

# Ocean Youth Trust South

**Grant  
report  
2010**



Registered Charity No. 1079959

## Introduction

This report describes the work of Ocean Youth Trust South (registered charity no. 1079959) in three parts:

- 1) The vessel refit carried out between November 2009 and March 2010 to prepare the sail training vessel *John Laing* for 2010.
- 2) The 2010 sailing season.
- 3) Plans for the vessel refit November 2010 to March 2011.

### ***John Laing* refit and maintenance 2009-10**

Ocean Youth Trust South (registered charity no. 1079959) carried out a refit to the sailing vessel *John Laing* between November 2009 and March 2010.

The charity recently took the decision to move to a system of major and minor refits in alternate years. 2009-10 was the first “minor” refit: this means that the vessel was only lifted out of the water for a few weeks, instead of four months; much less cosmetic work was done, and fewer volunteers were required. This refit plan produced substantial savings: compared with previous years, yard costs were down by £3,927, paint/related materials by £675 and staff / volunteer accommodation costs by £1,689 – a total saving of £6,291. The idea of minor refits is that every other year we have a choice: either to reduce the refit fundraising burden, or to spend the savings on major replacement items. This year the decision was made to invest in new rigging screws (£6,538) and new alternators (£1,311) – which would otherwise have been hard to fund.



The total refit cost for 2009-10 was £43,000. This included a lift-out and storage ashore for part of November and December; some welding work on the hull; a hull polish; some touch filling on the deck; sail valeting and a new headsail; new rudder bearings and significant work on the steering gear; complete new electronic navigation system, radome and charts (courtesy of Raymarine); a significant investment in new waterproof clothing for young people; interior rust-busting and painting where necessary; winch servicing; creation of a new storage space in Ocean Village marina (the space was donated by Marina Developments Ltd but we had to knock down an outer wall and build a door, concrete floor and ramp); new primary fuel filters and engine and generator start batteries; and a new oven. We also had a shrink-wrap tent erected for the period while the vessel was being worked on in the water, in order to create a dry area on deck.



In addition we also completed all those jobs which have to be done every year: testing and servicing of equipment ranging from liferafts and lifejackets to fire extinguishers, dinghy and water pumps; some routine replacement of running rigging; the compass swing and adjustment; correction or replacement of charts and navigational publications; replacement items for the medical kit; general work on engine, generator and electrical systems; purchase of chandlery, power tools and personal protection gear.

Although the refit was designed to need less volunteer labour than a major refit, the OYT South team managed 439 work days over four months, including 279 days from 48 volunteers, and used 429 nights used in the rented refit house (251 for volunteers).

All this work ensured that in March 2010, the vessel passed an inspection under the Maritime & Coastguard Agency Code of Practice for Small Commercial Vessels, enabling us to operate her as a sail training vessel for the season.

## The purpose and value of the vessel refit

The context for the refit is that *John Laing* is used very intensively to offer *Adventure Under Sail* to young people aged 12-25, the great majority disadvantaged or vulnerable in some way. This work creates substantial wear and tear on vessel and equipment. The refit was designed to ensure that the vessel could work non-stop from 22 March to 2 November 2010, with only six planned maintenance days. The scale of the refit is therefore made necessary by the success of the charity and the demand for places on board.

## 2010 sailing season report

OYT South had 563 berths available for bookings in 2010. Bookings were received for 555 berths (98.6%) and 525 of these places were actually taken up (93.3%). A few crew members dropped out at the last minute, too late to be replaced – sadly inevitable when working with young people who may have hugely disrupted lives; but we also had a few empty berths where a client had booked the whole boat (12 berths) but didn't fill all the spaces – if the point of the voyage is to bring together young people facing similar issues then it is obviously not appropriate to fill spare berths with unconnected crew members.



