

Defence Instructions and Notices (Not to be communicated to anyone outside HM Service without authority)	
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Content:	Information for potential applicants (or commanders and unit sailing officers) keen to participate in an offshore sail training exercise in a Challenge 72 vessel, to the Caribbean, in Oct 18 to May 19.
Sponsor:	Joint Services Adventurous Sail Training Centre (JSASTC) Gosport.
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Keywords:	Joint Services Adventurous Sail Training Centre; Offshore Sailing, Adventurous Training;
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Supplements (Please click on the links to access >>>>)	Annex B - Exercise Caribbean Express Application Form
Related Info:	JSP 419 Adventurous Training in the UK Armed Forces JSASTC Website hosted within the Defence Gateway JSP 950, Vol 1, Ch 2, Leaflet 1-2-12: Assessment of Medical Suitability to Attend Courses and Training 2016DIN03-012-Procedures for All Official Duty Visitors to the USA
Classification:	OFFICIAL

EXERCISE CARIBBEAN EXPRESS

1. **Introduction.** JSASTC will provide a range of challenging offshore sailing experiences within exercise CARIBBEAN EXPRESS (ex CE). This exercise is a demanding expeditionary Adventurous Training (AT) exercise, which will allow both novices and experienced sailors to develop their offshore sailing skills together in the North Atlantic and Caribbean. The event will be conducted on a MOD Challenge 72 (CH 72) Sail Training Craft operated by JSASTC. The sailing area will be the UK, crossing the North Atlantic Ocean, via the Canary Islands, sailing in the Caribbean Islands and returning to the UK via the USA and Canada. The exercise will commence and end in Gosport, with all Legs mounting through JSASTC for essential administration and pre-deployment training.

2. **Eligibility.** The expedition is open to all serving RN, Army, RAF, Regular and Reserve Forces. Cadet Force personnel (over 18) should seek advice from the Project Officer as to their eligibility. Offshore sailing is both physically and mentally demanding. Volunteers should therefore have a spirit of adventure and be willing to live in harmony with others in confined, uncomfortable and sometimes wet and arduous conditions.

3. **Specific aims of the exercise.** Ex CE will be made up of 13 Legs, generally of 15 days duration, over the period of Oct 18 to May 19. The Atlantic Ocean crossing Legs are each 3 weeks in duration. The specific aims of the exercise are to facilitate:

a. **An experience of challenging offshore sailing.** Ex CE will operate in a range of ocean and coastal regions, each presenting a unique challenge. Once deployed in the Caribbean, the vessel will sail to a number of islands, often anchoring in remote locations generating a range of challenging training opportunities. Working by day and night, proving a reliance on effective teamwork, learning safe drills while overcoming the stress of sailing in testing conditions will be the principal outcomes of the exercise. These skills and attitudes are considered to be directly commutable to serving on operations.

b. **Competent Crew Training.** Most Legs will facilitate an opportunity for novice crews to gain a RYA Competent Crew Certificate. This will allow candidates an opportunity to progress on the AT Leader programme within the Offshore Scheme.

c. **Afterguard development.** Ex CE will support the development and expansion of the competence of all of the afterguard to improve future offshore sailing exercises especially those events using the CH72. Ex AE will provide Day Skippers with a range of roles, normally as Watch Leaders. With further formal training many should be capable of achieving the second mate appointment within 1 year.

d. **Skipper training.** Ex CE can provide an opportunity to train and qualify new CH 72 skippers who can support future major expeditions including TRANSGLOBE 20-21. Noting the requirements for a skipper to be already suitably qualified and experienced, Leg 1 can provide a 'check out' opportunity. Other Legs provide an opportunity for gaining critical offshore experience and vessel familiarity training.

e. **YM Ocean (YMOc) sights.** Ex CE can provide an opportunity to practice YMOc sights and follow on applying skills taught in the YMOc shore-based course. Legs 1, 2, 10 and 13 can provide the potential for YMOc qualifying passages; this is partly subject to the passage design. Prospective YMOc candidates should liaise with the Project Team to confirm their role and training opportunities.

f. **Unit AT opportunity.** Ex CE will provide 'easy to access', AT opportunities for both individuals and small teams. Many units will not have the expertise or have a large enough cohort to plan and conduct such an ATX. More than 50% of the previous expeditions have been novice applicants. Units wishing to take up a whole Leg, or a majority of a Leg should liaise with the Project Officer.

g. **Crew educational opportunities.** The expedition has the opportunity to visit numerous sites of unique military and wider educational interest. Such opportunities will be developed as the route is confirmed including options for visits to battlefield sites in France, Spain, Portugal, the Caribbean, USA and Canada. The Second Mate

on each Leg will be the facilitator of educational activities and will work with the exercise Project Officer to optimise this specific aim.

