

RYA Wavelength

Spring 2011

keeping RYA instructors and coaches in touch



Key dates

Why not organise an open day to tie in with one of these Olympic or Paralympic events?:

2011 events

Skandia Sail for Gold Regatta
6-11 June

Skandia Sail for Gold Medal
Race Day
11 June

IFDS Disabled Sailing World
Championships
3-8 July

LOCOG Open Weekend
22-24 July

Weymouth and Portland Olympic
Test Event
1-14 August

2012 events

Skandia Sail for Gold Regatta
4-9 June

Olympic Games sailing events
29 July-11 August

Paralympic Games sailing events
1-6 September

Keep in touch

If you haven't received Wavelength direct, we probably don't have your correct address. Send us an email with your name, address and/or membership number so that we can update our records.
wavelength@rya.org.uk



Inspire, celebrate, support

With the 2012 Olympic and Paralympic Games now less than 18 months away, don't miss your chance to bring the excitement of the biggest sporting event in the world to your training centre or club.

Take this opportunity to sign up to the Sail for Gold programme that we launched at the Dinghy Show on 5 March. This is our new programme providing a framework of on and off the water activities at RYA training centres and clubs. For more details of the programme and to register go to www.rya.org.uk/sailforgold.

Whatever you do, why not use this opportunity to inspire new and existing sailors to get out on the water and make your organisation a focal point for joining in the spirit of the Olympics.

You could hold a special event to coincide with the Sail for Gold Regatta medal race day on 11 June 2011. It could be an open day, Sail for Gold races or family fun pursuit races, followed by a social occasion – a gold themed party, barbeque, a youth disco or a special dinner in the clubhouse after catching up with the news on our web links. Support kits to decorate your clubhouse will be sent to those who have already signed up.

Planned activities for 2012 include:

- 'Passage to Portland' sail and motor cruiser rally: 2-5 June
- A national 'Push the Boat Out' event: 21 July
- Social events at clubs including Sail for Gold parties, balls and barbeques
- Exhibitions and events to celebrate our Olympic and Paralympic sailing heritage
- 'Have a go' events across the country for new sailors
- Supporting the team by watching through web links in your clubhouse.

Sign up online now and nominate your 'Sail for Gold' Activator:
www.rya.org.uk/sailforgold.

For more information contact:
2012 Coordinator, Celia Edgington
celia.edgington@rya.org.uk
02380 604107

'This is a once in a lifetime opportunity to use the interest in the 2012 Olympics to inspire our sport.'



The Gold Challenge

The Gold Challenge is an independent nationwide initiative to inspire a sporting legacy from London 2012, supported by Sport England, the British Olympic Association and UK Sport.

The Gold Challenge will inspire new and existing sailors onto the water, in support of one of 100 official charities. Individuals and teams can take the challenge, testing themselves in up to 30 Olympic and Paralympic Sports by the end of 2012.

RYA training centres and clubs can sign up as Gold Challenge official locations, providing participants with three-hour taster sessions and more. It's an excellent opportunity to connect with new clients and members and, of course, to build participation in sailing.

For more information or to sign up as a Gold Challenge training centre or club, visit:
www.rya.org.uk/sailforgold

Protecting the RYA brand

I am often asked how many instructors and recognised centres we have. The answer: more than 23,500 instructors in more than 2,400 centres across 45 countries.

The disciplines we cover are diverse, ranging from windsurfing to commercially endorsed qualifications for superyacht masters and everything in between. RYA training is highly sought after and continues to grow in popularity, with an ever-growing demand overseas.

There are many reasons for the demand and credibility of RYA courses, but it all boils down to one thing – **quality!** Whether it relates to the quality of the training material, the quality of the instructors, the quality of the training centre or the vessel on which the training occurs, the key ingredient remains the same.



While every commercial training centre and club wants (and needs) to build its own identity and reputation, it is important to remember that the RYA brand is also an important part of that identity. The stronger the RYA brand, the more every training centre and instructor will benefit through association.

When I visit RYA centres and affiliated clubs, I sometimes wonder why they bother to gain RYA recognition if they are not going to take full advantage of that status by promoting the RYA brand alongside their own.

As instructors, examiners and principals, every time you interact with a student or a member of the public you have the opportunity to create an impression of the RYA in that person's mind. The better that impression, the more likely they will be to do more RYA training or become involved in another RYA discipline. The future health of the RYA, and in particular RYA Training, is very much in your hands.

As we move into what we hope will be a busy 2011 season in the northern hemisphere, and the quieter autumn in the southern hemisphere,

I encourage you to think carefully about the image you want to portray for both your business and the RYA. The more polished you look, the better your business and our industry will be perceived.

Safe boating and best wishes,

Richard Falk
RYA Training Manager and
Chief Examiner



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RYA Interactive update



Since the launch of our online Essential Navigation and Seamanship course in January we have been showcasing it at various conferences and at the Dinghy Show.

Interest from training centres has been great and feedback from the first students working through the course is fantastic. We're looking forward to the course building momentum and proving to be a real asset to the training schemes and the other courses that it can help to support.

As at the end of March, 160 students have enrolled for the course. From those who have already completed the course and left feedback, we have gathered the information on the right.

Comments from students have been really encouraging:

'Thought it was a great course and can't wait to try it out for real and do another course'

'Best self-directed sailing course I've done to date! An excellent

distillation of fundamental boating knowledge you need to get started'

'A well planned course which built step-by-step to provide a good basic grounding in the essentials of seamanship.'

'Very good course. I highly recommend it.'

If your centre is offering this course online, don't forget to keep motivating your students. We're giving away £20 of RYA vouchers to the first 250 students to complete it, which they might use to buy more training from you in the future.

Haven't seen the course yet? A taster is available at www.ryainteractive.org



The profile of our students:
They are equally split between sailors and motor boaters, with a third having no previous boating experience. Biggest age group (31%) is 55-64.

How much did students enjoy the course?

75% rated their enjoyment at 5 out of 5.
20% rated their enjoyment at 4 out of 5.

How many students needed help from their instructor?

Only 23% needed help.

The likelihood of the student going on to take another RYA course:

75% rated the likelihood at 5 out of 5.
20% rated the likelihood at 4 out of 5.

What was the most important factor when choosing a training centre?

Very evenly split between cost, location, reputation and friendliness.

It's your magazine – what do you want to read about?

Send us your ideas, comments or articles for the next issue.

Coaching articles are always welcome. If you have some top tips to share that could form the basis of an article, jot down your ideas and email them to the address below.

Articles or letters can be submitted both for the online and printed issues of Wavelength.

Don't forget – training centres can advertise free of charge for instructional staff. All we need is camera ready artwork, or your text and logo so that we can set an ad for you.

Copy dates:

Adverts and articles online

29 June 2011

for publication in early September 2011

11 November 2011

for publication in late January 2012

Adverts and articles in print

20 January 2012

for publication in mid April 2012

Email: wavelength@rya.org.uk

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The United Nations Economic Commission for Europe (UNECE) has agreed changes to the ICC (International Certificate of Competence). The changes extend the eligibility criteria for applicants and permit approved awarding bodies, including the RYA, to issue ICCs to their own nationals or residents, or to the nationals of any North American country, or any country that is not a member of UNECE.

We have extended the issue of the ICC in accordance with this. Essentially, this means:

- We are no longer limited to issuing ICCs to British nationals or residents, and can issue them to applicants outside the UNECE member countries too (see list below).
- We CANNOT issue ICCs to nationals of the UNECE member countries (see list below) unless they are also British residents.

New application form

The new application form includes a flow diagram to help applicants decide whether or not they can be issued with an ICC by the RYA. The form is available from www.rya.org.uk/go/iccform or in hard copy from RYA House (email certification@rya.org.uk).

This new form must be used by anyone applying for an ICC, whether they are completing an ICC assessment, CEVNI test or using existing certificates to support an application. Please destroy all stock of the old style form.

Proof of eligibility

Under the new rules every applicant is required to provide proof of eligibility. A copy of the photo page of the applicant's passport or a recognised national identity card must support the application unless the applicant is eligible through British residency, in which case a copy of a utility bill, bank statement, driving licence or recognised national identity card showing their British address must be sent.

Scope of the ICC

No changes have been made to the requirements for evidence of competence nor how the ICC will be accepted in other countries. An ICC allows the holder to voyage internationally but only to countries that have chosen to accept it, and subject to any prescriptions made by that country.

It is imperative that anyone who gives

advice on the ICC or is involved in its issue fully understands the new rules, so please tell all staff at your training centre or club, and all freelance instructors.

Changes to the CEVNI test

Following recommendations from the MCA, we have increased the length of the CEVNI test to 30 questions. The type of questions and the pass mark (71%) have not changed.

New question papers are now available and the online test has been extended.

If you offer the paper CEVNI test, please destroy any existing CEVNI test papers that you have in stock and order new copies by emailing training@rya.org.uk with the name and address of your centre or club.

We CANNOT issue ICCs to nationals of these UNECE member countries unless they are also British residents:

Albania	Andorra	Armenia	Austria	Azerbaijan
Belarus	Belgium	Bosnia & Herzegovina	Bulgaria	Croatia
Cyprus	Czech Republic	Denmark	Estonia	Finland
France	Georgia	Germany	Greece	Hungary
Iceland	Ireland	Israel	Italy	Kazakhstan
Kyrgyzstan	Latvia	Liechtenstein	Lithuania	Luxembourg
Macedonia	Malta	Moldova	Monaco	Montenegro
Netherlands	Norway	Poland	Portugal	Romania
Russian Federation	San Marino	Serbia	Slovakia	Slovenia
Spain	Sweden	Switzerland	Tajikistan	Turkey
Turkmenistan	Ukraine	Uzbekistan		

Coming soon from the RYA

RYA Motor Cruising Handbook – 2nd edition

Order code: G24
Price: £14.99



This book explains the basic principles of motor cruising, whether it's fishing, cruising

the coast or inland waterways. A perfect accompaniment to our motor cruising courses.

RYA Passage Planning

Order code: G69
Price: £12.99

This title is a guide to the passage planning process and includes chapters on strategy, incorporating tidal points, traffic, hard and soft hazards, boat types and fuel, instruments and communication.

Also included are examples of passages taken on different types of boats. These example passages show exactly what needs to be taken into account during passage planning.



RYA Dinghy Techniques

Order code: G93
Price: £13.99

This brand new title is guaranteed to help anyone improve their dinghy sailing, whether they are new to sailing or experienced.

Covers everything from launching and coming ashore to wind theory and sail settings, and all points in between.



Comprehensively written by Jeremy Evans and richly illustrated with clear, instructive photographs and diagrams.

RYA Boat Safety Handbook – 2nd edition

Order code: G103
Price: £13.99

This new edition of the RYA Boat Safety Handbook provides essential up-to-date information and the latest regulations to ensure that your boat has all the necessary safety equipment.



