

From humble beginnings...



Paul Wyteth



Rockley Watersports



Paul Wyteth

Motor Boats Monthly



Paul Wyteth

It's been a busy time in RYA Training over the last 18 months or so.

With more than half of the departmental personnel having changed, the launch of our e-learning platform RYA Interactive and the recognition of more than 170 superyachts as RYA recognised training centres for personal watercraft, nobody gets to stand still and reflect for very long.

But it's a good time to do exactly that.

As you will see on page 8, it's 40 years since the first instructors course was run for what is now the National

Sailing Scheme – the origins of RYA training. The initial training programmes were run through the National Sailing Centre (now UKSA), clubs and some parts of the armed forces. Over time, training moved into more commercial centres with shorebased courses being offered by various night schools. The first two decades saw training focused almost entirely within the UK.

Since then additional schemes have been added into the mix as new hobbies on the water took hold. Windsurfing, personal watercraft and inland waterways are just a few examples of how training has developed. As new trends in boating continue to develop, we continue to ensure appropriate training in these disciplines is available.

During the 1990s, demand for the RYA cruising scheme began to grow overseas to the

point where the decision was made to allow recognition of RYA training centres in various foreign locations. This demand has gathered pace and we now have well in excess of 350 RYA recognised training centres outside the UK, spread across 45 countries.

During the last decade, agreements have been implemented between the RYA and both Yachting Australia and the New Zealand Coastguard Boating Education Service. Through these two bodies the RYA cruising schemes have been made widely available across both countries. We continue to explore similar possibilities with other governing bodies.

What does the future hold?

There are only so many training centres that can operate within the UK due to the limitations of population and geography.

However, with the fantastic reputation of RYA Training, as well as the growing international recognition and popularity of the Yachtmaster® Certificate of Competence, there is significant demand for more RYA recognised training centres in many parts of the world.

Over the next few years, further growth outside the UK will provide excellent employment opportunities for those holding RYA instructor qualifications, as well as helping to safeguard the future of the various RYA training schemes for generations to come.

Where we are now

- More than 2,350 training centres in 45 countries
- Almost 150 training courses and exams offered
- Approximately 22,000 RYA instructors
- Almost 20,000 holders of commercially endorsement certificates
- Over 162,000 course certificates issued in 2010

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Light on the horizon



If you took to heart all that you read in the papers or watched on TV about the state of world economies, it would be tempting to curl up into a ball and hide.

The last couple of years have been grim across almost every economy, impacting most industries. The world of boating has not been spared and we have seen businesses, some with decades of history, go to the wall.

When talking to principals of training centres and instructors it is heartening to see how most have responded to the trends of the last few years. Many have taken drastic steps to reduce costs, while others have taken the opportunity to explore new market sectors.

One of the very pleasing observations I have made is that, while some sectors such as corporate and holiday charter have been decimated, RYA recognised training centres have continued to trade strongly, albeit with some irregular trading patterns.

Sales of certificates and training materials continue to grow, suggesting that the interest in both shorebased and on-water training remains an attractive option for many people. After a tough few years let's hope that

interest in boating in general continues to be healthy across our clubs and training centres.

I am afraid my crystal ball remains a bit cloudy but I am confident that, with the enthusiasm shown by our instructors, the general public cannot help but be tempted to get out on the water on an RYA course.

Safe boating and best wishes,
Richard Falk
RYA Training Manager and Chief Examiner

Piracy doesn't just happen on the high seas

A company from Latvia called Nautica SIA or Nautic Live is illegally selling animated software, which is the rightful intellectual property of Ocean Training Ltd.

They are also contacting sailing schools direct to sell the software.

Please do not buy, use, or sell this illegal software.

Do your own dredging?

If your centre or club carries out dredging to maintain navigable channels, you need to be aware of some important changes coming into force in April 2012.

See www.rya.org.uk for full details.

HSE consultation on AALS

The HSE has launched its consultation on what will follow the abolition of the Adventure Activities Licensing Scheme. The RYA has submitted its response, which includes calling for a reduction in duplication and financial burden, supporting a statement of high level principles of good risk management and recognising the RYA's recognition process.

You can view the responses to the consultation from various bodies and individuals on the HSE website. The consultation period closes in mid-September, when the HSE will analyse the responses and decide on how best to take the proposals forward for the new regime.

The legislative change is intended to begin its progress through Parliament during May 2012.

It is proposed that the licensing regime will be replaced by a code of practise designed to provide guidance and reassurance to users. We will keep you informed as more information becomes available.

Note: if you currently require a license, you must continue to work with AALS until further advice is provided.

Heath Lambert = Gallagher Heath

Heath Lambert Ltd, provider of insurance solutions to our instructors, has been acquired by Arthur J. Gallagher (UK) Ltd and changed their name to Gallagher Heath.

Don't worry, nothing else is changing. You will still be able

to speak to your usual contact on the same telephone number and even their email addresses remain the same.

The main difference is that they are now one of the top five brokers in the world with substantially increased negotiating power.



