

# RYA EAST NEWS

## NEW DEAL FOR REGIONAL TRAINING FLEET HIRERS

**THIS** Easter sees the first bookings for the regional hire fleets and marks the culmination of a major refurbishment programme including new sails, new centre boards, rudders, and a mass of fittings and fixtures – all designed to ensure the boats sail well but are safe as well.

The regional training panel has spent over £5,500 this winter carrying out the refits. With the exception of the newest Oppie fleet all the Oppies now have highly distinctive new sails and all the sails carry the red and blue RYA logo in 12 inch lettering.

All the Toppers have been refurbished with new running gear. The sails have been cleaned and repaired and have also had the RYA logos added.

All the boats, and the road trailers have also

**Can't get the fleet you want at the time you want? The Regional Training Panel is offering a discount on the hire fees for clubs and schools, which use them during off-peak periods. Call Regional Hire Fleet Manager John Hancock on 07712 446513 for details and dates.**

been badged to help spread the word about sailing and the key role played by the RYA at all levels.

And despite this expenditure the charges for hiring them have again been held at the same level. A new booking system has also been introduced. Over the next few weeks each fleet will be "equipped" with a boat management list, which will help ensure

**RYA** EASTERN REGION

**SUPPORTING  
THE SAILORS  
OF  
TOMORROW**

that boats are kept in good condition and that they are passed on to the next hirer complete and sound.

At the end of each season the fleets are towed down to Benfleet YC where regional hire manager John Hancock and his team tackle the, often disheartening, task of refurbishing them.

The list of damage is legion; broken trailer light boards (hirers have to supply their own); broken trailer parts including complete mudguards missing and missing trailer security locks; on the boats missing or broken tillers, rudders and centre boards, missing or burst buoyancy bags, even masts and booms have gone missing in the past. And as for the

**Above: All boats carry these identifying stickers.**

**Below left: The new logos on the newest Oppie fleet sails.**

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## HIRE FLEET UPGRADE

rope-work, John reckons to spend hundreds of man-hours every year replacing mainsheets, sail lacings, retainer bungs, and kicking straps – and hundreds of pounds this year too!

Sometimes boats have come back with severe damage to the mast thwarts or self-balers damaged beyond repair.

**Last summer one of the new sets of Oppies was plastered in Duck tape, which proved so difficult and damaging to the surface finish to get off that the Training Panel has issued a ruling that no such stickers will be allowed on the hulls.**

Because it was decided to carry out a major refit of the fleets this year, the work was contracted out to Benfleet YC member and sail-maker Chris Henderson, and carried out at his workshop at Rayleigh.

Chris, who is a racing coach, was aghast at what he found when the boats arrived: “I couldn’t believe it. The boats were filthy and a lot of gear was missing – mainsheets are a case in point, we’ve found polypropylene cord on some of the boats – or damaged. Sail lacings also seem to go missing – why people should want to take the sails off the masts I don’t know, wrap them round and put them in the containers on the trailers!”

One of the problems is that a number of parents are not sailors themselves and when youngsters have finished for the day, tend to whisk them off without properly ensuring the boats are stowed properly – equipment gets stowed in the wrong trailer box or gets left

lying around and is mislaid, breakages are not reported and, unfortunately, items go awol.

“Sailing is truly family sport, it’s safe, clean and fun. Yet the youngsters are not being taught to care for others property and eventually their thoughtlessness can lead to another child’s disappointment or lack of enjoyment,” added Chris.

When *News* visited Blue Marine, Chris and his business partner, one-time world champion 420 sailor, Colin Goodman, were completing the refit of the last of the three Optimist fleets. These fleets (apart from the newest purchased last year) have all had new sails – in a bright pink. All have been designed and cut to hold their shape without batons (one less thing to worry about, he says). All have been laced to the masts and should NOT need to be removed unless for repair.

Both Chris and Colin, who is a sail designer, worked for Hyde Sails until the company was sold and relocated to the south coast. Chris went out on his own and Colin joined him at the beginning of this year.

All the Optimists have now been fitted with bow bumpers. All have new mast clamps and each has a warning sticker on the thwart next to the mast reminding users to ensure the clamps are properly attached to the mast. The masts have all had 12 inch extension sections riveted on the bottom to raise the booms – normally these sections are a detachable extra,

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CHRIS HENDERSON DISPLAYS ONE OF THE NEW OPPIE SAILS, AND HULLS NOW CARRY THE SAME NUMBER.



