

RYA Wavelength

keeping RYA instructors and coaches in touch



Dates for the Diary

February 2014: Edition 10 of the First Aid Manual to be provided on all first aid courses. See page 14

1-2 February: Training conference

Various: Regional Instructor Training Days. See page 15

1-2 March: The RYA Suzuki Dinghy Show 2014

2-3 April: Inland Waterways Instructors Course – Willow Wren, Rugby

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See page 4 for more details.

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January 2014

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Wanted – Training Committee Members

Due to recent retirements, the Training Committee has several vacancies to fill. The Committee is the policy making body for the Training Department and works closely with its Manager and staff.

RYA Training has a wide brief which includes:

» producing both the shorebased and practical courses, ensuring they

remain appropriate and current;

- » managing the recognition process for all RYA recognised training centres, both commercial centres and clubs;
- » ensuring centres maintain the required standards through the inspection process;
- » developing our eLearning

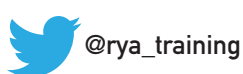
platform and the construction of the courses to be delivered on it.

We are looking for committee members with a variety of skills and knowledge in all aspects of the areas outlined above and, in particular, dinghy and yacht training in the club environment. We are also

interested in hearing from people with shorebased instructor experience and commercial yacht racing backgrounds.

If you feel that you have skills to offer we would be very keen to talk to you.

Please send expressions of interest to the Training Committee Chairman, care of bethan.jenkins@rya.org.uk





Held at The Bournemouth Highcliffe Marriott again this year, Raymarine continued their support as sponsor, enabling new instructors or instructors who had not attended the conference before to enjoy the conference at a reduced cost. The conference was again well attended with a much higher percentage of delegates from schools outside of the UK than usual and it was really good to meet so many of you. The decision to run YMI courses and revalidations for both power and sail after the conference could have influenced more from abroad to attend and we plan to run these after every Yachtmaster™ Instructor conference.

If you missed it, all is not lost as a summary of the presentations, activities and discussions can be found [here](#). Next year's Instructors Conference will be held on 24th and 25th January 2015.

Feedback from those attending was that it was a fantastic networking opportunity, with some really good presentations and discussions, both in the discussion groups and later whilst enjoying some food and a drink or two in the bar.

Highlights of the conference

We were very lucky this year to have two speakers from differing sailing backgrounds and experience, Brian Thompson and Chris Herbert.

Brian Thompson a racing sailor

with 27 world records and four non-stop circumnavigations spoke first. During his inspirational talk he shared his experience and stories as a crew member on board the Maxi Trimaran Banque Populaire V. They took the Jules Verne Trophy with a circumnavigation time of 45 days 13 hours and 53 minutes, with an average speed of 26.51 knots for the 29,002 miles. During the Jules Verne the aim was to keep the yacht below 40 knots as above that driving through the swell became a little more interesting. Brian also talked very passionately about his work with the charity Toe in the Water.

Brian was joined by Chris Herbert, Assistant Marketing Co-ordinator at Toe in the Water who related his thrilling and challenging experiences on Atlantic Race Challenge (the first all-amputee crew to complete the Atlantic Race Challenge). Having recovered from being shot seven times including in his left leg whilst serving in Iraq, Chris went to Afghanistan as a sniper, where he was blown up and lost his right leg above the knee. His explanation of trying to walk whilst on an inflatable cage on his leg "walking on a broken femur" put a lump in most of the audience's throats. His story was truly inspirational.

Chris and Brian joined us for lunch and dinner and were the focus of a lot of attention. They were truly inspirational. Thank you

to both of them, Tanya Brookfield and all at Toe in the Water.

We also had a talk from Bas Edmonds about the RYA's take on the Maritime Labour Convention (MLC) he managed to make a very dry subject informative and interesting.

During the weekend there were various valuable discussion groups which will help shape the future focus for the Radar course, electronic chart plotter, a learning agreement and interactive learning.

There were also presentations on the MLC, the SRC course, coaching models, the Principals course and customer retention. An update was provided on what has been happening over the past 12 months within the training schemes and we highlighted new developments for 2014. Richard Falk gave an Examiners update whilst the remainder of the delegates took part in one of the discussion groups.

The conference concluded with a prize giving, and with business cards swapped and hands shook it was time for the instructors to return to their various schools. I hope to see all of you, and those who couldn't make it this year, on the water and at the conference next year.

On a final note, thanks to the discussion and workshop group leaders, and to the exhibitors for their part in making this year's conference a huge success. Particular thanks go to Raymarine, Marriott Hotels, Brian Thompson, Chris Herbert, Tanya Brookfield, Clive Grant and Bethan Jenkins.

A full report of the conference, workshops and discussion group summaries can be found on the [RYA website](#) soon.

Raymarine®

RYA Navigation Handbook – 2nd Edition

This second edition of the best-selling RYA Navigation Handbook is essential reading for anyone taking to the water and looking for the complete guide to navigation.

It will provide the reader with a sound understanding of the principles of navigation as well as providing insight into the ways in which electronic navigation can be used to best effect.

Order code: G6

Retail price: £17.49

Members' price: £14.87



New courses coming this year

During 2014 the RYA Sail Cruising Scheme will be offering two new two day courses, Level 1 - Start Sailing and Level 2 - Basic Skills.

These courses are currently offered under the National Sailing Scheme to dinghy, windsurfing and keelboat centres and clubs only.

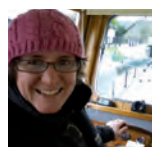
We feel these courses offer an exciting opportunity to complement the current Sail Cruising syllabus by providing our centres with the ability to offer 'boat handling' specific courses to their students on yachts.

Further information and details will be in the April edition of [Wavelength](#).



Vaughan Marsh
Chief Instructor, Sail Cruising and Shorebased

E-mail: vaughan.marsh@rya.org.uk
Tel: 023 8060 4182



Rachel Andrews
Chief Instructor, Motor Cruising and Power

E-mail: rachel.andrews@rya.org.uk
Tel: 023 8060 4187

Cruising Instructor Trainers update

Vaughan Marsh explains the recent work behind the new system of training Cruising Instructor Trainers.

The latter half of 2013 was a hectic time for the Cruising Scheme, with time on the water spent assessing people with an interest in joining our new team of Cruising Instructor Trainers. We started by working with those who delivered more than two Cruising Instructor courses over the past two years.

Ninety-five potential candidates were identified (85 sail and 10 power), of which 50 sail and 8 power trainers have now been assessed. These included candidates from courses run in New Zealand, Australia, South Africa, Gibraltar and the UK.

In December the first four-day Cruising Instructor Trainers Course took place - a concurrent motor and sail course using two vessels with seven candidates. It was delivered by two Yachtmaster™ instructor Trainers and the Chief Instructors for both Sail and Motor Cruising. This four-day course will become the recognised course to train all Cruising Instructor Trainers.

The success and growth of the scheme is what excites both Rachel Andrews and myself most and we are very keen to ensure that we are personally involved in all of the Cruising Instructor Trainers Courses. This will help us gain a good understanding of our growing team and provide continuity in the training.

Previously, those training Cruising Instructors would either be a Principal or Chief instructor but, with no training and little help on hand to run courses, they were left to decide content and course length. Often their priority was running the business rather than getting out on the water, so potentially they could be the least current of the centre's instructors.

Future potential Cruising Instructor Trainers will now be identified by our team of Yachtmaster™ Instructor Trainers during Yachtmaster™ Instructor revalidation, with the aim of continuing to improve the standards of instruction within the scheme.



