

KEEPING EASTERN REGION SAILORS INFORMED



Fiona Wylie, seen here with Regional Chairman Chris Edwards, has rejoined the Regional Committee as representative of the National Schools Sailing Association. Fiona, who was previously a council representative for the region at headquarters, is a science and maths teacher. At the Committee's June meeting she was elected vice-Chairman. Fiona is an accomplished off-shore racer and race officer

Geoff Town, of Broxbourne SC, who for many years represented the Association of East Herts and Essex Inland Water Sailing Clubs on the RYA Eastern Regional Committee, is calling for all clubs in the area to re-unite and re-form the Association. Geoff says that clubs are losing out by going it alone and should co-operate to get their voice heard at regional and nation level. Contact **Geoff Town** on 01277 821355.

RYA EAST NEWS

In line with RYA communications policy RYA EAST NEWS will now be published quarterly, with issues coming out mid-January, -March, -June and -September.

However, to keep on top of the news as it happens we'll be sending out news bulletins at regular intervals, as well as copying you into the Press releases sent to the local Press. Any or all of this material may be used in your own newsletters or on your club website

ACTION PACKED HONDA RIB FINAL



You just can't get away from them Curtis's – last year daughter Katrina brought back the junior Honda RYA RIB Championship trophy of a 2.4 metre RIB complete with 40 hp Honda outboard all on it's own roadgoing trailer, and this year her younger brother Steven looks set to do the same.

Not only, that big brother David came third in the senior group, just half a second behind the winner Simon Rose.

For Simon this will be his second trip down to the RIB final at Southampton Boatshow; he won the regional junior class three years ago.

National organiser Andrew Norton said the standard of competition and boat handling skills this year had been a vast improvement. And Keith Ellison, who, as he puts it, does all the work, told the competitors that this was the first event where he could say there were NO hooligans: "The skills seen here today have passed all expectations. The times have been very close."

Over 50 youngsters took part in a series of heats across the region; at Island YC, and at Benfleet YC, both on

Winners all. Simon Rose, back row red T-shirt, and Steven Curtis, front row right, are going to the Southampton final.

Canvey Island, at Royal Harwich YC in Suffolk, at host club Paxton Lakes SC, and at North Herts and East Beds SC.

Just to liven things up Katrina, who is not competing this year, showed why she was last year's champion – she completed the course on a demonstration run in a formidable one minute 20 seconds; beating the senior winner Simon Rose at one minute 23.5 seconds.

England's top scoring disabled cricketer, Miles Northwood, who has never been in a power boat before, then went out to prove a complete novice can do it – the added complication is that he is totally blind!

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Right: It took Miles less than five minutes to master the boat. His 'eyes' was his cricketing guide Keith Ellison

BIG IMPROVEMENT IN BOAT HANDLING SKILLS

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While this was going on, and to add further to the excitement, members of Paxton Lakes SC were preparing for the start of a 24-hour 'Le Mans'-style sailing race to raise money for the RNLI. Over the years the club has raised over £60,000 for the lifeboats.

RESULTS

Seniors:

- : Simon Rose, NH&EBSC 1' 23.50
- : Luke Bullock IYC 1' 24.08
- : David Curtis PLSC 1' 24.67
- : Joe Hunt RHYC 1' 37.30
- : Matthew Scrivener BYC 1' 47.32
- : Nick Flint HYDR 2' 05.09

Juniors:

- : Steven Curtis PLSC 1' 30.62
- : Lewis Baker BYC 1' 47.32
- : Joseph Cotton RHYC 2' 00.55
- : Charlotte Powell IYC 2' 01.16



Charlotte



Steven



David



Miles



Simon

In perfect conditions the top-ten RIB handlers gave it their all. All agreed it was a great event. Paxton Lakes SC's chief power boat instructor and the event organiser, Steve West was highly complimentary of all the entrants. "Some of the younger age group are going to be phenomenally good drivers. More of them understand that it's working with the boat rather than sheer speed that counts," he said.