RYA Day Skipper Handbook Sail

Order code: G71
Price: £14.99

Engagingly written and illustrated, this book gives practical advice for Day Skippers including navigation, passage planning, pilotage, tides, life-saving signals, simple engine repairs and preparation for bad weather.



RYA Yacht Sailing Techniques

Order code: G94
Price: £13.99



Earn commission and enhance your website

Your centre, club or charity could be earning commission on any publications and RYA membership sold through their website. If you're not part of the Partner Programme already, find out more on www.rya.org.uk/go/partner or call +44 (0)23 8060 4100

Training for commercial skippers and crew

Currently there is little to differentiate leisure skippers from commercial skippers, and yet there is an immense amount of additional knowledge required by those working in a whole variety of jobs afloat.

At this winter's round of conferences we discussed this issue and what could be done about it. There was overall agreement that there is a gap in the training for these people in terms of preparing them for their new role and responsibilities, and overwhelming support for that gap being filled.

While we are yet to finalise plans, our intention is to have an online course available in the first quarter of 2012. This course will become a pre-requisite for applicants for the commercial endorsement.

In line with our other courses, we expect this course to be delivered by recognised training centres.

We will keep you updated as plans progress.

Mayday changes

At the last World Radio Conference changes were agreed to the first part of the spoken distress message to improve identification. Coastguards around the world requested that we include the call sign and the MMSI in the initial call **and** in the message.

We must now teach this format on SRC and shorebased courses, and RYA publications will be amended to reflect the changes at the next reprint.

A typical distress transmission should now be:

Mayday, Mayday, Mayday
This is Motor Vessel Flam, Flam, Flam
Call-sign 2GBH4. MMSI 235899982.
Mayday Flam. Call-sign 2GBH4 MMSI 235899982
My position is 50° 13'.20N 002° 44'.30W
Serious engine fire.
I require immediate assistance
Three persons on board are preparing to abandon to the life-raft.
Over

Age discrimination

The Equality Act 2010 extended the ban on age discrimination in the workplace to cover the provision of services, the exercise of public functions and the membership and activities of private clubs and other associations. The extended age ban will apply to people aged 18 or over.

In 2009 Government consulted on how it proposed to develop exceptions from the age discrimination ban and in 2010 the Equalities Office published a statement in which it confirmed that there was broad support for the proposed approach to exceptions, and confirmed there would need to be further consultation on the specific detail.

On 3 March 2011, the Equalities Office launched its consultation on banning age discrimination in services, public functions and associations – a consultation on proposed exceptions to the ban.

Implications for clubs and training centres

We are pleased to announce that the consultation supports specific exemptions in the field of services, private clubs and associations. An exemption for age-based concessions will mean that service providers (both public and private) and private

clubs and associations will be able to continue to offer age related discounts.

The Government intends to implement the Age Discrimination Ban in April 2012.

The Consultation can be downloaded from the Equalities Office website www.equalities.gov.uk/equality_act_2010/age_consultation_2011.aspx and closes on 25 May 2011.

For further information on the Equality Act download a copy of our Guidance Note can be found on the www.rya.org.uk.

Inspection summary

With a dedicated team of inspectors led by our Regional Development Officers, the RYA inspection process is going from strength to strength. The advice and guidance being shared between inspectors and principals is increasingly creating a supportive and beneficial learning environment.

Once regarded as a 'tick box clipboard' process, the inspection is now being seen as a constructive visit with suggestions and discussions to help the centre grow.

Here are just a few areas we would like to bring to the attention of centre principals and inspectors.

Guidance notes, inspection forms and action plans

Only small changes have been made to the guidance notes, marked by a line in the margin. Please ensure you are familiar with the current version (January 2011). Remember, there are UK and overseas versions for dinghy, keelboat, powerboat, windsurfing and PW centres.

Who is supervising your activities on the water? Does your centre have sufficiently qualified staff at all times, with the required levels for the recognition requested? Suitable equipment must also be available for inspection too.

When setting action plans, refer to points from the last inspection and ensure they have been completed. Agree the points to be actioned this time, people responsible, time scales, achievable completion dates and how the RYA will be informed that they have been completed.

SRC inspections

Throughout 2011, RYA powerboat, windsurfing and dinghy centres that also offer the RYA SRC course, may be required to have the SRC side of the centre inspected. If so, you will have received an invoice in January for the additional inspection, which will take place at the same time as your annual inspection.

You only need to have this side of your operation inspected if you have been notified and invoiced. A separate inspection form will be completed by the inspector.

Centres offering only shorebased courses including SRC courses will be inspected in 2012/2013.

General points raised

An incident at the end of 2010, reinforced to an RYA club the importance of thinking sensibly about how activities are run and risk assessed outside RYA tuition (see page 16).

Don't get complacent. Exercise all reasonable care and skill, and conduct these activities in accordance with best practice and established national guidelines.

Power

Powerboat Level 2 now has an online certification process and old paper certificates can no longer be used. If you need further advice please contact training@rya.org.uk.

In multi discipline centres it's very easy to take advantage of our safety boats. Remember they are our best friends! Ensure they are properly maintained with a routine maintenance schedule in place.

Having the 'correct' killcord has been causing a little bit of confusion recently. The RYA recommends the use of a killcord with a cord going through the middle to ensure extra strength and reliability, especially in hotter climates. However this is recommended and not enforced. We would suggest that when your centre replaces killcords, you should try to source this type.

Windsurfing

A simulator at start and intermediate level can be an underrated resource. But for it to be useful it needs to work smoothly and be rigged with modern and appropriate equipment. Remember, it is a requirement for all levels of recognition.

How many of you can truly put your hand up to knowing what rigging sticks are, or having used them?

Rigging sticks can provide a cheap, or free (if you know a good seamstress), way to get kids on the water learning about the wind and how a board works. You can use them in almost any wind strength, getting kids on the water when normally it wouldn't be possible.

They are a real asset and a key part of kids learning how to windsurf!

Cruising

Additional information about the servicing and suitability of liferafts has been added to RGN1. Please ensure your liferafts comply with this guidance.

The training vessel checklist should be used to ensure the vessel and its equipment is up to the required standard. It need not be left until the inspection and could easily form part of ongoing checks or handovers to instructors. All checklists and forms relating to recognition are available on the RYA website.

A number of new centres have misunderstood the type of recognition required to carry out practical training. An RYA shorebased centre cannot advertise any practical training towards RYA qualifications, including exam preparations. In addition, practical centres must hold recognition for the particular discipline they want to arrange an exam for ie. a Yachtmaster® Motor exam can only be arranged by a centre recognised for the Motor Cruising Scheme.

Things to get involved with

We currently have many initiatives for centres and clubs to get involved with. For full details and information on funding opportunities please contact your Regional Development Officer direct (contact details on page 27). Here are just a few examples:

- More Adults Sailing More Often – helping clubs and centres identify ways in which they can develop adult activity, helping to increase the amount of time adults get out on the water.
- Team 15 and OnBoard – RYA programmes for kids
- Sailability – helping to give disabled sailors access to your waters
- Activate your windsurfing club
- Olympic Activation – Sail for Gold programme of events in the lead up to the 2012 Olympics
- National Windsurfing Week.

Wavelength Online

In addition to this printed issue, Wavelength appears twice a year online in September and January. Following the latest edition we received a few comments from people unable to access it online – a problem which is easily solved.

When we email Wavelength Online we utilize Flash which is used by the majority of the world's computers, and some phones now too. If you don't have it already, Flash is free, quick and easy to install from Adobe.

A PDF version of Wavelength Online is always available offline so if you have problems with the online page-turning format, you can click on a link within the email that will take you straight to the PDF. You can also click straight to the full archive dating back to spring 2005.

When you are looking at the online edition, you can also choose to download an offline version if you want to keep it on your own computer – just go to options at the top left of the screen and choose 'download offline version'.

We realise this online format doesn't suit everyone, but producing Wavelength in this online format enables us to maintain the number of issues each year at a reasonable cost. With a circulation of around 22,000 we are able to make considerable savings by only printing one issue each year – money that can be better spent in other ways to support our training schemes. And just think of the trees that we are saving too!



RYA Training Conference 2011

Normally jinxed with freak weather, the weekend of the RYA Training Conference got off lightly this year! With a packed programme and numbers at an all-time high there was a real buzz and lots of new and, dare I say, young faces!

First a big 'thank you' to insurance company Heath Lambert, who once again supported and sponsored both this event and all the English Regional Conferences.

We were also joined by a number of other equipment manufacturers exhibiting at the conference, enabling delegates to see the latest developments, products and bargains.

Phil de Glanville, former England Rugby Union Captain and current Sports Relationship Manager for Sport England, opened the conference on Saturday with a mixture of entertaining rugby stories, insights to how his sporting experiences help his work at Sport England, and thoughts to stimulate the audience.

With a strong team sport background, Phil emphasised to the audience the need for commitment, trust, punctuality and courtesy, and how this is the blood line through all successful sports, professionals, centres and clubs.

Delving into the RYA/Sport England relationship, Phil focused on the complexity and importance of understanding our sporting landscape, how all sports struggle with similar challenges and the importance of learning from each other.

After a cup (too early for a glass!) of networking, delegates split into smaller groups for presentations from a variety of RYA staff and external speakers, such as John Mendez and Simon Crayford. Discussion topics included the RYA Honda Youth Challenge, the use of PWs in a commercial rescue situation, activating the 2012 Olympics and lessons learned from powerboat incidents.

Following the popular format of the 2010 conference, delegates then discussed these and many other topics in smaller workshops. Here's a summary of the thoughts gathered:



Heath Lambert Group

Advanced windsurfing ratios:

Is there an argument for more flexibility in teaching ratios at this level?

In general the groups thought flexibility was a good idea, but several suggestions were made:

- Contain group numbers to 6:1 as the recommendation, but give the SI the ability to raise this to a maximum of 8/10:1 when they deem fit
- Authorise an intermediate instructor to assist
- Add a paragraph to the guidance notes to support and guide if this goes ahead
- Concern over the quality suffering and, in some locations, the safety (especially coastal venues)
- Is this something we should consider for intermediate courses as there is a higher demand?

Thrill rides:

How can we integrate the 'Small Passenger Craft High Speed Experience Rides Guidance' into the existing RYA Powerboat Scheme?

All three groups agreed that with increasing numbers of thrill ride operators, adjustments should be made to the Powerboat Level 2 syllabus to highlight the potential for back injuries in RIBs to both those

seeking to operate commercially and the wider boating public.

Personal Watercraft Safety:

Should the Introduction to Personal Watercraft Safety (currently available only to guests on board superyachts) be extended to UK training centres taking customers on PW taster or safari sessions?

One group debated this and came to the conclusion that it may encourage more customers on short sessions to progress to the Personal Watercraft Proficiency course. The group agreed that, in line with the Superyacht-issued certificate, it should be centre specific and have an expiry date.

Olympic Inspire:

How can we make the most of 2012 and plan for sustainability?