Gallagher Heath

Moving address or changing email?

Please do remember to inform the RYA if you move or change telephone numbers or email addresses. With 24,000 instructors on the database, keeping track of everybody is a mammoth task. email: training@rya.org.uk

Professional Practices and Responsibilities

Work has started on our new online course for commercial endorsement applicants.

The Professional Practices and Responsibilities course, or PPR for short, will become a pre-requisite for people applying for, and renewing, commercial endorsements. It will be run by training centres using the RYA Interactive website.

The course will help people understand the legal requirements, regulations, guidance and processes for managing vessels and crew, which set them apart from leisure skippers.

We plan to launch the course at the beginning of April 2012, at which time it will become

required for commercial endorsement applicants and renewals.

We will keep the cost of the course as reasonable as possible so that it doesn't become too much of a barrier for applicants.

In early 2012 before the main launch, training centres wishing to become recognised to offer the course will be given access to it so their instructors can take the course themselves and become familiar with the content. Those instructors will then be able to support learners through the course once it goes live, if their centre becomes recognised.

Full details of the requirements

for centres and instructors offering this course will be available later in the year. It won't suit all centres to offer this course, as it will only be possible to support learners through the course if the instructors have a reasonable amount of experience in the commercial marine industry themselves.

If you are interested in offering this course through your training centre, and have at least one instructor with relevant industry experience, you can register your interest now and be kept fully up-to-date by emailing interactive@rya.org.uk.



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www.searegs.co.uk

Professional development	Services to industry
Short courses eNav - Knowledge update on GNSS, charting and radar systems	RYA Training Consultancy Training centre set-up Articles and media Safety management Technical assistance
Small Craft and the law commercial & legal responsibilities for skippers, owners and operators	



RYA Training Conference

4-5 February 2012

Powerboat
Dinghy
Keelboat
Personal Watercraft
Windsurfing

"A fantastic opportunity to catch up with many friends and acquaintances. Excellent event and a really positive atmosphere".
- RYA Principal

RYA
Open to all principals, trainers & coaches in the above disciplines.
Keep up to date with RYA training schemes, join in discussions & network with others in similar positions.

Book your place online from late October 2011

Photo: Rockley Watersports

Online certificate registration

We now have three types of certificate being registered online – Powerboat Level 2, Powerboat Advanced and Personal Watercraft. We have recently introduced barcodes to the certificates, making our stock control and tracking far more efficient. For the three courses mentioned above, all photo ID certificates need to be registered online, regardless of whether they have a number, no



number or a barcode.

Personal Watercraft certificates

- The most recent addition to the system
- Certificates now packed with a handbook



- Transition period for switching to new system: after February 1 2012 no more PW certificates will be issued by RYA HQ.

Also in the pipeline are:

Cruising certificates

- Photo ID Day Skipper and Coastal Skipper practical certificates will need to be registered online from April 2012

- Centres can choose to buy paper certificates or photo ID certificates until April 2012
- From April 2012 only photo ID certificates will be sold to centres
- Between April 2012 and April 2013, centres can use up their stock of paper certificates
- From April 2013, no more paper certificates are to be issued.

Inland Waterways certificates

- Photo ID certificates to be available from April 2012
- From April 2012 only photo ID certificates will be sold to centres.
- Between April 2012 and

April 2013, centres can use up their stock of paper certificates

- From April 2013, no more paper certificates are to be issued.

All training centres affected by these new certificates will be contacted with full details prior to implementation.

We have recently had some supply problems which have led to us being out of stock of certificates for short periods. We apologise for the inconvenience and would like to assure you that we are working with the suppliers to ensure this doesn't happen again.

Trouble shooting for online registration

Every new system takes time to bed in, but generally the new registration system has been running smoothly with just a few small and easily avoided problems that centres have been experiencing. Here's a quick guide:

Un-numbered vs pre-numbered

Level 2 certificates: You have to choose upfront which type of certificate you are registering. If you have a mixture of un-numbered and pre-numbered certificates, allocate students to certificates at the beginning of the registration process so you know whether to select un-numbered or pre-numbered certificates when you 'Add a student'. This will save you having to delete a student and start again if you later find you picked the wrong type.

If you select the wrong option and actually generate a number



Un-numbered certificates: the certificate number is generated online for you to write on the certificate



Numbered certificates: the certificate numbers are entered online by you when your students pass their course

for someone who has a pre-numbered certificate, email certification@rya.org.uk with the names and numbers concerned so they can be deleted and you can start again.

Certificate number is not allocated to your centre: If you get this error message, it is probably because you have not entered the full certificate number. You need to enter the prefix (P2, PA or PW) and then the number with no spaces.

Student forgets their photo:

Hang on to their certificate until they give you a photo. All certificates must be completed by the centre, photo applied and sealed with the plastic flap BEFORE being given to the student.

