

RYA Wavelength

Spring 2010

keeping RYA instructors and coaches in touch



Welcome from Sarah

Having joined the RYA as Chief Executive on 1 February, I am happy to have this opportunity of introducing myself.

The RYA is a complex organisation but through meetings, visits and informal conversations the jigsaw is falling into place. I am a strong believer in customer service and satisfaction and I think that through our training courses, training centres and clubs we go a very long way in delivering those. It is clear to me that many enthusiastic and dedicated people work extremely hard to make the RYA what it is today and I'm looking forward both to meeting as many of you as possible, and to contributing to that work.



Sarah Treseder
RYA CEO

Keep in touch

If you haven't received Wavelength online so far, we probably don't have your email address. Send us an email with your name, postcode and/or membership number so that we can update our records.
wavelength@rya.org.uk

Because you're worth it

Our new package of benefits for our instructor members was launched at the London Boat Show in January and has proved very popular so far.

The package includes a discount on access to our new Spinlock Deck Vest lifejacket, with a buoyancy aid to follow soon. There is also a 25% discount on Musto clothing that carries our RYA instructor branding.

You can also benefit by spreading the word on RYA membership and claiming a commission for each new member signed up.

If you are an instructor and a member, you will automatically be assigned to this membership scheme and you will receive a new style of membership card at your next renewal. To access your discounts and find out more about the scheme, click the 'sign in/register' button on the www.rya.org.uk and you will be directed to the Instructor Member page.

Features of the RYA Spinlock Deck Vest:

- Approved to ISO12402-3 (the new international standard for lifejackets)



and ISO12401 for deck safety harnesses

- Compact 3D Shape, with front opening belt system
- Wide range of chest and back adjustments
- Soft loop harness attachment point
- High spec auto inflating 150N lifejacket with sprayhood
- UML Pro-Sensor activation head with visible indicator to show activation status
 - High intensity flashing light
 - Thigh straps
 - 'Manual only' firing head supplied to order
 - Available in 3 sizes.



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Defenders of the sport

Much of the work of the RYA goes unnoticed because, if we are successful, training centres and professional and recreational boat users can continue to operate and enjoy the sport without interference from the authorities.

In 2004, reporting regulations were introduced requiring all boat users to report to the MCA every incident including dinghy capsizes, VHF radio and battery failure and unsuccessful berthing manoeuvres. No-one noticed this law, which the RYA quietly managed to have repealed before the first miscreant could be fined around £5,000 for failing to comply.

Sports authorities, in an attempt to improve coaching, have pressurised the RYA to adopt the UK Coaching certificate, which would have required all 20,000 instructors in 40 countries to attend several extra courses to re-qualify.



Child Protection Guidelines would have meant every instructor attending a three hour course every three years.

Adventure activity licensing meant that our OnBoard clubs teaching children would have been hit by a £800 bill for an activity licence. They can now receive a free licence on the strength of their RYA recognition.

Inshore dinghy, windsurfing and powerboat schools would have had to

comply with the MCA codes. Instead, they can use RYA recognition as an alternative.

Yachting instructors would have had to take a second skipper to comply with the working time directive, and under health legislation would have had to attend a food hygiene course.

We managed to put a stop to all this and much more by persuading the authorities that the sea becomes a more dangerous place if the sport is over regulated, and if gaining instruction becomes too difficult and expensive.

Waving banners on the roof of the Houses of Parliament, and rallies in Trafalgar Square are newsworthy. But a better result is achieved by negotiation, backed with strong evidence. We have therefore developed good relationships with sport and maritime organisations in the UK, and our competitive success and worldwide influence in

training gives us considerable clout. Periodically we have to use that clout, and we're doing it well if the sport continues without interference from over zealous regulators.

As you will see below we will be appointing a new Training Manager when I retire later this year. When Bill Anderson handed this job over to me in 2000, he described it as the best job in yachting. It gives a truly unique perspective of British and world sailing and powerboating.

Since RYA Training started about 40 years ago, we have never lost sight of the importance of the quality of our instructors, and I've no doubt that tradition will continue. Thanks for your support of the schemes all over the world. I hope to see you afloat in the future.

James Stevens
RYA Training Manager and
Chief Examiner

RYA Partner Programme

Our web and publications teams have been very busy lately preparing a package of benefits and solutions to help all our instructors and training centres.

As well as the instructor membership package on the front page, we have just launched a great new facility for training centres wanting to earn hassle free money.

RYA books are hugely popular around the world. Many centres already sell our books to their customers for a reasonable profit. However, they are reliant on investing money in stock, having space for that stock and spending time and money on sending books to customers. Now there is another option.

Our new Partner Programme enables centres to market our books through their websites and earn a commission

on sales, but without having to hold any stock. The commission is smaller than the traditional margin, but there is no hassle and no investment needed.

It works by way of widgets (web speak!) which you feature on your website and which link direct to our webshop. The widget could be a simple text link to a product, or could include book cover images and prices etc. The choice is yours. Your customer sees the widget on your site, clicks through and, hopefully, makes a purchase. Our system identifies which centre the customer has purchased through, and pays you commission accordingly. All the order processing, payment taking and postage is done at our end.

And if that isn't clever enough, we have a cookie tracking

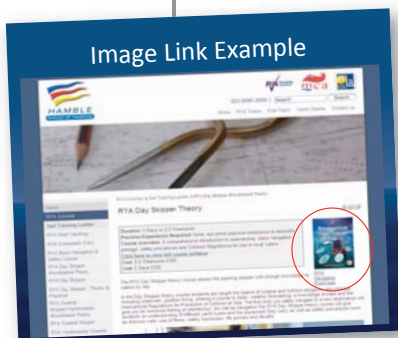
system. Even if your customer ends up buying their books direct through the RYA website, rather than through yours, the widget allows our system to check if they initially browsed the item through your site within the last 60 days. If they did, you receive your commission just as if they had purchased via your site.

Interested? You can register your interest online at www.rya.org.uk/go/partner or send queries to partner@rya.org.uk.

Coming soon

Account holders, including training centres, will soon be able to place orders through our website. You will receive your usual account holders discount and the system will be able to identify which of our 'restricted' items you are entitled to (ie certificates, course packs etc).

Of course, you will still be able to phone up the lovely people in Orders, if you would rather speak to a real person, but the new system will allow ordering anytime, anywhere.



RYA to recruit new Training Manager

James Stevens will be retiring in September 2010 after more than 20 years with the RYA, the last 10 as Training Manager. We are now seeking to recruit a successor to oversee all of the RYA's training schemes and maintain RYA Training as a renowned and highly respected global brand.

The post is being advertised on the RYA website, www.rya.org.uk, About Us, Job Vacancies, with a closing date of 30 April. Interviews will be held in late May, with the new Manager starting in early September for a handover with James. If you are unable to access the details from the website, please call the RYA's HR department on 023 8060 4105.

It's your magazine – what do you want to read about?

Send us your ideas, comments or articles for the next issue.

Coaching articles are always welcome. If you have some top tips to share that could form the basis of an article, jot down your ideas and email them to the address below.

Articles or letters can be submitted both for the online and printed issues of Wavelength.

Don't forget – training centres can advertise free of charge for instructional staff. All we need is camera ready artwork, or your text and logo so that we can set an ad for you.

Copy dates:

Adverts and articles online

30 June 2010

for publication in late August 2010

12 November 2010

for publication in late January 2011

Adverts and articles in print

21 January 2011

for publication in mid April 2011

Email: wavelength@rya.org.uk

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Central certification goes live

Following successful trials, the online central certification system has gone live, starting with Powerboat Level 2. As we write, training centres are being sent login details so, as soon as they start using the new photo-ID certificates, they can access the online system and register their students.

Until the end of 2010, centres can choose whether to start issuing the new centrally recorded certificates or to stick with the old style, or do a mixture of both depending on the needs of their students.



From January 1 2011, centres will only be able to buy the new photo-ID certificates, and from April 1 2011 no more of the old style of certificate should be issued.

We have produced an FAQ sheet on the system, which is in the training centre resources section of www.rya.org.uk, and is available to view during the online registration process. If any other questions pop up frequently, they will be added to this list.

Once Powerboat Level 2 registration has bedded-in we will gradually roll out the system to other certificates including Day and Coastal Skipper, Advanced Powerboat and Personal Watercraft. We will keep centres informed as timescales are set.



e-learning update

As I write, we are close to launching RYA Interactive to the public with our first small step into e-learning.

The CEVNI test

The test has been trialled and works well. We are now dealing with the usual IT headaches of compatibility across a wide array of computers, operating systems and web browsers. When those problems are dealt with, we will be ready to let the test loose on the public. By the time you read this, we hope that the first few 'real' students will have worked their way through the system.

If you want to offer the online test through your training centre, but haven't yet registered your interest, please let me know. I can send you an information sheet with more details on the test and how it can be offered.

The CEVNI test can be offered by RYA affiliated clubs and training centres that are recognised to offer powerboat, inland waterways, motor cruising, sail cruising or navigation courses.

Basic Navigation and Safety

We have also started work on the online Basic Navigation and Safety course. The prototype looks great and has passed muster with our focus group. We aim to give your students a highly interactive and memorable experience, and it should be a great alternative to face-to-face teaching for those who can't get to a classroom.

If this is something you might like offer, let me know and I will keep you posted as the project develops with information on how the course will be delivered and the likely costs etc.

To bring the Basic Nav course to life, we plan to include video snippets of instructors giving hints and tips. If you'd like to be one of our featured experts, we'd love to hear from you. In true reality TV style we want instructors to send us their video auditions. See the panel on the right for more details.

interactive@rya.org.uk

Interactive Idol

Ever fancied being a star of stage and screen?

