

KEEPING EASTERN REGION SAILORS INFORMED

GOVERNMENT TO GET TOUGH ON DRINKING AFLOAT

In an unexpected move the Government is to introduce drink-sail legislation against leisure boaters. In a written statement to the House of Commons, on June 13, Minister of State for Transport, Dr Stephen Ladyman declared the Government's intention to press ahead with the introduction of drink-sail laws on leisure boaters.

Despite an overwhelming consensus against the proposal as not needed, unworkable and unenforceable.

Part Four of the Railways and Transport Safety Act 2003 introduced alcohol and drug limits for professional commercial sailors. In particular, it established alcohol limits and a testing regime for alcohol and drugs that apply to both professional and non-professional mariners. It came into force on March 30 2004.

Under Section 80, the new legislation will mean that people 'navigating' boats under seven metres (23 ft) and with a maximum speed of under seven knots, will be exempt. All other boaters will be subject to a maximum alcohol level of 80 milligrams per 100 millilitres of blood; the same as car drivers and professional sailors.

However, people in charge of a vessel of any size, including small ones under seven metres and with a top speed lower than seven knots, can already be prosecuted under the existing Section 80 (2) of the Railways and Transport Safety Act 2003, for having their ability to navigate impaired by drink or drugs.

The RYA reacted to the statement say-

ing it was "puzzled" why the legislation should be enacted now, three years after the consultation period closed.

RYA chief Rod Carr said: "The RYA's view remains unchanged from that of 2004. We believe that new legislation is unnecessary because there is no evidence of the existence of an extensive problem relating to alcohol and boating.

"However, given that the Government is intent on pressing ahead with the introduction of an alcohol limit for leisure mariners then we will work hard with the Department for Transport to ensure that sensible measures are put in place."

The RYA also called for clarification on which boats would be affected and in what circumstances; who on board would carry the can, and how and by whom the legislation would be enforced.

Jetskis are not covered by the proposed legislation; they were recently declared not to be 'ships' in the eye of the Law.

It isn't clear what the penalties will be. A system based on so many points and you're out (as with motor vehicles) raises once again the spectre of yachtsmen having to be licenced.

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WANTED

SECRETARY TO THE REGIONAL COMMITTEE

Can you be a key volunteer? Are you diplomatic? Are you ordered and methodical? Can you work a computer and understand the Internet? Are you keen to further the cause of sailing and boating in the region? Is being at the hub and in a position to influence trends attractive?

If so, you could be the person we're looking for to fill this key position.

Why not have a chat with Robin Hill-Sanders; tel: 01621-816131 or email him on robinhill_sanders@compuserve.com .

KATRINA DOES IT AGAIN

In a virtuoso display of skill, balance, guts and speed 14 year-old Katrina Curtis from Huntingdon won the Eastern Region final of the Honda RYA RIB Youth Championship at Norfolk Broads Yacht Club, by an unbeatable margin.

Katrina now goes on to represent the region at the national final at the Southampton Boat Show on September 15. She will be making the trip a family outing, as her younger brother Steven (11) won the junior age group by an equally emphatic margin with a display that belied his young years.

Katrina and Steven are no strangers to the highly exciting and skilled world of the Honda RIB Youth Championship; two years ago Katrina became the first ever girl to win the national championship (then in the junior class) and she's hoping to repeat the performance in the seniors group this year. Steven represented the region at last year's final coming a credible third.

Katrina took a year out to study and to get her Power Boat Level 2 and instructor qualifications.

Keith Ellison the Royal Yachting Association's (RYA) Honda RIB organiser commented: "Not only is this a wonderful site to hold this event, but the standard of boat handling has been extremely high; especially when you consider that some of the youngsters taking part hadn't driven a RIB until a few weeks ago.

"There is no doubt though that the performances of both Katrina and Steven were truly outstanding."

The youngster's mother Jo, who often acts as time keeper at these events, was delighted: "We knew we were in with a shout, but honestly I didn't believe we'd be going to Southampton again. They've both worked very hard and we just can't keep them out of the boats."

Norfolk Broads YC Commodore James Clabburn, who rode in one of the competition boats as on-board referee, said: "We're delighted with the way it went. More so that so many other clubs, some from a long way away, made it here. The standard these youngsters achieved was truly awesome."

Fortunately the storms and heavy rain of the Bank Holiday weekend ceased just before the event started, but a cool northerly breeze that gave some competitors a problem with the man-over-board manoeuvre, didn't dampen the youngsters' enthusiasm.

