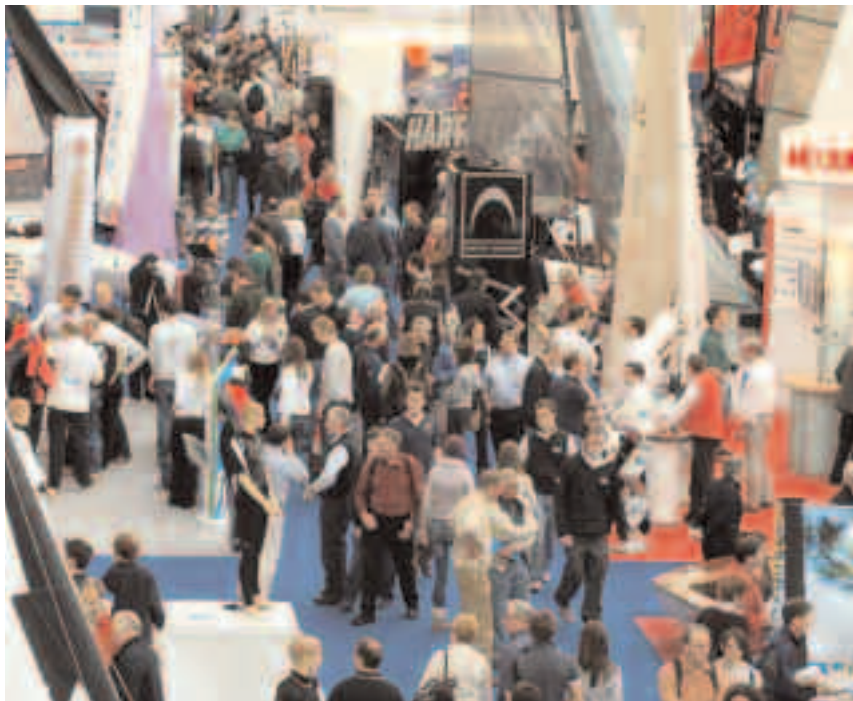


KEEPING EASTERN REGION SAILORS INFORMED



DAME ELLEN DRAWS CROWDS TO THE DINGHY SHOW

Full story page 4

CONTENTS

Paul Wren is new HPM.
Hamish and Aaron meet
Dee. page 2

Authority bows to pres-
sure. page 3

Dinghy Sailing Show
Report. page 4 and 5

Fevas join hire fleet.
page 6

Insurance woes at
Wivenhoe. page 7

What's on where. page 8

VISIT
ryaeast.org
FOR NEWS
UPDATES

RYA WORKING FOR SMOOTH RED DIESEL TRANSITION

The RYA and the British Marine Federation (BMF) met with HM Customs officials (HMRC) early this month to review progress and to find out how it is proposed the European Commission decision is implemented.

Customs officials are currently working on implementation and enforcement proposals. RYA is confident that HMRC is fully aware of the issues and implications for the industry and boat user.

A likely timescale for implementation is expected to be announced in the Budget Statement being made in the House of Commons on March 21. However, changes can only be brought about through primary legislation, such as the Finance Bill and it is highly unlikely that this can be achieved in time for the next Finance Bill, due in April.

HMRC has confirmed that all options for implementing the Commission's decision remain under consideration. They are likely to bring forward proposals for full consultation after the Budget Statement.

Some of the key issues which face us all are:

- The future availability of white diesel at our docksides, particularly in rural/remote areas where red diesel is likely to remain the only fuel available at the water-side.
- How Government tackles enforcement fairly given that on-board fuel systems will still have red dye in them for many years to come.
- The impact of a more than two-fold increase in fuel prices and significant compliance costs on the overall cost of our boating.
- The impact these increased boating costs will have on marinas and boatyards together with security costs and investment in new infrastructure including new tanks and pumps.

PAUL IS NEW EAST ZONE HPM

Paul Wren (43) is the new East Zone High Performance Manager. He will be leading and co-ordinating the coaches running the regional and zone youth squads, from which future Olympians are picked.

