

# RYA Wavelength

Spring 2009

keeping RYA instructors and coaches in touch



## Raymarine®

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Thanks to Raymarine for their continuing support of our training programmes. A substantial discount is available to RYA practical training centres worldwide.

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Discount	45% off current product price list
Eligibility	Powerboat, sail cruising and motor cruising centres
Products	All products installed in a vessel
Limit	£3,000 RRP total purchase (net of VAT)
Source	Raymarine approved service dealers
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Exclusion	Installation costs

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

## Keep in touch

If you haven't received Wavelength online so far, we probably don't have your email address. Send us an email with your name, postcode and/or membership number so that we can update our records. [wavelength@rya.org.uk](mailto:wavelength@rya.org.uk)

## RYA coaches and sailors honoured

It's been a golden year for RYA coaches and sailors. The medal haul at Beijing assured worldwide recognition for them and now all our Olympic gold medallists have been honoured in the New Year's Honours List, along with RYA Olympic Manager, Stephen Park.

Ben Ainslie heads the honours with a CBE for his third successive Olympic gold.

Sarah Ayton and Sarah Webb, who claimed their second gold in the Yngling class, receive OBEs. The third member of the trio, Pippa Wilson, is awarded an MBE.

Iain Percy picks up an OBE after winning his second Olympic gold in the Star class with Andrew Simpson. Simpson, an Olympic debutant at Beijing, receives an MBE.

Paul Goodison, who triumphed in emphatic style in the Laser class,

caps an unforgettable year with his first honour, an MBE.

Stephen Park, team manager for the second successive Games, has also been honoured for the first time with an OBE. Park oversaw Britain's most successful Olympic sailing campaign in China with the sailors winning six medals – four golds, one silver and one bronze.

Meanwhile, in December, Skandia Team GBR Head Coach Chris Gowers was honoured at the annual Sports Coach UK awards. Known for his interactive style of coaching, Gowers, who coached Paul Goodison to his Olympic gold, was crowned in the 'High Performance Coach of the Year' category.

Skandia Team GBR Development Coach, Steve Irish, was shortlisted in the 'Performance Development Coach of the Year' category. Steve has had a huge impact on the 470 Olympic Development Programme, training and guiding sailors to progress to the highest levels.



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## 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. If your article is published, you will be the lucky recipient of a prize. Contributors to this issue will receive Harken roll top wet/dry bags.

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

15 June 2009

for publication in late August 2009

23 November 2009

for publication in late January 2010

### Adverts and articles in print

22 January 2010

for publication in early April

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

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## Protecting children

Over the past few months we have been working with the Child Protection of Sport Unit (CPSU) to find a workable way of delivering child protection training to our instructors.

Our starting point was their requirement for each instructor to attend a three hour child protection workshop every three years in order to maintain their qualification. While we take the issue very seriously, this would make our instructor qualifications less attainable, particularly for volunteers. This would ultimately result in fewer clubs and centres offering RYA courses. When you consider the potential scale of our child protection problem, which is far smaller than in some other sports, we felt this was a risk not worth taking.

We have now reached an equitable position whereby the CPSU have agreed to let us train our coaches and trainers in child protection awareness and procedures during their initial training course or subsequent updates. They can then pass on the message to our instructors during the existing five day course, along with regular news and updates being available through Wavelength and the RYA website.

## Laura Morgan drowning retrial

Laura Morgan died tragically in 2003 when she became trapped beneath a capsized catamaran while on holiday in Paleros, Greece.

The subsequent trial in Greece found two of the holiday centre's staff guilty of negligence and they received 18 month suspended sentences, which were later reduced to 15 months at appeal.

### Vetting and barring

A new vetting and barring scheme is due to be introduced across the UK from October 2009. The legislation leading to this arose from the Richard Inquiry into the Soham murders, which recommended that people wishing to work with children or vulnerable adults should be required to register.

The scheme will be overseen by the Independent Safeguarding Authority (ISA), but operated by the Criminal Records Bureau, Disclosure Scotland and Access NI alongside the existing disclosure process.

There will be definitions of 'regulated activities' and 'regulated positions', which will include certain positions within clubs and training centres. It will become an offence to employ someone in such a position unless they are registered with the ISA Scheme.

The RYA is monitoring developments and will keep clubs and centres informed when the final guidance has been issued. In the meantime, the existing disclosure process continues to operate for the 2009 season.

Following a recent re-trial, the two workers were again found guilty of negligence, but their sentences were reduced to 10 months, suspended for three years. The two men and the holiday centre are considering whether to mount a further appeal.

Until the legal process is concluded in Greece the Coroner is unlikely to open the UK inquest into Laura's death.



## Admin charges

From 1 September 2009 there will be a charge of £25 for adding new non-inspected (ie shorebased) courses to your centre's recognition. This has been introduced to encourage centres to think carefully about the courses they are recognised for and consider whether they need to add any for the coming year, as a piecemeal approach to extending recognition causes a disproportionate amount of administration.

In recognition of the fact that planning for many shorebased courses goes on in the late summer in preparation for the start of term in September, we will not charge for additions applied for during August of each year. This means that shorebased centres, which receive their annual recognition certificate at the beginning of August, will have a month to check their certificates and decide whether their current level of recognition meets their requirements. If not, they can submit an application before the end of August and will not be charged.

Remember, if a course does not appear on your recognition certificate, you are not recognised to run it and will not be able to order course packs and certificates.

## Postage rates

### Training centres with UK delivery addresses:

There is now a standard charge of £4.50 for postage of orders, using the Parcelforce 48 hour service. This covers orders up to 30kg, which is a pretty big order. Orders between 30kg and 60kg will incur an extra £4.50 charge. For orders delivered by first class post or overnight courier, there is a charge of £15.

### Training centres with delivery addresses outside the UK:

Postage will be re-charged at the actual Parcelforce rate. If you want delivery by a different carrier please contact the order line. There are local distributors of RYA titles in some areas.

# Regrettable but necessary

It took me two attempts to pass my Yachtmaster® Instructor course so, when I finally achieved it, I was rightly proud. Since then I have managed to put numerous yachts aground and on occasion removed chunks of gel coat in an attempt to teach the nautically challenged how to sail. The instructor ultimately takes responsibility for these incidents, so I have considerable sympathy for instructors who, with the best intentions, end up in difficult situations.

However there are some rare occasions when an instructor's conduct is less forgivable and, at worst, the RYA has to take disciplinary action. Over the last year we have had to withdraw five instructor and two examiner qualifications. In brief the circumstances were:

## Examiners

- 1 A series of short insufficiently rigorous exams. Even the



successful candidates complained. Appointment withdrawn.

- 2 An over-zealous, aggressive examiner. Appointment withdrawn. Can attend training and reassessment.

## Instructors

- 1 Issuing a Powerboat Level 1 certificate without going afloat. Trainer's appointment withdrawn.

- 2 Making a passage in a motor cruiser NE in the SW-going Dover strait shipping lane. Advanced powerboat and instructor qualifications withdrawn. Permitted to retake test immediately.
- 3 Intoxicated. Returned to yacht and trainees alongside after evening in pub with friends. Instructor qualification withdrawn for six months. Can then attend reassessment.
- 4 Conviction for downloading child pornography. Lifetime ban.
- 5 Powerboat Instructor made sharp turn in a RIB. Two trainees fell out, one injured by the propeller. Qualification withdrawn for six months after which can attend reassessment.

In some of these cases the RYA Training or Yachtmaster® Qualification Panel disciplinary committees were convened. The committees are all composed of

practising boat users who have all made mistakes. At least one member is always a specialist in the appropriate type of boating. If a qualification or appointment has been withdrawn, there is usually an opportunity to take a re-assessment to re-qualify after a period of time.

The committee recognises that instructors make mistakes, but expects them to look after their trainees and act professionally at all times.

It's been a busy year for these cases, but they are still rare when put in the context of the total of 20,000 instructors teaching a risk activity. Disciplinary action is regrettably a necessary part of maintaining the standards and credibility of RYA Training.

## James Stevens

Training Manager and Chief Examiner

## Serious Fun with the RNLI

The RNLI's latest DVD 'Serious Fun' conveys the common aim of the RYA and RNLI – to educate water users. Aimed at potential newcomers and those more skilled in their sport, the DVD impresses just how important the correct training is in helping people have the maximum fun on the water with the minimal chance of rescue.

The clear opening menu gives the viewer a selection of topics including: about the RNLI, lifejacket clinics and a great top tips section. Safety aspects range from lifejackets and their servicing, to correct clothing, engine and fuel checks, essential safety equipment, and weather and tides.

The message spreads to a collection of 11 watersports, providing practical advice and information supported and delivered by the relevant governing bodies and their top experts. There are pointers to governing body websites and other useful information.



As well as a strong training message, the DVD shows what to do should you need rescuing, making this a great resource for all training centres to help support the drive for taking training courses.

To get your free copy go to [www.rnli.org.uk/seriousfun](http://www.rnli.org.uk/seriousfun) or call 0800 543 210.

## e-learning update

In the last edition of Wavelength we outlined the concepts of an e-learning platform for the RYA. Thanks to all those who have shared their experiences of using such a resource.

The project has moved forward through considerable consultation and feedback so far has been almost universally positive. It is now time to progress the project to the next stage.

While awaiting confirmation of some grant funding to kick-start the project, we started testing one of the most widely adopted applications available – Moodle. This is currently being used by around 65% of education establishments in the UK, including some big players like the Open University. It is also used in over 75 countries worldwide.

Although no firm decision on which application to adopt has been made, we felt that trialling this 'open source' (ie. free software) solution seemed the best way to gain firsthand knowledge and experience.

