

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 Arctic, in Spring/Summer 2018.
Sponsor:	Joint Services Adventurous Sail Training Centre (JSASTC) Gosport.
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Keywords:	Joint Services Adventurous Sail Training Centre; Offshore Sailing, Adventurous Training;
Local Keywords:	JSASTC; Arctic; Express
Supplements (Please click on the links to access >>>>)	Annex B - Exercise Arctic 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
Classification:	OFFICIAL

EXERCISE ARCTIC EXPRESS

1. **Introduction.** JSASTC will provide a range of challenging offshore experiences within exercise ARCTIC EXPRESS (ex AE). The exercise is a relatively low cost, although at times very demanding, offshore Adventurous Training (AT) exercise, which will allow both novices and experienced sailors to develop their offshore sailing skills together in the North Atlantic. The event will be conducted on a Challenge 72 (CH 72) Sail Training Craft operated by JSASTC. The sailing area will be the UK, crossing the North Atlantic Ocean, sailing in coastal waters of Iceland and Greenland. The exercise will commencing and end in Gosport.

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 AE will be made up of 6 Legs, generally of 15 days duration, over the period of May-Aug 18. The specific aims of the exercise are to facilitate:

a. **An Experience of Challenging Offshore Sailing.** The exercise will operate within the unforgiving region of the high latitudes - seeking adventure and the excitement of sailing within the ice flows. Once deployed, the vessel will sail from Iceland to find wildlife, remote locations and face the challenges thrown at it. The reliance on teamwork, learning safe drills and overcoming the stress of sailing in such conditions will be the principal outcomes of the exercise. These skills and attitudes are considered directly commutable to serving on operations

b. **Afterguard Development.** Ex AE will support the development and expansion of the competence of afterguard for future ocean exercises intending on 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.

c. **Skipper Training.** Ex AE 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. Legs 1 and 6 can provide a 'check out' opportunity. The exercise can also provide an opportunity for high latitudes training for skippers who will next visit the ice in 2019 as the leader of the Leg. Those CH 72 skippers intending on sailing in future ATX in the ice regions must complete a qualifying period within this exercise.

d. **YM Ocean (YMOc) Sights.** Ex AE can provide an opportunity to practice YMOc sights and follow on applying skills taught in the YMOc shore-based course. 2 Legs provide the potential for a YMOc qualifying passage, however, this is subject to the passage design.

e. **Crew Familiarisation and AT Opportunity.** Ex AE will provide 'easy to access', AT opportunities for 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.

f. **Crew Educational Opportunities.** The expedition has the opportunity to visit numerous sites of unique military, cultural and geographical interest. Such opportunities will be developed for locations including the IoM, Scotland, Iceland and Greenland. 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, such as to Greenland. The ability to achieve this destination is highly dependent upon the prevailing weather conditions, the crews'

collective capability and in some instances the capabilities of the vessel. JSASTC cannot always guarantee that the exercise will reach a desired location but will endeavour to do so.

5. **Training Governance.** 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 DDH for the exercise and Nav Sec (ACNS Pers) will be the ODH. Applications will initially be via the application form, for individual applicants, with some follow up information contained 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 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 be sought 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 3-5 will complete a 1 day Iceland specific 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. All crew members are required to attend this package.

e. **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 AE participant requiring additional qualification should apply via OBS, selecting training 'priority 1' and adding in 'ex AE' in the T2/3 event field.

6. **Afterguard.** The exercise is reliant upon having an experienced afterguard team. Yachtmasters and Day Skippers are encouraged to apply ASAP. 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 are able to enjoy full participation in the exercise, even if they have no previous 'big boat' experience.

7. **Dates & Details.** All Legs (less Leg 2 and 6) will commence at JSASTC, Gosport. JSASTC will arrange unit transport to move the crews to the airport for Legs 3-5. The Legs are scheduled as below¹:

a. **Leg 1.** Fri 25 May to Sat 9 Jun Gosport to Oban. Arrival at JSASTC by 0830 hrs. This Leg will initially conduct work up training. The crew will then conduct a passage through the English Channel and the Irish Sea, to Scotland, potentially via

¹ All passage plans are subject to the weather conditions, and the suitability of the crew and vessel.