4. **Expeditionary (location) aims.** All of the Legs are designed with the intent of achieving a specific expeditionary aim, meeting the specified changeover location for the start of the next Leg. Legs commencing and ending in the Caribbean will aim to visit a wide range of islands, often sailing through the night to provide an opportunity to spend time ashore. The vessel will frequently be at anchor, requiring small boat operations and anchor watches to be maintained. The ability to achieve a specific discretionary destination is highly dependent upon the prevailing weather conditions, the crews' collective capability and in some instances the capabilities of the vessel.

Training Governance

5. The exercise will be managed as a Type 3 AT event (a deployed exercise) within the JS AT Scheme, owned by JSASTC. OiC JSASTC will be the Duty Holder for the exercise. Applications will initially be via the application form, for individual applicants, with some follow up information as requested within the JIs.

a. **Exercise risks.** JSASTC has evaluated the sailing risks associated with the safe operation of the vessel. This is documented within a standing activity risk assessment. Any essential amendments to this will be dynamically managed on each Leg by the skipper, supported by the TFOM and if necessary the JSASTC Duty Staff Officer (DSO).

b. **Fit to train.** All service personnel applying to join the exercise require permission from their Commanding Officer and must be considered to be fit enough to undertake the training. Advice can initially be sought from their Unit AT Officer or Sailing Officer and from JSASTC as to the impact of any medical limitations for those who are recorded as being below MFD. Those below MFD should follow the procedures contained within JSP 950, Vol 1, Ch 2, Leaflet 1-2-12: Assessment of Medical Suitability to Attend Courses and Training.

c. **Mil swim test (MST).** All personnel completing an application must have a mil swim test competence recorded on JPA, and remain fit and able to swim. For applicants (other than those from the Naval Service) a screen shot of the MST must be provided with the application form.

d. **Pre-deployment training.** Legs 2 onwards will complete a 1day exercise pre-deployment package at JSASTC. This will provide essential training on sea survival, personal safety equipment, vessel operating procedures and aspects related to the environmental risks. It will provide an opportunity for the crew to meet and prepare. All crew members are required to attend this package.

6. **Additional RYA training & course priority.** A proportion of each crew will be required to hold the mandated qualifications (Sea Survival being the principal qualification). Any ex CE participant requiring additional qualification should apply via the Defence Gateway AT course application process (within the ATG(A) application, selecting training 'priority 1' and adding in 'ex CE' in the T2/3 event field.

7. **Afterguard.** The exercise is reliant upon having an experienced afterguard team. Yachtmasters and Day Skippers are encouraged to apply as early as possible. The vessel manning criteria is at Annex A. The Afterguard (Skippers, Mates and Watch Leaders) are

critical to the success of this deployment. Training will be provided to ensure that Yachtmasters and Day Skippers are able to enjoy full participation in the exercise, even if they have no previous 'big boat' experience.

Leg Details

8. **Leg dates and details.** All Legs will commence at JSASTC, Gosport at 1000 hrs. JSASTC will arrange unit transport to move the crews to the airport for Legs 2 onwards. The Legs are scheduled as below. Legs currently identified with * did not have confirmed flight details at the time of publication.

