



EVENT GUIDE



UK ILCA Open & National Championships 2023





UK ILCA Open & National Championships 2023

WELCOME to the UK ILCA Open & National Championships 20th-25th August 2023

The 2023 Nationals Event Guide gives you the schedules for racing and social events for each day. Don't forget to use the WhatsApp or Telegram groups to get up-to-date info on any last minute changes. We also have some great articles that may help your racing and your time on the water...

IMPORTANT INFO



UKLA Open & National Championships 2023 ILCA 4, 6 & 7
Links to Public Information

Regatta officials are using a web-based program to assist with the management of this regatta. It provides electronic forms for such actions as scoring inquiries, protests, equipment substitutions, etc. And it provides for electronic communication with competitors if competitors have provided an email and/or telephone number accepting SMS. Competitors will be notified electronically of protest time limits, confirmation of a protest filing, scheduled hearing times, etc. This electronic system allows competitors to move freely about the event and remain in contact with relevant officials. And all competitors have electronic access to the scoring inquiries, jury decisions, etc.*

Notice: This electronic notice board is the Official Notice Board (ONB) for this regatta.



Submit Request for Hearing



Submit Scoring Inquiry

NOTICE: When submitting a protest, request or report, the procedure (as set forth in the Racing Rules of Sailing and the Sailing Instructions) remains unchanged.



Official Notice Board



Hearing Schedule



Hearing Decisions



Scoring Inquiries

The jury and parties reserve the right to limit public access to certain decisions.*

HISC Security Barrier code #2025

HISC Changing Rooms code 2025#

Registering - All Competitors are to register in person at UKLA Hub

[Event website](#)

[Official Noticeboard](#)

[Hearing Schedule](#)

[Hearing Decisions](#)

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[Apple store:](#)

[RacingRulesOfSailing.org on the App Store \(apple.com\)](#)

[Garments Purchase](#)

Photographer - Georgie Altham georgianaaltham@me.com

[Mentor /Mentee](#)

[Mentor /Mentee forms](#)

Safety - your child - "If parent/guardians are not available at the venue, they must appoint loco parentis before the start of the event using this online form"

For the safety of your own child - please make sure you complete this form LINK

<https://ilca.uk/supervision>

[Hayling Chaser](#)

WARNING - This is a guide -Please check SI's and Nor's and Official communications.

Join Here

Competitors comms

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*WARNING - This is a guide -Please check SI's
and Nor's and Official communications.*



Jim Saltonstall's Venue Guides



HAYLING ISLAND

Jim Saltonstall looks at one of the South Coast's classic championship venues. Saturday May 4th 2002, Author: Jim Saltonstall M.B.E.HISC, Location: United Kingdom

Hayling Bay is the home water for Hayling Island SC, a club with a long history of running major events - World, European and National Championships are all a regular feature of their schedule. But the other Chichester Harbour clubs also run racing out on the Bay, and if you sail any of the popular classes, the chances are that you will find yourself on the waters of Hayling Bay at some time or another. Hayling Island is another busy holiday area, and so accommodation, restaurants and campsites are all plentiful in the area, but book in good time to be sure of your berth!

At the time of writing, Lottery money had been obtained to rebuild the old Hayling Island clubhouse, and what replaces

it should be one of the most impressive dinghy and small keel-boat racing venues in the country. Although parking is somewhat limited, with club members understandably favoured, there is no problem with boat space and the launching is easy and protected.

Racing Area

The racing area is in the Bay outside the entrance to Chichester Harbour. So leave the beach, turn to starboard and head out to sea down the channel - passing the beacon to starboard, especially at low water springs! The race area is now on your starboard side, head that way and look for the committee boat. The principle race area is normally to the west-

south-west of Chichester beacon. Make sure you allow plenty of time when going out to the race area against the flood tide, especially spring tides. Chichester Harbour is a big piece of water, and it's all got to get in and out through that narrow channel. The good news is that it will take you rather less time if you're going out with the ebb! The other thing for first timers at Hayling to watch out for is the waves in the channel, when the wind is fresh from anywhere out of the southern sector and blowing against the ebb tide. In these conditions steep, standing waves develop quickly in the entrance next to the infamous Chichester bar. So be careful when these conditions prevail, many a ferret has been caught out in the past, and will be again in the



future. But once you get out there, it is GGRREEAATT! This is a superb yachting venue, especially with the onshore winds giving some great waves to play with.

Wind Direction

340-040 degrees: The offshore wind sector which is not too bad for shifts, as the land to windward is quite low. That means that the shifts downwind are not that big or frequent, however they are there to be had, so know your numbers on the compass, and the high and low headings on both tacks.

040-100 degrees: For the wind, go left up the beat as there is more pressure closer to the shoreline. If the race course is close enough to the shore, you may pick up the header on starboard tack as you go in, with lifts on port along the beach. This is one effect you can check for before the start.

100-200 degrees: This is the clear wind sector for the race area - nothing to disturb the wind except the French! The wind is at its most stable in both strength and

direction, tide is the major player now, which we will talk about later.

200-250 degrees: The wind is now coming off the Isle of Wight. In theory, the island will set up a convergence band of stronger wind that will blow downwind towards the race course. This may mean more wind on the right hand side of your course (looking upwind) - but it will depend on exactly where the course is positioned. Certainly, the island will stir up the wind and you can expect it to be more shifty, than when it's blowing from the purely onshore direction. You will need to know your numbers on the compass again, as on starboard tack you cannot see France in the background!

250-270 degrees: The wind is now coming to you having been squeezed through the Solent, and is quite stable. I've experienced shifts with the wind in this sector, but nothing too dramatic either in strength or direction.

270 degrees: With the wind now parallel to the shoreline, it pays to stay left-of-middle for better breeze, as there will be less wind

within half a mile of the shore in the divergence zone.

270-340 degrees: The shifts are back again, now that the wind is coming off the land. Left-of-middle normally pays for the wind as there tends to be slightly less wind near the shore in the divergence zone.

Sea Breeze

A good sea breeze at Hayling provides almost perfect sailing conditions - waves and sunshine, couldn't be better! During your early morning warm-up jog (!) watch out for clear blue sky and a light offshore north-west wind - these are ideal conditions for the sea breeze day. As the cumulus clouds develop over the mainland, the sea breeze fills in close to the shore, as the circulation begins. Then it fills in from seaward at approximately 160 degrees. As it fills and grows in strength, it backs slightly to



Aerial View of Hayling Island and the race area

150 degrees approximately. Then it starts to veer and follow the sun as the day gets older, finishing the day at approximately 240 degrees. In the afternoon, protect the right hand side of the course!

