

KEEPING EASTERN REGION SAILORS INFORMED



END OF SEASON RALLY
Sunday 28th September 2008
ALL SAILING AND MOTOR VESSELS WELCOME!
 Food and drink will be available from The Mistley Tavern!
 High Water Harwich
 28th September 11:45 BST
 Please contact us ASAP giving no of crew, vessel name and size:
 Email: plk.elliston@btinternet.com
 Telephone: 01206 391374 (daytime)
 07831 525233 (evening)
 Remember to keep clear of commercial shipping!
Mistley Quay needs YOU
 Support the YMAA fight to save Mistley Quay



HELP SAVE TRADITIONAL LANDING SPOT FROM CLOSURE:
 See page 4 for full story.

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NEW RDO APPOINTED

Welcome to Robbie Bell who starts work as the new Regional Development Officer for the Eastern Region on October 6, 2008.



Robbie is based in Kings Lynn, Norfolk, and has worked with a number of the RYA centres in the region as a freelance instructor, dinghy coach and powerboat trainer for the past six years. Robbie has a Certificate in Education and enjoys getting out on the water whenever he can whether racing dinghies, yachting or powerboating and has even raced Zapcats competitively for two seasons.

STEVEN AND AARON ARE HONDA RYA YOUTH RIB CHAMPIONS

Read the full story of this double triumph for the

Region's competitors on page 2

SPRING CONFERENCE.

RYA EAST YACHTSMAN'S FORUM.

SATURDAY MARCH 21, 2009.

HAVEN PORTS YACHT CLUB, LEVINGTON, nr IPSWICH.

SPEAKERS INCLUDE:

RICHARD LANGFORD, Chairman RYA.

ROD CARR, CEO RYA.

GUS LEWIS, Head of Legal Department, RYA.

Special interest seminars on **CRUISING, CLUB MANAGEMENT AND RACING.**

Details from: Fiona Wylie, RYA East vice-Chairman, on Tel: 01473 780965

E-mail: fiona.wylie@btclick.com

HARD WORK PAYS OFF AS YOUNG CHAMPIONS SET DOUBLE RECORD

Steven Curtis, from Paxton Lakes SC, lived the dream of his young life when he won the junior class in the Honda RYA Youth RIB Championship at the PSP Southampton Boat Show (Sunday 21 September). To make it an even more special day his older team mate Aaron Lowther, of the Island Sailing Club, Canvey Island, Essex, won the senior class – both in record times.