You don't have all the students' details:

Don't register them until you do. We only require a small amount of information on each student, but that information needs to be accurate. If you don't record correct personal details for your students, if their certificates are ever checked they may have problems, which they will not thank you for! Do not give your students their certificate until you have all the necessary information to register them.

Don't leave it until later: It's easy to hand certificates out at the end of the course and think 'I'll register them later'. If you forget, the certificates are invalid and

could cause big problems for your students if their certificates are later checked by officials.

If you make a mistake: You can edit certain details up to 48 hours after the end of the course. Beyond that please email certification@rya.org.uk with the details and we can correct mistakes for you.

Don't share certificates with another centre: The certificates that your centre buys can only be registered by your centre. If you give certificates to another centre, they won't be able to register them. This system is in place so that we can check that only recognised centres are able to register certificates.

Remember, if you get stuck there are user instructions and FAQs on the website in the Certificate Registration area. You can also download them [here](#).

Sail for Gold



The RYA's Sail for Gold programme has got off to a fantastic start with clubs and training centres across the UK holding special events on the final day of the Sail for Gold Regatta in June.

Launched in March, so far more than 250 clubs and centres nationwide have signed up for Sail for Gold, embracing the

build up to the Olympic and Paralympic Games.

“The 2012 Olympic and Paralympic Games provide the perfect opportunity to showcase and celebrate our sport, making people nationwide feel genuinely connected to, and part of, this incredible sporting event.” explains Celia Edgington, RYA Sail for Gold Coordinator.

There is a full programme of events leading up to the Olympic and Paralympic Games. To get the full details, find out how you can get involved and to sign up, visit www.rya.org.uk/sailforgold



Dealing with a major incident

We all hope that we never experience a serious injury or worse at a training centre, but the reality is that accidents do happen.

In the event of a serious incident you must have a clear plan in place to help you deal with the situation. It is a condition of RYA recognition that you notify the RYA in the event of a serious incident so that we can assist you in dealing with it, as well as ensuring any lessons learned can be communicated to other RYA centres.

There have been a number of incidents over recent months. In some cases we have learned about the situation too long after the event and through third parties, meaning that the centre had no support in dealing with some very difficult events.

Here are some tips on what should be included in your major incident plan. More information can be found in the Recognition Guidance Notes and on the RYA website.

- Notify RYA Training on +44(0)23 8060 4180.
- Notify any relevant authorities or statutory bodies. In the UK this is MAIB (Marine Accident Investigation Branch) and each country will have its own investigation branch with whom you need to communicate.
- Be clear on what incidents are required by law to be reported, and which are not.
- Ensure all staff and clients are cared for and have appropriate support and/or counselling if needed.
- Do not hold press conferences.
- Identify who the spokesman for the centre will be and ensure they are properly trained and briefed on what to do and say.
- In the case of a fatality, notify the police.
- Determine with the authorities whose role it will be to notify next of kin.
- Ensure any boats or equipment involved are clearly identified and held for the authorities.
- Get any staff involved to write full reports of the incident while it is fresh in their minds.
- Take any action needed to ensure that lessons learned are communicated to all relevant personnel to avoid a repeat.

A new breed of handheld radios

Last year, Ofcom approved the use of handheld DSC VHF radios. This has opened the door for small craft users to invest in new equipment that will greatly assist in pinpointing their position when in difficulty, through the inclusion of not only DSC but also GPS in the unit.

The new breed of radios will be welcomed by owners of small boats and jet skis who are unable to install a fixed radio, and they are also ideal for use in the cockpit of larger boats.

The radio's GPS feeds a position into the DSC giving accurate positioning when help is needed quickly, and also enables navigation to a waypoint, a set position or a distress position.

It is licensed to an individual, not a boat, and is given its own MMSI. The Coastguard will be able to recognise that this is a portable set from its distinctive MMSI number.

Note: For those taking boats or jet skis to the inland waterways of Europe, it is illegal to use DSC.



The use of Automated External Defibrillators

CPR guidelines now include requesting an AED when sending for help as soon as the casualty has been assessed as unresponsive and not breathing normally. This recognises that they can be used safely and effectively without training and the RYA First Aid Course now includes an awareness of their use and value. See section 3 of the 2010 Guidelines on www.resus.org.uk for full details.

The updated British Heart Foundation DVD now called 'Skills for Life' (DVD 12), can be ordered by emailing to bhf@prolog.uk.com. It includes a demonstration of an AED in use

and is sufficient to cover the additional part of the syllabus. It shows the importance of:

- **Delivering the first shock as soon as possible.** The chances of successful defibrillation decline by about 10% with each minute's delay.
- **Minimising the interruption to chest compressions** by performing CPR until the AED is ready for use, and by resuming immediately after a shock has been delivered, or if no shock is advised by the



voice prompts.
• **Correct pad placement** on the patient's bare chest. Most pads are labelled as right or left or have a picture to show the correct position

but reversal does not matter. They should not be removed as this wastes time.