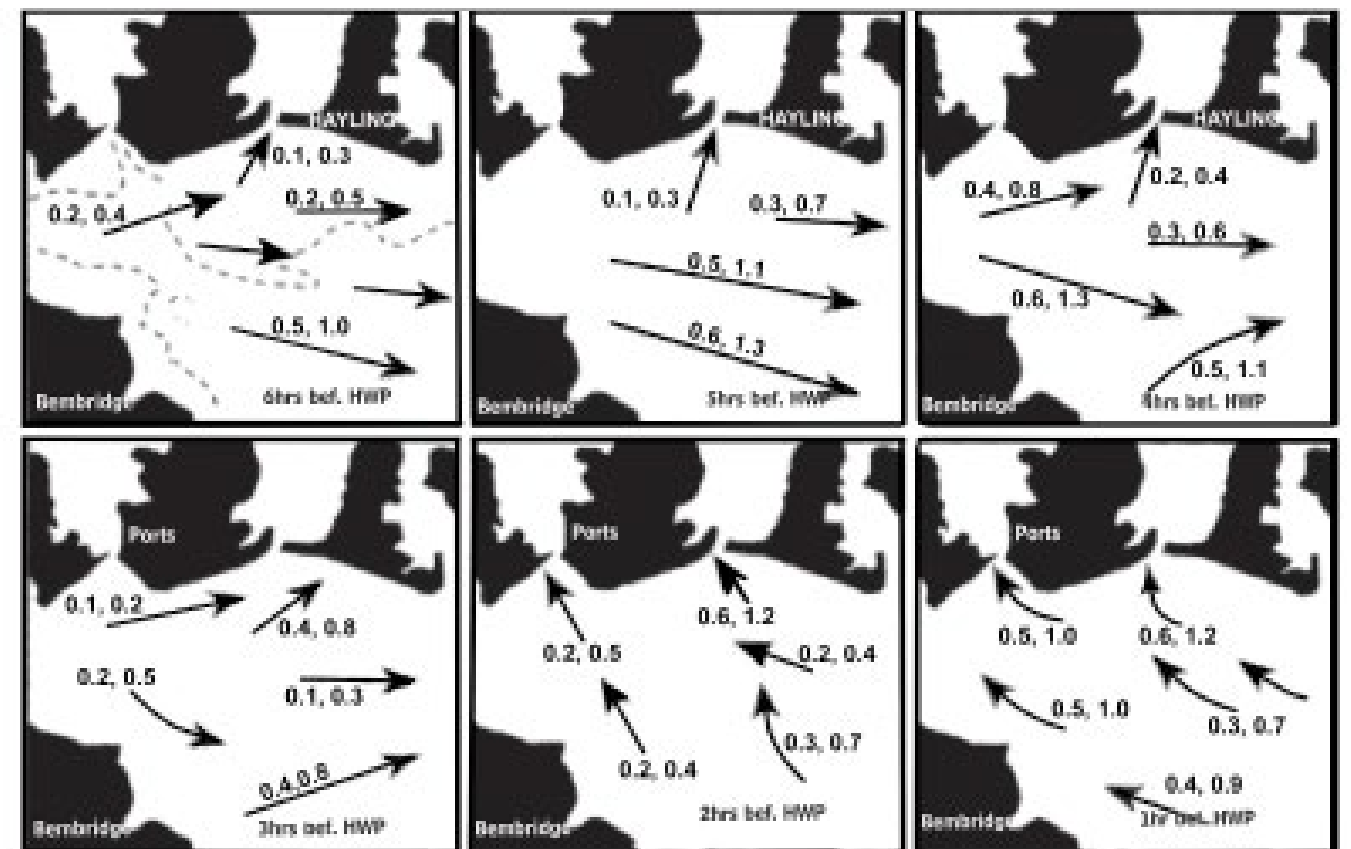
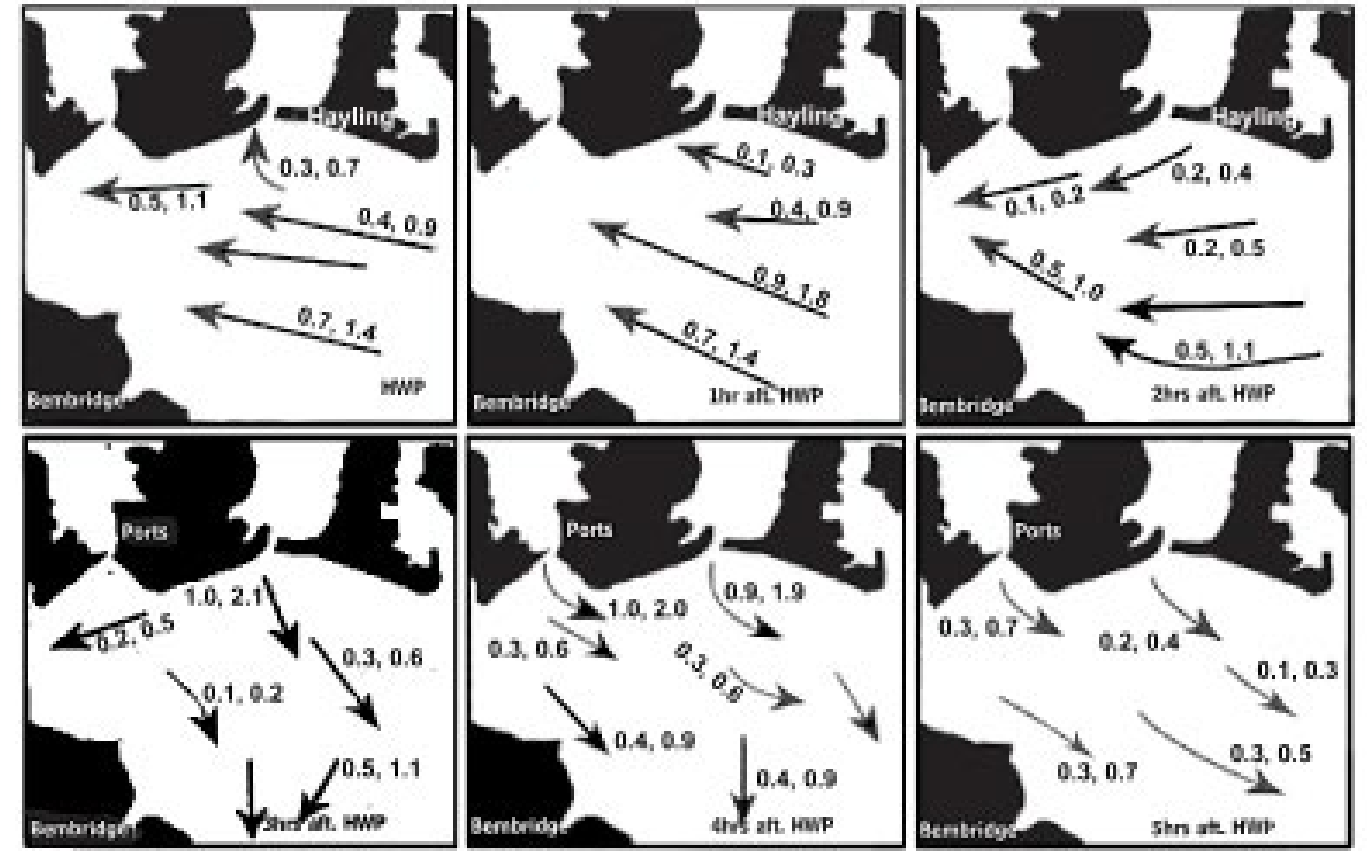
Tide

Plenty of it again, even during neap tides, and you will have to build your race strategy plans around the tidal direction and strength. Once again we can recommend that you buy some of the chart and

tidal information that we've listed below. If you look at the chart, you will see that the seabed is very shallow, it's well offshore before it shelves into deeper water. Sometimes the race area straddles that depth change, and it's vital to try and pinpoint where it happens. Being the right side will determine whether you will be amongst the chocolates at the windward mark - or not. This is especially true with a cross-shore breeze and a strong flood or ebb tide.

The flood tide flows towards the north-west across the race area,

and the ebb tide flows to the south-east. But if you are near the main channel going into Chichester Harbour, the tidal direction is more north on the flood, and due south on the ebb. On the tidal change it rotates in an anti-clockwise direction fairly quickly in the race area. Don't forget to chat to the local yachties and fishermen for more detailed info, as you would at any tidal venue.



Words of Wisdom

By Mark Lyttle

Mark has brought in several new initiatives to the UKLA - in his incredibly popular Blogs there are many words of wisdom .. here are a few that may help over the course of the week...

UKLA Chair blog #25

Are you a class act?

I am sure many of us see elite athletes and coaches and are in awe of their ability and achievements. But we don't always consider them to be class acts. It is something I have often wondered about it. In our sport how important is it for a sailor or coach to be a class act?

