and models of boat from multimillion-pound motor cruisers to one-man Lasers and inflatable RIBs, and everything in between.

The adrenaline-fuelled sports of windsurfing, wakeboarding and canoe polo are brought indoors at the Show for a winter display of skill and mettle. The world's windsurfing elite compete in the London leg of the Professional Windsurfers Association Tour in the purpose built, 1,500 seater arena. Giant fans generate 30 knots of wind, while 30 competitors ride in the slalom, freestyle and jump events.

The UK's finest wakeboarders will be pulling 'airs' and riding 'fakie' through the British Open Indoor Wakeboarding Championships and the toughest UK canoe polo teams will fight it out at the National Canoe Polo Championships.

The London Boat Show is the perfect place for beginners to get involved in sailing or watersports for the first time. Be inspired by the professionals and have a go yourself.

There are daily free public coaching sessions where watersports experts will offer tips on canoeing, sailing and windsurfing. For a more leisurely ride, pedalos will be available to take out on the water.

The Hydropool Marina will feature an impressive range of boats afloat, averaging 80 feet or longer. The Royal Navy Frigate *HMS Grafton* will be protecting the dockside for the duration of the show and is one of the few boats at the Show that's not for sale!

Sailing and watersports holiday companies like Sunsail, Mark Warner, The Moorings and Neilson will all be offering discounts to those who book at the Show for holidays in the coming year.

Looking to buy, or trying to understand the finance of boat buying? Then experts in marine finance like Barclays Marine Finance, Lombard Marine, SailTime and Bank of Scotland Marine are at the Show to answer financial and investment questions and help buyers under-



stand their options, like clubbing together and buying your dream boat with friends.

Make your first stop at the London Boat Show 2006 the RYA stand (B303) in the Boulevard.

The London Boat Show 2006 sees the launch of a new RYA Voucher Scheme for the 2006 season. Designed to create a flexible and adaptable boating currency, manufacturers and suppliers will soon be able to offer the vouchers to customers in exchange for one of the many RYA courses available.

Over 200 RYA training centres, from all over the UK, have already agreed to accept the national vouchers in full or part payment for the courses they run. Contact the RYA for more details.

Green Blue, the joint RYA and BMF project, which aims to promote and achieve good environmental practice amongst boaters and industry will be a prominent feature of the stand. A waterproof booklet packed with practical advice and tips, as well as copies of the hugely successful 'How To' guide will be available free of charge.

Recognising British sporting excellence in power or sail and acknowledging achievement of any sort - such as breaking a world record, a phenomenal win, overcoming adversity, or showing exceptional courage,



in association with
Daily Mail

the Raymarine Young Sailor of the Year as well as the 13 RYA regional young sailors of the year winners will be announced at the show. Each winner will receive a prestigious trophy and a host of Raymarine goodies.

RYA members can take advantage of the RYA Members Lounge. To keep up to date with all the latest RYA activities at the show check out the RYA website at: www.rya.org.uk

OPENING HOURS

The Show will be open daily from 6-15 January 2006 from 10am until 7pm (6pm Sunday 15). Thursday 12 is late night opening until 9pm. For more information visit www.londonboatshow.com or call 0870 060 0246 to order your Show tickets.

PRICES

Normal Day (7 - 15 January 2006)
Ticket Price
Adult £14.00
Child (under 16) £7.00
Group (10+ on a normal day) Call 0870 060 0246 for details
Senior Citizen £13.00
Registered and disabled aide £7.00 each
Adult late entry (after 4pm) £6.00
Child late entry (after 4pm) £4.00
Family (2 adults, 4 children) £40.00

APPEAL COURT RULING A GET-OUT FOR PWC COWBOYS

According to a recent Appeal Court ruling, PWCs are not ships used for navigation in the terms of the Merchant Shipping Act.

The ruling made by the Appeal Court was to the effect that craft "which are used simply used for having fun on the water without the object of going anywhere" are not ships and cannot be governed by the same rules.

