

## It's goodbye from him...

Managers are supposed to look at the way forward, but with my retirement at the end of September, I think I can reasonably take a look backwards.

I was an instructor at the National Sailing Centre in Cowes until it closed in 1987. I was then appointed by the RYA to run Yachtmaster® Instructor training. When John Chittendenn left to do the Whitbread Round the World Race, I took the job of Chief Cruising instructor.

Over the next 12 years I assessed most of the RYA's Yachtmaster® Instructors. There were some interesting moments as candidates demonstrated their skill, or lack of it!

In 1996, I was given the job of running all RYA practical training. Five yearly practical updates had worked well for cruising, so it seemed logical to introduce them to the dinghy and powerboat schemes. Although coaches and trainers thought that practical reassessments should be for grass roots instructors, it proved more effective to reassess those who were training the instructors.

The powerboat scheme was moved to a professional programme in its own right with a commercially endorsed advanced qualification, and several new courses were introduced including Sea Survival and Inland Waterways Helmsman.

The Government started taking a close interest in small vessels, starting with the introduction of the Small Craft Codes of Practice and accident investigations. These have had a big impact on RYA Training and there is continual pressure from the authorities to complicate the syllabus and the conditions of recognition, mostly unnecessarily.

When Bill Anderson retired in 2000 I was appointed Training Manager and immediately faced a challenge to the Yachtmaster® qualification by an American competitor. The RYA countered this by trademarking the word Yachtmaster® and by permitting exams to be conducted outside the UK. RYA Training is now available in 40 countries and we are easily the world leader.



With 1,500 practical centres all over the world, the days are sometimes amusing, sometimes tragic, but never dull. The best part is when someone fresh off the water appreciates the skill and dedication of their instructor and the work that goes into making their course enjoyable and successful.

The future for me is more sailing, without having to return on Sunday evening. I hope to see many of you afloat.

Farewell and thanks.  
**James Stevens**

## ...and it's hello from him

Those of you who have experienced the joys of long distance offshore or ocean racing will understand the issues involved when the watch changes. The crew on deck have slogged away for hours and as they head below for a well-earned break, the new watch appears on deck to take over with renewed vigour. It's watch change time in RYA Training.

After a long and successful career at the RYA, the list of achievements that can be credited to James Stevens is endless.



British sailing and the RYA Training schemes are richer for his involvement over more than 20 years.

I have worked closely with James over the last seven months and during that time have gained some insight into the many threats that face our sport and industry on an almost weekly basis. I am buoyed by the fact that we are well positioned to face these challenges, with what is unquestionably the best recognised and most respected training scheme of its type in the world. Our strength lies in

the expertise and integrity of those who 'own' the RYA Training schemes – you, our 20,000 instructors.

I feel humbled as I look towards taking over from James, but at the same time am excited about the opportunities for growth and development, both in the UK and around the world.

I would like to take this opportunity on behalf of RYA instructors past and present to thank James for his many years of hard work, and to wish him a happy and busy retirement.

**Richard Falk**  
Incoming RYA Training Manager and Chief Examiner

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## Facelift for the Basic Nav course

You will probably know that we are working on translating the Basic Navigation and Safety course into an online distance learning course. This will greatly enhance the course and, most importantly, make it available to anyone, anywhere.

However, we've always struggled

with the name. It's a bit long, doesn't sound that exciting and does tend to restrict the marketing power by labelling it 'basic'. So, after much brainstorming we have decided to change it to 'Essential Navigation and Seamanship'.

It's still a long a name, but we

couldn't cut it down to anything meaningful that didn't sound gimmicky. We felt it was important to retain the 'does what it says on the tin' approach so students know what they're getting.

The change from 'basic' to 'essential' should encourage a wider range of students from different boating backgrounds, with varying levels of prior knowledge – we don't want this to be just for complete beginners.

Including the word 'safety' in the old title was thought to be a bit of turn off, although it's obviously an important part of the course. Substituting the word 'seamanship' implies a wider range of subject matter, while still incorporating the necessary safety information.

One of the key things we have identified is the course's relevance to sailors and motor boaters alike. From a training centre's perspective, this course provides a great introductory level product at a relatively low cost. The price of the shorebased packs for 2011 has been reduced to encourage this strategy. Once the client has experienced the quality of the RYA scheme, they are far more likely to come back for more courses.

The new name will officially come into force with the launch of the online course in January. In the meantime we are rebranding the course books that come with the student packs and will be spreading the word through the marine press.

An information sheet is available for centres interested in offering the course in this way next year. If you would like a copy, please **drop me an email**.

Jane Hall

## Ready for the SRC course?

There is now a pre-course knowledge check on the RYA Interactive site for potential SRC students to check whether they are prepared for the course.

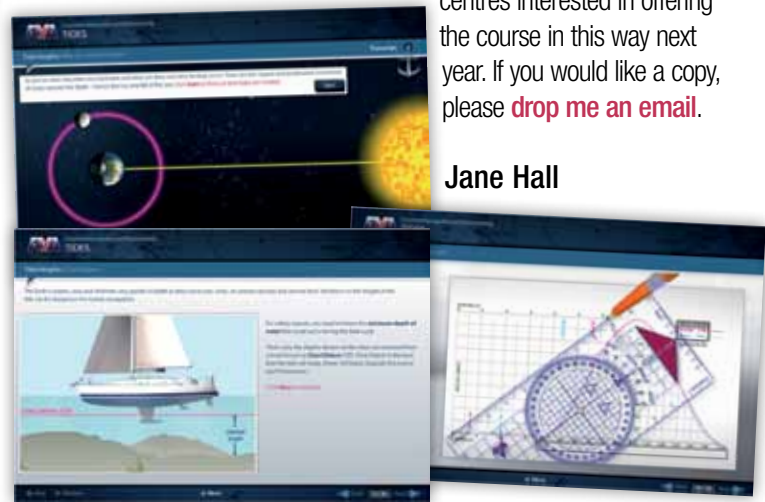
The SRC course can be taught in a day, but in order for the MCA to allow this, it is necessary for your students to turn up on the course with some prior knowledge of the subject.

Our pre-course test aims to show students the knowledge that's required, checks whether they have that knowledge and suggests some pre-course reading if they don't. This should free up your time as

their instructor to teach the more complex areas of the course.

Why not take a look yourself? There are various styles of quiz to check understanding of distress procedures and the phonetic alphabet.

Anyone can try the test as many times as they like. There's no need to register on the site and there is no cost. You could include a link to it on your website and suggest that your students have a go before they join your course. **Take a look now.**



## RYA e-Learning and Training Resources Manager

RYA Training is looking for an e-learning assistant to help with the development, admin and support of our RYA Interactive project. We need an enthusiast with good IT skills and an aptitude for learning new software applications. The role will involve liaising with RYA departments, training providers and students. Interested? Please see the website for further details, but be quick – the closing date is October 6.