We also had 280 berths available for staff and volunteers, of which 273 were filled – making a total of 798 berths filled during the season. Of these, 402 were young crew members aged 12-25, and 39 were volunteers in the same age range. 123 were crew members aged 26 or over: this included teachers, youth workers, carers with special needs groups, and other group leaders; prospective volunteers on training voyages; and donors and potential clients on taster voyages. The remaining 234 places went to adult staff (80 places) and adult volunteers (152 places). The 39 youth volunteer places and 152 over-26 volunteer places provided 938 volunteer days on board between them.

All this adds up to a pattern of highly intensive use for *John Laing*, compared with an average berth occupancy figure across UK sail training of under 70%.



Many of our places are taken up by groups organised through mainstream and special schools, youth clubs, local authorities, other charities and local projects – some of whom will send a group to sail with us every year. We work with organisations ranging from young carers' groups to homelessness projects to the police: one voyage this year was designed to reward young people who had made the most progress on a project to reduce offending in one very deprived area.

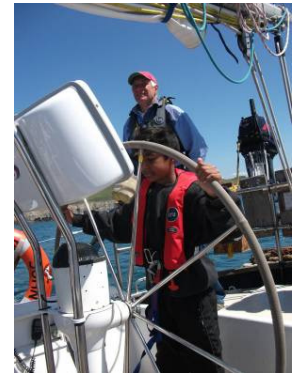


All these young people receive a basic subsidy of 50% of the true cost of running their voyage, paid for through our fundraising. This helps to keep voyages open to young people from the widest possible variety of backgrounds. In addition, 103 young people received additional special bursaries totalling £25,437.50, where they would not otherwise have been able to afford even the subsidised costs. This included some completely free places, but also a number of partial bursaries where people had made every effort to raise the voyage fee but fallen short.

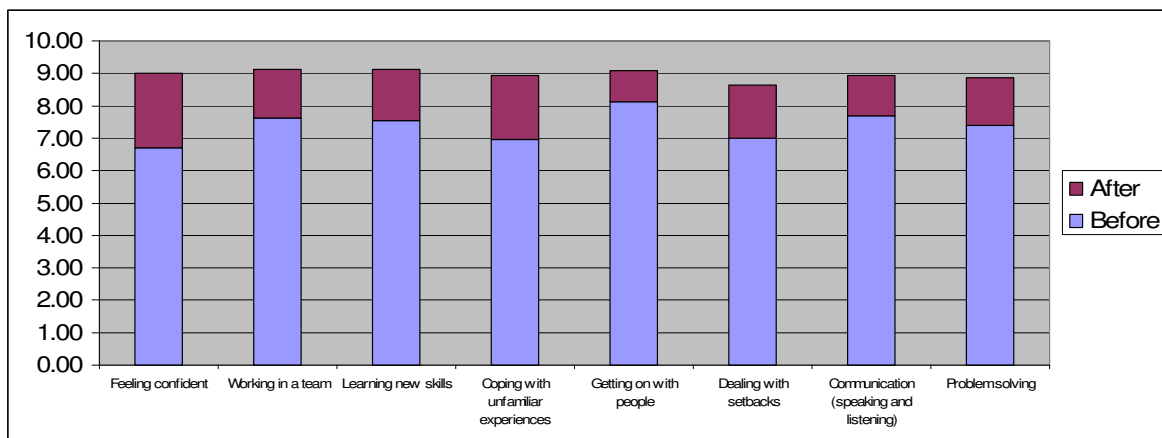
OYT South's aims for the young people involved in the project fall into two areas: those which are common to all those who sail with us, and those which are specifically designed for certain groups.

Common aims include improved confidence, team-working, tolerance and understanding of others, ability to cope with unfamiliar situations and deal with setbacks – as well as using voyages to help young people acquire new skills and provide evidence of achievement which may help them in their day-to-day lives. For example, cooking and healthy eating have a place in our voyages just as much as sailing.

Specific aims are designed around the individual needs of particular groups. For example, one aim for the siblings voyages we run with our children's hospice partners is that young people with a life-limited brother or sister should form friendships with others in similar situations, which can be of real value when a sibling dies. Voyages for young people not in education, training or employment, on the other hand, will be much more focussed on building skills and personal qualities required by employers, and providing evidence of those abilities. And the priority for children who have been bullied, or the victims of abuse or other crime, may simply be to develop their confidence.



