

# RYA EAST NEWS

## ROBIN HILL-SANDERS

### WELL DESERVED REGIONAL AWARD

The RYA has presented its top award to Robin Hill-Sanders (72), who for the past ten years has been secretary of the Eastern Regional Association. He received the prestigious Regional Award from RYA President, HRH The Princess Royal, at the Association's annual meeting in London last month.

Regional chairman Peter Catton said: "Robin has been secretary of the Association's largest region with 170 clubs and some 90 RYA training centres and over 12,000 personal members, for the past ten years. The region is a diverse sailing area stretching from the Wash to the Thames; the Bedford pits to the North Sea and covers everything from large offshore cruising clubs, the Broads and other active inland water sailing clubs and a myriad of dinghy clubs.

"He's kept RYA HQ, regional services, fleets, and local clubs informed with sound advice and information. He's always willing to help and has given more than one hundred per cent to the task for a long time. This is a well deserved tribute



Robin was clearly a hit with RYA President HRH The Princess Royal

to his dedication."

As well as being regional secretary, Robin is also secretary to the Regional Training Panel, which runs five fleets of training dinghies and is chaired by Royal Harwich commodore Terry Corner. This committee meets regularly at Belstead House.

Robin is a past commodore of the Blackwater Sailing Club, and recently retired as editor of its news and yearbook. The club runs a comprehensive RYA training programme with a lake dedicated to getting beginners started, before taking them onto the tidal waters of the Blackwater Estuary.

He served as representative of his local area sailing association, BACSPA

from 1990 to 2000, and as secretary of the Eastern Regional Association since 1994 – a total of 12 years on the regional committee.

Robin has lived at Danbury, near Maldon, and more recently at Messing near Tiptree. He is a past chairman of Maldon Round Table and recently retired as chairman of his Parish Council. He worked as a brand manager in the tobacco industry and in banking.

He is married with one daughter and three sons, one of whom is a professional sailor skippering a 30 metre luxury motor yacht sailing based in the Med. When time permits he enjoys sailing his Pandora Clara on the Blackwater and Colne.

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# EDDIE RAMSDEN TAKES OVER TOP JOB

**Eddie Ramsden** MBE, has been elected chairman of the Royal Yachting Association for the next two years. He was vice-chairman to George Clark and lives in Swansea and is a keen small boat sailor, although in recent times has taken to racing and cruising in larger boats.

A past president and a trustee of the GP14 Class and former secretary and chairman of the Welsh Yachting Association, he contributed considerably to the RYA's training, race management and development, is a former Chairman of the Training Committee and is an International Judge appointed by the ISAF (International Sailing Federation).

He has three children and four grandchildren, all of whom sail and he is a member of Bristol Channel Yacht Club, Llangorse Sailing Club and Mumbles Yacht Club of which he is a former Commodore.

Richard Langford was elected deputy chairman and Michael Wigley treasurer. Four new RYA Council members were also elected:



**Eddie Ramsden (right) who has taken over the RYA's top job from previous chairman George Clark (left).**

Dorothy Beadsworth, Mark Kemmis Betty, David Darbyshire and Cynthia Robinson. They received the greatest number of votes among the eleven candidates who stood for election.

In her welcoming address, RYA President HRH The Princess Royal highlighted the launch of the Onboard programme and the RYA's commitment to supporting volunteers through the appointment of a Volunteer Development Officer; as well as the 'Get up to Speed' and 'Seasense' campaigns to promote safety on the

water for sailing boats, ribs and sports boats.

The Princess Royal applauded the Association's achievement in reaching 100,000 members in July but emphasised the need to continue to encourage more people to join. She also praised the growing professionalism of RYA publications and the increased sales they had achieved, noting that income generation was important if the Association was going to meet the challenges of the future without substantially increasing membership fees.

## TRINITY HOUSE FUNDS TALL SHIP TRAINING

**The Corporation** of Trinity House, a charity devoted to assisting seafarers, is providing £35,000 this year, rising to £45,000 next and subsequent years, for grants to sail training staff who wish to become qualified to be mates and masters.