# Vetting & Barring Scheme under review

The introduction of the proposed Vetting and Barring registration scheme for those working with children or vulnerable adults has been delayed once again.

The new Government will be reviewing the scheme with the aim of 'remodelling it back to proportionate, commonsense levels'. Registration for new staff or volunteers did not open on 26 July as previously scheduled and, at the time of writing, the timetable for the review hasn't been announced. We don't yet know how it will affect the legislation that was due to take effect on 1 November.

The review is likely to be good news for training centres, clubs and class associations. We understand that the Government wishes to make the scheme less onerous for voluntary organisations to ensure that it doesn't discourage volunteering. We hope the better elements of the proposed scheme, such as a one-off registration that is fully 'portable', will be retained.

The remodelling may involve changing the definition of 'regulated activity provider' or reducing the scope of the proposed new criminal offences

associated with failure to register or to check registration. It is already an offence for a barred individual to apply to work with vulnerable groups, and for employers to knowingly employ a barred person in such a role.

In the short term, the existing disclosure process administered by the CRB, Access NI and Disclosure Scotland will continue to operate. The plan to introduce the new 'Protecting Vulnerable Groups' scheme in Scotland on 30 November this year is not affected by the Government review. In fact, it may be that

the revised scheme in England, Wales and Northern Ireland will more closely resemble the Scottish scheme.

The Independent Safeguarding Authority is already maintaining the lists of people barred from working with children or vulnerable adults, and will continue to take barring decisions on individuals referred to them.

We will continue to monitor developments and keep you informed. For the most up to date information please check the [website](#).

## RYA Partners Programme

Our Partners Programme was launched in July.

We want more people to join the RYA and buy our books, and this programme helps you to help us achieve this. In return, you get paid commission for each member joined and product sold through you.

So, what can you do with the Partners Programme?

### Earn commission from selling products

This is done through ready-made links and adverts for products from the RYA shop that you can place in your emails or on your website.

When your customers click on the link or advert and subsequently buy that product, our system spots that they did so via your organisation and logs sales made as a result of your

referral. We pay 8% commission with no need for you to hold any stock or incur postage costs.

### Earn commission from joining up new RYA members

Join up new members in two ways – by adding links or adverts to your emails and website, or by getting potential members to join the RYA straight from your own PC.

The application is tracked back to you and we pay you your commission. For each new RYA member joined we pay a commission of £2.50 for a youth member, £5 for an under 25, £7.50 for a full single member and £10 for a family.

### Want to be part of it?

All recognised training centres were sent details of the programme in mid-July, along with information on how to register.

Those already using our online certificate registration system are automatically set up for it. Next time you login in to register Powerboat Level 2 certificates, take a look at the Partner Programme section.

If your centre has not already registered online, you will need to go to [www.rya.org.uk/go/register](http://www.rya.org.uk/go/register) and enter your RYA reference number and the activation code that was sent to you.



A full Partners Programme user guide is available at [www.rya.org.uk/go/partner](http://www.rya.org.uk/go/partner).

## Instructors and the Partners Programme

RYA Instructors can also be part of the RYA Partners Programme in their own right.

Simply log on to the RYA website (first time users will need to register) and click 'Your Account' to access the

Partners Programme pages.

Instructors working at recognised training centres should only use the Partners Programme with the full knowledge and permission of the principal of the centre.

## Musical chairs in RYA Training

It's not just the top job that's changing...

National Sailing Coach, John Thorn, has recently announced his resignation. That, together with the retirement of James Stevens, has provided the opportunity for some changes within the department.

Amanda Van Santen, the Chief Windsurfing Instructor, will take responsibility for dinghies, keelboats and multihulls in addition to her windsurfing duties, from mid-October.

Craig Burton joins us from ASTO and moves into the role of Chief

Cruising Instructor Sail, responsible for the sail cruising and shorebased schemes, effective November 1.

We will also be bringing the motor cruising, powerboat, PW and inland waterways schemes together under one Chief Instructor. The recruitment process

is taking place now.

Congratulations to Amanda and Craig. I am sure you will join me in welcoming them to their new posts.

**Richard Falk**  
Training Manager and Chief Examiner

## Get Afloat web listings

As part of the RYA's commitment to increasing participation in boating, we have launched a new area on the website. The Get Afloat area aims to provide a comprehensive listings service with information on the many different ways to get afloat, and who to contact.

It will help guide people who have connected with the sport in some way to actually get afloat. The main listings will be training centres, clubs and organisations, but we hope to compile more data on what other opportunities you provide, such as day hire, charter, experience builders and racing. The web area will also point to other organisations' websites such as charter, tall ships and racing sites.

Initially, the area is targeted at people who are

completing a shorebased course and who have an interest in the sport and are looking at ways to get afloat. There will also be a concerted marketing campaign, and a flyer will be included in the shorebased course packs and with orders despatched from RYA HQ.

If we can activate more people to go sailing, then clubs and training centres will benefit in the long run. Currently there's no central reservoir of information for people to refer to, but it is natural that the RYA should be the central reference point.

The **GetAfloat** area is live now with a basic listing service. We will contact you in the Autumn to start compiling more information about what you have to offer.

For further details contact Simon Jinks on: [simon@simonjinks.com](mailto:simon@simonjinks.com)



## The Green Blue's new website

The Green Blue has launched its brand new website, [www.thegreenblue.org.uk](http://www.thegreenblue.org.uk)

### What's new?

- Updated information for boaters and marine businesses
- A whole new section for clubs and training centres full of specialist information on making environmental improvements and saving money while you're doing it
- Dedicated regional pages so visitors can see what's happening in their area at a glance

- Reaching out to new groups on **Facebook** and **Twitter**
- An updated **Pump Out Directory** showing the location of holding tank pump out facilities around the UK.

As well as these new features, users can also make use of the newly updated **Green Directory** to find greener boating products and the **Marine Toolkit**, for businesses to make environmental improvements and save money.

You can also **sign up** for regular email updates.

**Don't forget the Green Blue conference on October 9.**  
Email us for more information.

## Central certificate registration update

The system for registering Powerboat Level 2 certificates went live in April with a smooth transition for those who have opted to start issuing the new style of certificates.

Feedback has been predominately positive and the students certainly seem to appreciate the improved certificates.

We are making a few small tweaks to the system to incorporate suggestions from users. We would love to incorporate more of your ideas but do have to adopt a 'one system fits all' approach to find the best solutions to issues in a way that everyone can work with.

Powerboat centres who have not yet switched to the new system

have until April 2011 to do so, and will be able to continue buying the paper certificates until the end of this year, or until our stock runs out (whichever comes first).

Please note: due to the long phase in period we will not exchange stocks of old certificates for new.