Thirteen youngsters from seven clubs entered the competition; two clubs from Norfolk, host club NBYC, and nearby Waveney and Oulton Broad YC; two Thames side clubs, Benfleet Yacht Club and Island Sailing Club (both on Canvey Island in Essex); Paxton Lakes SC, Huntingdon; Fishers Green SC, Lee Valley, Essex; and Slaughden SC, Aldeburgh, Suffolk.

Top places in the 13 to 16 years age group went to Katrina Curtis (Paxton



Lakes), first with a clear round in 1 min 17 secs; Andrew Dobbs (IYC), another clear round second in 1 min 49 secs; and third, Simon Bennett (NBYC) in a faster on water time of 1 min 43 secs, but he collected penalty points which pushed him back.

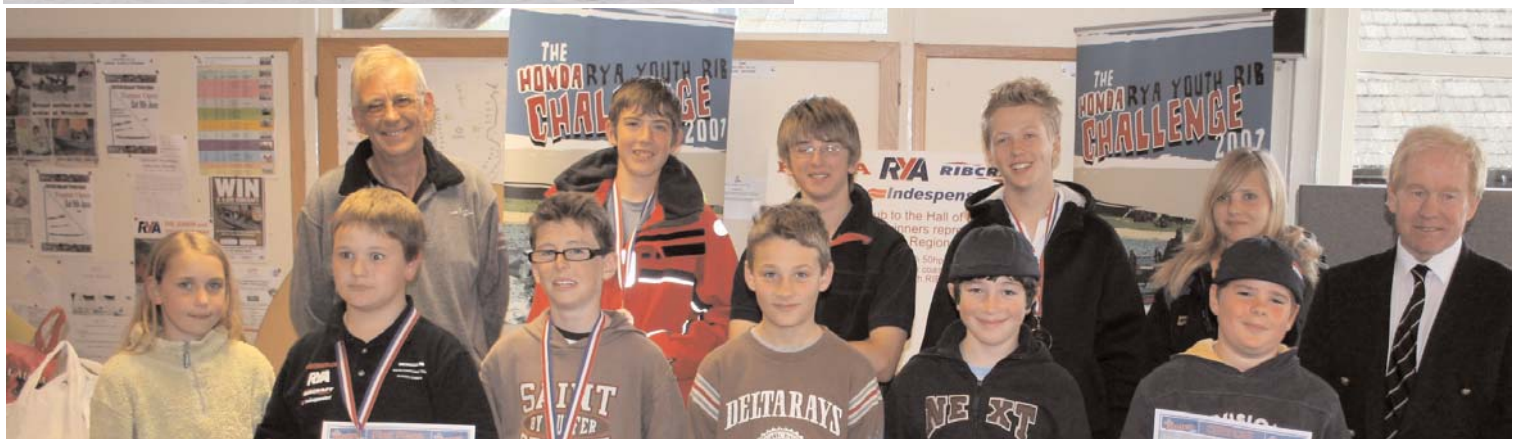
In the eight to 12 age group, Steven Curtis had a clear round at 1 min 38 secs to take first; Lewis Baker (BYC) came second with a fastest run of 2 min 03 secs but with a penalty; while Charlie Foster (NBYC) came a close third with a fastest run of 2 min 10 secs but had a penalty added.



Left: Katrina at full chat giving a champion's performance.

Right: Steven Curtis won the junior age group with a performance that belied his years.

Below: Keith Ellison (L) and James Clabburn Norfolk Broads Yacht Club Commodore (R) line up with the competitors. James was one of the on-board referees. FULL RESULTS ON WEBSITE.



BEWARE BIG SHIPS TURNING

At midnight on July 1, a new big-ship round-about centred on the Sunk starts operation. Ships over 300gt or over 20 metres in length will need to comply. Small craft are not required to stand off or to follow the ship lanes.

Rule 10 (small craft conduct in or near traffic separation zones) of the ColRegs applies and skippers are advised to keep an especially vigilant look-out when passing through and near the area. Yachts most likely to be affected are those crossing to and from Ostend and the Belgium coast along the line of the E separation lane. Perceived wisdom is that the new scheme could help yachtsmen ascertain the position of vessels in the area with greater certainty.

Admiralty chart 1183 has been amended and reprinted and is available at stockists. Existing charts should be used up to midnight on July 1 when the new versions take over.

