



## Fake certificates jail term

The RYA has welcomed the jailing in Mallorca of one of its former instructors.

Former RYA Yachtmaster® instructor Len Hancox was sentenced to two years in jail and a fine of 4,300 euros after a local court found him guilty of issuing fake RYA qualifications. A local accomplice received a 14 month sentence and 3,600 euro fine. Mr Hancox had already been stripped of his instructor qualifications following an

RYA hearing held in London in 2000.

In a further move welcomed by the RYA, 44 of the duo's clients were each fined 540 euros for purchasing and using the fake qualifications.

The offences date back to 1998 and came to light following an RYA investigation into the circulation in Spain of falsified RYA International Certificates of Competence (ICC). The certificates, normally issued only on

completion of a supervised test, are required in many European countries as proof of a skipper's competence to hire or charter a vessel.

"The case has taken time to come to court but the sentences send out a very clear signal that those guilty of selling or using fake ICCs will be punished for putting at risk the safety and well-being of other water users," said RYA Training Manager James Stevens.

"We take the quality of our training and standards very seriously and the 14,000 ICCs we issue annually go to boaters who have undergone relevant training and demonstrated their ability to command a vessel safely. People who try to shortcut the process are potentially putting their own and others' lives at risk. We work in close collaboration with the police and national marine authorities throughout the world and will not hesitate to co-operate fully in seeing fraudsters caught and punished."



RYA coaches get carried away with the latest radio equipment

## Coaches and Trainers Conference

The RYA training conference at Coventry in November provided the first opportunity for many years for windsurfing trainers, powerboat trainers and dinghy coach/assessors to meet in the same venue and discuss issues of common interest.

For a full report and pictures, see page 6.

## Contents

- 2 News
- 7 Power
- 9 Inland
- 10 Dinghy
- 14 Cruising
- 16 Racing
- 19 Windsurfing
- 22 Comment/Contacts
- 23 Adverts
- 24 Confessions

## Editorial: high standards and safety

RYA Training is now available at over 2,200 centres in 22 countries taught by over 16,000 instructors. Over 260 centres are outside the UK including 6 of our 10 largest. We have an office and staff member to administer our courses in Australia and New Zealand.

In the UK, RYA courses are used by the Royal Navy, Royal Marines, RNLI, police, and all commercial yacht skippers under sail and power and, of course, all instructors. We are undoubtedly the world leaders in small craft training.

Many countries and organisations have copied our syllabus, or versions of it, but with much less effect. Writing the syllabus is comparatively easy although its content is often the subject of intense debate.

The success of our courses is down to you, the instructors, along with the coaches, trainers, examiners and inspectors who ensure a high standard.



It is increasingly important to maintain that standard not just because the boating public expect a high level of tuition but because the safety of all concerned is the responsibility of the instructor.

If we wish to remain a self-regulating sport it is essential that instructors

understand this responsibility and show skill and judgement ashore and afloat. Statistically we have an excellent track record for safety, but on those rare occasions when there is an accident the regulators start taking an interest and look closely at our training schemes and their effectiveness. Our high scores on the customer satisfaction surveys (see the reports on our website [www.rya.org.uk](http://www.rya.org.uk)) indicate that the public has confidence in our courses but we run a risk activity in a risk averse world so we must continue to be vigilant.

The conditions of RYA recognition and the advice in the instructors'

handbooks are, in effect, expressions of good practice written by instructors for instructors. If you are instructing at a recognised centre and you comply with these and there is an accident, I and my staff at the RYA will support you, in court if necessary.

Competent instructors run enjoyable, safe and informative courses. There are many thousands of you all over the world. Thanks and well done.

**James Stevens**  
Training Manager and Chief Examiner

### Moving address

Please do remember to inform the RYA if you move or change telephone numbers.

With 24,000 instructors on the database, keeping track of everybody is a mammoth task.

Email [training@rya.org.uk](mailto:training@rya.org.uk)

### Revamp for Safety Boat Handbook

The handbook that, for many years, has backed up the safety boat course is about to be revamped. A new version of the Safety Boat Handbook G16 for clubs and centres, on best practice in providing safety boat cover, is in preparation, written by Laurence West and Grahame Forshaw. Laurence and Grahame have spent a lot of time afloat filming and photographing in a variety of circumstances, enabling a number of new features to be included:

- The book will be very heavily illustrated with photographic sequences and line drawings, so as to generate as much interest in key points as possible.
- Many techniques have been revised for modern equipment.
- There is a new section on rescuing kites and kitesurfers.
- Each book will come with a CD-ROM full of demonstrations with full commentary. These could be used by individuals as well as for teaching.

G16 will be available in March.

### Caption competition



In celebration of the new Safety Boat Handbook, which will contain a new section on safety and rescue for kitesurfers, we are offering three prizes of an original cartoon from G14/03 by Jake Kavanagh, plus a copy of the handbook, for the best captions to this picture.

Please send your entries to Jane Hall at RYA Head Office – [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk) – by 31st December 2005.

Here's one to start you off:

*"I've got Puff the magic dragon pinned down but I wish the RYA had made us carry a fire extinguisher."*

### Nominations please!

#### Instructor/Coach of the Year Awards 2006

Do you know an RYA instructor or coach who deserves recognition for his/her skills, hard work and commitment? We are looking for nominations from colleagues, centres, clubs and regions to find the best RYA instructors and coaches.

There will be awards in the following categories:

- Dinghy instructor
- Senior instructor
- Coach/assessor
- Powerboat instructor
- Powerboat trainer
- Windsurfing instructor
- Windsurfing trainer
- Windsurfing T15
- Squad racing coach
- Club racing coach
- Under 21 racing coach

The award ceremony will take place at the RYA Dinghy Sailing Show at Alexandra Palace on 4th March 2006.

Further details and nomination forms can be found on the RYA website or direct from the training or racing departments.

# Insurance for instructors

**Insurance for instructors is often misunderstood, due to the many different types of policy available and all the technical terminology used.**

**Paul Mara explains the basics to help you ask the right questions and get the appropriate insurance cover. The good news is that you may not actually need your own policy.**

The first thing to consider when deciding what policy to buy is whether you actually need your own policy or not. If you are employed by a training centre under a contract of employment you should be covered by the centre's indemnity policy and therefore should not require additional cover of your own. However, you should check with your employers and ask them to confirm the level of cover they provide.

If you also do freelance work, i.e. working outside the terms of any employment and working entirely on your own account, you may require personal cover to indemnify you in the event of a claim against you for negligence. Freelance instructors who are genuinely self-employed are not normally covered by an employer indemnity policy when they work for a school, and therefore it is recommended that they take out their own personal indemnity policy. While it is not compulsory for freelance instructors to have such a policy, they would be personally exposed to paying costs and damages in the event of a successful claim against them.

If you volunteer your services as an instructor to a club, then check to ensure that the club's insurance will indemnify you in the event of a claim.

The situation gets even more complicated when you own a school and/or operate from your own

premises, when you may be required to have public/occupiers' liability insurance.

So what do all these terms mean? Here is a basic guide to the common terms, an explanation of who needs them and what benefit they have.

## Third Party Liability ('Indemnity Insurance')

|                            |   |
|----------------------------|---|
| <b>Who needs it?</b>       | Training Centres (TC) and optional for freelance/volunteer instructors  |
| <b>What does it cover?</b> | Claims arising from the negligence of the TC (or its staff) during the course of their normal activities  |
| <b>Who does it cover?</b>  | The policy will indemnify the TC and will normally pay out in the event of a claim where the TC has been negligent (subject to some exceptions – read the small print!) |

*An example of an event that would be covered:* Costs and damages resulting from a personal injury claim where a student is injured during a course, as a result of negligence by the school or its staff, or where a student's property is damaged as a result of negligence by the TC.

## Employers' Liability

|                            |  |
|----------------------------|--|
| <b>Who needs it?</b>       | TCs or clubs that have full-time, part-time or casual staff, or volunteers offering their services. This is a compulsory insurance for employers!  |
| <b>What does it cover?</b> | Negligence of the employer   |
| <b>Who does it cover?</b>  | The employer against claims made by employees, and in some cases against claims made by workers and volunteers (read the small print – if you have volunteers at your club the insurance should extend to cover them!) |

*An example of an event that would be covered:* Injury sustained by an employee in the course of his/her employment due to the employer's negligence.

## Final note on indemnity policies

It is interesting to note that in the event of a case going to court the claimant has to prove the negligence of the defendant, i.e. the defendant does not have to prove his/her innocence. If there is no negligence, then the claim will fail. However, in some cases the insurers may decide to settle the claim early and not risk going to court. Only the insurer can decide to do this.

## RYA courses

There is an indemnity policy available to freelance/volunteer instructors that will cover them for third party risks while they are teaching on RYA courses.

## Non-RYA courses

If you are a freelance or volunteer instructor teaching on non-RYA courses then you are advised to shop around for your own policy of insurance, or alternatively check to ensure that your club's insurance will cover you personally.

I hope that this simplifies the terminology used and explains the subject of insurance in simple terms. If you require any further clarification you may like to contact staff in the RYA Legal Department on 0845 345 0373 or [legal@rya.org.uk](mailto:legal@rya.org.uk). They will be pleased to help with your enquiry.

## Course dates

You can find a large and regularly-updated list of instructor courses, for all areas of sailing and boating, on the RYA website at [www.rya.org.uk](http://www.rya.org.uk)

## Keep up to date

For information on everything to do with RYA affiliated clubs and classes, read *RYA Briefing*, published three times a year and distributed to all RYA Training Centres.

Cartoon by Phil Twining



"I told you, Henry, when the starting-gate opens LET GO!"



## Paul for power

Paul Mara has joined the RYA as the new Chief Powerboat Instructor.

Paul started his boating career in the 1980s at a multi-activity centre on the River Medway in Kent. He has been involved in many aspects of training, predominantly in powerboats and motor cruisers within the RYA training scheme.

As Chief Powerboat Instructor, Paul will be focusing on maintaining the high standards and reputation of RYA powerboat training around the globe and the future development of the training scheme.

If you have any queries, ideas or articles that you would like to see in **Wavelength** please contact him on [paul.mara@rya.org.uk](mailto:paul.mara@rya.org.uk) or 023 8060 4187.

# The Green Blue

The RYA and BMF have launched a joint environmental initiative to provide information, run demonstration projects and carry out relevant research into all aspects of boating and the environment.

The Green Blue provides information varying from user tips to case studies that show how training centres can save money by being more resource efficient. It can all be found on the project website [www.thegreenblue.org.uk](http://www.thegreenblue.org.uk).

Most people appreciate that we can no longer take our environment for granted. Each time we clean our boat, start our engine, or pump out our bilges, we are letting chemicals enter the water. Now, with The Green Blue, you can register online to receive a free, waterproof copy of The Green Blue Guide to environmentally sound boating and watersports. It provides some interesting facts, useful good practice tips and a series of links to further information. If you are involved in a club or training centre, you can also download the Environmental Code of Practice which includes details of the environmental law that affects boating, as well as practical solutions when running a facility, such as how to deal with boating waste.

The aim of the project is to provide users with the information that enables them to make a more informed choice. As an instructor, you can play an important part in ensuring this information reaches those already taking part as well as those new to boating.



**"It only takes small actions by each of us" Mike Golding – Ambassador for Green Blue**



# How to Guide The Green Blue

## Looking for work?

The RYA holds a database of RYA Instructors available for long or short term work. If you wish to be added to this list, please fill in your details below. They will be forwarded to third parties, such as RYA Training Centres or clubs/centres looking to become RYA recognised.

Please return the form to: Bethan Jenkins, Royal Yachting Association, RYA House, Ensign Way, Hamble, Southampton SO31 4YA

Name.....

Address.....

.....

Tel (day) ..... Tel (eve).....

Mobile..... RYA Membership No.....

E-mail .....

RYA Instructor Qualification.....

If you are no longer looking for work, please let us know so we can remove your name from the list.

## First aid conference

Saturday 4th February 2006, London

For the first time we are holding a conference for all RYA first aid instructors – you should have received your invitation through the post.

We will have two guest speakers – Dr Frank Golden and Dr Anthony Handley – as well as an update on RYA first aid training and plenty of opportunities for discussion and debate.

If you would like to come along but haven't received your invitation, please call Annie Lawler on 0845 345 0384 or email [training@rya.org.uk](mailto:training@rya.org.uk).