ONE OF THE TOPPER SAILS PICKED AT RANDOM. UGH! COVERED IN DIRTY FOOT PRINTS, AND WET.



DUCT TAPE STUCK ON THE SIDES OF THE NEW OPPIES NEEDED SPECIAL CHEMICALS TO REMOVE IT AND IT MARKED THE HULL.

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## HIRE FLEET UPGRADE

but so high is the gear loss with these boats it was decided to rivet them to the mast foot.

Chris and Colin have introduced a few tweaks – including new bungees for retaining the centreboards, and for holding the toe straps off the bottom of the boat. “A lot of youngsters get into trouble trying to wriggle their feet under the toe straps as they change tack. By keeping them tensioned a couple of inches off the bottom with a bungee round the top rudder fitting, they can get their feet under more easily and quickly. The bungees also allow them stand on them without damaging them,” explained Chris.

One of the biggest problems with the Optimists is the buoyancy bags. As the temperature rises during the day the bags expand and if they have, as is often the case, been pumped up hard at the beginning of the day, they burst or seams split. Also when the boats come off the water with fully inflated bags and are stacked on the trailers the heat gain with the hull off the water wreaks havoc with the bag.

“Buoyancy bags should be left partially inflated, especially if they are off the water and going to be sat unused on the trailer for several weeks,” explained Chris. Replacing a bag costs £18 to £20 a time and this year over half were replaced.

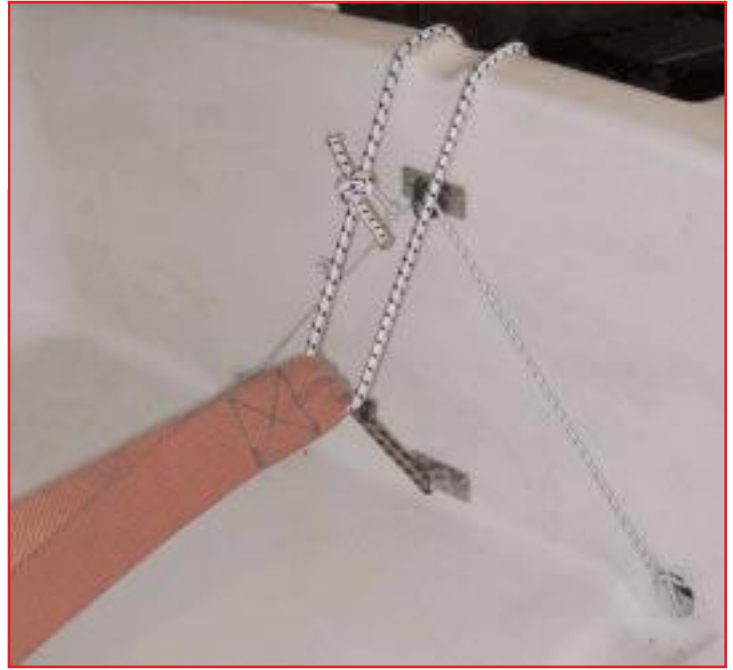
Although the Topper sails did not need replacing this year, they were in a disgusting state. Several had adult-sized muddy footprints right across them!

“Again, why do people take the sails off the

spars? Wrap them round and put them in the trailer racks,” said Chris, who had to send all the Topper sails away for thorough cleaning before doing some stitching and adding the new RYA logos. They all needed new lacings, mainsheets, several needed new toe straps, and centreboard bungees and a number of new tillers were also bought. Again hulls had been adorned with an assortment of stickers which all took time to remove.

Damage to trailers this year included broken and missing mudguards, missing trailer security locks, and broken locker hasps.

“We also found that a number of the lifejackets had to be replaced because of either physical damage or fungal decay because, along with ropes and sails, they had been stuffed in the trailer boxes wet,” commented Chris.



ABOVE: SIMPLE BUNGEE CORDS KEEP TOE STRAPS CLEAR OF THE BOTTOM.