Our strategic view for the RYA is that e-learning should be a

cross-organisational resource available to training centres, affiliated clubs, instructors, coaches and members. It should enable support for all the traditional RYA activities, with the latest information and communication tools enhancing those activities rather than replacing anything we currently do.

We envisage that some of the RYA platform that we develop can, in effect, be 'rented' by organisations such as training centres and customised as they wish (within reason!). This will enable the training providers to utilise the latest technology without the associated costs and development headaches.

The way in which students and centres or clubs will use the platform will vary depending on the course on offer. It may, for example, be a useful tool for pre-course learning for courses such as SRC or many types of instructor training. Equally it could form to basis of the course itself – the navigation courses would be a good example of this.

This is an exciting project and we will keep you updated as things progress.

## G'day and thanks



Penny Haire has left the RYA after nine years. She worked with us first as Chief Cruising Instructor, before moving over to Australia in 2004 to manage our development there.

Early in her career, Penny worked for various south coast sailing schools before joining the staff of Plas Menai in North Wales. She joined the RYA in 1999 to take over the cruising scheme. She used her talent well, not just for instruction, but also for producing the illustrated books which are such an integral part of the RYA courses. These books are best sellers worldwide.

Penny also led the project to produce RYA digital charts which can be used to teach electronic navigation. Recognising the potential for RYA training in the southern hemisphere, the charts now have southern hemisphere editions.

Four years ago Penny transferred to Australia to establish RYA training and qualifications, as there was clearly a demand for internationally recognised certificates. She has delivered the inspections and instructor and examiner training that make the scheme the best in the world.

Crucially, she negotiated with Yachting Australia a handover of the administration so the scheme is now run by them, with Penny retained as an RYA consultant to check that standards are maintained.

We will greatly miss her creativity and ability to summarise a ten page complaint in one sentence. Good luck Penny, and g'day.

## A big pat on the back

In an ongoing drive to improve the quality of our exams we contract a quality assurance company, The Leadership Factor, to survey candidates and check their satisfaction of the exam process. Their findings for 2008 have been published and are available to view on [www.ryatraining.org](http://www.ryatraining.org).

The great news is that overall, yet again, our examiners have come up trumps. The RYA is within the 96th centile of companies surveyed, which include big names such as the BBC, Direct Line, IBM, Rolls Royce Aerospace, Visa and City and Guilds. Here is a quick rundown of the highs and lows.

Areas of research	Yachtmaster® and Coastal Skipper exams	SRC exams
What your candidates perceive as the three most important factors for satisfaction.  A total of 13 factors are considered.	<ol style="list-style-type: none"> <li>Expertise of the examiner;</li> <li>Professionalism of the examiner;</li> <li>Fairness of the exam.</li> </ol> <p>7 of the 13 factors received average scores above 9 out of 10. No areas scored below 8.5 out of 10.</p>	<ol style="list-style-type: none"> <li>Technical expertise of the assessor;</li> <li>Training skills of the assessor;</li> <li>Thoroughness of practical training.</li> </ol> <p>9 of the 13 factors received average scores above 9 out of 10. No areas scored below 8 out of 10.</p>
Strong influences on their satisfaction, despite being outside the top three factors.	Clear explanations from the examiner to the candidates.	Guidance provided by the assessor to achieve the required standard.
Areas with the biggest increase in satisfaction since 2007.	Credibility of the qualifications.	Thoroughness of the written exam.
Areas with the biggest decrease in satisfaction since 2007.	Clarity of the examiners' explanations about what was expected from the candidate.	Explanations provided about errors.
Most important areas for increasing customer satisfaction (the 'easy wins').	<ol style="list-style-type: none"> <li>Clarity in explaining what was expected of the candidate;</li> <li>Explanations provided about any errors the candidate made;</li> <li>Fairness of the exam;</li> <li>Thoroughness of the practical part of the assessment.</li> </ol>	<ol style="list-style-type: none"> <li>Guidance provided to achieve the required standards;</li> <li>Thoroughness of the practical training;</li> <li>Explanations provided about any errors the candidate made.</li> </ol>
Satisfaction Index: An overall measure of 'doing best what matters most to customers'	90.4% <i>Unchanged from 2007. Our highest score was 90.6 in 2006.</i>	90.8% <i>Unchanged from 2007 and our highest ever score.</i>

## New books from the RYA

### Advanced Sailing Handbook – Second Edition

This handbook is designed to accompany the five advanced modules in the National Sailing Scheme.

An invaluable aid for those hoping to improve their knowledge and skills. Now includes a DVD.

Order code: G12. Retail price: £8.99

### Going by the rules 2009-2012

This PowerPoint presentation provides a simple yet detailed guide to the racing rules which are compulsory for every racing sailor taking part in every sailing event around the world.

Includes all rule amendments for the next four years. Ideal for presentations and use in the classroom.

Order code: A46. Retail price: £8.99

### Astro Navigation Handbook

Out April 2009

Something different to expand the RYA navigation series, this book by Tim Bartlett delves into the ancient art of navigating by the moon and stars.

Includes the basics of astro navigation and how to use the more complex formulas involved in the art.

Order code: G78. Retail price: £8.99



### RYA Race Training Exercises

Out May 2009

This booklet brings you the latest exercises, drills and games to enhance racing skills. Contributed to by a wide range of coaches, this is invaluable for any Racing Coach looking for new and exciting ideas for their coaching sessions.

Order code: G100. Retail price: £9.99

### RYA Powerboat Handbook

– Second Edition Out May 2009

Great for anyone new to powerboating, with information on boat types and equipment, safety, planning, launching and recovering, boat handling and collision regulations. Easy to follow text with lots of photos and diagrams

Order code: G24. Retail price: £13.99



On reading the full report, a recurring theme is the need for clarity in your instructions and explanations. It would be great to see this particular aspect improve in the next report.

Aside from questions specifically regarding the exam, Yachtmaster® and Coastal Skipper candidates are also asked about their prior training. Last year 82.7% of candidates had taken an RYA course before their exam, and the average satisfaction score for those courses was 8.33 out of 10 (a slight increase on 2007).

66.7% of exam candidates intend to use their qualification professionally (2.3% up on 2007).

SRC candidates were questioned about the training venue – the average score of 8.89 out of 10 was a slight improvement on 2007.

The reports make interesting reading – do take time to have a closer look. Now is a great time for us all to reflect on how we run exams and interact with candidates. No organisation can afford to become complacent.

## Insurance for big boaters... ..and for little boaters

### Professional skippers' liability insurance

**Fastnet Marine Insurance Services Ltd** is pleased to announce the launch of a new Professional Yacht Skippers' insurance, endorsed by the RYA and designed to cater for the needs of the freelance, self-employed professional yacht skipper.

The responsibility of any yacht skipper has always been a heavy burden, but never more so than in today's litigious climate. Qualifications and experience alone cannot be relied upon by freelance or self-employed yacht skippers to get them out of trouble when disaster strikes... particularly if held accountable for the disaster!

The growth of yachting, especially corporate hospitality, corporate regattas, chartering, and the demand for training/tuition that comes with it, has led to a healthy industry for qualified professional skippers. But with this growth comes an increase in the skippers' exposure if it all goes wrong.

Underwritten by Travelers Insurance Co Ltd, Fastnet Marine Insurance Services Ltd has developed a dedicated liability insurance policy to satisfy the needs of self-employed professional yacht skippers working in this sector.

Principal features of the cover:

- Legal liability for loss or damage to the yacht under your command, without any requirement for you to be named under the owner's insurance;

- Legal Liability for loss, damage or injury suffered by third parties, including charter guests and tuition students;
- £3,000,000 limit of indemnity available as standard;
- All types of skipper catered for including freelance, delivery, RYA instruction, corporate hospitality and skippered charter.
- Cover for skippers operating in UK, Northern Europe and Mediterranean as standard, with extensions available on request;
- Annual, fixed price policy, with alternative option for 'job specific' insurance available;
- Competitive premiums, based on the number of days a year that you expect to work, NOT what you expect to earn!

For more information, contact Fastnet Marine Insurance Services Ltd.

T: 023 8063 6677

e: [sails@fastnet-marine.co.uk](mailto:sails@fastnet-marine.co.uk)  
[www.fastnet-marine.co.uk](http://www.fastnet-marine.co.uk)



— WORLDWIDE —  
**MARINE INSURANCE**

Dedicated Underwriting Agents & Brokers

See our advert on page 20.

### Sports Coach UK

If you are operating independently at a venue running, for example, dinghy or windsurfing race training, you may well find that the venue's own insurance does not cover you. In that case, the insurance scheme offered by Sports Coach UK as part of their annual membership may be of interest to you.

The following is taken from Sports Coach UK's website:

'When you join as a Full Member of Sports Coach UK you'll receive: Peace of mind from our specialist insurance for coaches, including Indemnity and Personal Accident Insurance.

These days it's really important that you have good insurance cover to protect you and the people you coach. That's why we've sourced what we believe to be the best policies available that include:

- **Coaches' Liability Insurance** – £5,000,000 indemnity in respect of your legal liability to others for death, injury or illness, and loss/damage to third party

property (not in your custody or control), arising from your coaching activities. No distinctions are made, whether you are paid for your coaching or working in a voluntary capacity.

- **Personal Accident Insurance** – A basic personal accident scheme is included providing cover for: death – £100,000; permanent disablement – up to £100,000 (payments are made according to the continental scale); dental and optical treatment – up to £500.
- **Coaches' Liability Insurance While Officiating** – Coaches who are officiating as an integral part of their coaching session are covered as above. Coaches who are qualified officials have the same cover as above while officiating.