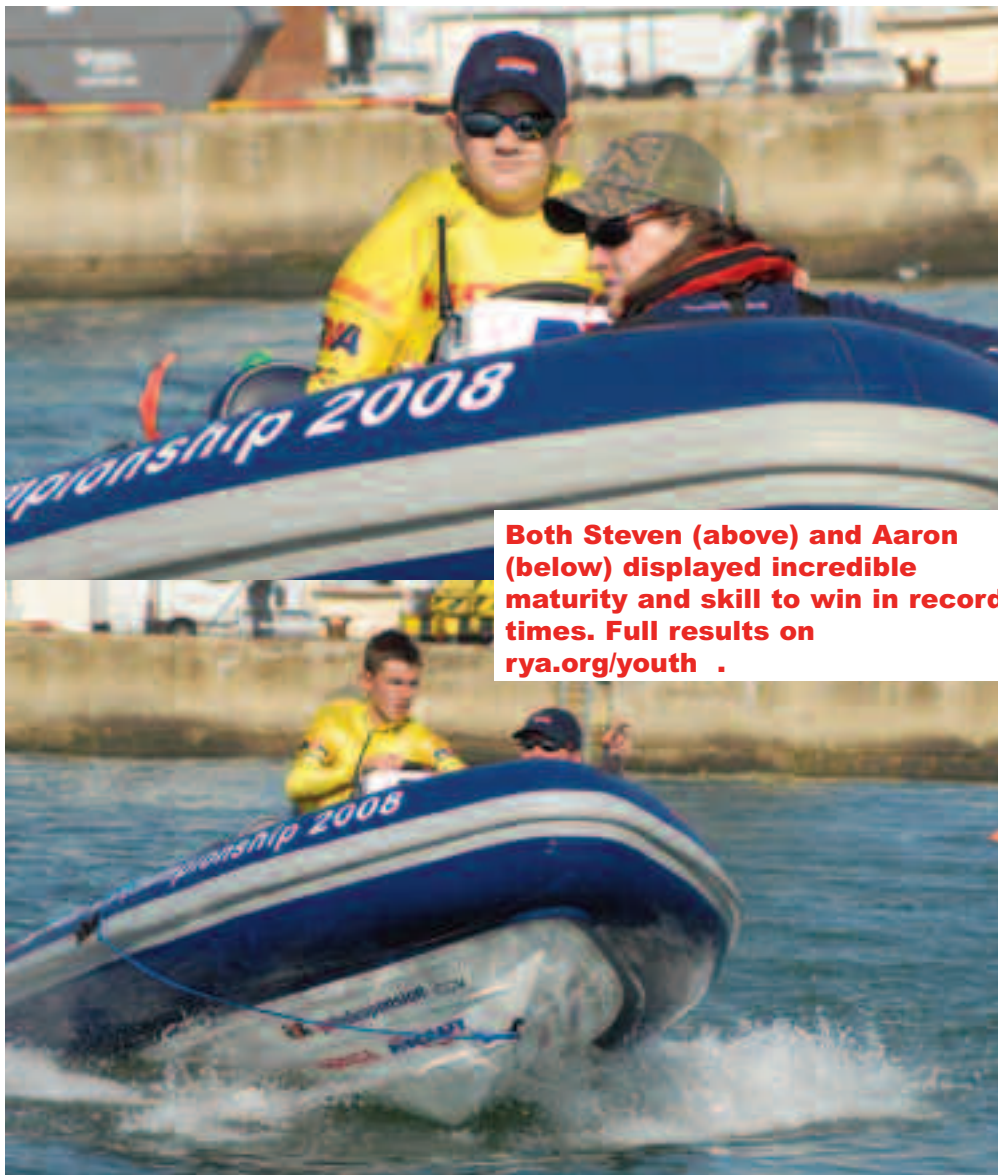
After a summer of fierce and highly competitive regional finals and a national final that proved a real nail biter, both boys beat off competition from 28 other youngsters from around the country to win their respective classes and clinch the coveted titles of Honda RYA RIB Champions.

In the 8-12 age group, Steven put in a winning time of 1.13.60, whilst Aaron, in the 13-16 age group raced home with a winning time of 1.03.27. Both skilfully manoeuvred around a tricky and testing course which included a slalom run, 360 degree reverse around a buoy and a man overboard test.

Both won a 4.8m Ribcraft RIB with Honda BF50 Outboard, on an Indespension trailer with an Icom 505 VHF radio for their club – one complete RIB package for each class. The boys also won a selection of other goodies thanks to the event sponsors which included: a Sea Lite remote control sail boat courtesy of Honda, Henri Lloyd clothing thanks to Indespension, £100 from Ribcraft and an Ipod each from ICOM, as well as their much deserved winner's trophies.

Steven, who is younger brother to previous Honda RYA Youth RIB Champion Katrina Curtis, said of his win: "It feels fantastic to have won. Half of me thought I would win and the other half thought I really wouldn't. This is the third year I've competed in the event so I'm really pleased to have finally clinched the title.

"I did some extra tidal race practice which I think really helped me to do well this year. I shall definitely be back next year to defend my title and maybe I



Both Steven (above) and Aaron (below) displayed incredible maturity and skill to win in record times. Full results on rya.org/youth .

will go on to race powerboats as a job."

Not surprisingly Steven's hero is world powerboat champion Steve Curtis!

Cheered on by his 60-strong supporters, an emotional Aaron said afterwards: "I've been practising every week since I won my regional heat but to win is a complete surprise. When I was on the water I felt I didn't do anything wrong and managed to put in a great time, but competition was fierce so I am delighted to have won."

Aaron went to the regional final as a reserve driver.

Steve Morris, Sales Manager for Honda Marine UK, who presented the awards said: "The standard of competi-

tion out on the water today has been incredible, the highest ever and each and every competitor should be extremely proud of their achievements.

"The championship is a great way for youngsters to get into boating in a fun and safe environment, both of which are important values of Honda."

RYA Chairman Richard Langford, said: "It's great to see so many youngsters and so many supporters here today. Everyone has done fantastically well and should wear their event shirts with pride."

The championship is sponsored by Honda, Ribcraft, ICOM and Indespension Trailers.

