

# RYA EAST NEWS

## SAILING CLUBS SET TO GET RATE RELIEF

**DETAILS PAGES 10 AND 11**

**Sailing clubs are set to receive a major rate relief boost to their funds, thanks to sustained pressure from the RYA and the support of other sports bodies.**

A government amendment to the Local Government Bill currently going through Parliament will see sports clubs that are registered as Community Amateur Sports Clubs (CASCs) given a minimum 80 per cent mandatory rate relief on their bills.

This could be increased to 100 per cent at the discretion of the local authority.

The breakthrough, worth a considerable saving to many sailing clubs, follows a campaign coordinated by the Central Council for Physical Recreation (CCPR) on behalf of the RYA and other national sports bodies.

The RYA has pursued its own individual campaign on the issue for more than 20 years.

It redoubled its efforts in 2002, in opposition to government proposals to restrict the full benefit of change to clubs with property of a rateable value less than £3,000.

"This is a just reward for consistent and methodical pressure by the RYA and CCPR over the years," says RYA legal eagle Edmund Whelan.

"We are delighted to have been a standard bearer in an issue that has united many different sports and won strong support from members of both Houses of Parliament.

"The RYA has helped achieve a breakthrough that could mean the difference between life and death for many smaller sailing clubs and which will make a huge difference to the finances of other eligible clubs in every part of the UK."

Registering as a CASC will provide sailing clubs with a simpler means of obtaining mandatory rate relief than the current requirement for them to register with the Charity Commission.

Clubs that do not meet the criteria for mandatory rate relief may still be eligible for discretionary rate relief.

**Top picture: Who's this top coach being shy and retiring? See page five for story.**



### MAKE A DATE

**MARCH 13, 2004**

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

**Subjects will include: the future structure of RYA; how clubs can benefit from becoming Community Amateur Sports Clubs and save on the rates; the new Zone HPM will explain his extended role; we'll be looking at grass roots training and how clubs can become more involved; the part that sailing can play in rehabilitating disabled people and how clubs can be involved; and how publicity should be an integral part of club management.**

**Full details and booking forms in next month's issue. Early booking recommended. This is one conference NOT to miss.**

## DISABLED SAILING

## WOOLVERSTONE PROJECT'S NEW TRIMARAN A GREAT SUCCESS

**The Woolverstone** Project has taken delivery of its second Challenger trimaran, designed to be sailed single-handed by disabled people. The new boat, worth about £7,500, has been paid for by funds from the Diana Campbell Fund and RYA Sailability.

The Project, set up ten years ago by Royal Harwich Yacht Club, already has an earlier Challenger. The new one features a number of developments introduced from the Project's experience sailing them.

No one was more pleased to see the boat than Ron Hollington who has been sailing the original Challenger on a regular basis for the last four years or so. Some years previously he suffered two heart attacks and a total of six strokes

and was left unable to walk, talk or use one arm. Today, thanks to the work of the Project he has regained some use of his legs and will talk the hind leg off a donkey.

Ron, who is 63, commented: "Coming here every Monday and going sailing in the Challenger turned my life around. It's something I can do on equal terms with others. I've taken the Challenger to events at Grafham, Emsworth, Oxford and even sailed on the sea at Hunstanton. That was exciting – one minute you were perched above the waves and next they were higher than you."

Until he joined the Woolverstone Project Ron had never sailed, or even been in a small boat. Now his wife Joan can't keep him ashore.



Ron Hollington (above) putting the new boat through its paces on Alton Water in a brisk breeze. Sailing the Challenger has given Ron a new lease of life. All the control lines are run back to the seat. Steering is with a forward mounted tiller yoke which is connected to the rudder by colour coded cords. Both rudder blade and centre board are light enough for a disabled person to lift them in shallow water.

Below: Ron watches as his wife Joan raises the mainsail for him. "I am frightened of water and won't go on a boat," she says. "But being involved is important to Ron."



## OLYMPIC SAILORS

### DRESSED BY HENRI-LLOYD

**Sailing clothing** manufacturer, Henri-Lloyd has been appointed the official supplier to the RYA Team GBR Olympic Classes Squad at the 2004 Athens Olympics.

The firm will be supplying the squad and support team with specially developed, performance based sailing clothing as well as leisure wear to ensure that the team also look their best on shore.

Over the last 40 years Henri-Lloyd has led the development of fabric and garment design for the sport. The company has a long-standing

association with sailors in the squad and, in particular, has worked with Ben Ainslie and Shirley Robertson for many years, developing special designs and fabrics to enhance on-the-water performance for the benefit of all top class sailors.

RYA Olympic Manager, Stephen Park, commented: "We are pleased to welcome Henri-Lloyd on board as official clothing supplier and are delighted to be working with such a leading edge company which produces world class products."

**TO FIND OUT MORE ABOUT HOW YOUR CLUB COULD INVOLVE DISABLED SAILORS IN ITS ACTIVITIES, MAKE SURE TO ATTEND THE CLUB FORUM AT ROYAL HARWICH YC ON MARCH 13.**

# RYA HONOURS GEORGE BAKER

**George Baker**, who died a year ago aged 73, was posthumously awarded the RYA's highest honour of a Regional Award at this year's RYA AGM.