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Beyond Day Skipper: encouraging further learning

Winter is traditionally the time for catching up with jobs and fixing things in readiness for the new season. It is not often the time we think of contacting our previous customers to get them thinking about going afloat. However, the new Motor Cruising Advanced Pilotage course offers just that opportunity.

We all see plenty of boats in marinas which never seem to move. Maybe the idea of boating has lost its shine, perhaps the owner hasn't been out for a while and has lost confidence, or it could be that optimum daylight cruising is during the summer months and there is little appetite for a short day trip. The idea of returning in darkness could be rather daunting.

This is the time to take a look at the new Motor Cruising Advanced Pilotage course and start contacting those customers who have completed a Day

Skipper course with you. Do they fancy getting afloat and taking their learning on a stage? Some of them will certainly be up for a new challenge and having not heard about the course, they will be pleasantly surprised that it can be achieved over a weekend with no need to use up precious annual leave.

The course picks up where Day Skipper leaves off. Rather than looking at passage making, it focusses on pilotage techniques and using electronics to their best advantage by day and night. By the end of the course, the student will be more confident in their ability to skipper in a variety of conditions and locations. It will set them up for being happier to cruise a little further afield and arriving after the sun has set.

To sign your centre up to run the Motor Cruising Advanced Pilotage course, please contact michelle.weston@rya.org.uk



When is a powerboat not a powerboat?

Ian Wilson, Yachtmaster™ Instructor Power, discusses the decisions to be made when choosing the right qualification for the right job.

Commercial skippers can find it hard to decide what qualifications they need for work. Take a recent example, where a company wanted to train two staff to skipper their 14 metre workboat - a steel hulled, twin engine boat, weighing about 25 tonnes and capable of travelling at about 6 knots. Their operating area is close to shore, and they are unlikely to travel more than half a mile or so from the pier at their base.

They looked at the manning requirements of MGN 280 (small vessels in commercial use) and decided that Powerboat Level 2 looked pretty good. That would cover them to operate in Category 6 areas, ie. within 3 miles of their nominated departure point, in favourable weather and daylight. Ahh, but they sometimes needed to go out in hours of darkness, so Powerboat Level 2 wouldn't be enough.

To go out after dark, they needed to jump up to Category 3. For a skipper operating in Category 3 they could choose Yachtmaster™ (Ocean, Offshore, or Coastal), Boatmaster or Advanced Powerboat. As they wanted to stick with RYA qualifications, they discounted Boatmaster, and they discounted Yachtmaster™ Ocean and Offshore as being more than they needed.

So, which way to go, Advanced Powerboat or Yachtmaster™

Coastal? Both had the same theory level (Coastal Skipper), so their decision came down to two factors. First, they considered their level of experience. The staff hadn't been with the company for long, but they had been working in similar boats every day for nearly a year and had gained a lot of experience. They noted that two years' relevant experience was needed with an Advanced Powerboat certificate, and that would take an extra year to earn. Next, they looked at their boat - did they think of it more as a powerboat or a motor cruiser?

On balance, they decided that although either qualification would satisfy the legal requirement, the one that worked best for them was Yachtmaster™ Coastal.

The RYA schemes are very adaptable and there are some overlaps between the powerboat and the motor cruising schemes that can appear confusing to people trying to choose which route is the best for them. Often one solution is better than another for a particular set of circumstances, and by understanding the options and asking the right questions, training centres can help their clients pick their way through the regulations to find the answer that is best for them.

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Just email wavelength@rya.org.uk

with your name, membership number and postcode and the next edition can be delivered straight to your Apple or Android mobile device.



Changes to the SRC course and assessment process

The format for the delivery of training and assessment for the RYA Marine Radio Short Range Certificate changed on 2 January this year. Behind these changes was the need to ensure the format continued to comply with the latest recommendations from the European Conference of Postal and Telecommunications Administrations (CEPT) concerning the issue of Short Range Certificates within its 49 member countries.

The major change to the format is the need to separate the training from the assessment. To comply with this an independent examiner must conduct the final practical and theory assessment. Another change is the recommended training time being increased to 10 hours. Under CEPT guidance a blend of self-learning and formal training may be used to make up the 10 hours of training.

As part of the review process the need to provide a wider range of formats for delivering SRC training was recognised. To address this, an online training course has been developed and is available to SRC centres through the RYA Interactive recognition.

Copies of the presentations and paperwork delivered at the SRC Conference held in October last year are available on the **Resources Section** of the RYA website.

Classroom training

A new course pack including the RYA VHF Handbook and the exam application form must be issued to each student. The course pack is listed on the Recognised Training Centre Price List as item SRCP, and costs £10.

The total training time must be 10 hours (as defined in the CEPT regulations), although up to three hours of guided self-learning is allowed, leaving seven hours of

classroom based training. Training time does not include breaks. If a centre is to take advantage of pre-learning to reduce the amount of classroom time, clear guidance must be given on the subjects to be learned and to what standard. As a minimum this guidance should indicate the sections of G31 that require pre-reading. A lesson plan detailing the division of pre-learning and classroom delivery should be available for instructors and during SRC centre inspections.

All SRC assessors may act as an instructor or an examiner but must not teach and examine SRC for the same candidate.

The recognition requirements for SRC centres have not changed, although all new centres will require inspection prior to recognition being approved.

RYA Interactive (online) course

An online course is available as a delivery option to all SRC centres with recognition being conditional on centres holding shorebased recognition for SRC, including the requirements for training radios to enable the hosting of exams.

As with the classroom course, students must be provided with the SRC pack (SRCP) to enable them to refer to the book as directed by the online course.

Successful completion of the online course and exam will allow the student to download a course completion certificate with a unique ID number. Completion of the online course will comply with the CEPT requirements for 10 hours of training. Full details of the recognition requirements are available in the latest edition of the **Recognition Guidance Notes (Version 2)**.

The course is offered by recognised training centres (RTCs) through the RYA Interactive

website following the same model as other RYA interactive courses i.e. an annual recognition fee plus a 'per student' charge is made to the training centre. The training centres retain the ability to set the price and subsequently sell the course direct to students.

Exam process

Under the new system there is now only one form of exam – the full exam. Conversion and partial exams no longer exist. The fee for the exam is set at £60, payable to the RYA, £30 of which is paid back to the examiner. SRC assessors wishing to conduct exams must complete a BACS information form to be able to receive examiner payments. This form is available to download from the **Resources Section** of the RYA website.

The centre providing the course must offer the final exam to the student.

To be eligible to take the exam, candidates must be 16 years old or older and have completed either a classroom course, online course or hold a current RYA Restricted VHF licence. Evidence of eligibility is required on the exam application form in one of three ways:

1. The classroom course is recorded by the instructor of the course.
2. The online course completion is recorded using the unique number from an RYA Interactive certificate.
3. The candidate's Restricted VHF certificate number should be recorded on the exam application form.

Holders of the Restricted VHF certificate are recommended to undertake additional training prior to taking the exam, although this is not

compulsory.

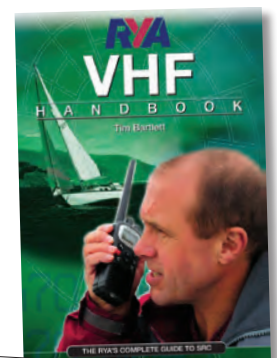
Only original application forms will be accepted. Forms are to be distributed with course packs, although a supply of spares will be available for assessors upon request to the RYA Certification Department.