New for 2010, OYT South has introduced "Outcomes Wheel" self-evaluation forms. Young people score themselves on a scale of 1-10 at the start and end of a voyage. The graph shows some of the key indicators from voyages in 2010, and the extent to which participants feel they have changed over the course of a voyage:



As well as self-evaluation, we use a system of certificates to give young people a record of their achievements. Royal Yachting Association certificates give people a recognised sailing qualification, useful for those who might want to continue sailing and invaluable for those who

are struggling to gain qualifications at school or college: an RYA certificate can demonstrate that someone who may not necessarily be academic can still listen, concentrate, practice, learn and retain information – as well as work in a team, carry out assigned duties and get up on time to go on watch! In 2010, we awarded 237 RYA Start Yachting certificates and 52 of the more advanced Competent Crew certificates. We also award OYT South in-house certificates to everyone who completes a voyage having made some effort and joined in with activities: these record time on board, miles sailed, where the voyage went, duties carried out and some information about conditions experienced.

Most young people sailed on local voyages on the south coast of England and in the English Channel. We aim to go to France and the Channel Islands if the weather allows; but often this is not possible as many of the young people cannot easily afford to get passports. However, our season does include a number of scheduled overseas voyages, including the Tall Ships race series in the summer holidays. In 2010, forty-eight young people took part in Tall Ships voyages to Belgium, Denmark, Norway and back across the North Sea – with good results in both races: 11<sup>th</sup> and 8<sup>th</sup> in class. An all-girl crew on the second race managed the record number of headsail changes: 40 in four days!



## ***John Laing* refit and maintenance 2010-11**

As each sailing season draws to a close, OYT South works with our surveyor, engineer, rigger, sailmaker and other professionals to draw up a plan of work for the winter, designed to ensure that the vessel passes her coding inspection in March and is ready for a full season. In addition, we have a standard list of work that has to be carried out every single year.



2010-11 needs to be a major refit, following the smaller-scale refit last winter. The key difference is the grinding, sanding, filling, priming and painting needed to keep rust at bay in a 20-year old steel hull. This is largely unskilled work which can be carried out by volunteers; but it does require the vessel to be out of the water for the whole winter, which brings a cost. In addition, we have to rent accommodation for our staff skipper and bosun, who live on board during the season: by spending a little more money on a larger house, we are able to accommodate volunteers. This has proved to be by far the most cost-effective way of carrying out the work needed, saving thousands of pounds compared professional boatyard labour.

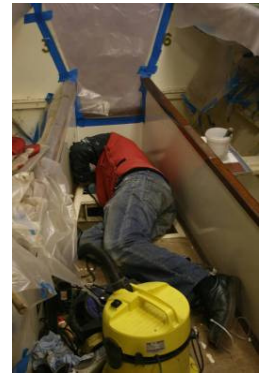
This refit started on Wednesday November 3rd, after the final voyage of the 2010 season finished on November 2nd. It will end on Friday 18<sup>th</sup> March 2011, in time for a shakedown weekend before the first young crew of the season joins on March 21<sup>st</sup>.

### **Refit staff and volunteers**

The refit will be managed by James Boyce, staff skipper. He will be assisted by the staff bosun, Kirsten Mackay. They will be joined by a team of three or four full-time volunteers and as many part-time volunteers as we can get.



OYT South has always aimed to recruit a number of full-time volunteers each winter for the refit. These are often individuals working or hoping to work in the sailing industry: while there are obviously many routes for gaining qualifications and experience at sea, many people obviously appreciate that to get paid work, it can be a real asset to have good experience of vessel maintenance as well. OYT South provides food and accommodation, but otherwise our refit volunteers tend to regard this four-month period as an investment in their future.