The consensus was that the Olympics will bring endless opportunities, but they needed to be accessible. Most groups agreed that the RYA Olympic Activation Programme provides a national marketing strategy and creates a brand 'Sail for Gold' to build on existing initiatives, promote the benefits of sailing and encourage volunteering.

Lots of ideas to maximise activity were suggested:

Olympic themed taster sessions, 'mini Olympics', club racing, TV broadcast events, bring a friend, open days, social events, class association events, special footage about our programmes and initiatives, trips to the Olympic site in Weymouth, etc.

Partnerships with other clubs and sports were suggested, making use of the fact that lots of windsurfers and sailors also cycle and swim. Could we encourage a partnership?

One group discussed how to turn interest into regular participation by working with County Sports Partnerships, running Olympic weekends, free taster sessions and setting a challenge of getting sailing into a national newspaper.

There were also many questions: Could the RYA offer web based support such as teachers' resources to take sailing into the classroom, and engaging Olympians to attend and promote regional events?

During the Games, events and marketing were deemed important, but equally, thought turned to post-games ideas such as: Olympians talking about their experiences, learn to sail and inactive membership activation, coaching and support, cheaper 2012 membership.

Important tools to ensure we do as much as possible to inspire others include marketing material to promote us as a successful sailing nation, national competitions, posters, videos, car stickers, aps, Olympic certificates, the use of social networks and mass media opportunities such as Facebook, Google and Twitter.

Keelboat and cruising:

Is there opportunity for crossover between the keelboat and sail cruising schemes?

Two groups discussed this. The first looked at the structure, and the second concentrated on identifying and breaking down barriers.

It was felt that beginner level sailing was generic and the keelboat scheme could be used as an initiation, with Day Skipper and above being the next step into sail cruising, similar to the National Sailing Scheme's advanced modules.



How do RYA coaches spend their Saturday nights? Some, like Clive Grant, choose to jump out from behind the curtains and terrorise the staff. Others, like Graham Manchester, prefer to polish their halos!



The need for flexibility and equivalency were key, with questions about why the NSS couldn't be taught on yachts, and whether there are plans to introduce modules such as inshore and offshore racing.

To enable us to understand what's required and what would work in practice, the second group suggested forums between keelboat/cruising centres and instructors. This may also help us understand the barriers stopping people moving on to the cruising scheme.

Operating procedures: Should the RYA provide guideline documents? If so, what should the format and content be?

The groups were provided with a draft Standard Operating Procedure/ Safety Management guidelines document, designed to assist centres in writing their own safety management document.

The general response was that it was a positive, clear document, but we should reinforce the RYA network available, such as RDOs etc.

It was considered particularly useful to existing centres who could cross-check against current procedures. It would also help guide new centres through the process.

Key points were: procedures documents should be live and ever-evolving, it must be clear whose responsibility it is, and the headings in the guidance notes could be used to form the structure.

Ideas to expand on this document included: examples to aid learning from the wealth of experience out there, with an adaptation to the draft being a flow chart.

Instructor training versus CPD:

Could our instructors benefit from personal development and input, rather than the formal instructor endorsement?

Who's shoes? Some 'interesting' footwear on display in the bar from some of our more stylish (?) delegates.

There was a resounding 'yes' for more instructor CPD on a variety of topics and formats, but resistance from most groups to change the current format of the Advanced Instructor course to a CPD format. Most groups felt there are alternative ways to enhance the course, but suggested that if the course was to be changed, running regional courses at first might be a good approach.

RYA Racing has used CPD for some time, helping their coaches understand their current level, engage with others, hear about other techniques and methods, and gain feedback and top tips.

Most groups suggested the RYA should run more CPD sessions similar to those run for windsurfing instructors. It was recognised that working throughout a season could result in mid-season blues, and that ad hoc CPD sessions might counter that by encouraging and motivating instructors. They could also help those who are unable to run many courses, and give opportunities for instructors to try equipment they don't normally have access to.

Some groups felt the lack of advanced courses being run might be due to the structure. They asked whether the course should be more modular or clinics based.

Others discussed the marketing. Are potential candidates aware of the course's focus on coaching and instructional methods, as well as enabling the instructor to run the performance module in the NSS?

The groups also looked at: how other governing bodies run their advanced coaching courses, the flexibility of the qualification, the possible connection with the racing syllabus, and the idea

of increasing the requirements for revalidation to include conference attendance.

Powerboat and Motor Cruising Schemes

Can the RYA Powerboat and Motor Cruising Schemes be integrated?

Six groups discussed this hot topic and overall it was felt that the schemes should remain separate. Some groups commented that the motor cruising course structure is confusing in presentation and not well understood by either the boating community or insurance companies.

Some suggestions for improvements to the schemes were:

- key cross-over points should be identified between the two schemes
- there was concern as to how instructors would qualify to teach within both schemes
- the RYA needs to work on promoting a clearer understanding of the Motor Cruising Scheme
- change the Intermediate Powerboat course name as this is unpopular.

There was strong support for the Motor Cruising Scheme to become modular to meet the needs of the changing markets.

Sunday was a packed morning with a general training department update from Richard Falk and discipline-specific presentations from Rachel Andrews and Amanda Van Santen. Despite the jaded faces from the antics the night before, another positive day was had!

Another great year! We would like to thank all those that attended and committed their time over the two days.

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Certificate registration update

Powerboat Level 2

Online registration for Powerboat Level 2 certificates is now in full swing and working well. If you haven't yet registered your first batch of the new photo ID certificates, you can activate your account and get started by going to www.rya.org.uk/go/register and entering your reference number and activation code.

We are making a small change to these certificates by issuing them with pre-printed serial numbers, rather than the serial number being generated online and written on. You don't need to worry about your existing stock of the new style certificates – keep using them. When our stock runs out the new ones will replace them automatically and the web system will be adapted to allow both pre-numbered and unnumbered certificates to be registered.

Don't forget: no more paper Level 2 certificates may be issued and they will not be accepted in support of ICC or Commercial Endorsement applications if the course took place after 1 April this year. Please securely destroy any old paper certificates that you hold.



Powerboat Advanced certificates

Next to go online will be the Powerboat Advanced certificates. We are currently running down our stock of paper Advanced certificates, which we expect to happen around June. At that time, the next order that you place for Advanced certificates will be for the new photo ID certificates at the higher price of £50 for a pack of 10. Please make sure that you prepare for building this increased cost into your course fees.

As with the Level 2 certificates, we will allow a phase in period to help you run down your existing stock of paper certificates. From April 2012 no further paper certificates may be

issued, so please make sure that you don't overstock them.

Personal Watercraft certificates

We expect to introduce photo ID PW certificates, packed with the revised PW Handbook, around September. These certificates are already centrally registered because they are issued by RYA HQ. The new system will allow training centres to issue the certificates themselves at the end of the course and register them online, which will provide a better service all round.

We will write to all PW training centres with full details when we

have a more precise timescale for this.

Cruising certificates

The new style of photo ID certificates are already available for the practical Day Skipper and Coastal Skipper certificates, but at the moment they are optional and are not registered online.

They have proved popular with students and the training centres that are already issuing them, so why not give them a go? They are more expensive than the paper certificates, but they have a much more impressive appearance and help to confirm the value of the training that the student has received.

Special offer

Place your order on or before 15 June 2011 to receive the new style of cruising certificate at a reduced price of £50 per pack of 10.

Order codes:
DSMP Day Skipper Motor
CSMP Coastal Skipper Motor
DSSP Day Skipper Sail
CSSP Coastal Skipper Sail

Help at hand with The Green Marine Wildlife Guide

A recent change in legislation through the Wildlife and Countryside Act 1981, Amended, means that anyone can now be prosecuted for disturbing wildlife, and ignorance of the law will not be deemed a suitable excuse.

All types of craft have the potential to cause disturbance if handled without care, so it is vital that instructors know what to look out for and can teach students how to act when they encounter wildlife.

But what constitutes disturbance and how can you avoid it?

Well, The Green Blue and The Wildlife Trusts have teamed up to develop the new Green Marine Wildlife Guide to show you how to interact with wildlife sensitively, avoid disturbance and identify some of our most



beautiful sea creatures. The Green Marine Wildlife Guide is a beautifully illustrated and easy to read booklet.

The Green Marine Wildlife Guide is available from The Green Blue. Just call 023 8060 4227 or download from www.thegreenblue.org.uk.

For now, here are The Green Blue's Top Ten Tips on how to avoid disturbance.

1. Keep your distance. Never get closer than 100m (200m if another boat is present).
2. Never drive head on to, or move between, scatter or separate animals. If unsure of their movements simply stop your boat.
3. Never chase or harass wildlife.
4. Always allow them a clear escape route.
5. Move away slowly if they show signs of disturbance such as longer dives or erratic behaviour.
6. Spend no longer than 15 minutes near the animals.
7. Avoid mothers with youngsters.
8. Maintain a steady direction and a slow 'no wake' speed.
9. Don't call other vessels to the area.
10. Never swim with cetaceans.



Survival of the fittest



Did you know...

- Approximately 55% of the annual open water drownings in the UK happen within three metres of a safe refuge.
- About 42% happen within two metres of a safe refuge.
- Two thirds of those who die were regarded as good swimmers.

These statistics suggest that an adverse reaction to falling into cold water prevents people from swimming three metres to save their lives.

So what happens when you fall into cold water? There are four stages that a person will experience which are caused by the cooling of different areas of the body:

First: The initial response, known as 'cold shock'

Cooling of the skin, which causes a sharp intake of breath or the 'gasp reflex' and a sudden increase in the work required of the heart, leading to death from cardiac arrest or stroke in some cases.

Second: Short term response

Cooling of the muscles and nerves that lie close to the surface of the body, particularly in the arms and legs, leading to physical incapacitation and making it difficult to swim (swim failure) or use the hands. This weakness can lead to death by drowning, especially if not wearing a lifejacket.

Third: Long term response

Cooling of the organs in the core of the body. Unconsciousness follows and at this stage drowning may occur due to wave splash even if the victim is wearing a lifejacket, if it has no spray hood.

Fourth: Post immersion response, during and after rescue

Risk of a collapse in blood pressure and consequential fainting or cardiac problems.

Those of us carrying extra weight will be able to survive for longer periods of cold water immersion because of our

generous layer of subcutaneous fat. However overweight people won't have protection against the initial response to cold shock because the skin receptors are exterior to subcutaneous fat.

Thinner people may be less likely to have a serious response to cold shock because it is probable that they will be fitter.

The UK National Immersion Incident Survey data from 1991 to 2009 confirms that proportionally more heavily built people died from cold water immersion than those of thinner and medium build.

Are women more likely to survive longer than men?

The average female has about ten per cent more body fat than the average male and fat is a good insulator, so females should cool more slowly than males. But this is only half the story. A female of the same build as a male will generally cool more quickly than the male because females have a higher ratio of surface area to mass than males and less of a shivering response. So women will lose heat more quickly.

