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...world leaders in marine electronics.

We are pleased to confirm that Raymarine are continuing to demonstrate their support of our training programmes. Last year's discounts on equipment are still available to RYA practical training centres worldwide throughout 2007.

The terms of the offer:

Discount	45% off current product price list
Eligibility	Powerboat, sail cruising and motor cruising centres
Products	All products installed in a vessel
Limit	£3,000 RRP total purchase (net of VAT)
Source	Raymarine approved service dealers
Requirement	Installed by Raymarine service dealer on vessels primarily used for training purposes
Exclusion	Installation costs

Raymarine service dealers have been advised of this offer. When placing your order with your local dealer, please quote your RYA account number. Visit www.raymarine.com to locate your local service dealer and price lists.

Welcome

It's your **Wavelength** – what do you want to see? Please send any ideas, comments or articles for the next edition by September 3 to jane.hall@rya.org.uk

The new Basic Navigation course

The RYA's new Basic Navigation course will be launched in September and aims to breathe new life into navigation training for a wider audience. This is a major initiative for RYA Training which we hope will attract thousands of boat users.

James Stevens explains the thinking behind the course and how it will affect you.

The current programme of shorebased courses has been running since 1972. Currently around 22,000 people take one of the courses each year.

As with all our schemes, the shorebased courses are reviewed periodically to ensure they are up to date. However, to take into account changes in the needs of our students, I felt it was time to take a whole new approach.

Why introduce a new course?

Firstly, potential students are generally cash-rich but time-poor. The current decline in night school attendance is not purely down to a lack of government funding – people

find it increasingly difficult to commit to a long stint of evening classes. They would rather crack the subject in a more manageable timescale. Our experience with the powerboat and dinghy sailing schemes, and more recently with the Start Yachting course, shows that the two-day course format is highly successful.

Secondly, navigation techniques are changing. We can now assume that our GPS will work and it can therefore be at the heart of how we teach navigation, rather than being an 'add-on' subject. Electronic navigation, including the use of the electronic chart plotter, is central to the new course.

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The new Basic Navigation course

Who is it for?

We are aiming to introduce a whole new group of boat users to RYA training, including anyone new to boating; powerboaters, sea anglers, divers, boatmasters, experienced dinghy and keelboat sailors and inshore racers.

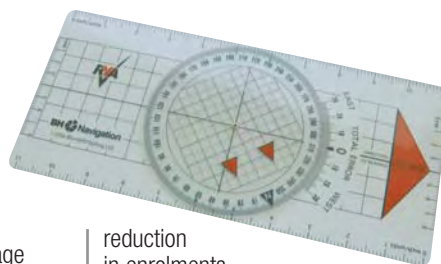
There is sometimes a perception that our existing shorebased courses are aimed at sailors rather than motor boaters. This new course will have equal emphasis on both sectors. Widening our audience is good, not only for the training centres, but also for strengthening our argument for voluntary training.

What does the course cover?

The syllabus will include:

- charts and publications
- safety, including engine checks
- buoyage
- tidal awareness
- visual navigation and pilotage
- rules of the road
- electronic navigation
- anchoring
- weather forecasts
- passage planning

There will be no end-of-course exam as assessment of the students' learning will take place throughout.



reduction in enrolments for the Day Skipper course as the two-day format appears more attractive. Having said that, when we introduced the Start Yachting course there was coinciding increase in Competent Crew courses. Hopefully, your students will be so enthused by the shorter course, that they will want to study the subject in more depth and go on to take a Day Skipper course. Only time will tell.

We don't envisage any impact on the shorebased Coastal Skipper/ Yachtmaster® Offshore course.

Obviously, centres offering evening classes will need to adapt their programmes. The new course doesn't have to be taught over two days – it can be a series of shorter sessions totalling 16 hours. The important thing to remember is that shorter courses

generally result in an increase in the total number of training days.

Who can run it?

All our existing recognised shorebased training centres will automatically become recognised to run the course. The process for training shorebased instructors won't change and it will still be possible for Powerboat Trainers to train as shorebased instructors in order to teach up to the Day Skipper course.

If you run a shorebased centre and will be offering the Basic Navigation course, you need do nothing yet. We will keep you all informed of progress and let you know when course packs are available.

If you wish to apply for recognition to run shorebased courses, an application form can be downloaded from the web at www.rya.org.uk/WorkingWithUs/trainingcentres. Go to the 'Setting up a centre' section on the left of the screen.

© Rockley Watersports/Roger Turner



Principals' conference

The RYA Principals' Conference for powerboat, dinghy, windsurfing and PW centres took place at a new venue in Watford over the weekend of February 17 and 18.

On Saturday there was an entertaining presentation from Stephen Park, RYA Olympic Manager, on Skandia Team GBR's preparations for the 2008 Olympics in China. Following this, Professor Mike Tipton addressed the conference on the subject of cold water shock and hypothermia, cramming a great deal of useful technical information on the subject between very amusing anecdotes.

The conference then participated in a series of workshops. The discussion workshops were probably too short for the majority of people but, despite this, a great deal of feedback was produced. There were some valuable suggestions and the ideas produced are briefly summarised below.

As usual these notes reflect the views

expressed in the workshops, not necessarily RYA policy or the current situation.

Powerboat and PW workshops

Guidance for PW principals and inspectors, and learning from incidents

- It would be beneficial for Inspectors to attend a PW course to better understand the scheme requirements.
- New principals could be given guidance by a PW Trainer or RDO before the initial application is processed.
- Perhaps create a list of key questions for the Inspector to ask.

Powerboat instructor pre-entry

- It was felt that some form of pre-entry should be considered. This would better prepare candidates for the Instructor course.
- Suggested ratio of max 1:6 with a half to one day duration.

RYA Wavelength

Wavelength is published twice yearly by the Royal Yachting Association (RYA) and distributed free to all RYA-registered instructors. Views expressed do not necessarily represent the policy of the RYA.

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Copy deadline for the next issue: September 3

The format of the course and teaching materials lend themselves to distance learning, as well as learning in the classroom. Looking to the future we are also considering how the course can be adapted for e-learning.

What's in the student pack?

The student will receive a chart, question paper, course handbook, a CD and a newly designed plotter based on the RYA's Portland Plotter.

The new plotter is easy to use, smaller (30cm in length) and made of lightweight plastic. Initially it will only be sold as part of the students' course pack. However, from 2008 it may be available to buy separately.

How will it impact on existing shorebased courses?

We would naturally expect a

Editorial: Get out more, it's official

Last November the Department for Education and Skills announced its Manifesto for Learning Outside the Classroom, a Ruth Kelly initiative with the aim of getting the nation's children off their backsides.

The manifesto is published on the DES website and informs us that every young person should experience learning outside the classroom, and that we should fully encourage teaching and non-teaching staff to explore different approaches to learning.

The Government does not arrive at these conclusions by chance. Before publication there were "scoping workshops with stakeholders" and a public consultation to gather views from educationalists and providers of outdoor activities.

Unfortunately, nowhere in the



document could I find out how these aims are going to be achieved. Back in the 1970s, the Labour Government had no doubt how to deliver outdoor learning. Local Authorities were told to build outdoor activities centres. These were constructed, equipped and staffed entirely by public funding and running one of these centres was considered a

good career move for teachers with an interest in outdoor activities. In 2007, many are under threat of closure and pressured to earn income commercially to justify their existence. Beleaguered heads of centres, which are staffed and equipped to teach sailing and canoeing to children in term time, are expected to compete with commercial leisure facilities. Financial targets are set by cash strapped local authorities who see closure of outdoor centres as a relatively painless way of saving money.

It is blindingly obvious that our children should have access to outdoor activities from environmental science to sport, and that this comes at a cost and a certain amount of risk.

Currently when pupils are taken out of school on trips, a risk assessment has to be approved which goes into trivial hazards such as getting on and off a bus. The Government should trust teachers and recognise that

part of the importance of outdoor activities is that they come with a risk. Most parents accept that some children only learn from experience and in the sport of sailing that might involve getting wet or clipped on the head by a Pico boom.

Encouragingly, the head of the Health and Safety Executive has recently stated that he understands the importance of risk activities. The DES understands also, but we are a long way off providing every child with the kind of activities to which this manifesto aspires. There can be few higher priorities for a nation than the mental and physical health of our children.

James Stevens
Training Manager and Chief Examiner

This article appeared in the April issue of Practical Boat Owner Magazine.

- Any weaknesses would be identified and an action plan given before attending the instructor course.

Windsurfing workshops

Proposals for the revision of the Youth Windsurfing Scheme

- Adopt the terminology and coaching methodology from the revised National Scheme
- Keep skills and racing tuition separate, but use racing as a coaching medium wherever it is useful.
- Use a set of skills (not possession of a certain RYA certificate) as the entry requirement for the racing courses.

Review of the age requirements for becoming a windsurfing instructor

Reasons to make changes:

- To achieve parity with other RYA schemes – simplicity is desirable
- To provide progression for young people within T15 and clubs
- It makes good business sense.

Considerations:

- Employers' and vicarious liability
- What is an appropriate age for intermediate instructor? (SI is 18)
- Is there a problem with AALA licensing and signing health declarations for U18s?

Combined dinghy and windsurfing workshop:

Assistant Instructor training – Dinghy and Windsurfing

- Should there be a minimum age? Currently there is none. Powerboat Level 2 and First Aid might be desirable?
- Could we define the role more clearly, in terms of supervision and site specific nature?
- The course should be capable of being run over a flexible time period/modules, not just 2 days.
- Put more, and clearer, material in G14 on how to run the course.
- AI is a good award for recruiting instructors.
- Some concerns about tuition ratios: can stretch an AI if too many students.

Dinghy workshop

The future shape of the RYA Dinghy Method was considered by four groups. Their feedback and views are summarised as follows. Some groups experienced difficulty agreeing on very much of the detail!

- Produce a minimal generic Method with less jargon. Do not complicate the existing system.
- Could we alter the way we run an instructor course, but leave the Method as it is?
- Could have two Method flow

diagrams, one for double-handed and one for single-handed dinghies.

- Get rid of 'Joyride' or 'Familiarisation' (inappropriate for singlehanders.)
- Use mental rehearsal/imagery instead of land drills.
- Can we have a more visually attractive flow diagram, please?
- Could we moderate each course in both double and single-handers? Currently most seem to moderate land drills and double handed Method only.
- If possible, expose instructors to a range of boats during training.
- Lots of people, particularly young people, learn in singlehanders: emphasise the powerboat skills of the instructor, and coaching from a powerboat. Those teaching single-handers are often without direct supervision. Is Level 2 adequate on its own?
- Pre-entry or training course – could emphasise ability to adapt skills to different boats more.
- The advanced modules have eroded the standard of instructor candidates – we must not let the standard get lower. Pre-entry test is now too easy, too.
- Could instructors be asked to work in different centres before revalidating?

Discount on small vessel fees

We are now offering RYA training centres a 10% discount on the MCA SCV annual owner/agent's inspection and payment notice for small commercial vessels certified by the RYA.

Centres will be advised of this discount when they receive their MCA SCV annual notice and proforma invoice.

Any queries regarding the certification of boats for the MCA's codes of practice, please contact our Technical Department on 0845 345 0383 or email technical@rya.org.uk.

Moving address

Please do remember to inform the RYA if you move or change telephone numbers.

With 24,000 instructors on the database, keeping track of everybody is a mammoth task. Email training@rya.org.uk

Instructor matchmaking service

With the imminent launch of forums on the RYA website, by popular demand it will be possible for RYA instructors to advertise their availability for work. Training centres, clubs and local authorities will also be able to advertise their vacancies.

The forums, which will also allow RYA



members to share personal knowledge and experiences, and introduce boat owners to potential crew, will be free to use, open only to personal members of the RYA to post to, but available for all site visitors to view.

The forums are due to launch in mid May and will feature forums for people available and people wanted. These broad areas will cover everyone from instructors to crew, but it is envisaged that the areas will be soon split into the individual communities that we see are using them.

Jake Frith, RYA Web Editor said: "An online notice board area for instructor jobs has been long overdue. Watersports professionals worldwide are increasingly looking to the RYA to facilitate

their ongoing career progression as well as provide the qualifications framework they work within. There is no better advertisement for RYA training than the range of exciting job opportunities available to those holding RYA qualifications, and this area of the site will soon come to showcase these opportunities. The forums have been 'locked down' to RYA members only so that we will hold records for all those who post. The aim of this, as well as providing yet another benefit for personal membership, is to help prevent the forums degenerating into the unconstructive or off-topic debates which have been the downfall of many web forums before us."

Look out for the Forums button appearing soon on the top line of the RYA website!

Boatmasters

Under the new MCA regulations, certain classes of Boatmaster must hold sea survival and first aid qualifications. The MCA have confirmed that the RYA's Basic Sea Survival and First Aid certificates comply with this requirement

First Aid manuals

When running first aid courses, the Red Cross/St Johns Ambulance First Aid Manual must be available for all students to use during the course and take away.

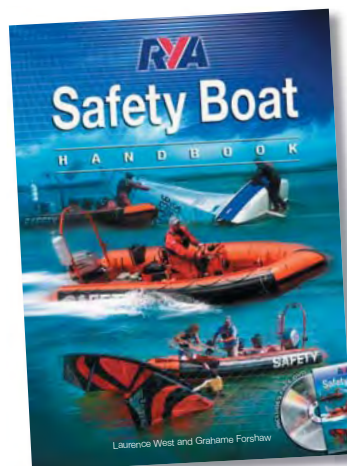
New Safety Boat Handbook

The new Safety Boat Handbook is a heavily illustrated guide to the basic skills required to provide safety cover for everything from novice windsurfers to fleets of racing dinghies.

There is advice on laying marks, recovering heavy swimmers from the water and the role of the safety boat in outdoor education centres, as well as a brief introduction to dealing with kite surfers in need of assistance.

The book includes a DVD with a range of practical demonstrations, which can be used for teaching or for personal reference.

Priced at £8.99, G16/07 is essential reading for all instructors and coaches, and should be on the bookshelf of every club and training centre.



Manning levels

At present, the new MCA code (MGN280) requires all commercial boats to have two people deemed responsible for the boat. We have sought an exemption from the MCA for RYA training courses. We are also seeking to change MGN 280 so that the existing manning requirements apply in the new code for all vessels operating in Category 6, 5, 4 and 3.