- **Ensuring no-one touches the victim** while the AED is analysing or when the shock is delivered.
- **Continuing CPR and shocks** until the casualty shows signs of regaining consciousness

such as coughing, opening their eyes, speaking or moving purposely AND breathing normally, until someone else takes over or you are too exhausted to continue.

The Resuscitation Council recommends that the use of AEDs is not restricted to trained personnel only, but encourages practical training in addition to video demonstrations. Training centres with an AED on the premises should be organising training for staff already, and first aid instructors are advised to attend a short training course to get some hands-on experience.

Power



Successful Seaworks

The RYA returned to the Seaworks Exhibition this year and attracted interest from the fast-expanding windfarm and sea fisheries industries.

We are working hard on fostering closer relationships with the workboat community and many of the enquiries at the show were about setting up recognised training centres or using RYA qualifications to work at sea.

New PW Handbook

We're pleased to announce the arrival of the hotly anticipated RYA Personal Watercraft Handbook.

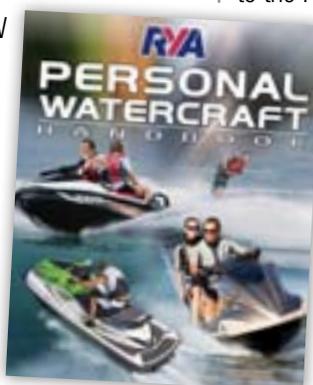
This represents a step forward in personal watercraft (PW) course materials, bringing it in line with other schemes in terms of style and syllabi layout.

Both syllabi in the PW scheme are included – the RYA PW Proficiency course is at the front, and the RYA Introduction to Personal Watercraft Safety

course is towards the back. For the time being, the Introduction to PW Safety remains a course taught and certificated only on board super yachts that are recognised to run it.

The layout of the syllabi provides more detail on the depth to which each subject should be taught. Man overboard has been added to the PW Handling section of the PW syllabus and should be taught using the same drive up into wind method as in the powerboat scheme. This is detailed on page 36.

Order code: G35
Retail price: £8.99



Get involved!



AquaX is a new race series on the sea for PWs. It is an exciting activity for novices and experts to get involved in and is something that you could promote to your students as a fun way to take part in the sport.



www.p1aquaX.com

Emergency stops

A reminder to all instructors: the emergency stop is not part of either the Personal Watercraft or the Powerboat Scheme and should not be trained, practiced or demonstrated.

Top 10 tips for inland waterways inspections

Samantha Clarke is an inland centre inspector, a centre principal and a trainer, so she has been at all ends of the inspection process. Together with fellow inspector and trainer, **Jerry Blyth**, she has come up with 10 tips to make your annual inspection a productive and positive experience.

Your inspector is there to offer advice, guidance and information on best practise, to help your centre grow and prosper. Make use of them – they see courses being run around the country and you could benefit from their experience.

- 1 Make sure that what you offer your clients is fit for purpose, covers the Inland Waterways Helmsman Course syllabus and delivers the key RYA messages. Your inspector will check this, as well as update you on new developments.
- 2 Be prepared. Check through the points on the inspection form as that is what your inspector will check. Requirements are also listed in the 'Guidance Notes for Principles of Inland Waterways Recognised Training Centres'.
- 3 Preview/review your policies and procedures in line with the Guidance Notes. This will help you demonstrate structure and professionalism to your inspector. Reviews and, if necessary, updates should be carried out annually and confirmed with a dated sign off box on the document.
- 4 Have you and your staff read your Health and Safety policy and Risk Assessment? Keep it short, relevant and user-friendly so your staff will read and understand it.
- 5 Mark out your operating area. Consider photocopying a page from the Nicholson's or Pearson's guides and mark the route that your courses take. Add any hazards, for example, where a canoe club operates, and show where the hire fleet returns to.
- 6 Keep a syllabus check list and tick off sections as you complete them. When you have a group of mixed-ability students this will make it easy to see what you've covered and what you have left to do.
- 7 Represent the RYA well. You are an extension of the RYA brand and how you market that is important. The RYA logo can attract clients and indicate how competent and professional you are. Be proud of the image you portray.
- 8 How does your boat look? Is it clean? Are there pets running around? You might use the same boat for your own holidays, so think about what is left lying around. The boat might be in need of a deep clean or de-clutter.
- 9 Be open to ideas. The inspector will want to see you teaching part of the syllabus. They will give feedback and offer, where appropriate, alternative methods and techniques. We don't want change for changes sake, but continual progression and improvement is good.
- 10 After each season ask yourself: What did we do well? What could we do better? How can we develop as a company? How can we continually improve? Discuss your answers to these questions with your inspector during your inspection.

Remember, your inspector is not there to catch you out. They are there to add value to your organisation. Pump them for information!



Inland Waterways Instructors

The Inland Waterways Helmsman's Instructor course is a busy one with lots to cram in. For this reason, and to bring it more in line with other RYA Instructor courses, it has been extended to two days.

If you're interested in attending this course, please email rachael.upton@rya.org.uk.