Under this bursary scheme, members of the Association of Sea Training Organisations, the umbrella charity which represents sail training and the tall ships in the UK, puts forward suitable applicants who are working in sail training and wish to gain both RYA and MCA qualifications. A joint ASTO/Trinity House Awards Panel then interviews the candidates and if suitable the cost of their training and examinations is met by the Trinity House bursary funds.

James Stevens, secretary of ASTO said: "The sail training charities depend on committed staff who need training and qualifications. Thanks to the generosity of Trinity House it is now possible for potential skippers to receive bursaries to meet the expense of gaining both RYA and MCA qualifications. Relieving the charities of this cost will be a great benefit to the children they take to sea."



## ROTARY BUYS BOAT FOR DISABLED SAILORS

Thanks to the support and generosity of the Welwyn Garden City Rotary Club the water sports centre at Stanborough Park is now the proud owner of an Access 303 Wide Seat Sailing Dinghy.

The Access range of dinghies is specifically designed for sailors who have disabilities, and the Access 303 Wide Seat

Dinghy is the most versatile model in the range. Its key features include being suitable for sailors with a wide range of disabilities; simple to use and stable, with wide seating for two adults; ideal for beginners because a more experienced sailor can accompany them.

The seat keeps the helm's weight low, and

the weighted centre-board, means the boat is virtually uncapsizable.

The high boom is kept well away from the helm's head. Two sails giving positive roles for both helm and crew.

The 303 can be fitted with servo assisted mainsheet and helm, useful for training and building the confidence of handicapped sailors.

# DRACONIAN REGULATIONS COULD CRUSH BOATING

**New regulations** enshrined in the Merchant Shipping (Vessel Traffic Monitoring and Reporting) Regulations make it a criminal offence, punishable by up to two years in prison and a fine of up to £5,000, if skippers do not comply with strict reporting requirements when a craft is involved in an incident or accident.

Hit a buoy while racing, capsize your dinghy, suffer a flat battery in your boat, find your VHF radio is faulty, a crack appears for whatever reason in the transom of your yacht, you tear a sail while sailing or you bump your neighbour's boat while berthing, and you could face two years in gaol and a £5,000 fine!

Originally designed to meet the control of commercial shipping they nevertheless affect leisure sailors right down to people mucking about on the water in a dinghy! If the most minor scrape or bump isn't reported immediately to the Marine and Coastguard Agency (MCA) or they get to hear about them third hand, then criminal action will ensue.



**As the law now stands, if this capsize isn't reported and investigated this little chap could be in for a hefty fine and even jail!**

Incensed by the imposition of such draconian legislation behind its back, the Royal Yachting Association (RYA), national body for all forms of recreational and competitive boating has taken legal action to obtain a declaration from the High Court that the introduction of the regulations on vessels under 45 metres in length is unlawful and is trying to get them quashed.

Rod Carr, RYA CEO commented: "The final regulations were brought into force with no consultation with the RYA and therefore represent

an unlawful breach of the Government's duty to consult.

"We have been in emergency talks with the Government agency responsible for the Regulations, the MCA, to try and understand how this happened, and to ascertain whether due process was followed.

"It is absurd that Regulations exist where every time a dinghy capsizes, or an engine fails and it is not reported, it is a criminal offence. It will just lead to the criminalisation of boaters unnecessarily and often unwittingly.

"On Thursday 28 October the Government confirmed, in response to a Parliamentary question posed on behalf of the RYA, that no recreational boating interests were consulted before the Regulations were extended. We have been given reasons why the regulations have been brought in without consultation but we feel these are not substantive."

The RYA's view on the Regulations is that they will not contribute towards safety but will merely place an unnecessary and unjustified burden on the boater.

What further incensed the RYA was that the organisation was part of the initial consultation on the draft Regulations, but did not need to respond to later drafts as the Regulations, and the EC Directive they implement, expressly excluded craft less than 45 metres – and therefore did not affect recreational craft. As passed by parliament, they do.

If they stand then the MCA will be deluged by the sheer weight of reports that will flood in every weekend.