The citation was presented to his widow Pat by HRH The Duke of Edinburgh (pictured right) at a reception prior to this year's annual meeting.

George was a popular figure in East Coast sailing. Always a keen dinghy sailor, George nevertheless made a successful transition to 'big boats', winning club races and cruising extensively.

He was Commodore of Benfleet Yacht Club in the early eighties when they moved from an old lightship into smart custom-built headquarters alongside Benfleet Creek.

At the time of his death he was chairman of the RYA Eastern Region Training Panel. Once tipped as a possible national Chairman of the RYA, he dedicated his life to yachting and the RYA.

He was chairman of the Association of Yacht Clubs of Southend-on-Sea for many years. As such he joined the RYA Eastern Region Committee in 1984, being elected the regional vice-chairman just three years later.

In 1991 he was elevated to Regional Chairman. He was asked to stay on for an additional year so he could finish his term as chairman of the Regional Chairmen's Committee.

As such he was an ex-officio member of the RYA Council, and in 1984 was re-elected as a

full member on behalf of personal members in the Eastern Region. He retired from Council in 2001.

While on Council he had developed his interest in training as a member of the Divisional Training Committee, little surprise then that in 1996 he took on the chairmanship of the newly formed Eastern Region Training Panel.



**Suffolk yachtsman Mike Spear** is seen here receiving his RYA Community Award for services to sailing from Olympic sailor Shirley Robertson at the pre-AGM reception.

Mike is chairman of Suffolk Yacht Harbour Limited, which operates the marina at Levington. He was a founder of Haven Ports Yacht Club and for many years successfully campaigned the Swan 41 Moustique in EAORA and RORC races.

He is President and a Trustee of E.A.S.T., which helps to get disabled, blind and partially sighted adults on to the water through its fleet of 19ft Squib keel-boats and on longer cruises with volunteer skippers.

**RYA EASTERN REGION SAILABILITY FORUM  
SATURDAY NOVEMBER 15 AT ROYAL HARWICH YC  
1200hrs START.**

**The link between RYA and Sailability.  
Find out how your club can become involved in sailing for the disabled.**

**Details and booking from Fiona Wylie 01473 780965**

## HONDA RYA YOUTH RIB CHAMPIONSHIP

**SOUTH COAST SWEEP THE BOARD – AGAIN**

The top 30 young power boaters from an initial 80 clubs took part in what proved to be a close run national final of the Honda RYA Youth RIB Championships 2003.

The event was run as individual time trials around a triangular course where competitors performed boat-handling skills, such as a simulated man-over-board routine. They completed the course twice and their best time was taken.

James North (12) from Saundersfoot Yacht Club clocked up the quickest time of the day at 1 minute 22 seconds, fighting off last year's champion, Thomas Morgan (11) 1 minute 24 seconds) in the 8-12 year old category. The battle for third place was won by Paul Magowan (11) from Quoile Yacht Club who pipped Caroline Matthews (12) from the Royal Temple Yacht Club by 0.84 of a second.



In the older age range racing was even closer. Timothy Morris (15) from Parkstone Yacht Club and Alexander Watson (16) representing the Royal Temple Yacht Club showed that it took smooth riding and increased skill to win. Subsequently there was only half a second between Timothy in first (1 minute 8 seconds 83) and Alexander (1 minute 9 seconds 65) in second. Third was Jonathan Lewis (15) from Tenby Sailing Club

with a time of 1 minute 13 seconds.

The top prize was an Avon 450 RIB fitted with a Honda 40hp 4-stroke outboard on an Indespension trailer for the winning club.

Event Director Andrew Norton said: "The Honda RYA Youth RIB Championship is only in its second year of running and already there has been a significant increase in participation. Clubs are realising that it is better to introduce powerboating

at a younger age and are now setting up club training programmes and opportunities. Subsequently Honda, Avon and Indespension trailers have agreed further sponsorship for 2004."

Phil Haynes, Honda (UK) said "It's about time that adults stopped having all the fun. This initiative improves safety and gets more youngsters into powerboating, opening up the sport to a whole new generation of boaters."

## **CLUBS URGED TO HAVE SAY ON FUTURE OF LOCAL WATERS.**

**Yacht clubs** on the Orwell and Stour are being urged to take part in the consultation process on the review of the Stour and Orwell Estuary Management Plan.

They have been given an extension to get in comments on the plan.

First launched in 1996 the Plan attempts to achieve a balance between the development, environment, leisure and commercial

use of the estuaries.

The update has been called for by the increase in commercial development and also the growth in water-borne leisure.

There are six sailing clubs and five marinas and some 3,000 boats on the Orwell alone. It is the most popular sailing area after the South Coast.

The Stour and Orwell Estuary Management Group, is made up of county councils, local district councils,

wildlife, environmental, governmental and leisure bodies, and warns that while water recreation needs should be kept under constant review, any expansion must not conflict with other users.

One area it spotlights is the location and number of moorings and calls for a review of current management arrangements, and hints that changes might be needed.

Although the consultation period is officially closed because local sailing clubs haven't reacted, they are being given an extension to get their views in.

Comments to Chris Edwards, Environmental Co-ordinator, who is collating comments into a sport-wide response. His address is 9 Woodrolfe Park, Tollesbury, Essex, CM9 8TB or you can fax comments to him on 01621 868834.