Part of his new job will be to encourage more sailing clubs to join the elite Volvo Championship Club scheme. He will also be overseeing youth sailing in both East Anglia and the South East.

Paul (left) is a passionate dinghy sailor through and through. Born in a flat over Herbert Wood's boatyard on the Broads, he could scull a dinghy almost before he could walk. His father was a boat builder and he's inherited much of his love of wood and boat building.

Today he and his wife Anita sail a Wayfarer (which he rebuilt), on Hickling Broad, where he is the current Commodore of Hickling Broad Sailing Club. He also owns and races the first of the highly competitive Norfolk Punts.

Paul is an RYA dinghy and keel-boat coach assessor and has been involved in performance training programmes and race training development at all levels for over quarter of a century. He achieved his dinghy



instructor's certificate while only 15 at Norfolk Sailing Centre at Filby

His son Jordan (14) is a keen Topper sailor, having been a member of the RYA Regional Topper squad in 2004. "This has given me the added advantage that I've seen competitive sailing from both the parent's side and the competitor's side. My role is as much about educating parents on what to expect, as overseeing the teaching of the youngsters. It's my

job to encourage youngsters coming into the sport to get involved in the competitive side.

"It's our job in the racing division to produce the youngsters who go on to the Olympics. But there's also a wide aspect we mustn't forget and that's giving them social skills and confidence in their own ability, and the ability to form relationships with other people; all of which we achieve through the squad structure and the discipline required to get there," he explained.

Prior to his new job, Paul was an IT manager. He moved into IT while working as production manager with Performance Sailcraft, manufacturer of the Laser dinghy range. On first leaving school he worked at Jeckells on the chandlery side, then joined sail maker Mike McNamara, before a four-year stint at the UK Sailing Academy on the Isle of Wight as an instructor and site manager.

He's sailed 420, Fireball, Wayfarer, and Laser 4000 in club and regional regattas and competed in both national and world-class Wayfarer regattas. He's a past member of the Wayfarer Class Association committee and was chairman of the Technical Committee.

Hamish and Aaron among the elite

Hamish Stone (16) and Aaron Woolf (13), from Waldringfield Sailing Club, Suffolk, received their awards as the Eastern Regional winners of the RYA Young Sailor of the Year Award at the Collins Stewart London Boat Show from solo yachtswoman Dee Caffari.

Hamish (left) and Aaron (right), who have sailed together as a close-knit crew for four years in Cadets, were chosen to represent the region because of their outstanding performance in Cadet Class dinghy racing; this year reaching the pinnacle of winning the Cadet Inland Championships and coming 2nd in the Cadet Worlds on Lake Balaton, Hungary.

They were first in the Parkstone indicator in April, and second in the Draycote Indicator in May. They were first overall by a wide margin in the worlds team selection series – which combines the results of the Inlands, Parkstone and Draycote events.

Their citation said: 'Both are well-

rounded youngsters who are a credit to their club, the class and to sailing in general and are considered by all who know them to be good ambassadors for the sport'.

Hamish has recently been selected for the 420 Transitional Youth Squad.

The young sailors had a full day at the London Boat Show starting with deck games on the UKSA stand, where Ellen MacArthur dropped in unexpectedly, followed by lunch on *HMS St Albans* (Type 23 Duke class frigate) and a tour of the ship and ending with the Award ceremony.

Voted for by RYA affiliated clubs the RYA Regional Young Sailor Awards reflect significant impact on youth sailing. All of the RYA Regional Young Sailors are put forward for the Raymarine Young Sailor of the Year



Hamish (left) and Aaron (right) pose with Dee Caffari.

Award, which is voted for by the Yachting Journalists Association (YJA). This year's overall winner was Katie Miller (19) for her solo voyage round Britain in a 21ft Corribee.

BROADS AUTHORITY BILL, MAJOR CONCESSIONS FOR BOATING

The Broads Authority Bill, currently going through Parliament is being amended following a successful campaign by boating organisations.