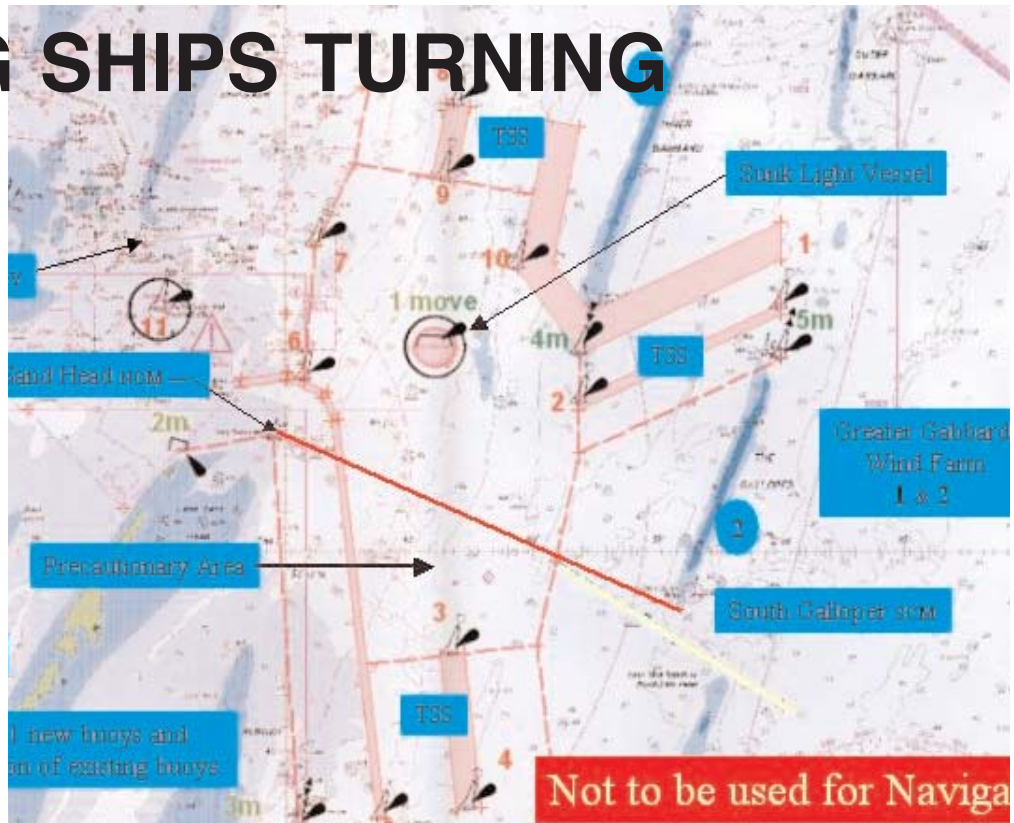
The Sunk TSS consists of several elements: **two** 1.9 Nm-wide two-way traffic lanes running N and S, **two** 1 Nm-wide lanes running E, new inner and outer precautionary areas, (with 60 m separation zones between them), and bang in the middle a 1 Nm diameter avoidance zone round a turning mark. There is also a deep water through route running roughly N to S as well; called the Long Sand Head Two-Way Route it approaches the Sunk Inner precautionary area close N of the Long Sand Head (51°46'N 1°37'E). The route is 11 Nm long and between 1.5 and 2 Nm wide.

The key central turning mark, around which ships will turn in an **anti-clockwise** direction, is the new Sunk Centre, SLV Racon (C) (Fl (2)20s 16M) at 51°50.100'N, 001° 46.020'E. In all there are eleven additional new buoys within the area.

Trinity House will install the eleven new buoys to mark the new Sunk VTS Gyrotrary Scheme, using the three tenders, *Patricia*, *Alert* and *Pole Star* in a single day on June 30.

For full list of marks and positions see the table (right). Map shows position of Sunk TSS/VTS (not to be used for navigational purposes).

Commenting on the introduction of the system, Chris Edwards, chairman of RYA East said: "The setting up of this new arrangement involves 11 new buoys and five changes of position for existing buoys. Trinity House is mounting a special operation on June 30 to complete the setting up task in one day. You are all



strongly advised to keep well clear of the area so that the Trinity House and Sunk VTS teams don't have their difficult task complicated by recreational craft.

"We assess that in general the new scheme will assist recreational sailors in providing a clearer idea of where commercial shipping will be and the direction in which they can be expected to travel within the total complex.. In this area all craft are expected to maintain additional vigilance and proceed with caution. Obey Rule 10 of the ColRegs

and cross at right angles to the traffic flow in the designated lanes.