The RYA's reasons for requesting this exemption were as follows:

The RYA considers training centre vessels to be considerably safer than most commercial vessels because:

1. The skipper, as well as holding a commercially endorsed Yachtmaster® qualification, has received additional training and assessment as an instructor;
2. The RYA insists that the maximum trainee/instructor ratio is 5:1. There are therefore no more than six persons on board during an RYA course;
3. Nearly all training centre vessels are considerably below 24m.

The MCA have accepted this reasoning provided that RYA guidelines are followed regarding instructor training, qualifications and the limit on teaching ratios of no more than five trainees per instructor.

Course dates

You can find a large and regularly updated list of instructor courses, for all areas of sailing and boating, on the RYA website at www.rya.org.uk

Keep up to date

For information on everything to do with RYA affiliated clubs and classes, read *RYA Briefing*, published three times a year and distributed to all RYA Training Centres.

Proposed smoking restrictions



The Government is currently consulting on its proposed restrictions on smoking on sea going and inland waterway vessels.

Restrictions on smoking in enclosed workplaces, public places and vehicles come into force in England on July 1, 2007. Similar provisions are intended to apply to vessels operating in UK waters, both at sea and on inland waterways.

It is proposed that the regulations will apply to all (passenger and non-passenger) vessels, so long as they come within the scope of the Merchant Shipping Act 1995 and are operating within the 12 mile UK territorial limit (except for ships transiting UK territorial seas and not calling at a UK port). The proposals do not seek to include private vessels not carrying fare paying passengers or employed crew.

It does appear that the proposals will apply to training centres but it is likely that the restriction will only apply to smoking below deck.

Following a meeting with the Department of Transport, they have a better idea of the issues affecting boating, and will keep us informed as the consultation progresses.

We would encourage training centres to respond to the consultation which closes on May 11, 2007. The consultation document can be obtained directly from the Department for Transport's website: www.dft.gov.uk/consultations/open/.

We will be formulating a response which we will put up on the RYA website in due course.

If you wish to contact us regarding these proposals, please email the Legal Department legal@rya.org.uk

RYA Coaching Awards

This year's winners of the prestigious RYA Coaching Awards were presented at the Dinghy Sailing Show on March 3. From a record number of nominations, the winners of 13 categories were chosen. In addition, for the first time, one overall winner was chosen to become RYA Instructor of the Year 2007.

Nominations were made by training centres, clubs, high performance managers and sailors, from many diverse areas of our sports. One thing they all had in common was admiration for the skill, enthusiasm and commitment of the instructors and coaches involved.

The full list of winners is shown below. Some of them are profiled in this edition of *Wavelength*.

Dinghy Instructor:

Lisa Hodge of Somerset Youth and Community Sailing Association

Senior Instructor:

Nic Cross of West Wiltshire Youth Sailing Association

Coach/Assessor:

Robbie Richardson of Peninsula Watersports

Powerboat Instructor:

Terry McFall of Powerboat Training UK

Personal Watercraft:

Rick Lewendon of Whittington Marine

Inland Waterways:

Tom Sowerby of Bisham Abbey Sailing and Navigation School

Under 21 Coach:

Josh Metcalfe, assistant coach for the Welsh National Optimist Squad

Club Coach:

Eddy Shelton of Restronguet Sailing Club

Squad Coach:

Kirsty Bonar, coach of the Laser 4.7 and Optimist National Junior Squads

Windsurfing Instructor:

Dennis Baynard of Leybourne Lake Windsurfing Centre

Team15 Coach:

Marianne Bryan of Roseland Sail and Paddle

Yachtmaster® Instructor:

Julie Proudfoot, a freelance instructor on the south coast



The Award winners

Shorebased Instructor:

Dave Murray of Glaciere Sailing and Diving Centre

RYA Instructor of the Year – overall winner: Nic Cross

Nic has been teaching dinghy courses for Weymouth Sea Cadets (WSC) and West Wilts Youth Sailing Association (WWYS) in Westbury since 1982.

He was nominated for the awards by Helen Martin of WWYS who praised his dedication: "Nic is a real inspiration to both colleagues and students. He has run and organised countless fixtures for the association as well as instructed hundreds of students, all having sung his praises. To add to this, all Nic's time is given on a voluntary unpaid basis. In short, he is an exceptional Instructor"

Do you know a top instructor who deserves an award? Nomination guidelines and a form can be downloaded from the web on www.rya.org.uk/WorkingWithUs



Nic Cross, RYA Instructor of the Year

Damned liars!

Recently a dinghy senior instructor fraudulently applied for an advanced instructor endorsement by completing the details in his logbook himself. When asked for his yellow card he said that he only had a piece of plain paper inserted into his logbook signed off by a coach.

Upon further investigation it was discovered that he had in fact written in the advanced instructor endorsement himself.

The RYA subsequently withdrew several of his instructor qualifications. He may reapply after one year.

The RYA takes the integrity of it's qualifications very seriously; as a general rule the severest possible action is taken in a case of this type.

Personal Watercraft on charter yachts

Over the last twelve months we have experienced a large increase in the number of enquiries from agents and charter yacht captains requesting RYA recognition to run PW courses for their guests. This demand has been fuelled by many overseas authorities requiring certification for PW operators. Often they specifically ask for an RYA certificate. The insurance industry is also keen to see some form of basic training for this client group.

Whilst appropriate for the domestic market and owners of PWs, our current PW course is not entirely suitable for charter yacht guests wishing to use the yacht's machines for short periods of time. It is common practice that guests are already supervised at all times when using PWs and other equipment. However, at present, there is no form of recognised training available. We will therefore be implementing the following plan later in the 2007 season, specifically for use on charter yachts:

- A paired down version of the existing syllabus will be available, with a certificate issued by the charter yacht captain, valid only for the duration of their charter and whilst onboard that specific yacht. The training would take approximately 1 to 1½ hours and would include:



- Layout of a PW
- Controls
- Propulsion and steering system
- Personal equipment
- Essential safety information: kill cord, safe speed, local hazards etc
- Collision avoidance
- Control at slow and high speed
- Re-boarding in deep water

Charter yachts wishing to issue this basic PW certificate would have to become recognised training centres in a similar way to existing RTCs.

The certificate issued following training would be supplied with the RYA Introduction to Personal Watercraft book in the same way that powerboat Level 2 certificates are now packaged.

New standards for buoyancy aids and lifejackets

For some time RYA guidance on the choice of buoyancy aids and lifejackets has been that these should comply with the appropriate level of EN 390 series European Standard. Sailing instructions often refer to these standards as well as the MCA SCV Codes and RYA Guidance Notes for Training Centres. Well, it's all about to change...

ISO, the International Standards Organisation, has just published new international standards for buoyancy aids and lifejackets. We don't have to rush out and buy new kit. The EN marked buoyancy aids and lifejackets are still fine provided they are "in-date", correctly serviced and have not reached the end of their useful life. But when replacing kit you will soon find you are looking at ISO marked equipment.

A summary of the new buoyancy categories is shown below:

Level 50

Example



Label



For competent swimmers near a bank or shore, or with help close at hand. Minimal bulk, but limited use in disturbed water. Cannot be expected to keep the user safe for a long period of time. Insufficient buoyancy to protect those unable to help themselves. Requires active participation by the user. Standards applicable to this level: EN 393 or ISO 12402 – 5.

Level 100

Example



Label



For those in sheltered water, but who may have to wait for rescue. Should not be used in rough conditions. Standards applicable to this level: EN 395 or ISO 12402 – 4.

Level 150

Example



Label



For general offshore and rough weather use. Will turn an unconscious person into a safe position and requires no subsequent action by the user to maintain this position. Standards applicable to this level are EN 396 or ISO 12402 – 3.

Level 275

Example



Label



Primarily for offshore use and by people carrying significant weights, and thus requiring additional buoyancy. Also for those wearing clothing which traps air and which may adversely affect the self-righting capacity of the lifejacket. Designed to ensure the user floats with mouth and nose clear of the surface. Standards applicable to this level: EN 399 or ISO 12402 – 2.

Optional extras

There are a host of optional extras that can be fitted to a lifejacket such as;

- crotch straps to stop the lifejacket riding up over your head
- spray-hood to stop waves and spray entering your mouth
- lights, dye-markers and personal locator beacons to aid location
- harness D ring – for harness attachment to stop you falling off in the first place

Some optional extras such as crotch straps, spray-hoods and lights are really essential to actually keep you alive in the water and aid your location.



Disability awareness training courses

These are aimed at volunteers and staff at sailing sites around the UK that offer sailing to disabled visitors. They are available on a supply and demand basis, with Andy Fell as the main course co-ordinator and trainer.

The courses are free of charge and cover many aspects of the perceived barriers for people with disabilities to experience sailing. They also include

information on communication methods, terminology and moving and handling guidelines.

March 31 – Lyminster, Hampshire

April 14 – Shoreham, Sussex

To book a course contact Andy Fell on andy.fell@btinternet.com.

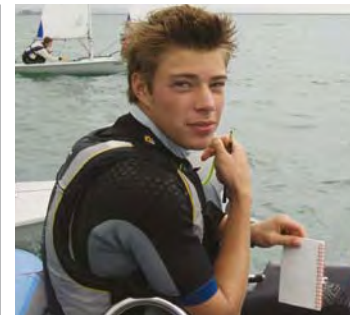
Please also contact Andy if you are interested in future course dates and alternative venues.

Supervising young instructors

The supervision and support available to newly qualified or young instructors through the Senior Instructor is one of the major strengths of the RYA training schemes. The RYA does not differentiate between instructors by age once they have reached the required age for their qualification.

In the case of most of the small craft training schemes, the minimum age is 16, with some increases in age which reflect the level of responsibility or the nature of the task (eg 17 for advanced powerboat instructors).

While employers are free to set their own age limits, some additional support may be expected under health and safety legislation when deploying under 18s. This would often take the form of mentoring in the workplace, and perhaps a little extra care in



selecting suitable students for the instructor to teach.

There is no conflict with the Adventure Activities Licensing Authority (AALA) or other authorities.

For further information see: www.hse.gov.uk/youngpeople or www.aala.org (enter 'employing young persons' in the search box).

Update to the conditions of RYA recognition

From time to time it is necessary for us to review the conditions of recognition to bring them up to date with current practice. These conditions are essentially the contract between training centres and the RYA, so it is important that centre principals read and understand the following changes, which now form part of the application form of RYA recognition.

Administration and equipment (Section 10)

If the centre conducts activities afloat that fall outside the remit of RYA recognition, the centre will exercise all reasonable care and skill and conduct such activities in accordance with best practice and/or established national guidelines.

Publicity (Section 13)

The centre principal undertakes that the centre:

- will only use the RYA's trade marks in accordance with the RYA's instructions and terms of use as issued from time to time. The current RYA trade marks are as set out in the RYA's DVD entitled 'Training centre logo and style sheet' along with the current terms of use;
- will not display or use any RYA trade marks until its RYA recognition is confirmed;
- will not use the RYA's trade marks to advertise any activities other than the specific RYA training for which it is recognised;
- will not do or omit to do anything which will or may damage the image and reputation of the RYA, RYA training or RYA qualifications

or which may otherwise bring the RYA into disrepute.

Conflicts of interest (new setion)

The centre agrees for the duration of its RYA recognition not to endorse, promote or offer a third party's products or services, including but not limited to training programmes for sail and powerboat/motor cruising, which conflict or compete with any RYA trade marks, products or services, including RYA training schemes, without the prior written approval of the RYA.

The full conditions appear in the application form for RYA recognition, the latest version of which can be downloaded from the training centres section of www.rya.org.uk/WorkingWithUs.

Certificate translations

As reported in the last Wavelength we are in the process of producing translations of our major cruising, powerboat and PW qualifications into 14 languages. The first few languages are now ready and downloadable from www.rya.org.uk/KnowledgeBase – on the left hand navigation go to 'boating abroad' and then select 'certificate translations'.

As and when the remaining languages become available, they will be uploaded to the web.

Medicals for commercial endorsements

For your commercial endorsement to be valid, please ensure your medical fitness certificate is in date. There are commonly two types of certificate:

- ENG 1 which lasts for a maximum of two years
- ML5 which lasts for a maximum of five years

If you are over 65 years old, an ML5 Certificate is only valid for one year.

Amendments to the Guidance Notes

A few minor changes which Chief Instructors and Principals should be aware of.

- An increasing number of new designs of dinghy come fitted with righting lines. It can be a great deal easier to balance on the centreboard if these are fitted. A recent 29er incident highlighted the problem, with the helm falling off the centre board several times whilst attempting to keep the boat from inverting onto the crew. Whilst righting lines are not a formal requirement for training dinghies, they can be worth consideration on some classes. However, multihulls should be fitted with righting lines.
- PW centres who do not own their PW should have the craft available during the annual inspection.
- Changes in the standards for personal floatation and lights are reflected in the Notes, but the 'old' standards are still acceptable.
- The role of the assistant instructor has been modified – assistant instructors can be very useful in



- centres offering both windsurfing and dinghy sailing.
- Please check the detailed guidance notes in the powerboat/safety boat section.
- Principals or chief instructors are now expected to sign the insurance declaration on the inspection form.

Eagle-eyed Principals will have noticed last year that the RYA no longer requires a formal risk assessment.

Whilst many centres or employers will still find it necessary to carry out and record such an assessment, RYA inspectors should concentrate on the operating procedures rather than the formal risk assessment.

As usual any changes are highlighted with a line in the margin of the Guidance Notes, which were circulated to all relevant training centres in January with your recognition certificates.

Trapeze harness safety

As many racing sailors will be aware, there is a somewhat nebulous paragraph in the racing rules (Rule 40.2) on the subject of trapeze harnesses.

In order to simplify and clarify the situation in the future, the RYA Technical Department has been working on a draft ISO standard for trapeze harnesses. The standard would stipulate a series of tests for hooks which will release from the harness itself.

These things take some time, but further information will be released when available.