While the RIB competition was taking place, Paxton Lakes SC members were setting up for their 24-hour 'Le Mans' style dinghy race to raise money for the lifeboats.

CADETS SHINE AS ZONE SLUMPS AT ERIC TWINAME CHAMPIONSHIP

Corinthian Otter Cadet sailors Amy Seabright and Katie Barr upheld the honour of the region by taking first place on the water and helping the team to a class second overall at this year's 20th running of the Eric Twiname Championships regatta at Rutland Water.

After a tricky weekend of racing; the final day of competition was a drifter with what little wind there was barely kimming the top of the glassy water off the Rutland Sailing Club, the West Zone went home with the ET Shield after outperforming the other RYA Zones and Home Countries. The North Zone took the windsurf section; the overall winner of the dinghy fleets was the South.

The light winds proved to be testing for many of the sailors as they patiently sailed around the course keeping their eyes open for any breeze that was funnelling in. While the weather refused to co-operate the competitors remained cheerful, many of the sailors coming off the water with smiles spread across their faces.

RYA Junior Racing Manager, Duncan Truswell said: "The twentieth anniversary of the RYA ET Championship saw tough conditions but we managed to squeeze in four quality races.



"The standard of racing continues to rise year on year and I am assured that we will continue to medal internationally in the future."

In the Cadets we came second overall despite Amy Seabright and Katie Barr (Corinthian Otters) coming first on the water. Our next Cadet crew home were Tim Carter and Antonia Steer (Waldringfield) at seventh, with James and Charlotte Hayward (Waldringfield) at nine, while at number 11 were Jonathan Kimber and Jamie Proffit. The 12 spot went to Louise Latham and Tom Power (Fishers Green), with Theo Bull and James Jopling of WSC in 14, George Somers and Claudia Wood-Hill (Corinthian Otters) in 16 and Timothy and Charlie Linsell (Waldringfield) at 17.

We came fourth overall in the Mirrors (left), with Christopher Matthews and Michael Conlon (Brightlingsea) taking the seventh slot. Behind them at 11 were fellow Brightlingsea competitors Alex Lloyd and Ed Gibbons,

while James Polston and Patrick Minister (Eyotts) came in 17 and at 26, Lucia Lachlan-Cope and Emma Houlder (Cam).

We came fifth overall in the Optimists our highest place being Ross Williams (Grafham) at 16, followed in at 21 by Robert Hooper (Corinthian Otters), and at 22 was Rupert Clark (Aldeburgh).

In the Toppers (above) we fell even further behind in the overall rankings, coming seventh out of nine. Our best place was taken by Ryan Langston (Beccles) at 10, with Michael Rivers (Leigh-on-Sea) at 19, Fergus Barnham (Snettisham) at 23, Josh Gosling (Dabchicks) at 47, Matt Rivers (Leigh-on-Sea) at 53, James Patience at 62 and his sister Harriet at 66, (both Grafham).

The windsurfers were all on Bic Techno boards. In the 4.5 class we came fourth overall, our best place being Anthony Milton's sixth. In the 5.5 class Dan Theze came in fourth, and in the 7.8 Katherine Gibbs took eighth place.



NORFOLK BOY DONE GOOD

Dutch gold for Dempsey as Brits bag seven medals

Olympic windsurfing bronze medallist Nick Dempsey won gold for Great Britain at the recent Holland Regatta, rounding off Skandia Team GBR's even-medal haul from this ISAF Grade 1 event. East region girls Christina Bassadone and Saskia Clark took bronze in the 470 women's class.

Great Britain also scooped the overall prize for the best nation's performance in Medemblik, with the help of Dempsey's gold as well as four silvers and two bronzes from the eleven contested Olympic classes.