## Use VHF – talk to everyone

A frequently asked question about the new instructor training scheme is: "Why do first aid instructors need to have a radio certificate?" Well, RYA first aid training is specially developed for those who go afloat, and for our instructors.

One summer recently an ambulance came to a marina, summoned by a mobile phone from a boat at anchor in the river where the skipper had a suspected cardiac arrest. The coastguard Land Rover arrived, having been informed by the ambulance service, and the situation became confused. At one point a paramedic was talking to his control room on a radio, while next to him was an auxiliary coastguard talking to the MRSC on another radio, while two lifeboats and a SAR helicopter tried to find the casualty vessel. If the boat had used the VHF initially the coastguard could have done his job: to co-ordinate the rescue.

Someone said after the event: "If you talk on a mobile phone you can talk to one person at a time, assuming the battery does not go flat or you don't run out of credit, but if you use the VHF you can talk to everyone."

A good argument for everyone doing both a first aid and an SRC course!

## First aid

**Sara Hopkinson sends out a huge "thank you" to all the first aid instructors who responded to the letter sent out in June, when she was appointed as the new First Aid Advisor.**

The aim was to update our database and it has been a great success. We sent out over 1,000 forms, and some were still being returned after a couple of months. The instructors were afloat! Excellent, FA instructors on boats – just what we want.



One thing that we have learnt is that some have forgotten one of the conditions required of an RYA FA instructor. The minimum first aid qualification to become an instructor initially is First Aid at Work or an equivalent, and this must be kept up-to-date unless more advanced certificates are achieved. A one-day, non-examined certificate is not acceptable for an instructor.

## New FA instructor training scheme

A new training scheme for FA instructors has been introduced with the aim of

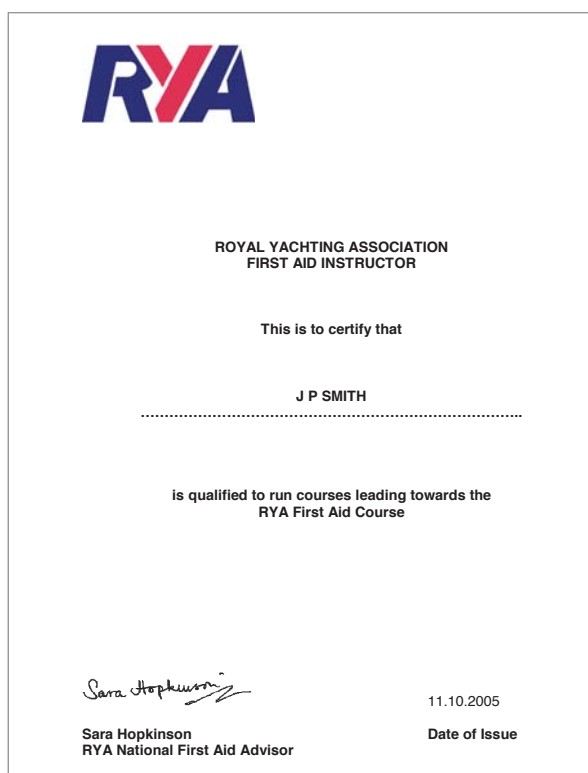
- Making instructor training more accessible
- Raising the boating knowledge of first aid instructors

From January, instructor training will be available on a regional basis and all new instructors will have to attend

a one-day course. To be eligible applicants must:

- Have minimum first aid qualifications
- Hold a VHF or SRC radio certificate
- Have recent relevant boating experience
- Normally, be an RYA instructor in another field

Attending a sea survival course is highly recommended.



## Discount on Laerdal

All existing UK-based FA instructors can now order Laerdal training products directly through their website [www.laerdal.com](http://www.laerdal.com) at a 10% discount by using special code number RYA1005. Laerdal will be at the first aid instructors' conference in London on Saturday 4th February to demonstrate their resuscitation equipment and training products.



## Category C first aid kit

Instructors teaching first aid to Yachtmaster® instructors and cruising instructors, and others who go to sea on 'coded vessels', should be including information on the category C first aid kit. The additional teaching for these candidates should include the use of the drugs and an opportunity to practise with a pocket mask. Full details of the contents of the kit will be found on the outside of the packet! Alternatively, information on all of the kits - A, B and C - is available in MSN 1768 (M+F) issued in August 2003. This can be viewed on the MCA website [www.mcga.gov.uk](http://www.mcga.gov.uk).

The drugs content of the category C kit changed in 2003, and now only includes:

- Anti-angina spray or capsules
- Anti-seasickness tablets
- Anti-diarrhoeal capsules - loperamide (immodium)
- Analgesic/anti-inflammatory tablets - paracetamol and ibuprofen
- Antiseptic cream

## 2005 Coaches and Trainers Conference



Training dinghy workshop

The RYA training conference at Coventry in November provided the first opportunity for many years for windsurfing trainers, powerboat trainers and dinghy coach/assessors to meet in the same venue and discuss issues of common interest. The agenda centred on the key roles that trainers and coach/assessors carry out on behalf of the RYA – instructor training and the inspections of training centres.

After an opening address by the RYA Chief Executive, Rod Carr, the Training Manager, James Stevens outlined some of the historical background to the various training schemes. This was followed by perhaps the most popular item of the weekend - a presentation by Grahame Forshaw and Laurence West outlining the new Safety Boat Handbook G16, to be launched at the Dinghy Show next year (see page 2).

Saturday morning concluded with discipline-specific meetings to discuss the future of instructor training for the windsurfing and dinghy schemes, while the powerboat trainers examined

how best to prepare principals to run powerboat centres.

The bulk of Saturday afternoon and Sunday involved a series of workshops where the three streams mixed to look at their respective strengths. This can often be a difficult process and there was some lively debate. Strong views were expressed on the structure of some schemes, and in particular the different training methodologies which exist. The enforced pace of change in the National Windsurfing Scheme inevitably came to the fore in some workshops and a number of people commented afterwards that whilst the chance to hear from other schemes had been valuable, more specific guidance in shaping the topics under discussion was needed.

There were opportunities to look at a range of equipment, particularly with a view to carrying out inspections across all disciplines. Finally a completely re-drafted set of guidance notes for the UK was available for scrutiny. These will be revised and the draft made available to principals for comment in the new year.

### Windsurfing trainers

It was agreed throughout the workshops that there is a need to make the windsurfing scheme more accessible and that the introduction of a windsurfing senior instructor will benefit the scheme highly on confirmation of the course criteria. Trainers felt the SI will open up enormous opportunities including in-house training of assistant instructors and aid in realigning the pre-requisite for the Start Windsurfing instructor course.

The draft revision of the Start Windsurfing teaching method, W4a, brought interesting discussions. There was unanimous feeling that entry level instructor training should spend more time on the water, aiding positive and stimulating sessions, reflected in a bullet-pointed teaching method rather than the current W4a. All trainers are asked to send their notes on the draft direct to Amanda for collation and development.

### Dinghy coach/assessor

In discussing the long-term future of instructor training a number of very valuable suggestions came to light. Whilst the views fed back were by no means uniform, there was some support for the idea of a pre-instructor course workbook, and for some simplification and re-organisation of the Dinghy Coaching Handbook in the future. A number of workshops emphasised that since dinghy instructors tackle a wide range of tasks and courses, it would not be helpful to introduce very prescriptive teaching methods seen elsewhere to the National Sailing Scheme, and that in fact the trend is the other way.



Windsurfing equipment workshop

For a bit of fun, the following awards were presented:

#### Alex Cockshott

Twitchees Award for the inspection report at Shropshire Sailing Club

#### Jonathan Davis

*Oxford Book of English Verse* for his fulsome overseas inspection reports

#### Jon Mendez

Cloudsley Shovel for his accidental stranding in New Zealand

#### Bethan Jenkins

Petrol Head of the Year for the manner of her departure from a PWC on an RYA staff training exercise

#### James Stevens

The Bent Prop Award for consistency

### Powerboat trainers

It is now nearly two years since the revision of the powerboat scheme, and all seemed to agree that it is in good shape. Paul Mara pointed out that this is due to the commitment of the trainers and instructors delivering good quality courses.

Feedback from the multi-discipline workshops confirmed that the powerboat scheme benefits from the structure used to measure a student's ability – 'knowledge of', 'understands' and 'can' – which helps with lesson planning and delivery. It was felt that it has good structure, is progressive, easy to understand and practical from early on. An interesting point that arose is that the powerboat scheme is very safety conscious and teaches decision-making as part of the objective assessment process.

The powerboat trainer's workshops confirmed that there is a need to provide additional guidance for new powerboat, personal watercraft and inland waterways principals. It is anticipated that this guidance will be in the form of a new principal's workbook that will include important information and exercises to help the new principal through the application process. (This is not intended for principals of multi-discipline schools, as generally they will have a good understanding of the RYA, for example, through being a dinghy SI.)

All welcomed the announcement of the forthcoming Powerboat Instructor's Handbook G19/06, which is to include a CD-ROM demonstrating many aspects of lesson delivery and de-briefing skills. It was felt that this would be a great aid to trainers and also to existing instructors to fine-tune their presentation skills. As this is a total rewrite of the old G19/97, please be patient – it will be available at the 2006 Southampton Boat Show.



Extract from the forthcoming safety boat CD ROM

# Powerboat NZ

Opening a powerboat school in New Zealand's largest city, Auckland, has turned out to be an advantageous move, according to **Simon Collett**, Principal and Chief Instructor at Siba Marine Training School.

Local statistics show that one in three people goes boating on an annual basis, making boating a very popular pastime. With an increasing local focus on safety, the introduction of the RYA schemes here was long overdue and provides a great platform to increase the nautical knowledge and competence of all people afloat.

The greatest hurdle is the attitude of our boating public to have the 'God given right' to go boating at any time without the need for any qualifications or training. However, with the increase of vessels on the water this attitude is changing rapidly, making the powerboat scheme a logical choice to provide all the basic skills and knowledge required afloat.

Working closely with the New Zealand Coastguard Boating Education Service (CBES) in the training of more powerboat instructors has helped the RYA to gain a greater presence not only in Auckland but nationwide. Also, with the contacts provided by CBES, I have been involved with a pilot scheme to introduce powerboat level 2 as part of in-house training for people working afloat on small commercial boats but not carrying passengers. This pioneering development was achieved by working closely with Watercare Services to design and implement



a series of training courses that have been 'rubber stamped' by our national governing body, Maritime New Zealand.

Watercare Services is responsible for supplying treated water to the whole of the greater Auckland area from numerous man-made lakes dotted throughout the region. The ramifications of this development are enormous, as I am now in negotiation with similar



companies and organisations to replicate this training scheme for any similar class of boating.

While my focus is on the commercial aspect I also seize all opportunities to market my school and the RYA powerboat scheme to as many pleasure boaters as possible and this is developing nicely. So all in all the future of RYA in New Zealand looks

very promising and I am glad to be a part of it.

[www.sibamarinetraining.co.nz](http://www.sibamarinetraining.co.nz)  
[sibamarine@clear.net.nz](mailto:sibamarine@clear.net.nz)

## PB Instructor Course moderation

Please ensure that you inform your regional coach or development officer of all instructor courses that you intend to run.

Also ensure that you have a moderator in place well in advance of running the course.



Navigating around Kawau Bay



**Paul Mara**  
 Chief Powerboat Instructor

E-mail: [paul.mara@rya.org.uk](mailto:paul.mara@rya.org.uk)  
 Tel. 023 8060 4187

## SETTing an example

**Have you ever wondered who uses RYA training as an integral part of his/her professional career? Charter and delivery skippers spring to mind but who else uses RYA qualifications? Paul Mara, RYA Chief Powerboat Instructor explores the lesser-known uses of RYA training.**

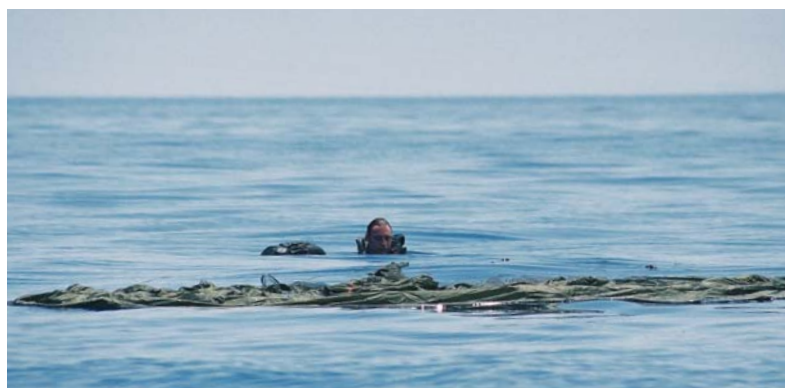
I was contacted by Nick 'Dusty' Miller, an RYA powerboat trainer, inviting me to skipper a safety boat for an exercise to do with his work. I've worked with Dusty on a number of powerboat trainer courses and knew that he is a chef in the Royal Navy. What I didn't know is that he is also an instructor at the RN's Submarine Escape Training Tank (SETT).