The six written papers (E, F, G, H, J & K) have been updated to include the examiner's name and SRC number, and are available from the RYA Certification Department. They have the date code of 1/14 on the top right hand corner. Completed written papers must be held by the training centre hosting the exam until their next SRC inspection.

Further guidance on the conduct of exams is available on the **Resource Section** of the RYA website and has been circulated to all SRC Assessors.

New RYA VHF Course Pack

Order code: SRCP
Price: £10.00



THE RYA'S COMPLETE GUIDE TO SRC

PLEASE NOTE: This form must be completed by the candidate and submitted to the RYA. It is not to be used as a substitute for the SRC Application form. The form must be completed in full and submitted to the RYA. It is not to be used as a substitute for the SRC Application form.

APPLICATION FORM - Candidate Details

NAME (PLEASE PRINT): _____
 ADDRESS: _____
 POST CODE: _____
 TEL: _____
 MOBILE: _____
 DATE: _____
 SIGNATURE: _____
 DATE: _____

DECLARATION OF CANDIDATE

I, the undersigned, hereby declare that I am at least 16 years of age and that I am not currently holding a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence.

DECLARATION OF INSTRUCTOR OR ASSESSOR

I, the undersigned, hereby declare that I am a qualified and licensed VHF instructor or assessor. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence.

DECLARATION OF EXAMINER

I, the undersigned, hereby declare that I am a qualified and licensed VHF examiner. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence.

DECLARATION OF TRAINING CENTRE

I, the undersigned, hereby declare that I am a qualified and licensed VHF training centre. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence.

DECLARATION OF RYA

I, the undersigned, hereby declare that I am a qualified and licensed VHF RYA. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence. I understand that I must complete the SRC course and pass the exam to be eligible for a VHF licence.

RYA

First Aid teaching for children

There is no minimum age set for taking the RYA First Aid Certificate. This is common with many shorebased courses.

The Resuscitation Council and the British Heart Foundation are running a joint campaign to make Elementary Life Support a compulsory part of the national curriculum. This would teach the actions needed to keep someone alive until professional help arrives including performing CPR, dealing with choking, serious bleeding and helping someone who may be having a heart attack. Their aim is to integrate this into the Personal, Social, Health and Economic Education (PSHE), and science, physical education, and citizenship courses in short two hour sessions each year from the age of 11.

The American Heart Association is attempting the same in every state, but aim CPR training at those over 13. They consider that by that age at least 50% of the group

are expected to have the physical strength necessary to compress the chest at the depth and rate required.

First aid training for the public is obviously a good idea, and the young are quick to pick up the practical skills involved, but a full day course may not be appropriate for younger teens. On first aid instructor courses this is discussed and the decision is left to the instructor to be made on a case-by-case basis.

Well motivated 14 year olds usually do extremely well on the RYA First Aid course but younger students may need to be considered individually. The assessment for the certificate at the end of the course must be the same for everyone and based on the course objectives of practical skills, the recognition of life-threatening conditions and the ability to take appropriate actions.



This book will become obsolete

From February this manual will no longer be current and should not be provided on first aid courses.

See the **Centre Management Section**.

New training chart plotters

A new training course plotter for teaching elements of the shorebased courses is coming soon. Watch this space for details.

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Vaughan Marsh
Chief Instructor, Sail Cruising and Shorebased

E-mail: vaughan.marsh@rya.org.uk
Tel: 023 8060 4182

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Inland Waterways instructor training



The last year has seen a significant increase in those taking the Inland Waterways Instructor course. We have trained almost double the number of new instructors than in 2012.

Many of the candidates attended the instructor courses advertised on our website. However, we have also run a number of instructor courses at other locations around the country, at the request of recognised training centres. This has enabled us to attract more people into the scheme which will hopefully result in a greater geographic spread and therefore better accessibility to our courses for the public.

Over the past couple of years, we have been working to enhance training methods within the RYA training schemes. The most significant step forward for the Inland Waterways scheme is the introduction of using demonstrations during training. It is important when teaching that we are able to address all of our students' learning styles.

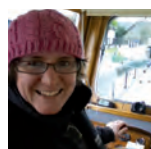
In order to tailor our training to meet all types of learner, it is important to use a clear structure. A good model for the instructor to follow when teaching a new skill is the following: EDICTS.

- E Explanation.** Give the new skill context – sell it. Why would we need/want to be able to do it? Appeals to auditory learners.
- D Demonstration.** A picture speaks a thousand words. Make sure the students can see how you are achieving the task. Appeals to visual learners.
- I Imitation.** Time for the student to have a go at copying your demonstration. Appeals to kinaesthetic learners.
- C Correction.** Give some constructive feedback but be sparing, offer no more than three points.
- T Training.** Give some feedback, and offer the opportunity to have another go to cement the learning.
- S Summary.** Ask the student to explain what the key points

are to successfully achieving the task. This is much more powerful than you just telling them.

Demonstrations should be used when training a new skill. It should be the default setting of the instructor. However, if it is an extension of an existing skill, it may be appropriate to guide the student in their own learning and there may not be a need to demonstrate.

There is instructor support material coming soon. The new RYA Power Schemes Instructor Handbook due out in April will include a section on teaching on the Inland Waterways.



Rachel Andrews
Chief Instructor, Motor Cruising & Power
E-mail: rachel.andrews@rya.org.uk
Tel: 023 8060 4187



RYA Power Schemes Instructor Handbook
coming in April

NEW
Available Spring '14

Teaching an Advanced Powerboat night exercise

The key to navigating in the dark is to have a robust plan. Most people will have a preferred method of representing their plan on paper, but often the fall back position is a table of directions which, if followed without fault, will probably result in a successful exercise. But if things go slightly awry, the navigator can quickly become disorientated and flustered.

Many learners benefit from a sketch of the operating area – a fairly simple diagram onto which they transpose their plan. The sketch should include all relevant information with notes written in a dark pen, large enough to read in poor lighting whilst afloat.

This method allows a navigator to orientate the plan and know in broad terms which way they should be looking to find their next waypoint, rather than having to work it out arithmetically.

For lots of us, the stress of having to do maths when we're cold, wet and maybe a little bit lost can be too daunting. It doesn't take much for the able student to start doubting themselves. Once this happens, it can spiral out of control as they struggle to remember the basics such as returning to a known point, rather than ploughing on into the unknown.

As instructors we can really help our students by giving them

a range of methods to use. They are likely to be aware of the use of speed/time/distance, as this is taught early in their navigating. This is a useful method but, on its own, it is fairly weak. However, the use of a transit or a back bearing, as well as a cross bearing can really ramp up accuracy. Add in expected depth and as these parts of the puzzle start to line up, the students' confidence grows.

Navigating to unlit positions is a great way of reinforcing the use of a number of methods as the student will not accidentally stumble on the position as they could an unlit object. It is important that the instructor considers the position they set,

as there should be a navigational reason to go there, for example a transit plus a depth. Don't just rely on the coordinates straight from the GPS as your check.

The beauty of an unlit position is that, if the night exercise is less successful than anticipated, the student can revise their plan and rerun it in daylight.

Remember that in order to teach Advanced Powerboat, an Advanced Powerboat Instructor must hold a valid Advanced Powerboat Certificate with a commercial endorsement as well as the Advanced Powerboat Instructor endorsement.