### Personal Watercraft certificates

Our PW certificates are currently issued at RYA HQ following submission of a record card by the training centre. It is a pretty clunky system and is an obvious choice for online registration. This will enable centres to issue certificates at the end of their courses, and students to

receive a very much improved certificate.

We plan to implement the system for PW certificates in summer 2011 and will introduce a certificate pack consisting of a certificate and a PW handbook, similar to the Powerboat Level 2 packs. We will keep all PW centres informed.

### Advanced Powerboat certificates

We also plan to bring these certificates into the system in Summer 2011. By then, all powerboat centres that have switched over to the new system for the Level 2 certificates, should be familiar with it and will therefore be able to make an easy transition for their Advanced certificates.



### Cruising certificates

We're looking at phasing in centrally registered cruising certificates between September and December 2011. Until then, centres can continue to choose whether they issue paper certificates or the numbered plastic photo ID certificates.

We will keep you updated as plans progress. Keep an eye on future issues of **Wavelength**, and our mailing to all centres in January for the latest information.

## Free Adventure Activity Licences



Organisations offering and charging for activities such as sailing and windsurfing to children under 18, are required by law to hold an Adventure Activities Licence. A licence costs £715.

The Health and Safety Executive, the body responsible for Adventure Activities licensing, has confirmed that RYA OnBoard clubs and centres will have their free Adventure Activities Licences extended for a further

year, from October 2010 to October 2011.

As James Stevens comments: 'When OnBoard was introduced, the RYA held one Adventure Activity Licence for all OnBoard clubs and centres. In 2008 the HSE decided this was unlawful and required each organisation to obtain its own licence.'

'The RYA successfully argued that the financial burden would result in reduced participation and pointed

out that the fee would use up all the modest contribution made to the project by Sport England.

'We also convinced the HSE that RYA recognition is equivalent in its rigour to Activities licensing. The HSE agreed that it was unreasonable to impose this fee on organisations which are well regulated and which provide a valuable contribution to outdoor activities for children.'

Adventure Activity licensing will be reviewed in the next two years.

If you are involved with OnBoard and would like to know more, please contact **Victoria Lenz**.

## Training centre radio licences

Ofcom has announced that Coastal Station Radio (Training School) licences will become indefinite in duration and will no longer require annual renewal.

The initial, one-off fee will be £20 and Ofcom plans to introduce an online application system in due course. At that time, training school licences issued in response to online applications will be free of charge.

## Sailability cruising ahead

Do you offer people with a disability the chance to go afloat? If so, we want to hear from you.

RYA Sailability produces a Sailing Site Guide promoting organisations offering activities to people with a disability. The majority of venues listed at the moment offer dinghy sailing, but Sailability are now compiling a database of venues offering yacht, motorboat and powerboat opportunities.

To date, RYA Sailability has helped over 20,000 people with a disability to experience sailing and get afloat regularly.

Often organisations think of disabled people as wheelchair bound, needing alterations to



boats or facilities. But full time wheelchair users only represent 8% of disabled sailors and there are several other types of disability, such as partially sighted, hard of hearing, those who have

limb-loss, who could easily be accommodated on any boat.

Importantly, you do not need to offer opportunities for all types of disability, but it's great if you can. Quite often all that's required is patience and a change in communication methods or the way a task is set.

If you'd like your organisation to have the possibility of being included in the Sailing Site Guide and website, please fill out the simple form found at: [www.searegs.co.uk/sailability](http://www.searegs.co.uk/sailability). You will also find lots of helpful advice and a FAQs page to help guide you through the process. RYA Sailability has appointed SeaRegs LLP to compile this data on their behalf.

## SRC inspections

**A reminder to UK training centres that run dinghy, keelboat, powerboat, PW or windsurfing courses in addition to the SRC course.**

You will have your SRC operation inspected along with your usual inspection in 2011. This will cost £50, which will be charged in January.

UK shorebased centres that run SRC training, but no practical courses, will be inspected for SRC in 2012/2013. The fee for this will be confirmed nearer the time.

## Running instructor training outside the UK?

**Don't forget to get it authorised by RYA HQ first!**

All instructor training for powerboat, personal watercraft (including PW for super yachts), windsurfing and dinghy sailing must be authorised by RYA HQ before the course is delivered.

This process helps maintain availability and quality, and minimises the risk of over-provision of instructor training.

Every time you plan instructor training outside the UK please email [training@rya.org.uk](mailto:training@rya.org.uk) with the following information and wait for our confirmation before proceeding:

- Type of course
- Name of the training centre
- Name of the lead trainer/coach

Please note, RYA Training may choose to nominate training coaches for courses outside the UK that require moderating.

Also remember, all senior instructor training in the UK should be authorised by your Regional Development Officer.

If you would like courses advertised on the RYA website, please ensure details are with us as early as possible.

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## RYA Training conference

The RYA Training conference is a great opportunity to keep up to date with what's happening in the RYA schemes. Next year's conference is taking place on February 5-6, 2011 and we're pleased to confirm that Heath Lambert will be our sponsors again.

It is open to all Principals, Trainers and Coach/Assessors in the powerboat, dinghy, windsurfing, personal watercraft and inland waterways schemes.

As always we will have a packed programme of presentations and workshops which help us to develop the schemes and give you the chance to influence that development.



### Heath Lambert Group

#### Reasons to go

- Key speakers and discussions on subjects of current interest
- Workshops and opportunities to have your say on 'hot topics'
- Sessions specific to your interests. Get an update on what's happening in your scheme, discuss any issues and ways to improve
- Networking

Last year's conference received lots of positive feedback with delegates enthusing about how useful it is in their job. As a bonus, they seemed to enjoy the experience too!

This is what some had to say about it:

*'Great to catch up with some old friends and meet new ones.'*

*'Nice to be reminded of the size and scope of the RYA and the part we play in it.'*

*'First conference for me or anyone from my organisation. Well worth the trip. See you next year!'*

Put the date in your diary – we'll email you when bookings open in November.

## Medicals for commercial skippers

In our Spring 2010 edition we advised on the removal of the upper age limit for RYA instructors and said that those with medical restrictions on their commercial endorsement would not be able to qualify as instructors.

Rather than a total exclusion on medical grounds, we are now reviewing medical restrictions on a case-by-case basis. As always, decisions on medical fitness will be made by the RYA Training Doctor.

## Online CEVNI test update

The April launch of the online CEVNI test went smoothly, with users enthusiastic about this more flexible way of taking the test whenever and wherever they want.

The practice test has gone down particularly well, with people being able to check whether they're ready and having the chance to read up on shaky areas before committing to the real test.