So where does RYA training come into the equation? I don't recall seeing a course in navigating a submarine. Well, in addition to their duties at SETT all the instructors are part of an exceptional team called the Submarine Parachute Advisory Group (SPAG). The group was set up because, as submarines were operating more frequently in remote areas, it would be beneficial to deploy rapidly a team of people with escape and rescue knowledge to advise and assist the surviving members of a distressed and crippled submarine. To achieve this, a small team of staff serving in SETT were trained to carry

out water descent parachuting, with the limited equipment available to them at the time. The exercise that I had been invited to participate in was a parachute exercise into the Solent. My duties were to recover the divers along with their kit including their parachutes. Each safety boat crew comprised a qualified RYA safety boat skipper along with a fully trained military medic.

The SETT is at Fort Blockhouse in Gosport. My day started with a safety boat crew briefing. It was precise, to the point and left no questions on the lips of the skippers and crews. There was to be a total of 80 parachute deployments over the course of the day. Our job was to get as near as we deemed safe to the diver as he entered the water, recover him on board and then retrieve his kit and canopy. Apart from special considerations for dealing with an inflated canopy dragging a diver through the water, the recovery methods were all straightforward RYA techniques learnt on the level 2 and safety boat courses.

By 11.00 everything was in place, the divers were at the airport, the boats were on the pontoon. However, thick fog in the drop zone was to delay the start. At 14.00 the decision was made to postpone until the next day.



Sadly, the weather did not change, so I am still waiting to see this amazing spectacle. Dusty has provided these pictures from a previous exercise.

Upon our return to SETT the instructors provided us with a demonstration of their skills. We were taken to the top of the ten-storey dive tank where we peered down into the depths of the 30-metre pool. What followed was truly amazing. Each instructor entered the water in just shorts and a mask. No scuba gear for this lot. They then proceeded to give a demonstration that defies human nature. Each in turn took a lungful of air, forced himself past his point of positive buoyancy and then dropped to the very bottom of the tank 30 metres (100feet) below. After performing a few exercises on the bottom they then ascended expelling air gradually until they resurfaced some two minutes later. Upon resurfacing there was not a gasp for breath to be heard.

Next we were treated to a demonstration of a submariner escaping from the equivalent of a submarine, wearing an escape suit. Once on the surface he demonstrated his one-man life raft that he had brought with him from the bottom. All Royal Navy submariners are trained at SETT. I would

like to thank Dusty and his colleagues for providing this fascinating insight into their work and look forward to completing the exercise soon.

**In the next issue Paul will be spending a day with the London Fire Brigade's Marine Training Team at their base at Lambeth on the River Thames. It is an RYA Training Centre providing courses for the cruising and powerboat schemes and it operates two state-of-the-art fire launches and numerous inflatable boats.**

### Kill cords

Some inspectors have been insisting that centres fit two kill cords to their powered craft. This is not a requirement for recognition, except when training 8 to 11 year olds.

You should always carry a spare kill cord on board the craft in case the one in use goes overboard.

Centres may consider having two kill cords, one for the student and one for the instructor.



# Lessons to be learned RIB – be prepared!

In May 2001 a club was running a number of activities including sailing and a two-day RYA powerboat course. The club had insufficient resources of its own for all the activities, and was using lent boats and equipment to meet the requirement.

The powerboat course had nine trainees. Following classroom sessions on the first day, practical on-water sessions, using RIBs, was scheduled for the second day.

Having nearly completed the initial practical sessions by late morning, the decision was taken to carry out further training in more open water. The weather was good, there was no noticeable sea state and little wind.

At about midday, two of the three RIBs, complete with instructor and three trainees, were offshore waiting for the remaining boat to join them.

The instructors took the opportunity to demonstrate medium speed pacing techniques, and were holding their respective positions while moving at about 15 knots. Part of the demonstration was the 'breakout', where one of the RIBs peels away from its companion when at speed. The first try was aborted as the designated RIB

failed to break away. On the second try, just as separation began, one of the RIBs suffered a power-drive failure.

The disabled RIB slowed immediately, and found herself rolling violently in the wake of the other boat to such an extent that one of the trainees was thrown overboard. Another trainee, meanwhile, was thrown against the centre line driving rack, and was injured.

The trainee thrown overboard was then hit by the trailing propeller of the disabled RIB and injured his left hand.

The other RIB turned and rescued the injured trainee from the sea and attempted to provide first aid. It was only then that the occupants discovered that the first aid box did not contain any dressings. The instructor on board the disabled RIB was not much better equipped, but did have some limited dressings. The instructor on board the disabled RIB was also the course director. He transferred to this RIB, and instructed the third RIB which had, by that time, arrived on scene to take the disabled RIB back to base. Attempts were then made to make a 'pan pan' call on channel 16 using the hand-held VHF radio, but when this failed, the decision was taken to return direct to base.

On arrival, the emergency services were called using a mobile telephone, while the two injured crew members were brought ashore. At that point, another instructor collapsed and needed treatment for a diabetic coma. This was possibly brought on by heat exhaustion. Both he and the student were subsequently taken to hospital by ambulance.

The cause of the power-drive failure was the fracture of the coupling between the selector lever and the gear selector cable. With the gear train spring-loaded to neutral, the drive immediately shifted into neutral, and propulsion was lost.

### The lessons:

- 1 As a member of a powerboat crew, ALWAYS make sure that you are firmly 'anchored' to the boat using either foot or hand-holds. Vibration and violent movements of the boat are constant companions, and should be expected at all time – it is the UNEXPECTED that will catch you out.
- 2 For all training courses organised by a club, each boat – whether club owned or on loan – MUST carry a recognised first aid kit at all times, and ensure that the kit is both adequate and in date.

- 3 Good radio communication is essential at all times. Check for 'black spots' and if found, provide a radio capable of making immediate and reliable contact either with the emergency services, or the club base.
- 4 Some medical conditions are aggravated by sea going activities. If you think yours could be so affected, seek medical advice BEFORE starting. It is your responsibility to ensure that you are both fit and capable of meeting the requirements of the activities.
- 5 It is important to realise that any organisation, whether voluntary or not, is required to comply with health and safety regulations; particularly when under-age persons are involved. Nothing should be taken for granted; if the regulations say it is required, check that it is there, in date and functional.

*Reproduced with permission from the MAIB's Leisure Craft Safety Digest*

**Pacing is not in the powerboat syllabus and, therefore, should not be taught on RYA powerboat courses.**

## Inland

# Inland waterways instructor training

The RYA has appointed two new inland waterways trainers. The full team of four trainers will support Paul Mara in the future development and delivery of instructor training for the Inland Waterways Helmsman's Certificate (IWHC).

The team members are Andy Newman, Samantha Clarke, Roy May and Malcolm Allcard, all of whom have a vast knowledge and experience of inland boating.

Whilst IWHC instructor courses will continue to be booked through the RYA, in future there will now be a variety of venues across the country including canals.

If you have experience, are enthusiastic about inland waterways, hold the IWHC, a current first aid and SRC radio licence you could apply for a place on one of next year's courses.

Please contact Bethan Jenkins, who can let you have details of future course dates, on 0845 345 0326.



From left to right Malcolm Allcard, Sam Clarke, Roy May and Andy Newman

## Teaching and coaching spinnaker work

There's a lot for you and your students to think about. Here **David Ritchie** and **Clive Grant** offer some ideas to ensure they get the most from your coaching.

With speed and stability as concerns, there can be control issues for the instructor/coach as well as the students in the boat. It pays to think about the students' workload: how many new things do they have to think about? Isolate each so they can be tackled one at a time, and set a training area which stacks the odds in your favour, not against you. In general:

- Use any tide to slow boats down if possible; avoid conflicting traffic and distractions – there'll be too much to concentrate on otherwise.
- Keep crews busy – there is plenty for them to do and good crewing makes all the difference in the gybe.
- Set achievable, defined goals, tackling one skill at a time.

### Ideas for asymmetrics

#### The basics

The foundation for using an asymmetric kite is the helm's ability to steer the boat flat; the boat should be kept flat with the rudder by luffing in the lulls and bearing away in the gusts, without crew or helm moving position.



**David Ritchie**  
National Sailing Coach

E-mail: david.ritchie@rya.org.uk  
Tel. 023 8060 4100

- Teach this first on a training run with no kite, with the crew standing up and the helm probably on the side deck.
- Then do it with the kite being hoisted, trimmed and dropped.
- The helm steers the boat flat throughout.

#### Kite trimming through the gybe

Most downwind speed will come from the spinnaker rather than the main. The crew can make a huge difference to control and stability by sheeting the kite correctly: if the main smashes across with the kite collapsed it tends to spin the boat into wind after the gybe, but a boat steered smoothly through the gybe with the kite full right up to the point when it crosses the boat, and immediately afterwards, will be much more controllable.

- Teach the crew to prioritise trimming the kite.
- Teach the helm to steer smoothly through a curve, not a sudden change of course.
- As the boat bears away, teach the crew to ease the kite sheet. (On a boat with trapeze, this happens anyway to a degree as they move into the boat.)
- This has the effect of moving the kite forward and a little across to the windward side of the forestay (try it if you don't believe it!). It will therefore be easier to pull through the gap between the forestay and its own luff.
- As the helm gybes the main using the sheet falls, the crew should cross the boat, smartly sheeting in with the new sheet. The kite should pull through and immediately fill on the new side.
- The helm starts to luff for balance – otherwise s/he will tip the boat to windward by moving to sit down/hike out – and the crew eases the kite, then concentrates on trimming again.

This procedure won't work on huge kites, or on many keelboats (49er, 1720 etc) but it does work for a wide range of training and racing dinghies (Laser 2000, RS400/800/Feva, Topper Omega).



A well organised land drill can be invaluable tuition, so practise beforehand

### Ideas for symmetric spinnakers

#### The basics

- Communication at all times is the fundamental rule; get the crew and helm to talk it through at every stage.
- Helm steers the course (with tiller between his/her legs), hoists and drops the spinnaker.
- Crew does the pole, guy and trims the kite.
- Start with a leeward hoist, windward drop.
- Then introduce windward hoist windward drop.
- Then go for the gybe.
- Consolidate each stage before progressing.

#### Top tips

- Ensure the crew concentrates on trimming the kite whilst the helm

concentrates on sailing the proper course and watching for other boats. When hoisted the crew can sit to windward, the helm to leeward.

- Make sure the pole is set to the correct height (no 'ears' on the kite – pole too high) and the pole is set at right angles to the wind (look at the burgee or telltales on shroud).
- Move weight slightly aft to stop the boat nose diving in medium to strong winds or/and raise the pole slightly.
- Communication is critical when hoisting, dropping or gybing; poor communication usually ends in a splash!
- When reaching, do not let the pole touch the forestay.
- When coaching symmetric spinnaker you will use a lot of sea room; you can slow the boat down by reefing, towing the coach boat,

dragging bucket/drogue anchor, going against the tide if possible - you may know others.

- Land drills are invaluable - good demonstrations with effective coaching will pay dividends when you get afloat.
- Make a set of cut-down sails to ensure the crew cannot reach between boom and mast when gybing. You can use netting if you want.
- When gybing, get the main across first, helm keeps the kite pulling as the crew sorts the guy, sheet and pole – communication is essential. Balance the boat. Work quickly BUT without rushing, do it RIGHT, do it FAST, and do it NOW!
- When sailing back upwind, ask them to discuss what went well and what required developing. Conversely you can tow the boat straight back upwind and discuss points as you tow them to the windward mark.

There is a good section in G12 demonstrating pictorially how to hoist, set, gybe and drop the spinnaker. The G14 contains the breakdown of the land drills.