NOVEMBER 1 IS Diesel-DAY

NEW RULES EXPLAINED

The British Marine Federation (BMF), RYA and Inland Waterways Association (IWA) have jointly issued a briefing note on how to cope with the end of the derogation on red diesel on 1 November 2008.

The changes to duty paid on the fuel result from tax harmonisation measures introduced by the European Commission.

Following extensive cooperation with Her Majesty's Revenue and Customs (HMRC), private pleasure craft owners will be able to continue to use red diesel for propulsion use, but at a modified duty rate.

Red diesel at a rebated rate will still be available for domestic purposes, such as heating and lighting. Recreational boaters will declare the percentage of fuel to be used for propulsion and domestic use respectively.

HMRC has provided advice on calculating this percentage split which includes the following: "It is for the purchaser to declare the percentage of fuel used for propulsion. However, analysis by both the industry and HMRC suggests that a split of 60 per cent for propulsion and 40 per cent for domestic use (heating and cooking) probably reflects most people's use and it is therefore likely that many users will declare such an apportionment."

Registered Dealers in Controlled Oils (RDCO) will need to account to HMRC for any additional duty they receive from recreational boaters. RDCOs already owe a general duty of care to ensure that they only make supplies of controlled oil for legitimate uses.

Howard Pridding, Executive Director of the BMF said: "While no-one is going to pretend that the duty increase on red diesel is a good thing, we are pleased that HMRC has provided a simple and user friendly framework for suppliers and boaters. Availability was a key concern so we are particularly pleased that recreational craft users and fuel suppliers can continue to use red diesel.

"HMRC has listened to the concerns of industry and boaters and has produced a manageable solution to an unwelcome but unavoidable change in the law."

Gus Lewis, Legal and Government Affairs Manager at the RYA added: "The UK Government and HMRC have consistently supported us on the red diesel issue, including seeking (albeit unsuccessfully) an extension of the UK's derogation for the use of red diesel that expired on 31 December 2006.

"We hope the framework will reduce disruption for boaters and suppliers and help mitigate the impact of the change in duty."

THE BRIEFING NOTE

How will it work?

When recreational boaters buy diesel for their craft, they will need to make a declaration to the supplier if they intend the fuel to be used for propelling a private pleasure craft.

The recreational boater will also declare what percentage of the fuel will be used for propulsion (as opposed to

domestic purposes such as heating and lighting).

How will the boater work out what percentage of fuel they intend to use for propulsion?

HMRC has understood our arguments about the potential difficulties for fuel suppliers in calculating duty and VAT – in particular for the smaller operators – when faced with customers claiming different percentages of fuel used for propulsion. HMRC also appreciates the concerns of users about the difficulty of calculating and apportioning their own intended usage accurately and their worries about unintentionally making an inaccurate declaration. However, the EU Energy Products Directive specifically refers to 'fuel for the purposes of navigation' (which is reflected in UK law as 'fuel for propelling'), so there is no legal basis for imposing a single standard apportionment to be applied universally that pays no regard to actual usage for propulsion.

HMRC has confirmed to the BMF, RYA, and IWA that their advice on this issue is as below:

HMRC ADVICE

Q. What will be the allowance for fuel used on boats for heating and lighting?

A. There is no fixed allowance. It is for the purchaser to declare the percentage of fuel used for propulsion. However, analysis by both the industry and HMRC suggests that a split of 60 per cent for propulsion and 40 per cent for domestic use (heating, cooking etc) probably reflects most people's use and it is therefore likely that many users will declare such an apportionment. This will make it easier for suppliers (RDCOs) to work out additional duty and VAT. However, where a purchaser knows that their propulsion use may be more or less than the above apportionment split or a craft clearly has no domestic use, then they must declare their actual intended usage.

Q. What about residential boat owners where nearly all fuel is for domestic purposes – what can they declare?

A. We have recognised the status of residential boat owners whose primary residence is their boat. Some of these will be at fixed moorings or move just a very short distance along the tow path from permanent moorings. If they live aboard the craft permanently and hold certain documentation, such as a Houseboat Licence, Residential Mooring Licence, Council Tax Bill in respect of the mooring, or other peripheral documentation, invoices or bills which provides proof of permanent residency, they may purchase all their fuel at the rebated rate (as if they were a commercial vessel). They will still be required to make and sign a declaration saying that zero per cent of the fuel is for propelling purposes. It will be the responsibility of the declarant to ensure that they hold the requisite documentation should HMRC wish to check the validity of the declaration made in these circumstances. Continuous cruisers may not declare zero per cent under these arrangements, even if they reside permanently on their craft, they must declare their actual intended usage for propulsion.