Two centres were instrumental in helping with testing before the system went live, and subsequently have become the two biggest users. This is what they have to say:

#### Keith Bater, Skysail Training

*'I became involved through an enquiry from a guy in Tasmania who wanted to sit the written*

*CEVNI test remotely – you can't get more remote than that! So I asked the RYA, and Jane Hall was just planning the pilot for the online CEVNI test.*

*'The pilot went really well, and the obstacles set by Macs and the various breeds of web browser were soon overcome.*

*'Candidates find the unlimited practice tests to be good preparation for the real thing and feedback from my users has been very good. The avoidance of travel saves people time, fuel and money, so full marks to the RYA for an excellent initiative.'*

#### Roger Gross, Anglia Sea Ventures

*'We are a very web-centric company, always trying to attract people to our website. We already offer an online booking system for our courses.*

*'Over the last three years we have offered the paper CEVNI exam to about 15 students. In the first two months of offering the online test, we sold over 30 tests – twice as many in two months than we did the previous three years! Most of these are new customers, so we are in the process of contacting them to up sell other RYA training.*

*'The test requires almost zero administration from us. We get an email from our shopping cart to say someone has purchased the test, our system sends them the access code, and then we get an email from the RYA to say they have taken the test.*

*'As a school we fully embrace the RYA's movement into online training as it saves us having to make the investment ourselves.*



*RYA Interactive is an example of the RYA listening to its membership and giving them what they want.*

*'I suggest other centres support RYA Interactive – it is the future of shorebased training whether you like it or not. Ignore the Web at your peril!'*

If this sounds like a good idea to you, you can easily register your centre to offer the online test. **Drop us an email** to receive further information.

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## Near miss

June of this year saw an incident during a Powerboat Level 2 course that could very easily have resulted in tragedy, but could have been easily avoided.

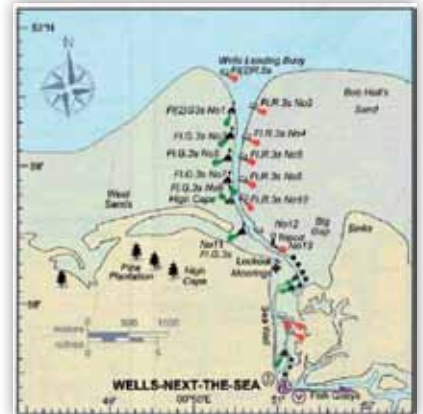
On day two of the course, the instructor was on the water at Wells, Norfolk, with two female students on board a 5.8m RIB. The vessel had one fixed seat with one student driving. The other student was on one sponson and the instructor was on the other sponson.

There had been a strong onshore wind blowing for some days and, although it had

started to abate, there was a residual swell. This, combined with an ebbing tide, made for some nasty wind-against-tide conditions at the bar outside the harbour entrance.

The instructor decided to leave the shelter of the harbour to allow his students to 'handle some waves'. On arriving at the bar, it was clear to the instructor that the conditions were unsuitable and he decided to turn and head back into the harbour. But before they could turn the boat around they encountered a large steep wave that inverted the RIB, throwing all three into the water.

The instructor and students were able to scramble onto the upturned RIB, where they used the instructor's handheld VHF to summon the local lifeboat. Fortunately they were uninjured.



### Lessons learned:

- Carry out a full assessment of conditions every time you run a course.
- Be aware of the hazards in the teaching area. The danger of the bar at Wells in the conditions experienced is well documented.
- Ensure the vessel you are using is appropriate for the course.

- Carry a waterproof handheld VHF attached to your body when operating in small vessels.
- Ensure your teaching does not exceed the syllabus. Handling breaking waves is not part of the Powerboat Level 2 syllabus.

The instructor has been referred for retraining and reassessment.

## Comment

# Inner city watersports centres

In the spring edition of **Wavelength**, Kaz Parker asked for suggestions on dealing with people coming into centres with malicious intent.

Ian Macwhinnie, Senior Instructor at Draycote Water SC wrote in with a suggestion: "It is certainly terrible that someone was attacked for trying to protect the centre's equipment from damage by these 'locals'.

"I can't help feeling that a different approach to locals (presumably youngsters) wandering on site and inspecting/damaging equipment would get a more positive result. By definition, these youngsters are

people who feel disenfranchised without access to resources and the support (parental, institutional, etc) to channel their energies into more constructive directions.

Officials of the centre coming up to them and saying 'Oi, you lot, clear off' (or somesuch) is exactly the kind of reaction they are likely to have had all their lives and only serves to reinforce their sense of alienation. So, deplorable as



it was for these youngsters to get some mates and come back to attack the person concerned, it is as understandable as it is unacceptable.

"How can the pattern be changed? Is it not possible to take a positive view of their initial interest? After all, they are coming down to look at the boats. Kaz mentions 'they untie a boat and start paddling it'.

Rather than just telling them to clear off, how about 'I see you are interested in the boats. Would you like to have a go? I'll show you how to get started.' They could be quite surprised as well, as it may be the first time anyone in authority has responded to them in such a positive way.

"The money issue aside, this may be a way to get positively engaged with this part of the community and not only get them onside, but start to give them a constructive outlet for their energies. I am aware there would continue to be difficulties, but someone has to change first, and if we can do that with a friendly and positive attitude, that would be a start."

It is always great to receive your letters to [Wavelength](#). We welcome comments on articles, ideas for future issues and letters about previously unaired subject. Send your idea, issues or moans to [wavelength@rya.org.uk](mailto:wavelength@rya.org.uk)

## Comment on Cork Clipper

In the April issue of [Wavelength](#) we reported on two incidents involving the loss of sailing vessels where one of the major contributing factors was an over reliance on GPS and electronic navigation. The article prompted a lot of discussion and, in particular, a response from Richard Harris, one of our instructors. Excerpts from his response appear below, interspersed with our comments.

Richard writes *'I agree that whenever possible navigators should keep an independent record of their position at all times and that when using electronic navigation, should utilise a second source of position by using bearings of charted objects, depth contours or distance off to confirm position. However, in the case of the Cork Clipper, what realistic option did the navigator have to use either of these approaches?'*

This is an excellent point, and quite pertinent in this case. Richard goes on to make a suggestion as to how this situation might be avoided:

*'I therefore suggest that where a second accurate independent position cannot be obtained but an accurate raw GPS position is available, a strategy that estimates the potential positional errors and from this establishes a minimum approach distance to the hazard is followed.'*

It is good practice to build in safety margins when in the



vicinity of known hazards. When factors such as poor weather conditions, poor visibility or a low level of accuracy in the survey are encountered, the safety margin should be increased. More importantly, if you are not seeing around you what the chart indicates it is good practice to slow down, stop and reassess the situation rather than carrying on regardless.