"When crossing in whatever direction, the only requirement is to maintain a good all-round lookout and proceed with caution. There is no requirement for vessels under 20 metres in length or which are sailing to observe the anti-clockwise direction of passage; that rule applies only to larger commercial vessels.

"Finally, all vessels transiting the scheme should monitor VHF Channel 14," he added.

Sunk Traffic Separation Schemes (Names and Positions of Aids to Navigation)

Name	Position	Class	Light Character
1 Sunk E1	51°51.062'N 001°59.993'E	2S5SW	Iso 5s
2 Sunk E2	51°48.686'N 001°51.875'E	2S5SW	LFl. 10s
3 Sunk S2	51°42.403'N 001°46.669'E	2S5SW	LFl. 10s
4 Sunk S1	51°38.572'N 001°47.363'E	2S5SW	I so 5s
5 Sunk SW	51°38.318'N 001°43.745'E	2S5SM	Fl(2)Y 10s
6 Sunk W2	51°49.275'N 001°40.722'E	2S5SM	Fl Y 2.5s
7 Sunk W1	51°52.606'N 001°41.119'E	2S5SM	Fl(4)Y 10s
8 Sunk N1	51°56.113'N 001°46.927'E	2S5SW	Iso. 5s
9 Sunk N2	51°54.289'N 001°46.340'E	2S5SW	LFl. 10s
10 W Inner Gabbard	51°52.061'N 001°49.368'E	2S5SM	Fl(3)Y 10s
11 Sunk Inner	51°51.030'N 001°34.891'E	1S9SW	+Racon (T) Morse A
1M Sunk Centre	51°50.100'N 001°46.020'E	SLV Racon (C)	Fl(2)20s 16M
2M Black Deep	51°47.500'N 001°35.640'E	2S4PL	QR
3M Kentish Knock	51°38.085'N 001°40.429'E	1S7EC	Q(3)10s
4M S Inner Gabbard	51°49.922'N 001°51.892'E	2S5SC	Q(6)+LFl. 15s
5M N Galloper	51°49.837'N 001°59.993'E	2S5NC	Q

Buoy/MFA designations:-

NC – North Cardinal; SC – South Cardinal; EC East Cardinal; SW – Safe Water; SM – Special Mark; PL – Port Lateral; SLV – Solar light vessel.

FORTUNES REVERSED AS WINDSURFERS JOIN BATTLE

Lakeside Loafers windsurfing team took top honours at the first Eastern Region Team 15 (T15) Inter Club competition, held at Ferry Meadows, Peterborough, over the May Bank Holiday. In difficult wind conditions, and after some extremely close competition, they pushed Suffolk-based Alton Water Wipeouts into second and Norfolk's Norwich Force 8 into third.

At the second event, a couple of weeks later, fortunes were reversed – Ipswich-based Alton Waters Wipeouts took the honours at Tallington Lakes near Stamford, Lincs. Fickle winds, often of little more than two or three miles an hour with plenty of 'holes' in them, tested the youngster's skills to the full.

At the final count at the first event, Loafers and Wipeouts were tied on points, but the trophy went to the Loafers on count-back when it was found that their key competitor Tom Bailey had scored more consistently than Wipeouts' top scorer David Watts.

In all 16 youngsters from Ferry Meadows home club Loafers, Norwich Force 8, Alton Water Wipeouts, and Wentworth Warriors took part. RYA Regional T15 coordinator Graham Colam commented: "The event was a good opener for the season. The racing was close in trying conditions. Once the rain stopped we had fine weather with F2 onshore that changed down a gear and turned cross shore, which caused some problems for the junior fleets, but it filled in later and we saw some really combative close sailing."

It wasn't much better the second time around, as 14 years-old Tom Bennett-Lloyd (Norwich Force 8) commented: "I sailed three windward legs in one race round what should have been a box course with an outer loop. The wind was from every quarter of the compass and full of holes."

While mums and dads soaked up the sun, the 3.5 and 4.5 metre classes (the most junior classes) struggled in conditions that sometimes saw them actually sailing backwards!

Sixteen under 15s from Alton Water Wipeouts, Norwich Force 8, Lakeside Loafers and home club Tallington, competed. First-timer Oscar Fear Segal of

Norwich Force 8 went home with the merit award for extraordinary performance having won all his five races. Top team points went to Alton Water (17), with Norwich Force 8 second on 19 points and Lakeside Loafers third with 21. Tallington's sole representative Charlie Sissons gave the team fourth spot with 34 points.