The 25-year-old, who was born in Norwich and now lives in Weymouth, picked his way through the RS:X fleet during the course of the week, and was flying in second heading into the final medal race on the IJsselmeer. With wind speeds in excess of 20 knots, Dempsey pulled out all the stops, winning the medal race by several hundred metres to clinch the gold ahead of Brazilian Ricardo Santos, and local sailor Joeri van Dijk.

Dempsey has now had a podium finish at all of the Olympic class regattas he's competed in this year, with golds also in Miami and Palma, and a silver at the French Olympic Sailing Week in Hyeres.



Nick Dempsey (centre) flanked by silver medalist Brazilian Ricardo Santos (right) and bronze medalist Dutchman Joeri van Dijk (left).

"It was important for me to win here," said Dempsey. "We've got the RS:X Europeans coming up in just over a week, so to win here has been good psychological preparation. To get two firsts and a second in the three major European regattas of the season can't be bad!"

Dempsey's partner, Athens gold

medallist Sarah Ayton, steered her way to silver in the Yngling class with fellow Olympic gold medallist Sarah Webb, and Emma Rawlinson, who's standing in on the bow for sister Victoria while she prepares for her medical exams.

Finn sailor Ed Wright was on the podium for his second consecutive regatta, adding a silver to the gold he won in Hyeres, while Paul Goodison made the podium for the third time this year in an Olympic classes regatta, thanks to a silver in the Laser class.

The Holland Regatta also saw podium places for the first time for development squad sailor Penny Clark in the Laser Radial class, and the new 49er combination of Paul Campbell James and Mark Asquith.

"It's great to be the top nation again at the Holland Regatta - in particular to see Nick continue his domination of the RS:X windsurf class, and also Penny having her best ever Laser Radial result," said RYA Olympic Manager Stephen Park.

"However, it's notable that some nations - particularly France and the Netherlands - also performed exceptionally well at this regatta, and we now need to focus on converting some of those silver and bronze medals into golds."

CUTBACKS THREATEN MARINE SAFETY

Government-inspired cuts in funding for adult education evening classes could hit Britain's marine safety record and lead to more deaths and injuries afloat, says the RYA.

RYA Training Manager, James Stevens, reports a 30 per cent drop in the number of adults attending RYA navigation courses last winter (approximately 8,000 people).

The fall confirms the impact of cuts imposed by the Learning and Skills Council, the body set up by the Government to oversee further education funding. The Council, which employs over 1,000 staff and has an administrative budget of £246m, has switched funding away from adult education in favour of courses for school leavers



James Stevens

As a result, many further education colleges have been forced to drop their adult courses or raise fees sharply.

RYA theory courses, essential to support practical training and experience afloat, are among the casualties. As a result, the number of recreational boaters putting to sea without training is bound to rise. The outcome could be a

marked increase in the number of incidents afloat, including the prospect of death and serious injuries.

"Night school navigation classes are far from a luxury," says James Stevens. "Their loss has an important bearing on the safety of all involved in recreational boating, in which Britain has hitherto had an excellent safety record.

"Throughout the UK these courses provide a valuable service to boat users. Gaining skills and knowledge is essential for their safety and, quite possibly, the safety of others," he added.

The RYA has long maintained a stance of 'education, not legislation' as the best means to promote safety afloat. Now it believes government education policy could be putting that ethos at risk

DON'T FALL INTO DUTY FREE TRAP

Since 2000, it has not been possible to buy so-called duty free goods, wine, beer, and cigarettes mainly, anywhere in the EU. However, it appears a large number of yachtsmen haven't yet cottoned on.

East Coast Customs and Excise has recently been stepping up its anti-smuggling work and boarding an increasing number of boats returning to the UK from such ports as Oostende in Belgium.

Traditionally it was possible to purchase duty free wines and spirits at continental ports such as Oostende. You were supplied with a list on arrival and the purchases were delivered to the boat.

Royal Harwich YC Commodore Terry Corner commented: "I have often wondered about this and when queried they say that it is bonded stores and provided it is taken out of Belgium waters before it is opened all is OK.

