

# RYA Wavelength

keeping RYA instructors and coaches in touch

Paul Wyeth



## Dates for the Diary

**2 April:** Launch of Level 1 Yacht – Start Sailing and Level 2 Yacht – Basic Skills. Two new courses to the Sail Cruising Scheme (see page 3)

**7 May:** Webinar for Maritime Labour Convention

**11 July:** Closing date for articles and job ads in September's *Wavelength*

**31 July:** Closing date for Powerboat Trainer Course Selection applications (see page 7)

**24-25 Jan 2015:** RYA Raymarine Yachtmaster™ Instructor Conference

**31 Jan-1 Feb:** RYA Principals Conference for dinghy, windsurfing and powerboat schemes (provisional)

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April 2014

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## It will never happen to me

I'm an experienced power boater and know what I'm doing. I've been driving powerboats for years and would never be stupid enough to fall out while the boat's moving.

Is this you or anyone you work with?

All too frequently we see accidents that could have

been avoided if a kill cord had been used properly. May of last year saw the tragic incident in the Camel Estuary where the

Milligan family was run over by their own boat having been ejected while turning at speed. Two members of the family

were killed and two others were seriously injured.

There is no new lesson to be learned from this – just the same old one. Wear a kill cord and encourage everyone you come across to do the same. You might just save a life.

Make a difference – think kill cord.



# The year ahead

With 2013 firmly behind us we can look back at what was yet another tough year for most RYA training centres. Whilst in the UK the economy is taking its time to recover there are more positive signs of life in other countries around the world which continue to create demand for RYA training and new RYA recognised centres overseas. Over the last 12 months we have seen centres open in a variety of areas but some of the more exotic new training locations include the Maldives, Hong Kong and Abu Dhabi.

Recognition of RYA qualifications continues to grow and the development of relationships with organisations such as the Duke of Edinburgh Award Scheme assist us in ensuring that boating activities remain accessible to all and are promoted as widely as possible. We have also continued to focus on breaking down barriers for disabled sailors with more and more RYA training centres actively involving disabled students in their mainstream training activities.

2014 provides us with many opportunities with a large number of projects on the go. eLearning continues to develop rapidly with the highly successful launch of the online Short Range Certificate course early in January. After just three months there have been more than 800 candidates sign up to this course with excellent feedback on the quality of the content. New eLearning projects over the coming months will be aimed at supporting our instructor training and exciting new courses for the public will also be announced later this year.

In the world of publishing, the RYA has gone digital. With 30 titles now available in enhanced digital format, our aim is to have the remainder of the range available in both standard print and digital by Spring 2015. Our digital

publications are cutting edge and make fantastic teaching aids for both practical and shorebased courses.

A lot of work has been done on the development of instructor resources which can be found in the Resources section of the RYA website. This area will continue to be expanded this year. The chief instructors of each training discipline would welcome your input into other resources you feel might be useful.

We have also launched some new courses in the Motor Cruising, Inland Waterways and Sail Cruising schemes. These courses are aimed at opening up opportunities for training centres to attract new customers with particular emphasis placed on the importance of offering family-friendly training.

We look forward to seeing many of you as we travel to as many training centres as possible throughout the year. With more than 2,500 training centres around the world we can't get to everyone but we do welcome calls and emails with either questions that we can help with or ideas that you may wish to share.

Wishing you all the very best for 2014.

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



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# 2 new 2-day sailing courses

We are very pleased to announce the introduction of two new courses to the Sail Cruising Scheme. Both courses are non-residential standalone courses allowing students to concentrate on sailing the boat. This is also an opportunity for students within the National Sailing Scheme to utilise their qualifications to reduce the time required for a Competent Crew course.

Anyone wishing to learn or improve their ability to manoeuvre a sail cruiser purely with the use of wind and sails, without having to live on board or learn how to be a skipper, should consider these courses. They are both great family courses.

**Level 1 Yacht – Start Sailing,** is an entry level course which can be run in conjunction with the Level 2 Yacht Basic Skills course. It is great for families or individuals who would benefit from being

trained in the basics of sail theory and manoeuvring a cruising yacht under sail.

The course covers the basics of sailing a yacht, the primary focus of which is getting the sails up as soon as is practical and focusing on sailing skills and manoeuvres. It covers all the basic sailing techniques and manoeuvres on a yacht under sail.

The syllabus includes personal safety, slipping and coming alongside, sailing theory, yacht handling under sail and basic safety at sea.

**Level 2 Yacht – Basic Skills,** is designed to build on the skills gained during the Level 1 Yacht Start Sailing course. The main focus remains on the skills required to sail a cruising yacht.

Although primarily aimed at improving the skills of someone who has completed the Level 1 Yacht course, if a student has completed a Level 1 Dinghy or

Keelboat course under the National Sailing Scheme they would be eligible to attend this course.

This course would also be very useful to improve an existing Competent Crew or Day Skipper's ability to handle a yacht under sail. It covers all the sailing techniques and manoeuvres on a yacht under sail as both helm and crew, including slipping and coming alongside under sail, some basic yacht handling under power, sailing theory and basic safety including personal safety at sea, and sailing a yacht in tide or current.

The Level 1 and Level 2 Yacht courses can be taught by Cruising Instructors, Yachtmaster™ Instructors and holders of commercially endorsed Yachtmaster™ Coastal or Yachtmaster™ Offshore Certificates of Competence with a Keelboat Instructor qualification. The student to instructor ratio on this course is four students to one instructor.

Holders of Level 1 and 2 Yacht, Dinghy or Keelboat certificate would be eligible to attend a reduced Competent Crew course over three days.

The syllabi for the courses are on the Resources section of the [www.rya.org.uk](http://www.rya.org.uk) – see 'Scheme Specific Information'. Certificates will be available for purchase by the end of April.

## RYA Competent Crew Skills – 2nd Edition

Focusing on both sail and motor this book is the perfect accompaniment to the RYA Competent Crew course.

**Order code:** CCPCN

**Retail price:** £11.49

**Members' price:** £9.34

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# Quick fixes to get you home

We have grown so used to the reliability of car engines and the accessibility of roadside recovery services that we run the risk of assuming that things are the same at sea. They are not. Mechanical breakdowns are a common cause of lifeboat callouts for sail as well as motor boats, and often simple maintenance or a self-help repair could get you home.

Our April 2012 issue talked about the importance of daily engine checks and routine maintenance. Here, **Ian Wilson** follows up on that with a few thoughts on fault finding and 'get you home' fixes.

All boats should carry a supply of spares and suitable tools that are easy to find and use.

But as instructors, how can we help more people use what's available to get themselves home when the engine packs up?

The first signs of trouble are likely to be the sound of a warning alarm, seeing smoke from the exhaust, or the engine stalling. Don't panic.

If danger threatens, make an urgency or distress call. It's always better to stand down the rescuers

if they aren't needed than to risk them arriving too late.

However, if conditions are good, and you're not likely to end up in a dangerous situation, take a deep breath and think about what the problem could be. It's likely to be a fuel problem, cooling, lubrication, or electrical.

Fuel problems may show up as smoke in the exhaust. You should take this as a warning that it's time to book an appointment with your mechanic when you get back, before it becomes a more serious problem.

### Black smoke

Black smoke tells us that fuel isn't burning properly, perhaps because of an incorrect prop choice or the prop is fouled. Dirty injectors or a clogged or wet air filter may also be to blame. The only quick fix option is to change or try to clear the air filter. It's worth a go before calling for the mechanic once you're back home.

### Blue smoke

Blue smoke happens when oil burns in the engine, possibly causing carbon buildup there. Worn valve stems or guides may

be the problem. Determining the cause requires compressed air, so it's a job for the boatyard.

### White smoke

White smoke is one of the most difficult warnings to diagnose. White smoke represents very small droplets of fuel that form a fog and it's quite normal while the engine is still cold but should clear when it warms up. A blown head gasket, or a cracked cylinder head or cylinder liner could also lead to white smoke. White smoke shouldn't be confused with steam.

### Steam

Excess steam or poor water flow are strong indications of a cooling problem. If you are having cooling problems, the first thing to check and clean is the seawater strainer (shut the seacock first!), followed by the raw water pump. The most usual failure is from the impeller which is fairly easy to change. A dry-run of changing the impeller when you have some spare time could really pay dividends when you need it.

Keep the fresh water header tank filled, and check the hoses and connections regularly, and replace from your spares if they are showing signs of damage. Water pumps are normally powered by a drive belt on the front of the engine, which can be checked quickly and easily in the event of a problem, and tensioned or replaced if necessary. A length of rope can be used as a temporary fix in an emergency.

### Overheating

Engines may overheat when run at high revs for an extended period, which puts the system under more strain than normal. After the engine has cooled it may be possible to continue at a slower speed to get you home. The cooling system should be checked thoroughly before the boat next puts to sea.