TRADITIONAL YACHTSMANS' WATERING HOLE AT MISTLEY QUAY IS CLOSED

Yachtsmen and locals staged a dawn-to-dusk sit-in on picturesque Mistley Quay, at the head of the river Stour, Essex at the beginning of September to prevent the owners of part of the quay fencing it off. The protest attracted a battery of TV and Press cameras.

For several generations the Allen Quay at Mistley has been a regular and popular stopping off place for yachts and barges. It was a regular thing at one time for yachtsmen in the area to stop alongside the quay and have lunch ashore at the popular Thorn Hotel, leaving when their masts dipped below the roof ridge of a building on the quay in front of the hotel.

Owners of the quay, Trent Wharfage Ltd., with headquarters in Lincolnshire, say they are only obeying the law. Despite a long history of ignoring requests and letters, some from lawyers, the company issued a statement: "The company is following the requirement of the Docks Regulations 1988 by installing a 1.8m safety fence along a 130m length of the port currently not in use for discharge and loading operations.

"The HSE has advised the company of its legal obligations under the Docks Regulations 1988 framework and health and safety legislation."

It is understood the on-the-spot advice of HSE inspectors was to install two safety ladders down the face of the quay, which dries at low water – or fence it off.

Locals claim the panels of the wire fence are an eyesore, cut off their view of the river, is pushing the company's trucks close to the cottages at the back of the quay, will hamper emergency services attempting to deal with rescues on the water, and blocks the Essex Coastal Footpath along the banks of the River Stour and stop all access to and from the water.

In a surprise move and after a further inspection HSE has agreed the fence is unsuitable and is now suggesting that so long as the quay remains shut to yachts landing, a post and rail fence of the type used at nearby Shotley and Wivenhoe on the Colne, would be acceptable.

Bill Smith, Director of the East Anglia Sailing Trust (E.A.S.T.), which helps get blind people afloat, said the



Allen Quay, Mistley (left) is an attractive and popular high-tide landing place for yachts and barges. As part of the protest the barge Victor tied up alongside to have her MCA inspection done. A major anti-closure event takes place on September 28.

Trust was planning a weekend cruise to Mistley.

"This is disastrous news. High tide will be in the middle of the day, and we've promised to take nearly a dozen blind sailors to Mistley and lunch at the Thorn. They'll be bitterly disappointed if we can't. The advantage for us is we can tie up alongside the quay and they can step ashore and back on board and we don't have the dangers of getting them into tenders to get them ashore."

A local organisation called "Free the Quay" was set up after about 300 villagers attended a public meeting following the sit-in. A website at www.freethequay.org went on line shortly afterwards. A spokesman for Tendring District Council said officers were currently checking whether Trent Wharfage required planning permission to erect the fence.

The local sailing club, Stour SC has added its weight to the protest. Club secretary Jim Ensom said it was a disgraceful action. "We've been trying to get the company to talk to us and answer our queries for several years. We've even taken advice from top lawyers in this field, and even they can't get an answer. Yachts and barges have lain to the quay for over a hundred years, and crews have had uninterrupted access across the quay until now when the company started putting up notices forbidding them."



The east coast was hit by a wave of outboard thefts this summer. Alton Water Sailing Centre, near Ipswich lost six outboards worth £27,000, while just up the road at Woodbridge, Deben Yacht Club, the Suffolk Watersports Association and Woodbridge School all lost an engine apiece. Clubs on the Blackwater lost 10 engines in four weeks during July. One of its replacement engines was taken from a secured RIB.

It seems the criminals are targeting clubs, voluntary bodies and commercial training centres, and are shipping the engines out to the lucrative East European market. The thefts caused considerable disruption to youth training schedules as centres had no safety boat cover. Often insurance only covers the second-hand value of the stolen motors so clubs have trouble replacing them.