First, what does it mean? Someone who is a class act displays principles, kindness, respect towards others and in sport towards their competitors and opposition. They seem to have a strong moral compass. While they may be super confident, they show humility and aren't arrogant or disrespectful with their success. You can see why it is appealing.

But do elite competitors need to be a class act? That's harder to answer but possibly not. Cristiano Ronaldo has clearly been one of the world's top players but was demoted to the bench when playing for Portugal in the World Cup after showing a poor attitude / disrespect to the manager when being substituted in the prior game. After losing to Morocco in the quarter finals, instead of congratulating the African team, he headed straight off the pitch without so much as a handshake – not much respect there. Of course, we only see Ronaldo through a media lens, so it is hard to judge, but the optics don't look great. Same is true of Eddie Jones, former England rugby manager or Jose Mourinho, a renowned football manager, both

brilliant coaches but always ready to take a dig at the opposition. It may have helped their teams, but not a good look. Then again there was Sir Thomas Lipton who challenged for the America's Cup five times – he was considered the world's greatest sportsman for his consistent respect for his competitor and host and because of these attributes, in his later challenges most of America wanted him to win over their countrymen – he never did!



So while being a class act may not a pre-requisite for success or indeed guarantee success, but we would like our sailors to act as one – they are better role models, likeable and something we can aspire to. So we should encourage this behaviour surely. It is something to teach young sailors as they get some success – humility, kindness, and respect to the competition. We can learn to be fierce competitors on the water but still show respect both on the water

and ashore. I am sure I wasn't an angel as a younger sailor but I have got wiser with age. I think we should encourage our younger sailors to strive to be both brilliant sailors and class acts – people will look up to them even more.

Blog 34

A blog of two halves this week. My take on how much luck there is in sailboat racing and then the story of how we raced in 30knots at the Ovington Qualifier 3 at WPNSA this weekend (from Brett Lewis)

Unfair or unlucky?

We all know the quote from Gary Player “ the more I play the luckier I get”. In one of his books Paul Elvstrom (for younger readers – 4 times Olympic Gold medallist) says the advice he would give to young keen sailors is that, however hard it is to accept, the winner almost never wins through luck. His argument is that you are only lucky if you do something you can't foresee and that some of what happens on the racecourse is predictable at some level. A shifty offshore wind ? It is manageable at a holistic level. With more experience and skill one sailor's luck is another sailor's insight. On this basis it is hard to say something is unfair.

Of course, without those skills you can be in the right place or wrong place at the right time or

wrong time, and it is a matter of learning as much from this as you can. I can give countless examples over decades of racing but will restrict myself to two. Leading in the last race of a J24 National Championship and so heading for series victory, we chose to tack under a starboard tack because it was the right shift heading in the right direction – obviously right? Only it wasn't and we should



have sacrificed doing what might have been the “right” thing for a pragmatic approach of covering of our nearest competitor, however unlikely it would be needed. A series lost but a lesson learnt – conditions change on the racecourse suddenly (and maybe only unpredictably for the unskilled) and it never pays to be overconfident in your ability to predict it.

Even this weekend, in the 1st race on Sunday at the Qualifier in WPNSA in

Ben Elvin, ILCA6 Masters National Champion, offers some insights on the event below:
 After what felt like months of Northerlies and North Easterlies some more normal UK Sailing conditions (ok, the upper end of normal!) finally broke through, just in time for a scheduled 3 days of racing at Hayling Island. Hayling Bay is hard work in everything other than benign conditions, so I will admit I was feeling a little apprehensive about how it was going to feel after months of flat water and offshore wind.
 Although it was disappointing that we weren't able to sail on the Friday due to the conditions, there was a small part of me that was relieved. Only 2 days of this to survive then, not 3! Although at the front of the fleet it might look like the fastest boats are able to cruise through the biggest conditions, the reality is

this: It never gets easier, you just go faster (credit: Greg LeMond). True in all sports I think.
 Whether at the front, middle or back, it looked like everyone had a great time. Those at the back, elated to have survived some big days, and those at the front enjoying the tight competition and reawakening the hiking legs.
 I've been reflecting on what matters most in the conditions we had and based on what happened over the six races the answer isn't obvious but I am pretty sure of it. There was a clear speed difference between the top 3 and the next tier in the fleet. Maura Dewey, Ross Harvey and myself were all pretty evenly matched for upwind speed, with Ross being slightly quicker with his super smooth wave technique, and downwind I had the edge and was able to either extend (good first beat) or close up the gap (bad first beat) on the other two.
 That said, in race 6 when Ross and I were in a "beat the

other boat to take the title situation" and we were less focused on taking the right route up the racecourse, Steve Cockerill called us out on our shenanigans and was able to overcome the speed difference by taking a better route to the mark on both beats.
 Nevertheless, for consistent results in big fleets, I believe more speed generally beats better decision making. Your boatspeed is guaranteed and it's something that you can fully control. Even the best decision makers get it wrong a large percentage of the time (that's just sailing!) and there's always a couple of other people there with you when you nail it just right. When the wind is up in a big fleet you'll normally place roughly where you rank in speed unless you make some really big errors. Without speed it's also very hard to work on and improve your decision making. Did that boat cross ahead because you sailed the wrong shift, or are they

just quicker than you? It's impossible to unpick unless you've got consistent speed. Until I'd spent a long time working on my speed, I found it quite difficult to make sense of what was happening on the racecourse.
 The great thing about training speed is that it all you have to do to improve it is get out there and sail your boat! You can't think your way to better speed, you have to learn it by doing, by feeling how your boat behaves and constantly testing it: "could I have popped over that wave a bit better", or "what happens if I do it like this rather than like that". As long as your basic technique is roughly right, it's just a matter of time. If you enjoy sailing your boat, then sail it more and the speed will come!

Ben Elvin

8 knots, I fluffed my start and cleared right and on a decent header and puff, tacked and started crossing most the fleet. Looking upwind you could see much more pressure coming down the course but would it go left or right? Had I checked the forecast, I would have known it was due to go right.

But then again there were some big clouds lurking and it was an offshore breeze. I guessed it was going to go left and was unlucky but someone else may have been better prepared or had better insight and made the right the decision.

So luck comes into it, after all you have a 25% chance of picking the correct side of the first beat twice in a row. But

it is too easy to say other sailors were just lucky rather than more skilled. But what about fairness? Strictly it is the same for everyone so unless the racing



is run in way that unfairly prejudices you (through an improper act or omission – see rule 62), it is hard to have a case. Rather than blaming someone else or putting it down to luck, better to take responsibility, use it as motivation to work harder and acquire the skills needed to get luckier.

Blog 42

Today is about **Series Strategy** Blog #36 discussed how hard work trumps talent and Blog #37 discussed

a systematic approach to improving your ILCA sailing through that hard work. Then we discussed event preparation (blog #39) so this week it is about putting a series together.

In a weeklong regatta with 12 races – regattas are not won on the first day, but they can be lost! The trick is to avoid major mistakes like:

- Not getting off the line in a decent lane / avoid being over
- Capsizes
- Penalties especially on the 1st beat
- Sailing the wrong course
- Gear failure
- Getting the wrong side of major shifts / the strategy wrong.

These mistakes clearly have a big impact on your results. Poor boat speed is also a killer but once you are at an event, you can't do not much about that.

Analysing your performance between races and at the end of day is also critical, focussing on what can be improved rather than the results themselves. I remember doing this after the first race at the Master Worlds in Dublin in 2018. I was particularly worried before racing began around my boat speed and fitness in 20knots having not done a Worlds in recent years. After the first start in those conditions, I became fixated on boat speed and missed the first big shift but caught up by the end of the race to 11th.