Graham Colam said: "With many of the sailors moving up through the fleets at this event the 3.5 fleet had only two representatives, Christopher Harley (11) sailing for Alton Water Wipeouts and newcomer Oscar Fear Segal (12) from Norwich. Oscar had a brilliant debut; it was an extraordinary performance.

"The star of the 4.5 fleet this time was newcomer Joe Dailey who managed to carry on where he left off in the 3.5 fleet last time around, with four first places. Thomas Bailey moved up to the 5.5 fleet and won the first race of the day, but class honours went to Rebecca Calder. In the 6.8 class it was Aaron Murphy who got the edge on Tom Bennett-Lloyd."

The third event in the series will be held at Alton Water, Stutton, near Ipswich on July 7. **FULL RESULTS ON THE RYA EAST WEBSITE** ryaeast.org .

Top: Tom Bailey in action
Centre: Canada Geese show how it should be done.
Below: Competitors line up.



LEARN THE LESSONS OF THE OUZO TRAGEDY

says Terry Corner

The tragic loss of the yacht *Ouzo* and her crew of three on August 21 last year has a number of salutary lessons for all of us.

As the Marine Accident Investigation Board (MAIB) said in its conclusion "Safety recommendations shall in no case create a presumption of blame of liability".

The report comments on the need for bridge lookouts having up to 15 minutes in parallel to allow night vision to be established. Wearers of Photochromatic lens are unlikely to achieve more than 80 per cent of their night vision due to the lens. The recommendation is that lookouts must not wear such glasses.

Yachtsmen need to consider the implications for them.

The ferry that night had a less than perfect blackout established around the chart table. The Watch Officer did not like red filters and had removed them.

How good is your blackout and do you use red lights over the chart table?

Navigation lights age and glaze or craze in the sun. Perhaps we need to look closely at the lens during our fitting out and consider changing fittings after say ten years.

It is possible to fit 25, 15 or 10 watt bulbs in the same fitting. If 25 watts are necessary to achieve the required 2-mile range, crazing and lower wattage bulbs will dramatically reduce the visibility range. Detection ranges for lights, like radar reflectors, are measured in the vertical, any heeling reduces the range.

Some yachts can display lights on the pulpit, good for inshore passages, and at the masthead, good for channel passages. Remember to change over and never be tempted to sail with both sets lit.

A ship travelling at 20 knots takes six minutes to cover two miles. It beholds us to keep a good all round lookout especially astern. I for one certainly don't look astern often enough.

A separate report about Radar Reflectors has just been issued. (Visit http://www.maib.gov.uk/cms_resources/Radar%20reflectors%20report%20Epdf for the full report). The overall view is that none achieve the designed range despite valiant efforts by the designers and manufactures. If a reflector is carried please fit it as high as is possible. It can only improve matters.

The *Ouzo* was unable to send a distress alert and no one used a hand held VHF or a flare.



Terry Corner, Offshore and Coastal Consultative Panel (OCCP) member for RYA East.

Can you reach a handheld or a white anti collision flare if you are about to be swamped in the cockpit?

Existence of an EPIRB and or a liferaft that would float free after a sinking might have improved chances of survival. Provision of a powerful torch to shine on your sails could increase your visibility. Caution with a torch and white anti collision flares, watch your night vision and that of an approaching vessel.

The MAIB makes the point that life rafts have become more compact over the years. An investment in both at around £1,000 total could make a considerable difference.

The basic 121.5 model EPIRB will cease to be monitored in February 2009, so an upgrade to a 406 MHz model is advised in the next 20 months.

The bodies of the crew were recovered 36 hours after the incident. One had been alive for 12 hours before succumbing to hypothermia; the others with poorer fitting lifejackets drowned within two to three hours of the incident. Crotch straps should not be an optional extra but a standard fit. Lights and a spray hood are a sensible enhancement to any lifejacket.

A lifejacket will buy you vital time in the water and could even save your life but only if you're wearing it! A compact day and night flare in a pouch might also be considered a prudent enhancement.

Finally to quote James Stevens, RYA Training Manager: "Yachtsmen can't rely on ships to alter course to avoid them

and must therefore sail defensively and, as far possible, avoid entering a situation where a ship is required to give way. We might bemoan this in the club bar, but at sea we have to accept that whilst most ships are keeping a good lookout, the one on a collision course could be the exception."

The full report is available from the MAIB website: www.maib.gov.uk or contact the author.