Personal Watercraft man overboard recovery

Candi Abott, Powerboat and Personal Watercraft Trainer, explains a couple of options for recovering a man overboard when contending with the wobbly platform of a sit-down personal watercraft.

When running a man overboard (MOB) session, our focus must be on a safe approach and making contact with the casualty. With the relatively new implementation of discussing cold water shock during our courses, there's still a bit in the middle that can be easily overlooked, as we may presume that our MOB is able to re-board the craft unaided. But what if they can't?

Whether it's due to illness, injury or exhaustion, we are stuck with the challenge of having a small, awkward platform to work on.

Let's start by stating the obvious: Unlike a powerboat, we are unable to operate effectively off the sides of our craft due to stability factors, which therefore only leaves the stern.

Conscious casualty recovery

The key is to rotate the casualty so they are facing away from you.



Take a firm grip of the top of their personal floatation device (PFD) with both hands and lift them into a sitting position on the platform.

Unconscious casualties

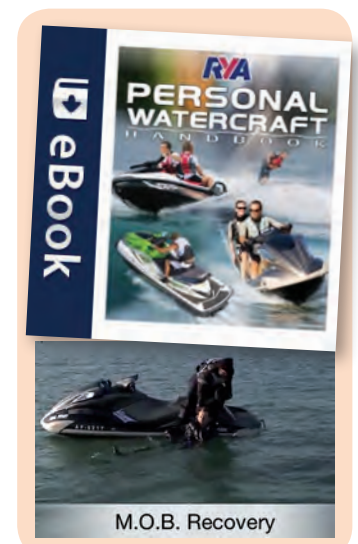
A slightly different method is required, face the casualty towards you and take a firm grip of both shoulders of the PFD. Lift and pull, aiming to get their chest onto the back of the seat. Once in this

position, pull their knees forward onto the platform (90°) to take their weight and adjust their upper body on the seat. Make sure the head is rotated to one side and their airway is open and clear. You can now transfer the casualty (at slow speed) back to shore, holding onto their PFD shoulder.

In both of these situations, you are left with the choice of waiting for

assistance or riding back slowly to shore with a firm grip on their PFD to stop them slipping off.

These recovery methods are not performed practically on a PW course, but it is worth discussing the options with your students or showing them the videos that are in the Personal Watercraft eBook (eG35).



Going backwards

Simon Winkley, RYA Coach/Assessor, explains that in order to get an intermediate sailor improving their boat handling in a way that is challenging yet fun, teaching them how to sail backwards is the way forwards!

Sailing backwards and getting out of irons are intrinsically linked so here we will look at how dinghy instructors can fully unlock both of these manoeuvres.

Getting out of Irons

Introduced at the start of a sailor's training, this most basic of skills is delivered in the classic 'push-push-pull-pull' style. What needs to be understood though is exactly what we push and pull, when and in which direction.

- 1st push: to the boom which backs the mainsail.
- 2nd push: to the tiller – it's critical that it is pushed towards the boom, allowing the boat to spin into a position where the boom is over the leeward side and can be released.
- 1st pull: to the tiller to stop the boat spinning - the boat should now be across the wind.
- 2nd pull: to the mainsheet to allow the boat to set sail once again.

When things don't go according to plan...

Many students will at some point experience the troublesome version of the manoeuvre: the boom loads up with power during the spin and, with the sailor unable to hold it any longer, it swings violently across the boat. It does this when the tiller is erroneously pushed away from the boom instead of towards it, forcing the boom to end up over the windward side of the boat.

Even when a boat gets out of irons smoothly it often doesn't really matter which way it ends up facing. Sailing backwards, however may be a different story.

Sailing backwards

Get your students to imagine that they are sailing backwards

Support students in the early stages by holding them head-to-wind



Upon release, clear verbal coaching and hand signals may prove useful.



from the middle of a crowded pontoon with lots of open water on one side and a beach on the other. Obviously taking the risk of sailing up the beach is not ideal.

Technically sailing backwards can be done by pushing the boom over either side of the boat. At the start of this manoeuvre however, the boom must be pushed towards the open water. Then at the end, the tiller is pushed towards the open water too and the boat will spin to face the same way.

So, the simple question to ask the student before they start to sail backwards is 'Which way do you want to be sailing when you have gone backwards far enough?' They will point to the open water and you will remind them to start the manoeuvre by pushing the boom towards the open water. Then, when they are ready for the spin at the end, they will push the tiller towards the open water too. So the two pushes (as with getting out of irons) are towards the final direction the boat is to sail off in. Simple!

Other coaching points for sailing backwards can be linked to the 5 Essentials:

- » **Sail setting.** In the head-to-wind position, with the boat stopped, back the sail fully with

movements with the rudder or the boat will swerve around too much, possibly causing the final spin to occur too early. When it comes to the spin, the tiller must be pushed no more than 45° from the centerline.

Sailing backwards can be tricky to initiate, especially in open water. It's important to emphasize that the boat really does need to be fully

stopped in the water in the head-to-wind position. If not, the initial push can cause the boat to either slip back onto its original course or can make holding the boom out too much of a challenge.

To help students in the early stages, try getting them to come alongside your anchored powerboat

one at a time. Then you can stand at the back of the powerboat and give the bow of the dinghy a little corrective push to help it on its way. Additionally, you can extend your arms out to your side in short bursts to show them which way to push the tiller. Then, once they develop a feel for it, they will be able to do it independently.

Working creatively on these skills can help students to get out of a tight spot in style and can facilitate a greater understanding of sailing in the regular direction.

- a good firm push and hold it.
- » **Balance.** Keep the boat super-flat! Even in medium winds the boat may heel heavily as soon as the sail is backed, causing the boat to spin too early.
- » **Trim.** Keep helm and crew weight forward to avoid a flat or open transom forcing water into the boat.
- » **Centreboard.** Raise it by up to three quarters (less in lighter winds) to avoid the rudder snatching and pulling on the tiller.
- » **Course sailed.** Make tiny



21st Century teaching aids

With more and more people having access to technology like tablets, laptops and smart phones we sent **Sam Ross**, RYA Trainer and Windsurfing Coach, out to investigate the digital world. His mission was to report on his top three teaching aids available today. Here's what he has to say...

During your instructor training, you will have heard your coach refer to the use of visual aids in presentations, debriefs and simulator sessions, using resources such as whiteboards, bits of windsurfing kit and handouts. With the internet at our fingertips we open a plethora of resources.

1 Theory apps

Over the years instructors have developed a multitude of ways to deliver and present key theory chats. I think I have seen everything from PowerPoint to a pack of Jaffa Cakes as aids to explain the rule of twelfths. Below is one app that could make a difficult chat a little easier to deliver.



App: Wind Tunnel Pro
For: iPhone, iPad.

Cost: £1.99 (or a free lite version)
Use: If you ever need to do a 'how a sail works' chat, or look at turbulence on the second row of a start line, this app could be the one you have been looking for.

Wind Tunnel Pro allows you to turn your iPad or iPhone into a wind tunnel simulator, draw different objects in the tunnel and then manipulate them to show the impact of airflow around the obstacle.

Whether you are showing how a sail works, or the impact of apparent wind, this app makes it easy to give a good visual demonstration of what is often a difficult concept to get across

2 Forecasting

Whether it be a basic weather chat or simply planning courses, we have weather and tide apps in abundance, but some certainly are

more relevant than others. Below is one example that shares a good combination of the forecast, as well as the current weather.