Children of either sex, cool much more quickly as they have a large ratio of surface area to body mass, as well as generally having less body fat.

So how can we help ourselves?

In May or June when the water is still cold, re-enter the water cautiously, to get used to it again. That way you can build up the resistance that you will have lost over the winter.

The lesson to learn here is to keep fit and don't forget that your lifejacket is useless unless you wear it.



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Etiquette on the airwaves

'Please could we ask for your help in reminding your trainees about maritime communications?' writes Garry Hall, a watch officer at Solent Coastguard.

In general, use DSC for routine calls and emergencies. Use of Channel 16 is to be avoided unless absolutely necessary. Where you are sailing 'in company' with other vessels, use a ship-to-ship channel, by pre-arrangement, for calling between your flotilla.

Radio checks

If you need a radio check, the correct procedure is to ask the port or marina from which you have just departed, or another nearby vessel to carry out the check with you. If none of these options is available you can send a routine DSC call to the Coastguard followed by a voice radio call on the working channel that the Coastguard sets your radio to by remote telecommand.

Use of DSC

All modern marine band radios are DSC ready or fully equipped radios. The radio equipment should, as a matter of course, be linked to an active GPS receiver.



Follow the correct procedure for making radio calls with DSC. Use the 'DSC routine call option' to communicate with other craft, ports, harbours and the Coastguard. This removes unnecessary traffic from channel 16. Where you cannot use the DSC call option, a voice call is the final option.

'Distress' (mayday) and 'urgency' (pan pan) must **always** be sent first as a DSC alert followed by voice

transmissions on channel 16. This will ensure that vessels in the vicinity and the Coastguard will be alerted to your call. Note that Coastguard MRCCs only listen to channel 16 on ambient loud speaker watch.

Using DSC in collision avoidance situations

Where you observe a ship approaching on a collision course, remember that ships at sea are not obliged to listen to channel 16, however they may be listening on channel 13 (bridge-to-bridge channel).

Use channel 13 for an 'all ships' broadcast, clearly defining your course and speed and the approaching vessel's approximate position, course and speed to alert the vessel. If this is not effective, use channel 16 for the same purpose. You could also consider a DSC safety alert which might then get a commercial vessel to listen.

Open microphone carrier

Please take care with the 'push-to-talk' button on your VHF set. It can be activated easily, either by being pressed accidentally or by sea water

getting into the switch and causing corrosion, which initiates a contact.

The microphone must always be returned to its stowage clip after use. The crew will be oblivious to the fact that the vessel is permanently transmitting, making communication difficult, if not impossible on channel 16. This usually happens on channel 16, effectively 'jamming' the distress channel, which obviously has significant implications for all mariners and HM Coastguard as search and rescue coordinators.

Transit reports and passage plans

Please leave your transit reports and passage plans with a contact ashore. If you also want to lodge your plan with the Coastguard please send it by telephone, fax or email rather than by the radio.

And finally.....

Check your MMSI and call sign is correct, your licence is up-to-date and your vessel's details are correct on all databases eg. licence, CG 66, EPIRB etc.

Sport England Small Grants Programme

Since April 2009 £620,896 has been distributed between 75 sailing and windsurfing clubs through the Sport England Small Grants Programme.

If you are a sailing club, association or charity who could do with some extra funding, there's £7 million in this year's fund, so apply now for your share!

We are encouraging dinghy and windsurfing clubs to take part in the Sport England Small Grants programme. It has been set up to support local community projects to increase participation and develop opportunities in their chosen sport.

Sport England prioritises projects which increase the number of adults who participate, which ties in perfectly with our work on club development to increase the number



of adults out on the water and sailing more often.

You can apply for any sum from £300 to £10,000 but the total project cost cannot exceed £50,000.

For more information and to apply for a Sport England Small Grant visit www.sportengland.org/funding/small_grants

To find out more about club development and how the RYA can help you, visit www.rya.org.uk/go/club or contact your RYA Regional Development Officer (see page 27).



Class Calendar

Online course booking

Class Calendar Limited, online booking specialists, are extending their offerings to RYA schools with free accounts, enabling instructors to test the system for themselves.

Class Calendar was founded in 2004 by William Chetwode, focussing from the start on the needs of watersports schools.

'Back then, customers didn't expect to be able to book courses online,' said William. 'That's changed completely. Today, if your customers can't book at any time of day, they might go elsewhere.'

One of the first customers was RYA recognised centre Rye Watersports.

Margaret Meadowcroft, the school's owner, admits that she was initially hesitant. 'I was worried that the system would be too complex for me to get my head round, but it couldn't be simpler,' she says.

Now her administration costs have gone down and the staff can spend more time teaching.

Class Calendar takes secure card payments, but the trial accounts take payment by invoice, allowing instructors to see if they like the system at no cost.

For more information, go to www.classcalendar.biz or call William Chetwode on 01424 442729.



Class Calendar

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Protection of vulnerable groups

The Protection of Vulnerable Groups Scheme (PVG) was introduced in Scotland on 28 February and replaces Enhanced Disclosures for those working with children and protected adults. It will be phased in over the next four years.

In the first year of operation, only people starting in new roles will be able to join the scheme. Membership is restricted to those whose 'normal duties' (whether paid or voluntary) include teaching, training, supervising, caring for or being in sole charge of children on a regular basis.

As more people join, it will be possible to check quickly and easily whether an individual is already a

scheme member and, if so, whether anything on their record has changed since they were last checked.

The new scheme should reduce the number of people being checked and cut down on form-filling. All checks are still free of charge for volunteers. For paid staff there is a one-off fee of £59 to join the scheme, but checks by subsequent employers will only cost £18.

For more information, and for the latest news on the review of vetting and criminal records checks in England, Wales and Northern Ireland, see the RYA website under Information and Advice, Child Protection.



Yamaha have recently been appointed as the Official Supplier to Skandia Team GBR for the provision of Yamaha outboard engines for the entire fleet of RIBs used in supporting the team. This collaboration also extends to the Skandia Sail for Gold Regatta with onshore support through the provision of Yamaha generators plus Rhino side by side vehicles and golf cars for transport.

Skandia Team GBR is not new to the use of Yamaha engines. They have extensively used Yamaha F80 and F60 engines across their fleet of Tornado and VSR craft in recent times. However, after more than 500 hours of use in testing the recently released F70, the team is confident they have now found the perfect solution to powering the fleet with one outboard model.

Released late in 2010 the F70 provides an excellent power to weight ratio combined with fuel efficiency and reliability. The fact that the team will now be able to use the same engine across all their craft will make maintenance significantly easier as well.



'During this crucial time for our team, it's imperative that we have the best equipment on the water, so that our coaches can best support our sailors. Our RIBs are out on the water for an extraordinary long time and by using the Yamaha outboards we are confident that we have the best equipment to power our fleet of RIBs.' commented Stephen Park, RYA Olympic Manager.

The upside to this supply contract is that the RYA recognised training centres may be eligible for discounts on Yamaha marine equipment including new outboard engines and WaveRunner personal watercraft. Please contact Yamaha UK on marine@yamaha-motor.co.uk for further details.

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7 reasons why Yamaha should be your first choice



1 Yamaha outboards are the first and only choice for Skandia Team GBR support boats. And these boats really do get used hard. Just ask the team why they wanted Yamaha as the Official Supplier of outboard engines.



2 Yamaha outboards were selected by the RNLI to power the new fleet of Atlantic 85 inshore lifeboats. The crews rely on Yamaha power whatever the weather. With Yamaha fitted it's one less thing to worry about.



3 Yamaha is the world's largest outboard engine manufacturer and has a bigger range of engines than anyone else. You can be sure that there is an outboard model perfectly suited to your professional requirements.



4 Yamaha WaveRunner personal watercraft are used around the UK by the RNLI Beach Rescue and the Police for patrol duties. If you are a PWC school then the only choice for a dependable & economic PWC is Yamaha.



5 Yamaha quality is legendary. If you have novices driving your boat then you need a tough engine! Yamaha's ultra-durable gearcase lower units for example utilise super strong bearings, drive shafts and gears.

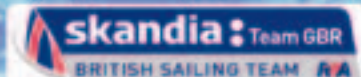


6 Yamaha outboards are packed with features like our unique Y-COP remote immobiliser system which is standard on most of our EFI engines. With Y-COP you can lock the engine's ignition without even being in the boat!



Commercial Discounts available to RYA Instructors and RYA Schools.

7 Right now there are some special rates available to professional RYA users whether you use outboards or PWC in your training school. Contact us at marine@yamaha-motor.co.uk to find out more and get a quote.



www.yamaha-motor.co.uk



YAMAHA

Knowing your customer

RYA Sport development is responsible for a range of activities and programmes including regional training, volunteering, OnBoard, T15 and Sailability. Over the past two years we have also focused on how we can get **more adults sailing and windsurfing more often**. This is as a direct result of a steer from Sport England to drive up adult participation in sport pre- and post- the 2012 Olympics.

Sport England commissioned the market research company Experian to investigate why adults participate in sport, and what the barriers are to participation. We have recently been looking at how we can combine some of Sport England's research to help centres and clubs.

Here are two new projects that should be of interest:

Knowing your customer and market segmentation

Knowing your customer is vital if your centre is to grow. Market segmentation is a process that builds a profile of potential customers, allowing you to understand who your customer could be, and where they live.

If you work at a dinghy or windsurfing centre in England, we can provide detailed advice on identifying, communicating with and retaining customer segments. Centres in the Home Countries may also find some of the information useful.

The segmentation process groups adults (18 years plus) into 19 distinct sporting 'segments' and provides an insight into their sporting behaviours and preferences. It also explains the motivations and barriers to playing sport, satisfaction with the sporting experiences, and the best ways to communicate with and market to these people.

Do these faces look familiar?



Top four segments most likely to want to do sailing in England:

1. Philip: comfortable midlife males. Sporty, with older children.
2. Tim: settling down male. Sporty, professional, buying house, settling with partner.
3. Roger and Joy: early retirement couples with free time, nearing end of their careers.
4. Ralph and Phyllis: comfortable retired couples, enjoying active comfortable lifestyles.

Some of the communication methods suggested by Sport England could be appropriate for training centres and clubs, such as using social media, or using younger adult instructors/customers as opinion leaders who will tell their friends about the sport.

We have broken down the Sport England research into the following bite-size chunks:

- A presentation on the RYA website with audio to explain how you can use this information.
- Factsheets to help you understand

more about your potential customers.

- Suggestions as to how you can adapt your courses to suit your customers' needs and wants.
- Ideas on the best ways to communicate with and retain your customers/members.

We will constantly update and add to the information on the site and plan to include factsheets for yachting centres and clubs very soon.

Please visit the website and let us know your thoughts.

www.rya.org.uk/go/kyc

'I was really pleased with the Sport England market segmentation info, I have been looking at it online this afternoon – this will help tremendously as we need to put together a marketing plan for Upper Tamer Lakes over the next fortnight.'