RYA recognition – it's easier than you might think

Gaining RYA recognition can seem like a major hurdle to some organisations, especially clubs run on a voluntary basis. The conditions imposed on training centres may appear unnecessary to smaller scale operations. However, as **Richard Gaskell of Westbere Sailing Opportunities** found, they are simply a reflection of best practice and can help open many doors for you.

Westbere Sailing Opportunities (WSO) started in 2000 as one man's dream to extend the joys of sailing to a wide range of people with disabilities as a recreational and therapeutic experience. It is now a successful Sailability operation which hosted over 1000 visits to its beautiful lakeside site in 2006.

Initially, we were happy simply to be a Sailability Foundation site. Facilities were primitive (no mains power or water, for example) but RYA Sailability came to the rescue, installing a disabled toilet at the entrance to the site, some 350 metres from the water.

This enabled us to operate, but full RYA training centre status seemed an unachievable goal and an unnecessary complication. However, we did realise that it would be an advantage in cementing our relationship with the local authority, from whose special needs schools many of our clients came. It also became clear that other benefits could flow from a fully recognised relationship with the RYA, such as funding, ideas, information and practical support in areas such as CRB administration. It didn't take long to realise that, as well as being

able to offer a wider range of training to our clients, training centre status would also enable us to train our own volunteers much more cost effectively.

Recognition thus became our goal for 2005. From the start, many fears were dispelled. John Weavers, our local Inspector, was a mine of helpful advice and an enthusiastic enabler rather than the authoritarian policeman we had perhaps imagined. Although we had a couple of Senior Instructors within our small band of volunteers, other commitments did not permit their presence at all our recreational sessions. Official advice was therefore sought, and readily gained, so that our very experienced team leaders could take responsibility except when formal training was being run when, naturally, an SI would be in charge.

Much helpful advice was given and the overall review of our own Code of Practice was a valuable audit. In most cases it proved a vindication of how we worked but, where loopholes in best practice were identified, it was comforting to know that simple solutions were easy to implement within very limited budgets.

We now proudly fly our RYA flag in the knowledge that WSO is operating to nationally accepted best practice standards. This is reassuring for us as well as our clients and the schools, clubs and day centres that most of them come from.

If more proof of a successful pudding were necessary, WSO has recently won a significant grant from RYA Sailability to extend our pontoon.



Fuel tanks and batteries should always be strapped down.

Common inspection defects

At this time of year, inspection visits are starting in earnest so it's time to think ahead and make sure your centre is well prepared. Based on the defects highlighted in many of last year's inspection reports, below are some hints to help avoid annoying niggles during your inspection visit.

Have a quick check and ensure you have all these items in hand before your inspector arrives.

General:

- ensure you have correctly qualified staff for the courses you are recognised for, with a Chief Instructor for each discipline qualified to the appropriate level
- ensure your instructors' qualifications are up to date
- complete the shaded parts of the inspection form before the inspector arrives
- check that documents such as safety policies and contact numbers are up to date
- check that your instructors have signed to confirm they understand your safety policy and operating procedures

- batteries should be strapped down
- keep your first aid kits dry – store them off the boat, in the dry with lids off, when not in use
- fit a towing bridle on outboard powered safety boats, and carry sufficient warps
- carry a safety boat anchor at inland venues for lee shore rescues
- check your fuel storage facilities. Take advice locally and avoid a fire risk in the clubhouse
- as hydraulic steering is becoming more common, check for leaks and play in the steering wheel
- some outboard engines can start in gear. Suggest the centre attaches a clear label close to the starting mechanism explaining this
- check that a spare kill cord is carried on board.

Cruising courses:

- complete the Vessel Check List before the inspector arrives
- ensure your fire extinguishers and lifejackets are serviced
- retain a copy of the contract for the use of your vessel (if it's not your own boat)
- make sure the First Aid Manual is carried and the contents of the CAT C first aid kit are in date
- check that the hydrostatic release for a canister liferaft is correctly fitted.

Dinghy courses:

- ensure your dinghy shroud plates are taped
- avoid trapeze (and other) elastic being stored under tension as it rapidly becomes useless. Store it slack, so that it stays tight when in use. Loose trapeze wires are a potentially serious hazard in a capsized dinghy.

Windsurfing courses:

- windsurfing simulators should be available, well maintained and suitable to the levels you are recognised for, with modern equipment being used to aid familiarisation for your students.

Safety boats and powerboat courses:

- fuel tanks should be strapped down



Hilary Lister with skipper Derek Meakings

A day in the life of an OnBoard Development Officer



OnBoard is the RYA's programme developed to introduce children to sailing and windsurfing through links between their schools or youth groups, local sailing clubs and training centres. The aim is to introduce half a million new sailors to the sports over the next 10 years.

Although managed centrally by the RYA, much of the groundwork is carried out by OnBoard Development Officers (ODOs) who are based at training centres and work closely with schools to forge links enabling children to try the sports and, hopefully, stay involved for the long term.

Pip Woods was one of the first ODOs on the team, based at Rockley Watersports in Poole. Here she describes a typical busy day in the life of an ODO.

Morning assembly at a local junior school

Show the children how much fun sailing can be using our Onboard DVD and explain how they can have a go at sailing through their local club. Chat with the head teacher to explain how sailing can be used within the curriculum. Go over risk assessments, safety and what a centre has to go through to gain RYA recognition.

Back to the centre

Book in some sessions with another school for a taster session, followed by further sessions to work through the RYA Youth Sailing Scheme.

Write a letter to all local schools inviting PE teachers to the centre for a free teacher evening where they can do some sailing or windsurfing, have a coffee and a chat about



OnBoard and sailing for schools.

Call a yacht club who have heard about OnBoard and want to get involved. Discuss the principles behind OnBoard, what they need to offer and when they could run sessions, etc. Arrange a meeting to talk through how we can encourage and train the existing volunteers in the club. After this we should be able to confirm details with the committee, sign them up and run through their development plans.

Write up the development plans and check the application from another club before sending it to RYA head office for approval.

Run a training session on the water

I've got 12 students and two teachers from the local school for a taster session – the school are keen to set up a club for after-school sailing. One of the teachers already instructs at his local club.



And finally ... meet with the area Partnership Development Manager

Our PDM has organised a meeting with all the school sport coordinators in Poole. He's asked me to discuss OnBoard – what it can do for students in Poole and what opportunities exist for kids in the local clubs and centres.

Getting involved with OnBoard

When OnBoard comes to your area, we will invite you to a meeting to let you know more. Potentially any recognised dinghy or windsurfing centre or club can be part of OnBoard.

What's important is that you are able to offer taster sessions and more regular opportunities for children to get afloat, either during or outside of school hours. You may already run a junior club that could be developed to incorporate OnBoard, or you might offer courses that can be opened up to a wider audience.

Contact our Sport Development team on 023 8060 4198 for details of your local OnBoard Development Officer.

It's great fun being an ODO – no two days are the same. It may seem like a lot of meetings and admin, and there is certainly a lot of planning and phone calls to be made. However, the job is made easier by being flexible in our approach and working closely with centres and clubs. There have been many challenges along the way, but all seem to be resolved one way or another.

OnBoard is a great scheme and it has been a pleasure to be involved right from the outset, watching it develop as time goes on. I have no doubt that we are making a difference and will achieve what we set out to do in the beginning – get more children into sailing and windsurfing and provide them with an opportunity to participate in a fantastic sport on a regular basis.

There are currently 14 ODOs working around the UK with 58 clubs and training centres signed up to the programme. Since April 2005, 210 schools, 263 teachers and 70 youth groups have taken part in 24,888 learn to sail sessions. It is estimated that we now have 963 new regular sailors.



It is always great to receive your letters to Wavelength. We welcome comments on articles, ideas for future issues and letters about previously un-aired subjects.

What would you like to see in the next edition? Send your ideas, issues or moans to jane.hall@rya.org.uk.

Below are letters received on two thorny subjects...

Problems at modern inner city centres

A letter from Paul Hopkins of Cheshire

Most outdoor coaches watch the forecast longing for windy, sunny days. But there is a group of outdoor coaches that dread hot, settled weather. Inner city watersports centres and those in honeypot sites close to urban areas have to contend with a whole host of different challenges from a regular centre.

I have worked at a number of these centres. As a windsurfing and sailing SI, I have had to deal with staff having bricks launched at them, threatened with their lives, and even human faeces thrown at them. So, why work at such a centre? The answer is simple: to introduce young people to watersports who would not normally get a chance to take part in the sports we love.

Our SI training teaches us how to

debrief unruly instructors, but didn't prepare me for 20 youths behaving anti-socially at the waterfront. Maybe the reason why the problems aren't covered in the SI course is because the people who wrote and deliver the course are out of touch with what is happening at inner city centres?

You may be lucky and succeed in moving the youths on with a polite request. However, if they persist with their behaviour you will have to decide if your students are at risk. As an instructor you have a duty of care to protect them from danger, so you should consider moving them inside or to another area of the water.

If it is necessary to call 999, tell the operator if any of the group has threatened violence or if they have weapons. If the police have all the information they will prioritise your call for a quicker response.

If this is a common problem at your centre, why not set up meetings with the police and other water user groups. Together, hopefully, you can come up with an action plan to make your piece of water a safer place for all.

Response from David Ritchie, National Sailing Coach:

Having worked at centres such as this myself, I am aware of both the rewards and demands of such a



job. The RYA SI course has always covered generic material on the understanding that all centres will do centre-specific training, starting with their operating procedures.

There is no doubt that watersports can make a vital contribution to the lives of young people in inner city areas.

Please be kind to our mooring buoys

Allan McDowall, Chairman of The Nautical Institute's Solent branch, makes a plea on behalf of vulnerable mooring buoys.

Most mooring buoys are of the Norfloat or Hippo vinyl type. Both are easily destroyed by lassoing as they are designed to support their own buoyancy, not the weight of a yacht. If lassoed in a current or strong wind, the eye pulls out of the bottom and the buoy floats away.

Hythe Southampton Sailing Club lost three last year, Calshot lost two and the Royal Southampton Yacht Club lost one just last weekend.

Yachting schools, please do not lasso

mooring buoys. Otherwise, we shall have to use old lorry wheels, which are difficult to see at night and look 'steptoe'.

Also, please do not double up on exposed moorings or practice going alongside a boat on a mooring. Both manoeuvres lead to damage, especially if there is a foresail set.

Response from James Stevens, Training Manager:

As well as the points that Allan raises, it is also important that training centres always seek permission from the owner of the mooring before using it for mooring practice.

Brighten up your walls

From time to time we send out posters to training centres advertising our various courses. These are available to centres at any time and can help brighten up a dreary noticeboard and encourage your students to take further courses.

You can now order these posters online by going to www.rya.org.uk/WorkingWithUs/trainingcentres.

Posters are available for the following courses:

- Motor cruising
- Sail cruising
- Powerboating and personal watercraft
- Inland waterways
- Windsurfing
- Dinghy sailing – youth and national sailing scheme
- Windsurfing pathways poster – see page 25

Please note, these posters are only available to recognised training centres.



Guidance for inspectors

You will all be relatively new to the revised Guidance Notes for UK Training Centres (January 2007). These notes were re-written in the interests of clarity, with a great deal of feedback from Principals, instructors and inspectors.

There are four particular changes to highlight:

- In certain circumstances the appointed sailing or windsurfing SI can delegate to an instructor, though they still carry responsibility for the centre. This can only happen with a single sailing or windsurfing group afloat.
- The tuition ratios for 'taster sessions' can be varied if appropriate.
- SIs are encouraged to give appropriate training to regular unqualified helpers, enabling them to become assistant instructors. Whereas assistant instructors count in the tuition ratios, unqualified helpers do not.

- The RYA no longer requires a formal risk assessment to be carried out as part of a centre's supporting paperwork.

You will have noticed that many risk assessment documents are too lengthy and detailed to be of much use day-to-day. Therefore, as most of the risks in sailing, windsurfing and powerboating are generic, a short operating procedure is considered to be a more effective way of recording how the centre works. This should ideally be a document which could be given to an instructor new to the venue. Once reading it, they should be aware of how the basics are done, but would still perhaps require a further induction into where things are and a who's who.

Please do not hesitate to contact us if you require any further information prior to or post inspections.

Examining the examiners – three years on

It is now nearly three years since the MCA/RYA advanced powerboat certificate of competence came into existence. In order to ensure that there were sufficient examiners to cover the initial demand, a number of Powerboat Trainers were appointed as Advanced Powerboat Examiners.

During the next twelve months we will be introducing examiner updates in line with the current system for Yachtmaster® examiners. This ensures the integrity of the examination process with both the RYA and MCA.

If you are an examiner you will receive a list of dates and venues, and will be required to attend an update by the end of 2008 in order to be reappointed as an examiner in the future. This change does not affect

your current status and you may continue to examine unless you are specifically told not to.

Please note the following:

- In future, examiners will need to attend an update on a five yearly basis.
- The examiners' update cannot be combined with the trainers' update.
- If you are a Yachtmaster® Examiner (power) you will not be required to attend the advanced powerboat examiner update.

In future, new advanced powerboat examiners will only be appointed following successful completion of a practical assessment.

There is no need for you to do anything at the moment. We will contact you in due course.

Running a course?

If you or your centre are running instructor courses, please advise us of the dates once they are authorised by the Regional Coach/RDO

Instructor courses – who asks for authorisation?

Recently a few courses have been authorised very late. This was because the Trainer or Coach had wrongly assumed that the host club had contacted the Regional Coach/RDO.

On one occasion this resulted in two

small courses running next door to each other at the same time.

As a Coach or Trainer it is your responsibility to ask for authorisation. Please do not rely on third hand information from the host centre or club.

RYA Personal Watercraft Instructor of the Year

Rick Lewendon

Rick, who has only been teaching Personal Watercraft courses for a year, was nominated for this award by Whittington Marine's Darrell Hardey.

Darrell comments "Rick has been a consistently great instructor whose enthusiasm for his job has put so many of his apprehensive students at ease, allowing them to achieve great things. He is a wonderful ambassador for the RYA and personal watercraft usage."



RYA Powerboat Instructor of the Year

Terry McFall

Terry has been teaching powerboating in Poole harbour for nearly eight years. He was nominated for the awards by Powerboat Training UK's Paul Glatzel.