### HIRE FEES HELD FOR THIRD YEAR

**The cost of hiring the three Optimist and two Topper fleets has been held at the same level for the third year running.**

**The prices are: £70 first day, £60 second and £35 for subsequent days. This is £235 for five days or an average of £47 a day.**

**Easter is fully booked and late summer is filling up fast.**

**Call Regional Hire Fleet Manager John Hancock on 07712 446513 for details and dates.**

### USER GUIDE

- 1: Hose down boats on trailer on arrival to remove dust, road grit and grime.**
- 2: Check each boat against the check-list supplied with the hiring pack when you pick it up. Let the Regional Hire Manager know immediately of any breakages or missing gear.**
- 3: Try and keep each boat's gear together. This way items don't get mislaid.**
- 4: Encourage youngsters and their parents to rig and set up the boats properly, it reduces subsequent damage afloat.**
- 5: DO NOT ATTACH UNAUTHORISED STICKERS TO THE BOATS. Boats have now been numbered so they can be listed to a particular crew.**
- 6: DO NOT REMOVE SAILS FROM SPARS.**
- 7: Dry sails, lifejackets and ropes before stowing away in the containers.**
- 8: DO NOT MIX GEAR BETWEEN FLEETS OR BOATS.**
- 9: Replace broken or missing gear with identical equipment. (Regional coaches and members of the Training Panel will carry out spot checks during the season).**
- 10: Clean boats and hand them on as you would wish to receive them.**
- 11: DO NOT STAND ON TRAILER MUDGUARDS – THEY BREAK!**

# RECORD CROWDS PACK ALLY PALLY DINGHY SHOW

**NORTH** London was awash with yellow wellies and oilies, and hundreds of youngsters eager to get a glimpse of the latest in sailing fashion, new go-faster gear and in the more than 100 dinghies on show at the 2005 Dinghy Show at Alexandra Palace.

By 1100 hrs on both Saturday and Sunday not only were the overflow car parks full, but also vehicles were parking on the entrance roads and even in local back streets as people flocked to the show. The organiser, the RYA, was aiming for around 5,000 visitors each day.

Among the crowds were a contingent of 40 youngsters and parents from Waldringfield SC. While parents admitted they were flagging a bit after an hour or two, the youngsters hardly had time to get bored with demonstrations, lectures, and competitions coming thick and fast.

These included the Holt Blow Boat Competition, remote control model boat racing, label-the-rigging, winch grinding and Ready Wet Go in which competitors see how fast they can get into a wet suit, and, for those who couldn't keep away from the computer keyboards the Virtual Skipper 3 heats and finals.

Presentations on boat maintenance and repair; capsizing for fun, what to wear when sailing and the background to the success of the British Olympic sailing team all drew capacity audiences. In the practical coaching area National Sailing Coach David Ritchie and Royal Navy Coach Grahame Forshaw drew huge crowds as they ran

workshops on setting up boats for different conditions.

On the UK Splash Association stand the winner of last year's Traveller Series of 12 races, James Large from the Waveney and Oulton Broad YC, was presented with a brand new boat, courtesy of the Dutch builder Roel Wester, by sailmaker and top dinghy coach Mike MacNamara.

The RYA used the show to announce the addition of two new classes to the RYA Junior Programme. The RS Feva becomes a recognised junior class and the Laser 4.7 junior pathway status.

In addition to the existing junior classes, these two new classes will provide a broader foundation to the recognised youth classes, as well as offering national and international competition.

The RS Feva is a popular boat and meets the

need to engage sailors through a modern dinghy. The class runs a comprehensive training programme and is highly attractive to young children.

For sailors looking to move up into the single-handed Olympic Laser class, the introduction of the Laser 4.7 into the junior programme will allow them to get to grips with the one design class at a younger age and help them to develop the technical knowledge and skills required.

The class will provide a natural progression from the Laser 4.7 into the Laser Radial and then onto the Laser Standard.

A national coach is to be appointed, along with the introduction of international competition grants for the world championships in America this summer, and a national junior squad training programme, will start in May.



James Large receives his Splash prize from Mike MacNamara.



Waldringfield SC Cadet sailors admire the new class boat.



The crowds packed in despite the snow.



Not everyone was interested in go-faster plastic, this original Tideway was popular. Left: audiences for lectures were bigger than expected.