Between races I thought – ok boat speed and fitness are great, forget about them for the rest of the week and get your head over the boat to get the strategy and tactics correct. After the 2nd race, where I was 4th, I could see that results at the top were going to be up and down so that an 11th and 4th could be counters at the end of the regatta. That analysis over the first day ensured I remained confident of the following days

This assessment of risk is important. That was a 12 race, 1 discard series where consistency and avoiding major mistakes was going to the critical. But think about this, the Olympic regatta in Savannah was 11 races with 2 discards, a completely different risk profile. After the first day there, I had a DSQ (a story for another day ☹️) but that did not stop me pushing the line in every race and getting an OCS (early starter DSQ) in Race 8. That's because the risk profile was going to reward strong race finishes rather than consistency. The other thing about risk is that it is better to take opportunities that are presented during a race rather taking risky decisions to force a result. It is about weighting the risk – e.g. the difference between responding to a right shift that is forecast and starts to develop on the race course rather taking a punt and heading right before signs of its development.

Energy conservation is also key over a week

as the body never fully recovers for the next day. So you want to do all you can to aid that recovery.

Finally I always like to say that the last few races count the same as the first few. We are inclined to be super motivated and prepared for each race at the start of the regatta but it is important to sustain that over the whole regatta.

Blog 45

But first, have you ever felt you have lost concentration during a race? Maintaining the right mental focus during a race is important, especially after a poor start or during a long day of the water or a series over many days. Every race needs to be approached with the same rigour in terms of the race strategy, assessing the conditions and planning the start regardless of the result of a previous race. Whether you won the last race or did worse than expected, it is important to keep your focus.

In Race 7 at the Master Worlds in 2018 I fell into this trap. Having won both races the previous day, I was in a great position at the start of the 2nd beat as I headed left towards a dark cloud. As the advantage materialised, I was able to tack and cross ahead of two of my nearest competitors into 2nd place but instead I thought there was even more to be gained by heading further towards the cloud. I was fooled into thinking I had superior tactical awareness through over-confidence instead of doing the rational and usual thing. Staying focussed on doing the right thing and not bowing to irrational or emotional behaviour. As soon as you start to think that you can predict the outcome, you're dead!

But how to stay focussed? The first and most important is mental rehearsal or visualisation. Sail a race in your head, visualising starts, sailing fast and rounding

marks, remembering the imagery, the sounds and the feelings. All top sports people practice this – Michael Johnson says he has run world class 200 metre races thousands of times – in his head! Secondly I talk to myself (sometimes out loud) and keep reminding myself what to do. At the same Worlds we had a couple of final runs in at least 25 knots with short, steep waves which turned

the leg into survival conditions. In one of them as we approached the leeward gate, three boats ahead of me capsized and I knew this was a critical moment. Over and over, I told myself to keep concentrating on the next wave ahead and nothing else. Execute each wave and eventually get to the gate. These are moments in which to do things the same way as normal because

pressure has a habit of making you rationalise yourself into a poor decision. In here is a third technique to keep focus and avoid getting distracted and focus on next steps to avoid get distracting by events around me.

Check out all Mark's blogs on ILCA.UK



Great Ball of Fire

By Dr. Stuart Hudson



You can always tell an old sailor or someone who's worked in the fields all their life, and there's a reason for that. The wrinkled leathery face with assorted darker patches of varying shapes and shades are the tell-tail mark of a life's battering by the sun's rays.

There may be those of you out there who have had first-hand experience of seeing a dermatologist and maybe have a pale scar where there was once a normal bit of face. Hopefully this short article will help to explain this sun damage, the problems that arise, and how to avoid them.

We are a lot better informed now than 40 or 50 years ago when it was the norm to get a bit burnt on the first few days of your holiday to enable a good tan by the end, and children were allowed to get "crisped up a bit" so the hassle of applying cream (if you even had it) was gone. Hopefully this is a common memory for a lot of you and it wasn't just me being singularly neglected as a child! While many people associate a tan with looking good and healthy, a tan is really a sign that our

skin has been harmed by UV radiation and is trying to defend itself against further damage. This kind of damage, if repeated, will increase or accelerate skin ageing and increase the risk of developing sun related skin lesions.

The tan develops from the sun's stimulus to skin cells called melanocytes to produce more melanin (dark pigment) in attempt to absorb further harmful UV radiation that might be coming our way. The secretion of melanin then causes the skin to become darker as a protective mechanism. The tan is a sign that damage has already been done to some extent, and the skin is trying to protect itself.

You often hear people say "I tan well" or "I tan easily" and there is some truth in this. We're all different, and some people do less well with sun exposure than others.

Melanin is packaged slightly differently in people of different ethnic backgrounds. The type of melanin of most skin colours is eumelanin, except for those with red hair and freckles, who have pheomelanin, which is less well able to cope with UV irradiation – who knew!



Myth Buster

Suntan creams go off or are manufacturers just wanting us to buy more?

Unfortunately, this is true – products last about 36 months after manufacture, so its best to avoid one that's been sat on a shop shelf for a long

Dermatologists generally divide skin types into six categories, from phototype 1 - fair skin that burns very easily in the sun and does not tan, to phototype 6, which is darker black skin that does not burn easily. People with a darker complexion have more natural sun protection, and fair skinned individuals are more susceptible to sun burn, skin cancer and photodamage. If you tan very easily, as with types 5 and 6, you need less ultraviolet exposure to initiate the tanning process. You do not need a sunscreen to stop skin cancer and skin ageing to the same extent as a fair skinned person, but sunscreen will still be needed during intense or prolonged exposure. If you are of Mediterranean type skin (e.g. Type 4), you also tan easily, but you will need more ultraviolet to tan than lighter skins. You can still suffer from UV damage and although you are less likely to develop melanoma than skin types 1 to 3, your skin will still age faster with greater sun

time. After opening, they are good for about 6-12 months, but it depends on storage – cool and dark is best. So last years' might be OK but a tube that's been around in your sailing bag for several years isn't going to be as good at protecting you. The symbol (Below) should be on the container states how long it lasts after opening.

The more I spend the better protection I get.

Not really - products reviewed by independent consumer experts Which! suggest that it's not a direct cost benefit, and positively rates Boots Soltan (£4.50 per tube) and Asda Protect (£3.50 per tube).



exposure.

If you are very fair (e.g. Type 1), you will not tan well with or without a sunscreen, but you will damage your skin badly if exposed without protection. You need to take particular care to regularly apply lots of high SPF sunscreen (i.e. 30 or above) and to wear some protective clothing. As sailors, we generally cover up well even in hot weather with long sleeve rash vests and peaked hat and gloves, but the face and any exposed area will get a battering. Sunburn (and we've all had that hot red peeling skin) and heavy tans are bad news, especially in type 1 and 2 skin. More than 100,000 new cases of skin cancer are diagnosed annually in the UK, and while the disease can also occur on parts of the body not exposed to sunlight, for the vast majority of cases extensive sun exposure is thought to be responsible, and these are of course largely preventable.

Of course, they may not feel as nice on the skin, smell as nice, or even look as good as more expensive products, but that all comes down to preference. Generally, we also need to apply a lot more than we think to get the best protection and as we've probably all experienced it's easy to miss a bit.

Once I have a tan I'm protected any way

Sadly no – the process of getting a tan has caused some damage, and then even with a tan some UVA and UVB is still penetrating the skin layers and causing further problems.



As a GP I regularly see skin lesions from sun damage, some of the most common are listed below:-
 Solar Lentigo – harmless oval uniform flat brown patches. Often found on hands and face.

Actinic Keratosis (AK) – rough hard small patch of dry skin which feels a bit like sandpaper to rub. These are common on the top of the head, backs of hands and face. Even if you shave or pick them off they keep coming back. I've had one of these myself. These can be treated with topical cream. Generally considered potential precursor to an SCC if given enough time and left untreated.