Andy Parsons,
Head of Operations,
South West Lakes Trust.

A guide to social media

How can you use social media to develop activities at your centre or club?

The market segmentation work should prove invaluable in getting to know your adult customers and understanding their interests, what they want, and the best ways of communicating with them.

Several market segments interact with friends and colleagues through social media such as Facebook and Twitter, and they respond well to YouTube as well as internet and email advertising.

It's pretty easy to get this wrong, ripped off or completely lost in the amount of advice out there. If you get it wrong it can also be more of a hindrance than help. So we have produced a short guide to help you through the process of setting up social media communication with your existing and potential adult customers and members.

This guide should be of use across sailing, powerboat, PW and cruising, and gives advice on how to make social media work for you. You can find it at www.rya.org.uk/go/myc

Further help and advice

RYA Sport Development also provides a wide range of advice on developing the sport further. Details can be found on the RYA website, or by speaking to your Regional Development Officer (see page 27).

Our success is measured by Sport England through the Active People Survey. If you get a call on your land line asking if you will take part in this survey, please do. The future funding of our sport depends on it!

Graham Manchester
RDO Manager

Loss of a great character

Some of you may remember John Chittenden from his days at RYA Training, and later as a successful yacht skipper. We were very sad to learn of his death in March.

John joined the RYA staff as Cruising Secretary in the early 1980s. He wasn't a natural administrator, preferring to work afloat than in an office or committee room. But he was a natural leader and a highly talented skipper who made a huge contribution to the offshore training schemes.

James Stevens, who succeeded John in the role of Chief Cruising Coach, commented: 'John was a natural sailor with a great sense of humour. He had a huge amount of energy, which he directed at everything except his in-tray.'

He loved a challenge. During an office outing on a bitterly cold day he was introduced to windsurfing. Dressed in

his ancient set of cruising foulies he was determined to windsurf across the main channel and back – a feat which he eventually achieved just before we had to drag him out of the water in the final stages of hypothermia!

John was best known for his remarkable achievements in round the world racing. He left the RYA when he and Tony Allen (another RYA staff member) bought a Maxi Challenger to enter the 1989/90 Whitbread Round the World Race. The boat was re-named Creighton's Naturally and won the cruiser class in the race.

In 1992/93 John skippered Nuclear Electric in the first British Steel Challenge west-about round the world race. He and his crew won the race, an achievement for which he also won the Yachtsman of the Year award.

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Comment

It is always great to receive your letters to Wavelength. We welcome comments on articles, ideas for future issues and letters about previously unaired subjects. Send your ideas, issues or moans to wavelength@rya.org.uk.

Inner city watersports centres

Kaz Parker has written in response to Ian Macwhinnie's reply to her original letter regarding problems of abuse and vandalism at inner city Watersports centres:

'Thank you for your response in October's Wavelength. As readers may have suspected, we have tried to get these local people on the water. We have tried right from the start and hoped that, rather than them seeing an opportunity for trouble-making and needless vandalism, once they get on the water and have some proper training they'd enjoy it and change their ways. In return we'd get some willing volunteers and the satisfaction of turning around their lives.

'That's the theory in an ideal world. We have always held out an olive branch. We try to talk to them, offer them free sessions all summer and try everything to get the adults, youths and children involved and interested. In return we get that olive branch slapped in our face time and time again.

'So yes Mr Macwhinnie, I heartily agree with your sentiments but we've tried everything you have suggested. Our Instructors are threatened, boats damaged and the centre broken into, all because of a few locals who have no fear of law and order because the Police are reluctant to help.

'It'd be great to hear from other centres where something has worked in a similar situation. Anyone?'



Keep your eye on the ball

Most activities undertaken by clubs, training centres and class associations are carried out with careful regard for safety and potential risks. But the example below shows how badly things can go wrong if you lose focus, even for a short time.

The facts

Last October an RYA affiliated club that is also a training centre was hosting a residential race training event on behalf of a class association, for girls aged 10 to 13. The waterway was relatively sheltered, connected to the sea by a lock. The accommodation was approximately a mile across the water from the club, so the club ferried the girls to and from their accommodation each day in four RIBs.

All went well for the first couple of days. On the evening in question, when the girls were ready to be ferried to the accommodation it was dark and the weather was benign.

The four RIBs were loaded with 21 girls and their bags, with an instructor or coach in each boat. Buoyancy aids were worn by all.

The RIBs left the club in pairs with the more experienced driver leading the way. They motored slowly through the area close to the club which is littered with moorings. Once clear, the drivers accelerated to around 20 knots and headed across the water towards the accommodation. The second pair of RIBs left a short time after the first and, after accelerating, separated slightly for safety.

One of the drivers veered too far to one side and, fearing that there was a danger of running into some unlit marks, she altered course again and turned towards her original track. With very little warning she saw the other RIB on a collision course. By then it was too late and the vessels collided heavily.

Three of the sailors were thrown into the water. One of the girls was thrown from one RIB into the other and several girls suffered varying degrees of injury, including bruising, rib, spinal and head wounds.

The two young drivers of the RIBs responded well and, despite initial confusion caused by the many bags floating in the water, and one girl falling from one RIB to another, they quickly had all the children back on board and headed for shore. From here the house parents responsible for the residential supervision of the children got them warm, dry, back to their accommodation, and monitored their condition.

What went wrong?

As with most accidents there was not one single factor that caused this incident – instead there was a series of failures. Some of the contributing factors were:

- No risk assessment was carried out for the ferrying of children to their accommodation in the dark.
- The RIBs had no lights.
- Visibility was hindered by significant backlighting from the shore.
- The RIBs were travelling at

speed in an area known to have numerous unlit buoys and large amounts of debris floating in the water.

- The passengers were sitting on the sponsons of the RIBs travelling at speed at night, without effective hand or footholds.
- There were no grab bags, torches, searchlights or radios on board.

On this occasion, while there were some serious injuries, the outcome could have been considerably worse. The important message to take from this is that no matter what the activity, common sense should be applied when assessing the risks associated with any activity.

Just because it is not a training course, racing or race training event does not mean that it isn't susceptible to accidents or just plain bad luck. Nor indeed does this negate the organisers' responsibilities and duty of care. Next time you are organising an event – take a second look at all the related activities.

Finally, be aware that any serious on-water incident resulting in significant injuries or loss of vessels may need to be reported to the MAIB. Guidance on reporting requirements can be found at: www.maib.gov.uk/resources/regulations

In the event of a serious incident at an RYA training centre it is important that you contact the RYA. If we are unaware of an incident we cannot provide support or advice. The steps taken immediately after a serious incident or near miss will often have

a significant impact on the overall outcome.

Don't hesitate to ask for help if you need it.

Lessons for next time

- 1 When assessing the risk for the event itself, all the peripheral activities, including the overnight supervision of the sailors and specifically the activity of ferrying the girls home after hours should have been included.
- 2 The RIBs should have been equipped appropriately, both to comply with IRPCS and also to comply with all basic safety requirements. Torches, radios and grab bags with safety kit included should have been available.
- 3 All drivers should have been trained in night time operations, briefed to travel at a safe speed appropriate to the circumstances and led by the most qualified and competent person.
- 4 The nature of the accident and injuries involved, combined with the age of the children may have warranted the summoning of an ambulance upon arrival ashore.
- 5 Once it became apparent that one of the casualties was suffering longer term symptoms from their injuries it may have been appropriate to report the incident to the MAIB.

Share your experience

Have you had a near miss that served as a timely reminder?

We've all had days when things didn't go according to plan. When it happens you might want to hide under a rock but it's better to share.

If you've had an incident from which you learnt some valuable lessons, please tell us. It's only by sharing information and reinforcing best practice that everyone can benefit from your experience.

Please email your story to wavelength@rya.org.uk. Your identity will be protected if necessary.

Ignorance is no defence

In February two former operators of RYA recognised training centres were prosecuted in relation to the use of inappropriately coded vessels for Category 0 operations. This highlights the need for skippers and owners to be aware of the various codes of practice under which they are operating, and the coding and manning requirements they must adhere to.

The individuals mentioned here have suffered significant personal and financial costs as a consequence of their actions.

George Howarth of In2Sail

Prime offence: Unsafe operation of vessel. s100 Merchant Shipping Act 1995
Fined: £16,000 including costs.
Six months imprisonment by default if not paid within six months.

Colin David Thomas of Straits Sailing

Prime offence: Unsafe operation of vessel. s100 Merchant Shipping Act 1995
Fined: £17,549.59 including costs and Proceeds of Crime Act order.

Six months imprisonment by default if not paid within six months.

In both cases the training centres were derecognised by the RYA.

Whether you are the operator or the skipper of a coded vessel you have an obligation to ensure that the vessel is being operated within the appropriate legal constraints. In the event that you are uncertain about coding or manning issues there is a large amount of information available in MGN280 and on the MCA website. Alternatively a phone call to RYA Training for clarification may avoid problems later on.

Friday Night Sundowners

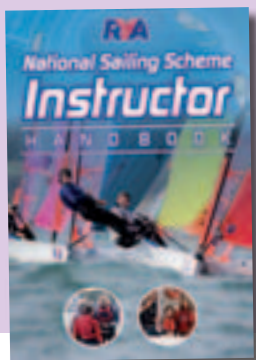
RYA National Sailing Scheme Instructor Handbook

Order code G14
Price: £7.50

The newly revised G14 Dinghy Instructor Handbook is packed with information and fantastic illustrations and photographs. It covers the entire RYA National Sailing scheme for dinghies, multihulls and keelboats.

The handbook guides you through methods for instructing and coaching step by step, with clear practical advice and information on all instructor and coaching qualifications.

A must for any dinghy instructor's tool bag!



Looking for ideas to stimulate activity at your centre or club? How about this for an idea from Erith Yacht Club?

Back in 2009, we at Erith Yacht Club in south east London were looking for ways to get our members sailing and socialising at the club during the summer. We decided to make the most of the setting sun and capitalise on 'that Friday feeling' by putting together a programme of Sundowners on Friday nights.

The theme was simply to provide sailing activities from 6pm on a Friday night, with the club bar open and a team of volunteers firing up the barbie at the end of the evening. With such fantastic sailing waters available to us, the Sundowners quickly became popular with members and visitors.

With the help of various grant applications, EYC has developed the club's facilities. Last year we opened a new clubhouse with a fleet of new training boats, a waterside bar and fully operational galley providing catering to large numbers of people.

In addition, I am now in post as full-time Club Coach, and am busy developing the club's established training centre, promoting courses and encouraging new club members to participate regularly.

To promote social and recreational sailing activities within the club, I have worked alongside the Sailing Committee to promote the Sundowners and provide clinics and coaching sessions for newly trained club members, to encourage them to keep coming down to the club.

Many of the Friday nights have finished with a short, fun race which has given sailors the opportunity to take part in their first race event.