Access to a 24-hour **legal advice line** to help you with any legal issues.'

For further information and application, go to the Sports Coach UK website:  
[www.sportscoachuk.org](http://www.sportscoachuk.org)

## Moving address

Please do remember to inform the RYA if you move or change telephone numbers. With 24,000 instructors on the database, keeping track of everybody is a mammoth task.

Email [training@rya.org.uk](mailto:training@rya.org.uk)

## Central certificates record

At the Principals' conference in February, James Stevens presented a proposal for a central record of powerboat course completion certificates, based on that run by PADI.

Those present at the conference accepted the need for a central record and the additional administration that would be involved on the part of centres. A number of systems were suggested, but all agreed that the data should be electronically transmitted. Every centre must, therefore, be online.

The most efficient and effective method is being explored. We expect that, on successful completion of the course, the students' information would be sent electronically to the RYA. A unique number would be returned, which can be added by the centre to the certificate at the point of issue.

To coincide with this development, we are researching ways of upgrading the Powerboat Level 2 certificate. In the future it is likely to be a smaller, waterproof design with photo ID.

## Looking for work?

The RYA holds a database of RYA instructors available for long or short term work. If you wish to be added to this list, please fill in your details below. This will be forwarded to third parties, such as RYA training centres or clubs/centres looking to become RYA recognised.

Please return the form to: Bethan Jenkins, Royal Yachting Association, RYA House, Ensign Way, Hamble, Southampton SO31 4YA

Name .....

Address .....

.....

.....

Tel (day) ..... Tel (eve) .....

Mobile ..... RYA Membership No .....

E-mail .....

RYA Instructor Qualification .....

**If you are no longer looking for work, please let us know so we can remove your name from the list.**

## Inspection points from 2008

Many thanks to all the Principals, Chief Instructors and Inspectors whose hard work and commitment enabled the 2008 inspections to go so well.

You should by now have received your Guidance Notes for 2009. In an ongoing attempt to increase user-friendliness we have made some minor changes, indicated by a line in the margin. Please take time to familiarise yourself with the changes.

To avoid confusion, please dispose of (or preferably recycle) any previous editions that you have at your centre.

### For dinghy, keelboat, powerboat, PW and windsurfing centres:

#### Guidance Notes

- There is now a contents page, making the document easier to navigate.
- Sections of the principal's pack have been included, providing information for new and existing centre principals and inspectors.
- An expanded appendix includes important information such as AALS, Health and Safety and dealing with major incidents.
- Your course programmes must be available for your inspector to see, showing both practical and theoretical syllabuses.

#### Inspection form

If your centre offers activities to disabled students, listed under Safety Point K is a simple Yes/No question leading you to an accessibility supplement – an additional paper included within the form. Please take time to complete this form. Your inspector will return it to us with your inspection report.

#### General points

- Ensure you are familiar with both the tuition and safety boat ratios, and when they are relevant.



- Pay attention to general maintenance of everyday equipment. It is often easy to forget about the equipment used daily while teaching in a centre, club or resort. Items used everyday such as buoyancy aids, simulators, safety boats and their engines need routine maintenance and attention.

#### Powerboating

- Ensure all your equipment is brought out of winterisation, checked and ready for use.
- If you are using red plastic spiral lanyard killcords, do routine checks for deterioration. The winter 2006 edition of Wavelength emphasises the need for serviceable kill cords and has useful information and advice on their use.

#### Windsurfing

- With Hifly ceasing the production of their plastic boards, so popular among training centres, you need to be aware of alternative equipment available and its suitability in the teaching environment. See the 'End of an era' article on page 22 if you are looking to increase or enhance your fleet.

- Simulators are required for all windsurfing centres. Ensure you have the relevant simulator for the level of courses your centre runs. For advice on where to purchase or the characteristics your simulator should have, contact your inspector, Regional Development Officer or RYA Training.



#### Dinghy sailing

- This is the ideal time to look at staff training for both new and existing instructors. Go over safety boat techniques and practice dealing with entrapments.
- Consider and practice recovering very heavy people from the water, either back into their own boat or into the safety boat. Do you need to use a recovery device or come up with alternative strategies?

Whatever you choose, one thing is clear. Working out a solution and practicing it in advance is a lot better than wondering what to do when it happens for real.

### For cruising centres:

Minor tweaks to the Guidance Notes (RGN1) include:

- The roles and responsibilities of a chief instructor are now outlined on page 5.
- Our credit terms have changed and are shown on page 8.
- The servicing requirements for lifejackets and liferafts have been updated on pages 25 and 26.

We have also designed a checklist to help you get ready for your initial or annual inspection.

## Which first aid certificate?

This is one of our most frequently asked questions.

The answer: Obviously the RYA First Aid Course is the best, but we would say that, wouldn't we! It was originally introduced for RYA instructors, with a syllabus based on recommendations of the MCA and HSE, and designed to cover our needs. The course is taught by instructors who understand the RYA scheme, who have experience of teaching afloat and are familiar with VHF and rescue procedures.

If the RYA course is not available, dinghy, powerboat and windsurfing instructors and others teaching on non-coded vessels, can attend any one-day course. That course must include hypothermia and drowning and be run by a recognised provider.

Yachtmaster® and Cruising Instructors, and other instructors and commercially endorsed skippers on coded vessels, must fulfil the MCA

requirement in Annex 3 Section 2.8 of the Code of Practice. This means that, for vessels up to Category 2, an RYA First Aid Certificate or other MCA approved certificate is required. The course must include the use of a Category C first aid kit.

Doctors and other health professionals may not require these certificates, but must have the same practical skills. So for some specialisations a first aid course is recommended. Doctors who have retired and are no longer practising will require a first aid certificate after three years.

First Aid Instructors must hold a higher qualification in first aid than other instructors. First Aid at Work, or an equivalent four day course, is the minimum acceptable level.

Remember – an out of date first aid certificate means your instructor certificate is invalid.

## Where are you?

Please have a look at your centre's entry in our training centre search on [www.rya.org.uk](http://www.rya.org.uk). If it is mapped incorrectly (or not at all) please send your latitude and longitude in decimal format to [training@rya.org.uk](mailto:training@rya.org.uk) so we can put it right.

## Magic Whiteboards

Recently trialled by coaches in the Racing Department, this new invention seems tailor made for instructors and coaches.

Featured on the BBC's Dragons Den, it is a transportable, reusable, flexible whiteboard to help you communicate with your sailors. A useful tool for your bag!

[www.magicwhiteboard.co.uk](http://www.magicwhiteboard.co.uk)



## Powerboat safety

In addition to running recognised RYA powerboat courses, many multi-discipline activity centres offer other forms of powerboat activity. It can be delivered in many ways, as a sightseeing journey, a river study or just a ride on a boat. Some RTCs also provide introductory sessions to promote participation in RYA courses.

To help centres running these activities, and to help safeguard against accidents when operating

outside of normal RYA requirements, we have produced a leaflet. Its catchy title is 'Guidance for RYA training centres offering powerboating activity other than RYA recognised tuition', and it can be downloaded from [www.ryatraining.org](http://www.ryatraining.org).

The guidance includes crew qualifications, crew to passenger ratios, seating, comfort and safety, communications, weather limitations, safety equipment and introductory lessons.

## Accessibility at your centre

You may have noticed that in your 2009 Guidance Notes and inspection form, for the first time, we have included a one page Accessibility Supplement. The purpose of the supplement is to find out a little more about centres that have facilities to cater for people with disabilities or learning difficulties.

One thing we are acutely aware of is that, when people with special requirements ask where they can go sailing or powerboating, it is difficult to help as the only detailed information we have is about Sailability Foundation Sites. We know that there are many more centres out there doing great work in this area, but who are not yet, or may be never will be, Foundation Sites. So please help us by giving as much information as you can.

For those centres that don't have the relevant facilities, all we need is a simple 'no' in answer to question K in the Safety section of the inspection form. No further form filling is required.

Sometimes there are funds available to help centres wishing to make their premises and facilities more accessible. If that applies to you, or you would like to go a stage further and become a Sailability Foundation Site, please contact Debbie or Connie at RYA Sailability. They will be happy to guide you through the process. [sailability@rya.org.uk](mailto:sailability@rya.org.uk).



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## MOB recovery slings – do they work?

The start of the season is a great time to refresh your skills and practice techniques that are rarely used. Rescue techniques is an area that is sometimes neglected. **Kaz Parker, Senior Instructor**, shares her recent research with us.

Following serious concerns and constant questions at my local Sailability club, Tideway in central London, I decided to answer them head on with a bit of hands on practice.

The main question to answer was: If a larger person, or someone who was unable to help themselves, were to fall in, how would we recover them without causing injury to them or

ourselves in the process? Many of our members need a hoist and sling to get them in and out of our boats.

We borrowed a man overboard recovery sling and set about seeing how easy it is to use and how versatile it is for the boats we use. We were doubtful whether it would be of any use at Tideway where we use Multi Pioneers and Rigiflex. We thought the sides might be too high and were concerned that the fixing points were not designed for the job.

However, with the sling in place and myself and a keen volunteer suited up, we entered the freezing water.

To my surprise it was exceptionally easy to use. The weighted strips

made it easy to manoeuvre the casualty onto it and the floating section made grabbing the handles simple. With one or two crew pulling gently together (knees bent, backs straight) we could roll the casualty up either on to the seat of the boat, or gently onto our legs to protect them from hitting the bottom.

The hardest thing we found was identifying the best securing points for attaching the sling to the boat. Once that was sorted, it was just a case of selecting the right set of handles to pull on for the boat we were using.

From the point of view of the man overboard, we found it surprisingly comfortable being rolled into the boat.