Squamous Cell Carcinoma (SCC) – slowly growing (sometimes fast) non healing ulcer, often found on ear or lip, which requires more intervention to treat (surgery). It can spread (metastasise) from the original site.
 Basal Cell Carcinoma (BCC - also called Rodent Ulcer) – very slowly growing non healing lesion. Starts as a pearly nodule which then breaks down in the

middle forming a “rolled edge” ulcer which keeps growing. The good news with this one is that it doesn't spread from original site.

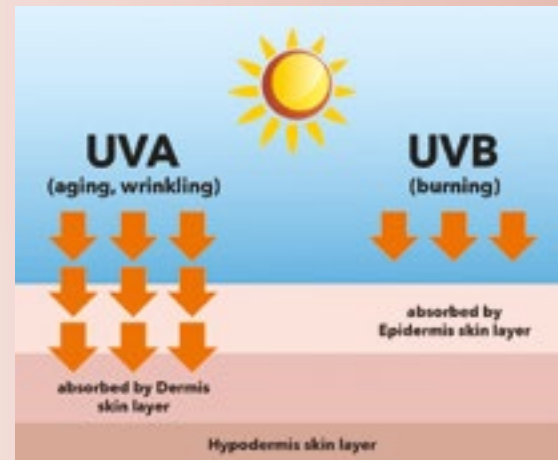
Malignant Melanoma (MM) – dark irregular and can be raised. It often has different shades of brown within it and it can also itch and bleed. A misconception is that this happens in a long standing mole, but in fact most are new. These can occur under nails and at the back of the eye, and have a tendency to spread and are generally considered the worst form of skin cancer to have. Rarely, they can also be without pigment just to confuse things!

What I knew less about was the different sunlight types. These are UVA, UVB, UVC – no need to worry about UVC as this doesn't penetrate through the Earth's atmosphere to us.
 UVA – A for ageing. UVA penetrates deeper layers of the skin and accounts for 95% of UV radiation on earth. It

causes tanning but also genetic damage to deeper layers and premature ageing over time. Sunbeds use mainly UVA and these were once thought to be safe!! UVA also can penetrate windows and cloud cover, which is often when we don't bother with suntan cream thinking that there is no need. UVA protection is usually labelled as “broad spectrum protection” on suntan creams and lotions.

UVB – B for burning. This penetrates and damages the outermost layer causing suntan and sun burn and, if careless, blistering. UVB is associated with the SPF number that is put on sun cream bottles – it's a marker of how long skin will take to redden compared with having no cream on at all. So with a SPF 30, it will take 30 times longer for skin to redden compared to if no cream were worn.

Both UVA and UVB rays are harmful, with overexposure increasing risk of skin cancer. Damage from UV is cumulative – the body can repair some DNA damage in skin cells but not all, and unrepaired damage can build over time to trigger mutations, which can eventually lead to skin cancers.



The degree of damage depends on the intensity of UV rays and length of time the skin is exposed without protection. Covering up helps, and we obviously do that to a great extent whilst out on the water. I had no idea that clothing can have a UPF rating also standing for “ultraviolet protection factor”. UPF 50 meaning that the clothing allows a 50th of the UV radiation to reach the skin. Clearly for us, not much is getting through a wet-suit or spray top!
 So wearing a rash vest, hat, gloves and sunglasses helps, but we often have a bit at the back of the neck or face exposed, and any cream that has been applied can come

off due to spray or sweat, so these areas remain a problem to protect. Sunscreens come in lots of different formulations and delivery methods – much of this is personal preference and doesn't affect the efficacy of the product. We've talked already about SPF and broad spectrum. Water resistance is clearly useful for us and although these sunscreens are labelled for 40 or 80 minutes, that's really only relevant for people swimming around, and whilst we can all do a bit of unplanned swimming, it's hopefully not the norm! Therefore, sunscreen which has water resistance built in should last longer for sailors

than the advertised time. Having looked at all the information available then, it is clear that we should clearly go for a high SPF, such 50+. We should look for “broad spectrum protection” for the UVA, and some water resistance and re-apply between races if possible, if sweating or getting spray blasted on a windy day.
 Hope this quick look around the great ball of fire in the sky and what it does to us has been of interest – see you on the water!!

MENTOR / MENTEE



Hi, I'm Fiona, welcome to The Nationals....

APPLY FOR A MENTOR by 5pm 17th

“ We are hoping everyone will get involved with the Mentor/Mentee Scheme at the Nationals. It's a great way to meet fellow sailors and get some sailing tips and encouragement.

We are really excited to once again try to enhance your Nationals experience with the Mentor/Mentee scheme. We will be ready with mentors for everyone who has already requested one.

We have masses of experienced sailors of all ages across the fleets who can be that first point of contact for you to help with:

- Practical matters of the regatta to give you confidence and make it easier
- Top rigging and sailing tips to develop your sailing skills
- Meeting a wider group of people to have even more fun!

Saturday 19th August at 6pm in the HUB

We will work out who the mentors are in advance and then invite you all to a meeting (with free cake) on Saturday 19th August at 6pm in the UKLA tent in the Hub. With racing starting on Sunday, we imagine most people will have arrived by Saturday afternoon. We encourage you to really engage as mentor/mentee, a catch up each morning and after racing would be good, if possible. There are prizes up for grabs here; prizes for the most improved Mentee daily and overall on results across the regatta, prizes for the most effective partnerships based on nominations by impartial observers or mentees who have valued the efforts of their mentor. Please get all nominations to Fiona throughout the week up until final nominations on Thursday - 6pm.

Here are some ideas for mentors:

Your mentee may have specific

questions about sailing an ILCA, or racing/ starting etc. Just be as helpful as you can and try and improve their sailing.

Give or ask advice on any aspects of ILCA sailing:

- Sail set up for the conditions
- Ideas about getting a good start
- Help with wind/tide strategy
- Give or ask for advice on sailing up wind / down wind in waves.
- How to cope with big fleets

Fiona Attwell (Safeguarding and Tally) will be around all week to support you all and can amend mentors if necessary. Find her on tally or email safeguarding@ilca.uk

We really hope this will make the event a great experience for you; we know that the experience of mentoring can be hugely rewarding for the mentor as well and welcome all feedback.”

[CLICK HERE](#) **APPLY FOR A MENTOR NOW**

- **Thursday 17th August APPLY FOR A MENTOR by 5pm**
- Saturday 19th August at 6pm HUB
- Most improved Mentee
- Most effective Partnership
- Nominations by Thursday 24th - 6pm
- Fiona Attwell - safeguarding@ilca.uk
- [Mentor /Mentee forms](#)
- <https://chat.whatsapp.com/K1QEkBoRCvI3zUYbvslqz>

EVERY DAY PRIZES

PRIZES

PRIZES

Thanks to UKLAs great Sponsors we have loads of wonderful prizes to give away. Ranging from really useful bits like travellers and wear strips to ... err a fully rigged ILCA.

In order to make this great give-away as fair as possible we have decided to use most the merchandise given to us by the sponsors as prize draws rather than give them out to the winners of the racing. This means each evening, after the race winners have been awarded their trophies, the serious business of the draws gets under way - every competitor who is there will have a chance of winning. All the sponsors contribute to all the draws but the main Prize of the day will be from the Days sponsor.

SUNDAY - Harken Prize Draws + Free Pizza Courtesy of Propverse.net

MONDAY - Sailingfast Prize Draws + more and Free Event Tees

TUESDAY - Rooster - Prize Draw - Full sailing Kit + more

WEDNESDAY - Southeast Sailboats Prize Draws & Noble Marine Drinks off the water

THURSDAY - Ovington Prize Draw Grand Prize the 1000th Ovi Boat fully rigged

FRIDAY - The Champions Prize Giving

Prize Draw Rules of Engagement!