If the thermostat sticks closed the engine will overheat within minutes of starting. Thermostats are easy to remove and engines can be run for a short time which may be enough to get you home – or at least out of trouble.

### Engine oil

If you are losing engine oil, find the leak, catch the oil in a container and continue to pour back into the engine until you can fix the leak.

You can repair a broken hose or pipe with rags or a t-shirt tied tightly with a line or a belt. Duct tape may work too.

### Electrical problem

If you suspect an electrical problem – for example the charging lamp lights – keep the engine running. If there are no other problems the engine will continue running without further damage and the electrical problem can be sorted out when you're safely home.

This article represents some possible get home solutions. It does not replace the need for routine engine maintenance checks and servicing.

Don't forget to encourage your trainees to book a place on an RYA Diesel Engine course.



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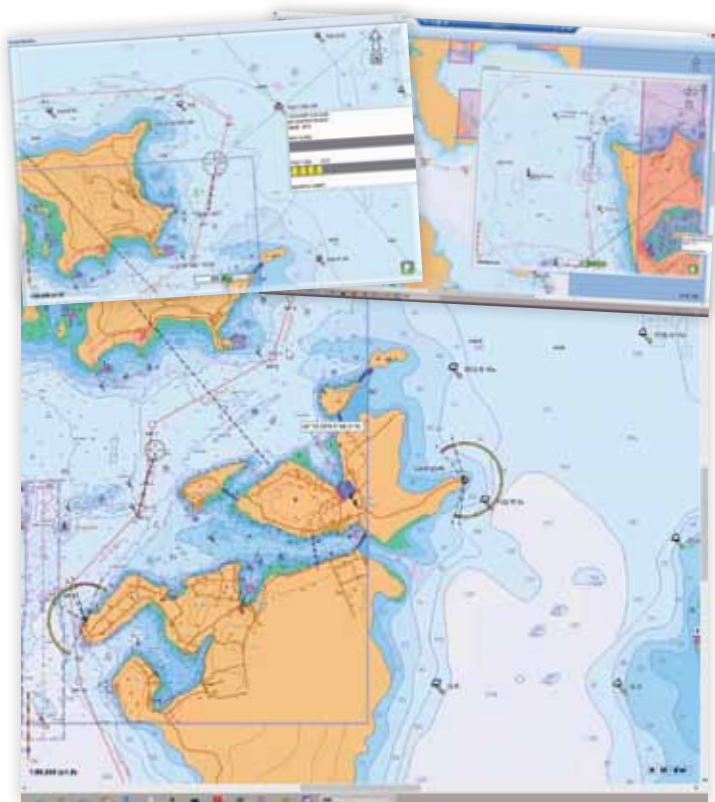
# New RYA Training Chart Plotter

Around the time of publishing this edition of *Wavelength* we will be reviewing the latest incarnation of a new RYA Training Chart Plotter.

The current plotter was released over 10 years ago and was originally designed in conjunction with the UK Hydrographic Office. This was a significant step forward for shorebased training but unfortunately the training plotter has not kept pace with the look and feel of current technology, and although it displays both raster and vector charts, the vector charting display is now very dated.

The new training plotter is a bespoke version of an existing PC based plotter called Nuno, developed by the software company Chersoft. Chersoft produce a range of cartography and mapping products.

The new plotter has the same functionality as the current



plotter in terms of route planning, monitoring and execution, but

the user interface is much more intuitive so more time can be

spent teaching the principles rather than teaching which button to press.

The plotter has functionality to allow the plotting of fixes and estimated positions, or to calculate courses to steer using traditional techniques. This additional functionality will help to integrate the plotter in the shorebased navigation courses. The plotter is designed primarily for vector charts, but Arcs chart functionality is available.

The new RYA Training Chart Plotter will be available for Mac and PC users and we hope to give centres access to it later this year. We will provide training and workshops before and after the launch to ensure centres and instructors can get the most out of it for their students.

Keep a close eye on 'Keeping Current' on [www.rya.org.uk/coursestraining/resources](http://www.rya.org.uk/coursestraining/resources) for updates on progress.

## What's next for RYA Interactive?

2013 was a successful year for our online courses with student enrolments and the number of centres offering online courses both increasing. The courses on offer continue to grow with the introduction of the online Marine Radio SRC course in January 2014, which is already showing great promise for the future.

It is becoming clearer all the time that students want options when choosing how to take a course. They might not have the time to attend a classroom, but still want quality training and support. By offering online training as an option, the potential client base for RYA courses will only increase, which is great for all involved.

Now that we have a good solid base from which to grow our online training we are starting to look at two distinct areas of development:

1. Expanding our public facing eLearning courses for training centres to offer to their students.

2. Developing a facility to help us support centres and instructors. The emerging name for this type of support seems to be eReference.

### Public facing courses

Plans for 2014 and beyond include exploring the development of online instructor training in Safeguarding Children and Vulnerable Adults. We are also looking at how elements of the Day Skipper and Coastal Skipper courses might be offered online.

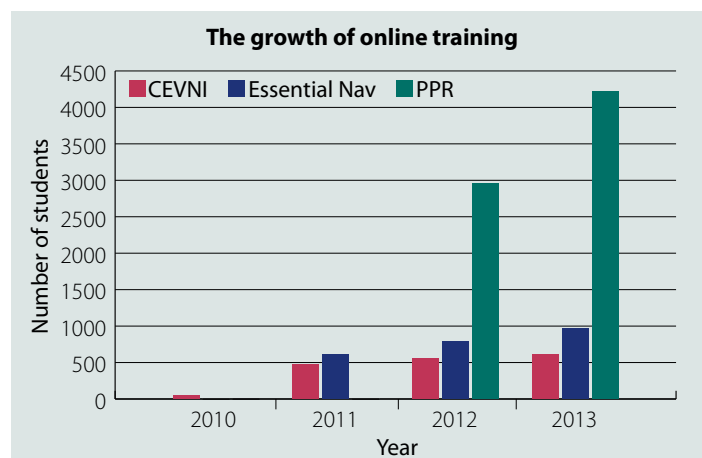
### Support for centres and instructors

Recently we opened a support area of the RYA Interactive site for centres offering courses through RYA Interactive. This allows instructors and site administrators to access instant help and advice online, and to see how they can enhance what they offer.

This area is a precursor to similar information becoming available

for other types of RYA recognition and courses. There is already a lot of information available on the main RYA website but we are working on drawing this information together into a more coherent training and support package for those delivering

RYA courses. This is a project of mammoth proportions so we expect to release it in stages over several months as we develop more interactive materials to help principals and instructors get to grips with the issues surrounding RYA recognition.



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# Control in a high speed turn

A recently published MAIB report detailed the tragic accident when all occupants of the RIB Milly were ejected. Whatever the underlying cause of the accident, the report highlights the need for an understanding of what could happen in a high speed turn. It's crucial that we teach our students how to control their turns at speed and to avoid crew ejections.

Boat balance, trim and driving to the prevailing conditions are key subjects that must be covered to prepare students who may go on to drive higher powered craft.

Whatever boat we teach on, do not set out to demonstrate what can happen when the boat is pushed close to or beyond its safe operating limit.

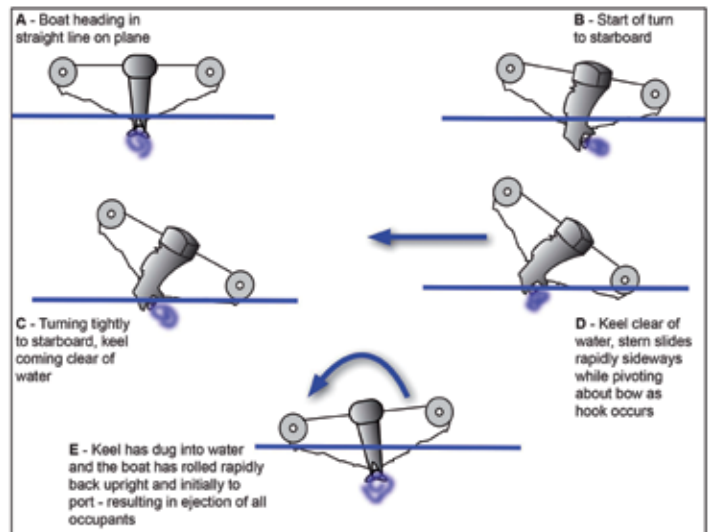
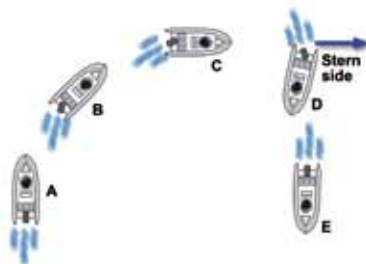
When teaching boat trim, balance and loading incorporate practical sessions, especially at low speeds to demonstrate the effects on steering and the possibility of swamping astern etc. Ensure that

students understand what may happen if they do not apply these principles at higher speeds. Discuss the increased effect of the forces that act on a boat at higher speeds.