Good luck: symmetric spinnakers are abundant in dinghy clubs and they can be a real treat to handle when you get it right. As with all things – practice makes perfect.



Pilotage and navigation is particularly important for keelboat instructors

## Keelboat centres and instructors

### Gone sailing!

The new Go Sailing youth handbook, G32, is now available and has been selling furiously after a successful launch at the Southampton Boat Show. Mike Golding's launch of the book attracted a five-minute slot on one television news programme – quite an achievement for a book launch!

A workbook (G45), packed with quizzes, questions and stickers to accompany the book, will be available shortly.



The question of the qualification required to act as chief instructor in a keelboat centre has arisen once or twice recently, as has the suitability of certain boats.

A Yachtmaster® instructor or an SI with keelboat instructor, day skipper or higher award are suitably qualified, as laid out in G14 page 100.

An experienced keelboat instructor may apply to the regional coach/development officer for approval as the chief instructor of a specific centre. In this case clearance is normally only given during an inspection, so if there is a change of staff a further inspection may be required.

The RYA does not run a keelboat SI course: in practice such a course would be virtually impossible to deliver because there are seldom enough candidates in a particular region at any one time.

On small yachts with auxiliary engines, keelboat instructor training may take place without the powerboat level 2 pre-requisite, provided manoeuvring under power is included in the course. This would normally be checked by the moderator.

Boats are defined according to suitability for the purpose, so while a Norfolk Broads cruiser, Flying 15, Sonata or Drascombe may be suitable, a larger yacht may not. Those with open boats in particular may be asked to demonstrate the ability to recover from a knock-down; otherwise they may be required to sail in company or be escorted by a safety boat.

## The right SIs

Being a senior instructor at a club can be a tremendously rewarding and challenging role, involving a huge amount of fun, says **Judith Templeman**, Principal at the Covenham Reservoir Sailing Club. She has been developing the training there since the late 1990s.

When I was a DI at Covenham in 1999 I 'begged' five Mirrors from the local college to get things started. Initially, "why are all these non-members using our kit, our facilities?" was a loud cry from the membership. "Well, hopefully, to persuade at least some of them to join and keep the club alive," was the prompt reply. 2000 saw me become an SI and the centre got Foundation status with Sailability. It's happening, but it's been – and no doubt will continue to be – a long hard slog.

### The training fleet today comprises:

|                  |                        |
|------------------|------------------------|
| 3 Sport 14s      | 2 Wayfarers            |
| 3 Mirrors        | 3 420s                 |
| 3 405s           | 7 Toppers              |
| 6 Picos          | 1 Albacore             |
| 1 GP14           | 4 Challenger trimarans |
| 2 Access 2.3s    | 2 Access 303s          |
| 1 Drascom Luggar | 4 safety craft RIBs    |

Plus a room of assorted wet suits, spray suits, buoyancy aids and trapeze harnesses.



All items have been bought with grants, funds raised in-house or reinvestment of the monies charged for training plus a lot of stuff begged, borrowed or downright stolen in

some cases. This collection of kit has been labelled 'a financial drain on the club', 'an economic burden' and 'clutter' – but, for the first time in twenty years, the dinghy park is full

to capacity, with no spare berths free. Club membership is growing and the evidence is there for all to see. The Youth section has grown from a mere 6 kids to 82!

One of the wonderful things that have happened is qualification as DIs of youngsters who started training with us in our first years. To see them training the fresh new faces and passing on their enthusiasm is mind boggling. And they are so damn good!

This year, for the first time, we have delivered training all week to schools, adults and disability groups. In six short years we have gone from nothing to this. A huge difference has been brought by our new sailing SI; Chris Osbourne is someone the youngsters can relate to and aspire to be like. How does he feel about it?

"Since becoming a member of the team at Covenham I have learnt one of the most important elements of being an instructor in any sport: diversity. I have led blind people around the reservoir, I have taught kids and adults with severe learning difficulties to sail in double-handed boats almost completely unassisted and I have learnt to teach people in boats that I was not familiar with before starting here.

"Being an SI can be one of the most satisfying jobs in the world and one of the most frustrating. Every day brings a new challenge, whether it's that



child who just won't push that little black stick away, or trying to work out just how many people you can safely get in that Drascombe Lugger... it is a very rewarding job with something new to be learnt round every corner and I recommend it to anyone."

So what do I think are the special qualities an SI needs?

- **A dream:** it may be unattainable but it's worth reaching that little bit further. You never know, you might make it – and if you don't, at least you tried – but others need to share it.
- **Stubbornness:** sometimes you just need to NOT know when to quit.
- **Resourcefulness:** sometimes we all have to wing it and look out of the box.
- **Trust:** in yourself, your helpers, in human nature – this has to be the hardest.
- **Dinosauritis** – otherwise known as having a thick skin. Sometimes you have to tell people they have not made it – for safety's sake (theirs or yours) and that's a tough one. Sometimes you have to tell people they are wrong or just work damned hard to prove them wrong.
- **A dash of humble pie** – a willingness to admit YOU can be wrong



## Coach/trainers' corner

### Opportunities for coach/assessors at Thorney Island

There will once again be a programme of advanced instructor courses at Thorney Island on 11th/12th February, 29th/30th April



Roger Saynor solves a problem during a Thorney advanced instructor course

13th/14th/15th June, 8th/9th July, 22nd/23rd/24th September and 21st/22nd October, and as usual keelboat and multihull courses can be arranged, too. There is an open invitation to coach/assessors to come down and help out, deliver courses or even just come and sail with the team. Contact Dawn Seymour on 0845 345 0386 or [dawn.seymour@rya.org.uk](mailto:dawn.seymour@rya.org.uk) for more information.

### New National Windsurfing Scheme

From 1st January 2006, all level 2 instructors and higher will automatically become intermediate

non-planing/planing instructors. However, to ensure that you are familiar with Fastfwd – the new coaching tool – you will need to have completed a regional conversion before your next revalidation, as a result of which your qualification will be valid for the next five years.

The centre principal/chief instructor will have to be an intermediate non-planing instructor or higher: please see the scheme update on page 19 for details on changes to instructor qualifications. For information on requirements for your centre's windsurfing teaching equipment, please refer to the guidance notes for UK or overseas centres.

We ask all trainers interested in converting their current level 3 qualification or above to contact RYA Windsurfing for advice on update courses.

## Radio training compulsory from September

Training centres running SRC courses must, from September 2006, provide a training radio for practice in the classroom.

The RYA Training Committee heard, at its meeting on 10th October, that feedback from quality assurance company The Leadership Factor has identified lack of practice on a radio as a common cause of dissatisfaction. The decision was therefore made that a practice radio set should be made available in all schools. This had the support from representatives of the sea schools.

New schools will require a practice set from the outset.

Centres can provide either  
a) Lightmaster or other RYA-approved computer simulation

programme AND at least one pair of training radios with no more than three students per single radio/computer screen.

For example two computer screens and one pair of radios for a maximum of 12 students.

- b) Training radios with no more than three students per radio (minimum one pair).  
For example two pairs of radios for a maximum of 12 students.

Training radios can be obtained from:

John Brook, ICOM radios  
01227 741741  
Kent

Terry Wood, Odin Marine Electronics  
01243 603129  
West Sussex

## Welcome Hazel

Hazel Wilson has recently taken on the role of administrator for the cruising schemes, assisting Simon Jinks, Chief Cruising Instructor for sail and motor cruising. Hazel holds the cruising, powerboat and senior dinghy instructor tickets.

If you have any queries regarding the cruising schemes please call Hazel on 023 80 604183 or e-mail [hazel.wilson@rya.org.uk](mailto:hazel.wilson@rya.org.uk).



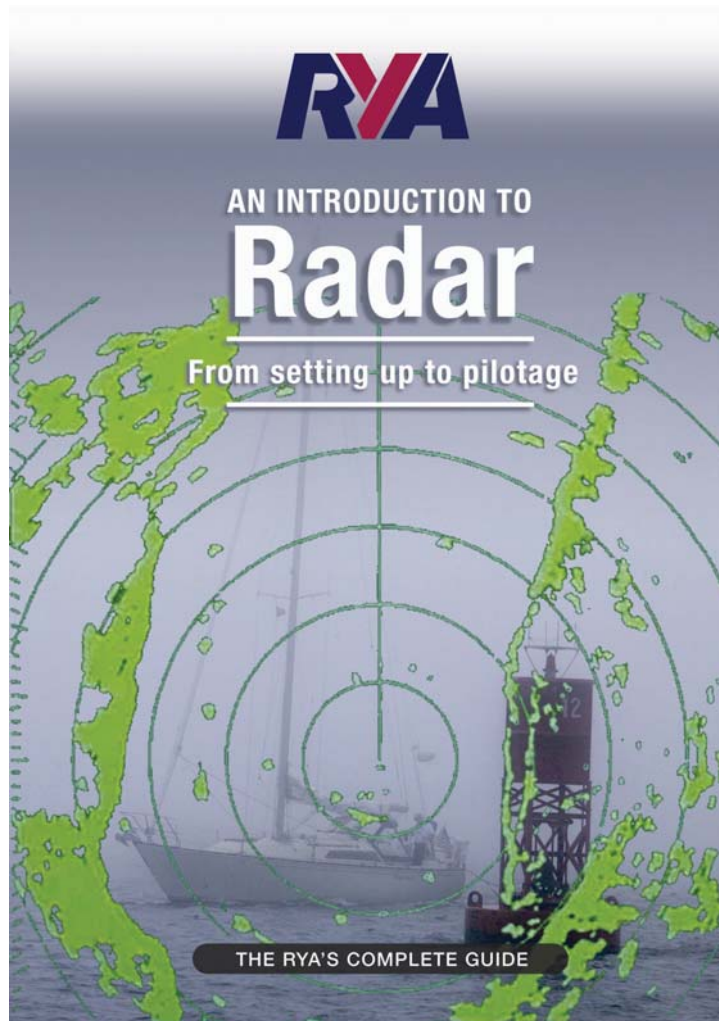
**Simon Jinks**  
Chief Cruising Instructor

E-mail: [simon.jinks@rya.org.uk](mailto:simon.jinks@rya.org.uk)  
Tel. 023 8060 4100

## Safety course – all in a name

The little-known and catchily-named RYA/ISAF Offshore Racing Crew Approved Course For Personal Survival has had its name changed to the RYA/ISAF Offshore Safety Course.

This new name better reflects the syllabus of the two-day safety course, which covers the syllabus of the RYA Basic Sea Survival Course with an additional day that covers handling heavy weather, damage control and repair, storm sails, care and maintenance of safety equipment, man overboard



## Radar publications

We have introduced two new RYA publications that relate to the RYA radar course:

G34 An Introduction to Radar  
£7.50

G38 RYA One Day Radar Course  
Q&A £7.50

The G34 follows the syllabus but is also a handy reference for all who use marine radar sets. The G34 is sold as a standalone handbook and is available to members of the public, prospective students and instructors.

The G38 and RYA radar certificate combine to form the RC98 packs that centres order for each student when you run a course.

Unfortunately, we have found two mistakes in these publications, which will be corrected on the next reprint. Please note:

G34 page 3 line 15 – 100 milliseconds should read 100 microseconds

G38 page 6 – there are two Q29. The second one should be Q30. The last question on page 6 should be ignored.

G34, G38 and RC98 can be ordered through the RYA webshop or the orderline 0845 345 0372. Training centres must quote their account numbers.

recovery, weather forecasting and first aid.

The RYA/ISAF Offshore Safety Course fulfils a pre-requirement for sailors participating in ISAF Category 0 – 1 and 2 offshore sailing events.

It was instigated as a result of the Coroner's findings following the 1998 Sydney Hobart Race to promote preventative safety measures on racing boats. Although the course is designed for racing sailors, it would also be of interest to any offshore sailor.

## New training charts

We are renewing the training charts and training almanac for 2006/2007. The present charts have been good but lack detailed pilotage opportunities and are based in one particular area. Therefore, we have decided to base the new charts on fictitious areas allowing us greater flexibility on what we include on the charts.