For the Sponsor daily prize giving you will need to be present to be in with a chance of winning any of the amazing prizes from our sponsors.

Here's how it will work:

- All competitor tally numbers (raffle ticket per number) will be put in to a tombola/ bucket*
- The sponsor or representative will pull out a number and call it out, along with the name of that competitor
- If that is you, you must make yourself known and come to the front to collect the prize
- If the competitor is not present after a 10 second countdown, a new number for that prize will be drawn
- Apart from for the daily Grand Prize, where all competitors will be entered regardless, competitors are only allowed to win one prize across the week
- There will be no recompense for any competitors who miss their number being called
- Prize winners will be photographed with the sponsor

*Some prizes are by fleet, so 3 separate buckets will be used for those

ON SHORE

NON Sailing folk

During the week there will be some activities organised to entertain those not racing.

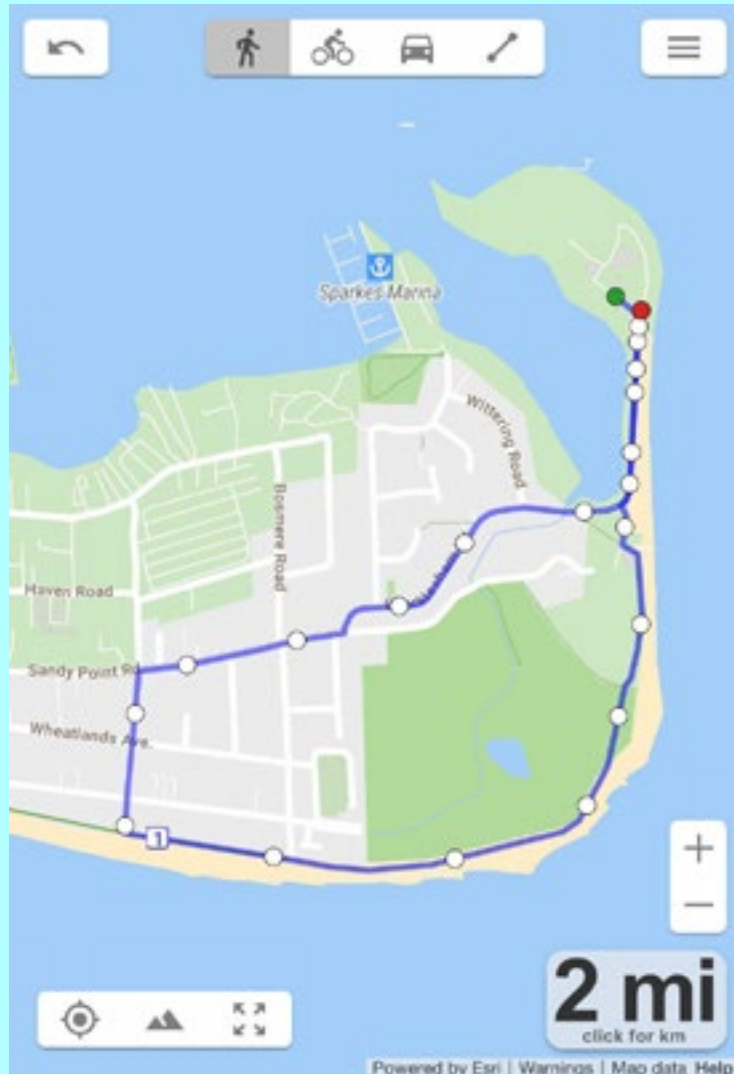
The Hayling Chaser - HUB
Bring your trainers for a mad dash
Join the Whatsapp group

[WhatsApp](#)



The Hayling Chaser
Organisers:
Ed Sunderland
Iain Maclaverty

For all shore based supporters, the Hayling Chaser is a friendly 3km handicap run, whose course is a loop starting from, and finishing at, HISC. If possible, come armed with your anticipated time for 2miles, as participants are released individually, fastest last, with a view to have everyone finish as close together as possible, whatever your speed. The winner need not be the quickest runner, so everyone has a chance to shine, no matter the ability.



Rooster Ping-Pong Challenge

Open to all..... go to the HUB

Ping Pong Rally Challenge – Buddy up and get yourself on the leader board with the longest rally, for your chance to win a 'Race Armour Buoyancy Aid' for you and your buddy. One try per pair – so make it a good one!



ARRIVAL SATURDAY

After 1pm

244 Entries

WARNING - This is a guide -Please check SI's
and Nor's and Official communications.

SATURDAY

Please arrive after 1 pm



The Flag Officers and Members are looking forward to welcoming all competitors to HISC for the ILCA National Championships. To help the event run smoothly please take note of the important information provided by the HISC ahead of the event.

Camper vans/Motor homes
It is a Club Rule and a council bye law that Camper vans and motor homes longer than 5.5M in length are not allowed to park anywhere on site at any time. Be advised that HISC Crew will be active in monitoring this and ensuring non-compliant vehicles are removed from site. Full details can be found on the HISC website **Camper Van Parking | HISC - Hayling Island Sailing Club**

Where to Park
There are four main storage zones that will be available for people at HISC as shown on the below image.

HISC Security Barrier code #2025

Access through HISC Security Barrier

There is an access code for competitors and this will allow easy access through our security barrier. This code will work from Saturday 19th August to Saturday 26th August.

#2025 is the security barrier and the changing rooms is similar ... 2025#

The ILCA 6 and 7 Boat Park

Is in the main car park by the Clubhouse shown in Blue.

Once you are in through the main entrance turn left at the Y junction and go through the security barrier.

Drive up the causeway to the main car park where you can unload your boat.

Then please park your car in the yellow zones shown on the above map.





The 4 Boat Park is at the end of the causeway in the yellow area shown in the map below. Once through the security barrier on the left hand side take an immediate right into this area. Once you have dropped off your boat please park your car in the red zones (see right).

Trailers

If your boat is arriving on a road base please keep your road base under your vessel when parked. If you have a large stacker trailer please unload the boats in your designated parking area & then move the trailer into the overflow car park in the area shown in green above.

Car parking

Parking will be along the causeway or in the overflow car park. Please note the overflow car park will be locked at 2200 every night. If you are not planning on leaving your vehicle at the club overnight, please ensure it is moved out of the car park by 2200. The car park will open at 0800 each morning. Please Park considerably conserving as much

space as possible. Please do not park in the designated Boat Park Areas. It is a five minute walk from the main overflow car park to the Clubhouse so HISC recommend bringing a bike or alternative form of transport to help you get back and forth.

Social Events

There are a number of Social events planned throughout the week. If you are planning on eating at the club and have not yet purchased your tickets, you can purchase tickets from Monday morning at the HISC office. Purchasing tickets in advance helps the club know how many they are catering for and speeds up the queue on the night. Details on the social events can be found on the UKLA website.

Here to Help

If anyone has any issues at any time please speak to one of the HISC crew who will be happy to help. The HISC crew are dedicated to helping to ensure you have a great event and enjoy your time here. We look forward to seeing you and hope for some great sailing



and social events.



Registering

In person only at the UKLA TENT IN THE HUB

Safety - your child

As per NOR 4.13

“If parent/guardians are not available at the venue, they must appoint loco parentis before the start of the event using this online form”

[For the safety of your own child - please make sure you complete this form LINK](#)

SATURDAY

ARRIVAL

Saturday SCHEDULE - Times may change - check Telegram

Quick look:

- 10:00** - Sponsors and Ribs should be the first into the main car park to unload Please allow them in first.
- 13:00** - Competitors can arrive and unpack
- 14:00** - Charter boats available from Duncan at Sailingfast - The HUB
- 17:00** - Registration opens - in person - UKLA Marquee The HUB
- 18:00** - Mentor / Mentee meet and eat cake - The HUB
- 18:30** - Restaurant Opens
- 19:00** - Registration closes
- 20:00** - Lifeboat station gate closes

THE SPONSORS HUB

This year, we have invited the Sponsors to set up a special area called the Hub. It will be located just outside the club. Each sponsor will have a marquee or trailer there for the whole week. Most of the meetings, prize draws, race clinics, and other events will happen in the Hub, unless the schedule says otherwise.