the Isle of Man. This Leg is open to units to bid for either a full or partial crew as well as to individuals. The Leg will end at Dunstaffanage Marina, near Oban. This Leg will provide a skipper assessment opportunity. The crew will be required to arrange and fund travel back to their duty location at their unit's cost. The crew will be released on 9 Jun.

b. **Leg 2.** Sat 9 Jun to Sat 23 Jun. The Leg will commence in Dunstaffanage, near Oban. If the weather conditions are favourable, the passage will plan to take in the historical locations of Loch Ewe and potentially Scapa Flow. The crew will be required to travel to the vessel at their unit's cost. Arrival time for the commencement of Leg 2 is 2030 hrs latest, earlier arrival is possible. The Leg Lead for this Leg is Maj Terry Hackett from LUOTC.

c. **Leg 3.** Fri 22 Jun to Sat 7 Jul. This will be an Iceland/Iceland Leg, aiming to reach the eastern waters of Greenland. Crew will meet at JSASTC at 0830. JSASTC will arrange travel to the airport. The crew will arrange onward travel on the return to the UK.

d. **Leg 4.** Fri 6 Jul to Sat 21 Jul. This will be an Iceland/Iceland Leg, aiming to reach the eastern waters of Greenland. Crew will meet at JSASTC at 0830. JSASTC will arrange travel to the airport. The crew will arrange onward travel on the return to the UK.

e. **Leg 5.** Fri 20 Jul to Sat 4 Aug. This will be an Iceland to Scotland Leg. Crew will meet at JSASTC at 0830. JSASTC will arrange travel to the airport. There will be an opportunity to explore Iceland and the West Coast of Scotland. The Leg will end at Dunstaffanage Marina, near Oban. Crew members will be released to complete their unit arranged movement back to their place of work. Options are either likely best by rail from Oban Station.

f. **Leg 6.** Sat 4 Aug to Sat 18 Aug. The Leg will commence at Dunstaffanage Marina, near Oban. This Leg will initially explore the West Coast of Scotland, then ports in the Irish Sea and English Channel. This Leg may be able to provide a skipper assessment opportunity. Crew will be expected to make their own way to the vessel. The LTA of 2030 hrs, earlier arrival on 4 Aug is possible. The Leg will end at JSASTC Gosport.

8. **Foreign Ports.** The exercise will be based in Reykjavik during the Iceland Legs.

9. **Cultural Visits.** There may be an opportunity to conduct cultural visits at the end of the Leg. Shore leave may be granted depending on the time available. This does not form part of the exercise plan, and should be considered to be an 'on-duty' activity.

10. **Administration.** All participants are expected to contribute to the smooth running of the exercise, meeting requested deadlines.

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

b. **Follow Up.** Additional information will be requested within the JIs, including shirt size and some additional personal information to draw up the crew lists if needed for port clearance and for flight booking. The email address and phone number provided in your application will be used for this purpose; please provide contact details which you access regularly.

c. **Costs.** When you are provisionally confirmed on a Leg you will be invited to make the full payment for your personal contribution. All service personnel are expected to make the specified contribution.

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

(1) **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: Santander Acc. Sort Code 09 06 66. Acc Number 40191467.

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

(3) **Refunds.** Refunds will normally only be made if the exercise is not delivered, or if JSASTC need to remove you from a Leg due to other higher training priorities. Cancellations for other reasons will only be refunded if the place is filled by a full fee paying applicant. 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 liability of the unit of the individual who cancelled.

e. **Pre-Deployment Admin.** For Legs 1, 3, 4 and 5 all participating crew members will mount through JSASTC. There will be a number of pre-deployment and preparation activities and essential administration checks.

f. **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.

g. **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.

h. **Accommodation.** Crews mounting through Gosport will be accommodated in Fort Blockhouse until departure; JSASTC will complete a group booking for this accommodation. During the deployed phase of the exercise, all the crew will be accommodated on the sail training vessel. Skippers will not normally require booking into hotel accommodation for the vessel handover phase; JSASTC intends that the skippers on advance parties are accommodated on the vessel; please speak to the exercise Project Officer for more detail. Crew who require additional accommodation for Thu night on Legs 1, 3, 4 and 5 should advise the Project Team on the application form. Crew who require accommodation as part of their move to Scotland back to their unit do so at their unit's discretion and cost.

i. **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.

j. **Travel.** All air transfers for Iceland based Legs are conducted via London Airports and Reykjavik. All participants are travelling on flights booked through non-public funds. JSASTC Skippers' travel is being booked separately. Visiting skippers should contact the Project Officer to determine the preferred method for their travel. Further details will follow in the JIs, for planning purposes (all times are local). Further updates if needed will be provided in the joining instructions.