What happened in the case of Milly is commonly referred to as a hook and is unlikely to be encountered as part of an RYA course or general leisure boating.

## What is a hook?

Hooking is a term well known in powerboat racing. In basic terms, it is a violent alteration of course and deceleration resulting in a significant, momentary, delivery of G-force being exerted on the craft and its occupants. Often



unexpected, a hook can occur in relatively benign conditions, in waves or when crossing the wake of another craft even when steering in a straight line.

Hooking cannot be attributed to one specific circumstance and most high speed monohull craft could be susceptible if badly trimmed, balanced, loaded or if being driven inappropriately for the

conditions. It is therefore essential that students are aware that many small factors, when combined, can have serious consequences. They must understand what they should do to avoid a hook and how to limit the severity of the outcome should one occur.

## How to avoid a hook

The crew must be seated securely in positions that do not compromise the trim or balance of the boat, especially at higher speeds. Even if they are on sunbathing cushions, avoid positioning crew members too near to the bow. Students could be forgiven for thinking that a cushioned area like this is a safe place to sit when underway. However, usually there are limited handholds and the seating posture is less than perfect. This is compounded by the effects of waves and rougher sea which are amplified nearer to the bow.

Continually assess the conditions and always drive at an appropriate speed. Avoid sudden increases in speed, especially when turning, and remember to communicate any alterations to course or speed to the crew.

## Further advice

Advise students who are thinking of buying a boat to always follow the manufacturer's guidelines, request a demonstration and ask about any handling characteristics specific to that particular make and model.

## Kill cords – let's make a difference

We must lead by example and demonstrate safe practice at all times.

But what is safe practice when it comes to kill cords? Paul Glatzel, RYA Powerboat Trainer, shares a few ways to help kill cords become second nature for your students, taking the Powerboat Level 2 course as an example.

- » Before you go anywhere, explain how the kill cord works and what it is for. Start the engine and demonstrate that when the kill cord is pulled the engine stops and cannot be restarted until reattached. Get each student to do the same.
- » Explain why you carry a spare kill cord and that it is carried in an obvious, easy to reach location (eg. seat back or handle).
- » Demonstrate how the kill cord is worn around the thigh and explain why it

should never be worn around the wrist (the exception being where a personal watercraft has a purpose made wrist strap for the kill cord). Explain that on some craft (eg. tiller controlled vessels) if the thigh isn't practical then attach it to a strong point on a buoyancy aid or lifejacket. This needs to be assessed on a case by case basis depending on length of killcord.

- » Ensure that everyone knows that when the craft is underway and the engine is running, the kill cord **must** always be worn.
- » When swapping between helms the default should always be to switch off with the key before handing over the kill cord: '**engine on = kill cord on**'. Explain that there **may** be circumstances where it

is appropriate to leave the engine running (eg stemming strong

tide or rough conditions).

- » For students under 12, kill cords must be attached to the student at the helm and the instructor so that if either is pulled they independently kill the engine. When you're teaching there **may** be times when you decide to swap a student with the engine still running. If you have to do this, emphasise that this is not the norm and hold the kill cord during the changeover. Remember, whatever you do may influence the student's future behaviour, so anything outside of recommended safe practice should be avoided wherever possible.

One sad fact is that too often those trained still don't wear a kill cord after their course. Try to stop this with a friendly chat, teasing out and challenging any objections. Do everything you can to make sure that your students never become a tragic statistic.





# A picture paints a thousand words

by Ali Selby-Nichols, Inland Waterways Trainer and Chief Instructor of Castaway Canalboats.

With the Inland Waterways Helmsman course duration changing to two days for novices, it gives us instructors more time to incorporate demonstrations in our teaching.

There are many advantages to using an effective demonstration:

- » It helps our teaching appeal to all types of learners.
- » Learners can pick up the actions and movements which aren't so easily understood from just being told.
- » When it is their turn, learners copy us, which helps to embed the correct technique.

We can incorporate demonstrations in our teaching by following the **EDICTS** model:

**Explain** to your students what you are going to do, why and how.

**Demonstrate** – keep it clear and concise.

**Imitate** – allow your students to have a go using trial and error.

**Correct** – once they've had a go, give relevant feedback.

**Train** – allow students to practice and develop based on your feedback.

**Summarise** – invite the student to run through key points.

By following this process, all



learning styles (visual, auditory and kinaesthetic) are addressed and learners have the best chance of being able to develop a new skill successfully.

With some prior planning it is very simple to introduce demonstrations to our teaching. Knowing the best place to perform a demo for each skill in our usual teaching area allows us to plan where to carry out each step of the EDICT model.

Demonstrations need to be successful, if not it could leave students lacking in confidence and thinking *'if my instructor can't do it, how can I?'*, so practice your demonstration-level driving.

For a demonstration to be

effective we need to ensure:

- » the demo is visible and audible. Remember students won't always say if they didn't see or hear;
- » students are not overloaded with information. By identifying the key points of the manoeuvre and keeping explanations simple it will be easier for them to follow;
- » the demonstration matches the explanation, otherwise this will leave students confused as to whether to do as we said or repeat what we did!

Not only are demonstrations great for our students but they also keep our own driving skills at a good standard.



## Sign up now to receive Wavelength via our app

You can now opt out of receiving the printed and emailed editions of **Wavelength**, and view them via the RYA eBook app instead.

Just email [wavelength@rya.org.uk](mailto:wavelength@rya.org.uk) with

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



## Take your training to the next level

Do you aspire to take your powerboat training to the next level and deliver Powerboat Instructor and Advanced Powerboat Instructor courses? If so, you should consider applying for the selection course to become a Powerboat Trainer.

Applications are invited from experienced Advanced Powerboat Instructors. It is important that you show a range

of experience and, when it comes to the actual selection course, that you are up to date with current teaching methods, well versed in navigation theory and possess good skippering, communication and instructing skills.

The closing date for applying for selection training is 31 July 2014. Details on how to apply are on [www.rya.org.uk](http://www.rya.org.uk) in the Coaches, Trainers and Instructors section.

### PWC Training Fleet for sale

Three identical Yamaha VX Cruisers (2008) on single trailer. Ideal "Ready to Roll" rig for new or existing PWC Training Centre or for event support, umpiring, rescue etc. Fitted with attachments for rescue sledges. Can all be launched off / recovered onto the custom roller trailer by one person.

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# Could you ride stand up? Could you *teach* stand up?

Here are a few great ideas for teaching stand up to complete novices, by **Steve Poulton**, Personal Watercraft Trainer, and Principal at Activities Away.

At this year's Training Conference one of the workshop discussions was about teaching stand up on a Personal Watercraft (PW) course. The PW syllabus covers both sit down and stand up skis and the new edition of the book has some good advice on riding stand up with video support available in the eBook.

Assuming a student has taken and passed their PW certificate they may well end up buying a stand up. Often customers turn up at our lake with a stand up, having got bored of riding around in circles on their sit down. We then watch as they wobble their way around the lake trying to teach themselves!

Given these difficulties, and the fact that the certificate covers both sit down and stand up, it would perhaps be prudent to give stand up more than just passing attention on your average PW course.

Obviously getting a customer on a stand up ski and teaching its use on the course would be ideal, but we are realistic and know that this is not always possible both in terms of time and available equipment.

Perhaps using the book on one of your tea break talks, or looking at the video clips would be a good opportunity to introduce the main differences.

I have often used a short clip taken from YouTube showing a mixture of racing and freestyle examples followed by explaining that although this is great fun, we need to start by getting stood up. This leads neatly into the video clips from the eBook as a good place to start.

When we teach stand up we follow a plan made up of four stages:

## THE DRAG

In waist deep water, float your feet behind you while holding onto the handle bars with your elbows on the rests either side of the ride tray. Start the ski, **gently** moving off in a straight line. Slowly increase speed until the ski is climbing the wave in a pre-planing position.



## LOW KNEEL

Using your elbows as a pivot, push your body forward as you tuck your knees up onto the back of the ride tray, while **slowly** increasing speed to a slow planing speed. Once you are on the ride tray, sit back on your heels. We call this the low kneel position - a good learning position as your centre of gravity is low and ski stability is good, as long as you are moving.



Once on your knees, shuffle forward towards the handle bars while increasing speed slightly to find that sweet spot where the ski is not

bouncing around. If the ski bounces, bend your arms and lean slightly forward to trim the bow down.

## HIGH KNEEL

As you gain confidence straighten your back and lift the steering pole up out of its cradle. Remember, you are raising your centre of gravity so a bit more speed may be required. Ride around while you get used to the ski, your balance and cornering.