A possible improvement to the sling would be the addition of a few more attachment points to enable it to fit more securely to the boat. It could also benefit from a line to the outer handles so you can still reach them if the float is blown away from the boat.

Our volunteers range from young children to over-80s. A wide range of them had a go with the sling and saw it as a very useful bit of kit. Even some of the oldest members tried pulling the two of us out of the water, with a little help from a second pair of hands.

*The sling featured in the article is made by Caws Sails of Cowes, Isle of Wight. Tel: 01983 299397.*



## Making racing courses achievable

Many of you will now have seen the new race training syllabi on the website or in the new G11 Youth Sailing Logbook.

The syllabi have been simplified and given a more coherent structure, and the progression through the courses is

now much clearer. Sections in the syllabi gradually increase depth of knowledge and levels of understanding, allowing just the right amount of challenge as techniques and skills improve.

The initial Start Racing module is typically two days long, forming a solid foundation to progress onto the longer five-day Intermediate and Advanced courses. All three courses are designed to be delivered predominantly – perhaps as much as 75% – on the water.

When introducing new techniques and skills, the emphasis should always be on safety, enjoyment and achievable success. Young people are often a little anxious when starting out in racing,

and the manner in which instructors and coaches introduce these initial experiences will be critical to their long term participation.

Design your exercises to build confidence and success. For example, many inexperienced racing instructors choose a windward start exercise and then watch helplessly as, on the starting whistle, the boats point at the windward mark, go head to wind and stop! Instead, try setting a reaching start and getting your students to cross the line on time and build from there.

Never introduce too much too soon. Keep your expectations realistic and your targets simple. As the saying goes:



'Nothing builds success like success'.

All RYA affiliated clubs and recognised training centres have the potential to run the race training courses, as long as they have suitably experienced Level 2 Racing Coaches or Racing Instructors and suitable boats, safety boats and shorebased facilities.

One final note – if you thought these courses were just for children, you're wrong. Like all of the advanced modules, they are available to children and adults alike.





## Women in sport

In the last issue of *Wavelength* we published letters from female instructors about encouraging women into sport and their continuing participation. **Amanda Van Santen** has been studying the issue and has gathered some ideas for encouraging women to take part.

*'80% of women do not do enough physical activity to benefit their health.'*  
Source: *Women's Sport and Fitness Foundation report 2007.*

The general female dropout age for most sports is between 16 and 24. With over 50% more media coverage of males in sport, the general awareness and influences surrounding females are less.

However, this isn't an article whining on about women's rights and equality. As a female who loves the outdoors and is addicted to windsurfing, I find it hard to believe there are people out there who need convincing. Are we trying to convert the unconvertible? Wouldn't women participate if they wanted to?

Recently a number of events, especially a 'Women in Sport' conference, have helped me to understand a little more about the problems we face.

Some of us participate in sport regularly with partners, friends or family. Others need more persuasion, especially in sports outside those that would be classed as mainstream. How can we, the converted, help?

### More women participants

The RYA, as a governing body, continually works towards providing suitable programmes, but we need our training centres and clubs to recognise local needs and requirements.

The percentage of female participants in the sports we promote and protect are generally in line with most other activities. But with Government targets to increase the number of female participants,

hopefully some of the following ideas could help in your organisation:

- There needs to be media coverage of every day participants, not just the elite. If your centre is running a marketing campaign, try to use advocates to empower female participants.
- Family days, bring a buddy or parents' activities that coincide with children's sessions can all help to enable mothers to take part without childcare headaches. Is there potential to link up with local childcare facilities?
- Obviously sessions need to be affordable. Try a bit of price and payment flexibility, or have a think about loyalty schemes.
- Could your centre or club link with other complimentary sports – sailing in the summer, gym classes in the winter?
- The RYA initiatives Team15 and OnBoard, work with links between local schools and clubs. Are you making the most of this potential?

Our sports naturally provide a social environment and have the ability to break down cultural barriers. Are your centre's facilities, and the way in which you welcome people, modern and appealing? Could female only sessions, perhaps, persuade those lacking in confidence?

### More women instructors

You would think that, once you have decided to take a coaching qualification, you are embedded in that sport. A recent presentation by Bryony Shaw, the UK's first windsurfing Olympic medallist, highlighted a few points also considered by Amy Veasey in the last edition of *Wavelength*: men and women often require different approaches to achieve the same outcome.

This is perhaps an area that we need to consider for our instructor training and coaching pathways. Self confidence and physiological make up are just two areas for reflection. Understanding and putting

into practice ways to conquer any problems will make a difference.

A long term approach is needed to increase and retain our female instructors and coaches, regardless of the level being achieved – coach or

participant, beginner or Olympic sailor.

But remember, when considering how to increase the number of female participants, all possible barriers and opportunities should be thought through for all participants, male or female!

## Who should run safety boat training?

The Safety Boat course has been around for many years and is successful for a number of reasons, not least of which is the broad content and flexibility in how it is delivered.

The majority of Safety Boat courses are run for RYA instructors and coaches as part of their career development. Less common are courses for clubs, where members are encouraged to do safety boat duty every once in a while. Clubs do not always specify a mandatory qualification for their members to drive the safety boat but, if they do, it is often Powerboat Level 2 that they look for.

While Level 2 is a good standard to start from, and certainly better than nothing, surely the Safety Boat

course with its input on dealing with boats and potential casualties, as well as wider race management issues, has to be the ultimate goal. So, what could we do to encourage more instructors, coaches and club members to take the safety boat course?

One idea is to look afresh at who can teach the course. Currently it is only Powerboat Instructors who also hold the Safety Boat certificate who can run it. But what about Senior Instructors? They have at least the same level of experience, if not more, when it comes to rescuing dinghies and their kit and helping the race management run smoothly. Take a look at that experience:

Powerboat Instructor	Senior Instructor
Powerboat Level 2 course	Powerboat Level 2 course
Safety Boat course	Safety Boat course
Three day instructor training course	Five day instructor training course
Possible sailing or windsurfing experience	Extensive dinghy sailing or windsurfing experience
	Four day Senior Instructor training course



So we could conclude that a Senior Instructor is at least as qualified, if not more so, than a Powerboat Instructor to deliver this particular course. Senior Instructors are also a breed far more common in the club community than Powerboat Instructors.

So, where is all this leading? If we want to increase the number of people receiving proper training as safety boat drivers, and therefore increase the safety of club and higher level racing, why don't we increase accessibility of the course by enabling Senior Instructors to deliver it?

Your thoughts please to [john.thorn@rya.org.uk](mailto:john.thorn@rya.org.uk).



Paul Wyeth

## Heath Lambert RYA Principals', Coaches' and Trainers' Conference 2009

The Met Office website must have doubled its hits on the run-up to the conference – who would have thought we would be facing blizzards and five foot snow drifts!

With a new venue at Wyboston Lakes in Bedfordshire and a packed programme, the conference received some very positive feedback. A big thank you from RYA Training to all the delegates and speakers who battled the elements to be there.

Lindsey Bell, the RYA's Team GBR Communications Manager, started the conference with an insight into this year's Olympics at Beijing. Stories ranged from Stephen Park being arrested by the Chinese government for gathering weather information, to the logistical problems faced prior to leaving the UK. We also shared the personal challenges each sailor faced, whether it was settling for nothing other than a gold medal or having construction alterations made to their boat right up to the last minute.

Saturday was packed full of interesting presentations and discussion workshops from RYA staff, coaches and trainers, including an informative talk on training centre and club insurance by conference sponsors, Heath Lambert. We also heard about electronic navigation from Garmin, working with the MAIB from Andrew Moll, situation leadership by RYA Coach/Assessor Brian Collyer and the RYA initiatives OnBoard, Team15 and Volvo Champion Club Programme.

In the afternoon, delegates discussed various topics, some proving more contentious than others! Here is a short synopsis of the discussions:

### Managed Learning Environment

This discussion followed a presentation by RYA National Sailing Coach, John Thorn, on the need to accommodate different learning styles and how e-learning could help us to deliver higher quality and more effective courses.

The group considered what resources might be included in a Managed Learning Environment to benefit all our instructors from beginner to advanced. SI Workbooks, pre-course material and useful links to external sites and bodies were just a few of the resources suggested.

It was thought that e-learning platforms could prove to be a useful way to review, update and impart information on best practice, updates and revalidation. But apprehension was voiced as to the limitations the site may have and how it would be necessary for the project to be an addition to current training rather than a replacement, a point resonated by the RYA.

### Equality in our Sport

The group discussed how the RYA, training centres and clubs could help improve inclusiveness, the barriers women face and possible remedies to help overcome them. Strength, confidence, fear of failure and domestic responsibilities were the main barriers, with specific grass roots sessions and women only coaching sessions as suggestions for increasing initial and regular participation.

It was felt that specific discussions during Senior Instructor and Coaches'/Trainers courses highlighting potential issues on equality and diversity, and ways to overcome them, would also be of assistance.

### Challenge of the future

Every year a large number of children and adults take part in introductory taster sessions. This was a popular discussion participated in by a large proportion of the delegates. It looked at how we can encourage those who participate in introductory taster sessions to go on to take a full training course and/or become a regular participants.

Better promotion of the RYA schemes and their logbooks and pathways were thought to be a key consideration, together with building links, affordability, better utilisation of RYA resources and the sharing of best practice.

### Converting beginners to Racers

There has been concern expressed in Scotland for some time about the lack of regular racing participation on the part of new sailors to the sport. The UK is fortunate to have a large number of clubs and centres that run a considerable number of entry level training courses. However, there is a fall down in the lack of support and training to help individuals to try racing, stay involved with clubs and develop their skills.