## GET IN NOMINATIONS FOR YOUNG SAILOR OF THE YEAR AWARD

In 1998 Hannah Stodel, of Brighlingsea SC, then a 13 year-old pupil at the Royal Hospital School, won the Yachting Journalists Association (YJA) Young Sailor of Year Award.

Hannah, who was born without a right arm, finished top lady crew at the 1998 Mirror National Championship and went on to represent Britain at the World Championship the following year.

Other previous winners include Ellen MacArthur for passing her RYA/ DOT Yachtmaster Offshore Certificate with exceptional examination

results when she was 18, and Ben Ainslie for winning the Laser Youth World Championship in 1995. Both subsequently went on to win the prestigious Yachtsman of the Year Award.

This year, for the first time ever members of the yachting public can nominate the youngster of their choice for the Raymarine YJA Young Sailor of the Year Award, 2003, along with clubs, class associations and training centres.

The Award, which is supported by marine electronics equipment manufacturer Raymarine, will be presented at the 2004 Schrodgers

London International Boat Show at ExCel, in Docklands, in January and nominations close on November 21st.

The organisers are looking for youngsters who are under 19 years of age on December 31st, 2003, and have made a significant impact on youth sailing during the current year. This could be on the racecourse, in the classroom, overcoming adversity or any other notable achievement.

Each region chooses a winner who receives a range of clothing and a bag courtesy of Raymarine.

Their name then goes

forward to the YJA, which in conjunction with the RYA, draws up a shortlist which is then sent to all 280 YJA members who vote on the national winner.



**Cambridge-based Giles Scott was a regional finalist.**

## BBBRRR-DAY FOR YOUNG MIRROR SAILORS AIMING FOR SQUAD STATUS

Twenty-one Mirror crews braved a cold, northerly F5 at a Mirror Open Training Day organised by Deben Yacht Club at Alton Water, near Ipswich at the end of October. The forecast had been westerly 10 mph!

Apart from a chance to have some detailed training with national Mirror coach Peter Aitkin and Mirror national champion Craig Bond, some of the crews were up for selection to the East Zone Mirror Squad. This is the first Mirror squad formed in the region.

Boats nominated for the East Zone Mirror squad (helms name first) are: Abi Stodel and Ben Rix, from Brightlingsea SC; Thomas Horey and Tom Stobbard, King George SC; David Conlon and Mitchell Bond, Bright-

lingsea SC; and two crews from Deben YC, Jonathan Shuster and Michael Carr, and James Griffith and George Miller.

Three more Mirror crews will be chosen for the squad from another Mirror open event being held at Queen Mary Reservoir, North London on December 6.

Harken donated prizes to : Abi Stodel and Ben Rix, for the worst 720-degree penalty turn!! ; to Michael and Cathie Shuster for their pluck in the stiff conditions; Holly and Tim Game for the best performance despite equipment shortcomings and, to Susie Martin, who sailed single handed, for the best effort with a damaged boat..

*Our page one mystery instructor is none other than Peter Aitkin!*

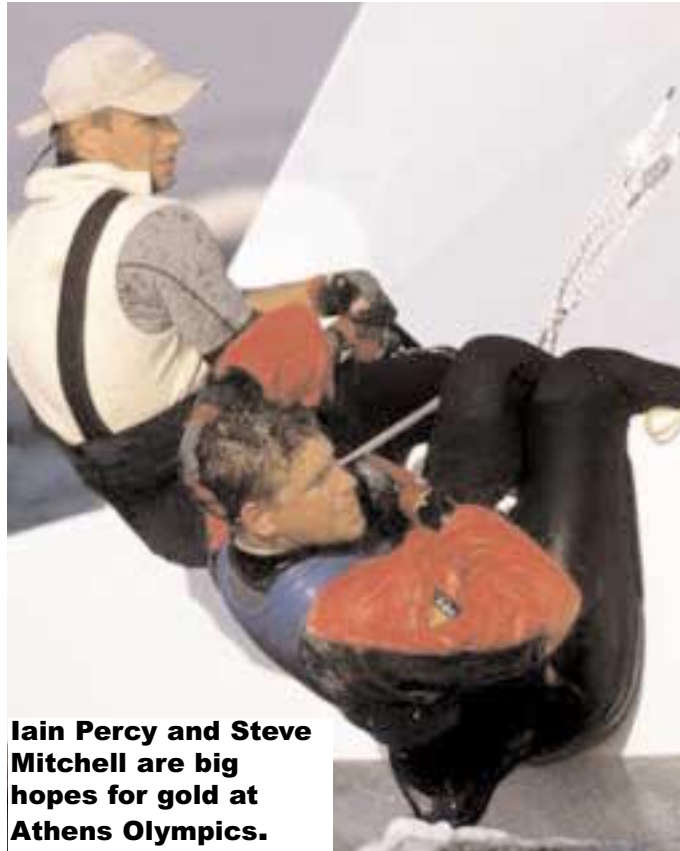


# Britain top nation at world championships

Great Britain finished top nation, in front of Australia and France, on the final day of the Cadiz sailing world championships, finishing with five medals, two gold, one silver and two bronze.