Paul comments "Terry epitomises the perfect RYA instructor. He is highly knowledgeable and competent, professional and safe, whilst his students see him as hugely reassuring and his course fun,



challenging and always surpassing their expectations."

Power

Is my compass accurate?

If it isn't, how do you know and what should you do?

With the intermediate and advanced powerboat courses becoming more popular, we are often asked about the accuracy of the steering compass. Here is some sound advice to consider when using a compass on a small high speed boat.

The degree of accuracy required when navigating a small craft at speed is the same as for a cruising yacht travelling at a more leisurely pace. However, the faster you are going the quicker things can go wrong! It can be argued that asking the helm to steer a course of 083° magnetic would be OK, but consider the constraints of the steering compass – most only have 5° graduations. If it did have 1° graduations, at speed the helm would forever be correcting his course and possibly be paying less attention to keeping a good lookout.



In theory we should be aiming to steer as accurately as possible. However, in practice at speed, maintaining a course of +/- 2° is good.

Compasses on small fast craft are notorious for being less accurate than desired. The main cause of this is the increasing amount of electronic and other gadgetry being squeezed on to a small console, resulting in the poor old compass suffering from deviation. In addition, various other personal items often get placed near to the compass, compounding the problem. One instructor I know always attaches his handheld VHF radio to the grab handle on the port side of the RIB, whilst his colleague places his radio on the starboard side. Confused? Well if you're not then the compass sure is!

Many training centres have their compasses swung on a regular basis. Others rely on deviation cards. Most just accept that the compass is possibly out and use a hand bearing

compass as confirmation of just that. Here are a few tips for overcoming the inevitable compass deviation on a small fast craft:

- Buy the best quality steering compass that funds will allow.
- If it's a good quality instrument, consider having it swung professionally.
- If possible, keep all electronic and other kit away from the compass.
- Once you are happy that all permanent kit is in place, test the accuracy of the compass in relation to a hand bearing compass strategically placed in another part of the boat, far from external influences. Try this in lots of directions and, if there is significant deviation, consider creating a deviation card.
- Compare the steering compass to the one on the GPS which, if fitted to the console, is probably contributing to the deviation anyway!
- When undertaking a passage, confirm regularly that the course

New Powerboat Instructor Handbook

The new edition of the RYA Powerboat Handbook is nearing completion and will be out in the summer.

This is a total re-write of the previous version published in 1997. It covers student learning styles, methods of instruction, how to give effective feedback and specific guidance on teaching the different elements of the powerboat syllabus.

Included with the book will be a CD containing many useful resources and additional background material not included in the text of the book.

Written by Clive Grant and Colin Ridley, it contains top tips for new instructors as well as useful reminders for more experienced instructors and trainers.

being steered by the helm is the one required. This can be checked by using the hand bearing compass from a safe place on the boat.

- Resist the temptation to place random kit near to the steering compass as this may induce an unexpected error not calculated for in your passage plan.

Unfortunately, in small fast craft, there is no perfect solution to this difficult problem. However, by being aware of the situation, applying the advice above and continually assessing the accuracy, you will reduce the impact of this error.

ICCs for PWs

Having received many requests, the RYA has responded to the demand for the issue of an International Certificate of Competence (ICC) for holders of the Personal Watercraft Proficiency certificate.

If you hold a PW proficiency certificate you may now apply for an ICC in the same way that you would for a boat. With the application form you will need to send:

- a passport photograph
- a photocopy of your PW certificate
- the appropriate fee (currently £38 or free to RYA members)

Remember all ICC applications are free to RYA members, so why not complete the membership section and not only benefit from a free ICC but also receive regular copies of the RYA magazine and other membership offers.

ICC application forms can be obtained by calling the certification department on 0845 345 0377 or can be downloaded from the web at www.rya.org.uk/KnowledgeBase/boatingabroad/icc

Don't forget, if you are travelling abroad, translations of the PW certificate are available. See page 7

RYA Inland Waterways Instructor of the Year

Tom Sowerby

Tom has been teaching Inland Waterways courses on and around the Thames for seven years.

He was nominated for the awards by Bisham Abbey Sailing and Navigation School's Roy May who comments: "Tom is a real credit to our school and receives nothing but praise from his students. Through gentle and patient coaching with appropriate good humour he enables them to achieve goals beyond their own expectations"



Learning from accidents

Fortunately, accidents at RYA training centres are few and far between. However, when they do occur it is essential that we all benefit from the lessons arising from the investigation that follows. Unfortunately, there have been a couple of notable accidents in recent months that have resulted in formal investigations and substantial penalties for the instructors involved.

When pacing goes wrong



At the end of a safety boat course, an instructor devised his own session which required two boats to play follow the leader. The lead boat was a Jeanneau Rigiflex Newmatic 400

powered by a single 20hp outboard. On board were the powerboat instructor and three students. The following boat was a 5.25m Osprey Viper RIB with a 75hp outboard. On board were four students.

No formal briefing was given. The instructor simply beckoned the larger RIB, using hand signals, to follow and get as close as possible to the stern of the smaller, leading boat. This resulted in the two boats coming into contact and the engine on the lead boat becoming dislodged.

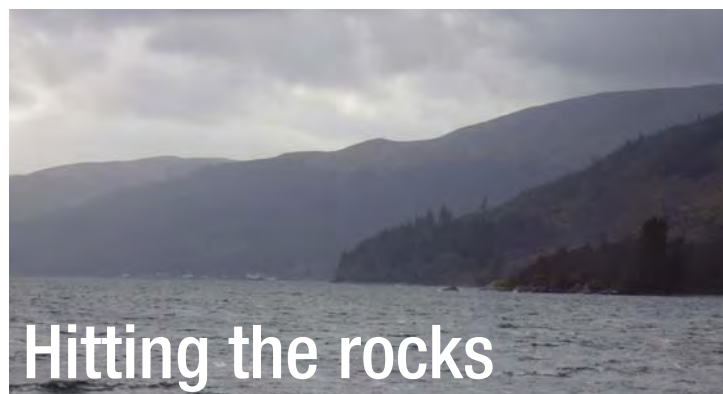
Having reattached the engine, the exercise continued at high speed. The next time that the boats were in collision, the lead boat capsized losing all overboard. All but one of the following boat's crew were also thrown into the water. Fortunately, the only injury sustained was to the instructor, who broke his leg.



This was a very serious incident and, following a formal investigation, a disciplinary panel was convened. The panel concluded that the accident was caused by the instructor conducting an inappropriate and reckless exercise with insufficient regard for the safety of the students. The instructor's qualification has been withdrawn.

So, what can we learn?

- Instructors are reminded to keep to the RYA syllabus and not introduce their own exercises into their teaching programme.
- Pacing and driving powerboats in close proximity of each other is not to be carried out at RYA training centres.
- The Safety Boat course syllabus includes pacing alongside sailing dinghies for the purpose of giving instructions and coaching. Again, it should not be practiced using two powerboats.
- Each session should have a clear aim and safety precautions should be explained before the task.



Hitting the rocks

The second incident occurred whilst an advanced instructor was conducting a night navigation exercise on an advanced powerboat course. The students had already completed other courses with the instructor and arranged to do this course on their own boat.

The course was progressing well until the night navigation passage, when the boat struck a well charted rock, resulting in injuries to the crew and severe damage to the vessel.

Once again, the RYA was obliged to instigate a formal investigation and, on this occasion, so did the Maritime

and Coastguard Agency (MCA). A disciplinary panel was convened by the RYA/MCA Yachtmaster® Qualification Panel to consider the competence of the instructor. The panel concluded that the instructor showed incompetence as both a skipper and instructor prior to the accident. His RYA advanced powerboat qualification has been withdrawn, along with his RYA advanced powerboat instructor qualification.

To regain the qualifications he may retake the advanced powerboat examination after 6 months. Having

So, what can we learn?

- When carrying out own boat tuition, please ensure that you are fully familiar with the type and size of craft.
- Maintain a good lookout at all times, by all means necessary.
- Maintain a safe speed, according to the prevailing conditions.
- Make the owner aware that they need to advise the boat's insurers that the vessel will be used for tuition.
- Avoid charted hazards. Check passage plans and suggest safer routes if necessary.
- Make sure that, as an instructor, you are working within your capability. Remember, your students will look to you for guidance based on your experience.

successfully completed this assessment, he may attend a two day advanced powerboat instructor course and, if successful, he will regain his advanced powerboat instructor qualification.

These two incidents, whilst rare, highlight the need to consider all eventualities before setting exercises for students.

On both of these occasions the RYA co-operated with the Marine Accident Investigation Branch (MAIB) who decided that they would use the RYA investigation instead of commissioning their own. The MAIB may also publish their recommendations in the future.



Paul Mara
Chief Powerboat Instructor

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Conference roundup

The usual round of conferences took place over the winter, giving shorebased and practical instructors the chance to catch up with developments in RYA training. The turnout was great and it was encouraging to see so many instructors taking such an active part in the RYA programmes.

So, how's it going?

The cruising scheme has been levelling off in its growth over the last year. As a whole, the number of certificates issued was broadly the same as the past two years.

The sales of shorebased course packs from the RYA were about 4% down last year mainly due to night schools being affected by the lack of funding from the Learning Skills Council. Night school courses vary in cost from £120 to £320. We are expecting a fall in enrolments again this year.

Overall, it was felt that, although the figures are down around the country, it hasn't put off those who really want to take a course and it is likely that the commercial centres are benefiting as night schools start to match commercial prices.

The number of certificates of competence issued has remained static, with about 60-70% being commercially endorsed. See figure 1

Sales of non-tidal motor cruising certificates dipped last year, maybe due to the increase in ICC courses being run in the Mediterranean. The RYA recommends that centres run Day Skipper courses instead of the ICC as this introduces people to RYA training courses. See figure 2

The sail cruising scheme is healthy with the introduction of the Start Yachting course. The good news is that this course hasn't impacted on Competent Crew courses which are, in fact, on the up. Hopefully, this will result in more people doing Day Skipper courses this year. See figure 3

Coastal Skipper courses have a very low take up. It would be good to see fast track courses concentrating on giving skills to get crews to complete their passages without the instructor and after a Coastal Skipper course.

The Yachtmaster® Ocean shorebased course will be reviewed over the next

Figure 1. Certificates of competence

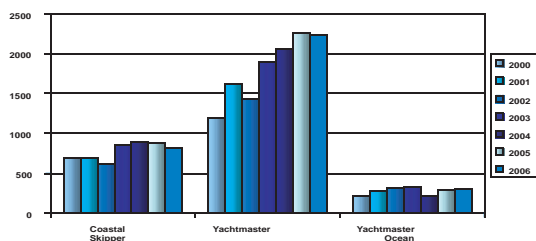
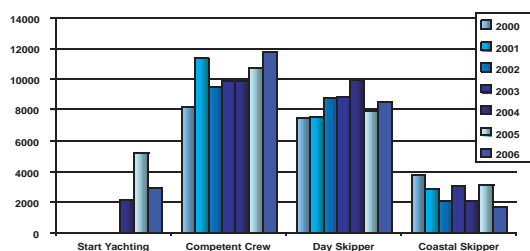


Figure 3. Sail cruising certificates



few years. It is felt that more instructor and student support is required along with improved literature. Any major changes to the Ocean course will have to gain approval from the MCA and Yachtmaster® Qualification Panel. See figure 4

Training centre guidance notes

The Recognition Guidance Notes (RGN1) have been revised. Please read them! There is also a new training vessel checklist which is two pages instead of the previous four, which applies to all vessels in the cruising schemes. The intention is that the same standards apply to all vessels, whether in the UK or overseas. The checklist should be filled out before the inspector arrives.

Food hygiene

Food hygiene regulations have changed and practical centres are advised to look at the RYA website to see how these changes affect them. You will find a series of documents including information about the risks involved and '10 top tips' for avoiding problems. For further details see www.rya.org.uk/WorkingWithUs/trainingcentres/Foodhygiene

Motor cruising experience days

These experience days for instructors have been very successful in introducing aspects of motor cruiser handling and manoeuvring and subjects such as GPS. They have helped our shorebased and sailing instructors to gain a better understanding of motor cruising. We

Figure 2. Motor cruising certificates

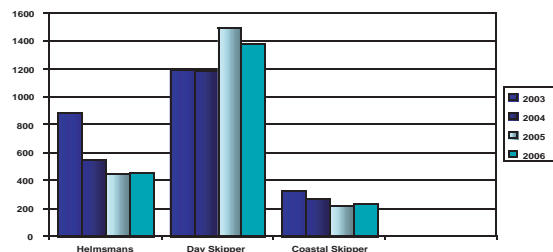
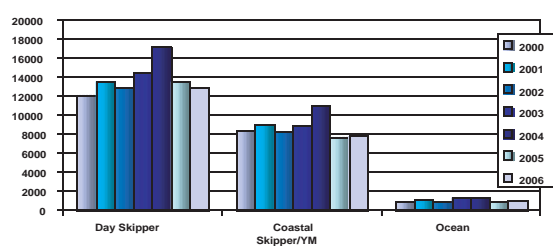


Figure 4. Shorebased certificates



are looking into running catamaran experience days in the future.

Sea survival conference

A sea survival conference will be held at the RNLi in Poole on October 13, 2007. It will be an opportunity for sea survival instructors to be updated with new standards for safety equipment.

Logbook and handbook updates

The G27 instructors handbook and the G15 and G18 logbooks will be revised during the summer of 2007.

RYA coaching awards

The Yachtmaster® Instructor and Shorebased Instructor of the Year awards were announced at the RYA Raymarine Conference in January. This year's winners were Julie Proudfoot and Dave Murray from Liverpool.

Discussion workshops

The two discussion topics that were generic to both shorebased and practical conferences were:

- Should there be a tidal conversion course for holders of non-tidal course completion certificates? Delegates felt there should be a conversion course lasting about two days.
- Are changes required to the syllabi following the MAIB report on the delivery skipper who was lost overboard? Delegates decided that no changes are required following the MAIB report.

Shorebased papers 2006/7

General consensus is that students and shorebased instructors like the new charts. Any amendments to the almanac and papers are available on the website in the instructor resources section of 'Working with us'.

There is an intention to update the training slides by putting illustrations from RYA publications on the web for all to use. However, this will take time to negotiate and organise.