Jane Campbell Morrison, RYA Scotland's Development Manager, gave an insight into their new initiative scheme 'Pirates', and led a discussion. (See more information on Pirates on page 17)

By encouraging supervised or novice sailing sessions in addition to organised racing, it was felt that this may help increase the numbers getting involved. All agreed that accessibility, improved links between centres and clubs, and an increase in information sharing through RYA resources such as Wavelength would help.

### Dealing with accidents

Paul Glatzel, RYA Powerboat Trainer, kindly carried on from Andrew Moll's presentation on working with the MAIB by discussing a recent accident at his centre, and how their prior preparation had helped. (See page 11). He covered an array of aspects through discussions and presentations, including the importance of having watertight procedures, processes and documentation, and the importance of ensuring your staff know and can apply them.

### Supporting material for instructor training

The Senior Instructor Workbook has proved to be a popular resource. The group were asked whether this type of book and/or further options such as expanding the use of the e-learning platform, would help to progress resource availability.

A comprehensive list was compiled with fantastic opportunities for RYA Training to consider, including enhanced support for new instructors, multimedia possibilities such as DVDs and sharing best practice. Most importantly, it was discussed how important catering for all learning styles was when considering further resources.

### Team15

Since the initiative was set up Team15 has increased the number of youths introduced to the windsurfing race scene. To ensure this initiative proves to be a successful feeder, it is important that Team15 becomes part of an inclusive pathway.

Mike Roberts, Team15 Co-ordinator for the North West and RYA Windsurfing Trainer, chaired the discussion on the



key issues. Communication issues were highlighted, along with the ability to identify opportunities and talent, and recognising the benefit of instructor training at Zone Squad level and beyond.

### Crossing over our skills

To help improve and increase the accessibility of the Safety Boat course within RYA centres and clubs, delegates were asked to consider whether Senior Instructors, in addition to Powerboat Instructors (who also hold the Safety Boat certificate) could possibly deliver the Safety Boat course. Do they believe Senior Instructors hold the skills and knowledge required?

This was probably the most contentious workshop, with some heated discussions and delegates believing very strongly in their principles. Some were swayed as the discussion developed! It was a very interesting discussion with some thought-provoking feedback also. Although senior instructors have good sailing skills, it was felt that their powerboating skills may not be equally as advanced. If the course needs to be more accessible, options such as fast track training, regional courses and funding streams may be solutions. For your chance to chip in to the debate see page 9.

Sunday was devoted to updates from RYA Training, starting with James Stevens speaking about the current state of the schemes and hot topics, followed by discipline-specific updates led by the RYA Chief Instructors.

RYA Training would like to thank sponsors Heath Lambert for their support and financial backing with the conference. Thanks to Garmin for exhibiting and providing a fantastic prize for the raffle, and to Laser, RS Sailing, Naish UK and Total Option for sparing the time to be with us.

## It won't happen to me... will it?

In the winter 2008 edition of *Wavelength* we reported on an incident during a Powerboat Level 2 course, when the instructor and owner of the RIB were thrown into the water during a gentle turn. The centre console had become detached from the deck and left the boat, still between the owner's legs.

**Paul Glatzel**, RYA Powerboat Trainer, Centre Inspector and Principal of Powerboat Training UK, is keen to share his experiences following the incident to help other centres who may find themselves in the middle of an investigation.

For years I've read MAIB reports and digests with interest. I find the lessons learned from incidents can be helpful when training instructors, inspecting centres and, of course, in ensuring our own centre is run to the highest possible standards. I never imagined that our own school would be at the centre of one of these investigations.

The essence of the accident is that the owner of the RIB was performing a gentle turn at 20-25 knots when the centre console became detached. He and the instructor (Paul Sargent) both ended up in the water, with his two grown up sons left on board. The killcord had been pulled, so the engine was stopped. Both casualties were brought back on board quickly and, thankfully, suffered nothing worse than a bit of cold.

Back at the marina, Paul and the owner changed into dry kit and hot tea was the order of the day. A cursory examination of the boat showed that a serious failure had occurred (the details of which are dealt with by the MAIB report). As we began to understand what had happened, it became clear that everyone had been very lucky and that the same failure might be possible on other similar craft.

We have a Major Incident Policy based on RYA recommendations, and an Incident Report Form that bears more than a passing resemblance to the official MAIB version. We sat down with our clients and wrote a detailed report, complete with their signature and contact details. Before I left the office, I reported the incident by email to the RYA. (I would have done so by phone had there been an injury.) I also contacted the MAIB incident team on their 24 hour



Console only secured by four self tapping screws along small 'ledge'



One of the four self tappers holding the console on!

number. I was called within an hour by the MAIB and then again the next morning.

Not forgetting that the real losers here were our clients, we ensured they were clear on the potential of delayed shock and took charge of their RIB, which we recovered onto its trailer and secured for the MAIB the next day. Since the incident we have been in regular contact with them to act as an impartial voice in resolving the issues they now have with the dealer and manufacturer of their boat.

Rightly, when a serious incident occurs at one of their centres, RYA Training takes a close look to see whether the actions of the centre or instructor were contributory. It was clear that the instructor had acted correctly – he took charge, looked after the casualties (himself being one!) and calmed the situation.

The MAIB visited within 48 hours, conducted a detailed inspection of the boat and taped interviews with the instructor and other relevant individuals. They rapidly enlisted the

assistance of the RYA's technical team in respect of the design and build of the craft.

So what lessons are there for us and other centres from our lucky escape?

- 1 Our cautious approach to speed and tight turns may have contributed to the incident not being as serious as it could have been.
- 2 The clients were well briefed on distress procedure so, had the recovery not been easy, they would have known how to issue a distress and use the flares.
- 3 Killcords and lifejackets work! It was a salutary lesson for our clients and we'll use this episode to educate other clients.
- 4 Have a good Major Incident Policy and follow it. Never hesitate to report even minor incidents to the RYA – their help and support can prove invaluable.
- 5 Support the MAIB when they visit. They may not be small boat people and so may need you to explain how what you were doing fitted into the RYA training schemes. If possible, give them an area in which to work.
- 6 Don't forget to keep 'evidence' (lifejackets, broken items, your notes etc) and the boat in a secure location ahead of a RYA or MAIB visit.
- 7 Don't try to hide an incident. It will be public knowledge before you know it, so be proactive in respect of communication. It is far better for you to drive PR rather than react to press or gossip.
- 8 Don't forget your clients. They may need advice and reassurance for longer than you think.

Should we have done anything differently?

We've debated whether a call should have been made to the Coastguard before the RIB headed back. Paul made a judgement call that he didn't need to as he had stabilised the situation and everyone was safe, but he was a hugely experienced instructor and mariner. To avoid uncertainty we've issued an edict that, if this were to happen again, the Coastguard must be called as their objective assessment and support may be useful. We support Paul's decision but can never be sure that everyone would react with such professionalism.

We now insist that instructors have a personal waterproof VHF attached to their lifejackets – we have provided these. Previously they were available but not mandatory. Many also now carry personal flares.

Should we have noticed the problem with the boat? Even with hindsight there is no way we should have, or could have, been expected to detect the problem. That said, we continue to look very carefully at our own boats and clients' boats for any obvious defects.

Overall, we're pleased with how we reacted. We were lucky and fully realise this. Perhaps the last word should be with Paul Sargent: *'I've spent many years afloat, initially as a navigator and then in the Marine Police, but I've never entered the water unexpectedly. I experienced at first hand the effects of cold water shock and the reaction of inexperienced boaters to a major incident. I'm pleased that we reacted professionally, but know how lucky we were. I don't wish to be part of an MAIB investigation again!'*

The MAIB's report can be viewed on [www.maib.gov.uk](http://www.maib.gov.uk) – enter Partner 1 in the search field.



The brand new 5.5m RIB on its trailer once we had recovered it. Note the impact damage to the rear seat back.

## Wrong way up a one way street

In March 2008, a 36' motor pleasure vessel was en route from Brighton to the River Crouch in Essex. The delivery skipper was an experienced skipper and Advanced Powerboat Instructor.

The vessel entered the South West shipping lane in the Dover Straits Traffic Separation Scheme and was driven north easterly against the general flow of traffic. It continued in this lane for approximately 50 minutes, travelling about 15 miles, before

exiting the South West lane and re-entering the Inshore Traffic Zone.

During this period, the vessel passed relatively close to three large merchant ships travelling in the opposite direction.

Coastguard Officers at Dover Channel Navigation Information Service (CNIS) tried unsuccessfully to contact the vessel by VHF and a Coastguard aircraft was launched to

identify it. Having left the lane, the skipper became aware of the aircraft and answered a radio call from Dover CNIS.

The Chairman of the Bench at Folkestone Magistrates Court pointed out four aggravating factors:

- 1 The speed and distance of transgression;
- 2 The experience of the skipper;
- 3 It was a commercial voyage;
- 4 A significant error in navigation.

The skipper was fined £6,000 plus costs of £2,084.45, with the court taking into account his early guilty plea and co-operation with the MCA.

Following the prosecution, the RYA's Training Committee suspended the skipper's Powerboat Instructor and Advanced Powerboat Instructor certificates. His qualifications have since been reinstated following a reassessment of his Advanced Powerboat qualification.

## Get the basics right

In October 2008, an instructor and his two students on the first day of a Powerboat Level 2 course were thrown from their RIB and left stranded in the water with no way of getting back to the boat or effectively calling for help.

The RIB was making its way at 20-25 knots to an area where the students would do some anchoring practice. On the way, the instructor introduced some gentle S turns without incident. Close to their destination, and still at speed, the instructor asked the student at the helm to turn to port. As the RIB turned there was a sudden, violent change of direction which threw all three into the water over the starboard side of the boat. The RIB continued for a short distance before coming to rest with the engine off.