## STANDING

When you are ready to try standing, find a nice straight run, keep running at planing speed and build up the courage to drop the handle bars back into their cradle while you push down and do a 'push up' on the bars as you spring to your feet - easy!



You should now be wobbling along wondering why you are doing this. Stick with it - you will love it. Just remember to **ride** the ski around the corners and that a little bit of speed will keep it stable.

At our centre, we find stand up safer than sit down. You need a bit of ability before you can go silly on a stand up. If you get it wrong you fall off, the ski stops, you swim to it and try again - simple!

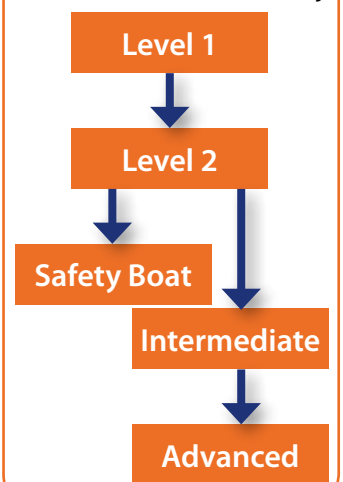
## The next step

At the end of your courses don't forget to point students in the direction of further learning - either another course or further reading.

It's important for those completing the Powerboat Level 2 course, in particular, to be made aware of the further opportunities, even if your centre is not recognised to deliver them. You might be able to team up with another centre and send students to them for a referral fee.

If your students are thinking of buying their own boat and going coastal cruising, the next step could well be the RYA Intermediate Powerboat course.

## The Powerboat Pathway



## New RYA Power Schemes Instructor Handbook

The new version of this handbook is now available, comprehensively covering instruction for the motor cruising, powerboat, inland waterways and personal watercraft training schemes

**Order code:** G19

**Retail price:** £12.99

RYA eBook coming soon.



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# DofE in action

Carsington Sailing Club was one of the first RYA clubs to set up as a Duke of Edinburgh Award Scheme (DofE) Centre under the RYA National Operating Licence. A year on, **Amanda Van Santen** caught up with **Simon Black** and his team to see how things were progressing.



Carsington Sailing Club is a large, very active sailing club of approximately 400 members. It has several racing fleets and hosts many adult and junior meetings, with a well-established training centre offering the full range of RYA adult and youth courses. It has a vibrant social calendar offering plenty of events. The club also has an active Sailability section as well as hosting the Derbyshire Scout sailing team and several other corporate organisations.

**Amanda: How did you first become involved with the DofE Award?**

**Simon:** I was aware of the DofE Award, but had never been directly involved. I was active in other aspects of voluntary youth work including Scout sailing and it was during a presentation hosted by the RYA that I learnt about their partnership with the DofE Award.

**Amanda: How difficult was it to become a DofE centre?**

**Simon:** It was very easy to set up the DofE centre as an entity, in fact the RYA have made it much easier than other License Organisations I am involved with. However, setting the centre up is just the beginning!

**Amanda: How much commitment and club support is needed to ensure the DofE Award runs smoothly for the participants?**

**Simon:** It is important to say that while this is challenging, everyone is enjoying it! The effort comes with launching the scheme and attracting participants, enrolling them onto the administrative system eDofE and then getting them to plan their programme. It is fair to say that I had probably underestimated the amount of work involved in the Expedition Sections for each award. Our



largest contingent of participants is pursuing the Gold Award, where sailing has proved to be a very attractive alternative to land-based expeditions.

**Amanda: The RYA partnered with the DofE due to the similarity in objectives as well as smooth integration of award activities within RYA Training. Is this actually the case?**

**Simon:** The club was very well set up to cater for young people in terms of experience and



background, safeguarding and welfare issues. DofE just slotted into club activities, receiving a very positive welcome. It is still early days and this is definitely work in progress, but already we can see integration with all areas of the club such as Sailability.

Simon started his conversation with me saying *'It's still relatively early days since we started and there has been a lot of inertia in this*

*process that we weren't expecting.'* He continued by informing me he currently has, six Gold, three Silver and three Bronze participants signed up, with more expressing interest, and plans are afoot for a Gold Expedition. That sounds pretty remarkable to me!

To find out more about the DofE Award as a participant, centre or club please contact [dawn.seymour@rya.org.uk](mailto:dawn.seymour@rya.org.uk) or check out [www.rya.org.uk/go/dofe](http://www.rya.org.uk/go/dofe)

## RYA Suzuki Dinghy Show 2014 more popular than ever

2014 was a fantastic year for the RYA Suzuki Dinghy Show 2014, in association with Yachts and Yachting. It proved more popular than with the highest number of visitors since 2006 flocking to Alexandra Palace, London over the weekend of 1-2 March.

*'We had some 10,000 people attend this year's show. We are delighted. It's great to see that the show is still a firm favourite among dinghy enthusiasts and people looking for something new to try and it was great to see such a large number of younger visitors to the show.'* commented show co-ordinator Charlotte Pearson.

The show was also a huge

success for the hundreds of exhibiting sailing clubs, associations and retailers.

See more about it on [www.dinghyshow.org.uk](http://www.dinghyshow.org.uk), and check

out loads of photos on the RYA Dinghy Show 2014 Facebook gallery. You can also watch all the action on YouTube.

<http://youtu.be/S3cNLOZsXgc>



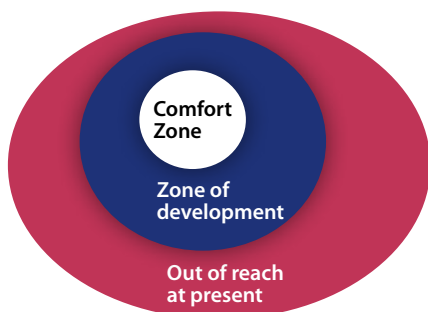
# Where the magic happens

With lots of different sessions to choose from, sailors on a variety of kit and varying conditions, we need to make sure our sessions are fit for purpose. We need to challenge our students and push them outside of their comfort zone explains **Sam Ross**, RYA Windsurfing Trainer.



**H**ow far out of their comfort zone should we push our students? What quick measures can we use to work this out when developing technical skill?

Many of the goals for our sailors will sit well outside their comfort zones so, when creating sessions, we may need to use a series of steps to make them achievable.



This is known as moving students into a zone of development.

## What will push my sailor out of their comfort zone?

### » Skills

The nature of the exercise, its difficulty and whether they have experience in the skills. Can they already do the skill?

### » Environment

Wind, water state and temperature will all have an impact. Are they confident in these conditions?

### » Equipment

Is their equipment familiar to them? Do they normally use it in these conditions? Does the equipment make their new challenge easier or harder?

If they can already do the skill, and are comfortable with the conditions and equipment, the exercise will be well within their comfort zone, so may not be helping further development. However if they are new to the skill, new to the

conditions and less comfortable with the equipment, we have gone past the optimal zone of development and moved into the realms of 'out of reach at present'. Instead consider introducing new, highly challenging skills in comfortable conditions using familiar equipment.

If you apply this to some windsurfing skills you can work out the steps to higher level moves. A typical comfort zone for an early advanced sailor might be blasting back and forward across the wind on a 120 litre board on flat water.

If their aim was to complete a planing carve gybe then you don't simply send them off across the wind flat out and ask them to do some gybes. There are various exercises you can use to get them in an optimum zone of development and help expand their comfort zone.

In stronger winds you might look at getting them used to sailing off the wind at speed and even taking

it as far as unhooking on a broad reach to develop the entry and preparation stages of a gybe.

In lighter winds you could develop midpoint and exit skills, using moves such as heli tacks to work on foot changes and rig flips. Still in this development zone they can then go for the entire gybe but in conditions they feel most comfortable in, using familiar kit.

As skills and experiences develop the comfort zone will grow. Your job is to develop exercises and reset goals to make sure the magic happens for your students.



*Damon Hart*  
It was Harvey's first time on a board without a dagger board but he thought he'd go out and do some tacking practice!

## Team15: The way ahead

**T**eam15 is the RYA's grassroots participation programme helping young people get involved in windsurfing. It was launched in 2002 to provide a network of youth windsurfing clubs where children can have fun and improve their windsurf skills. We now have over 40 windsurf clubs and 319 participants taking part regularly within regional interclub competitions and events.

In April 2013, the RYA Racing Department took over the running of Team15, and over the course of the last year, have undertaken a review of the programme in consultation with its various

stakeholders. As a result of the review, we are planning some changes and enhancements for the 2014 season and will be investing in the volunteers at the Team15 clubs.

A summary of the changes:

- » Review and amend some of the Team15 regional boundaries to reduce travel time to interclub events for more clubs.
- » Investment in coach development for all Team15 club coaches. These opportunities will be primarily organised and run out of regional academies, with all local Team15 club coaches invited to attend.