Agreement was reached with the Broads Authority on the provisions of the draft Bill and how the powers it contains will be exercised. This follows months of intense negotiation between the Authority and five national and local boating organisations; the RYA, BMF, Inland Waterways Association (IWA), Norfolk and Suffolk Boating Association (NSBA) and the Broads Hireboat Federation (BHF).

The key concern was the wide discretionary powers the Bill would have given the Broads Authority. If exercised inappropriately these powers would have placed unfair restrictions on recreational boating.

However, a formal process has now been agreed and included in the legally binding agreement that gives the Navigation Committee and the RYA the ability to check these powers and to ensure they are only used where appropriate and in a reasonable manner. Had the Authority retained its proposed powers then it would have had the ability to regulate without any consultation.

The Authority has also agreed not to use some of these powers at all against recreational craft. For example, it has now agreed not to prohibit or regulate the movement of such craft in strong winds or in poor visibility.

Whilst on the face of it this may seem logical, such regulations are not applied to recreational craft by any other UK harbour authority and would have gone against the public right of navigation.

Key local concerns over the transparency of the Authority's income and expenditure have also now been agreed. Separate accounts held for navigation purposes will be merged with the Authority's general accounts, but the Authority has agreed to produce memorandum accounts in an agreed format that will give the necessary transparency.

The fear had been that monies earmarked for navigation and raised through tolls would be spent on other areas.

Philip Ollier, Executive Secretary of the NSBA commented: "We are pleased that the lengthy negotiations have been successfully concluded. Strengthening



Events such as NBYC's annual sailing school could have been severely curtailed if the Bill had gone through in its original form.

and clarifying the role of the Navigation Committee and presenting the Broads Authority's accounts in a clearer format, should improve communication between recreational users of boats on the Broads and the Authority. It is now clear when and on what issues the Authority must consult and inform the Navigation Committee. That means they will be better able to scrutinise the work being done and advise on future policy.

"NSBA acknowledges the large amount of support received from the RYA and the other boating organisations during these negotiations to protect navigation interests on the Broads."

Neil Northmore, RYA Government Affairs Adviser added: "It was important that we did not prejudice those parts of the Bill that were introduced on grounds of safety and which were welcomed by local boaters, such as the introduction of construction and equipment standards and insurance.

"However the Bill, when enacted, will create an important precedent not

just locally but also nationally, because it includes key points of principle that significantly affect recreational boating, in particular rights of navigation. The formal agreement should now form a stronger basis for local user groups and the Navigation Committee to work with the Authority on more strategic issues, and on issues affecting the management of boating, to the benefit of all boaters on the Broads," he added.

Over the course of the negotiations the RYA was successful in removing proposals that would have allowed the Authority to give priority to its conservation duties. This would have led to restrictions being placed on recreational boating on the Broads.

Now it has to give equal weight to its conservation and navigation duties.

Other key issues including the operation of the registration scheme, exemptions from compulsory insurance for entry-level craft and the standards to be applied under the Boat Safety Scheme, have also been agreed.

A full copy of the formal Agreement can be viewed on the RYA website.

DINGHY SAILING SHOW AN OUTSTANDING SUCCESS

For members of the Blackwater Sailing Club, this year's Dinghy Sailing Show at Alexandra Palace, north London, was an event to go down in the annals. The club's officers were presented with their Volvo Champion Club status on their stand at the show.

A delighted commodore Barry Foulds said: "Believe me we've had to work very hard to achieve this. It's not as easy or straightforward as some would have you believe. This is a well-deserved recognition of the importance we place on youth training and the generally high standard of running the club."

With a membership of 1,050 BSC is one of, if not the biggest club on the East Coast.



With its premises on the sea wall at the top of the Blackwater, it's a regular venue for class and championship dinghy racing.

With over 200 cruising members, 400 dinghy sailors, plus cadets, crews and general potterers about in boats, the club offers something to almost everyone. It has a large enclosed training lake behind the clubhouse where, apart from youngsters learning to sail, members of Chelmsford Radio Yacht Club take to the water. There's also a classroom where instructors attached to the club's training school teach the theory.