Richard also said *'Although the RYA syllabuses for the various offshore qualifications include various elements that are essential to navigating safely in demanding situations, I am not convinced that the necessary skills are developed by the way we teach them. I therefore believe that to supplement the existing requirements that are included in the RYA and Yachtmaster® Coastal and Offshore syllabuses, we need to have more demanding requirements covering navigation in similar situations to those in which Cork Clipper*

*found herself, requiring students to not only think about the route they should follow but also the strategy they should adopt to ensure safe navigation.'*

There are some other factors to be aware of in this case. The paper chart and Admiralty Pilot Book for the area clearly state the reef associated with Gosong Mampango (the reef on which Cork Clipper grounded) was reported in 1992 as lying .9 miles further east than its charted position. This is approximately where Cork Clipper struck the reef.

Warnings also appear on the charts and in the pilot books for the area warning mariners that differences between satellite derived positions and positions on the charts for this area cannot be determined, and that these differences may be significant.

In addition, mariners are warned that aids to navigation on this chart are reported to be

unreliable. They may be missing, unlit or out of position. In the case of Gosong Mampango the light identified on the chart is actually noted as being extinguished.

### Lessons:

- Always maintain a record of your position, utilising a second means of position fixing where possible rather than sole reliance upon GPS.
- Where you are not seeing landmarks or navigational aids that your GPS position suggests should be visible, take steps to ensure the safety of the vessel until your position can be confirmed. Slow down, increase lookouts and, if necessary, stop.
- It is good seamanship, and a legal requirement under SOLAS, for a master of a vessel (including small recreational vessels) to ensure that the intended passage has been planned using appropriate charts and publications and that the master is aware of all relevant navigational hazards.

Finally, from the point of view of an instructor, it is important to make sure you are not only teaching the various techniques of position fixing but also creating scenarios where students can put this theory into practice. GPS is a wonderful tool, but should always be used in conjunction with other navigational techniques and a good dose of common sense.



## Collision avoidance

**When the RYA PW course was first introduced, the emergency stop was an integral part of the syllabus, as it was in the powerboat scheme. However it soon became apparent that the risks associated with the emergency stop outweighed any benefit in technical competence, which is why it was removed from the syllabus.**

Since its removal, several questions have been raised about the importance of stopping distances and boat handling to avoid collisions when the need arises. RYA PW Trainer, **Candi Abbott**, uses these two practical exercises to raise awareness of the issues.

### Stopping distances

In a clear, safe patch of water, ask your student to ride in a straight line at 10 knots (displacement speed). At a given point, ask them to let go of the throttle and count in seconds how long it takes them to drop to tick over speed.

Repeat this exercise at 16 knots (planing speed). The amount of time it takes to slow down varies for each model of craft and the weight onboard, which

is why it is important for ALL your students to take part in this exercise, particularly if they are using their own PW.

### Rules of the road

As most collisions are caused by failure to see an approaching vessel or object in time, the most important thing to teach is 'keep a proper look out'. This means **maintaining an all round lookout, not just looking at the water ahead.**

Rules of the road can be introduced in theory but are best clarified with practical exercises. Try setting up a box course and asking your students (one PW at a time) to ride around it in a figure of eight pattern at displacement speed. Position yourself at various points of the course for the student to demonstrate each of the rules of the road outlined in the Introduction to Personal Watercraft handbook (G35).

### Lack of steering

Another key point to demonstrate is the lack of steering when no throttle is engaged. This is not applicable to more recent PWs that have an inbuilt steering system such as the 'KSS' Kawasaki Smart Steering or 'OTS' Off Throttle Steering.

# Goodbye to Paul Mara

Paul was appointed as RYA Chief Powerboat Instructor in June 2005, coming from a professional powerboat background and running a highly successful training centre on the Medway. He has worked extensively on passenger vessels on the Thames and is a Freeman of the City of London.

Before he was appointed, Paul undertook some difficult assignments for the RYA including the investigation into the issue of fraudulent powerboat certificates in the Canary Islands.

He is an enthusiast with a great sense of humour, and has been an outstanding Chief Instructor. He was regularly consulted for advice on accident enquiries and as an expert witness.

In January 2009 Paul suffered a severe back injury which put an end to his work in high speed RIBs. This was a huge blow to him and the RYA, and has meant that he is relinquishing his post. He still keeps in touch with us and provides advice and judgement.

He leaves with our very best wishes for a good recovery.

### A note from Paul...

*'I am very proud to have steered the RYA's powerboat, inland waterways and personal watercraft training programmes to their current success. However, we must never forget that they are*

*successful because of your support and dedication.*

*'It is you, the professional instructors and volunteers, who have helped navigate this success into maritime history. During my turn at the helm I can honestly say that there is little to differentiate between professional instructors and the many dedicated volunteers. Indeed I have been privileged to witness some very high standards of tuition delivered by volunteer instructors, giving up their spare time to encourage new people into our sport.*

*'Sadly, due to the nature of my injury I cannot return to the physical demands of powerboating. Working at the RYA has been a fantastic and rewarding five years, and I wish my successor all the best.*

*'This is, without question, one of the best power boating jobs in the world!'*



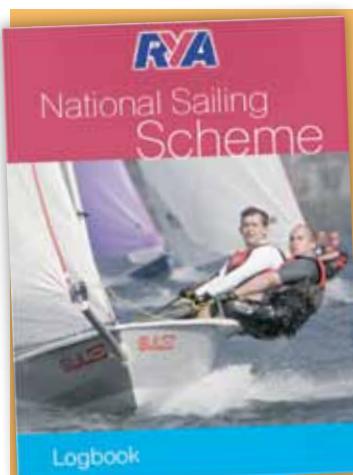
## Disappearing centreboards

At this time of year many clubs and centres are operating at maximum capacity with regular training, racing, open meetings and annual regattas. It is

therefore timely that we reflect on the events of almost exactly a year ago when two people drowned as their Laser Stratos inverted on Kielder Water.

sessions giving safety boat crews first-hand experience of what to do when confronted with the nightmare of an inverted boat and no visible crew. The Safety Boat Handbook and DVD provide useful tips on this.

do it. The most popular solutions involve elastic bungee cord sufficiently strong to hold the centreboard down during regular sailing and capsize, but with some give in it. The small amount of give is important for those occasions when you hold on to that inshore tack a little too long. It will allow your centreboard to partly retract as the elastic stretches, preventing serious and expensive damage.



### New G4 out now

The new edition of the G4 National Sailing Scheme Logbook is out now.

The book will look very different inside and out, with the main change being the introduction of the Level 3 syllabus including information on preventing inversions. There is also space for sailors to stick their Level 3 certificate. Apart from that, the contents are essentially unchanged.

There is no requirement for you to exchange old versions of the logbook for new. As stocks run out you will receive the new edition automatically.

If you are running Level 3 courses using the old style of logbook, you can **download the syllabus** from the website and attach it to the book.

While all involved saw this as a tragic accident, there are some recommendations which the RYA believe could help sailors and safety boat crews faced with similar circumstances.

Preventing inversions by going straight to the centreboard has to be a consideration for any capsize, and we have now included inversion prevention in the syllabus of the new Level 3 course for dinghies and multihulls.