App: Wind Alert
For: iPhone, iPad, Android

Cost: free or a pro version available
Use: Rather than just giving you forecast data, Wind Alert gives you access to hundreds of weather stations across the UK, providing the most up to date and actual data. It then plots the forecast conditions against the actual conditions using the app.

I thought Wind Alert would be great for session planning, especially if the wind is forecast to change during your teaching day, as well as being a useful tool for teaching the assessment of conditions with your students.

3 Coaching apps

Video coaching has been a fantastic tool for coaching and improving on-water technique for a long time. But previous limitations such as cost and time have meant it was only used regularly in a handful of centres. This tended to be specific to higher level tuition and coaching.

With today's advances in technology, it is now well within the realms of most instructors to have their own camera, whether this is on their phone or a specific waterproof camera. Digital recording makes feedback easier and also allows video coaching to be part of a good session rather than the entire session.

So, how can apps improve the experience of what was always our most technologically advanced teaching technique?



App: Uberscence
For: iPad, iPhone
Cost: Free, Pro version available

Uberscence allows you to film your students through an iPhone, iPad or simply upload footage from your camera. You can then analyse the footage through high quality slow motion, annotate the video and add voiceover. Possibly the most exciting part is that you can split screen the video with other examples giving a direct comparison with demo examples. How amazing is that!

Uberscence also provides the ability to upload and share videos with your students online or by email.

Quite a few similar apps are now available including Coach's Eye (also available on Android) and Coach My Video, which enable you to share your feedback face to face and send your student the feedback digitally for them to review before they next hit the water.

With many courses becoming segmented over several weeks, this ability to maintain contact with our students outside the sessions could be a great way of making sure their development isn't two steps forward one step back, but progressive through the series of sessions.

Remember, these are just three examples of the apps Sam has found on his mission, and which he feels could be used in different areas of planning and delivery.

As with any visual aid, be careful with their use, always ensuring they are actually enhancing what we are doing rather than taking over. Technology can also have an uncanny way of testing us at the wrong time, so make sure you have a good understanding before using it in an instructional, coaching or presentation environment.

The RYA Suzuki Dinghy Show 2014

In association with Yachts and Yachting, it is a must for your calendar. The heart of British dinghy sailing with something for everyone - young or old, novice or pro, cruiser or racer.

When: 1-2 March 2014

Where: Alexandra Palace, London

It's the only show in the world dedicated exclusively to dinghy sailing. On the Suzuki Main Stage there will be a whole host of informative and engaging talks taking place including 'Top Tips from the Boat Whisperer', 'Sailing with your senses' and 'Starting to race'. Over in the Coaching Area get involved in our more interactive sessions where you'll learn about rig tuning, posture and hiking, sailing fitness, racing rules and much more.

Tickets brought in advance cost £8.50 for RYA members and £10.50 for non-members,



with children 16 or under free all weekend. A £1.50 booking fee applies per transaction.

Tickets purchased on the door cost £13.50 and free for children, but if you want to beat the queues and save money, book online now at www.dinghyshow.org.uk or call the ticket hotline on 0844 858 9069.

RYA Clubs

RYA affiliated clubs can also take advantage of a special ticket price of £8.50 when booking 10 or more tickets at a time.

For all the latest show information visit www.dinghyshow.org.uk

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Coach Assessor Selection: Are you ready?

Vanessa Weedon-Jones, candidate on the recent Coach Assessor Selection describes her experiences and tries to dispel some myths. **Are you up to the challenge?**

The route to becoming a Coach Assessor isn't meant to be easy! After all, if you're going to be responsible for training the Dinghy Instructors (DIs) and Senior Instructors (SIs) of the future, you have to know your stuff. So when I found out I had been invited to the two-day selection process at Datchet, designed to pick out those who would go on the course itself at UKSA, I made sure I was well prepared.

Even before this I'd put in some hard work to get to this stage. First, you have to be keen enough to persuade your Regional Development Officer to recommend you. You then have to follow an action plan that they set to plug any gaps in your skill set. After that you put in an application saying why you want to become

a Coach Assessor, so the RYA can ensure the best people get through.

There are many horror stories about the selection process (grown men reduced to tears, that sort of thing) but most of this is the stuff of legend and doesn't come close to what actually happens. It's true, the process is tough, but not if you're ready for it.

Before the selection itself you're given due notice of what to expect and plenty of time to get ready. Revise the Method, learn all aspects of G14 and the adult logbook, G4. Get yourself equipped to either sit a theory paper or plot a tidal passage – you won't know which so you need to be ready for both. You should also expect to lead a discussion on a topic of your choice, though we didn't actually do this bit – probably a bad weather contingency for those running the process.

You may have noticed by now that I haven't used the word 'course' in describing what happens. That's because it isn't a course - you're not there to learn things, you're there to show what you can do here and now. The Trainers are there to observe you rather than coach you so there is no feedback during the process. The Trainers will simply watch and listen, leaving it very much up to you to get on with things, strut your stuff and do your best. Some find the silent, beady eye of the Trainer quite hard to deal with, but if you've done your homework you'll be OK.

The process itself consisted of a series of role plays, we went through teaching the Method, being both instructor and student. Then we could choose to cover any session from the adult logbook above Level 1, and had to be both DI and SI. This meant we could demonstrate both our instructing skills and our briefing and debriefing skills.

Before the selection process I'd been to observe a full DI course, plus a day of an SI course. Watching these gave not only a really useful insight into what a Coach Assessor actually does, but also what qualities and skills we're looking for when we train DIs and SIs. It was also a great reminder of what constitutes good briefing skills. This was probably the most useful preparation I did, and I was very grateful to everyone in the East who helped set it up for me.

It's important to note that although some of the sessions were role plays, we weren't expected to play-act being beginners. This was the opportunity to show your sailing skills and your powerboat driving, so make the most of it. Know the techniques and use them. In fact, probably the most important thing is to love your sailing; know the sport inside out, from coastal passage planning to weather forecasting and performance racing. Be prepared to show you're ready to pass it all on.

Next stop the Isle of Wight. Bring it on!

Sadly due to a knee injury which required an operation, Vanessa was unable to attend the 2013 Coaches Course, but bring on 2014!

RYA Youth Sailing Scheme Syllabus and Logbook – 2nd Edition

This revised logbook which includes the latest syllabus, provides an opportunity to record and recognise your achievements.

Order code: G11

Retail price: £5.99

Members' price: £5.10



NEW
Available
Spring '14



RYA National Sailing Scheme Syllabus and Logbook – 3rd Edition

The official syllabus for the RYA National Sailing Scheme for dinghies, keelboats and multihulls.

Order code: G4

Retail price: £5.99

Members' price: £5.10

Candidates for Coach/Assessor training should be experienced Senior Instructors holding the Advanced Instructor endorsement. If you are interested please contact your Regional Development Officer or Regional Coach for an application form and to be nominated for the annual training process. A list of Regional Development Officers and Regional Coaches is shown on page 15. Overseas candidates should contact Amanda Van Santen, RYA Chief Instructor, Dinghy and Windsurfing.



Amanda Van Santen
Chief Instructor, Dinghy & Windsurfing
E-mail: amanda.vansanten@rya.org.uk
Tel: 023 8060 4179

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Prepping for the season

'Start as you mean to go on' is a motto well used, but not always well followed, so why not choose 2014 to be the year!

Getting the season off to a good start often lends itself to a smoother more productive and happier season. Spending a little more time in the off-season preparing for the busier months to come can definitely be worthwhile.