NEWS IN BRIEF

Visitors to the River Deben can now see what the weather's doing in real time, thanks a new website from Felixstowe Ferry Sailing Club (FFSC). The website (www.ffsc.co.uk) is user-friendly and provides weather information for visitors to the area. Wind speed measurements, gust strength, barometer readings, and general weather forecasts are available, and a webcam, which updates every five minutes, shows the weather around the mouth of the River Deben.

Visitors to the river Crouch in Essex should keep a wary eye open over their sterns for some larger than usual ships, as the timber to be used in the building of the Olympic facilities in East London is being delivered to the Baltic Timber Wharf opposite Burnham on Crouch. It is understood the outer-most row of moorings opposite the Burnham Town quay, is to be removed to accommodate the larger ships.

The number of generating towers to be erected in the London Array wind farm on the Long Sand some 20 miles out in the Thames Estuary has been reduced with the removal of most of the towers to the south west of Foulger's Gat. The developer agreed to the change on ship movement safety grounds because of radar confusion between ships using the Black Deep and others coming at right angles into the channel from Fisherman's Gat. The PLA then withdrew its last objection to the scheme.

A recent survey of the Long Sand shows that depths in Foulger's Gat, a popular yacht crossing, are less than shown on current charts, between three and four metres only.

MAJOR BOOST FOR ONBOARD PROGRAMME

TEAMORIGIN, the British Sailing Team intending to bid for the 33rd America's Cup, is to become the main partner or primary sponsor for OnBoard, the RYA's grass roots sailing and windsurfing programme in Britain.

Started in 2004, the OnBoard programme aims to give over half a million young people in Britain the opportunity to try sailing and windsurfing over the next ten years, with upwards of 10 per cent expected to become long term participants of the sport.

TEAMORIGIN is supporting the programme through a significant financial contribution as well as personal endorsement of the programme by team members over a number of years.



To date over 26,000 OnBoard beginner sessions have been run across the country, with over 1,000 young people taking up sailing or windsurfing on a regular basis. There are 63 OnBoard clubs and centres, with several more due to join the programme during 2007.

The TEAMORIGIN and RYA partnership will raise the performance standards of British sailing and widen participation in the sport of sailing in the UK, and the OnBoard partnership is the first specific agreement to be reached.

Rod Carr, Chief Executive of RYA, said: "TEAMORIGIN is the ideal partner for RYA OnBoard. The programme

has always had a huge amount of potential and has already achieved significant progress, but now with TEAMORIGIN's added support and backing, we believe we will be able to achieve even more significant results.

"Getting kids out on the water, especially those who have not yet seen sailing as an accessible sport, is instrumental to the future of the sport in the UK. The RYA is as ambitious for Britain in the America's Cup as it is for sailing in the UK and recognises that we must take sailing far and wide. We look forward to a long and fruitful relationship with Sir Keith Mills, Mike Sanderson and this excellent team."

Mike Sanderson, Team Director TEAMORIGIN, commented: "Within TEAMORIGIN we recognise that our future success in sailing and Britain's hopes of winning, and retaining, the America's Cup are rooted in promoting the sport to young people in the UK. By aspiring to win the America's Cup, TEAMORIGIN also hopes to unite the country behind a prestigious sporting event, making everyone proud of our achievements as a nation and raising awareness and participation of the sport. Introducing young people to sailing and increasing the sport's popularity will be instrumental to the success of our campaign. We want to give something back to the sport we love so much."

The RYA OnBoard team has appointed its first OnBoard Development Officer (ODO) for the East Region. He's Chris Hussey, based at Alton Water, Stutton, near Ipswich. He'll be covering an area from Aldeburgh to Tollesbury and west as far as Bury St Edmunds. See the website (ryaeast.org) for more details.

West Mersea yachtsman Clive Walls recently suffered from a form of modern piracy. He took a short trip up the coast intending to spend the night at Halfpenny Pier, Harwich. Owing to a dying wind coupled with a plastic bag round his prop, he didn't arrive until the middle of the night.

He was rudely woken in the early hours by a very drunk young man flinging open the main hatch and intent on stealing the boat! He'd already let go all the lines! Fortunately, Mr Walls was able to re-secure the boat and eject the drunk.

"If I go back to Halfpenny Pier again I think there will be a long chain and a couple of padlocks included in the boat's inventory, but have we really got to this stage in Britain? I never thought something like that would happen to me but it makes you think doesn't it?"