Top cat tips

In this **Wavelength** and the next we are going to take a look at tacking and gybing fundamentals for catamarans. Whether you are a multihull instructor or just a cat sailor in need of advice, we hope you will find these tips from cat guru, **Brian Phipps**, helpful.

First let's look at tacking and break it down into its elements:

Points for your briefing

- 1 Catamarans are high windage boats. They need to sail right up to the edge of the no go zone before tacking.
- 2 Maintaining the turn via the rudder system is vital.
- 3 When and how you cross the platform is important.

Dry land session

The helm

Before the tack, ensure you have the correct sailing position, holding the rope and tiller as shown in Figure 1.

Cross the trampoline from one hull to the other on your knees facing backwards, in one fluid motion, the land drill is great for getting this technique right. (Figures 2 and 3)



Maintain turning arc pressure on the extension throughout the tack.

- 1 Push and, after changing hands, pull the tiller extension until the battens pop. Note how the hand slides down the tiller extension.
- 2 Maintain mainsheet tension until head to wind.
- 3 Ease the mainsheet to allow the leach to open and encourage the battens to pop as the boat turns onto the new tack. A hooked leach after a tack will turn the boat back into wind. (See figures 4-7 for the full fluid manoeuvre)

The crew

- 1 Moving across the trampoline starts when the boat is head to wind.
- 2 Initially teach holding the jib on the original tack until the mainsail battens pop. Then release and sheet in on the new side. This is successful and ensures the tack but is not fast. It gives you something to build on.

On the water

- Focus on maintaining the rudder arc so the bow goes through the wind. If that happens, the jib will do the rest.
- Manage how and when the helm and crew move across the boat.
- Encourage the crew to read the mainsail to see when to release the jib from the old side.
- Changing hands and maintaining the arc can be tricky. Build the skill up gradually.
- As the helm gets better at tacking, encourage the crew to back the jib less. This will speed up the acceleration out of the tack.

Most common errors

- 1 Helmsman moving across the boat too early.
- 2 Helmsman not maintaining rudder angle during hand change over.
- 3 Mainsheet tension released too early or not at all.

Basic catamaran tacking and gybing techniques can be found in G14, or publications like *The Catamaran Book*.

The Big Four-0

Did you know that this year is the 40th birthday of the National Sailing Scheme?

Formally known as the National Dayboat Scheme, the scheme was devised by Bob Bond and kicked off with the first coaching course held in September 1971.

Prior to 1970 there were very few structured courses. The National Schools Sailing Association was very active with a log book and the RYA had certain awards, but there was no consistent approach or structured scheme.

Bob was appointed as National Coach in 1969. In 1970 he brought together a few active instructors to exchange their ideas on how to teach dinghy sailing. From that the scheme was born with the introduction of Advanced, Intermediate and Elementary awards with instructors, senior instructors and coaches in place to teach it.

The scheme today still has the Method and land drills, although of course developments in dinghies have meant it has continually evolved and become the envy of many sailing nations.

Sadly Bob passed away last



year, but his sailing legacy looks set to live on well into the future.

When is a keelboat not a keelboat?

In May 2011, we invited Principals of recognised keelboat centres to debate appropriate boats in which to deliver keelboat courses.

Over recent years, the size of vessels on which centres are running keelboat courses has been stretched beyond the bounds of both the MCA Coding exemption and the original intentions of the keelboat courses within the National Sailing Scheme (NSS). We now have keelboat instructors teaching Level 2 courses on yachts that really should fall within the realms

of the National Sail Cruising Scheme.

This happened due to demand for tuition in boat handling skills on larger cruising yachts. Providing the Level 2 course for this type of boat owner was a short term fix which needs to be addressed.

The way ahead

To address the problem, we have been looking at the gap in the Cruising Scheme that the keelboat courses have been used to fill. Our proposal is to offer a boat handling course similar to Level 2, that would

link into the pathway through the Sail Cruising Scheme. This would be a course that keelboat centres using larger yachts could become recognised to offer.

It is essential that we comply with the MCA exemption so, from 2012 we will be strict about the boats accepted for recognition to run keelboat courses in the NSS. This will impact on some centres' operations as they will no longer be allowed to run Level 2 courses in some larger yachts. While it would be good to have a list of accepted boats, this

is impossible as we need to take into consideration the characteristics, design and purpose of the boats in question on a case by case basis.

Keelboat centres wishing to continue operating with larger cruising yachts will probably be required to become recognised to offer the lower levels of the Sail Cruising Scheme. There will be a phase in period, allowing time for changes to instructor qualifications and the structure of the centres. This phase in period will be implemented when we can confirm the content of the new cruising course and the qualification required to offer it.

For further information or to discuss the impact this change may have on your centre, please contact Amanda Van Santen.

ICOM

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Speed fiends

Upt' North we know how much windsurfers love speed, so we hope that the RYA North East and Yorkshire Speed League will encourage more activity and some fast friendly competition in the region.