In the Hub, there will be a table tennis challenge hosted by Rooster. You'll also get the chance to see and take part in interviews and Q&A sessions with Ben Flower and Jon Emmett after the races. Additionally, there will be photos displayed from the races of the previous day. Throughout the week, there will be many surprise activities popping up as well. It's a fantastic place to hang out and enjoy the various happenings.



SUNDAY

DAY 1

Sunday is the first day of racing. Many of you will have raced at Hayling before so will be familiar with the venue. If you haven't volunteers from UKLA and HISC will direct and are on hand to help.

SUNDAY SCHEDULE - *Times may change - check Telegram*

Quick look:

8:30 Registration opens - in person only

10:00 Registration Closes

10:30 Competitors Briefing & weather /tides update - Main Bar

11:05 Race Clinic: Steve Cockerill - Event preparation

TBC Tally opens 75min (11:40 approx) before first gun

12:55 First Gun - Racing area

TBC Tally closes

TBC Q&A with Ben Flower and Jon Emmett

TBC Prizes for the day racing - Hub

TBC Welcome speech - Mark Lyttle

TBC Harken Prize Draw - 3 major prizes - be there to win

18:30 PropVerse Pizza Night courtesy of Propverse.net - Restaurant

WARNING - This is a guide - Please check SI's and Nor's and Official communications.

Please see telegram for time changes



Day sponsors support each days activities with prizes and financial contributions - UKLA say Thank You!

Some of you know David Surkov from the qualifiers and UKLA training, and his very noticeable sail. PropVerse.net is an online one-stop property information and valuation service. He is keen to promote his business and support the class.

As a very enthusiastic competitor this lovely Ukrainian guy wants everyone to have a great time at Hayling so has paid for all the Pizza at the welcome evening. He'd just like you to register on his website - no commitments and no cost to you. www.propverse.net



Harken are back supporting the class and getting involved with the resurgent interest in racing this great dinghy. Hayling Island Sailing Club, one of the greatest dinghy racing venues in the world and Harken are very pleased to be playing their part in making this a great event.

Harken say..

"Harken UK is extremely pleased to be sponsoring the ILCA Nationals this year at Hayling Island Sailing Club. The ILCA class has always been important to Harken and it is great to be able to give something back to the sailors at what we are sure will be another hugely successful event. We look forward to establishing a close working relationship with UKLA in the future."

The ILCA/Laser equipment supplied by Harken is of the highest quality and continues to provide ILCA/Laser sailors with exactly what is needed to keep their boats fast and reliable. Harken are therefore an obvious and perfect addition to our team of terrific sponsors - UKLA look forward to working with Harken in the future.



Please support our sponsors like/follow/share

MONDAY

Sponsored

DAY 2

Monday SCHEDULE - Times may change - check Telegram

Quick look:

09:45 Competitors Briefing - The HUB

TBC Race Clinic: Settings - James Foster

TBC Tally opens

11:55 First Gun - Racing area

TBC Tally closes - return your tally and pick up your Sailingfast Tee

TBC Q&A with Ben Flower and Jon Emmett - The HUB

TBC Prizes for the day racing - The HUB

TBC Prize Draw Sponsored by Sailingfast - The HUB

18:30 Food served - Restaurant

19:30 Random Cow Band - Rocky Oakie - Main Bar

WARNING - This is a guide - Please check SI's and Nor's and Official communications.

Please see telegram for time changes



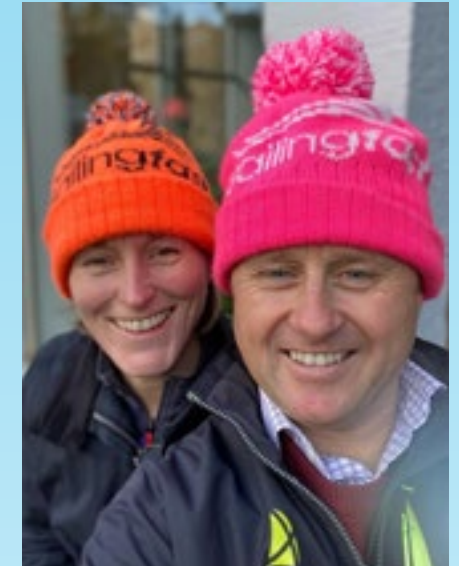
**MONDAY SCHEDULE
NON Sailing folk**

Hayling Chaser starts at the HUB

Rooster Ping-pong Challenge HUB



Like last year, Sailingfast have financed and organised free tee's for all competitors - pick up yours when you return your tally TODAY



Duncan and Emma Hepplewhite are the two terrific people behind Sailingfast. The team have been working with the Laser / ILCA class since 2002 and with more than 20 years experience are on hand to help sailors, parents and coaches. They attend as many of the ILCA class events throughout the UK with their online and mobile events trailer. Sailingfast is the UK's ILCA dealer for New, used and ex charter boats along with all your spares requirements.

Random Cow is an Hampshire based 5 piece Rocky Oakie (Live Karaoke) Band. They serve up an energetic mix of rock, pop and soul covers. Providing the perfect live Moo-sic!

Come along and show us your inner rock star!!



**Click on the logos
Please support our sponsors like/
follow and share**

Tuesday

DAY 3

Tuesday SCHEDULE - *Times may change*

Quick look:

09:45 Competitors Briefing - HUB

TBC Race Clinic: Upwind in waves - Ben Flower HUB

TBC Tally opens

11:55 First Gun - Racing area

TBC Tally closes

TBC Q&A with Ben Flower and Jon Emmett - Hub

TBC Prizes for the day racing - Hub

TBC Prize Draw Sponsored by Rooster - complete sailing outfit - Hub

18:30 Food served - Restaurant

19:30 Bongos Bingo - Main Bar

Please see telegram for time changes



TUESDAY SCHEDULE
NON Sailing folk

NON Sailing folk

Hayling Chaser starts at the HUB

Rooster Ping-pong Challenge HUB



Steve's Blog



Rooster® originated in the single-handed dinghy scene, with the Laser/ILCA Dinghy driving a lot of their initial product development. From their humble beginnings, Rooster® has grown to become a leading name in the dinghy sailing community, with a comprehensive range of sailing gear and equipment tailored specifically for Laser/ILCA sailors, where they have consistently provided sailors with the tools they need to excel on the water. Beyond their products, Rooster® support the sailing community through educational blogs, videos, talks and through sponsoring events and talented athletes. They are returning as a sponsor to the class this year where their dedication to the class remains as strong as ever, empowering sailors to achieve their best performance and ensuring the sport continues to thrive.

Throughout the event, they will be on-site with their shop, working in conjunction with Sandy Point Chandlery, with clothing, boat



parts and more. They will also be offering Event merchandise, so head over to get your event hoodie or technical t-shirt.

Competitions:

Ping Pong Rally Challenge – Buddy up and get yourself on the leader board with the longest rally, for your chance to win a 'Race Armour Buoyancy Aid' for you and your buddy. One try per pair – so make it a good one!

'Win a complete hiking outfit' Raffle prize – get your ticket to win.

Rooster Chill out zone:

At the ILCA 4 beach, there will be a beach tent equipped with Beanbags.

Evening Activity:

Bingo Bongo – some great Rooster prizes to be won. Join in for a fun filled evening...