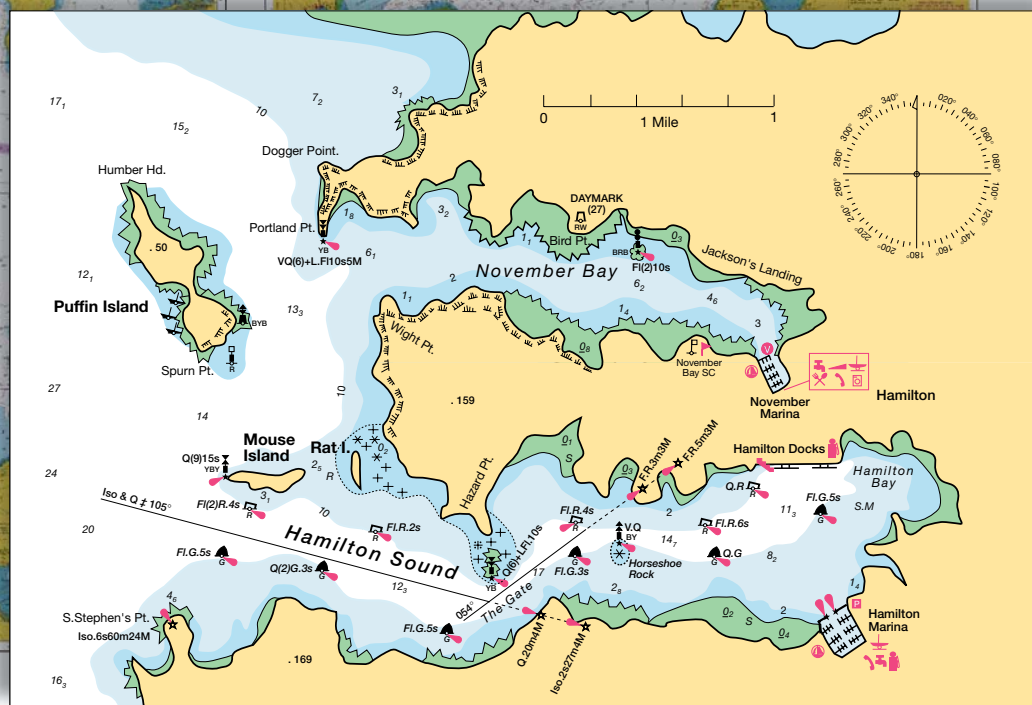
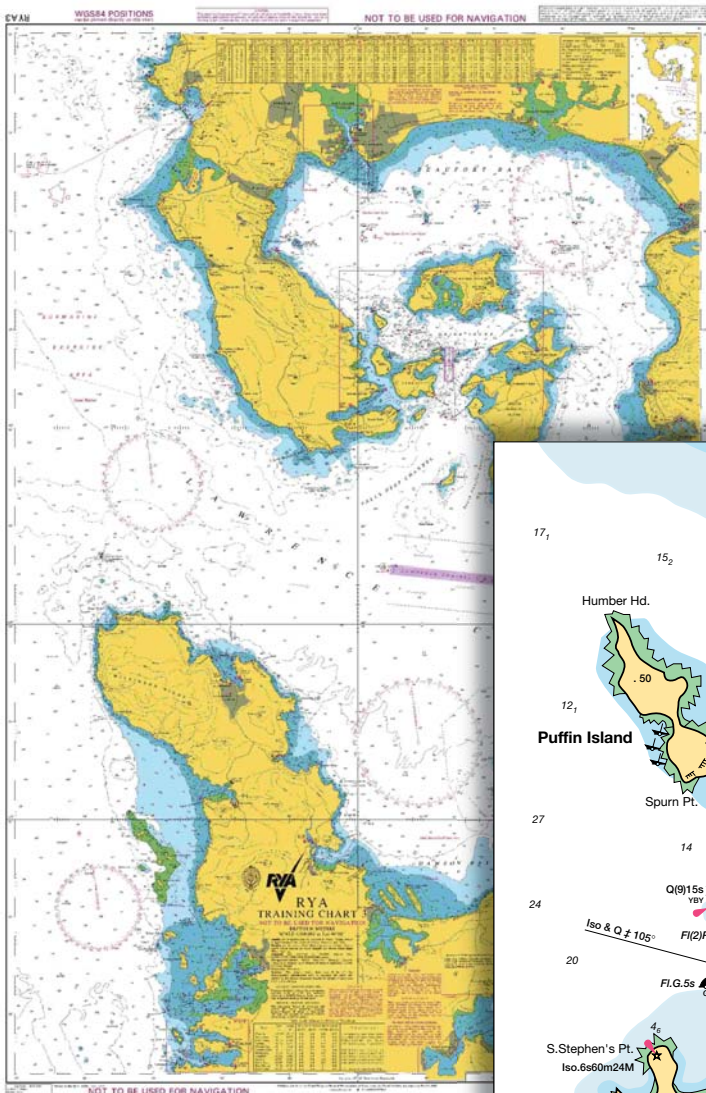
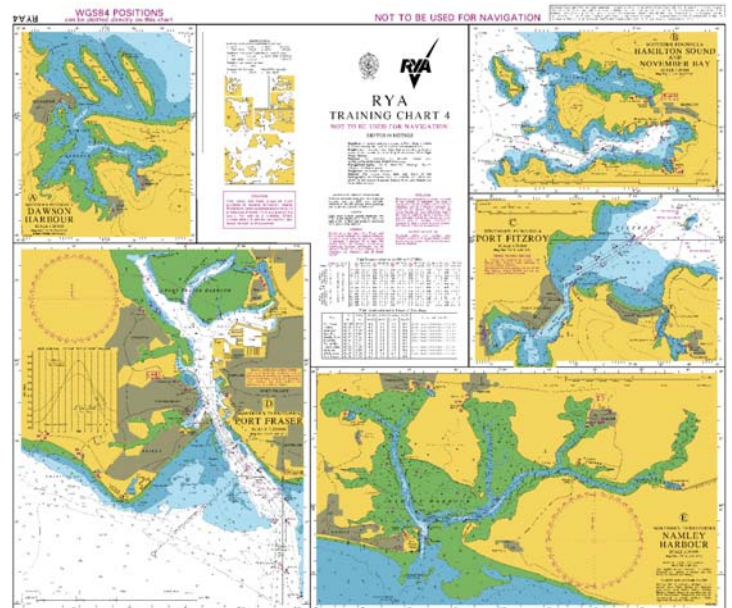
The new package will consist of two charts: one for passage making, the other for pilotage. There will be two versions available, together with new training almanacs to be used alongside them. Charts 3 and 4 will be for those of you operating in the northern hemisphere, while charts 5 and 6 will be for those in the southern hemisphere.

We are hoping to use a universal exercise booklet in the Day Skipper

and Coastal Skipper/Yachtmaster® packs; there will be more news on this later.

We are also planning to send a beta sample of the charts loaded on the RYA chart plotter, together with a sample from the new training almanac, out to shorebased and Yachtmaster® instructors before the spring. This will allow you the time to find out where all the fictitious places are and get a grip on the basic geography of the new charts. Please remember that these electronic charts will not be the finished version, but quite close.

For the time being, we will only be distributing this material to RYA shorebased instructors, to give you a head start in planning your 2006/7 courses.



# Helms get all the glory!

## Developing crews

Traditionally helms are always seen as the 'talented' sailors. I mean, who asks top crews to come and talk at their clubs. The reality is that getting the right crew is the difference between top five results and winning the championship and yet we have done very little work on how we develop these essential members of the racing combination.

The process of getting the right crew is as complex as any relationship and often involves similar principles. It can be divided into four key areas:

### 1. Selection

The crucial element of this phase is that both sailors need to believe that they will be successful with the other helming or crewing. Both also need to believe that they are better in their job than the other and both need to have helmed at some stage. To develop a reasonable level of sailing awareness and understanding means you have to be able to helm, if only to rescue the helm when he/she falls out.

- For junior sailors: friendship (fun) first, sailing ability second.
- For older sailors: ability first and then friendship.

### 2. Creating the cunning plan

Because belief in success is so important to the strength of the partnership, it needs to be carefully managed. This means identifying the



**Alan Olive**  
Coaching Development Manager

E-mail: alan.olive@rya.org.uk  
Tel. 023 8060 4165

### Coaching fundamentals

#### Overall objectives:

- Optimising each sailor's efforts and skills
- Determination and discipline (maintaining focus)
- Directing the effort towards a common goal
- Effective tactics and strategies

#### Underlying principles:

Developing empathy, respect and trust, team and individual goals, effective coping strategies (how people deal with things when it all goes 'pear shaped'), co-ordinating individuals' efforts, organisation.

#### Strategies for creating teams/crews:

- **PLAN:** jobs/role (who does what - on and off the water), team goals and priorities, key events, training days, how to deal with problems, individual goals, who makes the decisions and when, identify teamwork skills.
- **DO:** Effective training on and off the water, use crew and helms to coach, develop skills, comms and teamwork, controlled and goal driven racing, praise success.
- **REVIEW:** Everyone's input is valued, positive, focus on the goals set, create the action plan for the future, information not emotion.

objectives, goals and jobs within the boat. So, let's identify the nuts and bolts of this process.

The key questions that need to be answered:

- What are the jobs, techniques and skills that make up a good helm/crew?
- In a race, what is each person doing and saying during each manoeuvre? Who makes which decisions and what do they say?
- What are you trying to improve or achieve over the next season/event/month/week/training session?
- What are you going to improve, what training exercises will you use and ...
- ... How will you measure that improvement, i.e. how well you are doing during training and competition?
- How can you improve your teamwork and communication during training and racing?

Do not pass go and do not collect £200 until you have sorted out these issues and written them down. When dealing with younger sailors this can be seen as very boring, so keep it short and add to the list as they improve. Your advice and words will form their mental habits of tomorrow.

As regards teamwork, writing it all down can always be used to remind them of why they chose to sail with each other, which is a great problem-solver and helps keep them on track.

### 3. Developing teamwork skills

By completing the first two sections you are clearly on your way, but how do you actually improve the teamwork skills on and off the water?

The key principles:

- Crew and helm are equally important and their opinions are of equal value.
- Effective communication is the essence of teamwork (what, how and when to talk).
- Focus on how to succeed, not on what went wrong. Mistakes are there to create action plans for how to get better.

#### Coaching techniques:

- Use helm- and crew- specific coaches.
- Use experienced helms and crews to sail with both sailors. Both can give information on their jobs and what the other should be doing.
- Swap jobs and crews on a regular basis. It can result in better partnerships.

- Encourage sailors to race a variety of other fun/exciting boats together.
- Enforce positive talk and don't allow emotions to cloud feedback between sailors.
- Encourage (and demonstrate) team debriefs. Always start with what went well and keep them focused on the objective of the session/race.
- Allow time for kids and adults to play together. Developing teamwork outside the boat is equally important.
- Use exercises such as 'eyes shut helming/crewing' or 'mouth shut sailing' to develop communication during races.
- Develop language that allows each to vent anger without upsetting the other. Humour is great for this.
- Do not accept bullying of any kind. Group discussions can help resolve these behaviours and set standards of behaviour.

### 4. Dealing with the problems

For many crews the road to success is littered with big rows and it's useful to have someone to help resolve them before they develop the skill of doing it for themselves. The coach is an ideal person to take the issues ashore and to help resolve them.

- Create a time and place where the sailors can talk calmly and objectively.
- The aim of the session is to resolve the problem, not to blame the other person.
- Sometimes, getting the sailors to express what they are feeling rather than what went wrong can help you find the cause of the problem. It also is a blameless way to initiate a discussion.
- Try to identify what is going wrong with the manoeuvre from each sailor's perspective. Both need to get involved with working out how to overcome those problems and both views should be valued.
- Create an action plan that solves the problem, agreeing how to deal with future arguments and what words they can use. Try to remind each sailor of the respect they have for the other.