New Basic Navigation Course

This new course will be available from September 2007 and can be run over two days (16 hours). See front page for further details.



Simon Jinks
Chief Cruising Instructor

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Changes to instructor handbook (G27)

The RYA sail and motor cruising logbooks will be revised this summer along with corresponding changes to the instructor handbook. Some of the revisions are shown below.

What courses can I teach?

Taking on board recommendations from the discussion groups at the RYA instructors' conferences, we will now recommend that when teaching at an RYA training centre, instructors teach to the following levels of course:

- RYA Cruising Instructors teach up to Day Skipper practical
- RYA Yachtmaster® Instructors teach up to Coastal Skipper practical
- RYA Yachtmaster® Instructors teach preparation courses for RYA/MCA Coastal Skipper and Yachtmaster® examinations

Instructor course retakes

We are introducing a system for retakes of instructor courses. If a partial retake is required on any subject, candidates will be able to have two opportunities to pass before having to retake the whole course. There will of course be candidates required to retake the whole

course again after the initial course, if it is thought necessary. Candidates presently in the process of a partial retake will start their two opportunities with immediate effect.

Updating

Both sail and power instructors must attend an updating course at least every five years to retain their qualification. Cruising instructors can either retake their cruising instructors course at a training centre or attend an RYA-run update. The instructor endorsement can be valid for up to five years, at the discretion of the RYA.

The function of the update is not primarily assessment, but if there is some doubt about your ability to instruct to RYA standards, you may be asked to attend a further reassessment. This is sometimes apparent if you have done little active instruction leading up to the update. Instructors who are likely to upset their crews, or who are unable to

demonstrate sufficient ability, may be failed.

The update will look at the syllabi for practical courses in the logbook and discuss methods of teaching skippers and crews. It will also give the opportunity for all candidates to demonstrate and teach the practical aspects of an RYA course. You will be informed of proposed alterations to the syllabus and the administration of the scheme.

Course eligibility and retirement

All RYA instructors working commercially require a basic sea survival certificate (RYA or STCW 95 equivalent) and a valid medical fitness certificate (ML5, ENG1 or a medical issued by a national maritime authority).

Due to the arduous nature of practical training afloat, the recommended retirement age is 70. Instructors over 70, wishing to continue will be

required to update every two years. All instructors will update in their 72nd year and then two yearly thereafter.

Potential instructors can attend an instructor course before they are 65. Any RYA cruising instructor can attend a Yachtmaster® instructor course if they are over 65. All existing RYA instructors can attend a power or sail instructor conversion course if they are over 65 years old.

Amendments to shorebased papers

All amendments to the shorebased papers are posted on the web. Please see the shorebased instructors section of www.rya.org.uk/WorkingWithUs/instructors/instructorresources

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Liferafts

There are a number of international organisations which offer “sea-goers” guides, standards and regulations covering various aspects of boat construction and equipment safety. Why international? Quite simply, boats sail across borders and so it is wise to address international standards rather than apply British standards which, like driving on the left side of the road, might not be acceptable overseas.

The international organisations involved are:

- IMO – the International Marine Organisation,
- ISAF – the International Sailing Federation (the ORC was subsumed into ISAF in 2004)
- ISO – the International Standards Organisation.

IMO

This UN agency deals primarily with the safety of shipping. The International Convention for the

Safety of Life at Sea (SOLAS), which gives standards for liferafts, is adopted by IMO and, although drafted for vessels of over 24 metres in length, includes many design features equally applicable to smaller craft, especially if these are ocean going. The MCA SCV codes require category 0 vessels to carry IMO SOLAS liferafts as do the ISAF safety recommendations for trans-oceanic races, special regulations category 0 races.

But SOLAS liferafts, are often considered too heavy, bulky and over-engineered for use with small powerboats and yachts. For this reason, ISAF developed and specified its own liferaft standards for use in long distance and well offshore races.

ISAF

The ISAF liferaft is the most commonly carried raft on board recreational craft. The current

specification, known as the Appendix A, Part 2 liferaft came into effect at the beginning of 2003. Rafts built to this specification are arguably the most suitable to be carried by any boat going offshore (but not trans-oceanic) for relatively short periods of time. **If you intend buying a new raft for this type of use, make sure it is to the new ISAF Appendix A, Part 2 specification, not the earlier (ORC or RORC) design.**



ISO

The International Standards Organisation issued two liferaft standards during 2005. One of these has since been accepted by the ISAF as an equivalent, subject to some caveats, in particular the need for the raft to have a “boarding ramp”. Details of this equivalent are contained in the ISAF regulations as follows:

ISO 9650 Part 1 Type I Group A (ISO) when each liferaft shall contain at least a Pack 2 (<24h) and:-

- shall have a semi-rigid boarding ramp, and*
- shall be so arranged that any high-pressure hose shall not impede the boarding process, and*
- shall have a topping-up means provided for any inflatable boarding ramp, and*
- when the liferaft is designed with a single ballast pocket this shall be accepted provided the liferaft otherwise complies with ISO*

9650 and meets a suitable test of ballast pocket strength devised by the manufacturer and
(v) *compliance with OSR 4.20.2 (d) i-v shall be indicated on the liferaft certificate.*

MCA Small Commercial Vessel Codes

The latest MCA recommendations for small commercial vessels (SCV), MGN 280, are that new liferafts for category 0 and 1 vessels should be to SOLAS standard, Wheelmarked or DfT approved. Category 2, 3, 4 and 5 vessels shall be as for category 0 and 1 or to ISAF Appendix A, Part 2 (which includes ISO). The RYA applies this recommendation to vessels being newly coded as it believes it to be in the best interests of safety.

The former MCA Codes, prior to the issue of MGN 280, reference the older ORC liferaft as still acceptable for vessels already coded for categories 2, 3, 4 and 5. These will remain valid until the end of their serviceable life. It is also currently the case that a vessel may still be coded afresh under the old codes and can therefore apply the older code requirements for liferafts and hence the lesser standard. The RYA will code a vessel accordingly but in such cases it will apply all of the requirements of the older code and may only issue a certificate after receipt of a signed declaration from the owner or agent as to the vessel being equipped with the lesser standard specification liferaft(s).

For more details or a copy of the declaration please email the RYA Technical Department at technical@rya.org.uk.

Electronic chart plotter FAQs

To help you with any problems with the chart plotter, FAQs are posted on the web.

Please see the shorebased instructors section of www.rya.org.uk/WorkingWithUs/instructors/instructorresources

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Assistant Instructors with disabilities

Northampton Sailability has been an RYA training centre for many years and has a strong pool of instructors including some assistants and powerboat drivers who are disabled. Here some of them recount how they came to be part of the instructor team.

After being disabled by an arthritic back in 1993, **Roy** was introduced to sailing by a friend who encouraged him to join Northampton Sailability. His first experience was in a Sunbird (the old single-seat keelboat).

"In 2004 I was given the dubious honour of being an assistant instructor and soon discovered that instructing is a totally different kettle of fish to sailing on your own. I really enjoy it - there is a wonderful feeling of accomplishment in seeing someone transform from highly nervous beginner to confident sailor, enjoying themselves in spite of disabilities.

I enjoy helping them find ways around their problems with a bit of trial and error and a whole load of laughs. I have found instructing challenging and people ask questions like "why do you do it?" All I can say is, if you get as much fun and achievement out of it as I do, you'll know!"

Barbara, who has rheumatoid arthritis, was persuaded by a friend to go along to Pitsford Water. She says "Learning to sail opened my eyes to a whole new world where I could enjoy the freedom of being on the water. It gave my self-esteem a boost and I had a wonderful new group of friends.

My confidence grew as I gained my level 1 and 2 certificates, took a powerboat course and learned to race. When it was suggested that I became an Assistant Instructor, my first reaction was "who me?" As I looked at the skills I had gained over several seasons, I realised that perhaps I could take on the role. As a person with a disability, I was in a good position to give new sailors an insight into what they could achieve.

I found real pleasure in showing them what fun sailing is and teaching them the first steps. It was a steep learning curve for me, but I have now taught members with hearing and visual impairments, as well as physical disabilities. For me, the satisfaction is showing them the possibilities despite their problems."



Gene came to Northampton Sailability to learn to sail after losing a hand. He is now an assistant dinghy instructor, keelboat skipper and powerboat instructor, as well as belonging to another sailing club where he is this year's Commodore.

Gene says "I have adapted as best as I can to rig, sail, launch and recover any of the boats we operate. I take all sorts of people out and utilise their strengths to make up for my shortcomings. Powerboating has few challenges for me and, provided the crew is relatively mobile, there are no drawbacks. I do safety cover and some coaching for our youngsters at my local club.

Because I use a conventional dinghy myself, most people are unaware of my problem as my prosthesis is very lifelike. I get no concessions and that's the way I like it!"

Jenny Jeffs comments. "Gene simply doesn't think of himself as disabled – he just gets on with the job. He adapted his own sailing technique, but we had to think and plan how to teach tacking and gybing the RYA way to make best use of his good hand."



At 32, **Andy** was a healthy man who enjoyed an active, sporty lifestyle until a skiing accident left him paralysed from the chest down.

Andy says "I was keen to continue active pursuits and a search on the web led me to Northampton Sailability. My first lesson was in the specially designed Access dinghy. From this I progressed to higher performance boats that I could sail alone, and conventional dinghies where I need an active helper.

A natural step from here was an assistant instructor course and helping new sailors to learn. This is good fun and puts a bit back into the club. With a specially designed boat, not being able to move about is not a problem. With a safe and stable environment no-one ends up in cold water, things are more relaxed and you can afford to let people just have a go.

The look on people's faces when they realise they are in control of a boat often keeps me smiling all day".

John, a Senior Instructor who has worked with Andy in dinghies, and powerboats comments "Compared with other able bodied drivers, Andy is no different. His driving and handling of a RIB is amazing. Disabled sailors have nothing to prove – I find the majority of them committed, focused and possessed of the most incredible determination".

Find out how to get involved with Northampton Sailability at: www.northamptonssailability.org.uk



RYA Coach/ Assessor of the Year

Robbie Richardson

Robbie, who has been teaching dinghy sailing for over five years for the Army Sailing Association, was nominated for the awards by Colin Grey of Peninsular Watersports Training.

Colin commented: "Robbie is an extraordinarily committed and effective RYA Coach/Assessor who deserves the highest level of recognition for his dedication."



RYA Dinghy Instructor of the Year

Lisa Hodge

Lisa, aged 21, has been teaching dinghy sailing for Somerset Youth Community Sailing Association since she was just 16.

She was nominated for the awards by Durlough Sailing Club's Sian Sedgwick-Wilde who comments "Although just 21 Lisa is an exceptional instructor. She has the sailing ability and communication skills to encourage the more hesitant sailors as well as the ability to challenge and stretch the more able. She is also immensely dedicated to the association and is a very worthy winner of this award."

Size matters

'It is up to us as instructors to make it as easy as possible for novice sailors to succeed.'

Novice sailors' learning is our responsibility no matter what the conditions or equipment. A sympathetic instructor makes all the difference to the sailor. Remember, one reason for the long term success of the RYA Method is that the techniques taught can be changed to suit different boats and sailors.

While there are some variations in the Dinghy Coaching Handbook, this deals mainly with different boat types. Different sizes of sailor also make a difference! Teaching very big or immobile people can require a slightly different 'toolkit', particularly if one is forced to use a small single-handed dinghy for a big adult.

For big adults, just getting under the boom can be an issue, and the smallest movement by the sailor has a big effect on the balance of the boat, potentially undermining their confidence. Watching a bigger person struggle their way around a Pico makes it clear that the boat is part of the problem – arguably in an ideal world there should be a boat for everyone. Good footwork unlocks many problems, but not if the boat is too small for the sailor.

Here are a variety of suggestions from experienced instructors, designed to help the larger novice succeed quickly.

The choice of boat

The boat with the highest boom is not always the best choice – the shape of the cockpit is important. Big sailors

need to get their feet underneath them so they can move across the boat smoothly. Mainsheet hoops can be a great help, giving a good handhold which can compensate for poor footwork.

Taking all this into account, the perfect dinghy for big people might be a Wayfarer with a high boom, a mainsheet hoop, no back seats and Laser 1 type grab rails!

A really big sailor is often best taught in a boat such as a Stratos, GP14 or Wayfarer. These have better visibility and the mechanical skills of tacking and gybing are much easier to pick up because the movements are easier and the platform much more stable. In really extreme cases, a keelboat can be a good alternative, moving back into dinghies once the basics have been mastered.

Some things to consider:

- Wayfarer seats force the feet inboard making the first move harder. The problem is compounded if the sailor moves onto the inside seat as they will be lower in the boat, making it harder to move across. It helps if you take the seats out.

- Handholds are important. Using the mainsheet hand to push against the side of the boat can help. This can take the place of a mainsheet hoop by giving the sailor a push off, helping to get their feet underneath them.
- The Laser 1 is a good example of a hard boat for big sailors to tack and gybe. The problem is the same – it's hard to get your feet underneath you and you don't want to stand up. Holding the grab rail or the toe strap with the mainsheet hand helps pull them into the centre of the boat.
- Try using a Funboat to start with. Get the timing right by just rotating on bums, before moving on to a Pico or similar.
- The RS Feva seems wider and more stable than the Pico or Topper.
- Empathise with your students by having a go yourself. Try sailing the smallest boat available (Oppy, Taz, Coypu or similar). Many of us hate teaching in them because we can't tack or gybe them like kids can, but you will soon work out a variation on the method.

Tacking in centre mainsheet single-handers

A few things for your students to try:

- Do the tacking drills on a simulator, then do them again afloat in the shallows with a handkerchief size sail, while the instructor holds the boat. This gets sailors used to how they will be kneeling, sitting or rotating on the bum, and used to the lack of stability that will soon become the norm once released.
- Face forward during the tack. Let go of the mainsheet and swap hands behind the back, trying not to let go of the tiller. Releasing the mainsheet keeps hand swapping simple, and causes no significant loss of control.
- Rest the tiller extension on the 'new' windward gunwale as they cross the boat.
- Kneel in the cockpit, facing forward and slightly across. This is stable and secure, but may cause problems with knee joints.

- Consider introducing land-based, basic movement and balance exercises, helping them understand how to transfer their weight around the boat.