The ruling was handed down in the appeal against the conviction of Mark Goodwin of Weymouth for a breach of the Merchant Shipping Act 1995. The original conviction depended on the Judge's ruling that a PWC should be regarded, in law, as a ship, as it complied with the legal definition of "a vessel used in navigation".

The Court of Appeal reconsidered the definitions of "vessel" and "used in navigation". It has now stated, in effect, that although some designs of PWC can be described as vessels, craft which are "simply used for having fun on the water without the object of going anywhere" are not "used in navigation" and thus cannot be described as ships.

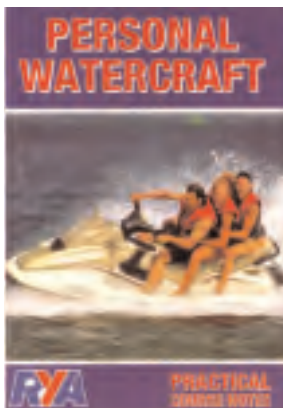
Therefore the Merchant Shipping Act did not apply and the prosecution failed.

Edmund Whelan, RYA Legal and Government Affairs Manager commented: "The RYA has always advocated that Jetskis and other

PWC drivers should be encouraged to take an RYA course.

PWCs should be entitled to exactly the same rights and subject to the same responsibilities as other small craft. This ruling raises a number of issues as to how such craft should be regarded in law. We understand the Crown Prosecution Service is considering an appeal to the House of Lords and we await the outcome of this with the greatest interest."

The original case was heard at Salisbury Crown Court, where Mark Goodwin, a twenty five year old Weymouth man pleaded guilty to riding his Yamaha Wave Runner in contravention of Section 58 of the Merchant Shipping Act 1995. Mr Goodwin collided with Paul Facer who was stationary in the water, causing him substantial head injuries in May 2004. Prior to the case the Judge had been asked to rule on whether the PWC was a ship in terms of the Merchant Shipping Act. In his ruling, Mr Recorder A Davies QC concluded that it was indeed a ship and that the legislation applied.



The RYA has changed the long-winded title of the RYA/ISAF Offshore Racing Crew Approved Course For Personal Survival to RYA/ISAF Offshore Safety Course.

The change has been made in response to the importance laid on the safety syllabus, which satisfies ISAF Special regulation 6.01 - Training, and is effective from January 2006.

The course was developed in response to ISAF safety regulations that require crews competing in ISAF Category 0 - 1 and 2 offshore sailing races to have a proportion of crew members trained in survival techniques. The two-day course covers the RYA Basic Sea Survival Course, extending to include items such as handling heavy weather, damage control and repair, storm sails, care and maintenance of safety equipment and weather forecasting.

Simon Jinks, RYA Chief Cruising Instructor said: "Any offshore sailor needs to be equipped to deal with the variety of emergencies that can occur at sea. Although the course is designed for racing sailors competing in offshore sailing events - such as the Fastnet - any offshore sailor will benefit from the safety survival techniques taught on this course."

For further details contact Simon Jinks, RYA Chief Cruising Instructor.

IMRAY BUYS STANFORDS CHARTS

Imray are the new publishers of Stanfords Charts. The stock and publication rights have been acquired from GeoProjects of Reading who will continue to publish their extensive series of inland waterway maps.

Stanfords' popular range covers the southern North Sea, English Channel and Bristol Channel in three series: folded coastal charts, large format chart packs and single sheet small format local series charts of harbours and rivers.

Stanfords charts have a well defined and distinctive cartographic style and are published on completely waterproof material; features that have retained a significant number of regular users.