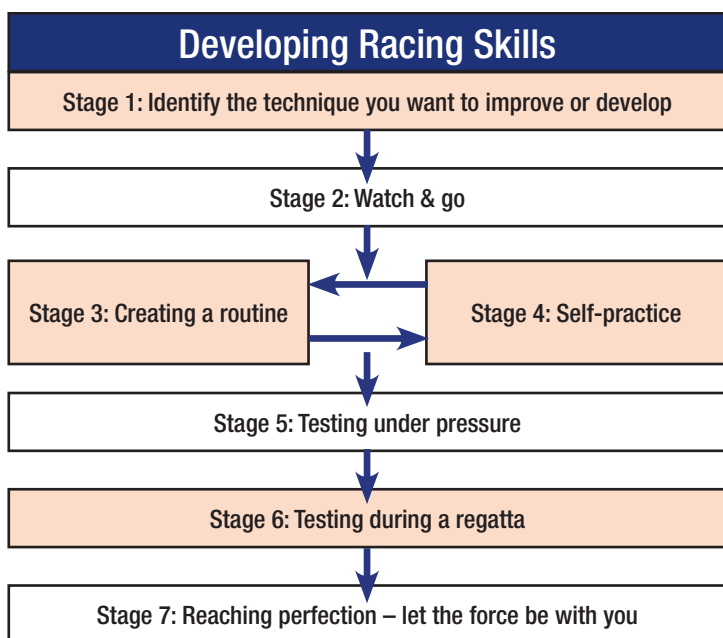
# Creating racing skills

Saying the right thing at the right time is an art and in this sport we are very keen on talking, often to the detriment of the sailor. One of Alan Olive's strategic objectives is to make coaches aware of some of the principles that can assist sailors to learn more effectively. Words are important and this article aims to give coaches some ideas about what to focus on during race training if they want help create automatic sailing skills.

**Technique** is the physical movements that make up a manoeuvre  
**Stages 1-4 = Developing technique**

**Skill** is an ability to perform a technique consistently under pressure and in all conditions  
**Stage 5-7 = Developing the skill (making technique automatic)**

## Applying this to race training



Stages 1 to 4 are similar to the 'method' for teaching beginners how to sail. Learning a new skill for the first time or refining an old skill requires the same process. The only difference is that for experienced sailors, learning a new technique will make your sailing performance worse before it gets better. Experimenting with new techniques is rarely done during racing as our competitive drive often prevents us from taking risks. Race training is the only method to experiment and develop boat handling techniques!

From my own experience sailing an RS800, I had to change my style of tacking to stop me sitting down during the tacks and to work on swinging in off the wire (my crew told me I had to). The process took most of the spring, during which time I fell on my face a number of times and swam more than I can remember. By breaking it down into sections, I was able to improve each aspect until eventually it all clicked. Only

then could I transfer that technique from flat water to the Solent chop.

## Developing technique

**Stage 1: Identify the technique you want to improve or develop**

E.g. tacking on the wire. It is useful to be able to divide this into component parts e.g. hand work, footwork, rudder control, balance, crew work, sheet control (five essentials).

**Stage 2: Watch & Go**

**Coaching techniques**

Watch a demonstration and have a go. Initially focus on the actions of the boat and what you are trying to achieve. So, ignore technique and just get an understanding of the task ahead. This will make you more focused on the key areas for the next stage.

**Feedback type**

Verbal (instructional)

**Coaching exercise**

Sailing with an experienced sailor or coach

**Stage 3: Creating a routine**

**Coaching techniques**

Watch a demonstration (real or video), conduct dry drills, practise on the water with coaching feedback.

- Encourage experimentation, reward effort, minimise stress and focus on one thing at a time.
- Create a routine and focus on one thing at a time (bite sized chunks). The trouble is that for many techniques it won't come together until you can do them altogether, so it's important to provide specific feedback on each section and praise improvements.
- Try to pick a day when the conditions are as perfect as possible e.g. flat water, good wind strength.
- If you can, try to get a good sailor in with the student to demonstrate while the other watches from the coach boat.
- Add variety to the programme so they do practise other skills. Tacking, followed by slow boat speed handling. Going up wind for hours will just reinforce the boredom of training. Mix it up and make this stage fun.

**Feedback type**

- Focus on one thing at a time and ask what they notice before giving an opinion.
- Allow at least three attempts before providing feedback.
- Video feedback when they start getting better.
- Focus on component parts.

**Coaching exercise**

Windward/leeward course with a gap between each boat, follow one boat at a time. Feedback at the top mark. Downwind to the start area and next time around they should practise by themselves. Use races to gauge how much they have improved.

**Stage 4: Self-practice**

This stage is incredibly important to develop your sailors' understanding and it also lets them learn in their own way without the coach interfering with verbal feedback.

**Coaching techniques**

- Try and keep them fresh. If they start getting tired, go and practise something else.
- Add variety as they get better and to avoid boredom. Tack for five minutes with a pause after each set of four tacks. Rest, four more,

rest, four more. Head downwind sailing with eyes closed (if safe).

- Get the sailors to score themselves each time they tack.
- Allow time to talk after each tack.

**Feedback type**

This is an important aspect of developing teamwork so make sure it's blame-free and aimed at improving technique.

- The sailors should score themselves out of 10
- Sailors should focus on component parts of the manoeuvre.

**Coaching exercise**

Create a simple routine. Windward leeward course five tacks, hoist, five gybes, rest. Start again

## Developing the skill

**Stage 5: Testing under pressure**

Once the sailor has begun to develop a routine, it's time to increase the pressure. You may find that you have to go back a stage if something is continually going wrong and this will be a normal part of the process to refine that technique.

**Coaching techniques**

Now the emphasis should change from feedback on specific movements of the helm/crew to how the boat moves through the manoeuvre. Increasing pressure can include time to tack, tacking against opposition.

**Feedback type**

Video footage, coach's observations focusing on the smoothness and efficiency of the tack. Try to get sailors to identify a single aspect that allows them to judge the tack, e.g. the rate of turn of the boat (not the rudder movement).

**Coaching exercises**

- Tacking on the whistle
- Tacking duals against another boat
- Counting backwards or singing (any mental task) during the tack
- Races

**Stage 6: Testing during a regatta**

This is when the training stops and racing begins. The key principle to remember is to create a goal for developing that technique during a race. This is known as a 'process regatta.' Although you do try to complete all manoeuvres correctly the only one you focus on in the debrief sessions is the technique, e.g. tacking. If other issues do arise then identify them and focus on those in your race training in-between events.

Continued overleaf

## Coaching techniques

- There will be a need to continue revisiting stages 3, 4 and 5 in-between regattas.
- Getting a good result is not as important as refining the skill you are focusing on. This is the most difficult part of the improvement process.
- Try to avoid new techniques unless you have practised them.
- Don't try to focus on more than three aspects during a race.

## Feedback type

At this stage the feedback needs to be generated by the sailor focusing on the overall score of the tack. Use video footage if possible. Any verbal feedback needs to focus on the feel or style of the tack. Record any comments on technique to cover during training.

## Stage 7: Reaching perfection – let the force be with you

### Sailor technique

- Focus on the decision of when to tack rather than how you tack.
- Don't be afraid to go back to the start or at least stage 3.

### Coaching technique

Avoid verbal feedback and give advice on the motivation and mood of the coach rather than details on specific techniques.

## Pre-entry tests

A few club racing coaches have recently attempted to sign off instructor pre-entry tests in G14 for their club colleagues. Please note that coach/assessors are the only people authorised to do this.

## The revised '10 elements of racing'

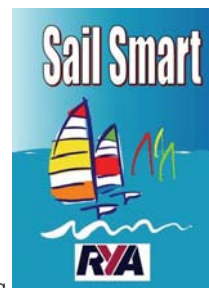
1. Mental fitness
2. Physical fitness
3. Boat handling
4. Boat tuning
5. Strategy and Met (the quickest route around the course)
6. Tactics (boat on boat, boat on fleet)
7. Starting
8. Boat prep
9. Teamwork
10. Racing rules

## Dates for your diary

### The Sail Smart Road Show 2006

#### Working for the clubs

This is a locally-run event where we get the top names in Olympic sailing and coaching to visit clubs around the country. This is your chance to question the experts and to get involved in fascinating workshops during the day. This is **aimed at club coaches** but any sailors are welcome. **Guaranteed to be inspirational.**

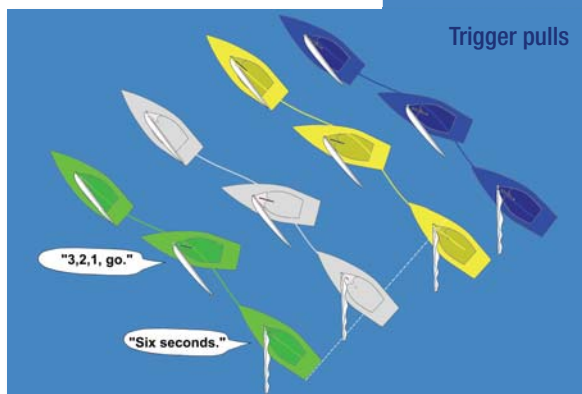
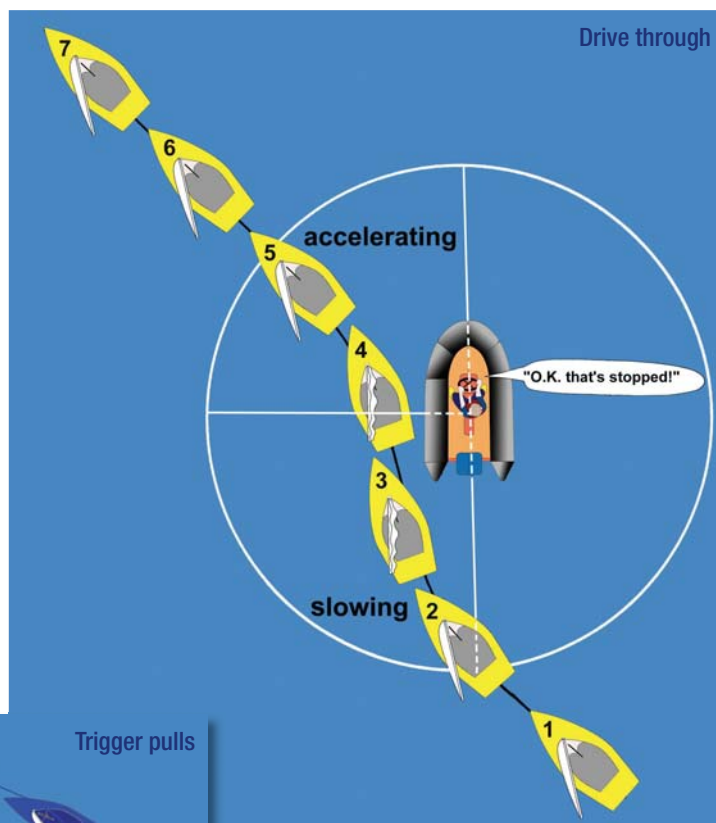


# Coaching exercises: developing acceleration

Both of these exercises can be used to develop one key element of successful starting – acceleration off the line.

The **drive through** exercise allows you to provide feedback to the sailor as he/she is developing this skill. This exercise can be demanding of your time so it is important to set up a buoy some distance from the coach boat to allow people to practise by themselves.

As sailors develop their ability to accelerate, they should be encouraged to run group sessions using the **trigger pull exercise**. All line up approximately one boat length from each other (sails flapping) and when in position someone shouts "GO!" All sprint away and after one minute it should be clear who has pulled ahead. Stop the fleet, reposition and start again. This can also be achieved using a standard start line.



The *Race Training Exercise Booklet* includes all the exercises needed to coach racing. Full diagrams explain how to run them and the skills you can develop. This is now available on the new RYA website. Waterproof version available from [jessica.mapplebeck@rya.org.uk](mailto:jessica.mapplebeck@rya.org.uk).

## Top Mark 2006

### Working for the classes

Weymouth & Portland National Sailing Academy 1st/2nd April 2006.



Top Mark is **aimed at classes** wanting to raise the standard

of their racing. Again, priority is given to qualified coaches. This is a great chance to be coached by the RYA Olympic coaches. A range of classes have taken this opportunity to kick start their annual sailing campaign and train their coaches for the season ahead.

This event also provides an opportunity for classes to link into the RYA and other class organisations to develop their coaching teams, generate ideas and create schemes that will make a difference to the quality and quantity of their members.