Well, we can't quite promise that, but we are looking for a few experts to feature in our online Basic Navigation and Safety course.

The plan is to mix standard e-learning content with snippets of knowledge explained by real instructors through the use of video.

If you fancy yourself as a presenter of pearls of wisdom, we want to see your screen test! Email us a short video (no more than a minute) of you giving a top tip on any part of the Basic Navigation course syllabus. The quality of the filming doesn't matter – it's you we're interested in, your ideas for explaining trickier parts of the syllabus, and how you come across on camera.

If selected, you will need to come to Hamble for filming, on a date to be confirmed in the summer.

We will not be mentioning individual training centres in the online course, for obvious reasons. But we hope you enjoy the opportunity to be part of this exciting project. We know there is a lot of instructing talent out there, and we want to use it!

Please send your video to interactive@rya.org.uk by 31 May.



A new pontoon training facility

A new pontoon training facility was commissioned on the River Medina, Isle of Wight, in March by RYA Training Manager, James Stevens, 'This is a really helpful initiative and I am delighted that Cowes Harbour Commissioners recognise the value of training and are supporting it in this way'.

Cowes Harbour Commission, with support from the UKSA, has provided an 11 metre pontoon in a relatively

quiet stretch of river south of Kingston Boatyard.

The pontoon is for the use of any river user, but it will be especially welcomed by training organisations wishing to train crews in the essential art of boat handling and safe berthing. This can now be achieved without risk of damage to other craft, and without competing for mooring space during the busy summer months.

The provision of such a facility is unique and is much welcomed by the river users.

Cowes is a favourite destination and base for many training centres in the UK and it is often difficult to find pontoon space to conduct essential training. Cruising yachtsmen in adjacent berths rarely welcome such activity and, regrettably, damage to other craft does sometimes occur.

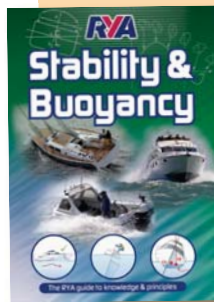


Cowes Harbour Commission has taken this positive step to ensure that all yachtsmen have somewhere to acquire these skills while inconvenience and disruption to other river users is minimised.

New publications

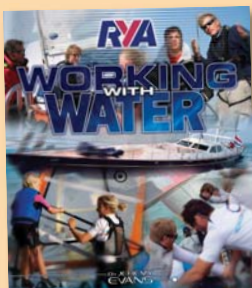
RYA Stability and Buoyancy 2nd edition

Author: RYA
ISBN: 978-1-906435-35-6
RYA Code: G23
Price: £6.99



This revised edition of RYA Stability and Buoyancy deals with everything relating to these issues and also includes: hazards common to most boats, incorporating

bad loading and breaking waves; the characteristics of different boat types, i.e. sailing dinghies, small catamarans, offshore and coastal monohull sailing boats; maximum safe heel angle, and a glossary of terms, explaining all the technical jargon.



RYA Working with Water

Author: Jeremy Evans
ISBN: 9781905104819
RYA Code: G65
Price: £19.99

Everything the reader needs to know about working in any area of the vast and varied watersports industry.

This title provides key advice for people wanting to get into this industry, whether they are looking for a gap-year pastime or hoping to start a new career. Chapters include what the work is like; what the responsibilities are; how to get a job, and personal experiences and case histories.

RYA The Racing Rules Explained

Author: Trevor Lewis
ISBN: 9781906435189
RYA Code: G80
Price: £16.99

The latest addition to the RYA racing series, The Racing Rules Explained is the complete guide to understanding the Racing Rules of sailing.

Racing Rules are compulsory for all racing sailors the world over, and this title serves to complement the existing RYA Rules

publications, and also to provide adequate explanations, through clear text and diagrams, behind all the Racing Rules.

RYA RIBs and Sportsboats at Sea DVD

Author: Jon Mendez
ISBN: 9781906435653
Format: DVD
Price: £9.99
RYA Code: DVD33

This new DVD is the latest in the RYA's power and motorboat series.

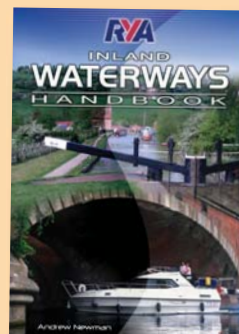
It takes the viewer through the preparations required to take a RIB or sportsboat out to sea and comprehensively teaches skills such as turning, speeding up and holding station. It also offers guidance on scenarios such as coping with rougher weather and man overboard procedures in a clear and authoritative manner.



RYA Inland Waterways Handbook

Author: Andrew Newman
ISBN: 9781906435349
Price: £10.99
RYA Code: G102

This book accompanies the RYA Inland Waterways Helmsman's Course and chapters include types of boat; rope handling; rules of the road; steerable power; turning; reversing, and propeller and wind effect.



Death of RYA pioneer

It was with great sadness that we announced the death of Bob Bond last month. Bob was the pioneer of the RYA's training schemes.



Appointed in 1969 as RYA National Coach, Bob set up the National Proficiency Scheme for dinghy sailing. Many of his innovations, including the famous 'RYA method' remain virtually unchanged today.

James Stevens, RYA Training Manager, and successor to Bob said "Bob had a profound influence on sailing in the UK. His remarkable achievement was to persuade all the various people involved in training and instruction to adopt a common syllabus and method of teaching sailing.

"His belief in the importance of instructor training and the principles he initiated are the reason why RYA training is the world leader."

On leaving the RYA in 1982 Bob worked for US Sailing, and later became appointed as Head of Plas Menai, in North Wales, before moving to the North East to run the Castlegate Watersports Centre. His passion and enthusiasm for the sport remained undiminished.

RYA Regional Development Officer Susie Blair developed a strong bond with Bob over the past few years. She says: "His enthusiasm was infectious and encouragement constant. He was so passionate about supporting the instructors in the North East. He will be sadly missed by the sailing community of the North East.

Link up with your local club

Many training centres are finding that forging stronger links with their local clubs is providing them with real benefits.

Given that progression in sailing and windsurfing often comes from a mix of formal learning and participation in club activities, it makes sense to bring the two together. The closer centres and clubs can work together, the richer the experience is for the participant and the higher the level of retention – either as a customer to the centre, a member of the club, or as a participant in the sport generally.

Successful partnerships

One example of a successful partnership between a centre and its local club is that of Wraybury Sailing Club (WSC) and Bray Lake Watersports (BLW).

BLW started in 1978 as a venue to 'learn to sailboard'. It has since established itself as a training centre, hire facility, shop and members' club.

The lake is a perfect venue for a safe and friendly introduction to watersports. They run courses throughout the year for windsurfing, dinghy sailing, kayaking, canoeing, safety boat driving and other



© Paul Wyeth

activities. It is open to all with no requirement to become a member or even own your own equipment.

BLW is about nine miles from WSC which was founded in 1956 and is committed to friendly family and competitive dinghy sailing.

This partnership enables those who have attended a course at the commercial training centre, BLW, to continue their sailing activity at the club, WSC.

This partnership was only formed in 2009 so it is early days to see the full benefits. However, both organisations are confident that the partnership will provide positive outcomes all round.

The benefits

As a result of the partnership, BLW became WSC's approved training provider for RYA courses.

BLW sees the benefits as:

- targeted marketing for training and retail sales, and increased promotional opportunities
- the ability to roll over training fleets through promotion to the club and club sailors (especially new ones)
- increased opportunities for repeat business.

On the other side, WSC see that the partnership will help them to:

- increase membership through training opportunities with a wider choice of courses available to existing and potential members
- increase the skills and confidence of club sailors by providing courses and private tuition, which in turn make them more active within the club
- provide discounts for members on equipment purchases
- receive discounts for club equipment purchases through the buying power of the centre.

More information

This is just one example of a centre and club partnership, but there are many others working together successfully.

If you would like more information, or to get support in making your own links, please contact your local RYA Regional Development Officer. See page 22 for contact details.



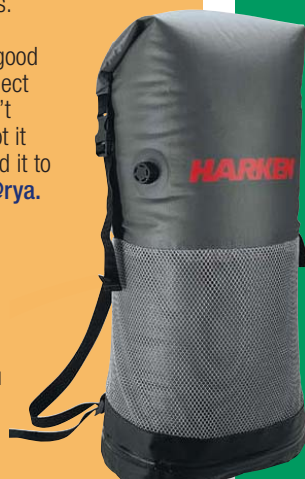
Thank you!

Your ideas for coaching articles are always welcome.

Our external contributors to this issue have received a Harken roll-top wet/dry bag to say thank you for their efforts.

If you have a good idea for a subject that we haven't yet covered, jot it down and send it to wavelength@rya.org.uk.

Feel free to contact us before putting pen to paper if you would like to discuss your ideas.



Tip the TEPs

The collection and disposal of Time Expired Pyrotechnics (TEPs) is no longer undertaken by the MoD, as of the end of March 2010.

Instead, the MCA awarded a new contract to Ramora UK Ltd of Portsmouth (www.ramora.uk.com), which began its phase in period in December 2009. This will mean that the number of sites accepting TEPs will be significantly reduced to 18 across the UK.

Full details of locations, contact details and opening times will be posted on www.mcga.gov.uk as the new service is rolled out.

RYA/Yachting Australia Instructors Conference 2010

Venue: Hamilton Island Yacht Club, Queensland, Australia
Date: July 18th – 20th 2010



Yachting Australia is proud to announce the third annual Instructors Conference will be held on Hamilton Island in 2010.