As RYA Instructors, one thing we're good at is teaching, but don't let the paperwork side of RYA recognition become a burden. In readiness for your annual inspection, get all your instructors' qualifications in a file, update the Ops doc and de-winterise the boats.

We recently sent you your RYA recognition certificate, along with a brief newsletter and the centre inspection form for this year. Keep the form somewhere safe, ensuring all the correct forms and information are in easy reach when you need them. It's really important to use the current year's form!

Winter and Spring for most RYA training centres can provide some perfect down time to get everything in order, so why not get cracking. Here are just a few things you might consider:

Course programmes

It's a requirement to have course programmes for all RYA courses delivered. Share them among some key members of staff to help you ensure they are up to date and in order.

Admin

Are the Ops docs current and up to date? Have all staff been trained appropriately and read, understood and signed any changes? If it's a little early, perhaps the training can be organised and dates set, with signing sheets prepped and ready.

- » Are there any lessons learnt you need to discuss and incorporate?

RYA Guidance Notes

Do you have the most up to date RYA Guidance Notes and inspection form, noting any changes that have been made which are relevant to you and the courses you deliver?

- » Check the [RYA website](#) for the most current version!

Staffing and pre-season recruitment

What qualifications will you need for the coming season?

- » Do you have the correct instructors for the level of recognition you are looking for, ie. Racing instructors for racing

recognition and Advanced instructors for Performance Sailing?

- » Do all staff still have valid qualifications, including First Aid certificates? Have you kept track of when they expire to ensure you are covered throughout the season?

De-winterising equipment

Is all equipment in working order? Do you have a good selection to satisfy the level of recognition you are looking to achieve?

- » Are your powerboats suitably equipped?
- » Do you have signed agreements or contracts in place for boats that are borrowed or chartered?

Course advertising

Is your course advertising up to date, with the correct use of the RYA logo and any reference to RYA course length and content?

Your Regional Development Officer, centre inspector or (if overseas) RYA Training HQ, will be in contact during early Spring to organise a mutually convenient date to pop in. Use the inspection to your advantage, tapping into your inspector's knowledge and experience.

Here's to a great 2014 season!

Guidance notes

A new edition of the Recognition Guidance Notes is now available. Hard copies have been posted to each recognised training centre and a PDF version is available from the resources section of the RYA website.

The hard copy is loose leaf, for use in a file or folder, which makes it easier to replace sections or pages in future updates. The update mechanism will be the same as in previous versions i.e. a summary of the changes will be published and available to download. Larger changes will simply require replacing the relevant page, rather than cutting out and sticking the corrections onto the page. The PDF version will incorporate updates.

Feedback from centres and inspectors has been incorporated into the wording of various sections and the vessel checklists to improve clarity, although there have not been any changes to the underlying requirements for ongoing recognition.

The section covering RYA Interactive has been re-worked to clarify the support roles of instructors and administrators. It also includes the new SRC course requirements.

RIDDOR update

On 1st October 2013, changes to the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) came into force, which you should make yourself familiar with.

One area is where examinations and diagnostic tests are carried out, which do not constitute 'treatment'. Therefore, incidents where people are taken to hospital purely as a precaution when no injury is apparent, may not need reporting.

The following examples should help explain the changes:

- » A teacher accompanies a pupil

to hospital following an accident at an outdoor centre. The child is x-rayed but no treatment given, and the pair return to the centre and report this outcome. This is **not reportable**.

- » An adult who has a fall is taken away by ambulance. This **is still reportable** as the provider is unlikely to know, or be able to find out, what treatment was given. The hospital is unlikely to give that sort of information over the phone.

Further information and advice can be found on the HSE website: www.hse.gov.uk/riddor

First Aid Manual – Edition 10

Edition 10 of the St Johns/ St Andrews/Red Cross First Aid Manual is expected to be published in **February 2014** and will need to be provided on all first aid courses as soon as it becomes available. Old editions on training vessels will need replacing too.

Please only order the quantity of the current edition that you actually need between now and then, as we will be unable to offer refunds or exchanges.



This version will become obsolete

The Principal's declaration

There is a small blue box on the back of the Centre Inspection Report form for the centre Principal to sign.

There are three questions relating to vessel status, insurance and a declaration that the Principal understands their responsibility to comply with the conditions of recognition. This forms the basis of the contract between the RYA and the recognised training centre. It states that the centre will operate within the framework covered by the Conditions of Recognition (on the Application for Recognition form), Recognition Guidance Notes and the Training Checklists.

Please ensure you are familiar with all these documents before signing this declaration.

Reduce form filling

The Disclosure and Barring Service (DBS – formerly Criminal Record Check – CRB) now runs an update service.

If you are likely to be coaching, instructing or volunteering for a number of different organisations requiring you to have a Disclosure check, or if you are required to renew your DBS check periodically, you would be well advised to register online for this service when you apply for your next check.

There is only a short window of opportunity to register, from when your form is received by the DBS until two weeks after the Disclosure certificate issue date. You can't use an old CRB or DBS check to join the update service. You will need either your form reference number, which is printed on the front of the form next to the bar code, or your certificate number.

Registration costs £13 per year,

or free for volunteers, but must still be renewed annually. You will also need to keep your information updated, for example if you change your email address or surname.

Using the update service will avoid the need for more form-filling. When you are asked to apply for a check or re-check you can provide your existing DBS Certificate (keep it safe as the RYA doesn't receive a copy) and they will be able to check online to see whether anything has

changed since your certificate was issued. If the update indicates that new information has been added to your record, you will need to complete a new application form.

Please note that if you have been checked for working with one vulnerable group, such as children, you would have to apply for a new check if you subsequently needed one for working with vulnerable adults.

For more information please see www.gov.uk/dbs-update-service

Safeguarding and Protecting Children Training

We are arranging a series of open Safeguarding and Protecting Children workshops in various locations around England to take place in February – April 2014. This three hour safeguarding awareness workshop is suitable

for volunteers and instructors/coaches who work with children.

For more information, the list of dates and venues and the link to the booking form click here. The fee of £15 per head includes the workbook (retail price £11.99) and VAT.

Regional contacts

East

Robbie Bell 07747 563298
robbie.bell@rya.org.uk

Scotland

Gail Joyce
gail.joyce@rya.scotland.org.uk

Midlands

Gareth Brookes 07876 330136
gareth.brookes@rya.org.uk

Wales

Ruth Iliffe 07824 990696
ruth.iliffe@welshsailing.org

North East and Yorkshire

Sam Usher 07747 534527
sam.usher@rya.org.uk

Channel Islands

John Elliott 07781 125526
elliott@cwgsy.net

North West

Adam McGovern 07771 642933
adam.mcgovern@rya.org.uk

Army

Clive Grant 07768 925678
clive.grant937@mod.uk

South and South East

Andy Hooper 07748 806733
andy.hooper@rya.org.uk

Jon Metcalfe 07768 988258
jon.metcalfe928@mod.uk

South West

Tony Wood 07876 330374
rdo.ssw@rya.org.uk

Navy

Wayne Shirley 07786 702143
rnsailingmanager@gmail.com

Thames Valley and London

Steve Mitchell 07748 804802
steve.mitchell@rya.org.uk

RAF

Paul Wilson
coach@dinghy.rafsa.org.uk

Northern Ireland

Mary Farrell 07919 923018
mary.farrell@rya.org.uk

Sea Cadets

Tye Shuttleworth 07920 767933
tshuttleworth@ms-sc.org

Around the UK

Regional Instructor Training Days

South & South East

15-16 March 2014
Hayling Island Sailing Club

North East

8 March 2014
South Shields Sailing Club

North West

15 March 2014
Waterside Lodge, Southport

Thames Valley and London

22 March 2014
Paper Court Sailing Club

South West

8 February 2014
Noss Marine Academy (Noss Marina Ltd, Kingswear, Devon)

East

9 March 2014
Royal Harwich Yacht Club

South West

29 March 2014
Whitefriars Sailing Club, Cotswold Water Park

West Midlands

23 February 2014
Bartley Sailing Club

Yorkshire and Humberside

16 March 2014
Pugney's Country Park

East Midlands

22 February 2014
Rutland Sailing Club

Click [here](#) to book now.