Rated by many visitors as 'the best' this year's Dinghy Sshow was positively heaving with visitors; stand holders were pleased with the business they attracted.

The show was opened by Dame Ellen MacArthur and top Olympic sailors and campaigners Simon Hiscocks, Chris Draper, Joe Glanfield, our own local girl Saskia Clark and Paul Goodison were present to launch the Skandia Team GBR Sail for Gold Yearbook.

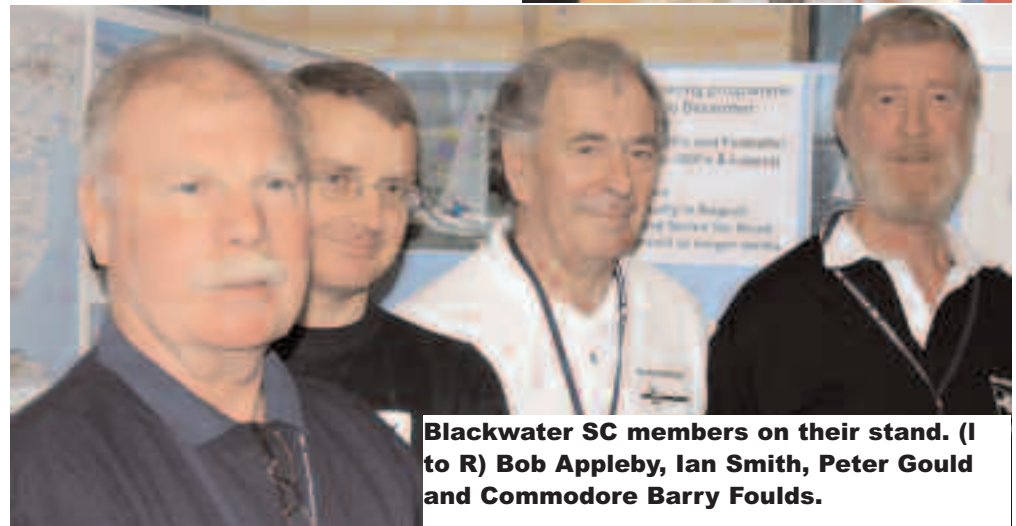
Record breaking disabled sailor Geoff Holt unveiled the latest part of his 'Personal Challenge' at the Show on Sunday. Geoff, who was paralysed after a swimming accident aged 18, is attempting to become the first disabled sailor to sail single handed around Britain and he chose the venue to unveil his boat, prior to its royal launch later this month. Geoff will be raising funds for RYA Sailability.

East Anglia-based clothing manufacturer Musto launched its Academy of Excellence, which will support selected members of the RYA National Youth and Junior squads.

Between three and six sailors will be selected as the first members of the Musto Academy at the RYA Youth National Championships and Trials to be held at Hayling Island Sailing Club (9-14 April).

Musto marketing director Simon Payne, current International Moth World Champion said: "We're keen to encourage those who will benefit from having exactly the right kit for the class in which they are competing. At top level, there's no room for compromise in the vital matter of performance clothing and, by the time other bills and expenses are accounted for, it's often the clothing that suffers."

Popular with the youngsters was the sailing simulator.



Blackwater SC members on their stand. (l to R) Bob Appleby, Ian Smith, Peter Gould and Commodore Barry Foulds.



It was also busy on the Fishers Green SC stand.

DINGHY SAILING SHOW IN PICTURES



Top left: A study in expressions!

Top right: Model boats proved popular.

Centre Left: It wasn't often you could see the blue carpet!

Centre Right: Getting disabled people afloat was given pride of place in the entrance foyer.

Bottom Left: Catch 'em young.

Bottom Right: Please.. Mum. Well.....see what your dad says.

FEVAS JOIN REGIONAL TRAINING HIRE FLEET

RYA East has ordered a fleet of three two-man RS Feva dinghies to add to the existing two Topper and three Oppie fleets.