This year invitations are extended to partners/friends of Principals, Instructors and Examiners of the National Yacht Training Scheme.

Due to the location, all participants will need to arrive on the island on the afternoon of July 18. A Welcome BBQ will be held at sunset with plenty of time to enjoy the lush surroundings the island has to offer. The Conference will commence on Monday July 19 and close on Tuesday July 20. Guests are free to take advantage of the special accommodation rates throughout their stay on the island.

For more information and to register, visit www.yachting.org.au 'Events – National Calendar' or contact sonia.robinson@yachting.org.au

Principals, Coaches and Trainers Conference

This year's conference returned to Wyboston Lakes in Bedford, with a record number of attendees and exhibitors.

Rob Andrews, Sailing Manager at LOCOG, started the weekend off with an insight into the challenges faced when organising the world's biggest event – the Olympic Games.

Delegates then chose from a number of presentations run by RYA staff and external speakers.

Alan Williams, Centre Manager of Plas Menai and National Optimist Coach, talked about coaching styles and skill development. The noise from the room suggested it was well received, especially when our new CEO, Sarah Treseder's, hands were tied with rope for one of the exercises!

Trevor Dobbins of STRResearch Ltd gave a presentation on RIB design, operation and training. It was full of amazing statistics and information, relevant to all boats users with the current hot topic of back injuries.

Other presenters were Marcus Baillie of AALS, talking about risk versus benefit; Nadina Lincoln, Regional Rules advisor for the West Midlands, giving a racing rules update; and RYA Staff members Jon White, John Thorn and Graham Manchester, covering current initiatives including adult participation helped by funding from Sport England, and an update on the incident at Kielder last year.

The afternoon consisted of various discussions and debates, summarised below.

Learning from incidents

Following the double fatality at Kielder last year, the group discussed any lessons that could be learnt to improve the way we perform and teach capsized recovery. The group felt the syllabus was good, but perhaps a review of the capsized method and the way in which we teach it may be needed. Other suggestions were: introducing the principles earlier in training, instructors actively taking part to encourage their students, and mast head floatation.



Delegates felt the actions of safety crews were important, and that the need for speed in getting onto the centreboard should be emphasised. It was also suggested that manufacturers could help with retainer systems to keep the centreboard in place.

The safe use of trailer winches on powerboat courses

Due to some injuries suffered while using winches commonly found on road trailers, the group suggested that winch condition should be a specified part of an inspection, and guidelines should be included in the instructor handbook, with an accompanying DVD.

Race training in the National Windsurfing Scheme

The importance of promoting the social aspect of windsurfing was discussed, and how racing could enhance this. With regional and national racing events already being run by organised bodies, it was felt that encouraging people to attend these would be more beneficial than reinventing the wheel.

The group also thought it was important for instructors to make better use of the 'other aspects' section in the logbook to encourage small fun races, freestyle and other motivational sessions.

Joined up thinking

The group considered, from a student's perspective, how the National Sailing Scheme and the National Cruising Scheme could be better aligned. A number of suggestions were made such as making the schemes modular, identifying common areas to enable students to move between the two schemes (especially between the keelboat and cruising schemes), and the potential to start with the same 'learn to sail' course leading into the separate schemes.

Adult participation

The RYA is currently working to get more adults sailing and windsurfing more regularly. Surveys tell us that 33% of sailors are members of clubs, and they tend to enjoy their sailing more than non-members. Some great ideas for increasing regular participation were put forward including reducing barriers when joining a club, better communication and advertising of open days and social events.

Windsurfing and Sailability

Sailability's disability awareness course is available free of charge. It was thought that this should be more widely utilised by instructors, with more support and information

on best practise and case studies available via resources such as the RYA website.

Training Assistant Instructors

The information given to Senior Instructors on how to train Assistant Instructors was felt to be limited. It was thought that further information and structure was required via existing channels such as the web and handbooks, in addition to more time spent on the subject during SI training, inclusion in the course workbook and at workshops run at regional conferences.

Seating and posture in RIBs

Over the past few years there have been some incidents of serious back injuries to passengers in RIBs. The delegates discussed how good briefings are required for all students, with the RYA providing appropriate seating advice for advanced and intermediate courses. In the longer term it was thought that an Intermediate and Advanced Handbook would be a great resource to have available.

Rescue techniques and basic safety boat skills

Newly qualified instructors tend to not run their sessions from a powerboat, with the safety cover being provided by an appropriately trained person. However many instructors need basic safety boat skills and it was acknowledged that some training should be included in the instructor course. It was suggested that a practical session should be run, dealing with situations such as entrapment, capsize and towing. The importance of in-house training should also be emphasised.

We would like to thank Health Lambert for sponsoring the event, and all exhibitors for their support over the weekend.

Inspection sum up

We thought the success of 2008 would have been tough to match, let alone improve on. But the hard work and dedication of all parties has paid off, and 2009 was one of the best years with a minimal number of concerns raised during inspections.

Dinghy, keelboat, powerboat, PW and windsurfing centres:

Guidance Notes

The 2010 edition of the Guidance Notes and inspection form were circulated to all training centres at the beginning of January. Please take some time to familiarise yourself with the changes. As in previous years, we have highlighted changes by a line in the margin. Copies can be found in the training centre resources section of www.rya.org.uk.

A brief guide to the changes:

- The notes are now available online with a hyperlinked contents page and a reference guide at the back for useful additional material,

documents and recourses. Paper copies are available on request.

- Centres should hold contact details and records of correspondence with their students for a minimum of 12 months. Permanent records, including name, date and location, should be held of all certificates issued for the purpose of verifying lost certificates.
- Principals are encouraged to complete the disability awareness form, which the inspector should return with the completed inspection form.

Overseas Recognition

Changes in the application process and guidance for potential new training centres wishing to offer RYA windsurfing and dinghy training outside the UK has enabled us to reconsider our original policy. We are pleased to say that new applications are now being considered.

General points raised from inspections

- Don't assume that you can just step into a safety boat and that it will work first time. As with all

equipment, it is important to have a maintenance schedule to ensure that routine checks help reduce potential problems.

- As the season kicks off and new instructors join the team, help them to think about where to run their session in a new environment. To help the logistics of a busy day, consider zoning the sailing area for your different groups.
- Remember that the crossover in Senior Instructor supervision was introduced to enhance accessibility between the dinghy and windsurfing scheme. Further explanation is available from the Tuition section of the Guidance Notes (section D).
- Ensure you have the correct recognition and equipment for the courses you are running. You may only advertise and run RYA courses for the recognition you have gained.

Windsurfing

- Sufficient buoyancy aids in a range of sizes must be available for all students. All children under

17 must wear buoyancy aids when afloat. Advice regarding adult courses is available in the Equipment/Facilities section of the Guidance Notes (section A/B).

- If you inspect a centre, or are currently working at a centre that provides windsurfing for people with disabilities, it would be great to hear from you. Or, if you would like to start offering courses or taster session to adults or children with disabilities, please do not hesitate to contact us for advice on best practice and suitable equipment.

Cruising

- Centres should ensure current recognition is in place for all courses on offer and that they hold copies of relevant instructors' qualifications for each discipline.
- Check the vessels you are using are coded for the correct purpose and operating area.
- For own boat tuition, ensure you collect the correct client information including a booking form with next of kin details.



OCEAN SAFETY

COMPETITION

Anybody on the water should have their own tried and tested safety equipment. Ocean Safety is there to advise and help you put together the right equipment from its three UK based branches in Southampton, Plymouth and Port Glasgow.

Offshore, inshore, day or night, sail or power, rib, dinghy or yacht – you could be anywhere. Signalling a problem promptly is vital and could save lives: VHF, ship's EPIRB or PLBs can save crucial time asking for help from the Authorities.

Your chance to win one of ten personal safety packs from Ocean Safety A Kru Sport Pro, automatic lifejacket complete with harness, sprayhood and Aquaspec AQ98 lifejacket light; appropriate re-arming pack; personal glow in the dark LED torch; roll top waterproof bag. A package worth £220 including Vat

COMPETITION QUESTIONS:

1. How should you communicate to the authorities that you need help at sea?
 - With a mobile phone?
 - With a VHF on Channel 16?
2. How often should you have your personal lifejacket serviced and checked over by a professional?
 - Every 3 years?
 - Every other year?
 - Annually?
3. Which authority should be informed for emergency assistance on open water?
 - The Royal National Lifeboat Institution?
 - The Maritime and Coastguard Agency?
 - The Police?

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More than just lip service

Sound advice from one of our Trainers...

Recently, I have been undergoing treatment for a cancerous lesion on my lip – the direct result of too much exposure to the sun.

I want to share my experience so that you could benefit from my misfortune. Yes, you've heard it all before, but this is advice coming from one of you who's been there and done that.

I have worked in the windsurfing and skiing industries since 1996 and am diligent about applying sun protection. But at the end of 2008, my dentist noticed a lesion on my lower lip. The NHS sprang into action and the lesion was found to be benign.

However, treatments didn't help and it was later found that there had been a change in the cells of my lip and



I was diagnosed with a form of skin cancer.

The good news is that the cancer is localised to just my lower lip. I have recently had surgery to cut a wedge from my lip and chin to remove the cancerous cells. I look like I've done 10 rounds with Ricky Hatton, but I have been extremely fortunate!

But the real issue here is the original cause. For a cancerous lesion to

develop, I had obviously not been as effective at protecting myself against the sun as I had thought. Also, the blemish had been on my lip for months before the dentist spotted it, but I had done nothing about it.