## GOVERNMENT WARNED TO LEAVE RED DIESEL ALONE

**A campaign** urging the UK Government and the European Union to allow cheap red diesel to be used by recreational craft, was launched this month.

On the 31 December 2006, the price of diesel for recreational boats could treble overnight from 30-35 pence per litre to 90-95 pence per litre with drastic consequences for participation

in boating and to the leisure marine industry.

Up to 52 per cent of users would either get their fuel from abroad or move their boats abroad, and, 10 per cent of users would give up boating altogether. How many would switch to petrol isn't recorded. The BMF and RYA have already been to Brussels to raise the issue with European Commission

officials and a briefing paper is being sent to HM Customs and Excise.

MPs and Peers are being briefed on the importance of the issue and meetings will be requested with ministers. Yachtsmen and motor boaters are being urged to write to their MP and MEP to support the case being made to the UK Government and the European Union.

Neil Northmore, government affairs adviser at the RYA, said: "Our research shows that if the price of diesel were to triple, many would give up, move their boats abroad or buy fuel abroad. The result would be reduced participation in a healthy leisure pursuit, loss to the industry and little or nothing gained for the Treasury."

# CHILD PROTECTION POLICY A MUST FOR SAILING CLUBS

**The level** of child abuse in sport is virtually unknown; mention it and a lot of sportsmen will throw up their hands in horror and say “there are no problems in my sport”; but says Sports Coach UK lecturer Steve McQuaid: “The real answer is we don’t know what abuse goes on in our sports, we can only act on those cases reported to us.”

Addressing a conference of top sailing club coaches at Royal Harwich YC on Saturday, Steve, who is a sports lecturer at Colchester Institute said: “The Child Protection Act is based on common sense and it gives us the necessary guidelines to work to when dealing with potential cases of abuse. It is there to protect the child, but it is also there to protect the coaches and instructors. Follow the guidelines and you won’t go far wrong.

“Everything we do as coaches should be for the good of the individual. The key is to look at the child as an individual, not a performer. Remember, you are training a person.

“My background is swimming and there have been some horrifying cases of serious abuse in the sport. Coaches in swimming have to be especially careful given the almost extreme degree of nakedness required. In sailing it appears you are more fortunate in that health and safety rules require you to have safety boat and rescue crews out on the water so there is much less chance of abuse happening.”

Deben YC commodore Mel Ringer, who teaches sailing at



Woodbridge School commented: “Sailing is a sport which involves the whole family. Often parents are at sailing events and some clubs require that a parent or nominated guardian ashore is on hand throughout otherwise the kids can’t take part. Unfortunately we come up against other problems in a school environment, such as lone coaches entering changing rooms and giving briefings.”

Neil Strange, senior instructor at Grafham Water SC commented that sailing was a sport where young people themselves were often the instructors. Often they could be only a year older than the pupils they were teaching so relationships could be forged that wouldn’t be acceptable. To overcome this all under 18 years of age coaches should be monitored by a senior coach.

The secret, said Steve McQuaid, was for the instructor and the pupil to be comfortable in each others’ presence: “It comes down to trust, respect, openness, and giving them empowerment to make decisions when they feel ready to make them. Sports coaches have greater responsibility towards the children than their own parents. It is a major duty of care issue.

“I believe all sailing clubs need to have a child protection policy. It publicly demonstrates the club has thought it through and is aware that problems can exist. You do need to have some mechanisms in place and to make sure you’re using them robustly,” he added.

He said that the RYA Child protection Policy document was one of the best he’d seen. It had been used as a basis of the definitive advisory



**Top: Steve McQuaid.**  
**Left: Volvo Championship Club coaches get back in the classroom for some practical work.**

document “Protecting Children, a guide for sportspeople” published jointly by NSPCC and Sports Coach UK. For club coaches and helpers, knowledge of what to do if faced with an allegation of abuse of any sort was clearly laid out in the document and the process should be closely followed.

“The RYA has a very good legal department and has appointed a national child protection co-ordinator. If you are in doubt call them. It’s a great pity that Child Line and the NSPCC help lines are so under funded, but there are a number of other bodies to go to for impartial help and guidance – the CAB, Sports Coach UK, your own zone high performance manager or the RYA legal department (0845 345 0400).