The dinghies are due to be delivered at the end of April and will come complete with launching trolleys and two rigs. For general training and hire the standard 'soft' rig will be supplied; but when being used at special events such as the Zone Championships or the Eric Twiname Regatta and Zone Squads, then the more powerful Dacron 'hard' or racing rig can be supplied.

The boats are mounted on a stacking three boat road trailer designed to take the boats strapped to their launching trolleys, and complete with a lockable container for storing buoyancy aids, sails, rudders, tillers, and mainsheets and other loose gear.

Each boat will have its own gear list which must be checked on arrival and again when the event is finished. Losses and breakages will be claimed for from the hirer.

RYA East operates a hire fleet of Fevas, Toppers and Optimists which clubs can use for grass roots training of young sailors and would-be sailors. They

can only be used under the supervision of a qualified RYA Instructor.

RYA East has available one fleet of three Fevas, three fleets of six Optimists each and two fleets of six Toppers each.

Each 'fleet' comes mounted on its own road trailer, complete with sails, spars and rigging and buoyancy aids. Hirers must provide their own lighting board.

To hire a fleet costs £70 for the first day, £60 for the second and £35 a day for each subsequent day. The new three-boat Feva fleet costs the same.

To hire a fleet contact Regional Hire Fleets Manager Laurie Mason, on **01702 292581**.



WIND FARM NEWS – GOOD AND BAD

A **planning** bid has been submitted for the second phase of a giant offshore wind farm in the Greater Wash, which could help to generate electricity for 250,000 homes. .

British Gas has submitted an application for the site in the Wash off the shores of Skegness and the power from it would come ashore at a sub station at Walpole St Andrew, near King's Lynn in West Norfolk via undersea power cables. Building work on the 60 turbine wind farm, called the Lincs Project, could start in 2009 next to the company's Lynn and Inner Dowsing projects, five miles off the Lincolnshire coast.

Construction of the 54 turbines for the Lynn and Inner Dowsing projects is expected to start this year, once key contracts are finalised. British Gas' parent company Centrica, plans to invest more

than £750m in renewable energy assets over the coming years.

However, Norfolk's Scroby Sands windfarm has failed to hit its power generation target for the second year running - and a below-par performance is already being predicted for this year. After achieving 90 per cent of its generation target in its first year, the windfarm has failed to match that in its second year figures, which have been submitted to the Department of Trade and Industry (Dti).

Meanwhile, another site that has so far failed to operate at any where near projected capacity is the Kentish Flats Wind Farm, where it is understood that as many as nine of the turbines are having to be replaced. Several are believed to have burnt out failing to cope with high winds, and several just haven't worked!

Local crab and lobster fishermen and yachtsmen have expressed relief that plans to install a 30-turbine wind farm off Cromer have been scrapped by developer EDF because of problems with the seabed. Now the company is looking at a site off Teeside. The £110M proposed development would have supplied enough power for 72,000 homes.

Confusion still rules over the future of the Gunfleet Sands project, with ownership of the contract having recently changed hands. It is suspected that difficulties with the ever shifting sands and rumours of 'holes' in the seabed could spell the end of this development before it's even got off the ground.

The massive London Array 1000MW, 300 turbine wind farm is still going ahead; it'll take four years to build but a start date hasn't been revealed.

INSURERS 'GOLD PLATING' POLICIES

Wivenhoe Sailing Club, on the river Colne, Essex, is faced with meeting expensive and stringent fire safety conditions on its riverside clubhouse – from, of all people, its insurance company, the RYA-approved insurer Heath Lambert.

Club secretary Alan Tyne said: “They seem like an excessive response to new fire regulations among other things. For a small local club, which has no staff and is run entirely on a voluntary basis, these new conditions are both onerous and costly.

He added: “I think the term ‘gold plating’ about describes it. They wanted a fire-alarm test every day, a test of all the fire and emergency lighting circuits and backup batteries every week, test of all (not just portable) electrical appliances

and electrical circuits annually, guarantees that the fire alarm would always be set when no one was in the building, an immediate smoking ban, notices to warn people slipways may be slippery....and so on.