- » Appoint Team15 Academies within each region, responsible for the running of the region's interclub events. This will create a more consistent event, staffed by numerous experienced and expert club volunteers.
- » Key volunteers within each academy will be invited to coaching professional development (CPD) opportunities to develop their skills in all aspects of running interclub events.
- » Improved alignment of interclub events within the windsurfing calendar, looking to maximise opportunities to link the windsurfing pathway for young sailors (joining Team15 and



UKWA events where possible).

- » Create a joint RYA and UKWA windsurfing end of season finale event comprising the UK Junior, Youth and Masters Championships and the Team15 Champions Cup. More information on the changes to Team15, including the original discussion document and the changes going forward are available on the Team15 website: [www.team15.org.uk](http://www.team15.org.uk)

# Picking things up

By Simon Winkley, RYA Coach/Assessor

There's more to picking up a mooring than just sailing towards a buoy, tying on then drifting away when you're ready to leave. Helping intermediate students to master this skill will not only make them look and feel proficient, but will boost their confidence in other areas such as coming alongside a boat or pontoon. In order to get across the fundamentals of this manoeuvre no tidal flow is assumed until the end when a few considerations are discussed.

## The best approach

When a mooring has been selected (and it's clear that no other boats are competing for it) an approach across the wind, a few boat lengths downwind of the mooring must be made. Turning upwind a little early is better than leaving it too late. If too early, the helm can ease the sails smartly, bear away swiftly then head up again. If too late, the boat could end up head-to-wind with the crew clawing at the air as the boat stalls and begins to drift backwards away from the mooring.

The final approach is best on a close reach, jib flapping, whilst spilling-and-filling wind via the mainsheet falls. The boat should be stopped dead in the lying-to position with the mooring next to the windward shroud, ready for the crew to make fast onto the ring with a well-prepared painter. It may be useful to practice spilling-and-filling in a separate session in open water, with a focus on the direct influence this technique can have on controlling boat speed.

## Excess speed

Inevitably our students will, at times, approach the manoeuvre too quickly. If the boat is moving much too fast then an escape route needs to be taken by sailing



Assuming no tidal flow, aim to pick up the mooring by the windward shroud.



As soon as contact is made, thread the painter through the hoop as the boat drifts back.



To set sail again, moving the mooring aft can create enough windage on the bow to guide it onto the right course.



The use of a long painter in training or recreational sailing is helpful.



In strong wind against tide conditions the mainsail must be dropped to avoid the boat being pinned on a run.

past the mooring or adding a tack or gybe.

If, on the other hand, the boat has only a small amount of excess speed, grabbing the mooring ring from a close reach may cause the boat to tack around it - or even capsize onto it as the crew

weight ends up unexpectedly on the leeward side. A little tip to counteract the boat's desire to swing around the mooring in this way is to add a gentle pull on the tiller as the crew grabs the mooring ring. Remember this only works for a small amount of excess speed.

Tying onto the mooring (or making fast) is best done on most modern dinghies with a painter led from a strong point on the bow with a round turn on the mooring ring and tied off on the

mast. Finally, lower the mainsail and retract the centerboard to avoid sailing around on the mooring.

## Letting go

When leaving the mooring, students should be encouraged not to simply untie the painter, let it go and hope for the best. This drifting away technique carries the risk of setting off in a direction that might be subject to obstructions such as shallow water or harbour walls, and missing the opportunity to head in the direction of open water. Here are two methods they might try:

1. The boat will naturally swing a little on a mooring, so wait for the bow of the boat to swing in the desired direction then ask the crew to promptly back the jib and release the painter at the same time. A standard painter is not typically long enough to tie on as above and to allow the crew to release it from the cockpit so, for these exercises, it is worthwhile replacing the painter with a 6m length of 8mm cord.
2. Ask the crew to grab the mooring and pull it aft, down the opposite side of the boat to the desired direction of sailing. This will create enough windage on the bow to turn the boat onto the desired course. Avoid this method in strong winds, on rough waters or with a barnacle encrusted metal mooring against a freshly polished boat.

## Tidal considerations

Finally, in situations where the wind is against or across the tide, the mainsail should be dropped and the correct jib only approach made according to the relative strength of each of the elements. One particular risk of a two-sail approach in wind against tide conditions is getting the boat pinned on a run with the mainsail powered up after the tidal flow swings the boat 180 degrees on the mooring.

Hopefully by bringing these exercises into sessions afloat, your students will not only enjoy them but will gain an abundance of practical learning experiences.



**Amanda Van Santen**  
Chief Instructor, Dinghy & Windsurfing

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The cruiser setting new standards. Carries up to 8 crew in comfort & style.



**RS CAT 16**  
New training CAT with the best construction handling and performance.



**2000**  
Great training boat with successful class. Perfect transition from training to racing.

# Incident and accident reporting

We are sometimes asked why we are so eager to have RYA centres, clubs and other boating bodies report incidents, accidents and near misses to us. Is it morbid curiosity or a yearning for a bit more administration to help pass our time? We are pleased to say our motivation is a little more pragmatic than that.

With almost 2,000 RYA practical training centres in the UK and around the world, more than 700 RYA affiliated clubs and in excess of 100,000 members, the RYA has access to a vast resource in terms of the eyes and ears on what goes on, or goes wrong, on the water.

We are not particularly interested in paper cuts in the office, stubbed toes in the changing rooms or bruised egos after an unsuccessful race. Our interest lies in finding out about serious incidents, accidents or near misses. In particular, we are eager to know about serious injuries and especially incidents where you feel there are lessons that others may learn from. In the

tragic event of a fatality you will need all the support you can get. We are only a phone call away.

## What do we do with the information?

In the immediate aftermath we provide support if needed. A serious incident afloat resulting in injury or worse can see significant media interest with club officers and training centre staff besieged by journalists wanting an interview. This is a daunting prospect to the uninitiated and the RYA Communications team is able to provide support in the writing of press releases and guidance on what to say (and what not to say) when dealing with the media. Our legal team is also on hand for general legal advice.

Any serious incident impacts on those involved. Instructors, students or club members may well need some support and we can often provide guidance in these areas, as well as helping with the analysis or investigation of the

incident to identify the cause and avoid a repeat.

For longer term analysis we log incidents and accidents to determine if there are particular trends developing. We communicate these trends widely across the sport and identify ways of mitigating the risks to our many instructors, members and the boating public. In some cases we modify course syllabi to ensure that key points are incorporated into our training.

We are not seeking reports on every little incident that happens on the water but we do seek your help in identifying trends in accidents and in helping others avoid injury or loss of life through the sharing of your experiences.

Non urgent incidents can be reported to RYA Training via the RYA switchboard during business hours or via email at [training@rya.org.uk](mailto:training@rya.org.uk). For assistance with urgent matters out of hours please contact our Communications team on +44 (0) 7789 556080.

## Category C first aid kits

If you are planning to order Category C first aid kits, be aware of changes which could affect delivery times.

The contents remain unchanged but new regulations from the Medicines and Healthcare Products Regulatory Agency could lead to delays while liferaft service stations contend with extra bureaucracy.

Service stations must now have for a licence to hold and supply the kits, and the kits will be batch numbered in case of a recall. This number may have to be recorded for each purchase.

Also, the expiry of the Glycerol Trinitrate within the kit is to be three years from the date of manufacture, and will not include the current three month grace period, meaning service stations might hold less stock.

Training centres should contact their supplier for advice.

# MLC: Don't panic!

The Maritime Labour Convention 2006 (MLC) came into force internationally in August 2013. Its aim is to ensure the welfare of seafarers and it forms part of the work of the International Labour Organisation (ILO). It applies to all commercial vessels, although there are varying levels of application for vessels under 200GT, 200 to 500GT and those over 500GT.

The MLC draws together much of the legislation already applicable to commercial operators, eg. hours of rest and medical fitness, but also covers areas such as holiday entitlement, employment contracts (Seafarer Employment Agreements), pay and working conditions. Vessels that are required to comply with the MLC must be inspected to

verify compliance at least every three years. In the UK the MCA have delegated the authority for this to its code of practice certifying authorities (CAs), and this inspection will be carried out as part of the compliance, intermediate and renewal surveys.

In general terms the MLC inspection regime applies to all vessels ordinarily engaged in commercial activities. In the UK, for vessels less than 200GT, the MLC inspection regime does not apply to commercial vessels that solely operate on domestic voyages, ie. do not go overseas, and do not go beyond 60 miles from a safe haven. This means that a Category 2 Small Commercial Vessel that does not undertake international voyages is not required to be inspected for compliance with the

MLC. The underlying regulations, such as hours of rest and manning, must still be complied with but the inspection regime is not applied to verify compliance.