- a. **Leg 1.** Sun 13 Oct 18 - Sun 4 Nov 18. This Leg mounts in Gosport, and then sails to Lanzarote likely via France, Spain and Portugal. The crew will fly home from the Canary Islands. The flight arrives back in the UK at 1645 at Gatwick. This Leg will provide a skipper assessment opportunity. The crew will fly back from Lanzarote to the UK, dispersing at the airport on arrival in the UK.
- b. **Leg 2.** Sat 3 Nov 18 - Mon 3 Dec 18. Lanzarote to Grenada. The crew will meet at JSASTC, conduct their pre-deployment training and then move to the airport to fly out to the vessel at Lanzarote. The crew will conduct sufficient training in order to be able to successfully cross the Atlantic. The crew will fly back from Grenada to the UK, dispersing at the airport on arrival in the UK.
- c. **Leg 3.** Sun 2 Dec 18 - Tue 18 Dec 18. Grenada to Grenada. The crew will meet at JSASTC, conduct their essential pre-deployment training and then move to the airport to fly out to the vessel at Grenada. This Leg will sail north, visiting a number of the Leeward Islands before returning to Grenada to fly home. The crew will disperse at the airport on arrival in the UK.
- d. **Leg 4.** 18 Dec 18 - 6 Jan 19. Currently there are no planned JSASTC owned Legs over Christmas. Units may bid to use the vessel, through the JSASTC Project Officer. This will be a unit owned Leg, with the unit to arrange all travel and own all marginal costs.
- e. **Leg 5.** Sun 6 Jan 19 - Sun 20 Jan 19. Grenada to St Lucia. Immediately following the Christmas break the vessel will move north to be based from St Lucia, visiting. The crew will initially meet at JSASTC, conduct their essential pre-deployment training and then move to the airport. After the Leg has ended the crew will disperse at the airport on arrival in the UK.
- f. **Leg 6.** Fri 18 Jan 19 - Mon 3 Feb 19. St Lucia to St Lucia. This base provides an excellent location to explore south and northerly islands from St Lucia. The Leg has the potential to reach as far north as Antigua. The particular route will depend upon the weather and the capability of the crew. After the Leg has ended the crew will disperse at the airport on arrival in the UK.
- g. **Leg 7.** Fri 1 Feb 19 - Sun 17 Feb 19. St Lucia to St Lucia. Route as per Leg 6. After the Leg has ended the crew will disperse at the airport on arrival in the UK.
- h. **Leg 8.** Fri 15 Feb 19 - Sun 3 Mar 19. St Lucia to St Lucia. Route as per Leg 6. After the Leg has ended the crew will disperse at the airport on arrival in the UK.
- i. **Maintenance Period.** This is conducted by JSASTC skippers.

j. **Leg 9.** Fri 8 Mar 19 - Sun 24 Mar 19. St Lucia to Antigua. This Leg will sail north from St Lucia taking in numerous stops before arriving in Antigua. The vessel intends to arrive with at least one day spare to explore the island. After the Leg has ended the crew will disperse at the airport on arrival in the UK.

k. **Leg 10.** Fri 22 Mar 19* - Sun 7 Apr 19*. Antigua to Port Canaveral, flying from Orlando. This is a challenging offshore Leg, ideally suited to those who want to progress their passage making skills. After some build up training in Antigua, the crew will make best speed to Florida. The route will likely take in St Barts and the British Virgin Islands. The Leg will likely end in Port Canaveral, providing the opportunity to visit the NASA Visitors' Centre. After the Leg has ended the crew will disperse at the airport on arrival in the UK.

l. **Leg 11.** Fri 5 Apr 19* - Sun 21 Apr 19*. Flying to Orlando, Port Canaveral to New York. This Leg provides the opportunity to sail up the eastern seaboard of the USA, stopping in numerous locations, before arriving in New York. The vessel will berth at Trinity Landing, near the Statue of Liberty. The crew will normally have at least 1 day in New York. After the Leg has ended the crew will disperse at the airport on arrival in the UK.

m. **Leg 12.** Fri 19 Apr 19* - Sun 5 May 19*. New York to Halifax. Sailing north into Canada, via a number of ports and anchorages, this Leg provides an opportunity to explore the USA and Canada, including arrival at the harbour of Halifax, a vital WW2 port. After the Leg has ended the crew will disperse at the airport on arrival in the UK.

n. **Leg 13.** Thu 2 May 19* - Sat 4 May 19*. Halifax to Gosport. This Leg will spend some time in Canada, conducting preparation training. It will then cross the Atlantic, arriving in the English Channel and then calling into some ports depending on the remaining passage time. After the Leg has ended the crew will disperse at the airport on arrival in the UK.

9. **Expeditionary Aims.** The stopover locations identified in the exercise details are provisional locations. The exact route will be determined by a range of factors determined by the skipper based on the weather, the crew and vessel capabilities.

10. **Cultural visits.** There may be an opportunity to conduct cultural visits at the end of the sailing activity and after essential vessel maintenance. Shore leave may be granted depending on the time available. These events do not form part of the exercise sailing plan, and should therefore normally be considered to be an 'off-duty' activity.

Administration

11. All participants are expected to contribute to the smooth running of the exercise, meeting requested deadlines and financial commitments.

12. **Application form.** Apply to JSASTC using the application form enclosed at Annex B.

a. **Follow Up.** Additional information may be requested within the JIs, including additional personal information to draw up the crew lists if needed for port clearance and for flight booking.

b. **Contact details.** The email address and phone number provided in your application will be used for this purpose; please provide contact details you can access regularly.