LUCKY ESCAPE OFF LOWESTOFT

A couple on board the 45ft yacht *Whispa* from Newcastle, had a close shave when in thick fog, light winds and smooth seas they collided with a 4,000 tonne gas tanker off Lowestoft late one evening in April. Following the collision the husband and wife crew were rescued by the Lowestoft lifeboat after they reported the cold-moulded deck-saloon yacht was holed and sinking and the steering badly damaged.



Whispa's skipper Peter Stenner, said he had a lucky escape but could not understand how the collision happened. "It was a very dark and foggy night but I monitored the ship from about six miles away. When it got to just under three miles distance I took normal evasive action steering to starboard by 50 degrees but I was surprised to see the contact getting closer. When it was half a mile away I took over the steering from the automatic pilot and climbed into the cockpit to see this great big bow above me.

"Within seconds *Whispa* was thrown about like a matchbox and we were bouncing down the side of the ship which then just disappeared into the night. We were very lucky that no-one was hurt."



Unlike the recently publicised *Ouzo* incident, the Gas Monarch, which was carrying 2,500 tonnes of LPG stayed by the stricken yacht until the lifeboat arrived to take her in tow.

It took over six hours to tow the boat back to harbour, where it was lifted out of the water so that the damage could be properly assessed.

DAMP START FOR NEW RIB

On a chilly, dark and extremely wet mid-week evening in May, Nic Asher, local sailing hero and Olympic team place contender, officially 'launched' Waldringfield Sailing Club's, (WSC) new rescue RIB, *Avocet* (nick-named Exocet by her crew!).

The Rib is a Valiant 4.9 m DR (dive and rescue) with a 50 hp four-stroke Suzuki outboard. The boat, which has been specially adapted and fitted with an instrument and equipment arch, was supplied by local Valiant and Suzuki dealers Seamark Nunn of Trimley, near Felixstowe, and cost £15,000 including a special double-deck trailer. Funding included £10,000 from Sport for All, £1,000 from regional Volvo dealer Lookers (who support the club through the Volvo RYA Club Championship scheme) with the rest from club funds.



L-R; WSC Commodore Mike O'Malley, Kevin Runnacles WSC fund raiser, Andrew Nunn, Seamark Nunn, Carl Studd, RIB driver and Nic Asher.

The special trailer carries the RIB and it's support equipment on the bottom and a Cadet dinghy on a special top rack, so that a club member can tow the RIB to regional and national events at the same time as transporting their youngster to the regatta.

NEWS IN BRIEF

The 'Lost Town' sculpture project has come a step nearer. The East of England Development Agency is sponsoring a project to erect a large stainless steel sculpture of a church, originally to be located in the sea off Dunwich as a poignant symbol of the ongoing impact of coastal erosion.

In Anglo-Saxon times, Dunwich was the most important commercial centre and port in East Anglia. As a result of coastal erosion, most of the town is under water, and such is the rate of erosion it was feared the sculpture would go the same way.

A site 600 metres offshore of Walton-on-the-Naze and 1.2 kilometres NE of Walton Pier has been chosen. Trinity House has recommended that a navigation mark be installed to seaward of the site, which sits astride the inshore yacht channel round The Naze.

THAT SINKING FEELING

A day after being launched, *Arctic High*, a new Wauquiez 43, sank in the craning bay at Fox's Marina, Ipswich, so that only her mast was seen standing up out of the water. It appears the cause was an incorrectly fitted top to the engine raw water intake filter, which was sited just one inch below the waterline!

Ralph Catchpole, services manager at Fox's Marina, said: "We launched it on Tuesday and checked it all and it was bone dry. It then sank in the early hours of Wednesday morning. The owner is absolutely devastated"

A huge salvage operation was mounted involving a crane barge and divers went down to attach strops underneath the yacht so the crane could gradually lift the vessel out of the water. After



pumping her dry and stripping her of all her gear the yard started a process of washing out with fresh water.

The boat will be completely re-fitted and re-equipped.



Projected view of the sculpture from Walton Pier.

Talk about fast, the Volvo Open 70 *Mean Machine* skippered by Peter de Ridder, completed the 185 mile North Sea Race from Harwich to Scheveningen in 11 hours, three minutes and 50 seconds! Her stunning 20-knot plus performance started right from the gun when she left the rest of fleet standing. Out of 85 entrants, 76 boats completed the course in less than 19 hours, the previous record time.

The start of the North Sea Race, organised jointly by Royal Harwich YC and the Royal Ocean Racing Club (RORC), attracted a record 85 entries (the Dutch plus 30 UK boats),

SPIRIT YACHTS FOUNDER DIES

Mike Newman, co-founder of Spirit Yachts, Ipswich, was killed in an air crash in Turkey at the beginning of May. Mike founded Spirit Yachts with Sean McMillan 15 years ago.