“You are not alone and you must not try to solve the problems on your own,” he warned. For information contact Sports Coach UK on [coaching@sports-coachuk.org](mailto:coaching@sports-coachuk.org) or visit their website at [www.sports-coachuk.org](http://www.sports-coachuk.org).

# SUFFOLK SAILOR FUNDING FIRST

**Suffolk** sailor Sam Carter (21) is one of the first sportsmen to get new Government funding to help him compete at the highest level. He is one of 800 young athletes backed by the Talented Athlete Scholarship Scheme (TASS), getting underway this autumn.



Sam, who is studying geography at Southampton University, has been one of the strongest sailors at his age over the last few years. In 2001 he won the Young Sailor of the Year Award and in 2000 won the Cadet Class World Championships.

As a TASS scholar, (young people aged from 18 to 25 and in higher or further education), Sam will receive sporting services worth £3,000 a year, including paying for coaching, sports science, equipment, physiotherapy and the use of training facilities.

Bursaries, worth

£1,000, go to teenagers still in education or in first jobs. The initiative is designed to make it easier for young people to continue their sporting careers after leaving school, instead of their talent going to waste. TASS is getting an initial £3m over two years from the Treasury.

Sam is now sailing in the 470 Class and is aiming to get into the Olympic Development Sailing Squad. To be eligible for the grants, young sports men and women have to be nominated by their governing body; in Sam's case the RYA.



## CLUB'S NEW HEAD-QUARTERS UNVEILED

**Woodbridge** Cruising Club unveiled its new club premises recently. The members themselves have funded this ambitious project, which cost just over £120,000, and also did most of the internal work.

Contractors laid the foundations, raised the walls and framework while all the fittings, fixtures, plastering, and the flooring was done by members. The electrics were installed professionally.

It took a two-year battle with the planners to get the go-ahead. Now

they have a new bar, lounge-cum-library which also doubles as a training room, new ground-level loos and showers; easier access and a patio garden.

The next big job is to double the size of the galley by incorporating the old bar into it. They can cater for about 80 in the main hall.

**Pictured** above are (L to R) George Gooden, Commodore; Dr. Lawrence Thomson, the project director and the club treasurer, Ted Evans, on the new balcony overlooking the river.

# DISABLED SAILORS BENEFIT FROM LEGACY



**Pictured is** June Stroud, Tony Cadey president of Rotary Club Ipswich Wolsley, Johnty Dickinson MBE, senior trustee The Woolverstone Project and Ron Hollington a Project member, at Alton Water recently.

Mrs Stroud was presenting the project with a commemorative plaque to mark the successful installation of a new, longer floating pontoon-jetty presented by Ipswich Rotary Wolsley with money left by her late husband Frank.

Mr Stroud, who died suddenly three years ago while taking delivery of a new Fisher 37 motor-sailer, was a motor-sport publisher, well known East Coast sailor and Rotarian and left £4,500 to be spent for the benefit of a sailing project.

American manufacturer Easidoc donated £2,500, and a £2,500 Sports Match grant will top up the £10,000 bill.

The pontoon will also be used by the nearby Royal Hospital School for inland water sail training when the Project isn't using it.

# MIKE GOLDING FLIES RYA FLAG IN ROUND THE WORLD SPRINT RACE

**One time** fireman turned round-the-world single-handed yachtsman Mike Golding has become a member of RYA Team GBR and is representing Great Britain in the Vendee Globe 2004 on his Open 60 *ECOVER*.

He has become a member of RYA Team GBR for the duration of the Vendee Globe, allowing him to wear the logo's on his kit and boat and to have an affiliation with the team.

In return Mike will offer support to the Volvo RYA Keelboat Programme, and his team will present a series of talks and seminars to the squad as well as supporting the programme at a number of events.

Selected sailors from the Volvo RYA Keelboat Programme, shared in the preparation for the race.



