



Get Scrubbing!

J-P demonstrating the new power washer on a cold morning in December last year.



Friday Night Talks in the Clubhouse

Jackie Smith – Social Secretary

6th February – Mike Burgon on his experiences of sailing to the Azores

13th February – Sea Safety talk from the RNLI (and free lifejacket test – so bring your life jackets along)

20th February – Catherine Jones – New Club Member who completed the Round the World Yacht Race. Come and

listen to Catherine talk about her experiences and watch her video.

27th February – New Members' Evening – come and meet the New Members and make them feel welcome (small buffet included)

6th March – Confessional Evening!! Come and confess your sailing 'faux pas' and have a laugh at mistakes made by others

13th March – Quiz – hosted by Fiona and Julian Tidd

From the Front

Cliff Howell – Commodore

I hope that by now you have all paid your subscriptions for 2009, if you have not, please

don't delay and if this is because you are having difficulties let the Committee know a.s.a.p. so we can consider how we may be able to help you stay a member through these difficult times.

It's good to see that despite the lack of candidates for Cruise and Race Captains we have some good people working hard to ensure we have a Cruise and Race Programme for the coming season. I am also heartened to see that we have volunteers for 'Cruise Leaders' for each of the planned cruises which helps share the load of organising. So

well done to Ian Campbell and his team and I hope many of you will come cruising/racing and give them the support they deserve.

The social calendar is already well under way and I look forward to seeing you at the excellent functions Jackie and her team have organised. Make sure you put the Friday evening sessions in your diary.

El Cheapo Entertainments
Int. Ltd
Presents a

Quiz Night

or

"Think or Swim"

Friday 13th March

**at The Shy Talk Inn,
Upnor Sailing Club**

**8pm start
bar from 7pm**

**£1 per head entry
Winning team takes all**

**Format will be:
2 rounds
Picture round / interlude
2 rounds**

10 questions per round

**please RSVP to
Julian and Fiona**

**01634 241812
julian.tidd@gmail.com**

Are You Competent?

Paul Davies

INTERNATIONAL CERTIFICATE OF COMPETENCE

Upnor Sailing Club is now authorised to conduct tests for the International Certificate of Competence for club members

Overview

The United Nations Economic Commission for Europe Inland Transport Committee Resolution 40 (hereafter called Resolution 40) International Certificate for Operators of Pleasure Craft (known in the UK as the International Certificate of Competence (ICC)) is documentary assurance from one government to another that the holder meets the levels of competence laid down in Resolution 40. It is NOT a qualification.

The resolution states that the ICC may be issued by a government to its nationals and residents who are operators of pleasure craft in the waters of other signatory countries, on condition that it accepts the requirements and conditions set out in Resolution 40. This means that a UK ICC should allow UK Citizens and bonafide UK residents to navigate pleasure craft to or in the waters of foreign states that participate in Resolution 40, without the need to comply with those states' Cabotage laws, particularly their national certification requirements which in many cases are compulsory.

The UK is one of only a few countries which have fully accepted Resolution 40. Many countries have not adopted Resolution 40; some still apply Resolution 14 which Resolution 40 was intended to replace. Others only apply Resolution 40 in part or with caveats attached. In reality, however, the ICC is more widely accepted as proof of the holder's competence. Spain, Greece and Portugal for example, have not adopted Resolution 40 but are still most likely to ask visitors for an ICC.

Some states may accept UK (RYA) ICC as an alternative to their national qualification on their nationally flagged vessels, but this should NEVER be assumed. The onus is on ICC holders to determine its acceptability by foreign states. The ICC was never intended to be an alternative to individual national qualification requirements.

The advice to anyone planning to charter abroad is to obtain from the charter company (preferably in writing) details of the certification they require, what cruising area this is acceptable for and that this certification will also meet the requirements of the relevant authorities in the area concerned.

The RYA through the European Boating Association, is working towards wider acceptance of Resolution 40 and conformity in its application. Once Resolution 40 is universally adopted, the ICC may then become more like an international driving licence in application for visitors.

The requirements for certificates of competence vary from country to country. Sometimes they are required for coastal waters, sometimes for inland waters, sometimes for neither and sometimes for both. As the skipper of a vessel, you must ensure that you are aware of any requirement for qualifications before venturing into another country's jurisdiction.

In very general terms an ICC is required for the inland waterways of Europe and for inland and coastal waters of Mediterranean countries. For the coastal waters of Northern Europe the ICC is generally not required, however to all of these generalisations there are exceptions.

CEVNI

The inland waters endorsement is called the **CEVNI** (Code Européen des Voies de Navigation Intérieure.)