Exclusive benefits for our instructor members:

- » Discounts on Musto, Bolle, SLAM, OverBoard, Ocean Safety, Gill and Spinlock products.
- » Special Instructor membership card, car and boat stickers.
- » Discounts on selected instructor courses

Plus our standard membership benefits:

- » Fighting your corner
- » Free unlimited boating advice
- » Money saving offers
- » Bespoke support from RYA experts
- » RYA Magazine
- » Globally recognised qualifications
- » Exclusive e-newsletters
- » World class training
- » Support your sport
- » RYA Shop discounts

In addition to these great benefits from the RYA, we have a range of offers and discounts from partner organisations. Here are just a few of our partners...



For more information on these and many more RYA offers and discounts see www.rya.org.uk/go/benefits

GOLD INSTRUCTOR BENEFITS
 Claim your RYA Gold Members pin badge now!
 Minimum 5 years membership needed to claim
 Pick yours up at the RYA Suzuki Dinghy Show

Code of Conduct

RYA Training has continued to grow, having spread its wings across 47 countries and with more than 25,000 people now holding RYA instructor qualifications. The main reason for this success has been the excellent quality of our instructors in delivering the world's best leisure and commercial marine training.

For the most part our instructors are ethical and professional, and excel at what they do. Occasionally however, we encounter instructors who deviate from the standards of safety or act in ways that are damaging to the reputation of RYA Training.

For the sake of clarity, the RYA Training Committee recently updated the **RYA Instructor Code of Conduct** which applies to all qualification and appointment holders across the RYA Training network. New and updating instructors and appointment holders will be asked to sign to acknowledge they are aware of, and agree to abide by, the code of conduct.

This code is intended to safeguard the reputation of RYA Training schemes by ensuring all those involved are aware of the standards of behaviour that are expected of them.

RYA eBooks

We have expanded our range of eBooks and they are now available on Apple and Android tablets and smart phones, and Mac and Windows computers and laptops.

- Recently added titles include:
- » RYA Yachtmaster™ Handbook
 - » RYA Rigging Handbook for Cruisers
 - » RYA Day Skipper Handbook – Motor
 - » RYA VHF Handbook
 - » RYA VHF Radio (inc. GMDSS)

There are advantages to buying your eBooks through our webshop:

Special offer books

RYA Working with Water

Key advice for people wanting to get into this industry, what the work is like; what the responsibilities are; how to get a job, and personal experiences and case studies.

Code: G65

Retail price: £5.00



RYA Crew to Win

This book will guide the reader from getting started to how to win events in crewed boats.

Code: G39

Retail price: £14.99, special offer price £7

Discount code C2W14



RYA Stability and Buoyancy

Filled with top tips, perfect for Instructors, Coded Vessels and RYA Yachtmaster™ candidates.

Code: G23

Retail price: RRP £7.49, special offer price £3.50

Discount code STABIL14

RYA Optimist Coach Handbook

Focusing on coaching methods, this book is ideal for all coaches especially those focusing on the Optimist.

Code: G83

Retail price: £14.49, special offer price £5.00

HURRY WHILE STOCK LASTS Symbols and Abbreviations

We have been made aware that the UKHO are raising the price of their Symbols and Abbreviations book on all new stock from £11.55 to £20. We still have existing stock of this book at the current price level but once they have gone all stock will increase in price to £20.

Code: 5011



Sharing your ideas

Do you or your instructors have ideas you would be willing to share with others? You might have resources, games, or top tips you would like to share, or inspiring solutions to breaking down skills and techniques.

We have created a page on the RYA website as a platform for you to find and share ideas with others. If you would like to contribute to the page, we would love to hear from you. Please email training@rya.org.uk

Take a look at the Sharing your ideas page: www.rya.org.uk/go/sharing



PEOPLE WANTED



Seasonal Watersports Instructor

40 hours per week
April – October
£9.08 per hour

Job Description:

Fairtop Outdoor Activity Centre are looking for dynamic, hardworking and flexible watersports instructors to be part of our team. The role includes teaching a variety of school groups, clubs, NGB courses and public.

Essential requirements:

Employees must hold at least one of the following:

- RYA Dinghy Instructor
- BCU UKCC Level 2 Paddlesport Coach
- BCU Level 2 Canoe/Kayak Coach

RYA Safety Boat qualification and experience working at a busy outdoor watersports centre are desirable.

Vision - Redbridge Culture & Leisure provides leisure services on behalf of the London Borough of Redbridge.

Vision - Redbridge Culture & Leisure aims to increase participation, accessibility and inclusivity across its services, developing partnerships and sharing best practice throughout facilities.

To apply for the above position please email ajones@vision-rcl.org.uk for an application form

www.vision-rcl.org.uk



active 4 life



London Borough of Redbridge



Seasonal Instructor Vacancies

The Marine Society & Sea Cadets is the nation's largest maritime charity and the governing charity of the Sea Cadet Corps (SCC), a civilian voluntary youth organisation comprising some 400 or so volunteer Sea Cadet Units, throughout the UK. The SCC offers a wide range of youth opportunities with the same enduring objective – to foster good citizenship in the community.

We have seasonal vacancies for instructors to deliver various sailing, powerboating, pulling and windsurfing courses at our boat stations in London and in Rosyth, Scotland, starting in Spring 2014.

For more information, see our website at www.ms-sc.org/vacancies or email

sbuckton-holloway@ms-sc.org

Advertise your jobs here...

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

wavelength@rya.org.uk



ELITE SAILING

Instructors Required

Yachtmaster Instructors and Cruising Instructors (Sail or Power)

RYA Training Centre based in the south east but operating all around UK. Interesting work. Excellent conditions. Full time, Part time, Freelance
Email sue@elitesailing.co.uk or call 01634 890512

Traineeship Opportunity

Are you aged 18 – 24 and a skilled dinghy sailor with instructional experience?

Would you like to train as a Yachtmaster™, transfer your skills to bigger boats and work in the sailing industry?

Elite Sailing (based at Chatham in Kent) has one full traineeship package available for someone with the right qualities and commitment.

There is no course tuition fee but you would have to pay a contribution to your keep and be expected to work with us for a period afterwards. Interested?

Send your CV and details of current circumstances to

sue@elitesailing.co.uk



Snettisham Beach Sailing Club

Chief Instructor

To work in our RYA Training Centre in a superb coastal location in North Norfolk. Responsible for delivering tuition & training to the highest standard. We are looking for a self motivated CI, who is able to lead a team of instructors with initiative and enthusiasm, to deliver educational and fun activity sessions and courses to clients ranging from the club membership, schools, and youth groups to adults.