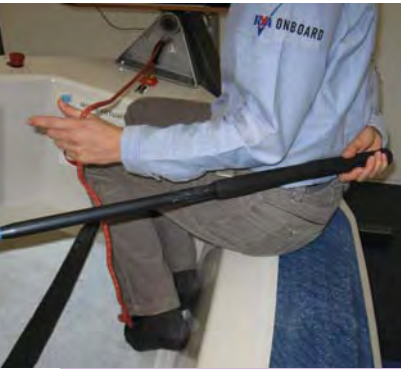
The tacking drill itself

Try to be less prescriptive on how to move across a boat, and allow folk to work out what works for them. Some will bum shuffle, some swivel on a knee and some need to grab a toe strap. Some good sailors use their tiller hand to pull and push off the deck, either due to mobility problems or when roll tacking at a steep angle. Emphasise how to get the boat turned and when the sailor needs to move. Then suggest ways to adapt or improve how they most naturally cross the boat and change hands. Keep it simple!

- Do not rush the tacking drill: a small and gentle tiller movement reduces the requirement to rush across the boat.
- Aft mainsheet boats are good for people who lack mobility or flexibility but you may need to adapt the hand change over. Many people are unable to join their hands behind their back, or to pass something between their hands accurately. In a Pico, rig the boat for aft mainsheet, tie back the tiller extension or remove it completely. Use the aft mainsheet method, but with the tiller extension tucked away and mainsheet trapped under the thumb.
- If the height of the boom is more of an issue than agility, then basic roll tacking at an early stage can help (as early as the Start Sailing course if appropriate). Rolling the boat creates a space to move into when the sail has come across. Ease the tiller away, ease the sheet a bit and wait for the sail to cross the boat so far that the boom is behind the sailor's head and the boat is heeling over. Only then, cross the boat. For the conventional drill, steer for a while before changing hands.
- For centre mainsheet boats try the 'gun method'. Follow the tacking guidelines in G14, until 'he centralises the tiller as the sail fills...' and then continue with:



Mark Covell with his helm Ian Walker - silver medallists in the Soling class at the Sydney Olympics. Proof that bigger sailors can get to grips with sailing!



Centralise the tiller as the sail fills. Bring the sheet hand across the body, holding the mainsheet in the 'cup' of your hand using thumb and nearest finger to make a gun shape pointing towards the rudder.



Pick up the tiller extension with your gun shaped hand, taking the new front hand forward behind the back to pick up the mainsheet. Release the mainsheet from the gun shaped hand.



Simply rotate the tiller extension in front of you with the back (gun shaped) hand, which becomes a 'dagger' grip.

The same process can be used for a gybe, changing the one point from G14 starting 'helmsman brings sheet hand...'

Thanks to Gaz Harrison, Andy Hooper, Charlie Falconer, Alan Williams, Graham Lodge, Duncan Freeman, Simon Gardner, Clive Grant and several others for their suggestions!

RYA Sailability Certificate of Achievement

Are you involved in teaching disabled people to sail? If so, are you aware of the RYA Sailability Certificate of Achievement? **Brian Grimwood** of Frensham Pond Sailability extols their virtues.

At Frensham Pond Sailability we have used this certificate for a number of years and found it extremely useful for those sailors who would struggle with the more formally structured level 1 and 2 courses.

The certificate identifies twelve components ranging from determining wind direction to sailing a triangular course. Successful



The Dinghy Coaching Handbook – where now?

Thanks to those who have fed back to us on where the Dinghy Coaching Handbook (G14) should go in the future.

In general there has been strong support for:

- a generic RYA method, with slightly less detail in some areas such as tacks and gybes
- a greater emphasis on the single-handed method
- more pictures and fewer words

There is still a huge amount of time before any revision will start, so plenty of opportunity for more views and ideas, which would be very welcome.

There is some further feedback following the Principals' Conference – see the report on page 2.

completion of four, eight, or twelve components leads to a bronze, silver or gold certificate respectively. In addition there are five alternative components for sailors with learning difficulties. The certificate is signed off by the chairman of the Sailability group, rather than a centre principal.

At Frensham, we have found it extremely useful with young disabled sailors and, in particular, school groups who visit us on weekly basis, with certificates being presented at the school assembly during the following term.

The certificate provides the sailor with a measurable sense of achievement, built up each week with another tick in the box!

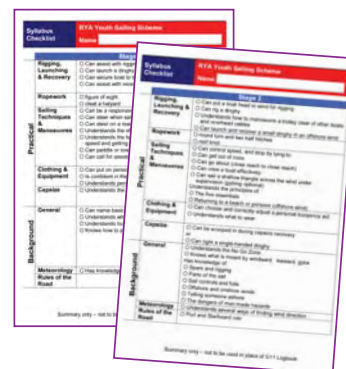
Certificates are available to all Sailability groups, free of charge. Please contact RYA Sailability on 0845 345 0403.

Youth Sailing Scheme summary

There is now a Youth Sailing Scheme checklist on the resources section of the website at www.rya.org.uk/WorkingWithUs/instructors.

This can be really useful in some circumstances and I am indebted to several instructors who have suggested it. However:

- this is not an encouragement to take a 'clipboard' approach to assessing sailing skills, but a way of keeping track while looking at a number of sailors afloat.
- the checklist should not be used as a logbook because there are a lot of abbreviations and some background is omitted.



And it's goodbye from him...

After almost exactly seven years at the helm of the National Sailing Scheme, I shall be leaving the RYA in the late spring. My time here has been memorable, particularly because of the speed and enthusiasm with which 10,000 instructors in 700 teams have adapted to the revision of both the national and youth schemes. With such support, my successor can look forward with great confidence.

It has been a privilege to have met and worked with so many enthusiastic and talented instructors and, of course, I have had the opportunity to learn new skills and approaches from many of you. The RYA training schemes remain the best in the world, because they are taught in such a positive way by you, the instructor, and because they are simple and designed for the public who want to learn to sail. A clear and good course run by a supportive instructor remains the best marketing for the sport.

I shall still be involved in teaching sailing and look forward to seeing some of you afloat in the future.

Good luck!



David Ritchie
National Sailing Coach

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Teaching basic rig setup

Rig setup tends to be a bit of a 'black art' in the world of the instructor, little understood and either avoided or taught without much grasp of the essential principles.

One major reason for this is that good rig setup doesn't make much difference to an old Wayfarer with a wobbly tiller. However, it certainly does make a difference to an RS Vision, a Laser 2000 or any other mid-performance boat in which you might teach. If you need convincing, on a breezy day, start two identical boats alongside each other and sail to windward, one boat with a slackish kicker and a full mainsail, the other with a flatter sail and a tight kicker. The difference will almost certainly be obvious to you within a hundred metres.

Here are some good general principles, and resources.

Explain the airflow

Most of the air doesn't rush through the 'slot', but diverts at high speed around behind the jib. The jib therefore makes a bigger difference than you might think. Teach crews to sheet carefully and adjust sheeting in the gusts to maintain



shape as the sail gives a bit in the puffs. See www.arvelgentry.com/techs

Reefing by altering mast rake and sail shape

Many boats don't reef. The most common mistake is sailing a modern boat with more power than you can handle, so rake and flatten the rig on windy days. Buy a rig tension gauge and go to the class website to download the rake, spreader and rig tension numbers. Keep a simple version of these settings printed on a card in the

centre or clubhouse. This will teach your students good habits, enabling them to control the rig on windy and light days.

Steering pays – sheeting in and out is really tiring!

On gusty days, teach your students to steer the boat flat. Upwind, use the (big) rudder blade to luff and bear away instead of pumping loads of sheet. Downwind, steer a course enabling both crew and helm to hike out, and steer the boat flat, bearing away as the gusts hit without moving crew weight.

Study the top telltale

This is fixed at the second batten, the part of the sail with the steepest curvature. It is therefore where the airflow will 'fall off' the sail first. Upwind, apply kicker until the telltale starts to flick. Downwind, make sure it is flowing. In this way you'll get the best airflow over the sails and the most power and best pointing.



Use a handout or checklist

Download basic rig setup instructions from the instructor resources section of www.rya.org.uk/WorkingWithUs/instructors. Even better – make your own class-specific version.

Racing

Coaches honoured at Sports Coach UK Awards



In December, Skandia Team GBR's Head Coach, Chris Gowers was honoured for his dedication to sailing and awarded the Mussabini Medal at the Sports Coach UK Awards, which recognise the often unsung heroes of sporting excellence.

Known for his interactive style of coaching and exhaustive understanding of sailing, Gowers, from North Wales, is one of the best coaches sailing has to offer.

His personality and style of coaching has been at the core of the recent changes made within Skandia Team GBR which have proven to be intrinsic to the team's phenomenal successes in 2006.

Gowers has been central to developing a generation of Laser sailors for the last 10 years, with his protégée, Paul Goodison, capturing the limelight by winning the Qingdao (Beijing) Olympic test regatta and the Laser European Championship this year.

For the last four years Gowers has been employed as the Olympic Head Coach, providing a calm and steady hand and helping establish the standards in the Olympic coaching team at international regattas.

Despite his commitment to the Olympic programme Chris has also been involved in mentoring coaches throughout the RYA Racing programme

and until recently was involved in the Club Coaching Tutor team. It is this team that provides the training for coaches working at grass root level.

Gowers now joins the British 'coaching hall of fame' along with several other well known coaches including Troy Cooley, England Fast Bowling Coach and Mike Ruddock, Welsh Rugby Union Coach both of which were honoured in 2005, and Sir Alex Ferguson who received the medal in 1999.

Also shortlisted for awards were Richard Newcombe and James Brown, nominated for the Community Coach and Young Coach of the Year Awards respectively.

Changing the theories of coaching

This section of *Wavelength* will start to focus on how some of our top coaches work on specific skills within a race. However, before we can do that it's essential to look at how coaches can develop skill. Alan Olive explains.



RYA Squad Coach of the Year

**Kirsty Bonar
National Junior Head Coach (4.7 Laser)**

Women coaches are a rarity in our sport and Kirsty has successfully navigated the transition from Olympic sailor to coach, inspiring a range of women and junior sailors along the way.

She qualified as a Class Racing Coach, the highest RYA coaching qualification, in 1999 and has been coaching at class and club level since then. In 2000, she became a National Junior Coach, while still competing at international level in the Olympic Europe class.

Her practical approach and excellent organisational skills have proved the bedrock of her successful coaching style, but it is her feedback and patience on the water that have established her reputation with her sailors.

Kirsty is at the centre of the coaching team trying to encourage girls and women into our sport as well as holding the position of National Junior Head Coach for the Laser 4.7 – a growing dinghy class for juniors, whose pathway leads to the Olympic Laser Radial and Laser Standard classes.

Her pragmatic yet compassionate coaching style has inspired a team of talented sailors and continues to develop the coaching boundaries for women in sailing.



Coaching 'issues'

I get to see many coaches working and the three big issues I see are:

- Too much talking (especially in feedback)
- Inappropriate exercises for the skill being developed
- Lack of focus for training and racing

Much of my work over the last three years has been focused on looking at best practice, talking to sport scientists and coaches to create a simple model that provides a good guideline for great coaching. This is not a research based

theory but rather a useful tool that helps develop racing coaches. It also provides vocabulary to discuss how we coach. However, this is a technical subject so I am asking you to read this carefully and try to reflect on how you learnt your sailing and racing skills.

The RYA Skills Model

(See below)

Technique = the actions that make up a manoeuvre.

Skill = the ability to perform a technique under pressure.

Technique phase

This is predominantly the training part of the process and the key factors for both stages are to:

- encourage time to experiment
- allow time to practice alone
- optimise the use of demonstrations or videos of best practice and minimise the use of words
- minimise pressure and distractions

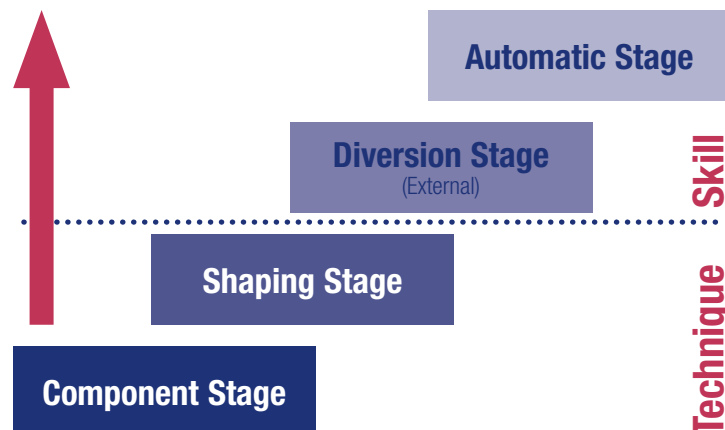
Continued overleaf



Alan Olive
Coaching Development Manager

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RYA Skills Model



Automatic Stage

Diversion Stage
(External)

Shaping Stage

Component Stage

Skill
Technique



Time to practise alone is essential when developing a new technique

1. Component stage – creating the routines

This is where the nuts and bolts of the technique are developed:
Who does what in the tack?
Where do I step?
How do I hold the tiller?

The key factors to developing this stage are:

- Feedback should focus on body/crew movements
- Dry drills should be used to help identify routines (The RYA method)
- Don't try to over explain, let them discover
- Time spent sailing rather than analysing
- Keep it simple
- Avoid this stage when preparing for a regatta



Even top crews have to refine their routines by focusing on specifics

2. Shaping stage – working the boat

Once the sailor has mastered the routine, they need to focus on what they are doing with the boat. How does it respond during the manoeuvre? This has to link to the feel, the flow and rhythm of the manoeuvre. For example: during a tack, rolling away to steer the boat into wind, the pump afterwards to drive the boat. These should all link with the crew movements and timing.