13. **Costs.** When you are provisionally confirmed on a Leg you will be invited to make the deposit payment for your personal contribution. All service personnel (including Service skippers) are expected to make the specified contribution.

a. **Confirmation & payments.** Final confirmation is only made when payment is received in full. The cost per Leg is at Annex C.

b. **Payments.** Payments are to be made by BACS to the JSASTC non-public bank account. Payments by other means can only be accepted with prior approval from the Project Officer and may incur an administration charge. The bank details are will be provided when your application is received.

c. **Grants.** With the exception of the central grants (e.g. any potential Army AT Group Central Grant), any other individual grants must be processed through participants' unit non-public funds; JSASTC will not receive and process payments for an applicant from a number of different funds.

d. **Refunds.** Cancellations within the 8-week point will only be refunded if the crew place is subsequently filled by a paying participant. Due to the flight ticket change costs, cancellations made within 1 month of deployment will not normally be eligible receive a refund. Late cancellations, which incur flight additional change costs above the ticket price, may be an additional financial liability of the unit of the individual who cancelled.

14. **Pre-Deployment Admin.** For Legs 1-13 all participating crew will mount through JSASTC. There will be a number of pre-deployment and preparation activities and essential administration checks. This will include a night in the accommodation at Fort Blockhouse. JSASTC will book the accommodation for the night of the pre-deployment training.

15. **Feeding.** While living on board the vessel feeding will be by CILOR. This will be funded centrally from JSASTC, unless a specific unit requests to own a Leg of the training, when the unit will normally be expected to fund their own CILOR. Leg 1 will operate PAYD for the initial trg activity until deployed. Any feeding requirements on route, not covered by aircraft meals, should be via a unit JPA claim provided the participant's unit's authority has been given.

16. **LSA.** Unless employed in a specific sailing AT delivery role/appointment, LSA is not applicable to participants. Personnel should seek advice from their unit admin team.

17. **Accommodation.** Accommodation will be on the training vessel for the duration of the deployed phase of the exercise. Field conditions will apply. Crews mounting through Gosport will be accommodated in Fort Blockhouse until departure; JSASTC will complete a group booking for this accommodation for the night of the training. Crew who require additional accommodation for a preceding night should book into Fort Blockhouse, details will be provided in the joining instructions.

18. **Media Ops.** By applying for this exercise you will be required to participate in crew photos, and any media exploitation of the activity to promote AT within the Services.

Please contact the Project Officer if this potentially limits your participation, to determine a possible work around.

19. **Data Protection.** JSASTC will comply with the principles of General Data Protection Regulations (GDPR). Participants will need to supply a number of elements of personal data in order for JSASTC to conduct the exercise and establish effective communication with you. JSASTC will be required to pass elements of this data to third parties in the conduct of the exercise, including contractors for flights. The information will be stored on MOD maintained equipment. JSASTC will also use the information to advise you of other sailing opportunities that may be applicable to your skills and experience.

20. **Travel.** All air transfers are conducted via London Airports. Further details, where not confirmed, will follow in the JIs.

(1) **Outbound.** Crews will start from JSASTC. Units are requested to fund individual travel from unit locations to JSASTC, Haslar Road, Gosport. The postcode is PO12 2AQ.

(2) **Return to UK.** Returning flights are expected to land at London Airports. Personnel are expected to make their own way back to their unit location from the airport.

(3) **Visiting Skippers.** Visiting skippers should contact the Project Officer to determine the preferred method for their travel and the ability to adjust Legs to fit availability.

21. **Documentation.** All personnel will require a UK Passport, or if a non-UK passport is held then the traveller will need to confirm visa requirements are obtained for the specific route for that Leg and transit locations (this is a unit responsibility). An EHIC is also needed for Legs 1, 2 and 13, participants' unit admin staff can advise.

22. **Insurance.** Participants are recommended to hold personal travel insurance for off-duty activity including medical cover. Advice is available within JSP419, or via Unit AT Officers.

23. **Medical Costs.** As per normal MoD practice, any costs of medical treatment when deployed will be borne by the participant's CoC/TLB. For minor expenses, individuals may need to meet the initial cost prior to MoD reimbursement by their unit. Skippers will not be able to provide payment for medical fees.

24. **Medical Treatment Letter.** For all USA based Legs (10-12), participants are to arrange for their unit budget manager to provide a medical treatment letter as specified within the USA Visits DIN as per the link on the cover page.