# THUGS DAMAGING RACING WILL NOT TO BE TOLERATED SAYS CHARTER

A major new initiative aimed at trying to retain racing sailors in the sport and to recognise that whether competitors or organisers, everyone has the right to enjoy the sport, has been launched by the RYA.

The RYA Racing Charter is in the new version of the RYA Racing Rules of Sailing 2005-2008, and is a set of guidelines designed to help make racing more fun, fair and welcoming for competitors and organisers at all levels, and to halt the falling level of participation at clubs and some class association regattas.

The Charter promotes good rule observance, encourages good sportsmanship, and good communication between competitors and organisers. The basic principles will lead to bigger and better racing at clubs and in the classes and if competitors and race organisers understand what is expected of each other, it will promote

high quality, accessible and enjoyable racing for everybody.

Clubs adopting the Charter are sending out a clear signal to all those who race that the principles of the Charter will be applied, and that the club is committed to giving the best racing possible for all sailors. Under the Charter, clubs are letting sailors know that they not only operate by these standards but that they expect all sailors using their facilities to adhere to them.

It should not mean extra expense or burden for clubs as it is free of charge and clubs can receive help and advice on all aspects of the Charter.

Compliance with the Charter is dependent on a club's needs and level of competition. Classes endorsing the Charter agree to support the principles for the benefit of their members, and those clubs that run events on their behalf.



Intimidating tactics on the line and bullying and swearing are banned. Below: the new RYA Racing Charter logo.



## RISK OF ENTRAPMENT VERY SMALL SAYS CAPSIZE REPORT.

A two-year study of dinghy entrapment – getting trapped under a capsized dinghy – shows the statistical risk is tiny but sailors should be aware of prevention and rescue techniques

Pioneering research conducted by the RYA has shown that dinghy sailing is still a safe sport with the statistical risk to a sailor of getting stuck under their boat extremely small.

Lack of research into dinghy entrapments and heightened public awareness prompted the research programme,

focusing on identifying trends in incident figures, common contributing factors and effective rescue techniques. As well as setting up a mechanism for dinghy sailors to log incidents, the researchers looked into ways of preventing entrapments by examining boat design and by developing and testing the most effective rescue techniques.

Forty-four incidents were logged during 2003 and 2004. In addition, air gap tests were conducted under a range of boats and a range of

rescue techniques tested and discussed with major dinghy manufacturers.

Key findings of the research showed there are no clear patterns as to the cause of incidents, which occurred in a wide range of conditions and boats.

Neither the experience of the sailor nor the equipment used suggested a single dominant factor in the incidents recorded. The statistical risk to a dinghy sailor of becoming dangerously trapped is tiny, but sailors should be aware

these incidents can happen. Rescue can be difficult in the time available and staying calm contributes to the chance of escape. The causes of entrapment were divided equally between getting ropes tangled around the body or limbs, getting caught on other control lines and straps, and involving some part of the trapeze harness.

A lack of previous data made it impossible to establish a trend as to whether entrapments were on the increase. A downloadable version of the full report is available from [www.rya.org.uk/Training](http://www.rya.org.uk/Training), or by emailing [david.ritchie@rya.org.uk](mailto:david.ritchie@rya.org.uk) or by calling 0845 345 0384.

# GOVERNMENT GETS IT WRONG ON CLUB BOOZE

**SAILING** clubs face having to close their bars in the face of swingeing Government proposals to tackle alcohol related crime, disorder and public nuisance. The Government has been accused of completely ignoring concerns, raised in the consultation on the proposed Licensing Act 2005, by sailing and yacht clubs, and other sports clubs, that the proposed increases to the license fee rates will have damaging effects on grassroots sports.

Edmund Whelan, RYA Legal Manager stated: "The RYA is bitterly disappointed with the Government's lack of considered thinking when putting the new

license fee regime together. Although time is short, as the legislation is due to come into force on 7th February, we will be, along with other sports bodies, pressing the Government to reconsider its decision."

The new licensing fee regime will treat non-profit making clubs in the same manner as commercial, profit making, high street pubs and clubs by determining the fee on the basis of the non-domestic rateable value of the premises.

Rod Carr, RYA CEO said: "This approach totally ignores the fact that a club's premises is largely comprised of sailing facilities for club members, such as boat

storage, jetties and sea frontage, which have no relevance to the sale of alcohol."

