

Ocean Youth Trust South



Refit project 2009-10



Registered Charity No. 1079959

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

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

The aim of the refit is to complete any work required by our surveyor and marine engineer; to ensure that we pass an inspection to be carried out in March 2010 under the Maritime & Coastguard Agency Code of Practice for Small Commercial Vessels; to ensure that our voyages can meet stringent safety standards, and that the vessel is in a condition to satisfy the expectations of our clients; to update equipment in accordance with current best practice; and to undertake work necessary to prolong the effective life of the vessel.

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 2009 sailing season will not finish until November 2nd, but by that time she will have been working non-stop since March 20th, 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. The purpose and value of the 2009-10 refit is explained by looking back at what we have been able to achieve in 2009, and forward at what lies ahead for 2010.



2009 sailing season report

2009 already looks set to be another advance on the previous highly successful season. 505 berths should be filled, out of a possible maximum of 526. No more than half a dozen places were never sold: the remainder represent berths where young people dropped out too late to be replaced, sadly inevitable from time to time when working with young people who may have highly disrupted lives and significant problems.



This includes a number of places on board a second vessel, borrowed from another sail training organisation but run by OYT South sea staff, in order to accommodate clients whom we could not fit on board *John Laing*.

Almost 80% of places were repeat bookings from individuals, or organisations which had sent young people in the previous season – a real tribute to the tremendously high levels of client satisfaction which we are able to achieve.



Over two-thirds of young people sailing in 2009 were assessed as disadvantaged or vulnerable in some way. These include young people with physical or learning difficulties, or medical conditions ranging from diabetes to scoliosis; young carers; young people not in education, employment or training; inner city groups; youth clubs from deprived areas; homeless teenagers; special schools; young people who have been bullied, bereaved or victims of

crime; siblings of life-limited children using local children's hospices; children in local authority care; children not coping in full-time education, and many more.

The remaining third includes mainstream schools and youth clubs; increasing numbers of people completing Duke of Edinburgh Gold Award residentials; and numbers of young people considering a career in sailing or the marine industry more generally.

All these young people received a basic voyage fee subsidy of 50% compared with the true cost to us of running their voyage, paid for through our own fundraising. This keeps voyages affordable for young people from the widest possible range of backgrounds and is a key element of our charitable purpose. In addition, 138 young people received further special bursaries to a total of £29,233, when they could not otherwise afford to sail. These bursaries ranged from £80, where people had made every effort to raise the money but fallen just short, up to £720, to allow some exceptionally deserving young people to join our most expensive overseas voyages.



From March to June, *John Laing* sailed on the south coast of England, and she will complete the season from September to November in the same area. But from late June to early August, she did a series of longer voyages which took her to the Netherlands, Germany, Poland, Russia, Finland, Lithuania and home, including the Tall Ships race series. Race one, from Gdynia to St Petersburg, saw *John Laing* finish 9th in class, one of our best-ever results. The cruise in company through the beautiful Finnish archipelago with our friends *Pegasus* and *Black Diamond* was one of the highlights of the season. The second race was sadly cut short by very light winds, though enlivened by one of the most enthusiastic crews of the year; but there was some fabulous sailing as the boat started to head back towards the UK.

Our voyages are only possible because of the commitment of our volunteers. In 2009, they will give approximately 900 days to sailing on the boat and working with young people. We have more new volunteers wishing to join us than we can accommodate on our voyages.



Looking ahead at the 2010 sailing season



We have a full programme of sailing already planned for 2010, and by early September 2009 we had bookings or firm enquiries for over 200 places – mainly repeat bookings. We will again consider using a second boat as needed to accommodate additional clients.

Once again, the programme includes local south coast voyages or short trips to France or the Channel Islands for much of the season, with a more adventurous summer programme based round the Tall Ships race series. In 2010 this will take us from Antwerp to Aalborg (Denmark), Kristiansand (Norway) and back to Hartlepool.

Refit outline

John Laing has had a major refit every winter for the last six years, lifting her out of the water for almost four months and painting her completely inside and out, as well as doing all the required technical work.