“They seem to have read the books and picked the highest possible standards without regard to the age and condition of the building, the amount of use it gets, the local and voluntary nature of the club. They seemed to think we have staff that would do all this for us. We've taken advice of club members in the insurance business and written a detailed response setting out what we think are reasonable standards, within the national regulations on testing etc. We still await their response.”

NEW PONTOONS FOR MORE BOATS AT WELLS

Visitors to Wells-next-the-Sea Harbour on the north Norfolk coast this season will find there are new pontoons at the main berthing area by the Harbour Master's office by the west end of the quay. The original pontoons, which rode up and down the quay wall, have been moved to the Tug Boat dock at the eastern end of the quay where a further three yachts will be able tie up, so long as they can take the ground.

The new pontoons extend the existing deep-water moorings further up into the ‘pool’ so boats can lie along both sides.

The improvements are just the latest phase of a £1/2M refurbishment of the

yachting facilities at Wells, which include new loos, laundry, black-tank pump out, and new harbour offices. The new pontoons add an additional eight boat spaces with those on the outside ‘floating’ in up to four feet of water at low tide. By the start of the visitor season there will be both electric and water points on the pontoons.

Last year the harbour welcomed 280 visiting boats, an increase of 30 over the previous year. Assistant Harbour Master Alan Bushell commented: “We had a good season despite not having our annual Harbour Day festivities which usually attracts an additional 30-odd boats.” Harbour Day 2007 is August 19.

SLOW UPTAKE OF BOAT SAFETY SCHEME

Lack of take-up by private boats owners of the Boat Safety Scheme (BSS) being introduced on the Broads from April 1st, has galvanised the Broads Authority (BA) and the National Boat Safety Scheme Office into action. Every Monday until the end of April, Rob Mclean of BSS will be at the BA's Norwich office to advise owners on how best to meet the new regulations. He can be contacted on 01603 610734.

The BSS sets out minimum criteria for boats' systems, with the aim of reducing the risk of fire, explosions and pollution from boats with engines and/or cooking, heating, lighting, refrigerating and other domestic appliances.

The rules will affect visiting boats with engines over 10hp and a size over 21 sq m entering the Broads without valid BSS certificates and leave the owners open to prosecution.

NEWS IN BRIEF

The East Anglian Sailing Trust (EAST), which provides physically disabled people with small boat sailing on the Orwell and organises two weekends and a week to ten-day cruise for blind people in volunteer skippers' yachts each summer, has announced the dates for this year's events. The weekend blind sailing will take place on 11-13 May and 21-23 September; while the longer off-shore cruise runs from 13 July – 22 July or 13 July – 28 July, if there are enough people who want to sail for longer.

Carol Bloyce, EAST's blind sailing coordinator said: “This year we are offering the opportunity of a one or two week cruise. The plan is to visit either Holland or the eastern English Channel, weather permitting of course. We will meet on Friday evening, 13 July and depart on Saturday; returning to Levington on Sunday, 22 July, or Saturday, 28 July.”

Contact Carol on E-mail at c.bloyce@btinternet.com

Got a spare £65M, then you could become the owner of 550-square metres of wartime memorabilia in the Thames Estuary – the old Roughs Tower Churchill fort seven miles off the coast at Felixstowe. Since 1967 it's been the self-proclaimed principality of Sealand and the fiefdom off Essex businessman ‘King’ Roy Bates. The fort was until recently an offshore computer server and international data storage centre, but a major fire last year wrecked the interior. It can only be reached by boat or helicopter, gets its power from generators and water by desalination.

East Coast yachtsmen are getting increasingly frustrated at the apparent refusal of the Maritime and Coastguard Agency (MCA) to acknowledge there is a problem with yachts fouling unmarked fishing gear. However, help is at hand. Yachtsmen are being asked to submit reports of fouling to the RYA that they can then submit to the MCA, which, they say, they cannot walk away from again.