It was a highly successful championship for Team GBR which saw its Sydney medalists Ben Ainslie in the Finn and Iain Percy, with team mate Steve Mitchell, in the Star, take further podium positions in their respective classes.

In addition to this a world championship gold medal in the 49er class for Chris Draper and Simon Hiscocks proved that the team has strength and depth, which was confirmed with the bronze medal from Andrew Simpson in the Finn class and a silver for Leigh McMillan and Mark Bulkeley in the Tornado – as well as the fact that Great Britain finished with four teams in the



**Iain Percy and Steve Mitchell are big hopes for gold at Athens Olympics.**

top ten in the 49er class.

Places in Team GB for the Athens Olympics next year have been confirmed for Shirley Robertson, Sarah Webb and Sarah Ayton in the Yngling class, Ben

Ainslie in the Finn, Iain Percy and Steve Mitchell in the Star class, Chris Draper and Simon Hiscocks in the 49er class and Nick Dempsey in the men's windsurfing class, have all met

the selection criteria and been confirmed by the British Olympic Association for the Athens Olympic Games next year.

The RYA Olympic Selection Committee is expected to announce that Natasha Sturges and Laura Baldwin will represent us in the women's Mistral and Europe classes respectively, although they will have to meet the criteria set by the committee in order to attend the Games.

The battle for the Laser class places goes right to the wire with a final trial at Weymouth next April.

Further information about the ISAF World Sailing Championships can be found on the official event website [www.cadizworlds2003.com](http://www.cadizworlds2003.com).

Information on the Team GBR sailors as well as pictures from the event can be found on the RYA website – [www.rya.org.uk](http://www.rya.org.uk).

## DO YOU SUFFER FROM HOOLIGANS ON JETSKIS?

Jetskis, or personal water craft (PWC) as we are now supposed to call them, are a recognised and growing form of water sport. The great bulk of users act responsibly, but a minority of cowboys are spoiling it for everyone else.

The British Marine Federation (BMF) and the RYA have joined forces to produce a definitive guide to the management of PWCs, initially aimed at harbour authorities and local authorities with water frontages and coastlines, it is nevertheless a useful document for clubs who may have members who use PWCs or whose facilities are disrupted by their use.

It looks at the issues – noise, pollution, danger to other water users and wildlife; and suggests various methods for managing the use of PWCs, including speed limits, special areas for launching and use, education and courses.

To get a copy of **MANAGING PERSONAL WATERCRAFT**, contact RYA Planning and Environmental Officer, Susie Tomson on 0845345 0373.

## SHOW DIES – LONG LIVE THE SHOW

The RYA Sailboat and Windsurf Show is dead. It is being replaced with the Dinghy Sailing Show.

The change in title reflects, says organiser Jenny Curry, the change in visitor interest. "The expert talks and master-classes we've featured in the past few years have gone down really well with visitors and we are planning more features with well-known speakers for 2004.

"The show is as much

about sailing your boat as the boat itself, so we thought it was time to reflect that in the new title."

The first Dinghy Sailing Show will be staged at Alexandra Palace on Saturday 6 and Sunday 7, March, 2004.

The concentration on dinghy sailing means that windsurfing exhibitors will be missing from the show. Most, it appears, have opted for ExCel.

## WHO NICKED ED'S RIB?

Has anyone recently offered an orange Tornado RIB cheap to you or your sailing club? If so, beware. One of the RYA's 5.1 metre Tornado RIBs, complete with Yamaha 50hp four-stroke outboard on a trailer was stolen from Hayling Island near Chichester on September 30.

Not only that, it had strapped on top of it a Finn class dinghy, complete with five sails.

The RIB is labelled "RYA 14" in a black rubber stencil, on the stern of both tubes, which would not be easy to remove without leaving a mark. It has a

Yamaha 50hp Four Stroke on the back. There is a tow post behind the seat. The seat covering has been ripped and has duct tape sticking it back together.

The Finn sail number is GBR 593 and it was strapped on to the top of the RIB trailer. The Finn belongs to international Finn class sailor Ed Grieg and he'd like it back!

If you see either of these boats or have been approached, call Garth Cooper 01362 699195 or Robin Hill-Sanders, RYA Regional Secretary on 01621 816131.

## DON'T SPEED ON BLACKWATER

Another three river users were prosecuted by Witham Magistrates for speeding offences committed on the River Blackwater during September. Maldon District Council has now prosecuted 41 speeding craft during the past three seasons, and will continue its 'zero tolerance' of infringements of its speed limit.



## Suffolk wins National Team Racing Trophy

A Suffolk team of Topper sailors won the National Schools Sailing Association Team Racing Championships 2003, held at Carsington Sailing Club, Derbyshire last month.

This event has been dominated by Kent and Lancashire for the last 10 years and Suffolk won it for the only time in 1983 – 20 years ago!

The Suffolk team, representing Suffolk Water Sports Association, consisted of Chris Schonut, David Matthews and James Large, (pictured above) who all race at the Waveney and Oulton Broad Yacht Club.

In the preliminary round they qualified out of a league of four teams for the Gold Fleet.

The Gold Fleet comprised two leagues of eight teams who raced each other once. At the end of the first day the Suffolk team had three wins and one loss but were in confident mood as they had beaten one of the favourite teams containing last year's Topper World Champion.