"We had a major yacht race recently and it appears that returning boats were boarded," he added.

Tony Carter (vice-Commodore of Valdringfield SC) and his wife Margaret were returning from Oostende when off the Long Sands Head they were boarded

by the crew of a Customs Cutter who wanted to know if they had any purchases.

"I told them we had and produced our list. The Customs officers told me we had broken the law in purchasing illegal duty free products and they were all impounded immediately. As this was a first offence and I had expressed total ignorance that this was an offence and we totally co-operated with them they would not on this occasion take us to court!" said Tony.

"They then searched the boat, took away all duty free, and went on their way. We were boarded at 17.30 and they took about an hour. They were polite but threatening. Ships papers were inspected and all passports. Other boats were also inspected both here and by Dutch Customs.

"Skippers should be aware that all British boats returning from Oostende would probably be inspected. Any so-called duty free from Oostende is illegal, and I can only advise all yacht skippers that you are running a big risk if you have duty free on board.

"Just a thought - if I had not been

helpful/honest they were in their rights to confiscate the boat," he added.

Apparently one yacht sailing under its kite couldn't be caught by the Custom's RIB so the cutter went all the way up the River Orwell to Woolverstone one Sunday evening and boarded all the race competitors, although the yachts were locked up and the crews at home!

Yachtsmen should be aware of the rules. Clearly however, the operators of the bonded warehouses and some of the harbour masters and local yacht clubs who hand out the so-called duty free list forms on arrival, also need to be aware that pleasure yachts are unlikely to be going on to non-EU countries..

The bonded goods are for ships trading with non-EU countries. You are entitled to bonded goods (duty-frees) if, for example, you are sailing to Norway and will not be calling at another EU port.

The safest course is to turn down the offer of the duty-free lists on arrival and buy your cheap goods at the local warehouse supermarket – ensuring you keep the receipts to show you've paid local tax.

NORWICH STILL A NO GO PLACE

Norfolk and Suffolk Boating Association, which has been campaigning for greater security at the city centre Norwich Yacht Station for over a year, reports that things have not improved and they cannot recommend visitors topping there overnight.

Recently an NSBA committee member took his boat to the station. In the early hours the following morning the yacht's mooring lines were cast off, and the vessel – with its mast up – started to drift towards the bridge. Luckily, the crew heard one of the cast-off lines land in the water and were alerted in time to re-moor the boat before there was any damage. An eleven-year-old child sleeping on the boat was severely disturbed by the incident.

The same night, it was reported that gangs of children entered the yacht station in the early hours of the morning and jumped on and off the roofs of other



boats moored there, much to the distress of the occupants.

The NSBA says it is clearly unacceptable that the Broads Authority should take £10 a night off boat users – and then offer them no protection. One closed Circuit TV camera has been installed at the station, but it records to tape and is not monitored by any security organisation during the night. Security

fencing and lockable gates were promised but have not materialised. The Broads Authority recently introduced an 'incident reporting' system.

The Association also criticises Norwich City for receiving public and European grant money to restore the Norwich Yacht Station and claims that until proper security is installed, that money has been improperly spent

SUFFOLK POWER BOAT TRIO TRIUMPH

Three Suffolk power boat drivers spent a gruelling 24 hours in the rough, wet and windy conditions of the River Seine at Rouen, France, battling for honours in the world's toughest endurance powerboat race, the International Powerboat 24 Hours of Rouen, earlier this summer.

British Sprint Champion Mark Williams, from Lowestoft, Brian Shulver, Anglo Irish Champion also from Lowestoft, and John Masters, Club Champion, from Gosbeck, near Ipswich, formed the driving force behind IXE Team 88, along with south coast based driver and RYA Powerboat Manager John Puddifoot.