**You'd be an April fool not to be there!**

For full details of these events please contact [jessica.mapplebeck@rya.org.uk](mailto:jessica.mapplebeck@rya.org.uk)

# RYA National Windsurfing Scheme

## What you need to know

The new National Windsurfing Scheme contains all the skills and transitions taught within the current scheme, simplified and updated to correspond with developments in equipment. In

addition Fastfwd, the unique coaching tool by Simon Bornhoft, enhances your coaching abilities and enables the breakdown of skills into a memorable form for both you and the end user.

| Current National Windsurfing Scheme   | New National Windsurfing Scheme  |
|---|--|
| <b>Level 1</b>  | <b>Start</b>   |
| <b>Aim:</b> Introduces beginners to the sport, enabling them to turn around and sail where they want to sail.<br><b>Awarded by:</b> Level 1 instructor or higher                        | <b>Aim:</b> Introduces beginners to the sport, enabling them to turn around and sail where they want to sail.<br><b>Awarded by:</b> Start instructor or higher   |
| <b>Level 2</b>  | <b>Intermediate</b>  |
| <b>Aim:</b> Development of stance, improved transitions and an introduction to the harness and beach starting.<br><b>Awarded by:</b> Level 2 instructor or higher                       | <b>Aim:</b> A combination of all skills taught in levels 2 and 3 with a first introduction to the Fastfwd coaching formula. Helping to break down and develop transferable skills, subsequently simplifying and speeding up the learning process. The intermediate level is assessed and split into a non-planing and planing competency.<br><b>Awarded by:</b> Intermediate non-planing (L2) or planing (L3) instructor or higher |
| <b>Level 3</b>  |  |
| <b>Aim:</b> Sailing in stronger winds and an introduction to planing.<br><b>Awarded by:</b> Level 3 instructor or higher  |  |
| <b>Level 4/5</b>  | <b>Advanced</b>  |
| <b>Aim:</b> Introduction and development of planing techniques, waterstarting, advanced carving skills and bump and jump conditions.<br><b>Awarded by:</b> Level 4 instructor or higher | <b>Aim:</b> Introduction and development of planing techniques, waterstarting and advanced carving skills, using the memorable Fastfwd formula to break down the skills previously taught in level 4. Previous level 5 skills are now taught within specific clinics.<br><b>Awarded by:</b> Advanced instructor  |

Further information and course criteria can be found on the RYA website: [www.rya.org.uk](http://www.rya.org.uk)

## Conversion course change

As from 31st December all conversion courses to the new scheme will be run regionally as one-day events. These courses will be made available

to all current level 2 or higher qualified instructors. Details are available from your regional development officer or [www.rya.org.uk](http://www.rya.org.uk).

## New intermediate trainers

RYA Training ran a small update course in early October for a number of trainers wishing to continue training instructors in the new scheme. The course was assisted by Simon Bornhoft and Jim Collis.

The update was highly successful, with eight additional trainers now available to run the new national scheme intermediate instructor course incorporating the Fastfwd coaching method. Big thanks to

Callum and Matt at 604 Distribution for providing us with equipment for the two days.

From the beginning of 2006, level 2/3 instructor courses will no longer be recognised. If you are a trainer wishing to convert your ticket we urge you to contact the RYA to organise this as soon as possible. For details of current trainers available to run instructor training in your region please contact [windsurfing@rya.org.uk](mailto:windsurfing@rya.org.uk).

# Convert your qualification

## Start instructors

All current instructors will be converted and updated automatically via a letter informing them of changes and updates to the Start course. The revised W4a will be available on the website. All instructors should make themselves aware of the changes.

## Intermediate instructors

As from 31st December all current level 2 qualified instructors and higher will automatically become intermediate instructors. To enhance your coaching knowledge with Fastfwd and bring you up to speed with all scheme changes we ask you to have completed the conversion course before your next revalidation, as a result of which your qualification will be valid for the next five years.

## Revalidation changes

Following the Principals and Trainers Conference in November 2004, it was agreed that instructors' and trainers' revalidation should change from three-yearly to five-yearly in line with the dinghy and powerboat schemes. With effect from 1st January 2006 all revalidations completed will be valid for five years.

## Advanced instructors

All level 4 instructors and higher will need to follow the conversion process to become advanced instructors. You must be completely familiar with the new syllabus of the advanced course. Fastfwd coaching notes will become available for the main course and clinics.

All RYA windsurfing trainers will be required to undertake a practical revalidation at one of a series of updates around the country. Trainers will be advised on the dates of these courses. If you require further information on the status of your qualification please don't hesitate to contact RYA Training on [windsurfing@rya.org.uk](mailto:windsurfing@rya.org.uk).



**Amanda Van Santen**  
Chief Windsurfing Instructor

E-mail: [amanda.vansanten@rya.org.uk](mailto:amanda.vansanten@rya.org.uk)  
Tel. 023 8060 4179

We are grateful to all instructors who have shown their commitment to the RYA and participated in the new scheme conversion courses. Due to the change in the revalidation process we are taking this opportunity to revalidate your qualification automatically for the next five years, from the date of your conversion course.

## Gybe talking

The introduction of the Fastfwd coaching methodology to RYA windsurfing has encouraged the breaking down of skills and techniques, making them memorable and easy to learn for both instructor and participant.

When we combine the Fastfwd elements of *vision*, *trim*, *balance*, *power* and *stance* with recent developments in equipment, it becomes possible to teach transitions throughout the different levels of competence.

Below are a few helpful hints that we hope will guide you through the introduction and breakdown of the Non-Planing Carve Gybe (NPCG). We can break down gybing either through key elements such as *vision* and *counter balance* or through sections. Here we describe three sections which aid the learning process and encourage good results.



The entry

### 1. Set up/entry:

#### The initiation of the gybe

Before we start the transition, remember – no gear gazing throughout the manoeuvre; always look up and towards your goal.

To initiate the turn, make a few changes

to your current sailing position; widen your grip - taking your back hand down the boom slightly, unhook if you are using a harness and with your hips kept low over a weighted back leg, widen your stance – take your back foot back slightly and across to the leeward rail near the back strap. If you are in

lighter winds place your front foot closer to the mast. This will give you a little more stability when bearing away.

Look downwind when initiating the turn and start to bear the board away. While leaning the rig forward, *counter balance* with your body – sink low and dig with the front foot, keep the back hand pulled in with the clew in by your rear shoulder. This will keep the power on throughout the turn. Hold this position as you head downwind.

### 2. Mid gybe:

#### Taking the board through the downwind stages and a smooth foot change

While holding your position, make sure you gear gazers don't take this opportunity to drop your head, taking a look at your feet and hands – usually ending in a splash!

Maintain a good framework between you and the rig, with the sail sheeted in.



Footwork

#### The foot change, or 'shift and switch'

To aid a smooth confident switch, keep a low centred stance, shift your weight, bring your front foot to join and take the place of your back foot, taking your back foot forward. Keep the new front foot position close to the mast and the centreline of the board, aiding in the *trim* and stability of the board.

You should now find yourself in a 'clew first' position. Keep the *power* on using the back hand - the sail should be approximately 90° to the centreline of the board, as if the front and back were being split in half. Weight the back foot slightly, keep a low centred



Rig control



Rotating the rig

stance, with the mast still leaning to the outside of the turn, aiding continuation of the turn. The lighter the wind the more the mast should be leant.

### 3. Gybe exit:

**The rig flip and final stages of the turn**  
Looking at the exit, with the board on the correct point of sail, flip the rig. This should be around a broad reach.

#### The Rig Flip

It is important to continue to stay low and centred. When you are ready, release the back hand,

placing it onto the mast just below the boom. *Counter balance* the rig. As the rig rotates bring your body weight forward, let go with the original front hand (the hand nearest to the mast!).

Take the rig forwards, *counter balance* – rig forward, body back. Place the back hand on the boom, adjusting the sail setting and pulling the power on accordingly.

Re-establish your sailing position and hey presto - a dry gybe and just that little step closer to the infamous carve gybe!



Sailing away

## Choose your simulator

To become an RYA Windsurfing Training Centre, recognised to teach intermediate courses and above, a Fastfwd simulator is no longer a pre-requisite.

Instead, you will need to have in place an adequate simulator that can be used as an effective tool to teach Fastfwd, harness work and planing techniques. For further information please refer to the current centre guidance notes.

The pre-built simulator is still available and for many centres has proved an effective tool. For details of the manufacturer or if you have further queries on simulator requirements please contact [windsurfing@rya.org.uk](mailto:windsurfing@rya.org.uk).

### Running a course?

If your centre is running any instructor courses, please advise us of the dates.



## New to the team

Joining Amanda Van Santen, Chief Windsurfing Instructor, is Vanessa Baxter, who assists Amanda as administrator for the windsurfing

schemes. If you have any queries regarding windsurfing please call Vanessa on 0845 345 0402 or e-mail [windsurfing@rya.org.uk](mailto:windsurfing@rya.org.uk).

## Confessions: a response

Please do continue to write up your disasters and near-disasters so that others can learn. There is a huge amount to be learned from reflecting on the less-than-perfect training sessions that we all run now and then!

**Barrie Skelcher** is a powerboat instructor and club racing coach at Slaughden Sailing Club and feels critical of some of the events recounted in the last *Confessions* page: his comments have been edited due to available space.

David Ritchie's comment (*Dealing with inversion entrapments*) that "It was extremely difficult to think clearly in the circumstances" hit me like a thunderbolt. Being able to think clearly, assess a situation, understand what is happening, and make prompt decisive decisions is the one thing I would expect the skipper of a support boat to be able to do.

Accidents seldom follow an anticipated cause but arise from the unexpected. This means that thinking has to be able to deal with the unexpected and not constrained by too strict pre-emptive



The RYA Method has stood the test of time as the basis for sailing many different boats

planning. This leads me to question whether the 'method' approach to training is too prescriptive and dogmatic.

Why not teach alternatives? For example, in capsize recovery why not discuss the value of righting lines? Why not the pros and cons of getting the crew to lie in the boat? In powerboating, why not teach the relative risks, in man overboard recovery, of killing or not killing the engine?

In my view the 'method' simply

teaches students to 'jump through specified hoops'. In real life the hoops are likely to come in different shapes and forms. We should be more flexible in teaching and, instead of tests relying solely on practised prescribed tasks, examine the students' ability to handle the boat in unplanned circumstances.

*David Ritchie responds: "The RYA schemes are designed to teach basic skills which can be adapted in dealing with a range of situations. Unfortunately*

*academic research seems to suggest that only one in four of us thinks very clearly in an emergency, which underlines the value of training safety boat crews. Operating a safety boat in difficult conditions is possibly the most underrated role in dinghy sailing, particularly during a serious incident; the events related in the last Confessions were serious, and I think each of us reflected on our own performance for some days afterwards. I suspect the outcome underlines the value of both training and experience.*

## Regional Contacts

### Power, Dinghy and Windsurfing Regional Development Officers

**South West** (Avon, Cornwall, Devon, Dorset, Glos, Somerset, Wilts)  
**GRAHAM MANCHESTER** 07876 330374  
graham.manchester@rya.org.uk

**Thames Valley and London inside the M25**  
**GUY MALPAS** 07799 714779  
guy.malpas@rya.org.uk

**East and West Midlands** **MAX THURLOW**  
07786 866111 max.thurlow@rya.org.uk

**North West, Yorkshire and Humberside and North East** (Cheshire, Cumbria, Isle of Man, Lancs, Mersey, Cleveland, Durham, Northumberland, Tyne & Wear)  
**CHRIS EADES** 07876 330136  
chris.eades@rya.org.uk

### Power and Dinghy Regional Coaches

**South** (Hampshire, Isle of Wight) **PAUL RIVINGTON**  
023 9266 6568 (day) paul.poc@rya-online.net

**South East** (Kent, Sussex, SE London, outside M25)  
**JIM ELLIS** 020 8539 0668 (home) / 07956 867252  
jime11is@yahoo.co.uk

**Eastern** (Beds, Cambs, Essex, Herts, Suffolk, Norfolk, E.London, outside M25) **DEREK BURCHELL**  
01621 869599 derek.burchell@btinternet.com

**Scotland** **JANE SCOTT** 0131 317 7388  
jane@ryascotland.freeserve.co.uk

**Wales** **MAL JONES** 01874 658469 /  
07968 897154 mal.jones@pgl.co.uk

**Channel Islands**  
**JOHN ELLIOTT** 01481 710877 elliot@cwgsy.net

**Northern Ireland** **EAMON MASTERSON**  
028 9038 3812 admin@ryani.org.uk

**Army Sailing Association Coach**  
**CLIVE GRANT** 023 8045 7242  
asacoach@tiscali.co.uk

**Royal Navy Coach**  
**GRAHAME FORSHAW** 023 9272 5913  
grahameforshaw@hotmail.com

**RAF Sailing Association Coach (Dinghy)**  
**Laurie DENGATE** laurie.dengate@btopenworld.com

### Racing High Performance Managers

**Scotland** **ROY MCCUBBIN** 07786 333541  
roy@ryascotland.freeserve.co.uk

**Northern Ireland**  
**BILL O'HARA** bill.ohara@rya.org.uk

**Wales**  
**TIM HALL** 07901 822844 racing@thewya.org

**West & North**  
**GERRY BALL** 07909 994637 gerry.ball@rya.org.uk

**East & South East** **BRUCE BONAR**  
07909 994642 bruce.bonar@rya.org.uk

**South West & South** **CHRIS ATHERTON**  
07909 994641 chris.atherton@rya.org.uk

### Windsurfing Regional Liaison Officers

**East** (Bedfordshire, Cambridgeshire, East London, Essex, Hertfordshire, Norfolk, Suffolk)  
**VACANT** - contact RYA office 023 8060 4100