The MLC inspection has 14 separate items, one relating to crew accommodation and construction standards, the remainder concerning operational elements such as Seafarer Employment Agreements. Only vessels built after the convention came into force need to comply with the build standards for crew accommodation. Therefore UK vessels built before 20 August 2013 need not comply with all 14 inspection items, only the 13 covering operational items.

As the detail of implementation has been delegated to CAs it is important that operators contact

their CA to discover how they intend to implement the MLC. The RYA Technical Department manages the RYA's CA function and has already contacted all operators who have vessels certified under the RYA. We will also offer webinars to centres to help explain the implementation process the RYA has adopted.

## M-Notices covering the MLC for vessels up to 200GT:

MGN 471 Maritime Labour Convention, 2006: Definitions  
[www.dft.gov.uk/mca/mgn471.pdf](http://www.dft.gov.uk/mca/mgn471.pdf)

MGN 490 Maritime Labour Convention: Application to small vessels of less than 200GT that are ordinarily engaged in commercial activities.  
[www.dft.gov.uk/mca/mgn490.pdf](http://www.dft.gov.uk/mca/mgn490.pdf)

## Centre Management



# The secret of a good inspection

2013 was a remarkable year for inspections, with most UK and overseas regions reaching between 80 to 100% inspection rates. An amazing achievement, thanks to the hard work and dedication of a wide range of people. RYA Training is grateful for your support, whatever stage you are involved in. Without this, the process would be impossible.

Such great dedication creates a robust regime, high inspection rates and a healthy administrative process supporting it. In turn this enables strong partnerships and confidence in our programmes with external bodies such as the Maritime and Coastguard Agency (MCA), Marine Accident Investigation Branch (MAIB), Adventure Activity Licencing Service (AALS) and Health and Safety Executive (HSE).

## Keeping up to date

Last year we combined the various RYA Guidance Notes into one document for all RYA recognition. Little has changed this year, but please still spend time familiarising yourself with the relevant areas for your operation.

Any updates or changes made to the RYA Guidance Notes during 2014 can be downloaded in a loose leaf printable format from [www.rya.org.uk](http://www.rya.org.uk), enabling you to tear out and replace relevant sections.

## General inspection points

Please ensure your 2014 inspection report form is correctly completed and signed. Unfortunately almost 40% of 2013 inspection forms were incorrectly completed and therefore required follow up calls or emails to clarify details. Below are a few of the main offenders:

### Online registration of certificates:

It is a requirement that all RYA PW, Inland Waterways, Powerboat Level 2, Powerboat Advanced, practical Day Skipper and Coastal Skipper course completion certificates are registered. Please ensure this is happening.

**Course Length:** RYA courses have a required length. Make sure you are correctly advertising and delivering all RYA courses as detailed in the relevant publication. National Sailing, Windsurfing Schemes, Powerboat Level 1, Level 2, Safety Boat and Inland Waterways courses can be delivered over a number of days, evenings or a number of shorter sessions, but must add up to the required time.

**Instructor qualifications:** All staff relevant to the courses you wish to run must be listed on the inspection report form. Without the correct staff and equipment in place for the courses requested, we will be unable to grant recognition.

**Equipment:** All boats and equipment being used for RYA Training must be listed on the inspection report form. Most importantly, ensure you have sufficient craft of the right level for the courses you want to offer. If members' boats are used, you should list a selection of boats suitable for your courses and ensure they can be seen by the inspector.

## Power schemes

Further to the Padstow accident, the MAIB report on Milly provided recommendations to the RYA for communication, including the continuation of the kill cord message. We all need to work hard to highlight potential hazards associated with more powerful craft and higher speeds during powerboat courses, ensuring students are aware of higher level courses to enhance their skills. Most importantly we must lead by example and be kill cord ambassadors. The new RYA kill cord stickers are available from RYA Training.

## Cruising scheme

**Level 1 and 2 courses:** Centres can now offer National Sailing Scheme courses Level 1 and Level 2 as part of the RYA Cruising Scheme (see page 3).

If you have any questions as an RYA Principal or Centre Inspector, contact us on [training@rya.org.uk](mailto:training@rya.org.uk).

# Certificate registration

Photo ID certificates have been in use for four years now. The first ones to be introduced were Powerboat Level 2 certificates in 2010, followed over the next two years by Advanced Powerboat, PW, Inland Waterways and practical Day Skipper and Coastal Skipper certificates. With the introduction of each new certificate a phase-in period allowed centres to use up old certificates before the issuing and registration of the new photo ID certificates became mandatory.

All the certificates which are now only available as photo ID can lead to either a statutory RYA/MCA commercial qualification or an International Certificate of Competence.

Most centres have managed the transition well: their customers appreciate the improved style of certificate, the centres have an easily accessible record of their registered certificates and the RYA has the central record that is so important for these particular certificates. Bearing in mind that these benefits were the main drivers behind the change, the system is largely doing its job.

But there's always a BUT.

We have a significant number of certificates submitted to us for ICCs and commercial endorsements that have problems with them. The problems are many and varied, including:

1. certificates not registered by the training centre;
2. old style paper certificates issued instead of photo ID certificates;
3. the name on the certificate doesn't tie up with the name that it's been registered to;
4. the date of birth registered is incorrect;
5. certificates issued without photos.

All of these problems cause delays and inconvenience for

students while our Certification Department works to ensure the certificate is genuine.

All of these problems also contravene the RYA Recognition Guidance Notes and could jeopardise a centre's ongoing recognition, as detailed in the excerpts below:

*'Appropriate RYA certificates, signed by the Principal or Chief Instructor, must be awarded on successful completion of a course and, where appropriate, registered with the RYA.'*

*'For courses that have online certificate registration there is no requirement to keep a local record. It is a condition of recognition that these certificates are registered through [www.rya.org.uk](http://www.rya.org.uk) and that the holder's details are completed in full, the photo applied and laminate sealed before being presented to the holder. Failure to do so may result in the centre's recognition being withdrawn.'*

The central registration of certificates was put in place to protect students and also to protect our training centres from having to compete against operators who were tempted to issue fraudulent paper RYA certificates. For the process to work we rely on the complete support of our training centres in ensuring certificates are registered.

Occasional mistakes can't be helped but can be catered for, whereas ongoing and regular problems will be monitored. Now that the registration system is fully bedded in, it's time for us to take the hard line with the few centres that do not comply with the requirements.

If a centre continually fails to issue and/or register photo ID certificates in the required way, they will be contacted and required to rectify the problem. If no progress is made, recognition may be suspended and potentially withdrawn.



# Finding the right centre

Some long-awaited improvements to the way potential students find courses and training centres are imminent.

Together with a web design company who are experts at improving the users' experience, we have taken a long hard look at the way people use our site and find information about courses

and training centres. There are two parts to the project:

The first part is relatively straightforward and will replace the existing 'Where's my nearest' search for clubs, training centres, ICC test centres etc on a like-for-like basis.

The second part is a 'Course finder' to help potential students identify which course is right for them and

how they want to take it, and then direct them to centres offering the right course in the right way.

No matter which way users search for courses or training centres, the end result will be a list of centres filtered according to their requirements, and they can then look more closely at detailed information for each centre they

are interested in.

All training centres will appear in the search unless they opt out and their entries will include contact details, a map and a list of courses available. Centres can also choose to buy an enhanced listing to show more detailed information.

Keep an eye on your post for further information.

## Something for Everyone

## Effortless explanations with eBooks

We now have over 20 RYA publications available as eBooks, with more being released every month. A significant benefit of eBooks is the easy access to enhanced features. These vary from book to book, but one example is the Racing Rules and Cases (E-RRC) eBook which cleverly links the Racing Rules of Sailing with the case law of protest outcomes from the RYA and ISAF, making it a unique searchable reference.

Books orientated to practical skills have narrated videos or animations demonstrating the various skills. These multimedia additions can really help you get your point across, either in a classroom through a projector or TV screen or from a tablet from a coach boat or yacht (assuming

you have taken appropriate waterproofing and anti-sinking measures!). You can add bookmarks, notes and annotations to these books to help highlight key points or simply find what you want when you want it.

A common question is 'How do I get the book onto the big screen?'. If you are running the RYA eBook app on a Mac, PC or iOS device then it is usually as simple as connecting to a projector or external display and then opening the book. Many Android devices support external displays, but not all, so you need to check the specification of your device. A help sheet on the technical side of displaying eBooks on large screens is available in 'sharing your ideas' in the resources area of [www.rya.org.uk](http://www.rya.org.uk).

### Getting RYA eBooks:

The RYA Books app runs on Windows, OS X, iOS, Android and Kindle Fire devices.

[www.rya.org.uk/go/eBooks](http://www.rya.org.uk/go/eBooks)

explains how to get the free RYA Books app.