Suffolk ended the second day's racing and the end of the league phase with five wins and two losses and were tied with two other teams, Lancashire A and Kent B.

Normally the tie is resolved by which team had beaten its tied competitors but as Suffolk had beaten Kent, Kent had beaten Lancashire and Lancashire had beaten Suffolk the tie went to the points scored between the three teams.

Lancashire A went through as League Winners and Suffolk as runners-up.

In the best of three race semi-final Suffolk convincingly beat Cambridge A 2-0 and went through to the final against Lancashire A. The best of three race final was a close and exciting affair, but finally the Suffolk team triumphed to take the NSSA Team Racing Championship for 2003.

The team has now been invited to represent the NSSA in the RYA Youth Team Racing Championships later this month.

## WORK STARTS ON WIND FARMS

Work on installing the first wind turbine towers on Scroby Sands off Great Yarmouth, Norfolk started the same day the Government energy minister Stephen Timms gave final approval for four more 30-turbine wind farms to be erected on the East Coast.

Scroby Sands is the first, to be followed by two more on the Inner Dousing off Skegness, Lincolnshire, one off Cromer on the North Norfolk coast and the now infamous Gunfleet Sands, four miles off Clacton, Essex.

The Cromer site will be between six and 12 kilometres from the shore with turbines 140-metres high. It will cost £100M to build and supply power to 72,000 homes. Work on installing the turbines starts in the New Year.

Turbines on the Scroby site, which is close to both commercial and yachting channels, are 60-metres high with blades 39-metres long.

Developers on the Gunfleet recently gave in to pressure from yachting bodies and increased the rotor tip clearance to 20-metres.

The Government also announced that construction of the second round of "super" wind farms would start in the Spring of 2006 – these huge sites are expected to hold up to 300 massive turbines each and could cover nearly 20 per cent of the Thames Estuary.

## WEATHER- FORECASTS

Isle of Sheppey Sailing Club at Sheerness has

launched a new online weather cam service for the Thames Estuary and surrounding area. The free service has been developed by Kent-based web design company Designbell in partnership with IOS and Swale Borough Council.

The weather cam combines a photo quality image, with comprehensive weather information taken directly from the club's weather station at five minute intervals. Real-time wind speed and direction are also available using the latest in Flash technology.

The club believes it is the first in the UK to offer real-time wind speed on the website. The anemometer is mounted at the top of the club's flagstaff, undisturbed by any other structure for miles around in every direction. Links are also provided to Sheerness tide times and the inshore and shipping forecasts from the Met Office.

To access the service, simply log on to <http://www.iossc.org.uk/weather>.

## ARSONIST STRIKES

Essex police are investigating a mysterious fire at Royal Corinthian Yacht Club, Burnham on Crouch, which burnt out two-thirds of the club's fleet of Optimists in mid-October.

In all some 60 boats, worth an estimated £60,000 were destroyed when fire raged through the storage racks on a Friday evening.

The club's junior section, Corinthian Otters has one of the biggest Optimist training fleets in the country with some 85 boats all told, plus a growing Laser fleet. The fire started in

the racks of Optimists and though members were able to get the Lasers, mostly on trolleys and trailers out of the way, they couldn't move all the Oppies.

Nicola Musto, Corinthian Otters' Optimist class administrator said: "It was heartbreaking. There were clouds of black smoke everywhere. The fire brigade were very quick in getting to the scene otherwise we'd have lost a lot more boats.

"We had the end of season lunch and prize giving the next day and some of the youngsters were upset. The fire brigade came back with an engine to let them play on and talk them through it. And on the Sunday we held an Optimist open training event."

Burnham's Mayor and council members, local business leaders and dignitaries had a grandstand view, they were having the annual Mayor's dinner in the club's main dining room on the first floor!

## COASTGUARD BUSY

Yarmouth Coastguard has been busy recently – first they co-ordinated the safe evacuation of a young crewmember from the sail training ship the *Prince William* when a gale hit the East Coast.

With westerly winds topping 40 knots and because of her tall rig it was not possible to use a helicopter so the Gorleston lifeboat, which is large with a tall superstructure was called out instead.

More worrying was the 16 sea kayakers who got into difficulty in rough, breaking seas off Wells-next-the-Sea,

North Norfolk. One kayak had been holed and two people were in the water. The group leader requested immediate assistance as they were in difficulties. Lifeboats picked up the casualties and escorted the other 14 kayakers back to the beach.

## MARINA FOR SALE

After nearly 30 years of operating West Wick Marina and North Fambridge Yacht Centre, Ken and Beth Garget have decided to retire.

West Wick Marina provides 180 pontoon berths on the River Crouch, at North Fambridge, Essex.

There is planning permission to build an office, chandlery and workshop totalling about 230m (2,475sq.ft).

North Fambridge Yacht Centre on to the Crouch has 120 swinging moorings.

In addition there are two workshops, a paint shop and about nine acres of boat storage.

The sale also includes the Fambridge Yacht Club building on the river bank – it's rented by the club for a peppercorn rent of £10 a year and maintained by them.