Many of us assume that one application of sun cream will last the day, because we're told it will. With creams that are waterproof, sweatproof and sandproof, you feel you've nothing to worry about. But anything we wear or come into contact with must contribute to rubbing off the cream – after all, at that the end of the day all it takes is a shower to remove it.

To fight dehydration we drink lots of water. But every time we take a swig, we rub off more cream. Do we re-apply each time? I know I didn't!

Also, have you ever tried compensating for a lack of sun cream by covering up or having a quick squirt of water? All this does is compound the problem. We stay in the sun longer and sweat more, intensifying the sun's effect.

No-one is invincible in the sun, no matter how used to it we are or how dark our skin is. Please take some advice from someone with first-hand experience:

- Cream up, wear a hat and find some shade
- Top it up, no matter what the manufacturer claims
- Don't forget your lips, especially after eating or drinking
- Get any long term dry or crusty areas on your skin checked now
- Spend 5 minutes a day topping-up' rather than spending the rest of your life regretting not doing it!

More adults SAILING more often

One of the RYA's primary objectives is to inspire more adults to go sailing more often and the RYA Sport Development Department is keen to engage with RYA clubs and training centres sharing that objective.

The focus is encouraging existing sailors to get out on the water more often, but also includes attracting newcomers to the sport. Funding for this initiative has come through Sport England as part of a four year plan.

A key project is the Regional Club Coaches Scheme for Adults, launched this year, which actively assist clubs and centres to encourage their members to go afloat on a regular basis.

We have seven RYA Regional Development Officers (RDOs) and over 35 Regional Club Coaches across England who are keen to work in partnership with RYA clubs and training centres, and offer practical advice and support.

We have already helped to identify and deliver:

- Volunteer training days, eg. training sessions for people interested in becoming instructors or senior instructors and pre-season/end of season instructor training days
- Training courses for club volunteers, eg. contributing to the cost of courses such as instructor



training, start racing, powerboat, first aid and race officials.

- Helping clubs become RYA training centres or extend their existing recognition
- Running class-specific training days for clusters of clubs in an area
- Advice on marketing and promoting the club or training centre
- Improved web based resources offering best practice for club development
- Advice on funding opportunities

Please note that this funding is limited. If you want to get involved with the scheme get in touch with your RYA Regional Development Officer (RDO). Each RDO has a funding factsheet for their region,

listing funding opportunities that may be available within England.

Contact details for your RDO are on page 22.



Confused about the ICC?

The International Certificate of Competence (ICC) is useful for any UK boater on an overseas trip. That said, when offering advice, it is important to understand its origins and the law of the sea.

There is a useful document at www.rya.org.uk (go to courses and training, training centres, ICC & CEVNI test centres). It's worth having to hand ready for when your customers quiz you on the subject. There is not always a straightforward answer.

Vetting and barring

The new registration scheme for people working on a regular basis with children or vulnerable adults, mentioned in the Autumn 2009 issue, opens in late July. It becomes a legal requirement for people starting in relevant posts from November.

The information on our website will be kept up to date as further guidance is received. See www.rya.org.uk, Information and Advice, Child Protection or contact jackie.reid@rya.org.uk

allspars has recently been appointed as sole UK distributor for the Nexus range of radios and binoculars.

allspars are pleased to be able to offer RYA recognised training centres discounts on Nexus products.

See the full product list online at www.nexusmarine.se

For full details of prices and discounts, or to place an order, please contact **allspars** on sales@allspars.co.uk or 01752 266766.

Your RYA reference number will be required at the time of ordering as proof of your centre's status.



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Weems & Plath chartwork tools

For the second year, US nautical instrument manufacturer Weems & Plath, distributed samples of its chartwork tools at January's annual Yachtmaster Instructor Conference in Bournemouth. Due to the overwhelming response from attendees, Weems & Plath has decided to extend the offer to other RYA member instructors.

Instructors are invited to sample a Weems & Plath tool. The first 25 who contact beth.ingason@rya.org.uk with a pledge to write their impressions of the instrument within 15 days for use on the RYA webshop (subject to editorial review) will receive, FREE OF CHARGE, a sample Weems tool. You can choose from:

- UltraLight Divider/compass
- LED Light Divider/compass

- 8" Single Handed Brass Dividers
- Weems Protractor (Portland-style)
- Weems ParaLock Plotter (parallel ruler with locking knob and Capt. Fields markings)
- Light Rule COLREGS or CEVNI (slide rule with ships' lights from all four perspectives)
- Road Rule IALA or CEVNI (Rules of the road and buoy/chartmarks with descriptions)

For more information about each product, visit www.weems-plath.com or the RYA website.

Note: If you attended the conference and received a sample, please write to beth.ingason@rya.org.uk with your comments about the tool and if you're one of the first 25 you can receive an additional product!

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Kids rule OK

Understanding that children are important to the future of a club is not rocket science. But putting that understanding into practice and creating an environment that is friendly and productive for children and the club can take some effort.

Adam McGovern (OnBoard Development Officer) and **Jane Campbell-Morrison** (RYA Scotland Development Manager) have both risen to this challenge and have found a formula that works. Here are their case studies.

Kids' committee leads to more volunteers

by Adam McGovern

'During my first year as head coach at the club, it became apparent that it was a club run by instructors, not necessarily how the kids wanted it run,' explains Adam. 'We weren't really asking the kids, but were just doing what we thought they would want.'

Adam sent out letters offering junior members the opportunity to get involved in a youth committee: 'Much as I don't like the word 'committee', I called it a youth committee, because it's a good thing for them to have in their school record, and sounds official enough to make them feel important.'

Ten youngsters volunteered for the first meeting at which there was an open forum to air the kids' opinions. It transpired that they wanted experience with a greater variety of boats, more certificates and qualifications, more fun, and racing too.

The structure in the junior club sessions that year was reviewed and each child had a matrix of the syllabus to be ticked off as completed, week on week. The interaction between youngsters and volunteers improved as a result of the increased communication.

The committee introduced theme nights, a start of season launch party and other events to encourage kids and volunteers to the club.

After two years of the committee, two of the original ten are now dinghy instructors, one is a powerboat 2 driver and five are members of adult sailing or windsurfing clubs.

And there have been benefits to the centre too – the junior club committee has helped train up more instructors and involved more volunteers, making the centre self-sustaining, busier, and more a part of the community.

Involving juniors in club activities

By Jane Campbell-Morrison

I've spent much of the last year looking at how to represent the interests of as many club members as possible in the activities that I run at my sailing club. I had to think hard about how best to integrate the juniors and cadets into a club that had previously put their interests pretty low down the list.

We had a cadet AGM and gained input from the juniors, who were unused



© Paul Wyeth

to contributing in a formal way. One of the things they highlighted was a desire to be on a level playing field with the adult members, and most importantly, to be in the same room as everyone else at the prize giving.

This is something that we tend not to think about much, but the importance of how you treat the junior section cannot be underestimated. We have a large junior section – about 150 strong, and much of the training that we run is attended by them, not the adults. Historically they had been treated in a fairly Victorian way – out of sight, out of mind. Given the strength of feeling, we had to make some changes.

We did a number of small things: gave the juniors a t-shirt and a specific training programme in both racing and training so they had a pathway to follow. We encouraged them to race by running coaching sessions during club racing. But the most influential change was to bring them into the club prize giving fully,

where previously they had been confined to a completely different room.

The committee members were initially quite uncomfortable with this but, after considerable discussion, it was decided to have them alongside us – a decision met with much enthusiasm by the cadets and juniors!

The children made a huge effort to look as good as possible, and they behaved beautifully. In fact, the adults could do well to follow their example! Their tables were the most interactive, with lots of moving about and chatting and, when it was time for the prize giving, they provided the most noise and cheers for the winners.

This small change gave them a place and had a big impact. They now feel enabled and frequently share great ideas on how things could develop within the club. The Cadet AGM is now being greeted with enthusiasm and I look forward to moving things forward in 2010.



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Age limit removed

To bring our policy on the retirement age of RYA instructors in line with legislation, the following changes have been made with immediate effect. These apply to all practical instructors across all our training schemes.

The upper age limit for people attending instructor training courses and updates has been abolished.

However, practical instructors should be capable of demonstrating any part of the syllabus and must therefore be competent and physically fit. Instructors may be required to take a practical re-test and/or medical fitness examination if there is doubt about their capabilities.

At the time of qualification or updating, instructors over 65 will be reviewed on an individual basis and, if it's considered appropriate, the usual five year validity period may be reduced.

Another change that will potentially affect instructors of any age concerns medical restrictions. Commercial skippers with restrictions on their commercial endorsement due to medical reasons will not be able to qualify as RYA instructors.

Decisions on medical fitness will be made by the RYA Training Doctor.



A new Wavelength

Later this year we will be launching a new version of Wavelength, written for and emailed to commercial endorsement holders.

Our aim is to keep commercial skippers and crews in touch with their responsibilities, pass on lessons that can

be learned from accidents and spread news and advice on new regulations.

If you hold a commercial endorsement and have some ideas for issues that you would like to see covered, please let us know by emailing wavelength@rya.org.uk.

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

Recycle with Reefer

Do you have any old sails that have seen better days? If so, then give them a second wind! Reefer Sails rescue old sails and 'upcycles' them in the UK into a range of products including furniture, bags and accessories.

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Swamping and capsizing of an escort boat

In October 2009, an escort boat became swamped and subsequently capsized while assisting a dinghy and crew. The boat was a 5m self-draining open dory with a 60hp engine. Fortunately no injuries were sustained.



done, two large waves (thought to be over 1m in height) hit the dory almost beam on. The first swamped the boat and the second rolled her over slowly.