Your qualifications and experience

- Senior Dinghy Instructor with coastal endorsement
- Coastal Powerboat Instructor (Level 1, 2 & Safety Boat) (preferred)
- Current valid first aid certificate
- Full UK driving licence
- Level 2 Race Coach/Race instructor (desirable)
- Experience of planning and delivering a variety of RYA courses in coastal environment
- Good people skills and a commitment to quality customer service
- Good leadership skills are essential

We are offering a long 24 week contract pro rata £15,600 - £21,840 with potential to earn more! (Ideally start 31 March, would consider later start for right person).



cv to ryapincipal@snetbeach.co.uk
Interviews in Norfolk during December
www.snetbeach.co.uk



SeaSports Southwest are now recruiting for the 2014 season

Windsurf, Dinghy and Kayak instructors
Preferably S I Standard.

You will be working with Tim and the team at SeaSports, where the focus is on high quality personal service.

Development opportunities are good. We are offering a long season 5 days per week (accommodation can be arranged).

Please call Sue or Tim Cox; 01626 772555

E mail your CV to info@seasports-sw.co.uk or send to SeaSports Southwest, New Quay St, Teignmouth TQ14 8DA

01626 772555
www.seasports-sw.co.uk



Wanted – Training Committee Members

Due to recent retirements, the Training Committee has several vacancies to fill. The Committee is the policy making body for the Training Department and works closely with its Manager and staff.

RYA Training has a wide brief which includes:

- » producing both the shorebased and practical courses, ensuring they remain appropriate and current;
- » managing the recognition process for all RYA recognised training centres, both commercial centres and clubs;
- » ensuring centres maintain the

required standards through the inspection process;
» developing our eLearning platform and the construction of the courses to be delivered on it.

We are looking for committee members with a variety of skills and knowledge in all aspects of the areas outlined above and, in particular, dinghy and yacht training in the club environment. We are also interested in hearing from people with shorebased instructor experience and commercial yacht racing backgrounds.

If you feel that you have skills to offer we would be very keen to talk to you.

Please send expressions of interest to the Training Committee Chairman, care of bethan.jenkins@rya.org.uk

PEOPLE WANTED



RYA yachting instructors

40 hours per week over 5 days, with pro-rata hours for sea phases

- The role will involve:
- » Teaching the RYA Sail Cruising Scheme, from Comp Crew to Yachtmaster™ prep
 - » Teaching shorebased modules
 - » Ensuring the safe running of the boat at sea in accordance with RYA and MCA regulations

You'll be an RYA Yachtmaster™ Instructor, with proven industry working and teaching experience. Applications considered from RYA Cruising Instructors where further training may be provided.

Benefits include:

- » Permanent, year round position
- » Working within a structured training program with the opportunity to develop skills and qualifications
- » The possibility of overseas ocean training
- » Use of extensive site facilities and subsidised meals

Please email your CV with a covering letter to **susanne.hopkins@uksa.org**



Currently recruiting for 2014 season

A unique opportunity to live and work on a large, comfortable barge on the Caledonian Canal where we run cruises with activities. Meet great clients and become part of a fun, dedicated crew. Learn new skills in an inspirational environment.

Positions available are Skipper, Mate/Activity Instructor, Cook and Bosun. All positions are April to September 2014. Closing date 31 January 2014.

Contact **chloe@caledonian-discovery.co.uk** to apply.

Further information **www.caledonian-discovery.co.uk/about/working-with-us/**



Teach sailing in the Ionian islands of Greece. We are looking for additional RYA Instructors to join our team at Lefkas marina.

RYA Yachtmaster™ Instructor

A key position in our dedicated Training Centre team, the role involves:

- » Teaching the RYA Sail Cruising Scheme
- » Providing support to online theory students
- » Undertaking skippered charters on modern 40-55' yachts

RYA Cruising Instructors

Working within our enthusiastic team of instructors and base staff, the role involves:

- » Teaching courses from Start Yachting to Day Skipper
- » Running yachts and delivering high levels of customer service
- » Undertaking skippered charters

Email your CV and covering letter to **jonny@island-sailing.com** **www.island-sailing.com**



Coastal Sea School 'Strength through standards'

Coastal Safety International have been based in the UAE for over ten years and invite people to register for consideration for various posts within the organisation.

- » RYA qualified power and/or sail instructors for our sites in Abu Dhabi and Dubai.
- » University students wanting a year working in the industry to gain marine and ICT experience in a truly multi-cultural society.

Our motto is 'Strength through Standards' and we recognise the high value of the members in our team. We provide a good package of salary, accommodation, travel, subsidised training and brilliant opportunities to people made of 'the right stuff'.

AMIT Offices, Al Ras, Dubai Creek, Dubai, United Arab Emirates
Tel: -971 50 374 3369
Email: **uae@coastalsafety.com**



PEOPLE AVAILABLE



Does your centre ever need a freelance RYA instructor, Coach or Trainer?

If so, then check out the list of well qualified and diverse freelancers on: **www.freelanceinstructors.co.uk**

RYA Trainers and Coaches qualified to teach all levels of:

- » Instructor Courses – Sail, Powerboat, PWC and Windsurf

RYA Instructors qualified to teach all levels of:

- » Dinghy, Catamaran, Keelboat
- » PWC and Powerboat
- » Windsurfing
- » First Aid, VHF/SRC, Sea Survival Courses
- » Shorebased navigation
- » Sailability Awareness



RYA Instructors Required

Southend Marine Activities Centre is looking to recruit Senior Instructors and Instructors for dinghy sailing, windsurfing, powerboat and PW courses. You will have the ability to work as a reliable member of the team, have good customer service skills and enjoy working with adults and children. Starting 1st April 2014 to 30th November 2014.

Please call 01702 612770 for further details or send your CV along with a covering letter to **smacbookings@southend.gov.uk** **www.southendmarineactivitiescentre.co.uk**



RYA instructors to work in Singapore

Mana Mana Beach Club is looking for instructors on a permanent basis to join the watersports department.

- Requirements:
- » Passion for watersports
 - » 3 years' experience in teaching watersports
 - » RYA Dinghy Instructor or equivalent
 - » Powerboat Level 2 / Safety boat
 - » Current First Aid qualification
 - » A good level of physical fitness
 - » Outgoing with good communication and team work skills
 - » Proactive and disciplined
 - » Ability to improvise and adapt activities to variable weather conditions.

Not required but advantageous:

- » A degree
- » RYA Windsurfing Instructor or equivalent
- » BCU Kayak Level 2 Coach or equivalent

Contact **sue@manamana.com** for details.

See **www.manamana.com** or visit Mana Mana Facebook page.



Watersports Coach

- » Innovative freelance coach
- » Dinghy and windsurf instructor training
- » Consultancy and documentation
- » First aid training
- » Boat repairs

Based in the South
Ready to travel anywhere
07866 489261
simon.winkley@gmail.com

Highly experienced Yachtmaster™ Instructor Sail

Over 30,000 miles logged. Available for all RYA practical and shorebased courses. Also skippered charters, corporate hospitality and client events, mile-building, own boat tuition, family groups, deliveries and buyer support.

UK, Channel, Med, Atlantic and Caribbean experience. Rates competitive. Excellent references available.

Contact Tim Wood on 07850 475074. Email him on **slipthelines@gmail.com**

RYA Instructor available for work

Cruising Instructor for Sail/Motor, Powerboat 2, PWC, Safety Boat, and YM Shorebased Instructor – Available for work and located centrally in the Canary Islands. Contact Mark Coles on Call: +34 664 679 434 Email: **tdc-gc@hotmail.com**