**Strutt & Parker are handling the sale, and have set 'guide' prices for the individual properties of £1.5 million for West Wick Marina and £750,000 for North Fambridge Yacht Centre.**

**Alternatively, offers over pounds 2 million will buy the whole of the property as a going concern.**

**So if you fancy owning your own marina, contact Helen Gwilliam at Strutt and Parker, on 01722 344054.**



# CHANGES AT PAGLESHAM

## The Roach Sailing

Association whose members probably own the largest number of 22ft Dauntless cruising yachts, have had a busy year.

They've added a further extension to their landing pontoon at Paglesham, so users can get ashore dry from almost low water and without having to skate across the mud. This winter should see the hammerhead go on. There is a new starboard mark at the bottom of the jetty.

The landmark old black shed at Paglesham Boatyard, which stands on two-foot high stone 'mushrooms' has been moved about 20 yards to the East to allow them to use a motor hoist without damaging the building. The Association now has its own shed for free use by members.

In addition the RSA now has 13 moorings downriver of the pontoon for members with a further five for visitors.

## CALENDAR HELPS LIFEBOAT

Instructors and staff of Alton Watersports, the sail training centre based on Alton Water reservoir near Ipswich, have taken the plunge and are producing a beefcake calendar to raise funds for Harwich lifeboat.

"Miss July", centre manager John Brett, said: "We've never done anything like this before. One of our board members suggested the calendar some while back. It didn't take too much to persuade 12 of



Roach Sailing Association's new pontoon is creeping nearer the Spring low water mark. The hammerhead should go on this winter.

the team to participate. It was great fun to do and hopefully we'll raise over £1,000 for the lifeboat."

This has been a hectic season for Alton Water. Membership of the centre has increased and over 300 youngsters have been put through training courses ranging from beginner to RYA Standard 3 in dinghies and Level 2 in safety powerboat.

## RIG FALLS OVER

A test boring rig being used to define the line of the trench for the power cable running from the proposed windfarm on the Gunfleet Sands to the shore close to Clacton tipped over when its legs hit a soft spot.

The rig, a large square barge with drop legs at each corner, was towed back into Harwich Harbour to assess the damage.

Owned by geological survey company Seacore, the Skate IID

jackup platform had six people on board at the time of the incident.

## LASER EVENT ATTRACTS TOP SAILORS

Britain's great hope for the Olympic Laser team Paul Goodison, only managed a fifth place overall at the end of October World and European Laser Qualifier event at Felixstowe Ferry Sailing Club.

In a cold, north-westerly breeze off the land, the 138-boat fleet found conditions tough.

Competitors had come from all over the UK as well as Eire and the Channel Isles.

Paul, who still heads the table in the Olympic Standard class after seven qualifying events was given a good run for his money by main rivals Ed Wright from Colwyn Bay, Dan Holman from Torpoint, Cornwall and Mark Howard from Stokes Bay.

Royal Harwich Yacht Club sailor Richard Williams managed a credible 20th out of the 67-boat standard fleet. Michael Archer, Felixstowe Ferry Sailing Club and Waldringfield Sailing Club members Tom Branton and Luke Thompson found their local knowledge of not much help.

In the smaller Radial rig class, series leader Vincent Christian, from Ely, was beaten into third place by John Emmett (Weir Wood) and Dominic Hutton (Royal Lymington Yacht Club).

## CHART CORRECTION

**Harwich Haven: Storm wreck lighted buoy:** Moved due North to 51°52'410N, 01°38'225E

**Charts 1405, 1408 and 2593 (INT 1414) Netherlands, Vlieland Northwestwards: Fog signal. Buoy.**  
*Delete* : fog signal, Horn(2)30s, at VL-Center LANBY at 54° 27'00N, 4° 40'00E.

**Chart 1350 – France, Dunkerque, Avant-port Est – Light beacon.**  
*Substitute* : (Symbol for Nth Cardinal lit BY bouy) Q.11m7M for (light symbol) Q.11m9M at 51° 03'33N, 2° 21'43E.

**Charts 2668 and 3669 France, Île Vierge to Plateau des Roches Douvres Northwards, Note.**  
*Insert note*: SUBMARINE CABLES, centred on: 48° 35'80N, 3° 41'00W.

**Charts 4716 and 108 ENGLAND, East Coast, Approaches to The Wash, Wainfleet Road, Legend.**  
*Delete legend, Buoyed Channel*, centred on: 53° 07'66N, 0° 21'80E.

# SAILING CLUBS TO BENEFIT FROM BUDGET PROPOSALS

Many sailing clubs will be able to register as CASCs without making changes to the way they operate or are structured. However, some clubs may find that changes are needed before they can successfully register.

Before completing the application forms club officers should be able to answer the following five questions – then the club stands a very good chance of being accepted for registration:-

1. Is membership of the club open to the whole community?
2. Are all the club's facilities available to members without discrimination?
3. Does the club's constitution prevent profits of the club being distributed amongst its members (i.e. any profits must go back into the club)?
4. Does the club provide facilities for & encourage participation in eligible sports?
5. Does the club's constitution provide that on dissolution of the club, any net assets are to be applied for approved sporting or charitable purposes?