A refit on this scale is tremendously expensive and also demands huge input from our staff and volunteers. We have therefore been looking at whether it might be possible to do such a large refit only in alternate years, with smaller refits in between. We believe that the vessel is generally now so well-maintained and in such good condition that it should be possible to do most of the labour-intensive sanding and painting only every two years without setting her condition back in the long term. There will be some cosmetic consequences, as the paintwork may look somewhat tired by the end of each second year. But after careful consideration, we have concluded that the only way to be sure if alternating major and minor refits will be effective is to do one smaller refit as a trial, and carefully assess the outcomes. All necessary technical work will be done but the scale of painting will be drastically reduced.

For 2009-10, therefore, we hope to experiment with only a three-week vessel lift (24th November to 16th December) to complete essential work below the waterline. The rest of the four-month winter period will cover only the work that can be completed with the vessel afloat. Marina Development Limited's Ocean Village marina has generously agreed to continue our free berthing arrangement through the winter period.

This alone will save around £10,000 in vessel storage and associated costs, including cheaper staff and volunteer accommodation. We will also only require a shrinkwrap tent for the deck, instead of full scaffolding and tenting for the whole boat.



For this year, this saving will be diverted into other areas (for example, some expensive rigging work required this year); if we are able to have occasional smaller refits in future, we may be able to limit our fundraising requirements, or spend more on other areas such as bursaries.

This refit will start on Wednesday November 4th, after the final voyage of the 2009 season finishes on November 3rd. It will end on Friday 19th March 2010, in time for a shakedown weekend before the first young crew of the season joins on March 21st.

Refit staff and volunteers

The refit will be managed by James Boyce, staff skipper, supported by Mark Todd, Operations Manager, who as previous staff skipper has been responsible for eight refits since 2001. They will be assisted by the staff bosun: Liz Key is reaching the end of her contracted two years in this role, we are currently recruiting a successor, and will aim to have a handover during the refit.

Apart from the paid staff, the bulk of the labour required for the refit, both skilled and unskilled, will be supplied by volunteers. We shall again be recruiting at least two full-time volunteers for the refit, which has previously proved to be an ideal first step towards a professional career in the sail training industry for numbers of skilled and committed young people.



The rest of the refit work is carried out by our team of volunteer watch leaders and new potential volunteers, all of whom are asked to come to the refit for at least a weekend during the winter.

For refit 2008-9, fifty-five people contributed an amazing 572 days of unpaid labour between November and March. A smaller refit may not require volunteer support on quite this scale, but this winter we plan to offer a variety of training courses in seamanship, navigation and youth work, to make use of volunteer time that might otherwise have been absorbed by sanding and painting.

There is one significant cost associated with this volunteer effort. It is neither possible nor safe for anyone to live on board during the refit, and we would always have to rent winter accommodation for the bosun and staff skipper, who live on board during the sailing season. We have always chosen a house large enough to accommodate volunteers as well. This year we can save money both by taking a slightly smaller house, and also because the major refit location required the team to live in the expensive Hamble area, whereas this refit will give us cheaper options in Southampton.

Whatever the scale of expenditure on volunteer accommodation and food, the key point is that it works out at tens of thousands of pounds cheaper than paying for the same number of hours of professional boatyard labour. It also gives our volunteer watch leaders an ongoing commitment and stake in the boat, as well as skills and understanding of maintenance issues which can be valuable during their voyages.



Major areas of work

Details of the work anticipated are given in the outline budget at the end of this document. This section gives further information on a few specific areas.

Major replacement items

The single biggest item is a complete new set of rigging bottlescrews, as the existing set have reached their expected lifespan and it is an insurance requirement to replace them this winter. This will cost almost £10,000.

The next sail on our rolling programme of replacements is a no.2 Yankee headsail from Ratsey & Laphorn sailmakers – the present no.2 is very worn and will not last another season.