A keen amateur pilot, he was flying from the UK to Pakistan with a Pakistani friend, when they crashed in hills in Northern Turkey.

He lived at Benhall in Suffolk and lives a widow and two adult sons.



Flight of Ufford - Spirit 52



Pic by Colin Larman

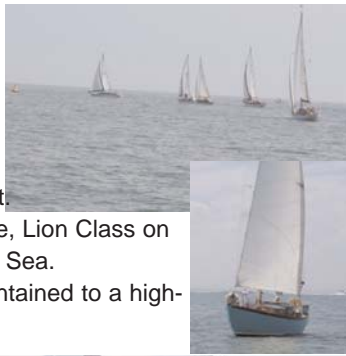
BIGGEST CLASSIC FLEET SEEN ON EAST COAST

Over 60 classic yachts, the largest gathering recorded on the East Coast, took part in the sixth SYH Invitation Classic Regatta on the Orwell on June 9/10. Limited to wooden, Bermudan rigged yachts built before 1970, the regatta attracts entrants from all over the East Coast and as far away as the Solent. The first regatta in 2002 attracted 24 boats, and last year 50 boats took part. This year there were so many Stella Class 25-footers taking part they had their own class. Weather conditions were ideal for sunbathing but little else with extremely light NW breezes forcing a number of shortened courses.

Top: Going nowhere fast

Right: Leonie, Lion Class on a blue North Sea.

Bottom: Maintained to a high-standard



NEWS IN BRIEF

Visitors to Brightlingsea Harbour should find entry to the port channel from the River Colne somewhat easier since an additional SHB was placed on the S of the entrance. The S Cardinal, which marks the end of the Brightlingsea Spit and is left to port on entry, remains in position, while a green post (Lit G.Fl 3 secs) marks the opposite side of the channel. The post will carry a tide gauge showing the depth of water over the bar as well. Entry between the marks should enable visitors to pick up the shore-side leading marks more easily too.

It was recently announced that EASCO, the major scrap metal recyclers who bought out Wheelers, the local scrap exporter using the Olivers Quay at Brightlingsea a couple of years back, has itself been bought out by waste management giant, SITA UK. Fears by locals that the site would be sold off for yet more slab-fronted blocks of flats have been put to rest by the new owners, who are rumoured to be cleaning up the site and taking a more "environmental" approach in its management. It means also that Brightlingsea remains a commercial port with the side benefits of dredging and buoying.

STUB IT OUT new no smoking law will bite

England becomes smoke-free on Sunday July 1 2007. It will then be against the law to smoke in virtually all enclosed public spaces, workplaces, clubs, pubs, restaurants, on trains, buses, taxis – anywhere where people could be affected by second-hand smoke.

There are virtually no exemptions to the new law.

The penalties for smoking in non-smoking areas are quite steep: smoking in smoke-free premises, a fixed penalty fine of £50 or £200 if prosecuted and convicted by a court.

For clubs the failure to display no-smoking signs is a £200 fixed-penalty

on the manager or occupier(s) of £1,000 if it goes to court and conviction. For club managers the penalties for failing to prevent smoking in a smoke-free place can be up to a maximum fine of £2,500.

Local councils will be enforcing the new law vigorously. They are, however, also required to offer advice and support to clubs to meet the new rules.

If you think it doesn't apply to you, best check out the Smokefree England website at www.smokefreeengland.co.uk



RYA NEWS is a page dedicated to bringing the latest regional and national in-depth news to members via *Anglia Afloat*, the new glossy boating magazine for the East Coast. For details contact Garth Cooper on garthword@btinternet.com.

WHO'S WHO AT RYA EAST

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 Vice-Chairman : Fiona Wylie
 Secretary: Robin Hill-Sanders
 Treasurer: Peter Woods
 Chairman Training Panel: Terry Corner
 Windsurf Liaison and T15 co-ordinator: Graham Colam
 Sailability Regional Organiser: David Wilding
 High Performance Manager: Paul Wren
 Dinghy Fleet Hire Manager: Laurie Mason
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 Regional Communicator: Garth Cooper
 Regional Development Officer: George Rice
 RYA Council Members: Chris Edwards and Terry Corner

01621 868834
 01473 780965
 01621 816131
 01621 853015
 01473 730970
 01733 222119
 01223 843769
 07909 994642
 01702 292581
 01621 868834
 01362 699195
 07747 563298