

Information Pack for Youth Groups

Short Programmes



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1. Company, Staff and Emergency Information

Sea-Change was formed in March 2007 to provide residential opportunities in order to embed personal development and offer accreditation of learning. This is done by working together on a large traditional sailing vessel. People participate in the whole range of domestic and sailing activities and are encouraged to take increasing responsibility for their contribution and group decisions.

All staff are selected for their experience and attributes when working with young people and all have enhanced CRB/DBS certificates.

Don Ramsay, as Trust Administrator acts as emergency contact and is regularly informed of the vessel location and progress. In his absence this function is fulfilled by Amanda Dangerfield, Development Officer.

After a career in Personnel Management, Richard Titchener has spent 15 years taking groups of young people sailing on a Thames Barge and is a qualified Barge Master and Yacht Master Instructor with a Commercial Endorsement and First Aider. He is the Trusts primary skipper.

Hilary Halajko has worked extensively with young people in a variety of age groups and settings. She has sailed with groups of young people as mate for 8 years. She is the retired Officer in Charge of a 24-place day nursery linked to an educational establishment. Hilary is also the Chair of Sea-Change Trustees.

Staff Contact Information

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2. Programme Contents

This season we shall again be using the *Reminder* for our work. Built at Mistley in 1929 and one of the last barges built, she is now based at Maldon.

Retaining her original appearance on deck, the ex-cargo areas have been converted into communal and personal accommodation. The permanent crew have their own cabins separate from the voyage crew. Cooking and eating is done communally and everyone will take turns in preparation, cooking and cleaning.

The whole crew are fully involved in the sailing of the ship so that after the first few days they will play active and responsible roles. Usually there will be a de-brief and reinforcement of learning after the evening meal.

The nature of working on the water is one of variety, whether it be the result of the changing tidal pattern each day, the weather or destination. Therefore, the ship has a routine which runs throughout each day and onto this is superimposed the daily objective. Breakfast is 0830, lunch 1230 and evening meal mid-evening. The crew will work a watch system whilst on passage. The watch system ensures that each person gets a chance to cover every job and nobody ends up doing either only popular or unpopular work. It also ensures there are enough people available for the safe sailing of the ship at all times.

On arrival, the first session will be touring the vessel and doing an initial safety brief for the vessel while alongside. The group will work together to agree a menu for the first week and victual the ship, if this has not been completed. There will be an extensive safety brief for sailing and familiarisation with work on deck and facilities below. If possible on your voyage, there will be at least one shore visit with the emphasis on experiencing the estuarine environment, e.g. a beach.

This sailing area is ideal for exploration, gaining an understanding of the environment and the historical context of the barge.



3. The Accreditation Process

All participants will receive a course completion certificate at the end of their time aboard.

We offer the Royal Yachting Associates Competent Crew certification to those working towards it and normally requires 5 days training.

We are an Approved Activity Provider for the Duke of Edinburgh's Award Gold Residential section for those working towards it.

4. What we supply and what you should bring

The project will supply the vessel, qualified staff and safety equipment including lifejackets, waterproofs and harnesses. On short programmes the group is asked to provide food and cleaning materials for the whole crew. Please note Reminder provides bedding.

You will need to ensure that the student brings:-

Essential

Warm sleeping gear
A change of clothes
Warm clothes
Suntan lotion
Old trainers
Wash kit
Towel
Sun hat
Warm hat and gloves

Desirable

Musical instruments
CDs/MP3 player
A little pocket money
Wellington boots
Shorts/swimming gear
Personal reading matter



Mobile phones tend to be a normal personal item and may be brought, but may not be used when people are engaged in an activity. They can be used during free time. Phones and personal stereos must not be used on deck when the vessel is moving for safety reasons.

Alcohol, illegal substances/recreational drugs or any form of weapon are not allowed. Jewellery must not be worn when working the ship.

5. Safety and other policies

Safety is of paramount importance. The vessel is operated according to, and exceeds the requirements of the Maritime and Coastguard Agency. Every possible attempt is made through explanation and example to instil a safe working attitude and thereby to mitigate risk. Where risk exists reasonable steps are taken to guard against accident by using safe working methods, for example, no person is allowed on deck alone after dark and anyone under eighteen years is required to wear a lifejackets on deck at all times. It may be appropriate for everyone to wear a lifejacket on deck at the discretion of staff.

No alcohol is to be brought aboard the vessel and the law concerning consumption by young people will be adhered to.

No drugs are allowed aboard the vessel unless prescribed by a medical practitioner. Any person found to be in possession of an illegal substance will not be able to continue the trip

Smoking is not allowed below decks for safety reasons, but is permitted on deck when not engaged in activity, and if pursued with consideration for non-smokers present.

There is a comprehensive Child Protection Policy.

6. Applicant Details

We expect the group leader to have obtained informed parental consent for the sailing trip and swimming if intended. This will only take place when a safety boat is present and at the discretion of the skipper. Finally, we would like permission to use photographs which may include students for publicity and fundraising purposes.