In its response to the Government consultation the RYA stated the approach was 'flawed, and would result in the small sports clubs (where little or no drink problems are recorded) subsidising the big commercial drinking establishments where the real problems arise'. The RYA supports the view of CCPR that 'if the Government is serious about increasing participation in physical activity and achieving sporting excellence, it must stop crippling grassroots sport with extra costs and bureaucracy'.

## NEW EAST COAST CLASSICS CLUB

**OVER** 70 East Coast sailors gathered at the Old Customs House on Ipswich Dock one Saturday evening early this month for the inauguration of the eastern division of the British Classic Yacht Club (BCYC).

The club, formed two years ago on the South Coast, already has 50 stunning classic yachts on its register, of which less than half a dozen are based on the East Coast.

Organising the event, BCYC east coast vice-Commodore Jonathan Dyke said; "We have a considerable number of notable classic yachts on the East Coast. There is a growing interest in classic yachts and as more come to light they need to be preserved. "The East Coast has one of the greatest concentrations of beautiful boats in this country.

We're looking to form a link between like-minded owners all over the country. We want to encourage regattas to introduce a classic class."

Unlike a normal yacht club, membership is for the boat, rather than the owner; boats have to be of a "classic" design; namely built for pleasure, of wood, having graceful lines, long overhangs and sweeping sheers. Most of them are either one-offs or short run builds and all are

over eight metres length over the deck. The list of designers reads like a sailing roll of honour – Nicholson, Holman, Buchanan, Fife, Dallimore, Laurent Giles, Mylne, Robb and McGruer among them.

All the accepted boats are published in a register. Membership is £125 a year (plus £30 for the club burgee in year one). Details from the BCYC website: [www.britishclassicyacht-club.org](http://www.britishclassicyacht-club.org).



Classic yachts racing on the Orwell

## NEWS BRIEFS

**Ofcom, the communications watchdog, plans to make VHF yacht radio licences valid for the entire life of the vessel, and free of charge on a self-service basis, when issued online via a new dedicated web-based service.**

The proposals will ease administration and reduce costs for yachtsmen who currently renew their license annually at a cost of £20. Ofcom believes that this new approach will make it easier for users to comply with legal obligations and use radio equipment that is appropriately licensed.

Ofcom is also proposing that the Radio Communications Agency, which issues the licenses, provides a web-based service as an alternative to the postal service; free of charge, but will continue to offer a postal service for applicants who do not have access to, or prefer not to use, the internet.

### PAPER WILL COST

This service would incur a fee to cover administrative costs.

Users will still be required to keep their licence details up to date. They will also require an amended license if any important details change, such as the name or ownership of the vessel.

Such amendments can be made online for free, or via a postal service, which will incur a small charge to cover administrative costs.

The full consultation document can be found at [www.ofcom.org.uk](http://www.ofcom.org.uk). The closing date for responses is May 3, 2005.

## PRE-1998 CREWSAVER LIFEJACKETS VALVE CHECK – WARNING

**MARINE** safety equipment manufacturer Crewsaver has issued a safety notice regarding automatic lifejackets fitted with a United Moulders Mk. 3 automatic operating head and purchased before 1998.

Over time, the repeated over-tightening of the CO2 gas cylinder could cause wear within the moulding of the operating head, with the result that gas could escape when the jacket was inflated.

It appears that a sealing 'O' ring can become distorted and should be replaced. Anyone worried should contact Crewsaver on **02392 528621** or email [sales@crewsaver.co.uk](mailto:sales@crewsaver.co.uk)

Such units might need a minor modification to ensure their continued safe operation.. To register with Crew-saver log on to [www.crewsaver.co.uk/mk3](http://www.crewsaver.co.uk/mk3) , who will send you a replacement 'O' ring and detailed instructions for fitting it.

Pictured are the type of life-jacket and the Mk 3 operating head fitted to versions made before 1998, also what it looks like with a damaged ring and with a new ring fitted.



## WELCOME MYRRH



**THERE'S** a new voice on the end of the telephone at RYA headquarters communications department, a very English sounding American named Myrrh Walker. She should do, her father is a Brummie.

Myrrh (24) not only sounds good, she looks good and she's got a degree in Art History. A native of the East Coast American town of Boston, she's a keen sailor, spending most weekends in and out of 420's or the local FJ class.