T15 REGIONAL FINAL

ALTON WATER WIPEOUTS HEAD FOR THIRD NATIONAL CHAMPIONSHIP

In a stunning display of skill, determination and grit a 15-year-old blind girl took to the waters of Whitlingham Country Park, Norwich, and helped her team Alton Water Wipeouts win the RYA Eastern Region Team 15 inter-club windsurfing final on Saturday.

Charlotte (Charly) Sissons has been an accomplished and skilful Team 15 young windsurfer for several years, starting as sole representative of Peterborough-based Tallington Lake windsurf team and switching to Alton Water near Ipswich at the beginning of this season for more competitive training. She's also a member of the East Zone windsurf squad. A few weeks ago she lost her sight.

She is a pupil of Robert Manning College, Bourne, Lincolnshire, she lives at Essendine, Rutland.

Charly was guided round the courses by her friend and fellow Wipeout team mate Zoe Deal, who, having broken her wrist in a freestyle board jumping competition couldn't take part. Zoe guided Charly through a wireless earpiece, something Charly's learnt to use training at Rutland Water Sailability.

Competitors and team-mates alike joined in to guide her round and ensure no-one collided with her.

Charly was awarded a Team 15 (T15) Merit Award for her courage, having come fourth out of 10 competitors the 4.5m class. This is her last season in Team 15 but she hopes to retain her squad place when her sight returns.

A merit award also went to Nicolas Barton (14), from Fakenham, Norfolk, a member of Norwich Force 8s Scouts team. He had a first, a second and three no finishes, yet managed a respectable fourth place in the 3.5m class.

This is the third year running that Alton Water Wipeouts has won the regional inter-club competition and goes on to Rutland for the national T15 Champions Cup event on October 4-5.

Club coach Ian Haywood said: "The secret to our success lies in having

continued next page



Top: Alton Water Wipeouts won the Eastern Region T15 trophy for the third year running. Centre: Charly Sissons (left) with 'eyes' Zoe Deal under the watchful eye of AWW coach Ian Haywood. Bottom: The 4.5m class produced some close racing, despite the light airs.



FIRST ONBOARD CLUB ENROLLED IN ESSEX



TOLLESBURY SAILING CLUB is the first club in Essex to join the OnBoard scheme. Linked to Bradwell Outdoors Centre they'll be helping youngsters from local schools to get afloat for the very first time. The club received its certificate and plaque from RYA OnBoard Development Officer for South Essex, Steve Jones during the club's annual Cadet Week.

The club was awarded RYA Training Centre status only 18 months ago.

Steve Jones said: "We're delighted to have signed up Tollesbury Sailing Club to the scheme, which has been successful in giving youngsters across the country the opportunity to have a go. So far, in the three years the scheme has been running we've given 160,000 children a taste of the sport, and 4,000 of those are now sailing regularly. If boating is to continue to grow then we must catch them early and encourage them to stay with the sport. We want them to become lifelong sailors."

Pictured above: Derek Burchell, Cadet Fleet Captain receives the OnBoard plaque from Steve Jones (RYA OnBoard Development Officer) watched by Tollesbury SC Commodore Frances Church, Jim Ormerod, Principal of Bradwell Outdoors and Peter Woods, RYA Eastern Region Committee.

BRIGHTLINGSEA'S NEW MARINA OPENS FOR BUSINESS

The new Waterside Marina at Brightlingsea is open for business, with spaces for visiting yachts up to 12 metres (40 ft) overall.

There's 4m over the sill at HWS and 2.8 m at HWN. Depth inside is just over two metres with a soft mud bottom.

Visitors have to book berths in advance, call HM office on 01602 302200.

(pic: Waterside Marina, Brightlingsea.) Fees are £2/metre, compared to a sliding scale on the Cindery Creek pontoons, where a 30 footer would cost £10 a night.



Leading lights into Brightlingsea Creek have been discontinued because of background light pollution making them difficult to identify.

WIPEOUTS T15 WINDSURF WINNERS

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fun. We make learning the technical aspects fun, we have fun both on and in the water and we have fun as a group. They're a great bunch of youngsters who enjoy being together."

The Whitlingham event was plagued by fickle light airs and 360 degree windshifts, which taxed competitors' skills to the full.

RYA East windsurf coach and Team 15 co-ordinator Graham Colam said: "We had our best turnout of the season for this final event. What was particularly gratifying was that our newest team, Stanborough Stormers from Hertfordshire, which only started at the beginning of this season with just one competitor, fielded six. By far the largest number of competitors were in the 3.5m and 4.5m classes which is good news for the future of T15 in this region. We've got some really promising youngsters coming through."