Download tasters of the eBooks for free from within the app. Purchasing can be done in one of two ways:

1. through the in-app store although this limits the downloads to that specific platform (ie. buy from Apple and it will only be available on Apple devices) or,
2. buy through [www.rya.org.uk/shop](http://www.rya.org.uk/shop) which allows you to download to any device, up to a maximum of three. This method also allows bookmarks and notes to synchronise between devices.



## The Green Guide for Boat Charter Companies

A new guide is now available from The Green Blue to help charter companies reduce their impact on the environment.

The Guide provides a range of quick environmental wins, longer term initiatives to make businesses more sustainable and case studies showing how easy good marine stewardship can be.

To get your copy call 02380 604227, or download a digital version at <http://tinyurl.com/greenguidecharter>.

To find out more: [www.thegreenblue.org.uk](http://www.thegreenblue.org.uk)



### New eBooks now available:

<b>e-G49</b> RYA Start Windsurfing Retail price: £7.49	<b>e-G51</b> RYA Intermediate Windsurfing Retail price: £9.99	<b>e-G69</b> RYA Passage Planning Retail price: £13.49	<b>e-G87</b> RYA Offshore Sailing Retail price: £17.49	<b>e-G53</b> RYA Laser Handbook Retail price: £17.99	<b>e-G62</b> RYA Boat Buyers Handbook Retail price: £9.99	<b>e-G63</b> RYA Knots, Splices and Rope- work Handbook Retail price: £18.49
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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](http://www.rya.org.uk/go/benefits)

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# Creating the conversation

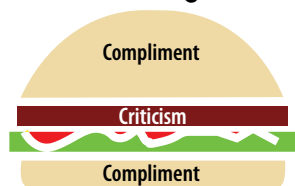
by **Clive Grant MSc**, Army Sailing Association Regional Coach

I am often asked for advice on the most effective coaching questions and reviewing techniques. My response is always that there are no powerful generic questions, just powerful questions that are created in that review at that moment. So how can we create those effective, powerful questions when we need them?

You should already be familiar with the idea that sessions follow the brief-deliver-review format, regardless of whether you are on a yacht or a windsurfer:

- » Brief = set the session aims
- » Deliver = following the aims, deliver the teaching points from the syllabus. These are demonstrated either on land or on the water using either instruction (telling) or coaching (selling), depending on the skills of your students.
- » Review = probably the most important stage – your review of the students' performance. Often seen as the hardest bit!

## The review burger



This is a well-known process of praise, followed by feedback and finishing off with more praise. The feedback covers the development points but can easily turn into a one-way stream of information. Too much information (feedback) can give far too much meat for the student to digest, which can be detrimental to learning as they become overwhelmed. So we need to be wary of how much we are talking - I would suggest the instructor does less than 40% of the talking. If it feels like you're talking too much, you probably are!

## The traffic light review

This is a powerful model requiring the instructor to be creative



and use effective questions in the review. We need to manipulate the conversation using effective questions to tease out our feedback points.

## How to ask questions

So with our review models in mind, we can start the process. Start with a reminder of the aim of the session to set the scene, then bring in your questions. It's vital that you listen, and I mean **really listen!** Only by really concentrating on what students are feeding back can you phrase your next question effectively.

Creating open questions which don't allow the student to answer simply 'yes' or 'no' is made easier with these two techniques: The 6 Ws and TED.

**The 6 Ws:** Why, what, where, when, who, how – yes, we know that 'how' starts with 'h' but it does have a 'w' in there too!

**TED:** Tell me, explain, describe.

## Controlling the questions

The structure of your feedback can be controlled by using the funnel technique to get to the bottom of things. For example, let's look at the review of a session on tacking where the aim was getting the footwork right:

*Instructor:* The aim of the session was to look at foot positioning during a tack using a centre-sheeted, single-handed dinghy. Tell me, how did you set up for the tack?

*Student:* I checked to see if it was safe, checking the new area, I pushed the tiller extension away and faced forwards. As the boat turned I crossed the boat, keeping the tiller extension outside the boat. As the boat came onto the new course, I straightened the tiller and changed hands behind my back.

*Instructor:* You said you faced forwards and crossed the boat. Describe what you did with your feet.

*Student:* I put my back foot forwards which made me face forwards in the tack and as I crossed the boat I twisted on the ball of my rear foot.

*Instructor:* Tell me what you did with your forward foot.

*Student:* As I started to move across the boat, I pushed on my back foot, transferring my weight to my forward foot, which was now across the other side of the boat.

*Instructor:* Describe the way you moved across the boat. Where was your weight?

*Student:* As the boom started to move, I put my back foot out over the other side of the boat. I then came onto the balls of my feet and keeping low, I spun on the balls of my feet keeping balanced whilst keeping the tiller extension outside the boat.

*Instructor:* Describe what you did with your feet when you sat on the new side.

*Student:* I placed both my feet back under the toe straps and leant out to keep the boat flat.

So, we used our effective questions and funnelled the questions down from how they set up for the tack, to what they did with each of their feet. We can now be assured that the student:

- » did the drill correctly according to the aim of the session
- » understands what to do with their feet during the tack
- » understands the whole technique, matched to the teaching points
- » understands what they actually did, ie. self-analysis
- » knows that you were watching
- » knows you have listened to what they said
- » knows you are interested in their performance.

A WIN-WIN situation!

To find out more see the RYA National Sailing Scheme Instructor Handbook (G14), the RYA Windsurfing Instructor Manual (W33) or [www.rya.org.org/go/sharing](http://www.rya.org.org/go/sharing).

## Share your ideas

We have been busy expanding the 'Share Your Ideas' section on [www.rya.org.uk/go/sharing](http://www.rya.org.uk/go/sharing). This section is designed for all instructors and coaches in all our training schemes.

Alongside ideas such as children's games, a short guide to questioning and running practical sessions, the latest additions are:

- » **Reviewing techniques** – a two part resource:
  - » a presentation on the coaching conversation, looking at the techniques required to brief and review

- a session effectively.
    - » a three part video supporting the presentation and providing a model brief, task and debrief
    - » **Land drills** – dinghy, windsurfing and mulihull
      - » short 'method' land drill video clips from the National Sailing and Windsurfing Scheme.
- 'Share you ideas' is the ideal place to gather resources for all areas of RYA training. If you have ideas for tips, games, resources or articles that you feel others could benefit from, we'd love to hear from you at [training@rya.org.uk](mailto:training@rya.org.uk).

## RYA Principals conference for dinghy, windsurfing and powerboat schemes

2014 saw another fantastic turnout from coaches, trainers and principals, as well as huge support once again from the industry. A big thank you, to Gallagher Heath Insurance Services who, although unable to attend, continued to support the conference.

There was a buzzing atmosphere and many opportunities built into the agenda for a well needed 'glass of networking'.

Thank you to our external speakers – Simon Rowell (weather) and the RNLI (rough water handling) – as well as RYA staff who presented an array of subjects such as customer retention, online training for principals, safety management, The Duke of Edinburgh Award, refresher training for safety boat drivers, VHF/SRC and the use of eBooks.

Saturday afternoon was dedicated to discussions and the day was brought to a close with a pre-dinner



talk from Rod Carr CBE. He told us about the need for planning and investment in our own and our instructors' development.

An RYA Training update from Richard Falk gave the general 'state of play', with scheme specific updates from Rachel Andrews and Amanda Van Santen.

Once again we saw huge support from our exhibitors, including some fantastic raffle prizes. Thanks go to: RS, Hartley Boats, Topper, Ocean Safety, Mast High Ltd, North/Fanatic, Zero Gravity Distribution, Tushingam/Starboard, Personal Watercraft Partnership, Yamaha, Total Option, Duke of Edinburgh Award.

Thanks to all who joined us over the weekend. We hope you enjoyed the weekend. A full conference report can be found at [www.rya.org.uk/coursestraining/resources](http://www.rya.org.uk/coursestraining/resources).

## Questions for the tax man

HM Revenue and Customs have produced a free eLearning package dealing with questions from sports businesses about tax, National Insurance, business records and expenses. It guides you through everything you

need to know including tips from others who have been where you are now and practical case studies to help you along the way.

[www.hmrc.gov.uk/courses/syob2/ris\\_sport/HTML/ris\\_sport\\_menu.html](http://www.hmrc.gov.uk/courses/syob2/ris_sport/HTML/ris_sport_menu.html)



# Are you absolutely sure that your training centre insurance policy covers you for all eventualities?

## Probably not.

To find out more call us today on **01384 822279** or email **RYA@ajg.com**



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## Weather talks

Due to popular demand, we are delighted to offer further dates for Simon Rowell's weather talks. These have proved hugely popular, and are now offered to all RYA instructors, not just Cruising and Yachtmaster™ Instructors.

These one-day courses explain the subject, provide a deeper understanding of the elements applicable to our teaching, while looking at various delivery and teaching techniques.

