



National Training Programme Accreditation - Spain

Preamble

This report is written following the inspection carried out in Spain from 17 to 22 April 2012, where the Real Federacion Española de Vela (RFEV) headquarters in Madrid have been visited, as well as four selected training centres, located in four different autonomous "Communities" :

- Centro Especializado de Alto Rendimiento "Principe Felipe", Santander (Cantabria);
- Centro de Alto Rendimiento "Infanta Cristina", Mar Menor, Los Alcázares (Murcia);
- Escuela de Vela Puerto Sherry de la Federación Andaluza de Vela, Puerto de Santa María, Cádiz (Andalucía);
- Centro Galego de Vela, Vilagarcía de Arousa, Pontevedra (Galicia).

I would first like to address my sincere thanks to all Directors, Principals, Coaches, Trainers and staff members, as well to local Federations representatives, for their dedicated time and care, making the task smooth and easy, with special mention to José Fernandez Agudo, Chair of RFEV Training Commission and RFEV President Gerardo Pombo for the warm welcome I received in Spain.

1. National Programme Management Structure

1.1 The National Training Manager (NTM).

Alejandro Abascal Garcia holds both roles of Olympic Squad Director and Training Manager by RFEV.

He is a former Olympic Champion having won Gold Medal in Flying Dutchman during 1980 Games in Moscow/Tallinn and current General Manager of CEAR Principe Felipe located in Santander who chairs the RFEV Technical Commission. Further to this he is the one who, together with Augusto Brunet Gonzalez, drafted the training handbook used in most of the accredited training centres or sailing schools in Spain.

It is to notice that, parallel to the great success met for years by the Spanish Olympic team, Alejandro Abascal Garcia has been long interested in promoting sailing towards school pupils with more than 23.000 youngsters having visited and used Santander CEAR facilities since the nineties.

There is no doubt Alejandro Abascal Garcia is fully conversant with all mandatory parts of the Training programme identified in the accreditation scoring process, and that he is fully convinced of the need to implement and to control all these items.

1.2 Programme Management Structure

RFEV Training Programme is very much matching with the general Spanish political system, based on seventeen autonomous "Communities", any of those running its own regional sailing federation.

It therefor follows that the Spanish NTSP is managed through a National Training Committee, called "Comité de Enseñanza", chaired since 2004 by José Fernandez Agudo, and gathering representatives from every Regional Federation.



José Fernandez Agudo, RFEV National Judge, is qualified to Level III Instructor level and has been managing many sailing schools since 1975, including Real Club Náutico Madrid Sailing School and Arousa International Navigation Center in Galicia. He was the Secretary of the Vaurien Class from 1984 to 1990, and he competed at both local, national or international level in the Vaurien, 420 / 470 classes. He has been involved in many big Transatlantic events, such as Route of the Discovery as well as volunteering to join 32nd America's Cup Race Committee. He is representing RFEV at Spanish Ministry of Sports level.

The main tasks of this committee are:

- to develop and review the standards used in the Spanish Learn to Sail Programme
- to work out a quality control process
- to propose an annual formation plan
- to inform clubs and sailing schools on legislation changes
- to propose didactical material
- to manage Symposiums

The committee meets at least two times a year but it also works via email exchange between the members.

1.3 Systems, data and Records

Regional Federations do keep due record of qualified trainers, accredited training centres and sailing schools.

2. Accredited Training Centres

RFEV counts 353 accredited training centres, a large part of them being located in Andalusia (73), Galicia (65), Catalonia (56) and Valencia (50).

2.1 Conditions for Accreditation

A comprehensive framework for accreditation is easily available from every Regional Federation website (see Appendix). It includes the type of school to be approved (basic or advanced), shore facilities, teaching material, available equipment for teaching, communication means, evacuation plan, major incident plan, insurances, name, number and diplomas of instructors, name and qualification of the Director of the School, and other awards of the Staff.

Training centres can be accredited for one or more of ways of sailing, including Dinghy, Catamaran, Windsurfing, Kiteboarding or Cruising.

2.2 Administration

Sailing schools and training centres are accredited by their own local federation, according to the requested requirements.

Centres are also required to keep documentation accurate, and all visited centres do publish printed brochures, as well they publish properly updated websites (see for example <http://www.carmurcia.es/>, <http://www.centrogalegodevela.blogspot.fr/>, or <http://www.fav.es/>).



2.3 Boats Used

The four visited centres do offer really fit for purpose equipment, from local “Raqueros” dinghies, to windsurfers and sport catamarans to keelboats as well, depending on the category they have applied for.

Optimist, Open Bic, RS Fevas and L’Equipe dinghies are also very popular, helping to promote sailing towards primary school pupils.

2.4 Equipment and Facilities

All visited centres do provide buoyancy jackets in good condition and in a variety of appropriate sizes, as well to make available appropriate protective or waterproof clothing, such as wetsuits and offer toilets with appropriate changing and washing facilities.

2.5 Tuition System

Every RFEV training centre is requested to have a competent Principal in charge, being granted at least level II Instructor for basic sailing schools, or level III for advanced training centres, to guarantee quality and safety of tuition and to supervise assistant instructors action.