The kill cord was pulled by one of the crew members after it failed to release when the driver lost his footing.

Three of the crew members surfaced close to the boat, but the fourth was under the hull and was pulled out by one of those in the water. One crew member swam to the 29er to release the tow and a RIB came to retrieve three of the dory crew members, with the fourth walking back along the shore.

The dory became anchored when her anchor fell out of the boat. The warp was eventually cut by the RIB crew which allowed the dory to drift ashore where she was righted and towed back to the clubhouse.

The club was running a racing event in westerly winds of a steady force 5, gusting force 6. During the race the wind strengthened significantly, causing the majority of boats to capsize. The two RIBs on duty clearly had their hands full, so the race officer abandoned the race and launched the dory to help boats and crews back to shore.

As one of the RIBs was temporarily experiencing problems and the other was engaged elsewhere, the dory went to the assistance of a capsized 29er at the east end of the reservoir. The 29er was taken on to a tow, with the dory moving in reverse into the waves. It moved about 20 metres but was taking water on board over the stern.

It was decided to switch the tow to the stern of the dory so that the bow could ride the waves. As this was being

Conclusions

Recovering the sailors and taking the dinghy under tow was considered a feasible task for the conditions, with the experienced crew on board the dory.

With the benefit of hindsight, the dory's crew commented that they would have approached the towing of the 29er differently by keeping the bows to windward to ride the waves. But even this may not have been totally successful when towing, due to the slow speed. It is important when assisting boats near a lee shore to also protect the escort craft from the possibility of drifting to leeward. If necessary, consider dropping your anchor in order to hold station.

The stern-to-wave approach caused her to be swamped and effectively disabled her. Handling became slower and stability became the overriding issue, with the tow exacerbating this. The swamping of the boat caused it to roll over.

At slow speed going into the waves, a degree of water is likely to be shipped, causing instability. It may be that the dory's design of inbuilt buoyancy tanks

under the deck cannot supply sufficient buoyancy and stability when full of water.

Recommendations

- Training in the conditions experienced would greatly enhance the confidence and skills of escort boat crews.
- Race courses should be designed to have leeward marks with plenty of sea room.
- When assessing the suitability of escort craft, it is important to consider the prevailing conditions and the duties it will be required to perform. In this case, a RIB would have been more suitable.
- The likelihood of technical problems with one boat, makes having two boats capable of dealing with rough conditions a prudent option.
- RYA Powerboat Level 2 and Safety Boat Courses should be promoted to the membership.
- Consider further follow-up training on the water for those who want to gain more experience in the use of escort craft, and the likely scenarios that can occur during sailing at the club.
- Report the incident to the RYA as a 'near miss' so lessons can be learnt by others.

Reality check

In recent years we have seen some wonderful developments in the world of electronic navigation. As plotters, onboard laptops and charting software become more cost effective and user friendly, their use has understandably become more prevalent. Unfortunately, with that have come some incidents that suggest that a better understanding of these navigational tools is required. A couple of those incidents are summarised here.

Price Waterhouse Coopers

Early on the morning of 10th October 2009 in the hours of darkness, the 80' race yacht *Price Waterhouse Coopers* grounded on Flinders Islet off Port Kembla, south of Sydney. The vessel, with a vast amount of experience between skipper and crew, was competing in a qualifying race for the Rolex Sydney Hobart event.

The vessel struck the north eastern side of the islet at speed and very quickly broke up in the heavy swell.

Sixteen of the crew survived, but the skipper and one crew member perished. The skipper was not wearing a lifejacket. One crew member spent some time in the water before being picked up, while the remainder of the crew were able to step ashore onto the islet, where they were later winched to safety by a helicopter. The vessel sank within minutes and was a total loss.

Investigations by the Cruising Yacht Club of Australia highlighted a number of factors leading to this incident, and it appears that an over reliance on the use of a chart plotter and GPS was contributory.

Cork Clipper

In the second incident *Cork Clipper*, a 68' race yacht competing in the Clipper Round the World Race grounded on Gosong Mampango in Indonesia while racing from Geraldton in Western Australia to Nongsa in Indonesia. The skipper and crew were evacuated without serious injury but the vessel was a total loss.

Again, in this incident there were a number of contributing factors but foremost among them was an over reliance on electronic navigation.

So, what can we learn?

The circumstances surrounding both events were quite different, but the common thread was the fact that the primary means of navigation in both cases was electronic plotters and GPS, combined with electronic charts. The key point to take away from this is that electronic navigation technology should not be used in isolation. They should be used as aids to navigation (as the manufacturers warnings state) and should at all times be backed up with an alternative method of position fixing.

It is also important that users understand the limitations caused by the use of incorrect datum, charts onto which positions cannot be plotted directly, errors in electronic charts, the need for chart updates and the level of accuracy of the original source data from which charts were generated.

Electronic navigation is here to stay and is a wonderful tool but users must understand how to set up their equipment and use it correctly, as well as its limitations.

We recommend:

- that a navigator keeps an independent record of his position at all times, and
- that when using electronic navigation, utilize a second source such as bearing, depth or distance off to confirm position.

It could happen to anyone

If you, your centre or club has an accident or near miss, we'd like to hear from you. It's vital that we all keep analysing accidents in order to learn how to avoid them next time. Send your story to wavelength@rya.org.uk, Anonymity can be maintained

It is always great to receive your letters to Wavelength. We welcome comments on articles, ideas for future issues and letters about previously unaired subjects. Send your ideas, issues or moans to wavelength@rya.org.uk.

Inner city watersports centres

Kaz Parker of Royal Victoria Dock Watersports Centre has a couple of sticky issues concerning the plight of inner city watersports centres. There must be many of you in a similar position. Any suggestions and solutions would be gratefully received.

Brilliant things happen at inner city watersports centres. Yet for every bright side there is a dark side too.

Money is always an issue. I work in a primary school with special needs and autistic children. I fully believe these children, and mainstream children, would get so much out of watersports, either as part of a fun trip or a PE session. The only thing stopping them is the money – the school and parents can't afford it, and the local authority won't pay up.

So how do you talk over-worked teachers into doing even more work and trying to fundraise to enable the children to go sailing?

With the children not going to the watersports centres because of lack of funding, centres that are already struggling have an even harder struggle to keep their heads above water, with a lack of help from local councils. Any ideas for how we better the situation?



Another problem facing inner city training centres is that some of the locals are determined to steal or damage anything they can get their hands on. How far should we go to protect our centre equipment before putting ourselves in danger?

My general thoughts are that if I see people climbing harmlessly on a boat and using it as a diving platform in waters they shouldn't be swimming in, then no real harm caused. But then one of them gets injured and we have to drag them out.

If they untie a boat and start paddling it, I would normally ask them to get off it, get a bit of verbal and then tie the boat back up. But if they are damaging the boat I call the police and let them deal with it. Not that they tend to do much.

However, my thoughts are changing. A friend and colleague asked some locals to get off the boat, received the usual stick and tied the boat up. Thirty minutes later their friends arrived as back up and attacked him.

So where does this leave us as staff? Do we protect ourselves, let the kit get trashed then spend the valuable time we should be teaching repairing the damaged kit? Or do we just hope it was a one-off and carry on as before, taking the verbal threats and brushing them off?

We've been told not to approach people or talk to them, but what happens if one turns out to be a potential customer? We have been talked to about CCTV, but every time it is installed it gets ripped down just as quick.

What do we do next? How do we get the poorer schools into these centres, and how do we manage kit and the safety of our staff?

Or to look at it another way: Perhaps if the schools that the young thugs had gone to had the opportunity to do watersports, those thugs might have learned to respect the water and wouldn't put themselves in danger by swimming where they shouldn't. They might also respect the equipment and understand the implications of their actions on their own community.

Surprising SRC

In 2009 I introduced the RYA SRC course in the Netherlands. The practical approach has made the SRC very popular, in contrast to the bureaucratic Dutch system.

To make the practice more realistic, I use Surprise Lists. Each student has a list with eight surprise reactions to a VHF call, which they use to test the caller. This is the list:

- 1 Station calling...say again, you were overspoken
- 2 Please spell your boat's name
- 3 What is your MMSI number?
- 4 ... this is...change to channel 77
- 5 Stand by (call them after 30 seconds)
- 6 No surprise, just answer
- 7 Say again your name

8 Do not answer, until they call again

You can work with a dice to select the number, I call it the Dice of Surprise. But that makes it a bit chaotic, so now I just call out a number. The surprise list is in a different order for each student, so it's impossible to anticipate the next surprise.

This system makes training realistic and more fun, with students who are neither the caller nor the called paying a lot more attention. I find it speeds up the learning process.

If you have ways to improve the surprise list, please let me know at: gj@aquaplanning.org.

Geert-Jan Smolders



MOB recovery review



In light of recommendations made following various near misses of men overboard, where passengers fell out on the high side of the boat during tight turns, the new edition of the Start Powerboating book carries the following information.

If someone goes overboard:

- Alert the rest of the crew by shouting 'man overboard'.
- Instruct one person to point at the MOB at all times.
- At slow speed, turn the wheel towards the MOB. This moves the propeller away from the MOB.
- At high speed a sudden turn of the wheel may be unsafe, so make a controlled turn back towards the MOB at a safe speed, ensuring you have enough room to avoid running them down. If too close, you will end up going round in circles.
- The required manoeuvre is similar to approaching a mooring buoy except there is no stream element, so your approach will be governed by the wind.