Simon Rowell is an RYA

Yachtmaster™ Ocean and Examiner, with a MSc in Applied Meteorology.

The two courses are:

### **Weather for instructors**

Open to all instructors and concentrating on non-tropical weather. It will have several exercises designed to look at chart interpretation, weather information gathering, day planning and week planning. This is designed for all types of RYA instructor.

### **Weather for sailors**

Aimed primarily at instructors

within the cruising scheme, with fewer exercises and more information, especially on tropical weather. It's good for Yachtmaster™ Instructors and people who want to teach the RYA Yachtmaster™ Ocean course, but can of course be attended by anyone who wants to learn as much weather theory as it's possible to absorb in a day.

### **Course details**

#### **Weather for instructors:**

9 May, 24 June, 11 September, 11 November

#### **Weather for sailors:**

8 May, 23 June, 10 September, 10 November

All courses will be run at RYA House, Ensign Way, Hamble SO31 4YA and will cost £25.

Bookings are made direct with Simon at: [simon\\_rowell@rowellyachtingservices.com](mailto:simon_rowell@rowellyachtingservices.com)

Further information on the courses can be obtained from:

#### **Weather for instructors:**

Dawn Seymour,  
[dawn.seymour@rya.org.uk](mailto:dawn.seymour@rya.org.uk)

**Weather for sailors:** Jennifer Luke,  
[Jennifer.Luke@rya.org.uk](mailto:Jennifer.Luke@rya.org.uk)

## Around the World

# Reasons to teach in Ireland

Ireland as a cruising destination has been covered by many magazines over the years, but as a destination for yacht cruising courses, it is often overlooked. However, there are three well-equipped, busy RYA Sail Cruising centres crying out for enthusiastic RYA Cruising Instructors, Yachtmaster™ Instructors and Examiners to meet the growing demand.

### **So, what do the centres have to offer?**

They are strategically located within a few miles of the biggest cities in the country - Dublin, Galway and Cork, and access by direct flights from a number of UK airports is relatively painless and cheap.

The cost of living in Ireland has fallen dramatically since the economic boom of 2007-2008 and despite the strength of the Euro, it is once again a competitively priced destination with a lot to offer.

If you are looking to teach friendly, fun sailing courses, with

plenty of wind, changeable conditions and beautiful landscapes, you should give Ireland some consideration.

### **The centres**

**Irish Offshore Sailing** (Dublin) is arguably the busiest Irish centre. Dublin Bay is an extremely sheltered cruising ground, allowing courses to be run all year. Strong tides, drying harbours and a busy commercial port make it a superb place to teach the key skills. The centre offers the full range of shorebased and practical cruising courses, mile builders, 14 week commercial fastrack Yachtmaster™ courses, yacht racing campaigns and corporate match racing events.

[www.irishoffshoresailing.com](http://www.irishoffshoresailing.com)

**Sovereign Sailing** (Kinsale) has been in operation for more than ten years. Kinsale is one of the most scenic harbours in the country, with its cruising ground renowned worldwide for its remoteness and vast array of sheltered harbours, very similar to the West Coast of Scotland. The



centre runs RYA cruising courses year round on a Beneateau Oceanis 411 and Sigma 38, manages a fleet of charter yachts from 26-50 feet and participates in many of the local regattas such as Cork Week and the Sovereigns Cup.

[www.sovereignsailing.com](http://www.sovereignsailing.com)

**Bow Waves** (Galway) runs a broad range of courses including many powerboat and STCW95 courses. The cruising ground is

pristine and many courses take students to the famous Aran Islands lying 20 miles west of Galway Bay. The West Coast of Ireland has a coastline which is totally unspoilt and full of charm and wonder, varying from golden surf beaches to towering sea cliffs. The enthusiastic, friendly welcome and the Craic once ashore has been a highlight of many cruises to these shores.

[www.bowwaves.com](http://www.bowwaves.com)

# Welcome from the Regional Development Team

The start of another season is here. We have just completed a comprehensive regional planning process which recognised that regional requirements, resources and landscapes are different, and as such we have increased our regional development team focus to service 310 clubs this year, from 175 in 2013.

As many of you will be aware through attendance at the winter workshops or the club clinics at the RYA Suzuki Dinghy show, it is becoming even more important to accurately represent the number of people who participate in our sport. An important part of our regional plan is the local relationship you have with your Sailing Development Officers and Regional Development Officers. Working with your clubs we can help you understand and record this information. This data along with our annual club survey allows

us to best represent our sport, and develop programmes to help us grow with the help and support of the sports foundations.

Through Sport England we continue to work with the club community to improve facilities and equipment through the inspired facilities and small grant funding streams. More recently as a result of the bad weather, further funds have been made available for flood relief. For more information please see:

[www.sportengland.org/funding/our-different-funds/flood-relief-fund/](http://www.sportengland.org/funding/our-different-funds/flood-relief-fund/)

Or go to [www.rya.org.uk](http://www.rya.org.uk) and enter 'flood relief' into the search box.

Our first big event of the year season is the Push the Boat Out weekend over the 17-18 May, so why not get your club signed up now and use this to help kick start your season.

[www.rya.org.uk/go/ptbo](http://www.rya.org.uk/go/ptbo)

## Regional contacts

### East

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

### Scotland

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gail.joyce@rya.scotland.org.uk

### Midlands

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### Wales

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### North East and Yorkshire

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### North West

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### Army

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### South and South East

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### South West

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### Thames Valley and London

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### RAF

Paul Wilson  
coach@dinghy.rafsa.org.uk

### Northern Ireland

Mary Farrell 07919 923018  
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### Sea Cadets

Tye Shuttleworth 07920 767933  
tshuttleworth@ms-sc.org

## Don't receive *Wavelength* direct? Moved house and not told us?

Log in to [www.rya.org.uk](http://www.rya.org.uk) and edit your profile or email us your name, address and membership number so that we can update our records.

[wavelength@rya.org.uk](mailto:wavelength@rya.org.uk)

## Jobs Page

### PEOPLE WANTED

## Sailing Instructor / Business Opportunity

An opportunity now exists to join Waterfront Sailing Academy and Events at Brighton. A qualified RYA Sail Cruising Scheme Instructor- either Cruising or Yachtmaster™ Instructor is required. Initially the opportunity will be part-time, mainly weekends.

Further opportunities exist to develop the business with a view towards part ownership and total management in the future.

The ideal candidate will be able to teach a wide range of both practical and shorebased courses. You will be a flexible individual with the necessary interpersonal skills. You will have a passion for sailing and the necessary drive and commitment towards business development and ownership.

Visit our web site [www.waterfrontsailing.com](http://www.waterfrontsailing.com) to find out more about our current activities.

Applications with a CV or further enquiries are invited to be sent by email to [waterfront@tesco.net](mailto:waterfront@tesco.net)



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



**RYA Instructors wanted**

Ibizamed Sea School are looking for Freelance/ Part & Full time Instructors to teach the following courses:-

- » Powerboat Level 1 & 2
- » PWC
- » Motor Cruising up to Yachtmaster™ prep
- » Sail Cruising up to Yachtmaster™ prep
- » Shorebased Navigation to Yachtmaster level
- » SRC (VHF)

Yachtmaster™ Power/Sail (Commercial) with charter experience, Spanish Language, Sales & Marketing and/or Yacht Broking skills would be an advantage.

We operate from March to November on the idyllic island of Ibiza. Depending on the applicant we are willing to offer a full time position to include a combination of Instructing and Captain work however we also would like to hear from Freelance instructors willing to travel to Ibiza.

Please email a covering letter and CV to: **rya@ibizamed.com**



**Herts Young Mariners Base**

Hertfordshire's Outdoor Education Centre are currently recruiting part time staff for our busy centre. We require instructors with a minimum of one of the following:

- » RYA Dinghy or Windsurf Instructor
- » BCU Level 1 Coach
- » SPA or CWA climbing award

To apply Email your CV with a covering letter to:

**hymb@hertfordshire.gov.uk**

For more information phone 01992 628403 or see our website at **www.hymb.com**



**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**



**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 some seasonal vacancies for a number of instructors to deliver various sailing, powerboating, rowing and windsurfing courses at our boat stations in **London** and in **Rosyth, Scotland**, starting in **spring/summer 2014**.

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



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 Instructor required**

Friendly South of France based training centre seeks Powerboat/ Cruising Instructor for summer season. Ideally PW instructor qualified also.

Would need to be capable of instructing on a variety of vessels. Opportunities available for advancement and further training.

Please apply with CV and references to Phil Godwin: **info@oceanpro.co.uk**  
Tel 00 33 (0)685 97 22 91  
**www.oceanpro.co.uk**



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**simon.winkley@gmail.com**



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/sailing-jobs**