2.6 Safety Operations

Safety operations are a core part of the accreditation process, and all the instructors are requested to get first aid qualification (see section 4 ‘Instructors’), the same way accredited centres do have to draft evacuation and major incident plans.

2.7 Child Protection

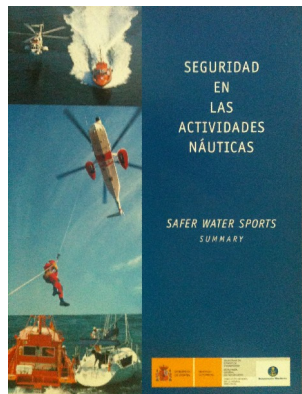
RFEV is committed to following government guidelines in this area, and gives accordingly guidance to schools and Clubs.

2.8 Centre Inspection System

A yearly review allows Regional Federations to issue a classification based on quality, and to rank accredited centres from one star (basic sailing schools) to three stars (permanent training centres), according to criteria including trainers qualification level, and quality delivered.

Further to this, a quality label, based on a quality process survey, has been worked out by RFEV

3. Safety Guidelines and Procedures



It is first to notice RFEV is fully aware of safety issues, and is closely working in this area with both Ministry of Transport and National Maritime organisations.

3.1 Safety Equipment

All safety equipment seen in the various training centres was of good quality and trainees attention is permanently drawn on prevention means (mandatory use of life jackets, proper clothing, hydration needs, etc..), through the use of posters and logbooks.



3.2 First Aid Training

First Aid is part of trainers curriculum from the very first level (Aspirante a Instructor), being a part of the Common Block described below, and all instructors are requested to attend every year an updating session according to European Resuscitation Council requirements.

3.4 Major Incident Plan

To draft a major incident plan is a part of the process every sailing school applying for accreditation has to comply with (see 2.1).

4. Instructors

RFEV is fully aware of the importance of training the instructors, and provides accordingly an active and progressive scheme of instructor training, clearly defining who teaches whom and who teaches what, with clear standards for qualification, and clear defined responsibilities at each level.

RFEV is relying on 4 instructor levels, from Aspirante a Instructor (Assistant) to Instructor Superior (Level III), Aspirante a Instructor being a pure RFEV qualification, when Instructor levels I to III are delivered under control of Spanish Ministry of Sport (Consejo Superior de Deportes), referring to ISCED European reference (International Standard Classification of Education), and related to specific qualifications (Dinghy, Windsurf, Kitesurf or Cruising).

4.1 Aspirante a Instructor

“Aspirante a Instructor” will collaborate in the realization of introductory sailing courses and entertaining activities. To do so, they must comply with the following requirements:

- to be 16 years old;
- to be granted with the Certificate of School Graduate delivered by Spanish Education System;
- to present a Medical certificate assessing both physical and psychological capacities suited to the sport of sailing;
- to successfully pass a navigation test;
- to successfully attend the relevant 125 hours formation course, among which 75 hours will correspond to a specific technical block, and 50 hours to practices to be realized in public or private institutions, the Directors or Principals responsible for these establishments assessing the satisfactory realization of such practical sessions.

4.2 Técnico Deportivo / Instructor Elemental. Level I – Initial Cycle (Official Academic Certificate)

Level I Elementary Monitors can realize tasks of technical and tactical initiation, schedule and manage the training in a basic stage, accompany the sailors on basic competitions, participate in the organization and the technical development of the competitions and the activities and collaborate as help of a trainer of upper level. The needed requirements are:

- to be 16 years old.
- to be granted with a Secondary School grade or equivalent;
- to present a Medical certificate assessing both physical and psychological capacities suited to the sport of sailing;
- to successfully pass a navigation test;



- to successfully attend the relevant 500 hours formation course, including 220 hours to prepare an access test, 60 hours dedicated to a block common to any sport, 70 hours dedicated to a technical block specific to sailing, and 150 hours to practices to be realized in public or private institutions, the Directors or Principals responsible for these establishments assessing the satisfactory realization of such practical sessions.

4.3 Técnico Deportivo / Instructor de Base. Level II – Final Cycle (Title of Sport Technician in Sailing) – ISCED-3

Level II Instructors mission is to perfect the execution of the technical and tactical elements, to schedule and to manage training, to coach competitors and teams, to promote and to participate in the development of competitions, to collaborate as guardian during Level I period of practices, and to manage basic Sailing Schools. The needed requirements are:

- to be granted with level I “Instructor Elemental” title;
- to successfully attend the relevant 600 hours formation course, among which 160 hours will correspond to a block common to any sport, 240 hours to a specific technical block, and 200 hours to practices to be realized in public or private institutions, the Directors or Principals responsible for these establishments assessing the satisfactory realization of such practical sessions.

4.4 Técnico Deportivo Superior en vela / Instructor Superior. Level III – Advanced Degree Cycle (Title of Sport Top Technician in Sailing) – ISCED –5b

- to hold a “Bachiller” title (High School diploma);
- to be granted with level II “Instructor de Base” title;
- to successfully attend the relevant 750 hours formation course, among which 200 hours will correspond to a block common to any sport, 275 hours to a specific technical block, 75 hours to a final project, and 200 hours to practices to be realized in public or private institutions, the Directors or Principals responsible for these establishments assessing the satisfactory realization of such practical sessions.