With no effective means of communication and being unable to get back to the wind ridden boat, the crew luckily attracted the attention of a passing yacht. They were recovered from the water, retrieved the drifting RIB and were returned in the yacht to the marina, where they were met by paramedics. Fortunately no injuries were sustained, but they were very cold. They had been in the water for about 20-25 minutes.

### Conclusions

The cause of the incident is not clear, but the RIB had been driving in a following sea with the engine trimmed fully down and had not reduced speed to execute the turn.

In a following sea, it is recommended that the bow should be trimmed up to prevent it ploughing into the back of the wave in front. It is therefore likely that, in this case, a combination of bad trim and an unsafe speed caused the near capsizing.

With no means of raising the alarm, all the crew could do was wait in hope for rescue. Had the instructor carried a waterproof handheld radio or a distress flare on his person, the alarm could have been raised immediately.

### Recommendations

Before students practice high speed manoeuvres, instructors should ensure they have taught how to trim the boat correctly for efficiency and the prevailing sea conditions. Course programmes should reflect the current syllabus and cover the basics before progressing to higher speed exercises.

When conducting higher speed turns, speed must be reduced to a safe level appropriate to the handling characteristics of the boat and the prevailing sea conditions.

Principals should consider the personal equipment for instructors using boats in isolation, with particular regard to carrying a waterproof handheld radio on their person and an additional means of attracting attention when in distress.

## Capsized RIB on a thrill ride

In July 2008 a group of three RIBs from a training centre were taking a group of school children on a powerboat trip to go kite flying. When the weather was found to be unsuitable for kite flying, the instructors deviated from the original authorised plan and took the children for a RIB ride instead.

The boats were driven by qualified instructors, but one of the instructors was far less experienced than the other two. It was that instructor who, when realising she was heading into danger, turned the RIB but lost control, causing it to capsize.

Eight people were thrown into the water, some beneath the inverted boat, but thankfully all managed to escape. One child was injured and was later airlifted to hospital for treatment, but recovered quickly and was released from hospital that evening.

The two experienced instructors set about recovering the RIB and landed most of the children ashore on a nearby beach with an adult volunteer helper, which is where the injured child's condition deteriorated. The Coastguard was called by mobile phone to request help from the RNLI to

recover the RIB. The centre could not be raised by mobile phone or VHF – the handheld VHF's carried on board had reached the limits of their operating range.

The MAIB's investigation identified a number of safety issues:

- The centre's operating area was defined geographically but did not include limitations in sea conditions, hazardous areas or no-go areas.
- The centre's documentation did not unequivocally state that changes to an authorised activity must always be approved by senior staff.
- The limitations of hand-held VHF's in high speed powerboats had not been recognised, nor had the implications of conducting emergency communications via a private radio channel. The use of a mobile phone to call the Coastguard was also criticised.
- The students and volunteer helper should not have been left without communications or assistance on the beach.
- Passengers sitting on sponsons at high speed and in rough conditions are susceptible to musculoskeletal injury and falling overboard.
- The position of the instructor (standing next to the console on the port side) was considered inappropriate.

As a result, the centre has reviewed its operating procedures, will conduct additional staff training, and has installed an additional VHF base station at the centre for evening monitoring. A mounted waterproof radio has also been fitted to the RIB that capsized.

The RYA has produced a leaflet giving guidance to training centres offering powerboating activities outside of recognition tuition.



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

## Spare killcords

I have a query regarding the best practice use of spare killcords.

We originally kept spare killcords for all our boats in safety kits. But due to the high number of users of the kit, we repeatedly found that these killcords were going missing. To avoid this, we removed the spare killcords from the safety kits.

We considered that, with the majority of the fleet being mariner style kill switches, in an emergency the boat could still be started. We therefore chose to only carry spare killcords in safety kits during Intermediate training and above, when there is a real risk of the second driver having to perform a man overboard in a hazardous sea state.

The few Honda style kill switches we use all have a spare killcords taped inside the engine cover.

Is the RYA happy for us to continue with this practice? It is an adopted procedure which we have been using without incident.

**Tim Cross –  
Principal, Mount Batten Centre**

Tim

*The RYA requirement for powerboats operated at recognised training centres is that a spare killcord be carried on board the boat. There is no lesser risk of people falling out of a boat on a Level 2 course than the higher levels within the syllabus, as has recently been the case in Falmouth and Plymouth.*

*My advice is to follow RYA requirements.*

**Paul Mara,  
RYA Chief Powerboat Instructor**



## Blast from the past

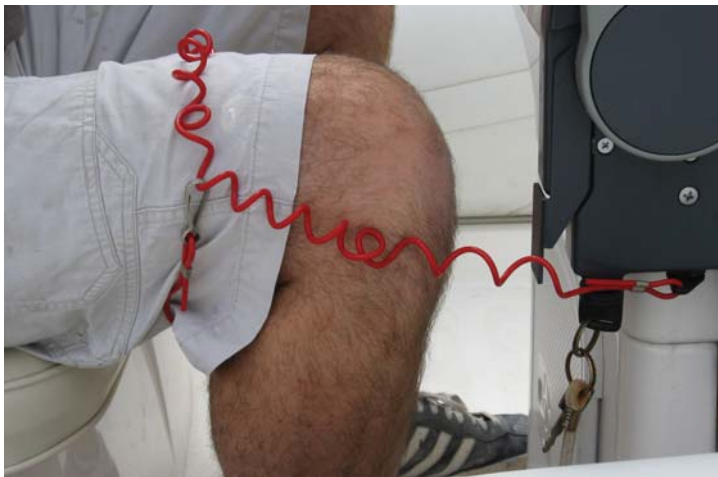
Thanks to **Alan Woolford** for digging out this photo, taken about 50 years ago, of a sailing course at Bisham Abbey. This was long before the current training centre there run by Roy May, and well before the days of Bob Bond and the National Sailing Scheme.

The Chief Instructor on the far right is Alan himself, who went on to become a long term supporter of

the RYA, being involved in coaching, volunteering, Sailability and various committees – the list is endless.

The boats were wooden GP14s and Herons, some with cotton sails. The Mae West life jackets were the best available at the time, before the advent of buoyancy aids.

How things have changed!



## Personal distress flares

In the January edition of Wavelength online you reported the near capsizing of a RIB, due to bad seamanship (see also page 12 of this issue). In your conclusions you stated that, had the instructor carried a waterproof handheld radio or a distress flare on his person, the alarm could have been raised immediately.

In view of this recommendation, what sort of flare would you suggest as suitable for carrying on your person?

**Richard Hayes,  
Yachtmaster® Instructor**

*We would obviously only advocate the use of flares specifically designed for carrying on your person. There are a number on the market such as the Ikaros night/day distress flare/smoke signal, the Hanson PyroTech day/night distress flare, or the Pains Wessex personal distress signal. A quick search on the web for personal distress flares will give a number of other options.*

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Count on us!

# Advanced powerboat FAQs

Since the introduction, in January 2005, of the exam for the Advanced Powerboat Certificate of Competence, there has been a steady increase in the number of candidates. As with most new processes, there has been a period of slight confusion. Most of the questions have probably now been asked, so here **Paul Mara** answers some of the more frequently asked ones.

## Questions from candidates

**Q What is the exam for?**  
**A** The exam is to gain a Certificate of Competence. This is not the same as a course completion certificate, which is awarded at the end of an Advanced Powerboat course.

**Q Do I need this Certificate of Competence to gain an MCA commercial endorsement?**

**A** Yes. However, in addition to the exam, for the commercial endorsement you are also required to have a medical (either an ML5 or ENG1), a valid first aid certificate, a VHF radio licence and a sea survival certificate. If you are unsure of your medical fitness, it is worth taking the medical first, to avoid the cost and time of the exam if you would not be eligible for the commercial endorsement on medical grounds.

**Q Can I get a course completion certificate, awarded at the end of a two-day Advanced Powerboat course, endorsed for commercial use?**

**A** No. Only the Certificate of Competence can be commercially

endorsed. The only exception is if your two-day course completion certificate was awarded before January 1, 2005.

**Q How long is the exam?**  
**A** For 1 candidate: 4-5 hours  
 For 2 candidates: 5-6 hours  
 For 3 candidates: 6-7 hours  
 No more than three candidates can be examined in one session.

**Q Who do I pay for the exam?**  
**A** You pay the exam fee to the RYA. At the beginning of the exam your examiner will check your eligibility, prior experience, supporting paperwork and collect a cheque from you. This should be made out to the RYA.

## Questions from examiners

**Q Who can examine for the Certificate of Competence?**  
**A** Examiners are appointed by the RYA from the ranks of our experienced Powerboat Trainers who have undergone additional assessment and training. In addition, Yachtmaster Power Examiners can also carry out these exams.

**Q How do I find out about candidates wanting an exam?**  
**A** There are various ways that we contact examiners. Commonly, a training centre will contact you direct to book an exam for one of their clients.

If a candidate books their exam online, examiners in the relevant

area will receive an email from the RYA giving details of the location, type of boat and date required. If it's possible for you run that exam, you should respond to the RYA who will select an examiner from the positive responses and put the chosen one in touch with the candidate. At this point it is down to you to make final arrangements with your candidate.

**Q What if I know the candidate?**  
**A** Examiners should not examine candidates who are personally known to them, or who they have taught in the past.

**Q What paperwork should be completed?**  
**A** At the beginning of the exam you should ensure that the candidate has completed an application form, has the required experience, a valid first aid qualification and marine radio operator's licence. They should also provide a passport photograph. It's worth reminding them of this when you make initial contact with the candidate.

