

## DISCUSSION PAPER

### TRAINING

As a board member and a fairly new member to NSSC I was not sure what training at NSSC consisted of, what the training section was doing and most importantly the rationale behind training at NSSC.

I have now spoken to quite a few members and it has been an interesting voyage of discovery, as well as an insight into some of the history of our club. History is important as it allowed me to understand, why we do what we do!

I have considered the following:

Sail training

Power boat training

Use of Piddinghoe Lake

Training boats

There is no doubt that NSSC is well placed to offer training, because we not only have the use of the Lake but also the harbour facilities at Newhaven and of course the sea. We could even use the river if the tide and conditions are right.

Sail Training:

This is split between Cadet training on a Monday night, Cadet training on a Saturday and the sail training school. This is a mixture of volunteers and paid trainers and is also offered to the public, as well as members, normally at a reduced rate.

There exists a conflict between paid and unpaid trainers and also confusion about our aims for offering certain of the training.

Power boat training:

We are again well placed to offer this as we have the Rigiflex craft at the pond, ribs and a displacement boat at Newhaven. How we proceed on this advantage is not clear but does depend on our overall rationale

Use of Piddinghoe Lake:

Our biggest customer for this is Plumpton College, along with other education units. We do operate this through a system of MOU's (Memorandum of understanding). This system appears to work well, provided the amounts charged are realistic, and is actually invoiced to the customer.

Other organisations use the lake on a one off basis, although I am not sure on what charging basis and who sets the charges.

**Training Boats:** We appear to have a lot of these in various states of repair. Simon Suter believes the sailing school could operate with a maximum of 10 boats although I assume this is excluding Cadets.

**Storage** is definitely a problem, but the biggest headache is repairs and renewals.

At this point I would like to acknowledge the enormous efforts Simon Suter puts in to repair and upkeep of our boats, all I assume on a volunteer basis.

This is a very brief precis of our training etc.; however we can make some decisions:

Our overriding rationale should be to provide training to increase our membership. ALL training should be offered on this basis.

Secondary rationale should be that training is offered to enhance and improve our members sailing skills and enjoyment of sailing.

Instructors should only be paid when we are offering commercial courses. However we are not set up to really offer commercial courses. This should be considered to operate as a franchise, in a similar way as the galley does at Seaford.

Operating as a franchise can apply to both sail and power boats. Any franchise would of course require a lot of discussion!

We should also consider a franchise for a café at Piddinghoe. This has a good potential and could bring in at least £10,000 to the club per year, as well as benefit members and our MOU customers.

We need to look at the position of Bosun at Piddinghoe for our training boats. This should be a paid position, hours to be determined. Possible could be to agree some arrangement with Plumpton. This does then give a conflict to all the unpaid work being carried out, but it is not effectively being carried out now. Repairs at the moment are a “fire putting out” exercise.

Lastly the Training Director needs to give a full report to the Board every board meeting, consisting of training arranged, training booked, amount invoiced and plans for the future.

This would greatly help with understanding and transparency

Noel West

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