Many past refit volunteers have either gone on to work for us or elsewhere in sail training, supported by references and contacts provided by OYT South. The first three core refit team places this year have been filled by Fiona Keen, Elizabeth Brown and Audrey Knight, with one place still under negotiation. It has been interesting this year to see so many enthusiastic and able women coming forward for the project!

Part-time volunteers may join us for a few weeks or perhaps only a day or two. The majority of these will be our volunteer watch leaders who are all asked to do something for the refit if they can.

### **Major areas of work**

Details of the work anticipated are given in the outline budget at the end of this document. This does not, however, give much idea of the scale of grinding, sanding, filling, priming and painting, because the labour comes from volunteers and the paint is given free by International Paint. Items such as winches and batteries, plus the latest stage in a rolling programme of new sails, make up the biggest replacement items. Then there is an extensive list for testing, servicing and repair, and the basic refit costs such as accommodation; vessel lift and storage ashore; and refit materials.



### **Refit funding**

In 2009-10, the £43,000 costs of the refit were successfully raised through a specific refit appeal. This meant that refit costs did not have to be passed on in the form of higher voyage fees, allowing us to keep voyages accessible to young people from a very broad range of backgrounds. We aim to match or beat the scale of this refit appeal in winter 2010-11. We have already secured significant grants from major donors to cover many of the items listed in this document.

We also aim to bring refit costs in below initial estimates wherever possible, from donations of materials, parts and labour, and from sourcing of cheaper products wherever these are suitable. A number of suppliers offer superb deals to OYT South, charging well below advertised prices and in some cases waiving certain costs and not charging us for labour. However, it is also possible that testing and servicing will reveal additional issues and potentially lead to extra costs in some areas. The budget at the start of refit is our best estimate at the end of the sailing season.



## Estimated 2010-11 Refit Costs

(subject to amendment following testing, inspection and engineer's and surveyor's reports)

<b>Major replacement items</b>	£
New winches (est. depending on which need replacing most urgently)	5,000
No.3 Yankee headsail	2,500
Service batteries	2,221
Replacement items for medical kit including refill oxygen bottle	915
Lifejackets – 10 @ £68.48	685
Replacement charts (exc. 2011 Tall Ships charts), publications and C-map correction	627
Running rigging	500
Guardrail rope	30
<b>Total major replacement items</b>	<b>12,478</b>
<b>Testing, servicing and repair</b>	
Life rafts service	2,000
Sail repair and valeting	1,057
Windlass service	500
Cooker service	500
Full crack detection on all s/s fittings and weld work on spars	425
Cockpit soleboards	400
Capping rail	300
Bilge pumps	300
Anodes and bonding	300
Change remaining lights to low power	250
Freezer service	200
Check emergency steering arrangements	200
Bunk cushion repair	200
Service fire extinguishers	153
Oilskin repair	151
Outboard service	150
Heads pumps	150
Gas inspection	150
Jon Buoy service	115
Interior soleboards	100
Generator service	100
Fender skirt repair	100
Dinghy repair	100
Heater service	50
<b>Total testing and servicing</b>	<b>7,951</b>
<b>Staff and volunteer accommodation</b>	
Accommodation rental and bills	6,860
Food	2,600
<b>Total staff and volunteer accommodation</b>	<b>9,460</b>

<b>Vessel lift and storage</b>	
Tenting and scaffolding	5,850
Vessel storage ashore & electricity	4,026
Lift vessel out of water, hull scrub, masts out, lift in again	3,022
Diesel (for heater)	1,100
<b>Total vessel lift and storage</b>	<b>13,998</b>
<b>Refit equipment</b>	
Chandlery miscellaneous	1,800
Refit vehicle costs (including insurance)	720
Interior paint, brushes etc.	700
Protective gear	585
Power tools	400
<b>Total refit equipment</b>	<b>4,205</b>
<b>Miscellaneous</b>	
Boat graphics	461
Compass swing	175
Coding checklist and inspection	135
<b>Total miscellaneous</b>	<b>771</b>
<b>Overall total</b>	<b>£48,863</b>



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