Sundowners has succeeded in getting up to 50 sailors out on the water and enjoying an end-of-week sail before a busy weekend of activities. The entire event is supported by the hard work of the club's volunteers who provide safety cover, man the bar and cook some of the best tasting BBQs and jacket potatoes around!

With the start of the sailing season just around the corner, Sundowners looks like it's getting bigger and better, with newly trained members looking at getting their own boats. This will allow the next generation of sailors to benefit from the club's training fleet and a full programme of racing, training and cruising activities planned both for the dinghies and yachts.

If you are interested in the activities at EYC you are welcome to come



down and visit the club during a weekend, or can contact the Secretary or Club Coach by emailing training@erithyachtclub.org.uk. You can also see full details on www.erithyachtclub.org.uk.



Amanda Van Santen
Chief Instructor, Dinghy & Windsurfing

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Your flexible friend

It's not news that busy lifestyles have changed the way people approach new activities. Sailing is not immune to this, and it is hard for would-be sailors to commit to taking a course. Indeed, course length and scheduling were two barriers to taking sailing courses highlighted in a participation survey.

So, how can we meet the evolving needs of our customers?

Break up the courses

The teaching method for dinghy sailing works well as an incremental learning system. You don't need to modify it or deliver it as one long course. So consider breaking beginner courses into bite size chunks with flexible programming. Sessions could be run over a few hours after the kids have gone to school or as evening sessions after work.

Combining complementary elements will give a sense of achievement. Try

these together:

1. Introduction to personal and sailing equipment, rigging, launching and basic boat controls.
2. Tacking, a basic look at the 5 essentials and sailing to windward.

The order of sessions is important but there can be flexibility in the number of sessions the course is split into. Shorter sessions can help prevent information overload for some people.

Progressing skills

From Level 2 on, greater flexibility is possible. There are core skills to be taught, such as boat handling, rigging and reefing, launching and landing, and controlling your speed. Then, learning from the windsurfing scheme, why not offer other skills as clinics.

Logistics

How do we plan for this approach?

Beginners need complete attendance of scheduled sessions due to the nature of the method, so fixed dates are needed.

Level 2 allows more flexibility and clinics enable you to look at the specific skills, with people attending as many as they wish. Those who complete all modules of the course gain their certificate.

Sessions could run through the summer, accepting that attendance may be irregular. This would require good record keeping of each student's progress with, ideally, the same course leader throughout to build a rapport.

The same approach can be applied to Level 3 by providing 'time on the water courses' with tasters of the advanced skills.

Theory sessions could be covered as modules on a rotational basis, publicised

in advance and delivered more than once to ensure everyone can attend.

Try some new ideas

Many other ideas have been successful, including Get Back into Sailing, supervised sailing, Can Sail Can't Race, over 50s sailing club, Ladies Who Launch, mid-week courses and Sportivate.

Whatever you try, social group formation is a key to encouraging continued participation.

See www.rya.org.uk for case studies. You will also find a wealth of information such as how to identify your most likely customers, using social media to reach them, and links to a range of short videos that you share among them.

Most importantly...

One size does not fit all. Bite size courses may or may not be the answer to boosting demand, but it's important to recognise the need to have an open mind and flexibility in what you offer to your students.

Windsurfing

National Windsurfing Week

1-8 May 2011

The 4th National Windsurfing week is nearly upon us, with more centres getting involved every year.

NWW is now a joint venture between the RYA, Boards Magazine and Spartan Wetsuits and we have aspirations to make this event the biggest ever!

Nick Dempsey, ambassador of NWW and the Windsurfing 4 Cancer Research (W4CR) charity, launched this year's event at the RYA Dinghy Show.

Hopefully by now your centre has organised its involvement in the week as it's an ideal opportunity to get as many people out on the water as possible, be it from racing events and socials to charity fundraising and windsurfing taster sessions.

All you need to do now is make sure you get some publicity for it. The NWW website contains some great information on contacting the media

and publicising your events, with a downloadable organisers' toolkit.

W4CR Sunrise to Sunset

A very popular way to get involved with NWW is charity fundraising, and kicking off this year's event is the Windsurfing 4 Cancer Research 'Sunrise to Sunset' fundraising fun day, with the slogan 'more than just a day at the beach'.

Sunrise Sunset events will be simultaneously taking place on 1 May across the whole of the UK, involving many RYA centres, clubs and T15 teams.

The big challenge this year is to get more than 1000 windsurfers on the water at midday.

David Tuttlebee Memorial Trophy

This year will have significant poignancy as David Tuttlebee, founder of the W4CR charity, sadly lost his battle with cancer and passed away last year.

The 'David Tuttlebee Memorial Trophy' will be awarded to the T15 youth windsurfing club that puts on the best fun fundraising Sunrise to Sunset event, helping to get as many windsurfers on the water as possible and showing their commitment to raising money for the charity W4CR.

NWW will also be joined by the national campaign 'Outdoor Adventure Week' which is in its third year. Check out the BBC Thrill Seekers site for more details.

For further information on how to get involved, ideas from previous years and to register your centre on the NWW Website go to:

www.nationalwindsurfingweek.org



RYA Training goes social!

On Facebook? Join and follow the RYA dinghy and windsurfing instructor pages, two separate pages designed to keep RYA instructors informed with the latest news, events and discussions.

Social media has become one of the most widely used tools for communicating. What would you like to see on the pages to help you: articles, interviews, coaching videos...?

Tell us your thoughts and help drive the pages.
amanda.vansanten@rya.org.uk

Get out more!



There won't be many people unhappy about the weather last summer...but I bet a few windsurfers moaned about the lack of wind!

Steve Bowens, RYA Windsurfing Trainer and lecturer at Falmouth Marine School, has just the advice for all windsurfers, clubs and centres that would like to get out more whatever the weather.

Try racing

It's not all about racing. It's more about getting out on the water with like minded people and having fun. But the advantage of setting up some fun races is that you can get on the water and have a great time, no matter what the wind.

If it's windy you can set up some slalom racing or a GPS challenge. If it's light you can try some basic course racing. Either way, you can guarantee great fun on a weekly basis and, with this informal format, there's no need to buy any specialist equipment. I just



use my wave sails and borrow a long board from the local centre.

How to get people involved

This was really easy. I spoke to my local watersports centre Stithians Watersports, which is part of South West Lakes Trust. They were really helpful and supportive and we agreed what we needed from them – access to the lake in the evening, rescue boats and some buoys.

They helped advertise the evenings to their members and staff, and I set up a Facebook event page (only takes very limited IT skills and about 10 minutes of your time). Facebook allowed me to invite friends, who



invited all their friends and, all of a sudden, I had access to hundreds of people at the touch of a button.

Placing information with the local watersports shop also helped attract local people.

Communicating with everyone

It might sound like a lot of work but I reckon I spent a total of about an hour and a half setting up the first race. I just got chatting to a couple of friends, agreed we would like to get out more often, made a phone call and set up the event page. Done!

I would recommend some form of ongoing online communication so you can easily post and update details. With Facebook you can write one message and everyone who has joined the group will get the information.

Race format

Before committing to running lots of sessions, we wanted to gauge interest. I decided to start with just four races with the top two results to count and, to keep it really simple, there are only two categories: 6.5m and above, 6.4m and below.

The first evening we had force 1 to 2 cross shore winds so we borrowed the centre's Revos and set up a small triangle course with three laps (triangle, sausage, triangle). So that I could also race, I conducted the start sequence from my board using a whistle. I blew three times when there were three minutes left, two times for two minutes etc.

We managed five races that evening before exhaustion

kicked in from all the pumping. It was a wonderful evening with close racing, great exercise and fantastic fun. Everyone was buzzing and hungry for more - all on an evening when I wouldn't normally bother windsurfing due to the lack of wind!

I asked competitors to donate £2 per race night so that at the end of the series I could buy some fun prizes. The prizes aren't important, but it's nice to have something to remember from the racing - even if you're the winner of the Golden Spreader Bar!

Keep it simple

The very basic format which we use seems to work well:

- Four races (top two results count)
- Format/course decided on the evening
- Communicate via Facebook
- Two categories: 6.5m and above, 6.4m and below
- 3-2-1 minute start sequence
- £2 per race night to go towards a final prize

Give it go!



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Teaching PW capsizes recovery

Skills within RYA courses are taught to one of three levels – ‘can do’, ‘has a knowledge of’ or ‘understands’. Wherever possible, practical skills should fit into the ‘can do’ category but, in the case of the PW capsizes drill, this can only happen if a suitable PW is available.

PW Trainer, Candice Abbott has a few ideas...

In my experience there is a misconception among new PW riders that righting a capsized is difficult. They are generally apprehensive about it, so it's our job to make sure they conquer this fear and gain confidence and competence.

- If you only show them a video or photos, they are unlikely to gain or retain much information - they will **‘have a knowledge of’** the subject.
- If they watch you demonstrate it, they will understand the method but may still believe that you're only capable of righting it because you're an instructor - they will **‘understand’** the subject.
- If they have a go, they will lose their fear – they **‘can do’** this skill.

In the ideal teaching scenario, ‘doing’ is definitely the answer.



Centres and instructors can be wary of running this exercise practically due to problems with PWs taking on water or the carbs flooding, meaning the PW won't re-start.

The main reasons this happens are:

- The seals are perished.
- The PW inverts when weight is put on the up-turned hull, due to incorrect righting procedure.
- The PW is rolled upright in an incorrect direction.
- The PW is left upside down for too long.

To help avoid these, try including the following in your sessions:

- Check all seals on all PWs at the start of your course. Make this part of your shorebased familiarisation session.
- Demonstrate the correct righting method, in particular highlighting rotation (which requires very little strength) rather than using weight to roll the craft. Stop your student climbing on top of the upturned hull to reach the grate.
- Make sure you check the sticker on the transom of the PW for the

correct righting direction. If in doubt, check the owner's manual.

- Make sure the PW is righted as soon as possible.
- Practice the capsizes drill at the end of your course, close to the slipway so if there is a problem you can recover the PW and drain the water easily.

Your student might not be keen to capsizes their brand new PW! This is one of the reasons why we want each centre to have access to a training PW or empty PW hull.

If you want to get hold of an old empty hull, contact your local PW dealer who may be able to point you in the right direction. Ideally, the hull should be similar to a working PW but without an engine. You can fix a weight into the bottom of the hull to simulate the weight of an engine and seal up the hull, hood and intake etc.

Safety Boat Instructors

If you are a Powerboat Instructor who gained the Safety Boat qualification after your Powerboat Instructor award, you should notify RYA Certification by sending a copy of the Safety Boat certificate to certification@rya.org.uk.

This will allow us to update your records and be clear about your eligibility to run this course.



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New ratios for Intermediate and Advanced courses

The teaching ratios for Intermediate and Advanced Powerboat courses have been reduced to three students to one instructor in one boat. This is with immediate effect and brings the course in line with the Powerboat Level 1 and 2 courses where the high standards of safety, good value

for money and great teaching are hallmarks of RYA training.