We also recommend that all centres and clubs share information on what to do in the event of an inversion or entrapment. Indeed, some are running informal training

After the RYA investigation into the Kielder tragedy, all the biggest boat manufacturers such as Laser, RS and Topper were quick to act when it became clear that the ineffective centreboard brake on the Stratos had not helped the rescuers in their attempts to right the boat. After re-examining the systems fitted to their boats, they came up with variations on a simple but effective solution, as shown in the pictures below.

You may have already considered a similar solution for keeping the centreboard down during a capsize. If not, now is the time to



If you haven't had a good look at your centreboard retaining system, make it a priority. Do it now.

### Other modifications

In response to a few incidents of entrapments in lower shrouds over the past few years, Laser Performance has instigated another modification on all boats with lower shrouds. Below is an example from a Vago.

Attached in this manner, the lower shroud could easily be released by cutting the cord with a knife, which all instructors must carry.

We recommend that all training centres should consider making this modification to boats with lower shrouds.



## Trainers-to-be

Personal development is key to every instructor, especially if you are looking to make a career from your qualifications. To help develop instructors' skills at the top level of our scheme, we are inviting instructors to an informative and relaxed training weekend.

If you are an Intermediate non-planing instructor or higher, with the long or short term goal of becoming an RYA Windsurfing Trainer, this could be for you.

### What's involved?

It will be a relaxed, informal couple of days looking at a mixture of skills to help develop instructors and create a plan for them to become a trainer.

The weekend will include:

- Coaching techniques, breaking down skills and session planning
- Personal sailing
- Use of a simulator
- Personal development plans
- Presentations
- Information on the Trainer selection process and course.

### Cost, date and location

The two days will be held at Hollingworth Lake, Lancashire on 6 and 7 October, and will be heavily subsidised by RYA Training at £40 for members, £80 for non-members.

### Contact

If you are interested in attending, please contact your Regional Development Officer (see list on page 18) or email [Amanda Van Santen](mailto:Amanda.Van.Santen@rya.org.uk).

## Advanced Windsurfing Handbook

Written by Simon Bornhoft and edited by the RYA, RYA Advanced Windsurfing completes the series of windsurfing course companions.

The handbook assumes knowledge to an intermediate level, continuing the use of the fast forward coaching model, aiding a smooth progression through the different skills and transitions.

It covers all skills included in the main syllabus and clinics, using step-by-step coaching advice and top tips, with clear illustrations and images, helping you progress your beach starts to waterstarts, crack the carve gybe and learn to jump.



A must in any windsurfer's library!

**Order Code: G52**  
**Retail Price: £8.99**

## Adult Taster Certificates



Reward the adults as well as the kids!

Windsurfing taster certificates are now available for adults, in addition to those already offered for kids. If you are running introductory sessions, why not issue your students with a certificate for their achievements.

As part of the exciting lead up to the 2012 Olympic Games, these certificates are signed by Bryony Shaw, 2008 RSX Olympic Bronze Medallist.

Available to order now in books of ten.

**Order code:** WATC

**Price:** Free to RYA Training Centres, but post and packing charges apply, so combine them with other orders if you can.

## End of season instructor blasts

Open to RYA windsurfing instructors of all levels, including assistant instructors.

Due to the success of the end of season Instructor Blasts, we have again teamed up with the windsurfing trade and RYA trainers to offer a fantastic coaching day.

- Improve your coaching
  - how to run start, intermediate and advanced sessions
- Try demo equipment and talk to the trade
- Land based discussions on:
  - Instructor development
  - Developing youth and adult racing
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### Where's your nearest event?

**2 October, SWT Roadford Lake, Okehampton**  
Tony Wood 07876 330374,  
[rdo.ssw@rya.org.uk](mailto:rdo.ssw@rya.org.uk)

**25 September, Alton Water**  
01473 328 408,  
[info@altonwater.co.uk](mailto:info@altonwater.co.uk)

**26 September, Northampton Watersports Centre**  
01604 80248, [info@northamptonwatersports.com](mailto:info@northamptonwatersports.com)

**30 October, Yorkshire Dales SC**  
Tzaneen Mears 023 8060 4251,  
[Tzaneen.mears@rya.org.uk](mailto:Tzaneen.mears@rya.org.uk)

## Welcome back Raymarine

We are delighted to announce that, after a two year break, Raymarine will again be sponsoring the RYA Yachtmaster® Instructor Conference in 2011.

The conference will take place in Bournemouth over the weekend of 29-30 January. Raymarine's sponsorship will assist greatly by providing heavily subsidised rates for new instructors and enabling us to minimize the cost of the event to all instructors.

In addition, Raymarine has generously agreed to donate lucky door prizes and to provide

technical experts to answer questions about their extensive range of products, an assortment of which will be on display at the conference. A Raymarine representative will be on hand to provide a brief update on some exciting developments for the organisation, as well as their equipment range.

Newly appointed RYA Training Manager, Richard Falk, sees the renewed sponsorship arrangement as a great sign of Raymarine's commitment to RYA training: *'Along with the ongoing discounts available to RYA recognised training*

*centres, this deal adds real value for those involved in the RYA training schemes. We are delighted to have Raymarine involved once again in this great annual event.'*

Booking information for the RYA Raymarine 2011 Yachtmaster® Instructor Conference will be posted to instructors shortly. This year's conference was a sell out, so don't leave your booking to the last minute.

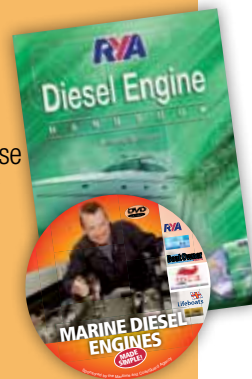
Any queries, contact **Beth Jenkins**, Cruising Scheme Administrator.

## Marine Diesel Engines DVD

We have recently terminated the license agreement covering the use by RYA training centres of Amberley Marine's DVD 'Marine Diesel Engines – All you need to know'.

Instead we recommend the RYA DVD 'Marine Diesel Engines Made Simple' which accompanies the diesel engine instructor course pack.

Any centres or instructors wishing to continue to use the Amberley Marine DVD should contact them direct.



## New Chief Cruising Instructor

Following Richard Falk's recent transfer to become Training Manager, Craig Burton has been appointed as Chief Cruising Instructor, starting in November. Craig is currently managing ASTO and is an RYA Yachtmaster Examiner with a wealth of training experience on yachts both small and very large.



*'I am delighted to be joining RYA Training. It is without doubt the gold standard when it comes to yacht training, and I look forward to playing my part in its continued development. The next few years will bring big challenges, but also big opportunities. I feel privileged to be in such a key position.'*

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...world leaders in marine electronics.

## Shorebased packs

It's time to put things in place for next year's shorebased courses. This year there have been a few minor changes to make life a little easier for you.