Protect your passengers



In the latest Wavelength Online we mentioned some guidance that was being prepared for commercial operators of high speed craft. It has now been published and is available to download from the training centre and instructor resources areas of www.rya.org.uk, see download called 'Passenger safety in high speed craft'.

With the short, snappy title of 'Guidance Notes for Passenger Safety on Small Commercial High Speed Craft', the document is aimed primarily at providers of activities such as thrill rides, sightseeing and adventure trips.

Bearing in mind that passengers on such trips are often inexperienced at

being afloat and have no idea of the potential risks, the guidance notes include advice on subjects such as:

- Crew to passenger ratios
- Areas of operation
- Weather limitations
- Passenger safety briefings
- Safety en-route
- Hazard perception
- Communications

Our guidance notes cover the operational considerations for these trips, and should be read in conjunction with the Passenger Boat Association's *Small Passenger Craft High Speed Rides Guidance*, which covers management considerations.

Powerboat Instructor Training



One of the dilemmas we have in training is how long should an instructor course be?

When you consider the breadth of organisations running the National Powerboat Scheme, it would be impossible to give instructors experience of every type of boat used for courses. However, as trainers and principals, it is important to broaden the experience of trainee instructors with a variety of craft used in basic instructor courses.

Of course we can't include all types of boat and engine, or the course will simply be too long – most would agree that three days is about right. But we should do our best to include some variations such as planing and displacement, as this is one of the basic choices for all Powerboat Level 2 students.

It's not always possible, but would

greatly enhance the ability of instructors to respond to the needs of their trainees. The more experienced our instructors are, the better training they can provide.



John Thorn
Acting Chief Powerboat Instructor

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Tel: 023 8060 4185

The art of enablement



We all appreciate that there's a time to instruct and a time to coach. Instructing imparts vital information and is essential for learning. Coaching enhances performance, building on potential. Here **Oliver Crane** expands on the differences and outlines models for ensuring you get the best from your students when moving on from learning basic skills.

Most normal performance is repetition of previously learned and



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National Sailing Coach

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practiced skills, with little or no challenge. So a 10% improvement is not difficult to find.

What makes coaching imperative to developing performance beyond that is the notion of 'deep practice'. Deep practice builds ability by challenging the performer, working them just beyond their ability, thus stretching them to a higher level. Conventional instructional feedback does not help much with this as it gives the performer the answers. Coaching, on the other hand, does not make it so easy – it stretches the performer.

Coaching places the awareness and responsibility for improvement on the performer. From this comes self-motivated, focused action. The skills of an effective coach include active listening, thought provoking questions and the ability to create structure to benefit the performer.

Coaching for more (CFM)

Coaching generally has three factors:

- Challenge: something extraordinary from the performer
- Focus: ensuring the performer best utilises their resources

- E-motion: energy for movement, with coaching assisting the drive for change.

Using CFM to build on gybing (Dinghy Level 3)

Coach: 'What would be a useful challenge to help you improve your gybing?'

Performer: 'When it's windier I don't feel in control. I would like to – it would give me more confidence.'

Coach: 'What elements of the gybe would you like to **focus** on?'

Performer: 'My position in the boat and straightening the helm at the right time. That's the bit I struggle with.'

Coach: 'At what point do you feel you're not where you want to be?'

Performer: 'As the boom comes across, the boat feels out of control.'

Coach: 'OK, what should you do here?'

Performer: 'I want to be centred and have the helm centred as the boom crosses the middle of the boat.'

Coach: 'Let's try that consciously four times from training run to training run. How **keen** are you on that idea?'

Performer: 'Very. I want to get it right.'

This is a very straightforward conversation. Keep to the headings, ask a few more exploratory questions if needed, but most importantly, let the performer do the answering.

The Rule of Three

People generally remember things in threes, or up to three things. The Rule of Three is consequences-based coaching and it is quick and effective.

Establish the challenge, then ask three questions:

- 'Tell me three things about that manoeuvre' (create awareness)
- 'Tell me three consequences of those' (create energy for change)
- 'Tell me three things you can do to improve' (establish the way forward)

Using the Rule of Three to build coming alongside skill (Powerboat Level 2)

Coach: 'Well done, now tell me three things about the manoeuvre you did.'

Performer: 'I thought I was in the right position but I wasn't. The wind pushed us away from the pontoon and we weren't ready with the bow line.'

Coach: 'What were the consequences?' (Make sure you get three)

Performer: 'I drifted away from the pontoon – the wind caused that. I had to go around again and was worried the same thing would happen.'

Coach: 'That was a good decision and you recovered well. What three things would you change next time?'

Performer: 'Be much more aware of the wind direction, get the boat much closer and have the crew ready with the line.'

The coach can now summarise, adding relevant tips before the performer has another go.

The more you practice these models, the better you will get, with tangible results right from the start.

Oliver Crane is an RYA Coach Assessor and Powerboat Trainer, and a performance coach holding a PGC in Executive Coaching. He runs executive coach training programmes around the UK.

The black art of rig tuning

The use of rig settings and sail controls to control power tends to be a bit of a 'black art', little understood and often either avoided or taught in a hit-and-miss fashion, with only a vague grasp of the essential principles.

One reason for this is that good rig setup doesn't make much difference to a care-worn Wayfarer with baggy sails and a wobbly tiller. You can, after all, only do so much with the equipment you have. However, if you have a boat in reasonable nick with half decent sails, it certainly does make a difference.

If you need convincing, on a breezy day, start two boats of the same class alongside each other. Sail to windward, one boat with a slack rig and stretched over-full sails, the other with good rig tension, newer sails and better sail controls. The difference will almost certainly be obvious within a hundred metres.

It is how to overcome this difference that will become interesting for your students as they progress from Level 2, and maybe want to start having

a go at racing, or simply want to understand their boat better.

Here are some good general principles to pass on to them.

Control the controllable

Get hold of the class association's rig set up guide or ask your local 'front of the fleet' sailor for advice.

The numbers and measurements you need include:

- spreader length and deflection
- mast foot position
- mast ram position where fitted
- shroud plate position
- rig tension (measured with a gauge and adjusted according to wind strength and crew weight)
- mast rake (measured to the transom)
- side to side mast measurement (is it in the middle?)

On-water adjustments

Think about the sail controls that you use on the water.

- halyard
- outhaul
- cunningham

- kicker
- mainsheet
- jib sheet (and car position)

Teach your students how to adjust these controls to either flatten the sails if overpowered, or give them more shape if underpowered. This way they can control the power before it controls them.

Show the effect of using increasing amounts of outhaul to flatten the lower third of the mainsail, and kicker to flatten the mid sections and adjust the twist in the main. Mainsheet tension also has a part to play here.

The cunningham can be used to increase mast bend, open the leach and flatten the sail to depower it. Advise students not to be tempted to use it too soon but, if they need it, be firm with it.

The above will only be really effective if the control lines are in good shape and of a decent low stretch quality (spectra or dynema), with ball bearing blocks and decent fittings to reduce friction. We've all had times when we've been too tight or hard up to replace a



block or a piece of string because it still looks OK. But when you're out on the water and try to use a block that barely moves, you realise what a good investment it would have been.

There are plenty of books and DVDs on this subject such as the RYA "Speed" DVD and Dinghy Sailing Advanced Handbook. Gen up on them yourself, or recommend them to your students.

RYA 'Speed' DVD
Order code: DVD27
Price: £24.99

Dinghy Sailing Advanced Handbook
Order code: G12
Price: £9.99

Trail safe

It is crucial for the safety of everyone on the roads that whatever you're trailing or carrying on the roof is well secured for your journey. We've all heard horror stories of trailers overtaking the car, things flying off roof racks, or masts and booms parting company with the boat. While most have a happy ending, some have resulted in terrible tragedies.

Here are a few simple checks you should always make, and pass on to your students, who may be new to the potential perils of towing.

- Is the road base of your combi trailer in good condition? It may not have been used for months, so at least check the tyre pressure and tread, and make sure the bearings are greased and everything is moving freely.
- Check the retaining pins that lock the trolley to the trailer. These are vital for the integrity of the trailer. If they are missing or damaged, replace them before you go anywhere.
- Do you have a suitable ratchet strap to hold the boat down? Make

sure it's in good working order and not frayed. Are you confident that it's up to the job? A wide strap secures the boat and trolley well and is kinder to the boat as it spreads the load over the gunwales.

- Is the bow of the boat securely tied to the launching trolley handles and to the road base in as direct a line as possible? Use good quality 8mm or 10mm rope of sufficient length. Working out an easily repeatable system using secure knots, and sticking to it, will make it easily noticed if it's not correct.
- Have suitable lengths of good quality rope to tie the mast to the forward crutch and the transom. They must be long enough to go tightly over the mast several times and have length to spare to tie sufficient knots. Tying the rope back and forth over the mast reduces the load on the knots, making it less likely they will come undone. Don't take short cuts – if this comes loose you will be driving along with a lance ready to joust the next oncoming vehicle.



- Avoid securing the mast using fittings that were not designed for the job, such as the spinnaker ring. We've all experienced riveted fittings that have failed on the water. Think of the consequences of that same failure on the motorway.
- Is your light board secure and working?
- Is the tow hitch in good shape and the mechanism working properly?
- Make sure the safety stop is in good condition and looped over the tow hitch.

- Tie down any kit that travels in the boat, rather than just bundling stuff in to save on boot space.

These are just a few basic checks and I'm sure you will have a few of your own. By carrying out basic checks every time you trail, you are not only protecting yourself and your boat but, most importantly, you will be ensuring that you are not endangering other road users.