The Safety Boat Course ratio remains at 6:1 in two boats but with the strong recommendation that an experienced assistant is on hand when two boats are used.

Powerboat and PW instructor courses

All instructor courses must be approved by the RDO (in the UK) or RYA Training (if being run outside the UK), and must have a minimum of two instructor candidates. Please make sure that you send full details of these courses to your RDO or RYA HQ before taking bookings.

Advanced Powerboat Instructors

New pre-requisites

From 1 April 2011 candidates for the Advanced Powerboat Instructor endorsement will have to hold the RYA/MCA Advanced Certificate of Competence.

This is in addition to the existing requirement for them to hold the Powerboat Instructor qualification and the Advanced Powerboat course completion certificate.

This step has been taken to maintain high standards of teaching on the Advanced Powerboat course.

Candidates will need to show their Trainer a copy of their certificate of competence at the time of the course, and their Advanced Instructor endorsement will not be issued unless the certificate of competence is held.

Advanced Powerboat Instructors who have qualified prior to 1 April 2011 do not need to take the exam for the certificate of competence.

Powerboat Trainer Course 2012

If you are an experienced Advanced Powerboat Instructor who wants to run Instructor courses within the powerboat scheme, have you considered becoming a Powerboat Trainer?

You can find information and an application for the trainer selection days at www.rya.org.uk/coursestraining/resources/Pages/PowerboatTrainerResources

Selection days will take place in November 2011 for the trainers' course in February/March 2012 –



when we can almost guarantee you some beautiful weather!

Completed forms should be sent to your RDO to sign, and returned to Rachael Upton at RYA HQ. The closing date for receipt of applications is 31 July 2011.

Powerboat Instructor Skills Assessment

Trainers please make a note in the candidate's logbook when they pass the Powerboat Instructor Skills Assessment. The training centre and date should be noted, then please print your name and sign the log.

REMINDERS:

Man overboard practice

Under no circumstances should people go in the water for training MOB recovery during Powerboat Level 1, 2, Intermediate or Advanced courses. A dummy (such as a small fender with a weight or chain attached) is to be used.

The Safety Boat course is primarily concerned with escorting fleets, assisting in race management and righting capsizes. Recovering personnel from the water is a minor element.

Centres should risk assess the manual handling issues of such an activity and consider using the DVD provided with the Safety Boat Handbook and the CD-ROM with the Powerboat Instructor's Handbook to teach different recovery methods.

Emergency Stop!

This is not part of the powerboat syllabus and should not be trained, practiced or demonstrated.

What's 'high speed' in Powerboat Level 2?

High speed should be interpreted as 'planing speed'.

The primary reason for teaching this element of the course is to allow the student to understand and experience the different handling characteristics. Planing speed is achieved typically from 12 knots onwards.

First aid

First Aid Instructors' Conference Report

Over 120 first aid instructors attended the second national conference held on HQS Wellington in London.

Highlights included:

Changes to the CPR guidelines

Dr Anthony J Handley, Chairman BLS/AED International Course Committee, ERC and Chief Medical Adviser RLSS, explained the research and reasoning behind the 2010 changes to the CPR guidelines, and why the standard of care has remained full CPR.

Full details of the 2010 guidelines will be sent to all first aid instructors.

RNLI replace First Aid at Work for lifeboat crew

Paul Savage, RNLI Clinical Lead and Medical and Survival Training Manager, described the course that he has developed for lifeboat crew to replace their First Aid at Work course.

The RNLI has abandoned the formal theoretical approach used in the past by some FAW trainers, in favour of a far more practical, scenario based course teaching the critical care of trauma casualties.

They use algorithm cards to assess and treat without background knowledge. They practice with bag-valve-mask and have disposable portable suction equipment, oxygen, entonox, op airways, splints, stretchers and tourniquets in the kits on the ALB (all-weather lifeboat).

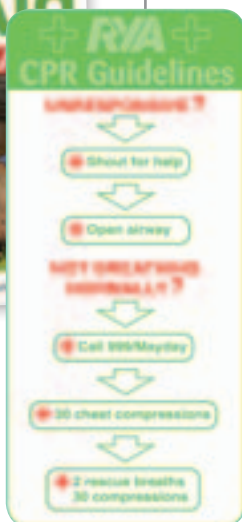
Priority on the courses is given to proficiency with the equipment, backed up with just six hours of theory.

They combat skills fade by providing the waterproof cards and by running realistic medex on the coast in association with Coastguard Rescue Officers and helicopters.

This was a stimulating presentation and will hopefully encourage RYA first aid instructors to take a more practical approach, if they are not already doing so.

Rounding up the day was an RYA and first aid course update, followed by interesting group discussions that generated many new ideas.

Thanks to everyone involved in making this conference a very successful day.



Yachtmaster® Instructor Conference 2011



A record breaking number of 236 delegates attended the RYA Raymarine Yachtmaster® Instructor Conference in January 2011.

With a new Chief Executive, Training Manager and Chief Cruising Instructor taking post in the last year, there has been a lot of speculation about the future direction of the cruising scheme. This conference was the first official outing of the new training team.

After a two year absence, Raymarine returned as principal sponsor of the conference, providing funding for assisted places for new and overseas instructors.

The overall theme of the conference was forward looking, with an eye on the continued success of the cruising scheme.

Rod Johnson, HM Chief Coastguard, delivered the first presentation, which covered the current thinking and rationale behind the proposed restructuring of HM Coastguard. Throughout his talk Rod entertained the conference with anecdotes from his 25 years in the service, gradually building the picture of the decision making process which lead to the proposed changes.

Professor David Last talked on the truths and myths surrounding satellite navigation systems. He brought home the tremendous uptake and



reliance on the use of these systems in everyday life, and how vulnerable they are to attack from unscrupulous members of society.

He covered the subject from the first systems used in air travel through to the latest developments in the alternative satellite systems such as Galileo, GLONASS and the terrestrial based eLORAN.

His expertise was clear, and his light hearted approach did not fail to emphasise the need for a greater understanding of these systems' strengths and weaknesses to ensure robust and safe navigation.

The audience was then broken into smaller discussion groups to discuss current issues and initiatives:

- Opportunities for new courses in the sail cruising scheme
- The structure of the motor cruising scheme
- How to teach the integration of electronic navigation and traditional navigation
- Is the current commercial endorsement robust enough?
- The future of e-learning in the RYA schemes.

A large amount of useful feedback was generated from these groups.

Jonathan Bailey, Race Director for Clipper Ventures plc, closed the first day by sharing the background and causes of the loss of Cork Clipper during the 2010 Clipper Race.

Sunday morning is the traditional update day. Following feedback from the discussion groups, members of the RYA Marketing, Publications and Development departments delivered the latest developments and initiatives from their respective areas.

Richard Falk, RYA Training Manager and Chief Examiner, opened the annual RYA Instructor Update by explaining the strategic importance of separating the sail and motor cruising schemes between two chief instructors. Motor Cruising centres sit comfortably with the powerboat centres, with many offering both schemes. This makes the management of these schemes under one chief instructor sensible.



Richard handed over to Craig Burton, Chief Instructor Sail Cruising, and Rachel Andrews, Chief Instructor Motor Cruising and Powerboats, to present updates for their particular schemes.

Finally the conference was brought to a close by Sarah Treseder, CEO of the RYA, who thanked all for attending and for their continued efforts in delivering world class training.

Undecided about whether to attend next year? Here's some feedback from one of our delegates, Robina Sutch:

'Given that I was a first timer at the conference, I really didn't know what to expect.'

'After a great welcome by the RYA and Raymarine, we had fascinating (and hilarious!) talks before splitting into discussion groups. Lively discussions were had by all!

'I particularly liked the fact that the RYA were genuinely interested in what we as instructors thought about the issues.'

'Dinner and social networking in the evening was enjoyable and productive in equal measure.'

'All in all a very informative, enjoyable and productive weekend...I can't wait for next year!'



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In three hundred yards...you have reached your destination

Let's face it, these all singing, all dancing electronic chart plotters with built in position fixing and radar overlays are the work of the devil. One day the evil empire will switch it all off and leave poor unsuspecting souls lost and helpless, desperately trying to find a 2B pencil and, beyond all hope, a chart.

But hold on a minute, don't commercial aircraft rely on this stuff, and ambulance services? Surely they wouldn't be so reckless? Obviously there is more to this than meets the eye.....

A number of high profile incidents have blamed Electronic Navigation Systems (ENS) as the root cause, which is perhaps a little unfair. The loss of *Cork Clipper* last year points at some of the pitfalls that lie before those who rely too much on the precision of the information provided by ENS. The reef in question was reported to be nine cables east of its charted position, the original source data being from 1867.

In the loss of *PriceWaterhouse Coopers*, and the lives of two of its crew in 2009, the dilution of precision of the GPS system played a central role, despite the crew actually seeing the Islet they eventually sailed into.

In both cases a note of caution or healthy skepticism on the part of the navigators could have put enough of a safety margin between them and the dangers that overcame them.

The use of GPS has become commonplace in everyday life. They exist in our cars and phones, and for the most part are incredibly accurate and reliable. And here lies the problem – us.



Modern chart plotters are able to provide a tremendous amount of information, but we need to ensure that we continue to check this by monitoring information from secondary sources.



Most of the time these systems get us to where we are going, or find the nearest cashpoint machine when we need one. So we forget that sometimes they tell lies. A quick internet search for 'amusing Sat Nav stories' will reveal examples of lorry drivers stuck in narrow lanes, cars (almost) driving over cliffs or drivers mistaking a railway line for a road. 'Hmmm, this road looks a bit like a footpath.....' our common sense tells us. But we are becoming so trusting of the magic box that we ignore the pesky voice in our head.

In reality, the increased use of ENS for all types of boating is certain. On the water the warning signs are not as obvious as when on land, so we have to make more of an effort to see them. The tried and tested approach of not relying on one piece of navigational information stands as true today as it always has.

I recall being told by an early mentor of mine: 'Never pass up an opportunity of a good check on your position'. Admittedly this was in the stone-age era of EP-ing your way across the world, when we were far more obsessed with knowing exactly what course we were steering and how much leeway we made, but it is good advice nonetheless. A good transit, crossing a contour or simply passing close to a navigational mark all reduced the errors in our EPs and gave us early warning of things going awry.

These simple techniques still have value today and would at the very least keep a navigator positively engaged in monitoring the progress of a passage. So what is the message?

GPS is great. Chart plotters are great. But they are what they are, aids to navigation. Regularly checking the



information given by them against a second or third independent means will alert you to errors.

As clever as they seem, they do not negate the need to properly research a passage plan and choose an appropriate route, which you could execute without the electronic aids.

Finally, remember that the information ENS gives, coupled with other information sources, only becomes robust, safe navigation after correct processing from a good old human being trained in the art of navigation.