It is the code governing navigation on the interconnected European inland waterways and is the basis of the various countries' own regulations.

Signs, rules and procedures for navigating the European inland waterways are all included within the CEVNI code and in the same way as pleasure craft on coastal waters are expected to abide by the COLREGS, pleasure craft on the inland waterways of Europe, which in places are heavily utilised by commercial traffic are expected to know and follow the CEVNI code.

Knowing and abiding by the regulations is the best way to protect yourself and your boat.

If you require an ICC valid for use on inland waters, you must learn the CEVNI code and sit the CEVNI test at an RYA recognised training centre. The "RYA European waterways regulations (the CEVNI rules explained)" publication G17 provides the information you need to learn the code in a

clear and concise way. The CEVNI test is a short multiple choice paper - a sample paper is available and this can also be found at the back of the book.

PAUL DAVIES

I am an RYA instructor, qualified to conduct these tests, and also an Upnor Sailing Club member.

WHAT'S INVOLVED?

First thing to do is, complete an application form; I have left a few in the clubhouse, pinned to the notice board near the telephone. You can download forms from the RYA website (www.rya.org); I can send you a PDF attachment email pauldavies13@hotmail.com

The form contains sample questions and explains the practical test; you will need to get this form signed by one of our flag officers.

THERE ARE TWO OPTIONS.

If there are a group of up to ten members, it is possible to have a couple of 1 or 2 hour sessions in the club to run through the theory including the CEVNI. Then, in the spring, using selected member's boats, a couple of sessions on the river to complete the practical test including any instruction and training as required.

OR, if after reading the application form and notes you decide to take the test as an individual or a small group of 2 or 3 members please contact me and we can arrange a suitable time.

ALREADY GOT AN ICC?

You can add the CEVNI to your existing ICC by taking the CEVNI test only. This test will take approximately 15 minutes. (So long as you have read and studied the CEVNI rules and signs before taking the test.). CEVNI only test involves a set paper of 15 question with multi choice answers.

COSTS & FEES

Members need to provide a sailing boat, the book (G17) and any learning material such as Navigation and Collision Regulations; my instructor fees have been waived.

The RYA will issue a certificate free of charge to personal members. You may join the RYA at the same time as taking the test. There is more information on certificate cost on the application form.

VALIDITY

The certificate is renewable every 5 years free to RYA personal members

Anyone who requires the CEVNI only (they already have the ICC but minus CEVNI) to contact me, I will arrange a Wednesday evening at the Club to do the test.

They will all need the book G17 from RYA or boat chandlers and must, of course, have read it before attending.

Also, for members who require the ICC and CEVNI, if they contact me with the name and type of boat and whether they are a group or individual, again I will arrange times and dates to suit the group size and knowledge base.

I can be contacted on the email address above or tel. 01634 717050

Lifejackets for kids – VAT

J-P

It has come to my attention that whilst items of clothing and safety equipment such as lifejackets for children should be zero rated for VAT, this may not be being passed on to the customer by the marine trade. If you have recently bought, or are intending to buy clothing or safety equipment which is specifically for children, check the receipt and ask the question – you might get another fifteen percent off! If they argue quote VAT public notice 714, section 1.4!

Christmas Party

Paul and Jackie Smith

This was held on 6th December and was a resounding success. There was a lot of 'lavatory humour' – see picture below! Father Christmas also visited, with a present for every child!



(New Membership Secretary gets too wrapped up in her work!)

Is Ramsgate silting up!

Paul Davies

On 12th January we had the moon in maximum perigee, which, at Ramsgate produced a tide -0.01 below chart datum and, therefore, showed the true channel and, more to the point, the amount of silting. Note the tide gauge reads below zero on the photograph.



Burns Night Party



What a fantastic night we had – Fiona's address to the haggis was superb – the piper (although delayed by a broken-down car) was fun – the food was excellent and the company was exhilarating. Many thanks to Jackie and her team for a truly memorable evening.

And Finally Please Take Care!

J-P

There was a tragic accident in a boat yard near Plymouth at the beginning of December, when a woman fell to her death from an unsecured ladder against her boat. As many of us will be working on our boats over the winter lay-up can I urge everyone to make sure that the first job they do as they climb up to their boat is to tie the ladder securely before climbing aboard.

(Can I add to this warning – I was varnishing the rubbing strake on Dana a few years ago from a step-ladder when I over-reached and fell, breaking some ribs – extremely painful! – Editor)

Copy for next Mainsheet

Copy for the next issue of Mainsheet to suejlucas@btinternet.com or 3 The Street Huntingfield, Halesworth IP19 0PU – tel. 01986 798000