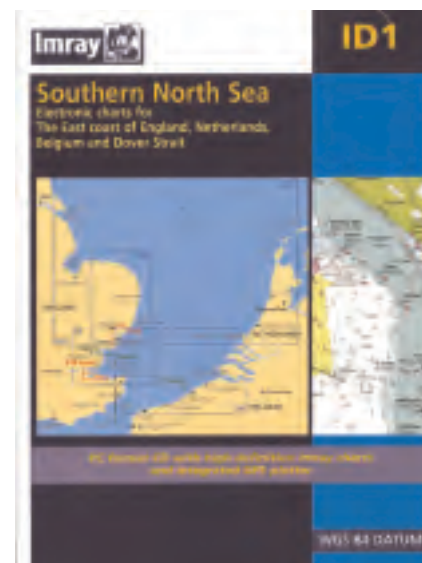
Imray will publish Stanfords Charts as a separate imprint. For the foreseeable no changes will be made to the range, style or content although amongst the handful of charts that will be reprinted for 2006 the cover style will be updated.

However, in the longer term the list will be developed to complement Imrays extensive home waters list.

Corrections will be published on the existing separate web site www.allweathercharts.co.uk.

Although the charts will no longer be hand corrected, charts will be issued with corrections as they are despatched.

A new catalogue is being prepared and will available for the London Boat Show.



Imray has just launched its first digital chart CD, of the Southern North Sea, for use on on-board laptops.

OLYMPIC HERO HAS 'EM SWOONING

Olympic sailing silver medallist Nick Rogers had the girls swooning and the boys cheering with adulation (including the mum's and dad's) when he addressed members of Deben Yacht Club at their annual laying up supper at Woodbridge in November.

Nick (28) who with his crew Joe Glanville (26) won a silver medal in the 420 class at the Athens Olympics, having previously won a bronze at the Sydney Olympics, told the audience that getting there involved following the three 'S's - skill, strategy and (s) psychology.

He told the youngsters they must set goals, break them down into what could be achieved when, and take the most relevant aspect of their sailing and work on it. If they were not light airs sailors, they must go and work at it until they were.

"When you get to this level of our sport you mustn't be too British. As a nation we tend to admire the underdog. Right from the start Joe and I decided we didn't want to be considered underdogs, we were quite public in our condemnation of the underdog. We went round the fleet making sure everyone knew we were the best and our attitude was that they all had to beat us," he said.

"Sailing is all about risk assessment and how far you can push the boat and yourselves to

achieve your goal. I have tremendous respect for the American crew that pipped us to the gold. They did a tremendous job of clawing back the points when on paper we were clear winners. We'll get the gold at Beijing," he declared.

It's been a record year for the club, bigger fleets, membership up to 930, the dinghy park has been extended and resurfaced to accommodate an addition 70 boats, and plans are going forward for a £50,000 extension of the riverfront clubhouse. Pierre Naude is the new Commodore. Pierre, who works at Sizewell took over from Woodbridge School teacher Mel Ringer.



Nick Rogers at Woodbridge

Felixstowe Ferry Sailing Club recently hosted a world championship qualifier event for Standard and Radial Lasers competing for places in the ISAF World Sailing Championships 2006 and the forthcoming Olympic Squad. A total 165 boats (pictured below) from the UK, Sweden, Bulgaria, Denmark and the Dutch Olympic team took part; this is the largest number of boats that have competed in an event at Felixstowe for more than twenty years.



WHO'S WHO AT RYA EAST

Chairman: TBA

Vice-Chairman : Chris Edwards

Secretary: Robin Hill-Sanders

Treasurer: Peter Woods

Regional Coach: Derek Burchell

Chairman Training Panel: Terry Corner

Windsurf Liaison and T15 co-ordinator: Gillian Horne

Sailability Regional Organiser: David Wilding

High Performance Manager: Bruce Bonar

Dinghy Fleet Hire Manager: Martyn Garnsey

Environmental Co-ordinator: Chris Edwards

Regional Communicator: Garth Cooper

RYA Council Members: TBA and Terry Corner

01621 868834

01621 816131

01621 853015

01621 869599

01473 730970

0238060 4194

01223 843769

07909 994642

01702 206540

01621 868834

01362 699195

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