Key factors:

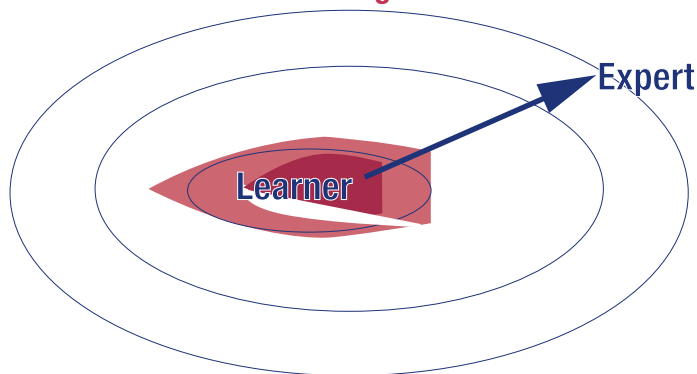
- Feedback should focus on the boat's performance e.g. time to tack, speed out of the tack, rate of turn etc
- Try to exaggerate the manoeuvre, e.g. quick versus slow tacks
- Use simple words to describe the movement of the boat, e.g. 'smooth'
- As the technique develops focus on 'cues' that initiate the manoeuvre e.g. the roll to leeward before a light wind tack, at which point of the wave do you start to gybe?

- Add variety to the drills and exercises, e.g. practicing acceleration (trigger pulls). Practice a few times off the start line (non racing) and then extend this into a race around the top mark. Allow them a few practices by themselves

and then back into a start routine and a race. This means that the sailors don't get into the 'flow' of the trigger pull. The energy needed to re-focus on the trigger after each race helps imprint it in their memory.

- Repetition

Zones of Attention Ian Clingan



As the level of skill develops, the sailor's focus should switch from internal to external

Skills phase

I'm sure you have an example of coaching a sailor who performs perfectly during training and then goes back to their old habits in a race. This just goes to show that developing a technique into a skill that can be performed in a race is not down to practice alone. Practice needs pressure!

Diversion Stage back to Shaping or even Component stages when developing their skill.

Much of this stage can include practice races or racing itself but there still needs to be the chance to go back and practice the skill until it is perfected.

Pressure in training is a significant part of this stage. Pressure can be introduced by:

- Other sailors competing (the more sailors the more pressure)
- Short courses
- Difficult conditions (safety first)
- Prizes for winning

Key factors for making a technique 'robust' under pressure and useable in a race:

- Feedback should focus on the tactics of when the manoeuvre is used
- Practice with pressure
- Create games and drills that simulate race scenarios and tactics

3. Diversion stage – focusing outside of the boat

Transferring a technique from training into a race requires the sailor to practice the technique while they are concentrating on something else. Pressure is a great distraction and needs to be included in this stage. Switching off the conscious brain allows us and them to see how the skill is developing. If it's not perfect then time is needed to help 'nail down' the routines or simply repeat the technique until it is ingrained. Most sailors will move from the



Distracting the sailors' attention is essential to assess how a skill is developing



Team racing a great way to set up race scenarios and practise boat handling

4. Automatic – creating a dominant reaction

This is the end result of effective training. The basic principle is that the more automatic skills you have, the more you can focus on winning the race.

Bad habits and collecting skills

Trying to change an ingrained habit is really difficult. The key to exchanging bad technique is to see the new skill as additional

rather than 'better'. The sailor then develops a collection of skills that they use and as the better technique becomes ingrained and dominant the old one will disappear. By using this philosophy, the sailor won't get involved in 'getting it wrong' and putting themselves under pressure when they are still developing their skill.

Words of warning for the sailor:

- Their racing performance is going to get worse before it gets better while the skill is developing
- The sailor has to believe that the new skill will make a difference to their racing so, if you want to change a habit, you need to gather evidence to provide a convincing reason.



RYA Under 21 Coach of the Year

Josh Metcalfe

Josh, who has been an assistant coach for the Welsh Yachting Associations Optimist Squad for two years, was nominated for the awards by the Welsh Yachting Association's National Racing Coach Tim Hall.

Tim praised his talent: "Josh's coaching has had a great impact on many young sailors in Wales. He has really helped raise the level of their performances. Josh's own sailing experience as a quality sailor along with his great ability to learn very quickly and effectively from his mentors makes Josh a highly promising coach especially at the young age of 21."

How VARK is your coaching? Less talk and more learning

A learning model that has made a big difference to our coaches' understanding of how sailors learn is the VARK model created by Neil Fleming. His model acknowledges that, although imitation is still the most powerful way to learn, the coach needs to have variety in their delivery to optimise learning.

Fleming identified four key categories of how we take in information:

- V- Visual** = diagram, pictures, video
- A- Aural** = sounds (e.g. bow wave), spoken word
- R- Reading** = reports, books
- K- Kinaesthetic** = feelings, doing, emotions, video

When we analysed our squad coaches we found that many of them used a lot of words in their briefings and feedback. However, when we analysed their preferred learning style (questionnaire website below) we found that they all preferred to 'do' rather than 'listen' when learning something new. Talking may be the easiest and most used option, but research suggests that it is least remembered.

So, how can we apply the VARK principles to our coaching and reduce the talk to action ratio? Here are a few examples:

VARK Coaching

- Use the board during your briefing to write down the key points, course sailed, focus and goals of the

session. If you have a portable one you can also use this on the water.

- Use dry drills and video to explain what will be practiced. If the conditions are good you can also show them the video footage on the water.
- Feedback. Many coaches feel they are not fulfilling their job if they aren't providing constant verbal feedback to their sailors. Good coaching is all about creating exercises that allow the sailor to practice a skill and provide feedback. That feedback can be one boat going faster than another (outcome feedback), it can be simply completing a tack without capsizing, or it can be verbal comments from the coach. The

important point is that the most powerful feedback is what goes on between the sailor's ears, so include variety in your feedback on the water.

The three take-home messages for this article are:

- We need to understand how people learn before we coach them.
- We need to include VARK variety in our coaching, especially in our briefs and feedback.
- Less talk and more learning!

For more information and to test your own learning preferences look at the questionnaire:

<http://www.vark-learn.com/>



Talking is not always the best way to provide feedback

RYA Club Coach of the Year

Eddy Shelton

Eddy has coached some top sailors during the 20 years he has been coaching at Restronguet Sailing Club in Falmouth. He was nominated for the awards by the RYA's south west High Performance Manager Chris Atherton.

Chris commented: "Eddy is a coaching legend in the south west. His selfless dedication to youngsters and the sport of sailing has ensured a continuous flow of kids into the clubs youth racing scene. Along with other coaches he has produced some top level sailors who have gone on to achieve at national, european, world and olympic level including double Olympic medallist Ben Ainslie."

Beachstarting skills

Beachstarting, if taught correctly, will give your students a great 'feel good' factor, in a short period of time. With patience from their instructor and the use of relevant exercises, students can learn improved rig and board control and progress more easily towards the waterstart.

Encouraging better board and rig control

Your students need to learn to move the board in shallow water with ease. For this they must practice varying the power element of the Fwd formula, encouraging them to move the board towards and away from the wind. They do this by increasing the power and using a **pulling and pushing motion through their front hand on the mast and their back hand on the boom**. Ensure they walk with the board, keeping themselves close to and around the back quarter of the board.

Towards the wind

Pulling up with the front hand, (placed on the mast, just above the boom) and pushing down on the boom with the back hand helps the nose of the board turn towards the wind.



Away from the wind

Pushing through the front hand on the mast, towards the mastfoot, whilst pulling up lightly with the back hand on the boom, directs the nose of the board away from the wind.



Once your students have got the feeling and movement in the rig, encourage them to:

- draw figure of eights in the water with the nose of their board
- turn the nose of the board through 180° to face a new direction, and then perhaps a full 360°, both clockwise and anti-clockwise.

During these exercises, the rig will need to be flipped as the students reach the downwind position. Ensure they maintain control by keeping hold of the rig, taking it past this point and onto a broad reach heading on the new side before letting go with the boom hand first, letting the rig flip and switching the hands.

These exercises will help increase awareness of how the board and rig work together in relation to the wind direction.

- Don't let the students manhandle the rig. Get them to use the wind to their advantage, using only light pressure through their hands
- Always place the front hand on the mast, above the boom
- If you see them exerting lots of effort, they're doing it wrong!

A step-by-step guide

For those who want to refresh their knowledge or teach beachstarting for the first time, below is a step-by-step guide to the beachstart.

1. Stand at the windward back quarter of the board, towards the back foot straps. Position the board across the wind and the rig above your head with the mast across the wind



2. Place the back foot just in front of the back straps with your heel angled in towards you (foot 45° over the centre line of the board). This will help trim the board correctly as you place more weight on the board.



3. Using a rig twisting action (see the intermediate coaching notes), initiate the rig elevation and create lift. At the same time roll your head towards the mastfoot in a 'nose-to-toes' action and flex your back leg, enabling you to come up onto the



board. (see picture below for an exercise to reinforce this action) *This is key; Superman/climbing up stairs are all good ways to explain and encourage our students to push the rig away with the front hand and not pull down. First attempts tend to lead students to rely on the rig to pull them up onto the board.*

4. You should now be on the board in a low Super 7 stance. To encourage the board to get going, drop your body down and push through the toes of your front foot.



A great land based exercise for developing the 'nose over toes' action



5. When moving, adopt a stance appropriate to the conditions and re-establish all elements of the Fwd formula – vision, trim, balance, power and stance.



Exercises to promote progression onto waterstarting

Leg drags

Get your students to drag their front leg in the water past their knee, if possible, while sailing the board in a straight line. This will require and develop good rig control through the use of power and balance.

Deeper beachstarts

The deeper you encourage your students to practice their beachstarts, the more like waterstarts they become! Deeper beachstarts will develop the progression onto waterstarts especially by improving rig twisting and becoming really dynamic with the nose-over-toes action.

Varying wind conditions and beachstarting in both directions

As instructors, you are no doubt aware of how important this is in helping your students develop their skills in *all* wind strengths and directions. You would be amazed how many people have only ever beachstarted in one direction!

Further information can be found in the Intermediate Coaching Notes available as a download from the RYA website – go to the Instructor Resources section of www.rya.org.uk/WorkingWithUs

New minimum age for instructors

Over the last year we have been considering reducing the minimum age for windsurfing instructors to 16. Due to the positive response, this change will take effect immediately for Start and Intermediate Instructors. Current cadet instructors will be issued with a new Start or Intermediate instructor certificate (as appropriate), valid from their qualifying date.

Please note: the minimum age for Advanced and Senior Instructors remains unchanged at 18.



“Amanda told me to practice beach starts and then the ‘Super Seven’ stance. She is pleased with the first part but thinks my ‘Super Seven’ is more like a soggy six!”

RYA Pathways poster

As an instructor you may get enquiries from children (or their parents) relating to what the next step should be in their windsurfing development. From a general skills point of view, you can probably provide the relevant advice very easily. However, should the child show the remotest inclination towards windsurfing competition, then you may not have all or any of the answers to hand.

With this in mind a new poster has been put together to help all facets of the windsurfing industry - instructors,



coaches, centres, clubs, T15 COs, race officers, windsurfing retailers, parents and sailors - to understand the clear pathway from team15 through to RYA National Junior Squad selection. Posters will be distributed to T15 clubs as a matter of course, but are available to any of the above groups who would like them.

To request a poster for your own reference, or multiples to distribute, please go online to www.rya.org.uk/workingwithus/trainingcentres. Go to the resources section and complete the request form.



Amanda Van Santen
Chief Windsurfing Instructor

E-mail: amanda.vansanten@rya.org.uk
Tel. 023 8060 4179

Take the leap

Whether you are new to teaching windsurfing or an old-hand, there are always ways to improve your skills, develop your coaching and enhance your career prospects. The tables below explain the progression through our windsurfing coaching scheme.

The pathway:

Instructor qualifications needed for progression along the instructor, chief instructor and trainer route:

Trainer pathway	Instructor pathway	Principal/Chief Instructor
	Start Instructor	
	Intermediate (NP) Instructor	Senior Instructor
Start Trainer	Intermediate (P) Instructor	
Intermediate Trainer	Advanced Instructor	
Advanced Trainer	Advanced Plus Instructor	

Instructor pre-requisites:

All RYA Windsurfing Instructor qualifications require a valid first aid certificate and a minimum of Powerboat Level 2, in addition to the following:

Instructor Level		Length of Course	Prerequisites
Start		5 days	Intermediate non-planing windsurfing certificate
Intermediate	Non planing	3 days	Start Windsurfing Instructor, Intermediate planing certificate, 50 hours logged as a Start Windsurfing Instructor
	Planing	An additional day (4 days in total)	Start Windsurfing/ Intermediate non-planing, Advanced Windsurfing certificate, 50 hours logged as a Start Windsurfing Instructor or Intermediate Non Planing Instructor
Advanced		5 days	Intermediate planing instructor, Advanced Plus certificate, Evidence of 100 hours logged as a Intermediate planing Instructor
Senior Instructor		2 days	Minimum of one full season or two part time seasons as an Intermediate non planing Windsurfing Instructor, RYA Safety Boat certificate. This course is organised by your RDO
Trainer	Pre selection	2 days	Intermediate Instructor, Minimum of three years instructional experience at varying levels, recommendation from your Regional Development Officer
	Course	5 days	

Further details on each instructor qualification and course dates and locations, can be found on the RYA Website: www.rya.org.uk/WorkingWithUs

Dealing with head injuries

Recent gybing accidents have highlighted the importance of first aid training for yacht skippers. 2006 was a bad year for gybing. A number of high profile accidents involving severe head injuries were investigated by the Marine Accident Investigation branch and reported in the yachting press.

Unsurprisingly, gybing accidents occur on windy days, so the aftermath is not simply a matter of sitting around and looking up the right page in the first aid manual. The skipper has a multitude of problems to worry about, not least of which may be an unconscious, possibly bleeding, crew member lying across the cockpit.

Apart from the normal bumps and scratches, we rarely practise first aid, so many yacht skippers are decidedly rusty when a crew member is seriously hurt. Breaking the required chain of events into a series of small reminders can help to control the situation and ensure that the necessary treatment is administered.