<https://www.bongosbingo.co.uk>

Wednesday

DAY 4

Wednesday SCHEDULE

WARNING - This is a guide -Please check SI's and Nor's and Official communications.

Quick look:

09:45 Competitors Briefing - HUB

TBC Race Clinic:

TBC Tally opens

11:55 First Gun - Racing area

TBC Tally closes - get your FREE DRINK Courtesy of Noble Marine when you return your tally

TBC Q&A with Ben Flower and Jon Emmett - Hub

TBC Prizes for the day racing - Hub

TBC Prize Draw Sponsored by Southeast Sailboats - Hub

18:30 Food served - Restaurant

19:30 Games Night - Where?

Please see telegram for time changes



Wednesday SCHEDULE

NON Sailing folk

Hayling Chaser starts at the HUB

Rooster PingPong Challenge HUB

Sponsored by

southeast[®]
sailboats

NOBLE
MARINE INSURANCE



Many of the Laser/ILCA sailing community will be familiar with Southeast Sailboat's beautifully designed and manufactured rigging. Max Hunt is the man behind the brand which he started in 2014. Max is a keen competitor in the Masters Radial Fleet and is often seen helping his fellow competitors in the dinghy park.

Ian McManus is joint owner of Noble Marine who you all know as they are one of the principal insurers of the Laser / ILCA not to mention many other classes of dinghies. They have also been sponsoring UKLA for several years and are an incredibly loyal supporter.

Noble Marine are providing free drinks when you come ashore from today's racing - be sure to pick up our drink when you return your tally

Max will be providing the prizes for today's sailors - some great quality bits for your boat! AND Some surprises

Click on the logos

Please support our sponsors like/ follow and share



Thursday

DAY 5

Thursday SCHEDULE

WARNING - This is a guide -Please check SI's and Nor's and Official communications.

Quick look:

09:45 Competitors Briefing - HUB

TBC Race Clinic: Light winds - Luke Anstey HUB

TBC Tally opens

11:55 First Gun - Racing area

TBC Tally closes

TBC Q&A with Ben Flower and Jon Emmett - Hub

TBC Prizes for the day racing - Hub

TBC Prize Draw Sponsored by Ovington - Hub

18:00 Nominations for best Mentor /Mentee - To Fiona safeguarding@ilca.uk

18:30 BBQ courtesy of UKLA - Main Restaurant

19:30 DJ - Covell - Ibiza beach party - see map right



Managing Director of Ovington Boats. Chris is an accomplished crew and helmsman in several other classes - Winner of the International Flying 15 Worlds 5 times (crew), winner of the Scorpion Nationals twice (helm and crew), winner Albacore Internationals Worlds (helm).

**IT'S THE BIG GIVE AWAY
PRIZE DRAW
A COMPLETE ILCA
Courtesy of OVINGTON**



Please see telegram for time changes



**Thursday SCHEDULE
NON Sailing folk**

Hayling Chaser starts at the HUB

Rooster Ping-pong Challenge HUB

BBQ and DJ Covell - Ibiza beach party

Like/follow and share



Friday DAY 6

2022 Winners

FINAL DAY

Friday SCHEDULE *WARNING - This is a guide -Please check SI's and Nor's and Official communications.*

Quick look:

09:45 Competitors Briefing - HUB

TBC Race Clinic: Finley Dickinson - Reaching - HUB

TBC Tally opens

TBC First Gun - Racing area

15:00 Last gun

TBC Tally closes

TBC Prize giving - Hub

Prizewinner group photo



Please see telegram for time changes



PRIZE GIVING



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ROOSTERKIT.COM



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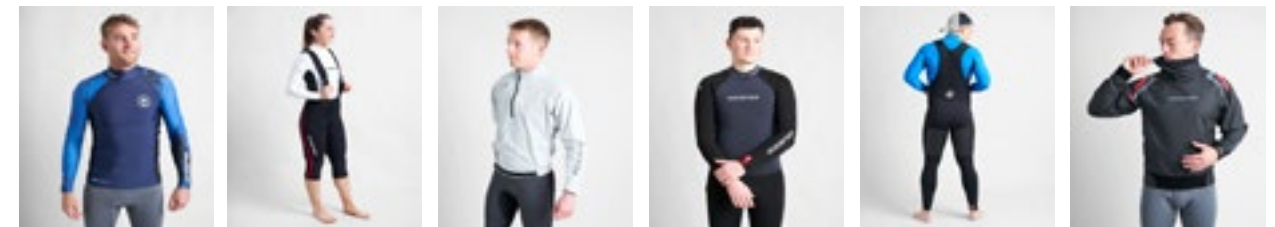
PROUD SPONSORS OF THE EVENT

Photo Credit: Lotte Johnson

COME SAY HI AT THE SPONSORS HUB

GET YOUR ILCA ESSENTIALS
UPGRADE YOUR HIKING
CHILL ON OUR BEANBAGS
ENTER OUR PING PONG COMPETITION FOR A CHANCE TO WIN
GET YOUR EVENT MERCHANDISE

#INYOURELEMENT



COOLER

ILCA CLOTHING ESSENTIALS FOR ALL WEATHER

WARMER



AND LOTS MORE TO KEEP YOU COMFORTABLE!



LET'S NOT FORGET BOAT BITS...

We'll be at the ILCA Nationals with our onsite shop well stocked with all the kit you need to get out on the water, including boat bits, spares, toestraps, boat covers, clothing and much more...

We will also be offering Event Merchandise branded to order for you to purchase so that you can take a little bit of the event home with you.



ILCA

Ex-charter

£6,250

- 223*** SAIL NO
- BRAND NEW SAIL
- CARBON TOP SECTION
- HARKEN FIT OUT
- INC TROLLEY,
- TOP COVER,
- FOIL BAG
- ADDITIONAL RIG OPTIONS AVAILABLE

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APPROVED



PROPERVERSE IS THE ONE-STOP SOLUTION FOR
PROPERTY INFORMATION & VALUATION!

Sailing, windsurfing and power boating should be:

SAFE & FUN

The RYA is committed to the safeguarding of adults and adults at risk. You have the right to feel safe and be treated with respect and should show respect to others.



If you're feeling unhappy, worried, unsafe or concerned about the way another person is treating you or someone else, there are people you can contact who offer FREE confidential advice and websites to look at for information and advice:

Your local authority adult safeguarding team contact details are:

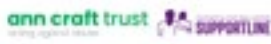


Welfare Officer Contact

Name: _____
e-Mail: _____
Phone: _____



023 8060 4104 0115 951 5400 01708 765200
rya.org.uk/go/safeguarding anncrafttrust.org supportline.org.uk
safeguarding@rya.org.uk



Police non emergency number: 101

Mind: 0300 123 3393 Text: 86463 Web: mind.org.uk

Samaritans: 116123 email: jo@samaritans.org (24hr response time)

Sailing, windsurfing and powerboating should be

SAFE & FUN

The RYA is committed to the safeguarding of children and young people.

You have the right to feel safe and be treated with respect and should show respect to others.



If you're feeling unhappy, worried, unsafe or concerned about the way another young person or an adult is treating you or someone else, there are people you can contact who offer FREE confidential advice to you or your parents/carers, and websites to look at for information and advice:

childline

0800 1111

childline.org.uk

NSPCC

0800 800 5000

nspcc.org.uk

Children 1st

0800 28 22 33

children1st.org.uk

RYA

02380 604226

rya.org.uk/go/safeguarding

Dealing with bullying: kidscape.org.uk

Mental health and wellbeing: youngminds.org.uk

Health concerns: healthtalk.org/young-people-experiences



Child Welfare Contact

Club/Centre/Event: UKLA NATIONALS 2023

Name: Fiona Attwell

e-Mail: safeguarding@lica.uk

Phone: 07941 256160