The Fishing Gear Form is available by visiting the RYA website (www.rya.org), and type ‘fishing gear’ into the search box and the fishing gear page pops up, while typing in ‘CHIRP’ gives a link to CHIRP, for those who want to keep their details confidential.

BLACKWATER WATER SKI RACING DATES

Stone Watersports Club is holding a series of five water-ski races on the River Blackwater over the summer. The course, agreed with Blackwater River Bailiff Nigel Harmer, runs roughly parallel to the SE shore between a start line off Stone Watersports Club, and Bradwell Creek.

The dates are, Saturday 21 April - between 1400 hrs and 1600 hrs; Sunday 3 June, between 12.30hrs 14.45 hrs; Sunday 15 July between 12.00 hrs and 14.45 hrs; Sunday 9 September, between 10.30 hrs and 1300 hrs; and Sunday 16 September, between 1400 hrs and 16.45 hrs. The 16 September meeting is a national race event and there will be three races held on that date.

Visitors and sailing craft are asked to give the races a wide berth.

For details and final course layout, contact Alison Smith; 01708 444125 (day), 01708 443717 (eve), mobile 07935 457 597 or email alison@smith-1966freeserve.co.uk Or contact Julia Olinski 0207 527 2591 (day), 0207 607 2321 (eve), mobile 07725 308 153, or email julia.olinski@islington.gov.uk.

BUSY SEASON FOR OGA EAST

The East Coast OGA has published its programme for this year, including friendly rallies, barbeques and laid back racing on the East Coast rivers from the Roach to Aldeburgh. All events are open to gaff or lug rigged craft of any age or construction. For further details, contact the East Coast secretary Jon Wainwright 01206 393537 email: JRWainwright@AOL.com or log on to www.eastcoastclassics.co.uk

Dates:

7/8 April: Easter rally, Pin Mill /Woolverstone (R. Orwell).

5/6/7 May: May Day rally, Foulness (R. Roach).

19 May: Royal Hospital School rally and race, Holbrook (R. Stour).

26-28 May: Crouch rally and race, N. Fambridge (R. Crouch).

8-10 June: Southwold rally and race.

15-18 June: East Coast Old Gaffers Race, Brightlingsea (R. Colne).

14/15 July: Swallows and Amazons open boat race and rally, (Walton Backwaters).

16-21 July Visitors cruise, with Dutch and Solent gaffers, (Harwich area).

22-29 July North Sea race/ Zeeland cruise/ DCYR (Harwich/Hellevoetsluis).

18-27 August: Classics cruise and races, from Ipswich (R. Orwell).

29 September: Maldon Town Regatta and OGA Anniversary rally (R. Blackwater).

NEWS IN BRIEF

The inshore waters weather forecasts for the East Anglian Coast have been designated 'from Gibraltar Point to North Foreland' instead of 'Wash to North Foreland'. The MCA says the switch was made to avoid ambiguity and increase accuracy; Gibraltar Point is the prominent headland at the northern end of the Wash.

Early season visitors to the River Deben will find the West Knoll Buoy (RED) marking the river entrance has been moved to a new position at 51° 58.516N, 001° 23.674 E. It pays to visit www.debenentrance.com for the latest conditions of this rapidly moving bar when planning a visit.

Roach Sailing Association (RSA) is installing a pair of new scrubbing posts in the lower turning bay just downriver of Paglesham Boatyard to accommodate deeper draft boats; the old scrubbing posts or 'Dolphins' were on the upper turning bay on the slip. These rotted away and had to be demolished.

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. Published bi-monthly it covers all forms of water sport from the Wash to the Thames, the coast to the MI corridor. For details contact Garth Cooper on garthword@btinternet.com.

WHO'S WHO AT RYA EAST

Chairman: Chris Edwards

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

Environmental Co-ordinator: Chris Edwards

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

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01733 222119

01223 843769

07909 994642

01702 292581

01621 868834

01362 699195

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