National Windsurfing Week

National Windsurfing Week (NWW) is taking place from 1-9 May. It is an ideal opportunity to get people involved in one of the most exhilarating ways to get out onto the water.

If you have not already registered, you still have time. With rumours that this may become an international event, this could be the event of the season!

A few success stories from previous NWWs:

FC Watersports, Poole – ‘We ran a ‘come and try windsurfing weekend for free’ over the May bank holiday last year. The response was tremendous, all the courses were full for all three days. We actually turned people away on the Bank Holiday Monday and taught a total of 101 people!’

Brogborough Lake – ‘Local press came along to try the sport a week before,

they printed an article and we put an advert in. All members put posters up at their work place and generally pushed it to everyone they met. Local radio gave us a plug as well.’



© Paul Wyeth

Why take part?

A number of centres have reported on how NWW and its media coverage helped provide a steady flow of people taking part in their events, with a good number returning for extra lessons or to join their clubs.

There were lots of events organised last year, many of which are posted on the site. Here are just a few:

- taster sessions (discounted or free)
- charity/social barbecues to help people relax and feel welcome
- ‘all-level’ racing
- demo days involving local retailers or importers

Media Help

- All the windsurfing magazines are in support of NWW, so contact them to tell them what you’re planning
- Local radio might even run the station from your lake for a day!



- Create pre-event hype by inviting local newspaper journalists to have a go in advance
- If you are connected to a shop, display posters and flyers advertising discounted or free taster sessions.

National Windsurfing Week is organised by a group of enthusiastic windsurfers, supported by the RYA and many of the windsurfing trade. 2010 will be our third year.

To find out more about the event, download free advertising material and ideas for your centre, or to register your involvement go to www.nationalwindsurfingweek.org.

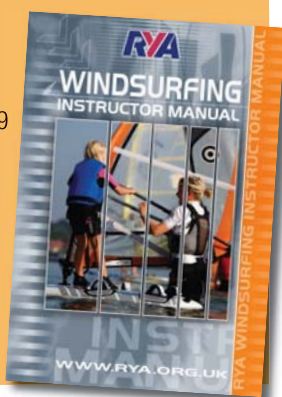
New instructor manual

Why not treat yourself to a new publication! Over the last couple of years the windsurfing publications have received a complete revamp. Probably the most needed out of all was the W33 Windsurfing Instructor Manual.

This revised publication is packed full of information from best practice, assessing abilities in the National and Youth Schemes, to learning styles and ways to break down the different skills we teach at each level.

The new publication will be available from the end of April. Why not be the first to receive a copy – pre-order yours now!

Order Code: W33 Price: £14.99



Bums on boards

Dave Hackford, main man alongside Roger Tushingham at Starboard/Tushingham, UKWA Racer and ex Olympic windsurfer, takes a look at how to boost participation and get more bums on board at your club or centre.

There is a wave of interest in local sporting events, attracting participants from all walks of life. Many of them are in support of charity, which seems to be the catalyst for building support, both from the organisers and the ‘competitors’.

I have friends who, five years ago, said they would prefer to break a leg than break into a sweat, and yet this year they are signing up for all sorts of local runs. These events are non elitist, so everyone has a sense of achievement, with the bonus of a social bash.

So what's windsurfing doing?

Here are just a few events that happened in the last 12 months:

- The UK Raceboarding scene saw a revival after a long period of decreasing participation.



- The National Windsurfing Festival had over 450 participants, with a huge evening social encouraging friends and family to be involved.
- The Round Hayling Windsurfing Marathon returned after many years with over 200 entrants.
- The popularity of regional longboard racing and GPS challenges grew all over the country.

These are all accessible events run by enthusiastic windsurfers.

What can be done at clubs and centres?

National Windsurfing Week NWW is running from 1 to 9 May. If you're running events during this week, let us help you promote them. For further information see above.

Organise a coaching day

As a member of the trade, I regularly attend international conferences and meet importers from around the world. I know that no other country has a better contribution from

technique gurus such as Peter Hart, Simon Bornhoft, Jim Collis and many other hugely gifted instructors.

Why not invite one of them to an event focused more on coaching than on racing? Yes, there may be a cost, but advertise the event well and charge a small fee, and the money will be recouped.

Involve the trade

The windsurfing trade recognises the importance of local events. We have been involved in many different ways from supporting Team15 to lending racing kit to encourage growth.

UK Importers of JP/Neil Pryde and North/Mistral also support events and are keen to run demos. Importers have resources – do what you can to use them! The best way to approach the industry for support is to contact your local retailer.

So don't miss the chance to take the first step. Organise a fun event and grow your business at the same time.

Windsurf-ability

Ali Yates, owner of Astbury Sailsports in Cheshire, is one of the most enthusiastic people in the windsurfing industry. We asked her to share her pearls of wisdom for making windsurfing accessible to people with disabilities. She runs sessions for groups with severe physical and learning difficulties.



I hadn't been running my centre for long when I got a call from a local special needs school. The various conditions of their students were so extreme that I had my doubts as to whether we could do anything for them. After all, we are a regular centre with no hoists, jetties or fancy boats. We don't even have disabled-friendly changing rooms or toilets!

But we did it, and it worked. We now offer sessions to a variety of groups including a residential holiday centre providing parents with a break from caring and experiences for the students, and an academy providing sporting opportunities for individuals with physical, sensory or learning disabilities.

We find that short one hour sessions work well with biscuit and drink breaks, followed by another short session. Short attention spans mean that a less structured approach of 'have a go when you're ready' works well.

We have board games to start, and for some this is enough. Some manage to stand on the board holding a rig... if only for a photo! We use mainstream

Start boards by Star-board as they are wide and stable. We also have a Bi Planche but find that progressing to standing on the same board they play games on is better.

Often, the carers can't believe their eyes when they see what their students achieve. I remember one student with Down's Syndrome, standing on her board with the rig up in the sailing position. Usually she takes 45 minutes to put her socks on in the morning!

Another time, a young man with a condition that affects his speech and only communicates through gestures, took my hand and pointed at a windsurfing poster. We took him windsurfing and he loved it. Standing by an instructor, he grabbed a walkie talkie and copied how we had been talking. I just talked back. His carers nearly fell over – some of them had never heard him talk, but the excitement and stimulation of the session made the breakthrough!

For the academy that we work with, we ran two hour sessions every day for a week with a group in the morning and a different group in the

afternoon. At the end, the groups got together for a regatta and we invited the parents down for a family BBQ.

After the first session, my instructors said the students were no different to any mainstream group, with just the same attention span problems as any over-excited kids. They just taught them normally and the parents were amazed to see them confidently going out on the water and doing it for real.

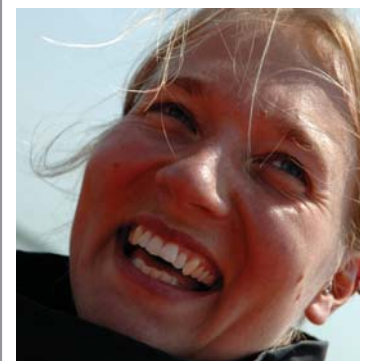
Whatever the group, we find that simply talking to our students about what they are able to do, we can tailor our training and get them on the water and progressing.

When we decided to go as a group to the UKWA event at Aberdovey, one of our students decided he wanted to go and experience windsurfing on the sea. This meant such a lot to him as he had come back to windsurfing after being in a major car accident that left him with a lot of problems. He said windsurfing helped him so much with his recovery, both physically and mentally, as he rebuilt his life.

My instructors say that teaching

these groups is the most rewarding job at the centre. It would be great for more centres to offer windsurfing to everyone, including those with disabilities. If you would like further information on this subject please to talk to the RYA. There is a lot of advice available.

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Amanda Van Santen
Chief Windsurfing Instructor

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Greetings from Richard Falk

I am delighted with my appointment to the role of Chief Cruising Instructor. The Cruising Scheme is clearly the premier sail and motor training scheme internationally and it is a privilege to be taking the helm.

The scheme is in good shape with high standards across centres and a pool of experienced, talented instructors. However, with changing times and trends it is more important than ever that we keep our courses, methods and standards relevant to the market place and the industry in general.

With a background in power and sail, and experience in training, racing and cruising in the UK and abroad, I hope to be able to continue the great work of my predecessors in maintaining and developing the scheme.

I intend to visit as many centres as possible over the coming months, and will attend as many instructor courses as time will allow. In this way I hope to get to know the many people who form the backbone of this scheme.

Good luck to all of you for what I hope will be a busy and successful 2010 season.



Richard Falk
Chief Cruising Instructor

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Yachtmaster® conference round-up

Over 200 RYA Yachtmaster® and Cruising Instructors from across the UK and as far afield as New Zealand converged on Bournemouth over the weekend of January 30-31 for the annual RYA Instructor Conference.

Now in its 25th year, the conference allows us and our instructors to get together to discuss topics pertinent to those out in the field, enjoy a selection of key note speakers, as well as having the opportunity to socialise and network with like minded people.

This year instructors, examiners and principals had some meaty discussion topics to chew over; such as the suggestion of reducing the number of nights spent on board on the Day Skipper courses, how to increase motor cruising participation and whether the Day Skipper theory should be in two parts. If you have any further comments in these areas please contact me.

Day one opened with a lively and interesting talk from Paul Bossier, Chief Executive of the RNLI, followed by an informative session from Rear Admiral Ian Moncrieff, National Hydrographer from the UKHO.