RESULTS:

3.5m Class

- 1: Katherine Woods, Stanboro' Stormers
- 2: Alec Goldstone, Stanboro' Stormers
- 3: Sam Garforth, Norwich Force 8s
- 4: Nicolas Barton, Alton Water Wipeouts
- 5: Cameron Noble, Stanboro' Stormers
- 6: Jordan Harvey, Stanboro' Stormers
- 7: Robin Pearson and Christopher Ray, Norwich Force 8s.

4.5m Class

- 1: Matthew Barton, Norwich Force 8s
- 2: Simon Jam, Norwich Force 8s
- 3: Jamie Earl, Stanborough Stormers
- 4: Charlotte Sissons, Alton Water
- 5: David Strange, Norwich Force 8s
- 6: Harriett Fry, Norwich Force 8s
- 7: Lucy Budge, Norwich Force 8s
- 8: Harrie Hudspith, Norwich Force 8s
- 9: Chris Wright, Stanborough Stormers
- 10: Tom Dell, Norwich Force 8s

5.5m Class

- 1: Jack Trollope, Alton Water Wipeouts.

Bic Techno 6.8m Class

- 1: Joanna Harley, Alton Water Wipeouts
- 2: Jack Van den Berg Hide, Alton Water Wipeouts
- 3: Christopher Harley, Alton Water Wipeouts.

COASTAL CONFERENCE IGNORES ROLE PLAYED BY WATER SPORTS

Boating is on the increase on the East Coast, yet some of our favourite cruising grounds are in danger of being lost for good because there has been little more than a muted grumbling from yachtsmen and yacht clubs, who stand to lose their clubhouses, slipways and moorings as sea levels rise.

Nor can they look to officialdom for help; boating is being largely ignored by local authorities and environmental organisations, both of whom profess to be best placed to tell landowners on the coastal fringe how to adapt and make money when their land floods through rising sea levels.

In Essex alone, with its almost sea level coastal plain, there are over two hundred farmers and landowners who will lose all or nearly all their land to the sea as it rises because of global warming. The Government has decided it will protect major conurbations – Yarmouth, Lowestoft, Felixstowe, Harwich and the

Orwell estuary and possibly Clacton, along with Southend – and let the rest of the coast go back to the sea.

At a recent conference in Essex the mention of using the water for leisure pursuits such as boating and increasing the facilities for the sport on farmland swamped by the North Sea brought blank looks and, in one case, a flat suggestion that all the yachts moored in the Backwaters should be done away with!

While speakers were happy to suggest more caravan sites, walking routes, large areas given over to bird watching, and the like, they were flummoxed when asked about the role the marine leisure industry could play in cashing in on the new waterside.

Farmers want the sea defences raised, whatever the cost, while environmentalists want the sea to sweep in and create wide areas of salt marsh but so far no one is listening to the region's fastest-growing money-spinner.



To mark the 25th anniversary of the Excelsior Trust, Chairman Geoffrey Copeman has launched an appeal for £35,000 for essential on-going maintenance and refurbishment work to spars, sails, engine and ancillary equipment for *Excelsior*, the Lowestoft gaff-rigged ketch sailing trawler. He hopes to double this amount by match funding.

Excelsior is one of the last sailing trawlers built at Lowestoft for the deep sea fishing trade and is the only one that can authentically rig a beam trawl. The Cirdan Trust operates her for taking disadvantaged young people on adventure and character building cruises.

NEW POCKET-SIZED AUDIO GPS/COMPASS FOR BLIND SAILORS

Retired Ipswich software programmer James Lucy has invented a new audio compass based on a hand-held GPS, to help blind sailors steer and navigate a boat. Current audio compasses beep in different tones whenever course corrections to port or starboard are required. They are getting a bit long in the tooth and are quite bulky and have to be placed either on the cockpit sole on the centre-line or lashed on top of the steering binnacle.

The new unit, called viSAIL, is hand-held size and can be carried in the pocket of the helmsman, and gives either voice commands or beeps and enables the helmsman to steer to a waypoint without reference to sighted navigators. They can also be used with an earpiece (either

wire or Bluetooth), so if crew are resting they are not disturbed by a continual flow of commands or beeps.