25. **Further Information.** JSASTC intend to use the 'Navy Fit' website within the Defence Gateway to distribute further information on this event. Please review this regularly and when prompted. Please provide feedback or request further updates as needed. This is intended to be the location for joining instructions, and other exercise information.

Summary

26. Ex CE is an easy to access, low cost, challenging ATX. Please apply for this exercise via the application form enclosed, in conjunction with information contained within the Defence Gateway. We look forward to hearing from you to answer any questions you may have and to assist you in joining the crew.

Annexes:

- A. Vessel Manning Requirements for ex CE.
- B. Ex CE Application Form.
- C. Ex CE Leg Details and Costs.

VESSEL MANNING REQUIREMENTS EX CARIBBEAN EXPRESS

	Area of Operation	Skipper Qualifications	Mate Qualifications	Minimum Crew Qualifications	Minimum Manning Level	Maximum Manning Level
Challenge 72 Category 0. Unrestricted Service	Ex CE Manning Requirement (Grenada/St Lucia and USA Coastal Legs)	Challenge 72 Skipper, Diesel Maintenance, Sea Survival, First Aid	1 x Yachtmaster (Offshore) First Aid, SRC, Sea Survival	2 x Day Skippers and 2 x Comp Crew	10	15
	Offshore Sailing Legs	Challenge 72 Skipper YM Ocean, Diesel Maintenance, LRRC/GOC, MFAAS/MCAS, Sea Survival Experience of Ice Regions	1 x Yachtmaster (Offshore) plus 1 x Yachtmaster (Coastal) First Aid, Diesel Maintenance, SRC, Sea Survival	3 x Day Skippers and 3 x Comp Crew	14 5 x Sea Survival	15 5 x Sea Survival

Notes

1. Leg 3 - 9 are manned as per an ex CE manning specific requirement.
2. Legs 1, 2, 10, 11, 12 and 13, are manned as JSASTC standard 'Offshore Sailing'.

LEG DETAILS AND COSTS

Leg	Start	End	From	To	Total Cost	Booking Deposit	Notes	Return Flight Arrival Time
1	Sun 13 Oct 18	Sun 4 Nov 18	Gosport	Lanzarote	£235	£235	Unit bid preferred for this Leg. Potential skipper assessment opportunity.	LGW (N) 1645 hrs
2	Sat 3 Nov 18	Mon 3 Dec 18	Lanzarote	Grenada	£700	£300		LGW (S) 0840 hrs
3	Sun 2 Dec 18	Tue 18 Dec 18	Grenada	Grenada	£780	£300		LGW (S) 0840 hrs
4	TBC	TBC	Grenada	Grenada	TBC	TBC	Available for unit bids only	Unit responsibility
5	Sun 6 Jan 19	Sun 20 Jan 19	Grenada	St Lucia	£780	£300		LGW (N) 0820 hrs
6	Fri 18 Jan 19	Mon 3 Feb 19	St Lucia	St Lucia	£780	£300		LGW (N) 0815 hrs
7	Fri 1 Feb 19	Sun 17 Feb 19	St Lucia	St Lucia	£780	£300		LGW (N) 0815 hrs
8	Fri 15 Feb 19	Sun 3 Mar 19	St Lucia	St Lucia	£780	£300		LGW (N) 0815 hrs
M1	Sun 3 Mar 19	Fri 8 Mar 19	St Lucia	St Lucia	N/A	N/A	JSASTC Maintenance Period	
9	Fri 8 Mar 19	Sun 24 Mar 19	St Lucia	Antigua	£780	£300		LGW (N) 0620 hrs

10	Fri 22 Mar 19* -	Sun 7 Apr 19*	Antigua	Port Canaveral	£780	£300		LGW (N) 0710 hrs
11	Fri 5 Apr 19*	Sun 21 Apr 19*	Port Canaveral	New York	£780	£300		Flight times TBC
12	Fri 19 Apr 19*	Sun 5 May 19*	New York	Halifax (Canada)	£780	£300		Flight time TBC
13	Thu 2 May 19*	Sat 25 May 19*	Halifax	Gosport	£450	£450		Arrival is back on the yacht.

Notes:

1. Start date is for arrival in Gosport for the pre-deployment training. Arrive at JSASTC by 1000 hrs.
2. End date is the programmed return date back to UK. LGW is London Gatwick, (N) / (S) indicates North / South Terminal. These dates may change as the exercise progresses and carriers amend schedules.
3. * Indicates flights are not confirmed at time of the publication of the DIN.