After the exam, whether the candidate passes or fails, the examiner must complete a report. The report is then sent with the

application form, cheque and photo, to the RYA's certification department.

**Q What if the candidate wishes to apply for a commercial endorsement?**  
**A** In addition to completing the examination paperwork described above, they should also complete an application for an RYA/MCA Commercial Endorsement.

In this instance, you will need to attach the candidate's medical form, a copy of their sea survival certificate and the current fee made payable to the RYA.

They don't have to apply for the commercial endorsement at the time of the exam – it can be added later.

This is not an exhaustive list of FAQs, but should help answer the most common ones. Full details of the exam process and current fees can be found on the RYA website.

Finally, when advertising or referring to this qualification, please take care to use its correct name. Avoid the term Commercial Exam – the correct name is the Advanced Powerboat CERTIFICATE OF COMPETENCE.



Paul Wyeth



**Paul Mara**  
 Chief Powerboat Instructor

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## Back injuries

At this year's Principals' Conference, Andrew Moll from the MAIB talked about the widespread problem of back injuries in powerboating, caused by the surprisingly high G-forces created. The MAIB is currently investigating a back injury sustained during a thrill ride.

Delegates at the conference considered a number of issues including the seating arrangements on RIBs, the use of sponsons as seats for tuition, the position of the instructor and the vulnerability of

professional powerboaters to this type of injury. It was recognised that powerboats with several functions, such as dinghy rescue and the more advanced type of powerboat, might not have individual seats for all on board.

No firm conclusions were reached but instructors recognised the need to be aware of this problem and consider seating arrangements, particularly for advanced courses conducted at high speed at night.

Regrettably this power section of Wavelength is a little thin this month due to our Chief Instructor, Paul Mara, being off work for some time with a serious back injury. The subject's airing at the conference was purely coincidental!

We wish Paul well for a speedy recovery and hope that he is back in circulation soon. Any important powerboat, PW or inland waterways issues that we have failed to cover in this edition will be addressed as soon as possible on Paul's return.

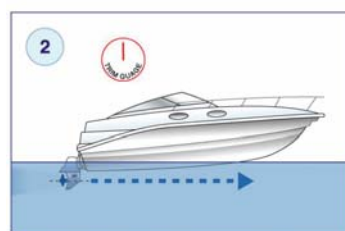
## To trim or not to trim

**Paul Glatzel**, Powerboat Trainer and Examiner, tackles the subject of trim tabs and trim, with advice on teaching it at Level 2 standard. The subject is fully addressed in the revised edition of the RYA Powerboat Handbook, written by Paul.

One of the most common questions I'm asked on Level 2 courses is about trim: What does it do and when should you use it? This is particularly true when a student is being trained on their own craft, which has both trim tabs and the ability to trim the engine.

So, what is trim and how does it affect a craft? The idea is that, by applying trim, you can optimise the way the craft is able to deal with the conditions at hand. You can trim a boat fore or aft and laterally to port or starboard. There are a few reasons why you would want the ability to trim a craft fore or aft. Here are a few pointers for why, when and how:

- With a planing boat, trimming in (or down) lowers the bow as it comes onto the plane. With some craft it materially helps the process of getting onto the plane.
- Once on the plane, trimming out (or up) raises the bow and reduces the wetted area at the stern of the craft, increasing efficiency and generally giving a smoother and faster ride for the same amount of throttle.
- Trimming the bow too far up causes the craft to wander uncomfortably.
- When heading upwind in rougher conditions, trimming down helps the craft address the waves. Downwind, trimming up a little can help reduce the chances of 'stuffing' into the waves ahead.
- In turns it is generally better to be trimmed down to engage the bow, helping the craft track better through the turn. Take care with craft with stepped hulls – there have been instances of these



craft 'hooking' when fully trimmed down (the step catching and throwing the craft).

- At slow speeds in a marina, trimming down can help the craft track better through the water.
- Fore and aft trim is achieved either by trimming an outboard or outdrive leg up and down, or by doing so with trim tabs if they are fitted.

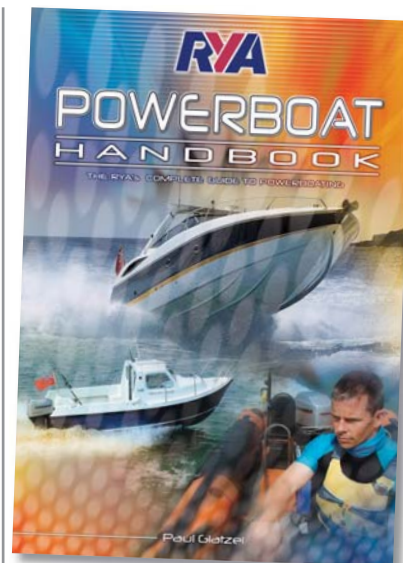
Trim tabs take two forms: they are either horizontal metal plates at the stern of the craft moved by hydraulic rams, or are small vertical metal plates that are pushed beneath the

hull to act as 'interceptors' deflecting water flow. Whichever is fitted they achieve the same objective.

In addition to giving fore and aft trim, trim tabs can be used to correct a lean either to port or starboard. This can be due to loading, or can occur when running in a beam sea.

A good rule is that if there is an outboard or outdrive leg fitted, use this for fore and aft trim, leaving the trim tabs to deal with lateral trim between port and starboard. This avoids creating the common problem where skippers helming craft with both systems onboard use both, but are not really sure which system is creating the effect they are experiencing.

Like teaching anything, the key with a more technical subject like trim is to keep it simple. If possible, find a couple of craft out of the water that you can use to show students. Of course, if possible, demonstrate the effect of trim when out on the water.

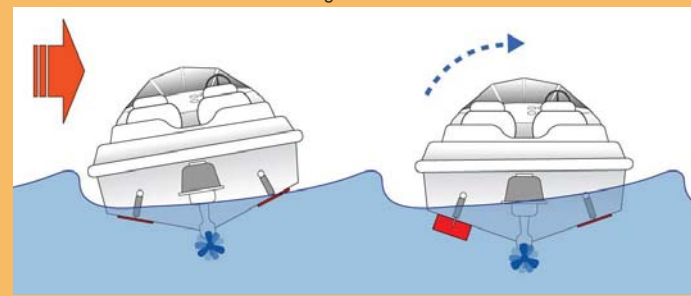


If training on a craft with both tabs and engine trim, inevitably you will spend a bit more time on it. But don't dwell on it - if you spend more than five minutes on the subject you are overdoing it!

Remember, the Level 2 syllabus treats trim as an 'understands' level subject, and the key is to develop a reasonable understanding without overdoing it. Don't forget you can point your students in the direction of Start Powerboating or The Powerboat Handbook to learn more.

**Q** Why does a boat running at right angles to the wind often lean into the wind rather than away from it as would seem logical?

**A** As an example, the bow of a craft running with wind on the port beam will tend to be pushed downwind. The helm, to compensate for this and maintain the heading, tends to then apply some port helm. This in turn creates a rotational force leaning the craft into the wind



## Inland Waterways Instructor Conference

Thirty nine Inland Waterways Instructors met at Willowtree Marina on the Paddington arm of the Grand Union Canal in February.

James Stevens, standing in for Paul Mara, gave an update on the IWHC scheme. There are now 50 inland waterways training centres teaching almost 2,000 people each year.

Most instructors were broadly happy with the syllabus. They understood the importance of keeping the course straightforward and accessible, but thought the RYA should give more publicity and prominence to inland waterways

The main discussion was the possible introduction of a commercial licence at a higher level. It was thought this

should involve an assessment resulting in a commercially endorsed certificate. Candidates could train at IWHC centres to reach the required standard. The RYA will discuss this with the MCA.

Sarah Black, from Green Blue gave an entertaining and informed talk on environmental concerns. Other topics included alcohol legislation and the International Certificate of Competence.





## Entrapment survey one year on

In the winter 2007 Wavelength, we reported on the tragic death of a competitor in the Laser 4000 Nationals earlier that summer.

Following on from our initial research published in 2005 (available on the website) we concluded that, while sailing is still statistically a very safe sport, we should continue to monitor incidents and near misses. The web based entrapment questionnaire was relaunched.

In addition we tried to tell as many people as possible about the issues they should consider in order to minimise the chances of anything similar happening again. This included instructor, safety boat driver and race officer training; good housekeeping in boats; operating procedures and risk assessments; masthead flotation for training centres; co-operation between clubs and class associations for events.

We have also been working on the development of a European ISO standard for the manufacture of quick release trapeze harnesses. The final item has been making its way through the European approvals process and is expected to reach full approval in April 2009 (Standard reference: ISO EN 10862). Thereafter, manufacturers will have a reference document setting the standards for quick release harnesses.

So what is the latest intelligence from the survey? The good news is that there have been no further fatalities, but there have been some near misses which we have listed anonymously below. Most are classified as near misses because the person was entrapped as the boat began to invert, or had the potential to invert. In the case of the Access dinghy, the person could not be recovered from the water due to entanglement.

Boat	Incident
29er	trapeze hook caught on rigging
470	trapeze hook caught on outhaul on boom
Access 303	knockdown with sailor entangled in sling and leg cover
Albacore	tiller extension caught under buoyancy aid
Laser 2 Regatta	entangled in hiking strap elastic
Laser 2000	cleated jib sheet caught around neck
Laser Vago	3 incidents: trapeze hooks caught on lower shrouds
Pico	leg caught in toe strap
Pico	head caught under mainsheet horse
RS400	head through mainsheet horse
Topper	buoyancy aid caught on topper hook

Thankfully none of these resulted in anything more than a near miss and, as before, the most common type of incident seems to be linked to trapeze harness hooks.