Immediate first aid in a complex situation can be demanding, but follow the basic principles in a logical order:

- Get the boat under control and ensure the safety of yourself, the crew and anyone injured. If the casualty has been knocked overboard, organise the rescue safely and quickly.
- Identify who is in greatest need of assistance. Look for the casualty who is **unresponsive** and does not react when asked loudly "Are you alright?" They could be unconscious, and possibly not breathing.
- If the casualty is unresponsive **immediately open their airway and check for normal breathing**. Take care not to over extend the neck if there has been a head injury, in case there is a related neck injury. Avoid moving an injured crew at all unless it is to:
 - remove them from danger
 - assess for breathing and/or maintain an open airway
 - perform resuscitation
- Send a **mayday** immediately if the casualty is unconscious, having difficulty breathing or bleeding from the ears. If in doubt call HM Coastguard and ask for urgent medical advice. Use an Urgency Alert and Pan-Pan to get a high priority. The Coastguard will connect you to a doctor for advice and can arrange a helicopter evacuation

or an ambulance to meet the boat. Only use a mobile phone if you have no alternative. Ask the emergency operator for the **Coastguard** who will co-ordinate the helicopter or ambulance, as required.

- With a conscious or semi-conscious head injury patient, **noisy breathing** may indicate a partially obstructed airway. Gently clear any blood, vomit or debris that is visible in the mouth. Be aware that **most preventable deaths in patients with a head injury occur from suffocation caused by an obstructed airway** and that vomiting is likely following a head injury. Hold the head in the open airway position and keep clearing the mouth. Turn the head to do this only if you have to.



- With an unconscious casualty use the **recovery position** if necessary to maintain an open airway and allow any fluids to drain from the mouth. Get help to steady the neck when you turn them if possible.
- If there is a head or facial injury there may be a **neck injury** as well. Stabilise the head into the midline position, with the nose lined up with the navel, if you can. Take as much care of the neck as possible, but remember that the airway takes priority. A casualty will die if they cannot breathe.
- If the casualty is conscious, assess their **level of response** using the AVPU scale. Assess them immediately after the accident and at regular intervals to monitor their condition.

A deteriorating level of response is the single most important sign of a brain injury.

The AVPU Scale

- A** alert, that is responds normally
- V** responds to a simple **voice** command, such as 'open your eyes' or 'squeeze my hand'
- P** responds to **pain**, for example making small movements when pinched
- U** **unresponsive** or unconscious

- Look for wounds or **bleeding** that may need to be bandaged.

Following the immediate actions, consider the possible types of head injuries that you might be dealing with:

There may be bleeding between the skin and the bones of the skull causing a **bruise**. It may form a large, clearly defined lump due to the lack of soft tissue. This type of bruise is often seen on the forehead and can be treated with a cold compress.

The bleeding from a **scalp wound** can be copious and may initially require a pressure bandage to control it, then further assessment and perhaps stitching in hospital.

A **skull fracture** may be open or closed, as with other fractures. Bandage an **open fracture** but don't apply pressure. Do not remove any bony fragments or touch the wound. Wear clean gloves from the first aid kit if possible.

A depression or deformity of the skull may indicate a **closed fracture**. Look



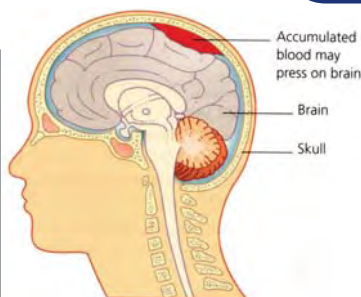
also for blood or watery fluid leaking from the ears or nose, bruising round the eyes or behind one ear. This is an emergency. Maintain the casualty's airway and seek immediate evacuation to hospital.

A **brain injury** may be the result of a direct blow, violent movements of the head or as pressure is exerted on the brain from swelling or bleeding within the skull.

Concussion is a temporary condition caused by shaking of the brain, not a structural injury. It may follow a brief period of impaired consciousness and cause dizziness, nausea, and loss of memory.

However any patient who has had a period of **unconsciousness** requires monitoring until they can be evacuated to hospital because following an apparent recovery they may collapse having developed compression.

Compression is a life-threatening condition caused by swelling or bleeding within the skull putting pressure on the brain. As pressure builds the level of response deteriorates and the casualty may become unconscious.



Other signs that indicate a deteriorating condition include:

- seizures
- vomiting
- pupils that are unequal or unreactive to light
- a slower pulse and breathing rate
- weakness down one side of the face or body
- disorientation or combative behaviour

This is an extreme emergency and surgery is likely to be required.

Remember that all injuries involving bleeding, including an internal bleed, will be more serious if the patient is taking some medications, especially blood-thinning drugs such as **aspirin** or **warfarin**. This is vital information to pass to the hospital. Also send details of the accident, the casualty's initial level of response and any changes, any other information you have such as medical history, allergies, alcohol consumption and next of kin.

Sail Laser has created a new benchmark in sailing tuition from the 2012 Olympic venue in partnership with the Weymouth & Portland National Sailing Academy.



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If you are committed to introducing others to the sport, passionate about sailing and you would like to train the next Olympic champion, then send a CV and covering letter indicating your previous instructor experience to: Neil Coxon, General Manager, Sail Laser, WPNSA, Portland, Dorset DT5 1SA. Email: neil.coxon@sail-laser.com

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Training radios are available for the Standard Horizon GX1500E, GX3000E and VM3500E.

The importance of personal equipment

In November 2006 a RIB set off for a day trip to the Solent. The boat was a well-equipped 6.5m RIB. On board were two RYA Powerboat Trainers, one RYA Advanced Powerboat Instructor and another RYA instructor.

The boat set off in calm conditions for a quick blast over to Cowes and then on down to the Needles. At the Needles the crew took turns driving out to the fairway marker and back to Needles lighthouse. The conditions were building as forecast, so it was decided to return to Lymington. As the boat headed back it hit a large wave head-on and into weather. The boat went up the face of the wave and was flipped back on itself, throwing the crew into the water and the boat itself landing upside down.

Everyone on board was well equipped with gas inflate lifejackets, which all deployed. Three of the crew were thrown clear of the boat but the fourth went under the inverted hull. As he tried to escape his lifejacket deployed automatically and wedged him between the sponson and the grablines. He was trapped under the water and could neither go back because of the amount of buoyancy



in the lifejacket, nor come up due to the entanglement.

Two of the crew had rescue knives and set about cutting the lines. The nearest person realised he could not access his knife as it was worn on the front of his lifejacket near the buckle. Now that the lifejacket was

inflated the buoyancy bags were preventing the knife being drawn. The other person's knife, worn under the arm, was still clearly accessible even with the 275 Newton lifejacket deployed.

Eventually, the trapped crew member was cut free and all four climbed onto the upturned hull. The problem they now faced was how to obtain help. Even though the boat was fully equipped, all the kit was now inaccessible. One crew member had a personal day/night flare and, luckily, there was also a handheld VHF. Solent Coastguard were contacted and both the helicopter and lifeboat were scrambled, taking approximately 30 minutes. During this time, two yachts and another RIB came over to keep watch until further help arrived.

Even though in full waterproof gear, the crew started to show early signs

of hypothermia. All four and the craft were safely recovered ashore to go and dry off and warm up!

After the experience it was very clear that, were it not for the equipment carried by the crew themselves, things could have been very different.

Some things to consider when preparing to go to sea:

- Is everyone on board wearing a suitable lifejacket and is it well maintained?
- Are you wearing appropriate clothing for the conditions?
- Is there an alternative means of attracting attention if you cannot access the equipment stored on the boat?
- Do you carry a knife that is accessible at all times, including after the lifejacket has deployed?

Have a quick think, we certainly did!!

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Contact RYA Sailability 0845 345 0403

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DRAYCOTE WATER SAILING CLUB SEEKS BOSUN

Draycote Water Sailing Club is looking to recruit a Safety Boat Driver / Bosun, employed throughout the year. Candidates for this post should hold, as a minimum, RYA Safety Boat and RYA First Aid (or equivalent). The post involves working 7 days out of 14, with longer hours in the summer than the winter. It is highly desirable that candidates would hold RYA training qualifications such as Power Boat Instructor, Dinghy Sailing Instructor, Senior Sailing Instructor and Windsurfing Instructor which would provide the opportunity to work additional days increasing the earning potential of this post. Training opportunities will be available to the right candidate.

If you are interested in applying for this post or would like more information, please send a covering letter and CV to Adam Pretty, Water Manager and Principal, Draycote Water Sailing Club, Kites Hardwick, Rugby, Warwickshire, CV23 8AB, or email to adam@draycotewater.co.uk. Tel: 01788 811153

Advertise here!

RYA recognised training centres can advertise for staff free of charge in Wavelength. Either email us your required text and logo so that we can create an ad for you, or send us your finished artwork. Contact us for details of ad sizes.

Please send adverts for the next issue to jane.hall@rya.org.uk by September 3



The Docklands Sailing and Watersports Centre

is looking for **qualified RYA Dinghy Instructors, and Safety Boat drivers** for the coming season. Applicants should be enthusiastic, professional, and happy to work with a wide range of people, including youth, special needs and disabled groups. The hours available will be very flexible, including weekends and evenings. We are also looking for staff to work in other disciplines, including **paddlesports** and **dragon boating**. We are based on Millwall dock in London but also have access to the tidal Thames, tidal endorsements would therefore be helpful but not essential.

Docklands Sailing and Watersports Centre,
235a Westferry Road, London E14 3QS, Tel. 02075372626,
Fax. 02075377774, e-mail charlie@dswc.org



We are looking for enthusiastic instructors who are passionate about their sport to help deliver RYA Courses. We run the offshore Sailing & Power-Boat Schemes, also offering Radio, Radar, & ISAF Offshore Crew courses. We are based in Gosport & run the courses all year round - priding ourselves in offering high standards with a flexible approach.

If you think you have what it takes to be a part of our team, please drop us a line with your CV to john@wetstuff.org.uk, or give us a call on 07811 407777 to arrange to come and see us.

RYA Yachtmaster Instructors required for 3 month contract with possible longer term placement.

Teaching all RYA courses at Ocean Sailing Academy in Cape Town, South Africa. Salary negotiable, flights and accommodation provided.

Contact Chief Instructor Pete Rollason, pete@oceansailing.co.za or call 00 27 21 425 7837



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and Yacht Master
Instructors**

We are currently seeking to recruit an RYA qualified Yachtmaster Instructor to skipper our BT Challenge 67ft "UKSA Albatross". Albatross is used for the UKSA's RYA Ocean Yachtmaster Training program and is based in the Mediterranean and Caribbean throughout the year. UKSA is also looking to recruit RYA Yachtmaster Instructors to work at our Cowes base, to teach both afloat and ashore, on our yachting training programs.

Contract: Initially 12 months

To apply, please send your CV and covering letter to ben.willows@uksa.org or Richard.baggett@uksa.org
Tel: 01983 294941

Instructors Required

Situations Vacant

**Yachtmaster Instructors and
Cruising Instructors (Sail)**

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

Traineeship

TRAINING AND CAREER OPPORTUNITY

**Are you a skilled dinghy sailor with
instructional experience?**

Would you like to train as a Yachtmaster, transfer your skills to bigger boats and work in the sailing industry? Elite Sailing has one full training package available for someone with the right qualities and commitment. There is no course fee but you would be expected to work with us for a period afterwards. Interested?

Email sue@elitesailing.co.uk or call 01634 890512

The Island Trust

Island (Cutter) Ltd., the trading subsidiary of The Island Trust Ltd. (a registered Charity sending disadvantaged young people sailing), seeks a skipper in 2008 for its 56' Bristol Channel Pilot Cutter, currently being built in Bristol. The successful applicant will have the opportunity to work on the boat from January to launch, if they are available, as the liaison officer. The boat will be based in Salcombe and will be run in conjunction with The Island Cruising Club. The applicant will need to be able to operate the boat crewed by both beneficiaries as well as Members of the Club. A salary of £25,000pa will be paid.

Please contact Dick Lloyd at Island (Cutter) Ltd.,
10 Manston Terrace, Exeter, Devon EX2 4NP. Tel: 01392 256142
rlf@theislandtrust.org.uk, www.theislandtrust.org.uk

Rockleywatersports

**RYA INSTRUCTORS REQUIRED
DINGHY, SENIOR & WINDSURF**



**CENTRE MANAGERS
FRANCE & UK - SUMMER 07**

We are looking for enthusiastic RYA qualified watersports instructors for our 7 centres in France and the UK for the coming season.

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

For further information or an application pack, please email info@rockleywatersports.com or call the HR team on 0870 777 0541.



rockleywatersports.com

0870 777 0541

situations

vacant

**Carsington
Sports &
Leisure**

Chief Instructor
Full time. Windsurf &
sailing SI essential. Kayak,
canoe & powerboat
instructor preferred. Min
3yrs industry experience.
Salary on application.

RYA/BCU Instructors
Windsurf, sailing, kayak,
canoe & powerboat.
Long & short contracts.
Single activity £12,155,
multi activity £13,260
(pa pro rata)

Call Ben Hodgson or Sarah Barratt on 01629 540478

Watersports Centre Manager

**A proactive, enthusiastic person is required to
manage our community based watersports centre.**

We provide a wide range of courses including: canoeing, kayaking, dinghy sailing, windsurfing, powerboating, raft building and first-aid. We have a very diverse range of users covering all ages and abilities.

The post offers a challenging but rewarding job, with positive opportunities for personal development, for someone who wants to work in community watersports.

Full detail of the post can be found on our website or by requesting a job information pack by contacting Moria Blackhall, the Chair of the Trust, by writing or telephoning, using the information below.

Closing date for application: 22nd May 2007

Website: <http://www.coquetshorebase.org.uk/>

Chair of the Trust
Moria Blackhall
11 Rosemount, Morpeth NE61 2UU
Tel: 01670-519772

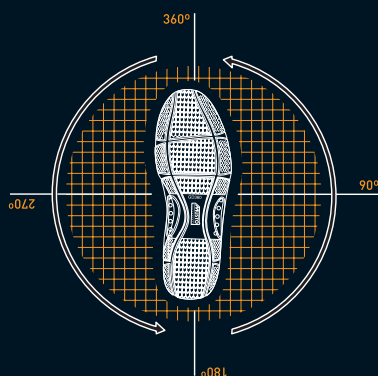


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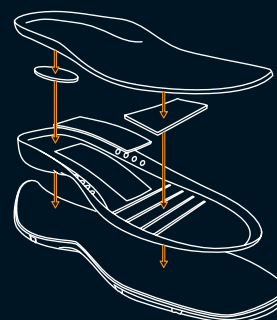
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