They were the first-ever British team to enter and driving an F4 Timcat catamaran completed 110 laps of the circuit around the mid-river island of Lacroix at an average speed of 65 mph and came 4th out of 40 boats starting. The powerboat that laps the island the most times within the 24 hours is deemed the winner.

"The wet and windy weather conditions really did affect our performance. It caused the water to be very tough on the



IXE TEAM 88 at speed.

catamaran and consequently we had to make lots of pit stops for repairs," they said afterwards.

The team faced extensive mechanical problems throughout the 24 hours. The supporting pit crew were kept busy during the race – re-building the engine four times and replacing the gearbox twice! An electrical fire broke out while the boat was travelling at 70 mph and the team endured a tortuous four hours while extensive re-wiring took place. Despite all these problems, optimism

remained high, perhaps helped by the fact that they were not alone; at any one time during the race up to half the powerboats were in the pits!

Each member of the team took turns to drive the Timcat catamaran, swapping regularly throughout the race. The catamaran's international classification of F4 saw them run in Class 1. Sponsored by COHEN construction, IXE Team also

took along two other speedboats (class 1 and class 2 entries) that also completed the race – the only team in the event to have all its team members finish.

"This is one of the most gruelling powerboat races in the world but we will be back again next year to better our position," declared John Puddifoot.

In the meantime the team hopes to gain more points towards the World Endurance Championship – one of the most prestigious prizes in the world of powerboat racing – as their next stop is the Circuit Endurance Race in Poland next month.

PRESCOTT OFFICE TO RULE ON LANDING

The East of England Regional Government Office (the body of non-elected members set up by Deputy Prime Minister John Prescott to run the Eastern region) has been asked to rule on yachtsmen's right to access to the landing stage and foreshore at Ramsholt, on the River Deben.

In 2004, the Trustees of the Bawdsey Estate took steps to charge yachtsmen for using the hard, in addition to charging for the dinghy park. It is believed that this hard has been used free of charge since the late 18th Century. Suffolk County Council has been challenged on their assertion that the Trustees have a right to apply charges and local sailor and author, Robert Simper has organised an appeal against his decision.

Ramsholt Fairways Committee, a consortium of Deben yacht clubs, Harwich Area Sailing Association (HASA) and many individual yacht owners have raised £11,000 to meet the legal fees



and collected hundreds of supporting signatures to the claim that landing is free as of right.

Plans to install a 500-Megawatt, 140 turbine wind farm on the Outer and Inner Gabbard banks, 25 kilometres off Aldeburgh, as the first stage in a £15bn scheme planned for the southern North Sea by Dublin based Airtricity, were revealed at the beginning of May.

Airtricity's vision is to build 2,000 turbines between the coast of East Anglia and Holland, producing enough electricity to power eight million homes, and linking with wind farms from the Baltic

to the Mediterranean in a super grid feeding into Europe.

Many of the turbines are expected to be built at, and installed from, Lowestoft with work starting early in 2008. Work is due to start soon on an Offshore Wind Energy Centre at Lowestoft.

Following a number of recent incidents of small boats straying into the danger zone, yachtsmen are warned that experimental firing is frequently carried out in all conditions of weather and tide across the Maplin and Foulness Sands, in the area South East of the pecked line shown on Admiralty Chart No 3750 England, East Coast – Rivers Crouch and Roach, running from Ware Corner on Foulness Island to a position 51° .39'58 N 001° .02'93 E. The boundary then turns east to cross the pecked line indicating the southern limits of the Crouch Harbour Authority limits.

FORCE 8 FROM NORWICH IS WINDSURFING STORM

Competitive windsurfing in the East is on the up if the recent regatta at Tallington Lakes, near Stamford, was anything to go by – 19 youngsters aged from 11 to 15 years took part in the second of a six Team-15 (T-15) windsurfing events being held in the region over the summer.

Conditions at the start were ideal with sunshine and a steady F3 breeze, however, it quickly went to a full F4 with F5 in the gusts, giving the youngsters some tunning racing, although most were forced to opt for a smaller sail size for the afternoon races.