The waterproof clothing we supply for young crew members is getting very worn and is no longer fully waterproof or windproof. No-one can get the full benefit of the sail training experience if they are permanently cold and wet; and hypothermia is a genuine danger, particularly in smaller children. £1,921 buys us eighteen sets of jackets and trousers.



Our ovens are just reaching the end of their useful (and safe) life: new ones will cost £747.

Our engineer has prioritised new alternators and batteries for this winter.

John Laing carries hundreds of navigational charts which are essential for safe navigation. Every year a certain number are withdrawn and replaced by the manufacturer as sandbanks move, hazards change, buoyage or traffic separation schemes are revised, and so on. We also have to purchase other new navigational publications, and update the C-map for our electronic charts.

We also need new lifejackets, medical kit updates (including replacing out-of-date drugs), some rigging and other smaller items.



Testing, servicing and repair

Many items (lifejackets, fire extinguishers) have a compulsory annual service which is checked as part of our coding inspection, without which we cannot sail.

Other items are known to need repair work this year: for example, one of the key jobs for the short period while *John Laing* is out of the water is a replacement cockpit seacock, which requires welding work below the waterline.

Vessel lift and storage

The shorter period for lift and storage should save us in the region of £8-£9,000 compared with last year, to set against this year's £10,000 requirement for new bottle screws.



Accommodation rental and bills

We hope to save £2,000 by being able to rent a smaller house in a less expensive area, as described above.

Refit equipment

All marine paint is generously supplied free by International Paint. We still need to buy interior paint, brushes, rollers, trays, power tools, and protective gear including overalls, gloves, goggles and masks for our volunteers, as well as all sorts of small items such as tape, screws, bulbs, grease, glue, wire, blocks, shackles, whipping twine and much more.



Refit funding

In 2008-9, the £46,955.20 costs of the refit were successfully raised through a specific refit appeal plus an insurance claim. 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 2008-9.



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.

Estimated 2009-10 Refit Costs

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

Major replacement items	£
Rigging bottlescrews	9,898
No.2 Yankee headsail	3,063
Engine and generator items (domestic alternator @ £1,250; engine alternator @:£120; engine batteries @ £500; generator battery @ £130).	2,000
Waterproof clothing – 18 sets (jacket and trousers) @ £106.70	1,921
Cockpit seacock	1,000
Ovens (two @ £373.50)	747
Lifejackets – 10 @ £68.48	685
Replacement items for medical kit	615
Replacement charts (exc. 2010 Tall Ships charts), publications and C-map correction	513
Two halyards	485
Standing rigging	300
Distress flares	202
Gas regulator	150
Total major replacement items	21,579
Testing, servicing and repair	
Life rafts service	1,600
Sail repair and valeting	1,057
Full strip and service of steering gear	1,000
Test engine and service batteries	750
Service lifejackets and safety harnesses	550
Main engine service	550
Soleboard repair	500
EPIRB service	350
Engine cabling	300
Full crack detection on all s/s fittings and weld work on spars	300
Anodes and bonding	300
Heat exchanger service	250
Service alternators	230
Gas inspection	200
Service fire extinguishers	163
Outboard service	150
Heater service	150
Generator battery	130
Jon buoy service	115
Rudder bearings and stuffing gland	100
Freezer service	100
Generator service	100
Bunk cushion repair	100
Fender skirt repair	100
High-temperature exhaust alarm	50
Total testing and servicing	9,195
Staff and volunteer accommodation	
Accommodation rental and bills	4,460
Food	2,700
Total staff and volunteer accommodation	7,160

Vessel lift and storage	
Lift vessel out of water, hull scrub, lift in again	1,700
Tenting for deck	1,000
Vessel storage ashore	600
Diesel (for heater)	200
Total vessel lift and storage	3,500
Refit equipment	
Interior paint, brushes etc.	1,308
Chandlery miscellaneous	1,233
Refit vehicle costs (including insurance)	720
Protective gear	400
Power tools	339
Skipper travel and fuel	300
Total refit equipment	4,300
Miscellaneous	
Boat graphics	510
Coding checklist and inspection	235
Compass swing	175
Total miscellaneous	920
Overall total	£46,654



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