James used to run a software programming company and retired to help look after his wife who suffers from MS and sails regularly with the East Anglian Sailing Trust (E.A.S.T.) out of Levington on the Orwell in keel-boats.

James has donated the rights to the software to EAST and has several units out on trials with the Trust. Work is continuing on a tactile touch screen and on voice activation, through his new company, FeelMyWay;

details on www.feelmyway.co.uk.

Picture: James Lucy demonstrating his viSAIL on a recent E.A.S.T. blind cruise.



Since late summer and for most of the autumn a small jack-up barge has been taking core samples in Ipswich New Cut, at the navigable head of the Orwell, and it's entrance west of the Blackwall Bight light buoy in preparation for new flood management installations.

At times it will restrict the navigation channel for leisure vessels using the New Cut. The channel will remain partly open for the passage of boats to and from their berths at Debbage Marine. Boat owners are advised to contact Orwell Navigation Service (ONS) on VHF Ch 68 (call sign Ipswich Port Radio) for information regarding the position of the jack-up and details of the safety boat, which will be maintaining radio watch on VHF 68.

In all cases vessels must navigate with caution when passing the jack-up and keep well clear when it is being moved from one location to another by a tug and the workboat.

ryaeast.org
FOR THE LATEST
NEWS UPDATES

WORK STARTS ON GUNFLEET

The installation of 48 wind turbines on the Gunfleet Sands off Clacton, Essex, started on August 25 and is due to be fully operational late 2010. Each turbine is supported on a 5-metre diameter monopole foundation driven 40 metres into the seabed. The turbines will be 129 metres high from the uppermost blade tip to sea level. The turbine clearance from the lower blade to sea level is 22 m at MHWS.

Submarine power cables will connect each turbine to the next and then to the shore at Holland on Sea via an off-shore sub station. The installation of the turbines will take place from mid February 2009 onwards.

Yachts sailing along the Wallet and in the vicinity of the Colne entrance need to watch out for construction vessels working in the area; they may be in the centre of a mooring pattern and have anchors and cables extending up to 500 metres from them.

Numerous tugs, barges and fast powerboats carrying staff will be transiting to the site from Brightlingsea and near continental ports and could be found at anchor near to the construction site or mouth of the river Colne. Construction craft will be maintaining a listening watch on channel 69.

A 500-metre safety zone has been established around the Gunfleet Sands and yachts are 'advised' to keep well clear, except in an emergency.

The safety zone is marked with the following buoys:

Red can buoy, QR - range 4 miles, at

51°43.761N 001° 10.294E

Red can buoy, FI R - range 4 miles, at

51°45.469N 001° 14.704E

Green conical buoy, FI G 5s - range 4

miles, at 51°42.032N 001° 12.164E

Green conical buoy, FI G (5) 5s - range 4

miles, at 51°43.230N 001° 15.240E

Green conical buoy, FI G 2.5s - range 4

miles, at 51°44.419N 001° 18.284E.

COMMITTEE MINUTES ON WEB

At its quarterly meeting in June the Eastern Regional Committee agreed to a new format for disseminating the committee's minutes and sector reports. Until now these have been posted to all 175 clubs and 90 TCs in the region.

From now on, the full minutes are put on the Committee Page of the regional website (www.ryaeast.org) in pdf format. Club officers and members can read the minutes on screen or download them as they wish.

A general report of the meetings will be carried in the issue of RYA East News following that meeting, and on the news pages of the website.

Regional Secretary Jim Ensom said: "We want to reduce the huge amount of paper produced and at the same time reach a far wider audience by making use of electronic communications."

WHO'S WHO AT RYA EAST

Chairman: Chris Edwards	01621 868834
Vice-Chairman : Fiona Wylie	01473 780965
Secretary: Jim Ensom	01206 386197
Treasurer: Peter Woods	01621 853015
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: Paul Wren	07909 994642
Dinghy Fleet Hire Manager: Laurie Mason	01702 292581
Regional Race Management Training Co-ordinator: Edwin Buckley	01621 783480
Regional Rules Advisor: Trevor Lewis	01603 621126
Environmental Co-ordinator: Chris Edwards	01621 868834
Regional Communicator: Garth Cooper	01362 699195
Regional Development Officer: Robbie Bell (from October 6 2008)	07747 563298
RYA Council Members: Chris Edwards and Terry Corner	