Regarding academic qualifications, it is possible to join the formation courses without carrying out the required diplomas, every time the applicant surpasses or combines the other conditions required by access, and surpass the proof of maturity which is then specified:

- For the access to the Level I, to be eighteen years old and demonstrate knowledge and sufficient skills in connection with the objectives of Secondary School;
- For the access to the Level III, to be twenty years old, and demonstrate the maturity with regard to the formative objectives linked to a High school diploma.

Further, it is to notice that level III qualification holders are given the opportunity to enter a University degree course, formation modules providing them with ECTS credits.

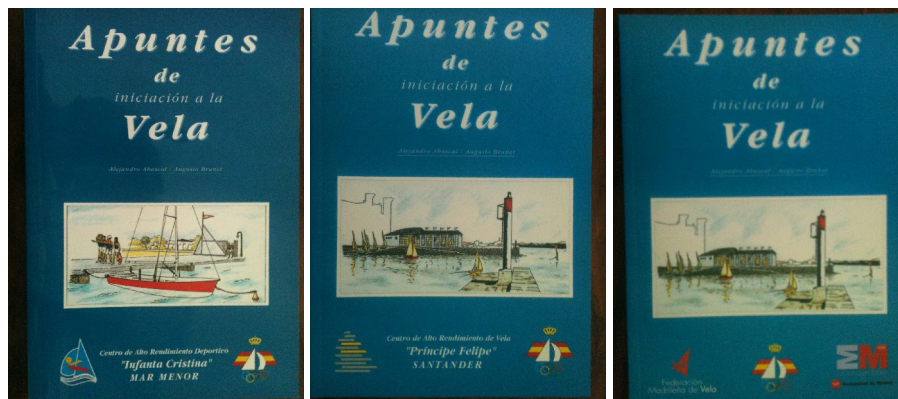
5. The Syllabus

RFEV put dedicated syllabus in place for both [dinghy sailing](#), [windsurfing](#) and [cruising](#), clear progressions being proposed from access level to advanced training courses, through four colour identified stages, referred to precise skills linked to manoeuvres, navigation, safety, and theory, a dedicated syllabus for Kiteboarding is currently being prepared.



A minimum of 24 hours of practice are recommended to achieve both Introductory Courses level I (Yellow) and level II (Orange), and Advanced Courses level I (Blue) and level II (Purple).

The handbook drafted by Alejandro Abascal Garcia and Augusto Brunet Gonzalez is commonly used in the various accredited sailing schools and training centres, every Regional Federation being printing its own personalized booklets.



The RFEV scheme delivers competent, confident, and safe sailors.

6. Participant Standards Achieved

All visited centres are very aware of the quality of the training delivered, and instructors are requested to fill in comprehensive debrief forms after every on the water course, précing number of attendees, wind and sea conditions, course programme, navigation area, comments on trainees reactions, incidents, broken or lost material, as well as suggestions towards possible improvements.

It is made true electronic record of courses attended and standards achieved by the trainees, which are provided with diplomas according to the skills actually mastered.

7. Communication

RFEV is maintaining a very comprehensive website, <http://www.rfev.es/>, providing any visitor with all relevant information, from Olympic sailing to training, including centres location, regulations, formation plan, teaching standards, educational material and Symposiums conclusions.

Further to this, RFEV and Regional Federations are closely working with sponsors and partners to issue attractive documents aiming to bring new young sailors to sailing, as well to make them sensitive to environmental and sustainable development issues.



8. Conclusion

It is first to notice the clear will of RFEV to establish the closest liaison with Regional Federations and accredited sailing schools or training centres and to promote high quality training standards through the implementation of a dedicated quality label "Sello de Calidad", linked to a quality feed back process, aiming to help certificated centres to improve the quality of their delivery.

Spanish NSTP strengths:

It is to underline at least two major strengths of the RFEV Training scheme:

- The efforts provided in order to improve instructors formation through a close work with National Education bodies, referring to European ISCED classification;
- The number importance of the programmes developed towards school pupils clearly aiming to bring new people to sailing.

Suggested path:

Not contesting the fundamental principle of Autonomous Communities in force in Spain, It would actually be interesting for RFEV to introduce and to promote amongst the various Communities and Regional Federations common log books or passports as record of personal sailing achievements to allow more transportability Nationally and to encourage further participation and retention to the sport of sailing. We could even imagine that such logbooks would facilitate in the near future retention from one sailing school to another one throughout the world, all those being part of an accredited NTSP ...

Recommendation:

Following the inspection visit made in Spain from 17 to 22 April 2012, and based on all relevant information given there, it is clear that RFEV Training Scheme fully fulfils all ISAF National Training Programme requirements.

I would then strongly suggest for the RFEV Training Scheme to be granted ISAF Recognised Training Accreditation.

In Rennes, on 16 May 2012.

Olivier BOVYN, ISAF Inspector