RYA Racing Manager John Derbyshire commented: "We are delighted that Mike and the RYA are working in partnership together under the RYA Team GBR banner. Mike is a great ambassador for the sport of

offshore sailing and is a terrific example of the possibilities open to young sailors from all walks of life if they aspire to a career in competitive keelboat sailing. We believe that our keelboat squad will gain

invaluable benefits from this collaboration."

In 2001, Mike, and Jorgen Sorenson, co-founded Mike Golding Yacht Racing Ltd (MGYR) to develop an attack on the Vendee Globe 2004 and future races.

## KEEP AN EYE ON ENVIRONMENT

**Chris Edwards** needs your help! The regional environmental co-ordinator wants clubs and sailors to alert him to anything in their local environment that could or would affect recreational boating.

"The RYA is committed to the sustainable use of coastal and inland waters by recreational sailors and through training and providing information, to encourage us to work with the environment and environmental issues.

"The regional committee appointed me to keep a close watch on all environmental matters affecting recreational boating. It's becoming nearly a full time job, I'm

representing us on a proliferation of estuarine and flood management advisory and consultative groups of local authorities; the Environment Agency, harbour authorities, wind farm developers and other special interest groups.

"To do this properly over a coastal area which runs from the Thames Barrier to the Wash, and includes the inland waterways, I need the help and vigilance of all recreational sailors.

"Let me know of anything, however small it may appear, that is happening in your environment that could affect boating."



Chris has put together a PowerPoint presentation, entitled "Environmental Issues and East Coast Sailors – the role of the Environmental Co-ordinator", which he is happy to bring to your club or group.

Chris Edwards presenting the RYA's case at an estuary management conference.

**To book Chris contact him by phone or fax on 01621 868834, or write to him at 9, Woodrolfe Park, TOLLESBURY, Essex, CM9 8TB**

# ICY WIND AND CHOPPY WATER FAIL TO DAMPEN SPIRITS

Nearly a hundred youngsters aged from eight to 16 took to the water at Alton Water on Saturday November 13 to compete for the final places in the RYA East Zone squads. In a stiff nor'westerly breeze giving a wind chill factor below freezing they produced some of the best sailing of their lives.

The best competitors get places in the Zone Topper, Optimist, Cadet and Mirror squads, and they'll then have an intensive 12 weekends of winter training, culminating next Spring in the Eric Twiname trophy regatta.

Certainly for the very young ones the conditions were on the margin, especially for the Optimist crews, yet there were few capsizes and only a handful of youngsters retired because the conditions were too cold and tiring.

However, it was probably the start boat crew, lead by race officer David Campbell-James, and the crews of the mark and rescue boats who suffered the most – the youngsters were out for a series of three 35 minute races – they were out there for the duration!

This is the first time one of these Zone events has taken place at Alton Water and East Zone High performance Manager Bruce Bonar was well pleased with the day. "If we'd been almost anywhere else today we wouldn't have been able to sail in these conditions. There's just enough sheltered water and we've plenty of rescue boat cover. It's also a compact site, which enables us to reach anyone who tips in very quickly. It's a bit tight



Above: The winners.

Centre: Cold wind and choppy water. Below left: Bruce Bonar and Jenny Campbell-James keep an eye on things while (right) Edward Harrison and his crew Hattie White in the Cadets, model the latest in frostbite sailing gear.

here ashore but the services have been brilliant.

"The standard of competition has been very high. All the fleets have competed closely and no-one's run away with a race. Those who get into the squads really are good and although I'm not counting my chickens I think we have a good chance of bringing the Eric Twiname back to this region. Also we've spotted some really excellent youngsters who have the potential to go far.

"Our biggest headache now is choosing those for the squads, the overall standard has been so high that even those who just miss out shouldn't be disappointed as they have shown great potential."

On average a squad consists of between a dozen and 16 boats and crews.

One thing that impressed the judges at this event was the behaviour of crews on the water. There were no tangle ups on the start line with windward boats clearly stating their right and later arrivals respecting it, and there were no collisions or protests at marks.