The largest contingent were from brand new T-15 club Norwich Force 8, which fielded six competitors, next was the established Suffolk team of Alton Water based, Alton Wipeouts with five; four from nearby Peterborough's Ferry Meadows reservoir, the Lakeside Loafers, while Grafham Water's Team Jonti took two youngsters, and Tallington Lake had a solitary competitor.

Graham Colam, the newly appointed East Zone Windsurf coach and the man charged with rejuvenating competitive youth windsurfing in the region, was delighted with the turn out. "I was especially pleased to see the new Norwich team out in such numbers. The more youngsters who take part the better the competition. Everybody got on well

and there was a lot of swapping techniques and ideas."

The races were all sailed on the new Bic Techno windsurf board, with sail areas of 3.5m (seven entries and six races); 4.5m (four entries and six races) 5.5m (five entries and four races) and the biggest rig at 6.8m (three competitors and four races).

Tom Bailey (11) from Erthlingborough (Lakeside Loafers) dominated the 3.5m class, winning four out of his six races. Norwich boy Ryan Middleton (13) won the 4.5 class for Norwich Force 8; Charley Sissons (12) won the 5.5 class for host club Tallington Lake; Liam Taylor (14) from Milton won the 6.8 class for Team Jonti. Overall team trophy went to Norwich Force 8.

For a number of the youngsters taking part this was their first competitive event – among them Florence Avery from Team Jonti who had only two lessons and pre-event practice. She started all her six races and despite the tough conditions managed a finish and fourth place. Norwich Force 8 had four first timers – Ryan Middleton, who won his class; James Hammond (13) from North Walsham who came third in 4.5m class; Sam Hayes (13) from Wymondham, near Norwich, who came a very close second in the 5.5m class and Hunt Collings (13) from Ditchingham near Norwich, who came fifth in the 5.5m class.



MALDON COUNCIL'S RIVER CUTBACKS

Following the installation of the new visitors pontoon back at the beginning of the year, Maldon Council has made the River Warden redundant, leaving only the River Bailiff, Nigel Harmer (above) to run the quayside and patrol the river. It means the end of the educational talks to schools and the classroom has been turned back into a storage facility.

Visitors to the quay are still welcome, and will no longer have to pay for a single night alongside, the council says the cost of collecting the wharfage fees isn't economical – it's likely they'll have to pay up for longer stays, but as ST went to Press a list of charges had not been announced. Part of the River Warden's job was to be on hand to issue tokens and keys for the toilets and laundry facilities at the quay, unfortunately Nigel can't guarantee to be there every day.

While Nigel will be spending less time patrolling the Blackwater, he warns that byelaws will be rigorously enforced. The Council has also withdrawn the post of Blackwater Project Officer.

ARE YOU A TOP CLUB?

It's that time of year again, when clubs need to start thinking about getting their hottest sailors together to battle for the title "Crewsaver Top Club 2006", the official National Club Championships.

This year's event is at Grafham Water SC on 23 and 24 September, sponsored by Crewsaver and Dinghy Sailing Magazine and supported by the RYA.

Clubs are no longer limited to one boat, but can enter three boats in two classes (so long as they're not the same class of boat).

Entry forms and NOR from emma.harris@topclub.org.uk



Members of the triumphant Norwich Force 8 team, left to right; Tom Bennett-Lloyd, Ryan Middleton, Sam Hayes, Hunt Collings and James Hammond.

GRAHAM IS NEW WINDSURF SUPREMO

Graham Colam (41), a full-time sailing instructor at Grafham Water, Cambridgeshire, has been appointed to lead a resurgence in youth windsurfing in the Eastern Region.

Graham, who teaches dinghy and windsurfing techniques with commercial sailing school and equipment supplier Jonti at Grafham, has been working as senior windsurfing zone squad coach in his spare time. Now he's been appointed Team15 (T15) zone co-ordinator, overseeing the development of windsurfing training and racing for 10-to-15 year-old youngsters.