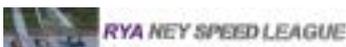
With the support of **Juice Boardsports** and Sport England funding we have created a GPS pack, at greatly reduced cost, for RYA windsurfing clubs and centres in the North East and Yorkshire. The pack includes everything windsurfers need to record their fastest GPS speeds:

- Navi Genie GT-31 GPS, as used by all the pros and the only official unit of the world GPS speedsailing organisation
- Aqua pack for the GPS
- two digital memory cards
- a 'how to' guide
- some posters to help promote the league

Windsurfers can upload their speed times to the **National Speed League website** and notify the **NEY Speed League organiser** who will add their times to the NEY League.

We are really looking forward to seeing the start of the league and ultimately getting more windsurfers windsurfing, more often with more speed.

For more information please email Suzie Blair.
suzie.blair@rya.org.uk



Clear vision



Keeping coaching principles simple is fundamental to your students' success. Over complicate the teaching of a skill and your students will struggle to succeed.

Sam Ross, RYA Windsurfing Trainer, shares his thoughts on the Fast Forward formula and, specifically, the importance of vision throughout the learning process.

The best coaching sessions result in your students achieving what you have taught them and then being able to apply the principal long after the session has ended. Using Fast Forward can help our students to coach themselves after the session, but without some very specific coaching they will still be experimenting until they find what works best.

Vision is always our first consideration in coaching. We always look where we want to go whether blasting, moving into the harness, footstraps or even in transitions. In fact it remains the focus for many sailors well beyond the windsurfing scheme in wave and freestyle moves.



Vision is relatively easy to self-assess as we should be able to know where we were looking when a move went wrong and, hopefully, correct it for the next time. But the tricky part is breaking a bad habit of looking everywhere except where we should.

To help break that habit we can coach vision to the extreme, giving a definitive place to look in almost all situations. We should always look where we want to go, which is almost always over our front shoulder. This principal tends to break down when there is a change in where we need to look. Through transitions or getting into our harness or straps we get sucked into looking somewhere else, rather than simply moving our

head from shoulder to shoulder without a pause.

Going into a gybe we need to change from looking over our front shoulder to looking over our back shoulder as we go through the move. The same is true in the tack and even moves like a Vulcan and forward loop.

Try getting your students to practise this transition of the head from shoulder to shoulder in light and strong winds, as it is this action that tends to break down on the water.

To start with they could apply this technique to basic steering and then progress to using it in tacks and gybes. Beyond that, it will stand them in good stead with whatever moves they aspire to.

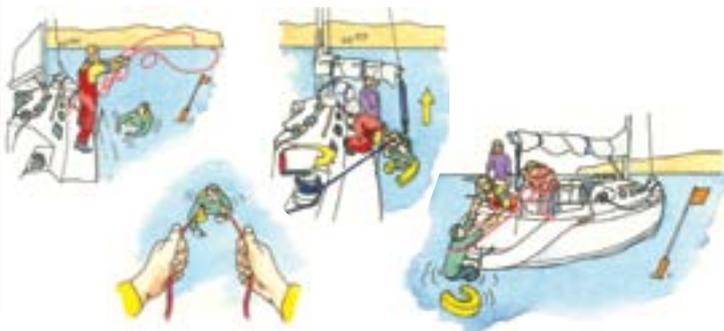
What's the point of MOB drills?

The underlying reason for Man Overboard (MOB) training is to recover a person from the water. This is stating the obvious, I know, but we must keep this in mind and make the drills as realistic as possible. It's more than just a boat handling exercise.

I'm not suggesting we put people in the water, launch liferafts or send real distress alerts – that would be really unpopular! But we should use MOB 'dummies' with a bit of weight to them. This makes a casual boat hook lift unworkable and forces us to use recovery techniques.

We all know the various

methods: using boom and mainsheet, a halyard, using a sail to parbuckle the person onboard, and we should try as many of these techniques as possible. Attempting to winch a deadweight onboard using the mainsheet or a halyard will quickly demonstrate that the time to work out the problem is during practice, not when it's for real.



Can you really get a headsail under somebody to parbuckle them back onboard? How safe is using a stern ladder when in a seaway? Should the recovery method vary if the casualty is still clipped on to the boat?

Go that extra mile and show your students what happens after they get back to the MOB. How will

they get a 12 stone person out of the water? Let them see what works and what doesn't during training, rather than having to work it out when it's happening for real. Also, don't forget to discuss the aftercare.



In our practical course notes we discuss many options, emphasising that there isn't one best way. The key is to make sure all onboard know the procedures for that particular boat.

SRC inspections

Centres recognised to run SRC courses will be aware of the MCA requirement for an inspection of the site and equipment every five years. The schedule laid down is as follows:

2009

All non-UK theory only centres were inspected.

2010

All non-UK practical centres and cruising centres (UK and non-UK) were inspected.

2011

All UK practical centres including affiliated clubs are being inspected.

2012/13

All UK theory only centres to be inspected.

During 2012, 200 shorebased centres recognised to deliver SRC training will be inspected. The invoice for this will be separate from the annual

recognition fee and centres due to be inspected will be informed in December 2011.