## Results:

### Topper:

- 1 Piers Arnold, Waveney and Oulton Broad
- 2 Thomas Weatherhead, Haversham
- 3 Matthew Johnson, Great Moor
- 4 Finlay Barham, Snettisham Beach
- 5 (and first girl) Fiona Allen, Aylesbury

### Optimist:

- 1 Rory Page, Corinthian Otters
- 2 William Powell, Dabchicks
- 3 Janek Payne, Dabchicks
- 4 (and first girl) Victoria Jackson, Dabchicks
- 5 Ella brown, Corinthian Otters

### Cadets:

- 1 Joshua and Gabriella Pistol, Fishers Green
- 2 (and first girl crew) Amy Seabright and Natalie Aldridge, Corinthian Otters
- 3 Edward Harrison and Hattie White, Waldringfield
- 4 Nicola and Pippa Knight, Fishers Green
- 5 James Hayward and Mark Yale, Waldringfield

### Mirrors:

- 1 Thomas Horey and Otto Willberg, Fishers Green
- 2 Chris Matthews and Sara Bines, Corinthian Otters
- 3 Chris Rust and Alex Lloyd, Brightlingsea

## INLAND CLUBS OPT FOR ARBITRATION

**Beds and Cambs Area Association** is encouraging member clubs to adopt the system of arbitration rather than formal protest committees when racers complain of rules infringements. Grafham Water SC has been using the system successfully for some time, the involved parties sit down with an arbitration panel of two experienced sailors and talk the incident through. Only if they don't reach agreement is the event then taken to a full protest committee.

A major advantage claimed is that most club sailors are reluctant to put in protests even though a number of incidents warrant protest being raised, because of the formality of the occasion and the need to produce witnesses. The proposers say the less formal arbitration method should improve rule observance at club level.

At the Association's recent meeting it was pointed out that to sail under ISAF rules competitors need to be a member of an affiliated club or an RYA personal member. Open meeting competitors who sign their entry form as 'RYA' as their home club should be challenged to produce an RYA membership card.

Due to a clash of dates the Association's annual regatta is now to be held on July 16 and not on June 18 as originally planned. It was also agreed to re-introduce the post event barbecue.

The Association is to consider approaching the inland clubs in Herts and Essex in the Fens, to provide a contact with RYA and to discuss the sort of topics that are more relevant to Inland clubs – weed control, dinghy racing issues, tenancy agreements, rates and similar issues.



## Olympian enthralled young audience

**Paul Goodison**, the Laser sailor who so nearly took the bronze medal at this year's Athens Olympics held his audience enthralled when he outlined the strict regime needed to be an Olympian, to members and families at Deben Yacht Club's recent annual laying-up supper and prize giving.

A year ago Deben YC joined the growing number of elite Volvo Championship Clubs. Along with Waldringfield and Dabchicks at West Mersea, they are supported by local Volvo dealers HR Owen.

Paul said: "The Olympics is like no other

regatta you will ever sail in. I was gutted not to get a medal, I was so close, but the whole team gathered round and supported me. It was something we all did for each other."

He told the youngsters he'd always dreamed of an Olympic gold medal since childhood. "If you really want to achieve something, and you want it badly enough, then anything is possible. You need to focus and work hard and you'll get there."

Pictured with Paul are Liz and Ben Alexander, who took home a whole armful of trophies.

## WHO'S WHO AT RYA EAST

|  |              |
|--|--------------|
| Chairman: Peter Catton                           | 01473 250247 |
| Vice-Chairman : Chris Edwards                    | 01621 868834 |
| Secretary: Robin Hill-Sanders                    | 01621 816131 |
| Treasurer: Peter Woods                           | 01621 853015 |
| Regional Coach: Derek Burchell                   | 01621 869599 |
| Chairman Training Panel: Terry Corner            | 01473 730970 |
| Windsurf Liaison and T15 co-ordinator: Stu Meese | 01206 230118 |
| Sailability Regional Organiser: Fiona Wylie      | 01473 780965 |
| High Performance Manager: Bruce Bonar            | 07796 683661 |
| Dinghy Fleet Hire Manager: John Hancock          | 07712 446513 |
| Environmental Co-ordinator: Chris Edwards        | 01621 868834 |
| Regional Communicator: Garth Cooper              | 01362 699195 |
| RYA Council Member: Peter Catton                 |              |