Team15 is a nationwide network of clubs where under-15s meet weekly for some serious fun afloat. All Team15 clubs operate at RYA Training Centres or Affiliated Clubs and all commercial T15 clubs hold the Adventure Activities License, conforming to government safety legislation.

Team15 coaches are all safety boat drivers plus RYA qualified windsurfing instructors with special T15 training.

Graham was, he says, the only youngster on a council estate that went sailing - his dad had a number of dinghies and small sailing cruisers.

"I started sailing in 1976 but a couple of years later found windsurfing and taught myself to windsurf at Snettisham Beach SC. It gave me greater freedom and released me from direct parental control; you have to make your own decisions when you're on a board, there's



no one else to hold your hand.

"For most youngsters it's the first time they're in sole charge. Windsurfing is a bit like riding a motorcycle, with the wind in your hair and your own balance keeping you up; dinghy or bigger boat sailing is like driving a car, with all four wheels flat on the ground. There's an edginess you don't get with dinghy sailing," he added.

He started racing in 1981 and raced throughout the nineties under the Jonti banner. His brother Nigel also windsurfs.

This year he's planning four inter-club events: the first was on May 6 hosted by Lakeside Loafers at Ferry Meadows, Peterborough; the next was on June 10 at Tallington Lakes near Stamford; the third is on July 15 hosted by the Alton Water Wipe-outs, will be at Alton Water Sports Centre near Ipswich, and on September 9, his own Team Jonti play hosts at Grafham Water Sailing Club, near Huntingdon.

GOBA WINS MOORINGS BATTLE

The Great Ouse Boating Association, which represents 3,000 boaters on the river Great Ouse and its tributaries, including the river Cam, has won its battle to retain the visitor's moorings near the centre of Cambridge.

It considers the original decision to close without notice, the only available visitor's moorings in Cambridge at Jesus Lock, to visiting boaters, as one of the worst anti-boating actions in its 50-year history. There have been visitor's moorings at this location for as long as most people can remember. They are well-used by hundreds of visiting craft during the course of each year and they are clearly shown in all navigation charts and tourist literature.

Following a strenuous campaign by GOBA and the resignation of the councillor who decided to ban visitors, a meeting with the revised Council group resulted in agreement to re-instate the 48 hour visitor moorings with immediate effect. The six residential boats have been found places amongst the other 70 licenced boats as was suggested by GOBA and the residential support group 'Camboaters' to the Council right from the start.

The re-instated mooring does not yet include the original bank opposite and adjacent to Jesus Lock, and some of the proposals by the Council to make boaters pre-book on the internet and pay for mooring, remain up for discussion.

SNIPPETS

Land boaters in Cambridgeshire and Norfolk are up in arms at Environment Agency proposals to increase their river license fees by 48 per cent over the next three years. Coupled with a major clampdown on un-licenced boats using rivers such as the Nene and Great Ouse, the upper reaches of the Thames and the Medway, East Coast quiet water boaters will have to pay over 14 per cent year on year for the privilege.

The Inner Bench Head buoy Fl(2)R.5s which marks the entrance proper to the River Colne, Essex, has been changed to a red pillar.

The nearby Brightlingsea skyline is hanging on the new Brightlingsea

Marina development takes shape on the old James and Stone shipyard site. Visit <http://www.watersedemarina.co.uk> to follow progress.

Don't speed on the Essex River Colne or the Suffolk River Orwell - in both cases the harbour authorities are clamping down on people who break the 6-knot speed limits on both rivers. The Colne authority has introduced a new patrol boat, while yacht skippers on the Orwell are being urged to get on the VHF and report water skiers and jetskis operating at speed out of their designated area off Collimer Point near Levington, says Ipswich Port Authority.