(1) **Outbound.** Outbound flights for Legs 3 and 4 is from LGW(N) on FI471 departing at 1310. Leg 5 flight is from LHR on FI451 departing at 1310. Crews will start from JSASTC.

(2) **Return to UK.** Returning flights for Legs 2, 3 and 4 are expected to land at London Gatwick (North Terminal) at 1145 hrs. The return flight number is FL470. Personnel are expected to make their own way back to their unit location from the airport.

(3) **Travel from Oban (Leg 5).** This is the participant to arrange, at their unit's cost.

(4) **Travel to Oban (Leg 6).** Participants are expected to arrange their own transport to Oban. Either a one way hire car or the train is recommended.

(5) **Travel to JSASTC.** For those legs not ending at JSASTC, it is recommended that personnel use either one-way hire or public transport to move to JSASTC.

k. **Documentation.** All personnel will require a UK Passport, or if an overseas passport is held then the traveller will need to confirm visa requirements are obtained to enter Iceland (this is a unit responsibility). An EHIC is also needed, unit admin staff can advise.

l. **Medical Costs.** As per normal MoD practice, any costs of medical treatment when deployed will be borne by the participant's unit/CoC. 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.

11. **Further Information.** JSASTC intend to use the 'Navy Fit' website within the Defence Gateway to distribute 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.

12. **Summary.** Ex AE 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 and to assist you in joining the crew.

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Annexes:

- A. Vessel Manning Requirements.
- B. Application Form.
- C. Leg Details and Costs.

VESSEL MANNING REQUIREMENTS EX ARCTIC EXPRESS

	Area of Operation	Skipper Qualifications	Mate Qualifications	Minimum Crew Qualifications	Minimum Manning Level	Maximum Manning Level
Challenge 72 Category 0. Unrestricted Service	Offshore Sailing (1 x Mate)	Challenge 72 Skipper, LRRC/GOC, Diesel Maintenance, Sea Survival, First Aid	1 x Yachtmaster (Offshore), First Aid, SRC, Sea Survival	Two Day Skippers, Two Comp crew	10	17
	Arctic Express Iceland Based Legs	Challenge 72 Skipper YM Ocean, Diesel Maintenance, LRRC/GOC, MFAAS/MCAS, Sea Survival Experience of Ice Regions	1 x Yachtmaster (Offshore), 1 x Yachtmaster (Coastal), First Aid, Diesel Maintenance, SRC, Sea Survival	3 x Day Skippers	14 5 Sea Survival	15 5 Sea Survival

Notes

1. Legs 1 and 6 are manned as JSASTC standard 'Offshore Sailing'.
2. Leg 2-5 are manned as per an ex AE specific requirement.

LEG DETAILS AND COSTS

Leg	Start	End	From	To	Cost RN/RAF¹	Cost Army²	Notes
1	Fri 25 May	Sat 9 Jun	Gosport	Oban	£50	£0	Arrive at Gosport by 0830 hrs. Released from the exercise on Sat 9 Jun (am) to travel home.
2	Sat 9 Jun	Sat 23 Jun	Oban	Reykjavik	£175	£125	Leg Lead to co-ordinate unit travel and arrival time.
3	Fri 22 Jun	Sat 7 Jul	Reykjavik	Reykjavik	£300	£250	Crew to arrive at JSASTC by 0830
4	Fri 6 Jul	Sat 21 Jul	Reykjavik	Reykjavik	£300	£250	Crew to arrive at JSASTC by 0830
5	Fri 20 Jul	Sat 4 Aug	Reykjavik	Oban	£175	£125	Crew to arrive at JSASTC by 0830
6	Sat 4 Aug	Sat 18 Aug	Oban	Gosport	£50	£0	Crew to arrive at vessel by 2030 hrs.

Notes:

1. JSET has generously provided a grant to the whole exercise; this has enabled a reduction in all personal contributions.
2. The Army participants are eligible for a central ATG(A) funded grant to Army participants. No other Army ATDO grants will be authorised.