Day Skipper and Coastal Skipper/Yachtmaster® student packs issued from September 2010 onwards will not need to be returned at the end of each year. Instead, the packs will arrive with you in two sections:

- Section 1: DSN/YSN book, charts, electronic chart plotter and exercise book.
- Section 2: assessment papers, certificate and publications catalogue.

Only section 2 will need to

be returned each year, to be replaced with new assessment papers. This will save postage and handling, and greatly reduce the amount of waste each year.

The traces in the instructors pack for the marking of chart work will now be tracing paper rather than acetate, so they can no longer be used on OHPs. A survey showed that few instructors still use OHPs for this purpose. If you need the traces on acetate, they can be copied at any printing shop.

The Basic Navigation and Safety course pack remains unchanged for now but will be re-launched early in 2011 with a new cover and a new name – see page

2. This will coincide with the launch of the online course.

The Yachtmaster® Ocean course is being reviewed but will remain unchanged for 2011, apart from the usual changes to the assessment paper.



## First aid resources

Did you know there are **resources for first aid instructors** on our website? This part of the site includes information on:

- dealing with head injuries
- cold shock, hypothermia and drowning
- category C medical Stores

Also on the site is a new hand out for the 2005 CPR guidelines.

If the CPR protocol is changed as expected at the end of this year, the CPR diagram will be updated.



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**Terry Quinn - National Rigiflex Manager**

**Rigiflex Ltd, 38 Fullerton Road, Lyminster, Hants, SO41 9JN**

**Tel 01590 677142 Mobile 07976 743249**



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## Employing a Racing Coach – your questions answered

### How do I know the coach is qualified?

All qualified Racing Coaches, both Level 2 and 3, will have a Coaching Card. The card will have the name of the coach, the expiry date of the qualification and the class of coach (if relevant).

Obviously you need to check that the expiry date has not been passed. If you want to make further checks you can contact the Coaching Development Department.

### What other information do I need to see?

Racing Coaches must have a valid first aid certificate. If their first aid certificate is out of date, their Racing Coach qualification

is no longer valid. First aid certificates last for three years.

### What if the coach is working with children?

We recommend that you ask about their past experience, if not already known to you, and take up references from people with first hand knowledge of their work with children.

CRB checks are not currently mandatory, but are recommended for people in positions of trust involving regular contact with children. If your club is not already doing CRB checks, you can find more information on the RYA website in the **Advice and Information** section.



### What should I do if I am not happy with a coach?

Contact the Coaching Development Department. We are always keen to receive feedback on coaches, both good and not so good. Most coaches are very hardworking and reliable but, if you feel a coach is unsafe, please do contact us.

### How are coaching qualifications revalidated?

All Racing Coach qualifications need revalidating every three years, at a Club and Coaching



Conference, the Dinghy Show or a Topmark coaching event.

### Coaching Development Department contacts:

**Coaching Development Officer**  
Mike Hart [mike.hart@rya.org.uk](mailto:mike.hart@rya.org.uk)  
07720 430902

**Coaching Dev Coordinator**  
Jess Beecher  
[jessica.beecher@rya.org.uk](mailto:jessica.beecher@rya.org.uk)  
023 8060 4167

**Coaching Dev Administrator**  
Caroline Sullivan  
[caroline.sullivan@rya.org.uk](mailto:caroline.sullivan@rya.org.uk)  
023 8060 4235

## Regional

# Small grants success

The Sport England Small Grants Fund supports local community sport projects. Funding can be anything from £300 to £10,000 and can be used for buying new equipment, paying coaches, or a combination of items. You might also use it to help your club or centre work with other organisations to get more people out on the water.

The main requirement is that the project must contribute to Sport England's objectives:

- GROW: introducing adults and young people to sailing

- or windsurfing
- SUSTAIN: improving and developing regular club activity and opportunities

So long as your project aims to benefit the club as a whole and encourages more people to be more active more often, you could be in with a chance.

Take a look at **Sport England's website** for more details

Our Midlands region has been particularly successful in receiving grants, with the following

acquisitions at various clubs:

- A new safety boat
- A new committee boat
- Four Fevas
- A new Bahia and two Picos
- Two new Bahias
- Two Laser 2000s

### Who can apply?

The Small Grants Fund is open to bona fide not-for-profit clubs or associations, statutory bodies or educational establishments.

### How to apply

Complete a simple online form

with estimated statistics and basic accounting information.

### It's not all about England

Obviously Sport England will only fund English projects, but there are many other programmes available through other funding bodies such as sports councils and the lottery.

For more information on the Sport England Small Grants scheme and other funding programmes take a look at the **funding fact sheet** on our web or contact your RDO.







# Bridging the gap

Regional Club Coaches (RCCs) and Development Officers (RDOs) have been working closely with clubs and centres all over England with the aim of getting **more adults SAILING more often** by 2012.

Together they are endeavouring to encourage, improve and develop activities on a needs-led basis with each individual club. One of the most popular requests has been to strengthen the link between training courses and normal club activities, with particular regard to introductory race coaching.

RCCs are on hand to help, share ideas and suggest possible solutions. But for any activity to be successful and sustainable in the longer term, clubs and centres need to take ownership and lead on developing a solution that will result in more active members.

To prove that it really can work, here are a couple of case studies:

## Poole Yacht Club

Tracey Lee of Poole Yacht Club contacted Andy Hooper (RDO

for the South and South East) to discuss how to get her group of Lasers sailing more often and starting to race. They decided that a start racing course run over three days would be the best way forward. The sailors concerned were mainly mums using their kids' boats when the kids were at school.

The club are already seeing the benefits with a new enthusiasm from their members, who now have the confidence to move their sailing to a new level. They plan to try something similar for next year.

Tracey Lee was delighted with the results: *'Thank you for the Get Ready to Race training sessions at Poole YC. Everyone was very complimentary about the high standard of coaching and we have a couple of people already who say they are confident enough to race on a Monday evening.'*

*'I came into sailing late and found the sessions to be exactly what I needed where lack of confidence would otherwise have curtailed my progress.'*

## Lyme Regis Sailing Club

Tony Wood, RDO for the South West, has been working with Lyme Regis SC to encourage more members to race.

The club identified four experienced club sailors who wanted to help some of the less experienced sailors to get into racing. Those experienced sailors received some coaching and mentoring from their local RCC, similar in scope to the Racing Coach Level 2 course. Tony then laid on some basic racing and skills coaching for the less experienced sailors, giving them all they needed to take their first steps into club racing.

To make racing a less daunting experience for newcomers, the club set up separate starts for new racers and provided burgees for their boats (a bit like L plates!). The more experienced sailors now run a rota to make sure there is someone on hand to assist the new racers.