If the answer is **YES** to all five questions it is likely that a club can register as a CASC without making any changes. In some cases there may need to make some small changes to the way the club is organised. If a club can't

**This background paper is a distillation from the Inland Revenue briefing note which is posted on their website at [www.inlandrevenue.gov.uk/casc](http://www.inlandrevenue.gov.uk/casc).**

**Copies of the full paper will be available to delegates attending the Club Forum in March.**

answer **Yes** to all five questions it is unlikely that it will be able to register without making significant changes.

**What kind of club can register as a CASC?**

Sports clubs that are formally constituted and that meet certain requirements will be able to register. The definition of a CASC is set out in the legislation. It is designed to give relief to clubs that are open to the whole community; are organised on an amateur basis; have as their main purpose providing facilities for, and promoting participation in one or more eligible sports.

**Open to the whole community?**

A club is open to the whole community if membership of the club is open to all without discrimination; the club's facilities are available to members without discrimination, and any fees are set at a level that does not pose a significant obstacle to membership or use of the club's facilities

**Discrimination**

Discrimination, including indirect discrimination, includes on grounds of ethnic origin, nationality, sexual orientation, religion or beliefs and on grounds of sex, age or disability, except as a necessary conse-

quence of the requirements of a particular sport

This does not prevent a club from having different classes of membership – based on age, status (student), whether waged or unwaged, whether playing or a non-playing member, how far from the club the member lives or any restriction on the days or times when the member has access to the club's facilities.

If a club effectively discriminates by only accepting members who have already reached a certain standard, rather than seeking to promote the attainment of excellence by enhancing access and the development of sporting aptitude, then it does not have an open membership policy. So, a club selecting members on the basis of existing attainment would not come within the CASC requirements.

Clubs can refuse or revoke membership, on non-discriminatory grounds, where the membership, or continued membership of the person concerned would be likely to be contrary to the best interests of the sport or the good conduct and interests of the club

Single sex clubs may

be permitted where such restrictions are not discriminatory in intent but a genuine result of physical restraints (such as changing room facilities) or the requirements of the sport.

**Level of fees**

A club's fees should not be so high as to pose a significant obstacle to membership or use of facilities. The legislation does not specify what an acceptable level is, however clubs should bear in mind that the object of the scheme is to enable all of the community to participate in sports. So fees must be set at a level that most members of the community are able to afford.

Some sports, for example offshore yacht racing or polo, are inherently expensive and that tends to restrict participation. Clubs involved with inherently expensive sports that want to register as CASCs will need to be able to demonstrate that membership and participation is within the financial reach of the wider community. This might be achieved by using other income to cross-subsidise fees or by the club making club-owned equipment available for use by members at reduced rates.

Dinghy sailing does not require significant wealth, but even a basic second-hand boat and safety equipment can cost several hundred pounds. If a club required all members to own their own boats this would present a sig

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*continued*

nificant obstacle to membership for many people. However, if the club made a boat and equipment available to members for hire at modest rates this obstacle would be removed.

#### **Organised on an amateur basis?**

A club is organised on an amateur basis if it is non-profit making, provides for members and their guests only the ordinary benefits of an amateur sports club, and its constitution requires any net assets on the dissolution of the club to be applied for approved sporting or charitable purposes.

#### **Non-profit making?**

A club is non-profit making if its constitution requires any surplus income or gains to be reinvested in the club. Surpluses or assets cannot be distributed to members or third parties. This does not prevent donations by the club to charities or to other clubs that are registered as community amateur sports clubs.

#### **Ordinary benefits of an amateur sports club**

The ordinary benefits of an amateur sports club are provision of sporting facilities; reasonable provision and maintenance of club-owned sports equipment; provision of suitably qualified coaches; provision or reimbursement of the costs of coaching courses; provision of insurance cover; provision of medical treatment; reimbursement of reasonable travel expenses incurred by players and officials travelling to away matches; reasonable provision of post-match refreshments for players and match officials; sale or supply of food or drink as a social adjunct to the sporting purposes of the club.

#### **Main Purpose**

The main purpose of the club must be to provide facilities for, and to encourage participation in one or more eligible sports.

The club's constitution must make this clear. That does not rule out the club having

#### **How to register as a CASC**

To register as a CASC you need to apply to Inland Revenue Sports Club Unit using the forms CASC3 and CASC4 which you can download from the website, along with a copy of the club's gov-

been a registered CASC for part of an accounting period the exemption amounts of £15,000 (for trading) and £10,000 (for income from property) are reduced proportionately. Only interest and gains received after the club is registered are exempted.

Where a CASC spends its income or gains in ways that are not qualifying purposes there are rules that restrict the CASC's exemption from tax.

For example, if a CASC spent half of its income in ways that were non-qualifying the Inland Revenue would restrict its tax exemptions to half its income. This would not affect income that would not be taxable anyway.

CASCs will also benefit from the new £10,000 nil rate band for corporation tax.

**For more details contact the Inland Revenue Sports Club Unit, Meldrum House, 15 Drumsheugh Gardens, Edinburgh, EH3 7UL. Phone - 0131 777 4147; Fax - 0131 777 4045; E-mail - [Sportsunit@gtnet.gov.uk](mailto:Sportsunit@gtnet.gov.uk)**

### **TAX RELIEF PACKAGE FOR CASCs Additional reliefs announced in the April 2002 Budget include:**

- Fundraising up to £15,000 exempt
- Income from interest exempt
- Rental income up to £10,000 exempt
- Disposals exempt from CGT
- Gift aid on individual donations
- Inheritance tax relief on gifts
- Gifts of assets on no-gain, no-loss basis of capital gains
- Business relief on gifts of trading stock.

social members, but where a club's social activities are disproportionately large, that might call into question whether the club meets the main requirement.