**South** (Hampshire, Isle of Wight)  
**MARTIN HUGHES** 01489 584810  
hughes.family@breathemail.net

**South East** (Kent, Sussex, SE London)  
**SAM SMITHSON** 01737 644288  
sam@aquasports.co.uk

**Northern Ireland**  
**COLIN MAYRS** 028 9045 9485  
mayrswindsurf@hotmail.com

**Scotland**  
**JANE SCOTT** 0131 317 7388  
jane@ryascotland.freeserve.co.uk

**Wales**  
**RICHARD TWINING** 01248 670738  
racingwya@aol.com

### Sailability Regional Organisers

**East Midlands**  
**VAL MILLWARD** 01476 592322 ryasroem@aol.com

**Eastern**  
**DAVE WILDING** 01223 843769  
dwilding@eurobell.co.uk

**North East**  
**RYA Sailability, Hamble** 0845 3450403

**North West**  
**IAN SHIRRA** 07749 012414 ian@shirra.fsnet.co.uk

**Northern Ireland**  
**EAMON MASTERSON** 028 9038 3812  
Eamon.masterson@ntlworld.com

**Scotland** **JANE SCOTT** 0131 317 7388 /  
07770 604234 jane.scott@rya-online.net

**South and South East**  
**JO MAWBY** 07789 991603  
jo.mawby@ryasailability.org

**South West** **VIC ROLFE** 01452 614980 /  
07752 631428 ryasrosw@aol.com

**Southern**  
**RYA Sailability, Hamble** 0845 3450403

**Thames Valley**  
**RYA Sailability, Hamble** 0845 3450403

**South Wales**  
**JAMES DWYER** 029 20488440  
jpdwyer@carewatchcardiff.co.uk

**West Midlands**  
**RYA Sailability, Hamble** 0845 3450403

**North & West Wales** **GLYN COUPLAND** 01267  
238356 Glyncoupland@aol.com

**Yorkshire** **NORMAN STEPHENS** 01132 933021  
Norman.stephens@ntlworld.com

**West Hants & East Dorset**  
**DAVE POLLARD** 01425 271854 / 07803 389739  
David.m.pollard@btopenworld.com

**London** **RYA Sailability, Hamble** 0845 3450403

**MasterSun**  
**Watersports jobs**  
**Summer 2006**

Join Britain's leading Christian tour operator in Greece or Turkey this summer! Competitive package.

- Chief Instructors
- Senior & FastFwd Instructors
- Waterfront staff



RYA Training Centre  
 RYA recognised centres

For a job pack call 020 8942 9442 or email [lynette@mastersun.co.uk](mailto:lynette@mastersun.co.uk)  
[www.mastersun.co.uk](http://www.mastersun.co.uk)

MasterSun, Thames House,  
 63-67 Kingston Road, New Malden,  
 Surrey KT3 3PB

## GRAFHAM Senior Instructors and Instructors

water centre

If you want a rewarding and enjoyable place to work and to be involved with developing young people then look no further, we are seeking to recruit a number of new staff. Grafham Water Centre is a wonderful site on the shores of one of Britain's largest reservoirs. The residential centre offers activity courses for schools, youth groups and adults. The Centre is open all year round and contracts will vary in length.

For 2006 and beyond we require enthusiastic staff who are able to deliver programmes of exciting and educationally valid activities for schools, youth groups, adults and individuals.

Activities include Sailing, Windsurfing, Canoeing, Kayaking, Climbing and Abseiling, Archery, High and Low Ropes Courses, Mountain Biking and Team Building. NGB qualifications are required although on-site training is given.

This could be the opportunity of a lifetime, whether you are looking for a full time career in the outdoors, experience of working with young people or just enjoy a challenge.

Salaries for Instructors start at £213.49 per week with opportunities for overtime. Salaries for Senior Instructors depend on experience and qualifications. Accommodation is available

Catering staff are also required.

For further information and an application form, please ring Christina at Grafham Water Centre, Perry, Huntingdon, Cambridgeshire PE28 0BX on (01480) 810521



Cambridgeshire  
 County Council

Making equality a reality

[www.grafham-water-centre.co.uk](http://www.grafham-water-centre.co.uk)



**Rockley Watersports**

Watersports  
 Centre Managers and  
 Chief Instructors

REQUIRED  
 2006 Summer Season  
 France  
 March - October

t. 0870 777 0541  
 f. 0870 777 0542  
[personnel@rockleywatersports.com](mailto:personnel@rockleywatersports.com)  
[www.rockleywatersports.com](http://www.rockleywatersports.com)

### New Sea School project in India needs your help

A small Sea School is planned by the charity Kings World Trust for Children at a tsunami-hit village in SE India. But they need help in getting established, whether it be with boats, equipment or expertise. They are especially keen to recruit experienced sailing or canoeing instructors willing to help on a volunteer basis, teaching youngsters basic sailing and seamanship skills. Volunteers pay their own way but will gain satisfaction helping disadvantaged youngsters in a great tropical environment. It's hoped to get the school up and running early in the new year.

For further information contact the project leader, John Ellis on 07798 586574 or e-mail [kwtc.sea-school@hotmail.co.uk](mailto:kwtc.sea-school@hotmail.co.uk)

For more information on KWTC visit [www.kingschildren.org](http://www.kingschildren.org)

*This is not an RYA Recognised Training Centre*

### Senior Sailing Instructor, Hong Kong

Applications are invited for the position of Senior Sailing Instructor at the Royal Hong Kong Yacht Club.

Reporting to the Sailing Manager, the successful applicant will oversee, run, and develop the Adult and Youth Dinghy Sail Training Programmes. He/she will also be responsible for the upkeep and maintenance of the Club's dinghy equipment and training facilities.

The successful applicant should be a qualified Senior Sailing Instructor within their respective country's National Sailing Authority. Written and spoken English is required.

The successful candidate must have experience instructing adults and youths in various types of dinghies (including high performance dinghies). Racing, Advanced and Keelboat Instructor endorsements would be an advantage. The ideal candidate will also have a high standard of racing experience.

Interested parties should submit a comprehensive CV together with a recent photograph to:

The General Manager  
 Royal Hong Kong Yacht Club  
 Kellett Island  
 Causeway Bay  
 Hong Kong  
 E-mail: [rverhulst@rhkyc.org.hk](mailto:rverhulst@rhkyc.org.hk)



*This is not an RYA Recognised Training Centre*

**Longridge**

Longridge SBC is a multi-activity Centre situated on the Thames.

We are seeking to recruit people with RYA Dinghy and/or BCU qualifications between Easter and September. A very competitive salary of £11,440.00 per annum (pro rata) including food & accommodation.

Contact: [jobs@longridge.org.uk](mailto:jobs@longridge.org.uk), [www.longridge.org.uk](http://www.longridge.org.uk) or 01628 483252

**Cayman Islands Sailing Club** is looking to employ a full time Sailing Instructor and National Youth Team Coach. Applicants should be experienced instructors with internationally recognised qualifications for teaching dinghy and small keelboat sailing and with the ability to set up and manage programmes for youth learn to sail (including working with local school and youth groups) leading to more advanced racing programmes and overseas competition in addition to adult learn to sail and racing programmes.

Cayman Islands Sailing Club is a non-profit organisation and is also the National Authority for Sailing in the Cayman Islands. A base salary plus commission is offered.

Applications (with references) should be in writing to Commodore Andrew Moon, Cayman Islands Sailing Club, PO Box 32137 SMB, Grand Cayman, Cayman Islands, BWI and will be accepted by e-mail [commodore@sailing.ky](mailto:commodore@sailing.ky) or fax +1 345 945 1247.

*This centre is not RYA recognised*

**Rockley Watersports**

RYA Dinghy Instructors  
 RYA Windsurf Instructors  
 RYA Senior Instructors

REQUIRED  
 2006 Summer Season  
 France and UK  
 March - October

t. 0870 777 0541  
 f. 0870 777 0542  
[personnel@rockleywatersports.com](mailto:personnel@rockleywatersports.com)  
[www.rockleywatersports.com](http://www.rockleywatersports.com)



UKSA

Colgate 26 keelboats at UKSA

## Bold decisions can lead to mistakes

**Ben Willows** admits to a learning experience.

I was running a keelboat instructor training day in a Colgate 26 with four students on board. There was another keelboat out with us doing exactly the same session. We towed the keelboats out and then anchored the safety boat whilst we sailed in the area directly off to the north east of Cowes called the Shrape.

It was blowing SW 5-6 (maybe a bit more in the gusts!) so we were sailing quite close in to Cowes to stay in the shelter of the land. Everything was going very well; the students had managed to do some quick kite hoists and drops and even one or two gybes close in to the lee of the land. With confidence growing, I decided, in my wisdom, to put the kite up without putting a reef in and sail off downwind to do some strong wind gybes and a drop. We set off at quite a rate of knots and completed a gybe fairly comfortably. I looked back to see our other keelboat being hit by a big gust and broaching heavily in to windward. I suggested to my budding instructors that we should perhaps take the kite down and head back upwind as things were getting a bit fruity!

As we attempted to bring the kite down we were hit by the same big gust and we broached instantly, ending up on our side, wrapping the spinnaker around the forestay, unable to bring it down. In our excitement we had sailed quite a long way from Cowes very quickly and were now half on our side, pinned over by the flogging spinnaker and fast approaching the brambles bank.

Oh, how clearly you understand the error of your ways when things go wrong! I looked back upwind to see how the occupants of our other keelboat were doing. They had managed to get their kite down and were heading back upwind into the shelter of Cowes. I quickly radioed the instructor on board and suggested that he may want to sail top speed to the anchored safety boat and come and fetch me before I grounded on the brambles' lee shore in SW 5-7. Whilst I and my increasingly anxious students waited for him to arrive, we put the anchor down, took the main sail down because it was holding us over and tried in vain to free the kite, which was well and truly stuck.

Once the safety boat arrived (about four minutes later but just in the nick of time) we managed to pull the keelboat into the wind and I shot up the mast on the main halyard and cut the spinnaker free with the instructor's knife I had in my buoyancy aid!

I believe that the confidence we had gained in the morning session led to the decisions not to reef, to sail out to where the wind would be significantly stronger and to head towards a lee shore. This resulted in a situation that could have been very serious. It was one of those instances where we, as the instructors, got caught up in the moment; the students were loving it and wanted to do more and we wanted to push a little bit further. Consequently we made a couple of very quick and stupid decisions and ended up nearly writing off a keelboat and possibly injuring students.

Needless to say our principal was not impressed when I told him what happened! It emphasised to me just how careful you need to be in your decision-making and thought processes when taking groups on the water.

## Time to own up?

At one time or another, we've all had one of those days when things just didn't go according to plan. Are you going to be the instructor to confess all in the next issue of **Wavelength**? Send your story to Jane Hall – [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk)

Copy deadline for the next issue is 6th March 2006.

# RYA

## Wavelength

**Wavelength** is published twice yearly by the Royal Yachting Association (RYA) and distributed free to all RYA-registered instructors. Views expressed do not necessarily represent the policy of the RYA.

Royal Yachting Association,  
RYA House, Ensign Way, Hamble,  
Southampton SO31 4YA  
+44(0)23 8060 4100

Editor:  
Manya McMahon  
[www.pinpoint-uk.co.uk](http://www.pinpoint-uk.co.uk)  
+44(0)1395 269573

Design by:  
Richard Hamshire  
+44(0)7866 722208

Printed by:  
Epic Printing Services,  
Epic House  
Allington Avenue, Dorchester,  
Dorset DT1 1EX  
+44(0)1305 263007

Copy deadline for the next issue: 6th March 2006