Tony went back to the club after a couple of months to get the two groups together to reflect on their success and plan for the future. Later in the year they want to

run a full Racing Coach Level 2 course for the experienced sailors and integrate the new racers into normal club racing.

In the longer term, the club aims to continue the process for other newcomers and should become self-sufficient in making a success of it.

It may seem like there is a lot of emphasis on racing, and we all know that is not the only reason that people take up sailing and windsurfing. However, there is evidence to suggest that sailors are most satisfied with their sport when they have been trained and when they take part in racing, which is essentially a social activity.

There are RCCs throughout England ready to help you develop your club or centre activities. You can contact them via your RDO.

The most successful ideas start with the club/centre understanding where they are now and knowing roughly what they want to achieve. The RCC can then work with you to find your route to the end goal and help you achieve it.

## Regional contacts

### Power, Dinghy and Windsurfing Regional Development Officers

**South and South East** (Hants, IOW, Kent, Sussex)

**ANDY HOOPER** 07748 806733 andy.hooper@rya.org.uk

**South West** (Cornwall, Devon, Dorset, Glos, Somerset, Wilts, West of England)

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**GUY MALPAS** 07799 714779 guy.malpas@rya.org.uk

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### Regional Coaches

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**Army Sailing Association Coach**

**CLIVE GRANT** 023 8045 7242 asacoach@btconnect.co.uk

**Royal Navy Coach**

**TO BE CONFIRMED** 023 9272 5913

**RAF Sailing Association Coach**

(Dinghy) **LAURIE DENGATE** ldengate@talktalk.net

**Army Sailing Association Trainer**

**JON METCALFE** 01243 388315 asawsm@btconnect.com

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### Racing High Performance Managers

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**East & South East**

**PAUL WREN** 01603 736096 / 07909 994642 paul.wren@rya.org.uk

**South West & South**

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**West Wales**

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**North East**

**Teesside** **HELEN BAINBRIDGE**

07825 212985 helenbainbridge@me.com

**Yorkshire**

**Pugneys Country Park**

**LIZ WRIGGLESWORTH** 07789 271810 lwrigglesworth@wakefiled.gov.uk

**East**

**East Norfolk**

**HOLLY HANCOCK** 07926 396418 hollyonboard@btinternet.com

**Suffolk and Essex** **CHRIS HUSSEY** 07919 271328 chris@chussey.co.uk

**Midlands**

**South Birmingham**

**TOM DAVENPORT** 07794 046109 tomdavenport@rya-online.net

**Staffordshire & North Warwickshire**

**BRETT COKAYNE** 07800 779302 b\_cokayne@hotmail.com

**Northamptonshire & South**

**Warwickshire** **JON SWEET** 07533 206917 jonsweet@northamptonwatersports.com

**Nottinghamshire & South Derbyshire**

**HARRIET BALDOCK** 07795 022063 harriet.baldock@nottscc.gov.uk

**Scotland**

**Edinburgh & Glasgow**

**ANGIE SWORD** 0131 317 7388 angie.sword@ryascotland.org.uk

### Regional Hire Fleet Manager

**Thames Valley and London** **PAUL ROBSON** 07789 515614 paul.robson@thelistings.co.uk

**South East Oppies and Toppers**

**JULIAN IRONS** julian.ironsb@btinternet.com

**Southern region Oppies**

**CHRIS ADAMS** chris@cye.org

**East** **LAURIE MASON** 01702 292581 jeannettelauriemason@hotmail.com

**West Midlands**

**PAUL HOLMES** 07736597321 paul.holmes@rya-online.net

**East Midlands**

**STUART POOLE** 01636 813621 stu@hopyardfarm.freemove.co.uk

**North East Toppers** **DAVID CLARKE**

07887 558918 OneDBClarke@aol.com



(formerly Portsmouth Outdoor Centre)

We are looking for qualified RYA instructor to join our team of casual instructors for the season and possible work through the low season also.

We are based on Langstone harbour and run Sailing, Windsurfing, Powerboat, Kayak and Canoe and Climbing courses from beginner to instructor level throughout the year.

If you would like to join our team please email us your CV at:  
[portsmouthoutdoor@parkwood-communityleisure.co.uk](mailto:portsmouthoutdoor@parkwood-communityleisure.co.uk)

or call: 02392 663 873

## RYA E-learning Assistant

RYA Training is looking for an e-learning assistant to help with the development, admin and support of our RYA Interactive project. We need an enthusiast with good IT skills and an aptitude for learning new software applications. The role will involve liaising with RYA departments, training providers and students. Interested? Please see the website for further details, but be quick – the closing date is October 6.

**SailLaser** is one of the UK's premier sailing schools, based at The Weymouth and Portland National Sailing Academy on the South Coast. With one season left to go before 2012 Weymouth is a vibrant and exciting place to be with plenty of events taking place throughout the year. We are currently recruiting for the 2011 season and are looking for Dinghy Instructors through to Advanced and Senior Instructors. We also require Powerboat Instructors and Laser Specialists. Various start and finish dates available.

If you would like to qualify in further disciplines, we also offer Dinghy and Powerboat Instructor qualifications. For further information and some huge discounts on our courses, please go to [www.sail-laser.com/weymouth](http://www.sail-laser.com/weymouth)

To speak to a member of the **SailLaser** Team, or to apply for work with **SailLaser**, please contact the office on 0845 337 3214 or email Emma Dawson at [emma.dawson@sail-laser.com](mailto:emma.dawson@sail-laser.com)



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Call 02392 526000  
or visit [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com)

**CLIPPER** ROUND THE WORLD RACE  
RACED BY PEOPLE LIKE YOU

## mountbatten

watersports & activities centre

70 Lawrence Road, Plymstock, Plymouth Devon PL9 9SJ  
Tel: 01752 404567  
Centre Manager Circa £30000 pa

An exciting opportunity has arisen for a Centre Manager to oversee our business by managing and developing the following core businesses:

- Water Sports and Activities, including educational programmes.
- Accommodation 23 rooms with 43 beds, with conferencing facilities
- Hiring out space for car and boat parking, pontoon access, hire of unit spaces to residential clubs.

Duties will entail working collaboratively with partners' agencies in developing and monitoring the Centre's activities

Ideally educated to degree level in a Management discipline, with relevant work experience, you will have an in-depth knowledge of a range of leisure and local businesses

A friendly, enthusiastic and self-motivated individual, you will have leadership skills allied to experience of budget management, with the ability to deal with the public and use Microsoft Office packages.

You will also have the ability to achieve objectives, demonstrate initiative and make decisions as well as liaise with a range of national agencies in order to develop the hospitality and sports provision. You will possess excellent communication and problem solving skills and have the ability to work flexibly to meet the needs of the Centre.

Our contact details for further information are :  
Email: [enq@mount-batten-centre.com](mailto:enq@mount-batten-centre.com)  
[www.mount-batten-centre.com](http://www.mount-batten-centre.com)