Here in England she sails a Merlin Rocket with her boyfriend.

Myrrh is the new Communications Assistant replacing the recently departed James Holmes. "I've always been interested in PR and communications and I've sailed all my life. This job is ideal in combining the two," she said.

It's all change at Hamble at the moment as Communications Officer Bethan Ancell is leaving to go to a London agency, and Communications Manager Louise Nicholls is expecting a baby later this summer.



**HONDA RYA YOUTH RIB CHAMPIONSHIP**

**ORGANISE YOUR OWN HEATS – IT'S FUN**

**Paxton Lakes Sailing Club is the venue for this year's Eastern Region final of the Honda Youth RIB Championship on Saturday, July 2nd.**

## NOMINATIONS NEEDED FOR COMMUNITY AWARDS

**THERE** are three categories in this year's Community Awards for volunteers in sailing.

**Lifetime Commitment** – someone who has shown exceptional commitment and dedication over a number of years; **Outstanding Contribution** – someone who has volunteered for *less* than five years but who has none-the-less made a significant contribution, including a single or 'one-off' contribution; and, **Youth** – someone under the age of 25 on October 1, 2005 who has demonstrated a regular commitment and/or

inspirational contribution to the sport.

The RYA makes the awards to individual volunteers within clubs, training centres or community sailing projects.

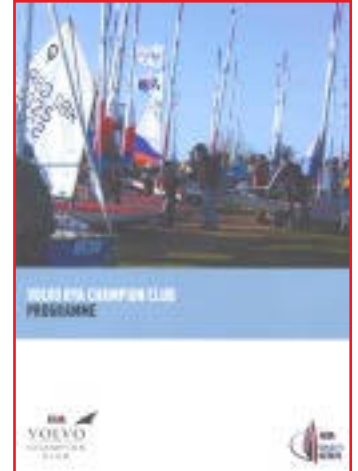
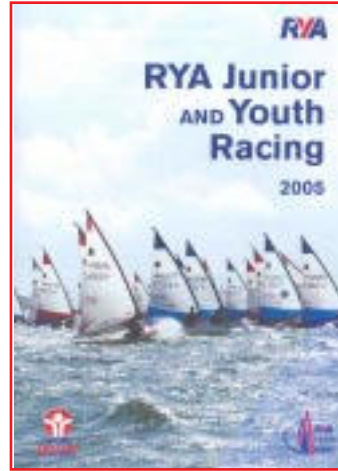
Award winners and their guests will be invited to a special presentation ceremony and luncheon in London in October.

For further information and a nomination form call Ann Chewins on 023 8060 4103.

Nominations should reach Rod Carr, RYA Chief Executive, by Friday, May 27, 2005.



Suffolk sailor Mike Spear (left) won a Community Award for lifelong services to sailing two years ago.



## BEDTIME READING FOR YOUNG SAILORS

**TWO** new booklets were launched by the RYA at the Dinghy Show. One, the Volvo RYA Champion Club programme for the coming year features local Topper sailors preparing to venture out on a cold winters day at Alton Water.

The booklet, which is a guide to clubs aiming for Volvo Champion status lists a number of local clubs among the 133 throughout the country.

The other booklet is the RYA Junior and Youth Racing handbook for 2005.

This takes youngsters through the complete progression from club to regional squad, national squad and ultimately on towards possible inclusion in the Team GBR and Olympic squads.

It outlines the recognised classes, details the training programmes and introduces the key coaches and trainers.

Both are available from RYA, RYA House, Ensign Way, Hamble, Soton SO31 4YA. Tel: 023 8060 4100.

## WHO'S WHO AT RYA EAST

**Chairman: Peter Catton**

**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: Fiona Wylie**

**High Performance Manager: Bruce Bonar**

**Dinghy Fleet Hire Manager: John Hancock**

**Environmental Co-ordinator: Chris Edwards**

**Regional Communicator: Garth Cooper**

**RYA Council Member: Peter Catton**

**01473 250247**

**01621 868834**

**01621 816131**

**01621 853015**

**01621 869599**

**01473 730970**

**0238060 4194**

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**07909 994642**

**07712 446513**

**01621 868834**

**01362 699195**

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