Be aware...

- RYA affiliated clubs are not charged a recognition fee but those offering SRC training will be charged for the inspection, the fee for which has been reduced to £185. This fee covers the cost of the inspector and is payable every five years.
- If your centre is also recognised for practical recognition, your SRC inspection should already have taken place. If not it will happen during 2013.
- Training radios, course material and records have to be available for inspection, even if they belong to the Instructor or the courses are normally run elsewhere. If these items are not on site

for the inspection we will need to either suspend SRC recognition or arrange another inspection with an additional fee charged to the centre.

- Guidance for the SRC inspection is in the Shorebased Guidance Notes.
- SRC inspection report forms and invoices will be sent in December 2011.

New SRC exam papers

Six new SRC exam papers are now available, replacing the four that have been in use since 2006.

The new papers are labelled E, F, G, H, J or K and all are dated 7/11. Copies can be requested by email: certification@rya.org.uk.

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Calling all club safety boat drivers

Following a few incidents involving safety boats and dinghies, we would like to offer some guidance to clubs about how to train or refresh the skills of their safety boat drivers.

Safety boats are vital to the safe running of racing and training at clubs. In an ideal world, all safety boat drivers would be qualified at least to RYA Powerboat Level 2 and ideally hold the Safety Boat certificate too. But this is not always practical, so every opportunity should be taken by the club to reinforce best practice.

Whenever possible, safety boat crews should be reminded of the club's policy for safety boat drivers. This could be as simple as a summary card reminding them of their duties as they sign out the key and killcord.

Bear in mind that many safety boat drivers only take to the

controls once or twice a season, so can be pretty rusty. Why not organise a pre-season 'blowing the cobwebs away' session followed by a BBQ to entice club members along for reminders and refreshers of their skills.

Things to reinforce

- Always wear a killcord.
- Always keep your hands on the throttle and wheel when moving.
- Always switch your engine off when dealing with a person in the water.
- Wherever possible keep your boat speed to a minimum to avoid unnecessary wake, and make it easier for people to anticipate your intentions.
- When approaching a capsized dinghy, it is often best to approach bow first from up wind, keeping the prop away from the boat and crew.
- Avoid steering directly astern of those who are racing.
- Coming alongside a dinghy is best done when the dinghy is stopped on a close reach. The safety boat can come in alongside bow-to-bow and to windward of the dinghy.
- If approaching a moving dinghy let the helm know your intentions. Communicate clearly and approach from the windward side.
- Always have an escape plan. Know which way you're going to turn to get out of a situation before things go wrong. Sometimes just dropping into neutral will do.
- Above all, maintain a good look out around your safety boat at all times.

There are a number of good resources available to support safety boat driver training. Having a copy of the RYA's G14 Instructor Handbook and G16 Safety Boat Handbook available for reference at the club is highly recommended.

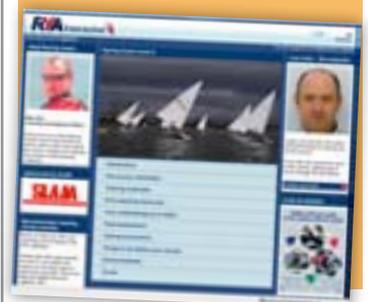
RYA racing coaches go online

For the last year our zone, junior and youth squads have been using RYA Interactive to offer remote coaching and information to support their training on the water. It's now the turn of the racing coaches.

We have recently trialled running the administration and pre-course work for the Racing Coach Level 2 course through RYA Interactive and will be rolling this out to the rest of the Level 2 courses, and then the Racing Coach Level 3 and Keelboat Racing Coach courses.

Along with that will come a 'Coaches Toolbox' so that we can share ideas and resources, CPD information for the various level of coach and an area to support Podium Coaches through their training.

We will notify the relevant coaches as parts of the site become available for them to use.



Racing Coach Level 3 (part 1)

27th to 29th January 2012

Weymouth and Portland National Sailing Academy

[Click here to apply](#)

For further information

contact Mike Hart

mike.hart@rya.org.uk



Maritime NZ (the equivalent of the MCA) are currently undertaking a Qualifications and Operating Limits review which is creating an opportunity to see RYA qualifications embedded in New Zealand law as components of commercial qualifications.

This should benefit not only NZ RYA training centres through increased demand, but would help grow the under 24m

commercial sector through increased accessibility to commercial qualifications. It will also enable overseas instructors and skippers to work in NZ on a seasonal basis.

We are also hopeful of seeing RYA Powerboat Level 2 and Advanced being formally adopted as required training components for all NZ Coastguard Rescue personnel.

Calling all RYA dinghy, powerboat and windsurfing instructors!

Regional Instructor Days are a great opportunity to get pre-season training, the latest RYA national and regional updates, attend informative workshops ashore and afloat and network with other instructors in your region. Bookings will open online after Christmas.