An East Coast landmark has been severely damaged by fire. The former wartime fortress, the Roughs Tower, now the self-proclaimed independent state of Sealand, was left gutted after a fierce blaze tore through the structure recently.

The blaze started when a generator caught fire. A security guard/maintenance man was airlifted from the scene and taken to the local hospital suffering from smoke inhalation. The tower, an old WWII gun emplacement is understood to be operating as an offshore computer data server, was allowed to burn out over an 18-hour period. Damage from exploding gas bottles and fuel tanks was too great to land firemen.

BATTLE FOR THE BROADS HOTS UP

Norfolk and Suffolk Boating Association, which represents some 9,000 members of 39 boating clubs, centred mainly round the Norfolk and Suffolk Broads has taken up the cudgels against the proposed Private Bill by the Broads Authority, which would give it swingeing powers to control who does what and where on the waterways.

The Association says that changing its name to a national park authority would mean conservation and not navigation would become its main platform. It warns that it will lead to serious curtailment of the rights of navigation and the activities of recreational and commercial boating interests, for reasons other than safety and management of the navigation. The NSBA opposes the introduction of these Directions in the absence of measures to protect the rights of navigation.

The NSBA does not oppose the introduction of a registration scheme for craft on the Broads, and supports the introduction of the national Boat Safety Scheme to the Broads, but again warns against misuse of these powers.

It supports the introduction of compulsory third party insurance for all craft on the Broads and

licenses for hire craft, and calls for a dedicated closed broad for waterskiing and wakeboarding.

Failing that, it will not oppose waterskiing on the Broads under suitable management arrangement, but says a flat no to wakeboarding anywhere else on the Broads.

There's considerable concern too at proposed accounting and management practices and a call for the Authority to be more transparent in financial reporting. Money raised for navigation purposes – keeping the waterways in good, clean condition – should not be syphoned off into other accounts, says the Association.

It also complains that the period for consultation on the draft Bill was less than a month. A further draft was issued on 29th May, with consultation allowed until 14th July.

The NSBA carried out an opinion survey among members and other interested parties. The response was a whopping 37 per cent of the individual membership and officers of affiliated organisations, approximately half the total membership.

It showed there was strong support for the NSBA's stance among Broad's boaters.

NEW JOB?

The appointment of a Regional Development Officer to work in the Eastern Region took a step closer with the advertisement of the job in the Press.

The person chosen will have to maintain and improve standards of safety, training and volunteer management at clubs and training centres, and to increase regular participation in sailing and windsurfing among the general public.

The RDO will oversee the inspection of RYA training centres and instructor training, and work with clubs and centres to develop a strong volunteer base, improve facilities and build partnerships with other clubs, centres, schools and community organisations.

Candidates have to be qualified to at least RYA Senior Instructor level or equivalent, with proven people and project management ability and excellent communication skills.

Salary is £26,280 pa, rising to £29,200. Range of benefits including pension scheme, free life insurance, 25 days annual leave plus public holidays. For an application form and job description, please contact Chantal Lodwidge on 023 8060 4105 or e-mail chantal.lodwidge@rya.org.uk. Closing date for applications is 21 July 2006.

GOBA REP

The newly appointed Eastern Regional Committee representative for the Great Ouse Boating Association (GOBA) is its vice-Chairman, Geoff Parrish, who can be contacted on 01638 730831.

WHO'S WHO AT RYA EAST

Chairman: Chris Edwards	01621 868834
Vice-Chairman : Fiona Wylie	01473 780965
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: Graham Colam	01733 222119
Sailability Regional Organiser: David Wilding	01223 843769
High Performance Manager: Bruce Bonar	07909 994642
Dinghy Fleet Hire Manager: Martyn Garnsey	01702 206540
Environmental Co-ordinator: Chris Edwards	01621 868834
Regional Communicator: Garth Cooper	01362 699195
RYA Council Members: Chris Edwards and Terry Corner	