Key points for instructors:

- An ENS is just one more aid to navigation and navigators should have a constant eye on verifying the information given is correct through a second or third source.
- Satellite derived positions may be produced to a different horizontal datum to that of the charts (paper or electronic), even if the chart is integral to the system. Always check this during the planning stage.
- Electronic chart displays are optimized for the size of screen, and will not necessarily display all safety related information such as datum and other warnings.
- Ensure you fully understand the setup of electronic displays to avoid accidentally hiding information on vector charts.
- Even though the chart edition or plotter is the latest, the information contained may be from very old lead-line surveys. Be wary of reducing your safety margins due to the perception of increased accuracy of electronic charts.
- Encourage use of electronic aids, such as radar for collision avoidance, in clear visibility to develop a feel for the accuracy and for interpreting the information displayed. It is easy to over-rely on these techniques in reduced visibility without having sufficient practice in clear weather.
- The need to passage plan, including checking tidal information, passage notes and pilot books is still necessary in the planning of a passage.

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Dates for your diary

May

- Bookings open for the 2011/2012 Navigation and Specialist Short Courses brochure.
- All centres recognised for shorebased courses at that time will be sent a booking form.
- Distributed each September through Practical Boat Owner magazine's worldwide circulation, throughout the year from RYA HQ and at all major boat shows.
- Total circulation approximately 84,000.



July

- Bookings open for the 2012 Sail and Motor Cruising Courses brochure.
- All centres recognised for practical cruising courses at that time will be sent a booking form.
- Distributed each January through Yachting Monthly magazine's worldwide circulation, throughout the year from RYA HQ and at all major boat shows.
- Total circulation approximately 74,000.



Watch your post and emails to make sure you don't miss out on these opportunities to promote your centre to a wide audience. We can't enter your centre unless we receive a completed booking form.

Centres booking entries in either of these brochures are also eligible for a 10% discount on published rates for advertising in the IPC range of yachting magazines.

To contact the sales team to take up this opportunity please call 020 3148 2001 or email lee_mussell@ipcmedia.com.

PRACTICAL Boat Owner

An opportunity not to be missed

IPC, publishers of Practical Boat Owner and Yachting Monthly (and many more) are happy to offer all RYA recognised training centres a 10% discount on published rates for advertising in their magazines.

'Each month, starting in the June issue, we will dedicate a full page to one of the cruising or powerboat courses provided by the RYA.

Starting with Competent Crew, this series will provide a definitive guide

In addition, Practical Boat Owner is offering extra promotional opportunities for training centres as editor, Sarah Norbury, explains: 'We are building on our close relationship with the RYA to focus more on training centres and the importance of training – everything from Essential Navigation and Seamanship to Yachtmaster®.



to essential training for anyone who spends time afloat, whatever their level of skill. Don't miss an issue!

The team at PBO will be in touch with the relevant training centres to see if you want to take advantage of this offer.

Not your usual shorebased course

RYA courses are run in some weird and wonderfully far-flung places, but we're not sure how often they take place in a war zone.

John Morris became an RYA Yachtmaster® Instructor in 1990 and subsequently an Examiner. He skippered the Royal Navy entry in a leg of the Interservices 'Transglobe' round the world race in 2000 and is now a Naval Chaplain who teaches RYA courses for the RNSA and runs exams for various centres in the south west of England. He wrote to us with an interesting tale of combining these two occupations...



Operational deployments in war-torn Afghanistan are busy, but everyone gets some downtime and pilots can only fly their prescribed hours each day. Lt Gareth Plunkett, a 'Jungly Pilot' with Commando Helicopter Force, decided that this downtime during his three months of intense operational flying would

be a good time to study for his RYA Yachtmaster® shorebased certificate.

Gareth and I met during pre-deployment training at an army base somewhere in Dorset. Conversation quickly turned to sailing and Gareth was surprised to discover that I am not only a keen offshore sailor but, very conveniently, a Yachtmaster® Instructor and Examiner too. We checked diaries and found that

we would be in Afghanistan at the same time, so we did a deal that meant Gareth could study for his Yachtmaster® Offshore shorebased course and take his exam while on active deployment.

Some of the subject matter was already familiar: As a Navy pilot, and by default a warfare officer, Gareth had learned IRPCS to a very high standard earlier in his career. And as a trained pilot, he said he ought to be shot if he didn't pass

the Met paper! He was more nervous about chartwork and felt rusty on his knowledge of chart symbols, especially when his copy of 5011 went astray in Afghanistan's postal system. However there is a lot of overlap between flying and small craft navigation – setting a course to steer, either in a cross wind or a tidal stream, involves exactly the same sort of vector triangle.

Gareth took the exam in the last few days of his tour, achieving a great result including 100% in meteorology – it was his turn to teach me a few things about air mass movements in frontal systems!



Keelboat Racing Coach Course

In February UKSA hosted the Keelboat Racing Coach Course. This course covers all aspects of race coaching in keelboats and is open to experienced keelboat racers who wish to move into coaching. The course was run by Mike Hart, RYA Coaching Development Officer and Duncan West, Racing Coach Tutor.

The course started with introductions and an icebreaker to improve the group's communication and team work. The general principles of coaching were then discussed before everyone familiarised themselves with the Colgate 26 keelboats and had a quick reminder of RIB driving skills.

We looked at the theory and practical aspects of building an effective coaching session, with candidates analysing manoeuvres and working out how best to coach them. The first day was rounded off with an informative presentation from Luke McCarthy, Head Coach of the British Keelboat Academy.

Day two, after a quick look at non-verbal communication skills, the group headed out on to the River Medina to run some individual practical sessions on basic boat handling such as tacking, gybing, spinnaker hoist and drops.

Back ashore the group progressed onto how coaching would differ if you had a number of boats and the coach was based in a RIB instead of being on board. There was also a discussion on video camera technique.



The final session of the day was all about how to match your coaching skills and level of coaching to the sailors by applying the RYA Skills Model and careful selection of training exercises.

On Day 3 the weather gods decided there had been enough sunshine, so brought gales and heavy rain to the Solent. We used the time ashore usefully to focus on how to organise and manage training programmes, and discussed the responsibilities and legal requirements of coaching.

The candidates planned a programme for a number of different coaching scenarios and then looked at how to coach the Racing Rules. John Doerr, (International Judge and Umpire)



put together a useful presentation on a methodical way to analyse a rules situation, and the coaches had plenty of practice looking at video clips of incidents and deciding who was in the right and who should be penalised.

On the last day under blue skies and 6-10 knots of breeze, the coaches ran sessions with a number of boats, which brought out the issues and problems associated with communication and organisation.

The last practical session dealt with the player/coach role and the opportunities and difficulties involved.

The next Keelboat Racing Coach Course is taking place on 20-23 October at Plas Menai in North Wales. If you are interested in being part of this course please see the RYA website www.rya.org.uk/coursestraining/coachestrainersinstructors/racecoaches or contact Jessica Beecher on jessica.beecher@rya.org.uk.

New Coaching Development Manager

Dave Mellor joined the RYA in February as Coaching Development Manager.

Dave has been involved in the RYA's racing programme as a sailor and coach for many years, spanning all levels of performance. More recently he has been working in education and was the Head of Teaching, Learning and Improvement at Exeter College.

Dave's extensive experience of performance sailing, coaching and teaching make him ideally placed to take on this role at the RYA.

Dave says: 'I have learnt a great deal while working in the education sector and I'm looking forward to combining this with my sailing and coaching experience to lead the RYA's coaching development programmes.'

'A very exciting current development is a new course called the Podium Coaching Programme, aimed at experienced coaches who want to enhance their coaching career and develop specific areas of expertise.'

The course is in its developmental phase and we will be sending out more details in the near future.'



Dave Mellor
Coaching Development Manager

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Dust down those boats

Following the success of the Activate Your Laser initiative, we are encouraging all dinghy sailors to get their neglected boats out of the boat park and onto the water with our new Activate Your Fleet programme.

The success of many club fleets is down to one key person with the drive and enthusiasm to motivate sailors. That person is often the fleet captain and we want to help them inject new life into their fleets.

Our Activate Your Fleet information pack provides information on how to reclaim disused boats, top tips for activating fleets, case studies and ideas to inspire fleet captains to encourage sailors out on the water more often.

Club 'activators' are advised to create a plan to help enthuse and invigorate their fleet. This could include a series of coaching sessions, weekly fleet racing or simply organising a day to share tips on how to refurbish their unused dinghies. There are templates in the information pack for creating a basic activation plan.

To help turn plans into activity, there will be regional workshops giving fleet captains the chance to get together, share ideas and discuss fleet development.

If your club could benefit from the Activate Your Fleet programme, visit www.rya.org.uk/go/ayf or contact your RYA Regional Development Officer for more information.



RYA New Zealand update

We're still seeing growth here in sunny NZ with stats for all three schemes (powerboat, motor cruising and sail cruising) currently continuing a steady increase. The strong NZ dollar and weak pound has meant a shift in clientele lately, with fewer overseas students, but this seems to have been balanced with growth in the domestic market.

The coming year or so may prove to be tough as the global economic downturn continues to make

'discretionary spend' (such as a boating course) a challenge to attract. NZ has also recently been hit with a major disaster – the Christchurch earthquake, causing over 200 fatalities. This has been horrendous for those involved and also is likely to affect consumer confidence here in NZ.

On a brighter note, for ICCs to now be available to NZ citizens is great progress. Rachel Andrews' recent visit to run a Powerboat Trainers

course here increased our ability to service the growing demand for powerboat courses and new instructors.

We're looking forward to a bit of cooler weather as we move into autumn. It's been a record breaking summer here, with so much sun and fine weather it's been hard to bear!

Neil Murray
Training and Development Manager,
Coastguard Boating Education

RYA Regional Instructor Days

Over 600 RYA dinghy, windsurf and powerboat instructors attended nine regional conferences throughout England in February and March, enjoying a wide range of workshops both ashore and afloat.

This would not have happened without the help and support of over 200 coaches, trainers and helpers who delivered sessions and co-ordinated equipment.

Thanks also to the dedicated trade reps who travelled all over the country with their kit for the instructors to try out.

What happens at an RYA Instructor Day?

The day normally starts with national and regional training updates.

There is a choice of shorebased workshops such as navigation, engine maintenance, rig/sail tuning, learning



styles, teaching children, video coaching and Sailability.

Sessions afloat usually include skills and updates along the lines of spinnaker sailing, seamanship skills, team racing, intermediate windsurfing, safety boat, Honda Youth RIB and senior instructor preparation.

Instructors also have the opportunity to order RYA publications at an impressive 45% discount, and

importantly, you get the chance to network with fellow instructors.

Mick Singleton, who attended the North East Instructor Conference, sent this note of thanks: 'Thanks to you and your team for arranging a fantastic conference. We all learnt more than expected and had a great time. It was a good opportunity to meet up with RYA coaches and also to rub shoulders with members of other clubs and exchange ideas and methods.'

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Online 29 June for publication in early September 2011.
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Emma Dawson

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