The club must also be engaged in providing facilities and encouraging participation.

#### **Providing facilities**

The club does not have to own the facilities for participating in eligible sports. So, a club that regularly hires facilities at a Local Authority leisure centre to enable members to participate would be providing facilities.

Similarly, a club that provides equipment and organisation, without providing premises, might be eligible.

#### **Encouraging participation**

The club's emphasis must be on encouraging all members to participate regardless of their ability. A club that only allowed participation at an elite level with other members being spectators rather than players is not acceptable.

erning document, a copy of the latest accounts and, a copy of any prospectus, member's handbook or rule book.

Inland Revenue warns it may refuse to register some clubs as CASCs, or register them only after they have changed their rules. If you disagree there is an appeals procedure.

#### **The tax reliefs for registered CASCs**

Sports clubs of the kind which are eligible to register as CASCs are treated as companies for tax purposes.

Sports clubs that are registered as CASCs will be able to claim exemption from Corporation Tax on profits from trading where the turnover of the trade is less than £15,000; exemption from Corporation Tax under Schedule A on income from property where the gross income is less than £10,000; exemption from Corporation Tax on interest received; exemption from Corporation Tax on chargeable gains.

If the club has only

## **WINTER READING**

**Suffolk-based** sailing instructor and technical author Sarah Hopkinson has just had a new book published by the RYA.

In conjunction with navigator Chris Slade, Sarah has written the new RYA Navigation Exercises book which includes questions and answers on everything to do with seamanship, and is a must for those starting out in the sport. Along with RYA Navigation this book is the first in a new series of publications which reflect the rapid changes in navigation – including the use of electronics.

Navigation Handbook is £10.99 from the RYA Bookshop.

# GET YOUR BOAT TAGGED

**Boatmark** is an inexpensive system for data tagging a boat so that in the event of theft it's true identity and ownership can be checked. In the case of boats being sold it allows a prospective buyer to carry out a check along the lines of the HPI vehicle checking system.

Not surprising really as Boatmark has been developed by HPI!

The Boatmark retrofit pack, which consists of glass phial containing the magic electronics costs £35.95, including VAT. This includes the registration of the boat on the HPI database and stencils for the owner to mark items. The price also allows the owner to register up to five items of equipment as well.

A standard Boatmark enquiry costs £4.40, allowing potential buy-

ers to carry out a check to make sure the boat has not been stolen. When a boat is sold on, there is a standard £7.50 charge for the new owner to transfer his details on to the boat's record.

A suitable size and depth of hole is drilled in the boat's structure, the glass phial inserted and then sealed with a GRP plug in a 'plastic' boat or with a dowel in a wooden boat – preferably in an out-of-way place.

Each electronic tag bears an unique 14-character Hull Identification Number (HIN). Because they are embedded in the boat's structure, the tags are detected and read with a special hand held pocket reader. This displays the HIN, providing the police with instant confirmation of a

craft's true identity.

The information carried by the tag is recorded on HPI's Boatmark database, allowing police and potential buyers to verify the identity, ownership and current status of a boat.

The scheme allows owners to record information on equipment, such as outboards, radios and navigation equipment as well as the boat itself. This means that if any of these items are stolen and eventually recovered, it is easy to trace them back and reunite them with their rightful owner.

The ability to access a secure identification number and uniquely identify a boat increases the chance of thieves being caught and boats being returned to their rightful owner. Readers are available to the police as well as boat builders.

**Left: The Boatmark chip reader.**



**The Boatmark chip**

The test house Meedus put 45 Boatmark tags to the test, three in each of 15 samples of GRP. The same number of GRP samples was also tested without tags. All were tested in fresh water and seawater at 70°C for 1000 hours, equivalent to ten years, life at sea. The results showed that all the electronic tags passed the flexibility tests and did not weaken the structure of the boat sample.

The BMF, HPI and the Home Office are actively encouraging boat builders to incorporate the new Boatmark electronic tags into all newly built craft. Finance companies are also being urged to use the identification number as part of their asset management.



## WHO'S WHO AT RYA EAST

**Chairman: Peter Catton**

**Vice-Chairman and Chairman Training Panel: Chris Edwards**

**Secretary: Robin Hill-Sanders**

**Treasurer: Barry Naylor**

**Regional Coach: Derek Burchell**

**Windsurf Liaison and T15 co-ordinator: Stu Meese**

**Sailability Co-ordinator: Fiona Wylie**

**High Performance Manager: Bruce Bonar**

**Dinghy Fleet Hire Manager: John Hancock**

**Environmental Co-ordinator: Chris Edwards**

**Regional Communicator: Garth Cooper**

**RYA Council reps: Peter Catton and Fiona Wylie**

**01473 250247**

**01621 868834**

**01621 816131**

**01502 730759**

**01621 869599**

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**07796 683661**

**07712 446513**

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