English regions:

North East: 10 March
North West: 17 March
Yorkshire/Humber: 18 March
South West: February TBC
South/South East: 24 March
East: 11 March, venue TBC
London/Thames Valley: 24 March
East Midlands: 25 February
West Midlands: 26 February

Northern Ireland:

TBC

Wales and Scotland: Next year for the first time, Scotland and Wales are holding two conferences in an effort to get everyone involved together in one go, rather than travelling to two or more conferences.

RYA Scotland Big Weekend

25-26 February, at **sportscotland**, Largs.
Information will be on the RYA Scotland website and on the RYA Scotland Facebook site, and will be sent to clubs, centres and individuals.

Penwythnos Mawr WYA Big Weekend

18-19 February, at Plas Menai, Caernarfon.
Information will be on www.welshsailing.org and on the WYA Facebook site, and will be sent to clubs, centres and individuals.



Yachting Australia instructor conference

Warm sunshine and steady westerly breezes in Sydney provided the perfect backdrop for Yachting Australia's first combined Instructor Conference encompassing all our national schemes. Ideal conditions complemented the on-water activities and practical workshops, allowing for a very smooth action-filled three days.

Representatives from Australia's eight states and territories travelled to Woollahra Sailing Club, Sydney, for the conference with many taking to the water for practical sessions.

The RYA's Richard Falk, was one of the guest speakers along with Jeff Lenton, a leading Australian expert on 3G and Inmarsat.

Sailors were entertained by Alex Whitworth's account of navigating the North West passage on his 33ft yacht 'Berrimilla', with an amusing account of life aboard in freezing conditions.

Yachting Australia's newly appointed Chief Instructor and former Clipper Round-the-World skipper Martin Silk delivered numerous sessions including dismasting at sea and a practical demonstration on rig cutting devices. These and many more presentations are available from the Yachting Australia website

www.yachting.org.au

Yachting Australia would like to thank RFD Australia for their continued support of this event.

End of Season BLAST

These are training days planned for RYA instructors and potential instructors – a great opportunity to get some personal skills coaching, meet other instructors and have some fun afloat!

Rutland Sailing Club:

24 September. Dinghy Blast
info@rutlandsailingschool.co.uk 01780 721999

Roadford Lake, Devon:

1-2 October. Dinghy and Windsurfing Instructors. Free camping available and BBQ. rdo.ssw@rya.org.uk Closing date: 23 September

Rutland Watersports:

16 October. Windsurfing Blast
Gurus Dan Newman and Sam Ross will be there. 01780 460154

Yorkshire Dales:

5 November. Dinghy and Windsurf Instructors.
ben.reid@rya.org.uk Closing date: 17 October

Further information will be on the regional Facebook pages.

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www.rya-eastmid.org.uk/boat_hire.htm
North East Toppers and Xenons

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If you are interested and would like to apply, please send a copy of your CV to Emma Dawson, Chief Instructor, **SailLaser** Weymouth, Osprey Quay, Portland, Dorset, DT5 1SA or email emma.dawson@sail-laser.com

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What we are looking for:

- RYA Yachtmaster commercially endorsed
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- RYA Cruising Instructor

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Mates: A minimum of 10,000 nautical miles, with at least one season of sail instruction

Candidates will be required to carry out maintenance tasks and instruct our shore based programme. Our offshore courses will last seven to nine days.

Please respond to: **Jim Dobie, Senior Training Skipper** Email: jdobie@clipper-ventures.com



Bahrain Yacht Club is seeking an instructor for a full time position starting ideally in September. Candidate must be an RYA Senior instructor in sailing and windsurfing and ideally Power-boating. For further details email CV to Ben Tye (Chief Instructor) at sailingsolutions@gmail.com

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Pelican Racing Ltd - Cowes and Overseas

We are looking for Keelboat and Senior Watersports Instructors to work at our UK Keelboat Centre and overseas watersports centre. Successful candidates will be required to re-locate from September 2011. Please email your CV to info@pelican-racing.co.uk or phone **01983 201581** for more details.



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Candidates require

- RYA Instructor certification
- Racing experience : club/national level (keel boat and dinghy)
- RYA certified Coastal Cruising competency and power boating (desirable)
- RYA Windsurfing (desirable)
- Experience in a leisure boating company/ holiday company/ service yard/ sailing events company
- International experience (preferable)
- 3-6 years' experience

Personality and other skills

- Good communication
- Strong inter personal and relationship skills
- Team player
- Result orientation
- Resourceful
- Independent
- Enjoys challenges
- Flexible (can adapt to new environment)
- English speaking compulsory

Compensation

We are looking for the 'right' fit and compensation would be commensurate with the experience and the skill set. Accommodation, medical insurance, return airfare, reimbursement of visa processing fees etc. will be provided

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Contact : Shakeel Kudrolli : 91-22- 43600101, mobile: 91-9821113750
Please respond with a detailed CV stated "Careers at Aquasail"
website: www.aquasailindia.com email: shakeel.kudrolli@aquasailindia.com