The day was rounded off with a spectacular presentation from world renowned marine photographer Rick Tomlinson, treating delegates to a breath-taking photographic tour of the Volvo Ocean Race and many other awe inspiring marine images.

RYA update

The Motor Cruising Scheme has seen the biggest decline in participation over the last year. This is hardly surprising, given the financial climate and could well be a result of increasing fuel costs and the credit crunch. Even so, the scheme is only 10% of the size of the Sail Cruising Scheme and we feel that we need to find a way to increase participation in this sector.

Sail cruising fared quite well and only dropped about 5% in participation. Linked to the fact that recognition



All the certificates of competence underwent a facelift with added security features such as a hologram.

Late last year a new type of photo-id course completion certificates were introduced for Day and Coastal Skipper practical courses. The existing course completion certificates are still available, but the new certificates will help people sailing overseas who need a 'licence' type ticket. Over the next year or so we will be introducing a central certification record for all these certificates.

also fell slightly, this meant that many centres that battled through the last year actually did quite well. Usually recognition of training centres rises by about 6% a year.

The number of Yachtmaster® Certificates of Competence remained strong and constant. About 60-70% of all Yachtmaster®s intend to use their certificate commercially.

The shorebased navigation courses had mixed results. The Basic Navigation and Safety course had a low take up and it is felt that the course needs to be re-named, re-marketed and re-launched.

Participation on the Day Skipper shorebased course is continuing to fall as there are 3000 less people taking the course in 2009 than four years ago. This is really important as the Day Skipper is the 'hook' to get people into boating and go on to take further courses. Ways of stemming the fall in participation was one of the discussion topics.

Take up on the Coastal Skipper/Yachtmaster® Offshore course actually increased last year, so it is thought that it has found a new level after the fall of a few years ago following the partial withdrawal of government funding.

The role out of the new Yachtmaster® Coastal Certificate of Competence was well timed and came into force on January 1.

The review of the Yachtmaster® Ocean course started in March 2010. The review will cover the present syllabus and its relevance to long distance sailing today, together with a look at the publications associated with the course.

The last 12 months have seen quite a few RYA centres getting into trouble with the MCA and, subsequently, with the RYA resulting in them losing recognition. In the main, this has been due to using a commercial vessel outside of its legal operating area, or one that is not coded. The MCA are currently prosecuting three such operators, who have now lost their RYA recognition. While the RYA does not actively look for problems, apart from during inspections, if one is reported to them by a student or another centre, it has a duty to investigate.

We have changed our maximum age policy for existing and prospective instructors in the cruising schemes. So long as the person is fit, passes the medical and in the RYA's view, is capable of teaching a four to five day course single handed, they will be allowed to attend an instructor course or update. An instructor update and the medical will be required more frequently as a person gets older. See page 12.

The regional instructor conferences around the country were well attended and instructors seem to appreciate the new format of evening briefings.

Fancy something a little different?



Further to the success of the experience days for Yachtmaster® Instructors organised by the Ocean Youth Trust, a few more have been organised. The idea of the days is to give Yachtmaster® Instructors and Examiners experience in bigger boats than many would normally have the chance to try.

They are also a great introduction to the world of sail training, if you are thinking of getting involved. Do have a go if you can...

The Traditional Sailing Company

May 19
On the traditionally rigged, long keel, 29 tonne gaff cutter 'Morwenna'
Leaving from and returning to Shamrock Quay in Southampton.
Cost: £30 including a sandwich lunch.

Contact:
info@traditional-sailing.com



Ocean Youth Trust Scotland

May 14-16
On the Challenge 72 'Alba Endeavour' leaving from Largs, returning to Oban
September 10-12
On the Oyster 70 Ketch 'Alba Venture' leaving from and returning to Greenock
Cost: £35 towards food and fuel. This includes one year's membership to OYT Scotland.
For both dates contact: Nick Fleming, Chief Executive office@oytscotland.org.uk, specifying which date you would like to attend.

Ocean Youth Trust South

November 1 and 2 (two separate trips)
On the 72 foot 55 tonne ketch 'John Laing'
Join at 0930 at Ocean Village in Southampton for sailing in the Solent. Return approximately 1700.
Cost: £25
Contact:
caroline.white@oytsouth.org specifying which date you would prefer and giving a little information about yourself and why you would like to take part.



Simon Jinks

sail ◦ power ◦ motor

- skipper & instructor training ◦ safety management ◦
- journalism ◦ training centre set-up ◦ examination ◦
- RYA MCA ISAF & overseas code assistance ◦

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School of the Sea

A three year 'School of the Sea' watersports programme was recently launched in North Wales. The project is the result of several years of hard work by a number of partners, led by North Wales Watersport, Anglesey and Gwynedd local authorities and Plas Menai. The three year project has funding from the Nuclear Decommissioning Agency, 'Mon a Menai' programme, Welsh Assembly Government and local authorities. There are three main elements to the programme:

Schools Skills Training

Children from local schools participate in a five-day sailing,

windsurfing or canoeing course, and then are encouraged to join RYA Onboard clubs and local sailing or watersports clubs.

Classroom of the Sea

A cross curricular programme using the diverse flora and fauna of the Menai Straits. Children visit various sites along the Strait by RIB over five separate days, exploring the marine environment using geography, biology, history, art and maths. The children will also learn about the sea and water safety in a superb maritime 'learning outside the classroom' project.

Schools Maritime Competition and Champions for Watersports

Two further elements to the project include the 'Schools Maritime' competition which involves schools designing and using solar, wind or carbon fuel powered boats, and 'Champions for Watersports' which trains teachers to become assistant instructors and instructors in various watersports.



This is a great positive step towards integrating watersports into the daily curriculum. Hopefully other regions may follow the example.

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Looking for work?

If you want your details sent to organisations such as training centres or clubs that are recruiting instructors, please complete the form below. Return the form to: RYA Training, RYA House, Ensign Way, Hamble, Southampton SO31 4YA

Name

Address

.....

Tel (day)

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.

CPR protocol

It doesn't seem that long since the last changes to the CPR protocol. It was actually 2005, but research on the subject is continuous in many countries and is co-ordinated by ILCOR, the International Liaison Committee on Resuscitation.

ILCOR has now completed their latest review of resuscitation science, which will be published in the Autumn.

So, what does this mean for RYA first aid instructors and centres running first aid and practical courses?

The publication of the review may lead organisations such as the European and UK Resuscitation Councils to provide new guidelines

for CPR, both for cardiac arrest and for drowning.

Teaching and training materials would have to be updated and edition 9 of the St Johns/St Andrews/Red Cross First Aid Manual may be reprinted. As a guide, when the guidelines last changed in December 2005 the updated manual was published at the end of July the following year.

None of this is set in stone, and there is no definite information as to what the possible changes will be, but in some areas there has been increasing research into compression only CPR.

Advance notice

to RYA first aid instructors

Our next First Aid Instructors Conference is planned for Spring 2011.

We will discuss any new guidelines, the reasons behind changes and how to teach them.

It will also provide the opportunity to discuss other important subjects and accidents/injuries on boats and courses.

If you have a subject that you want included, please email me on sara@pinmillcruising.co.uk

The jobs page



The Sailing Centre
ISLES OF SCILLY
& Ravensparth Sailing Base

We are looking for dinghy, kayak, windsurf & powerboat instructors and S.I.'s for summer 2010. Excellent rates of pay, a great fun season and the opportunity to work in one of the most idyllic locations in the UK. Non-instructing jobs also available. For more details please send a CV or contact

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Required for the 2010 season
at
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For an application form contact:
Jill on 020 8547 5812 or
Jon on 020 8549 3066

Please note: we do not offer accommodation.

Albany Mews, Off Albany Park Road, Kingston KT2 5SL
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01202 677272

Rockley
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We are looking for enthusiastic RYA qualified watersports instructors for our 5 centres in France and the UK for the coming season.

We offer competitive rates and an excellent employment package including flexible start and finish dates from March to October.

For further information or an application pack, please email info@rockleywatersports.com or call the HR team on 01202 677272.



Opportunities available overseas for those at the top of their game!

Mark Warner are recruiting for our summer beach resorts in Greece, Corsica, Portugal and Egypt for summer 2010. Positions are very competitive and we are looking for a high calibre of instructors with the relevant qualifications/experience, excellent customer service skills and the commitment to work hard. We offer fantastic benefits plus a career in watersports for those who have what it takes.

To apply, or for more information on our vacancies, please visit www.markwarner-recruitment.co.uk or call 0871 703 3955

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Calls are charged at 5p per minute. Calls from mobile networks may be charged at a higher rate (please check with your provider).

Salford Watersports Centre
based at Salford Quays, Manchester is a thriving watersports & outdoor activity centre, providing a programme of activities all year round in the heart of the city.



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Leisure IN Salford

Casual Watersports Instructors – various hours – £8.55 Per hour

We are now recruiting casual Watersports Instructors for the 2010 season. You must possess at least 1 RYA or BCU Instructor qualification, and preferably an RYA Powerboat Level 2 certificate.

All qualifications must be accompanied by a valid first aid certificate. We pay an hourly rate.

If you live in the area and are interested in casual work, please email your CV with details of current qualifications and experience to watersports.centre@salford.gov.uk. For more information on the centre, please visit our website www.salford.gov.uk/watersportscentre

Advertise here!

Wavelength is the only magazine to go to all RYA instructors. What better place could there be to find your future staff?

RYA recognised training centres can advertise for staff free of charge, both in print and in the new online version. Either email us your required text and logo so that we can create an ad for you, or send us your finished artwork. Contact us for details of ad sizes. Adverts online will appear as text only.

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wavelength@rya.org.uk