Keep on eye on the website for further information on the ISO standard.

## Better Sailing Level 3 pilot course

Last year's national conference looked at the possibility of bridging the gap between the existing National Sailing Scheme Level 1 and 2, and the five advanced modules. The rationale for this was that relatively few adults were progressing further than the Basic Skills course.

Many pilot courses have now been run, with plenty more planned for 2009. So, what should the new course deliver?

- Sufficient content to ensure an interesting, enjoyable and useful course.
- A chance to practice and be coached on techniques and skills from the students' Level 1 and 2 courses.
- 'Tasters' from some of the advanced modules. Examples might be sailing with spinnakers, racing or seamanship.
- A chance to build confidence and skills so that students are better prepared and motivated to take one of the advanced module courses.

### Key points for instructors

#### Consolidation of Level 1 and 2 skills

Level 3 should include a practical recap and on-water coaching using plenty of exercises to frame the techniques and skills. Don't just send them round that triangular course for the umpteenth time! Adapting some of the race training exercises which are on the website could be useful.

#### Development skills

This area can be flexible but might include more efficient sailing, use of double-handers or single-handers as an option, dry capsizing recovery, use of telltales, basic racing skills, sailing theory, etc.

#### Taster skills (as crew or helm)

Include basic spinnaker use, seamanship skills, basic chart work, trapezing, etc. Where staffing ratios permit, why not have one-to-one onboard coaching or joyride experiences in faster boats?

#### Maximise sailing time with useful coaching input from the instructor.

If possible, get in and out of your students' boats to give hints and tips and help them feel more confident.

### Want to give it a go?

The above are just suggestions, and centres are encouraged to experiment with the content. You may wish to develop a menu of choices from which your students can choose a certain number of options, ie. choose five topics from a list of ten.

If you would like to try running this course please contact me for further details on [john.thorn@rya.org.uk](mailto:john.thorn@rya.org.uk). We will send you some guidelines on running the course and a certificate that you can print off for your students.

Please make it clear to your students that this is a pilot course. Record feedback from the students and instructors about the content, balance and potential inclusion of the course in future revisions of the National Sailing Scheme and Logbook later in 2009.





# Turning beginners into racers

**Jane Campbell Morrison, Coach/ Assessor and Development Manager for RYA Scotland, has a wealth of experience in dinghy coaching and racing, having competed both at club and national level (although she claims she didn't do too well!). She is involved with her own club, and has worked with clubs in Scotland for the last 12 years, to develop and increase participation both in training and racing.**

**Well aware of the gap between learning to sail and staying in the sport for the long term, Jane has been working on ways to fill that gap and keep children enthused and involved. Getting them involved in club racing in a fun and low pressure way has been key to her success. Here she shares a few of her ideas.**

There has been concern in Scotland for some time about the lack of regular racing participation by new sailors. We are fortunate here to have a large number of clubs and centres running a considerable number of entry level courses and putting through a relatively large number of newcomers, both adult and children.

Where we fall down is the lack of support and training to help those newcomers to try racing, stay involved with clubs and develop their skills. I have worked with clubs and centres over the years to find ways of encouraging further participation in the sport and, in July 2008, I wrote what I have nominally called the 'Pirates Programme'.

The name is somewhat irrelevant, but it gives a flavour of some of the activities involved. The intention is to provide instructors with new ideas to help them deliver activities which incorporate racing at a club level. It is not a replacement for the RYA teaching method, nor is it intended to teach experienced instructors how to deliver sail training. It is merely a teaching tool to encourage more instructors to deliver sail training in innovative ways, at any level.

## Using the Pirates Programme

This programme and the ideas shown here, are really designed to be used with children who have already achieved a basic level of sailing ability, and can sail around a triangular course with a little help. Ideas should be adapted to suit your local conditions and hazards, and are intended to be flexible to allow them to be used in as many places as possible.

Aim	Activity	Resources
To encourage competitive sailing	Sail out to a buoy with a lollipop attached to it, sail round it, and stop to eat your lollipop. To take place no more than 50m or so from shore	Marker buoy, lollipops or similar for kids.
To develop a sense of adventure and explore the local area, as well as develop a sense of team	Involve the kids in planning their day trip using the chart and pilotage notes where appropriate. Sail efficiently to a spot that is safe for boats and kids, and have short picnic – pair the boats up so they have to look after each other. They should look after their own food and drink on their boat. Your chosen spot should take no more than 30 mins to get to by sail – otherwise kids get bored. Whole trip to take no more than 90 mins	Waterproof chart/map of local area, tape to fix plastic food bags to mast, rubbish bags to collect rubbish from kids, spare clothes and waterproofs

## Introduce proper racing

The exercises above look at running activities that encompass a range of skills and ability but

are not necessarily racing orientated. The following exercises give an introduction to racing at your club.

Aim	Activity	Resources
To get used to the start line	Set up a box next to the start line to help the kids get used to the sailing area. Use a simple sequence: 2, 1, go, to get them used to going over the start line. Get them to sail upwind slightly to get them away from the start line (no more than 50m). The winners are the kids that crossed the line on time, no matter which tack they were on. Run this exercise several times.	3 marker buoys, whistle, timer, prizes – lots of!
To get used to the marks of the course	Run a cruise round all the marker buoys of the course (if permanently laid). Ensure each child has a chart of the course taped to their boat so they can see where they are going. Do it twice if time allows to help them work out where the marks are, but no more than 90 mins on the water.	Charts of the marks covered in plastic, tape, whistle to keep the group together
Being part of a club race	Set up a race for the kids, exactly as a club race would be, but without the experienced sailors there. Use all the starting horns, committee boat etc, but with no pressure. Make it fun with silly races such as when you get to the windward mark, stand up and sing 'head shoulders, knees and toes' as loudly as possible. At the leeward mark you have to sail a circle next to the mark.	Usual race equipment, prizes Silly racing equipment if required, results sheet
Getting used to different starts	Set up a start line and windward mark. Run two starts so the kids get used to having to wait for their start, or having to sail around an area keeping clear of other boats that are not yet racing.	3 marker buoys, whistle, timer, rewards if required (usually a good idea), clear briefing sheet
Getting used to sailing instructions	Get the kids to produce sailing instructions for a race they will run, then give a briefing on them and use them in an actual race (they run the racing). This can be done as a dinghy park shuffle too, or a table top exercise with baby boats if you are uncomfortable about them being on the water.	Paper, pencils, timer, whistle, white boards, sailing instructions from other events to use once they have done their work, baby boats to use on tables (or clear the dinghy park)

Some of these exercises may be repeated (and may have to be repeated) as this programme is about developing confidence, knowledge and an understanding of the various aspects of racing.

You will notice that I have done little work on the racing rules. This is because I believe that kids need to understand what they are doing and what is happening, before they can start to work on the racing rules.

Rules are relatively easy to deliver on shore. You can get the kids to pick a rule, work with it and give a briefing to the rest of the group. This develops their ability to work with the rule book, gives them confidence in presenting information and helps them put things into a language they would happily work with. For this, you need access to a pile of rule books, some wee boats, as well as paper and pencils.

## Feedback

This is just a snapshot of the work that can be done to increase the number of children participating in racing activities at clubs, and it does require some effort from instructors to run. I'm keen to know your thoughts on this programme, whether you try any of the ideas at your organisation, or whether you already do some of them. Please do feed back to me at [jane.campbellmorrison@ryascotland.org.uk](mailto:jane.campbellmorrison@ryascotland.org.uk).



Paul Wyeth



## SB3s for sale

LaserPerformance has a unique opportunity for UK sailing schools to add the SB3 to their portfolio. At a guide price of £9,000 for a reconditioned, ex-warranty SB3 ready to sail, this offers a £10,500 saving on a new boat. Stocks are limited so please register your interest as soon as possible.

The simplicity of the SB3, along with the smaller Dacron sails, which have been developed for intensive use, makes the SB3 a perfect training boat. Neilson Activity Holidays, Oxford and District School Sailing and Pelican Racing LLP have already taken up this opportunity.

George Barker, ODSSA Principal, is delighted to add the SB3 to their fleet. "As an ex-Paralympics Coach and a current RYA Keelboat Coach, I saw this as a fantastic opportunity to encourage youngsters into keelboat sailing. The SB3 offers a platform, unlike dinghies, to develop teamwork and enable competitive keelboat racing in large fleets.

For further details contact James Lund-Lack on 01327 841600 or email [james.lund-lack@laserperformance.com](mailto:james.lund-lack@laserperformance.com).



**John Thorn**  
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# Advanced Instructor training

Those of you who remember the National Sailing Scheme of yesteryear will know that it has changed beyond recognition. The Advanced Instructor endorsement was introduced to train instructors to teach the Level 5 Advanced Course, which was five days long and included many elements of the current spinnakers, seamanship and performance sailing courses.

Since the scheme changed in 2002, the take up of Advanced Instructor training has reduced as experienced Dinghy Instructors (with the authority of their principals) have been permitted to teach all courses except Performance Sailing and Racing. The only course that remains exclusively for Advanced Instructors to teach is the two-day Performance Sailing module. This seems little reward for the effort involved.

Only a small number of Performance Sailing modules are run each season, so we need to consider whether this is due to a lack of relevance to our students or a lack of Advanced Instructors to run it.

I wonder if the time is right to re-examine the purpose of the Performance Sailing module and the Advanced Instructor endorsement. Might it be better to combine Performance Sailing with the Spinnakers module and reduce the total number of modules to four?

Currently, Principals approve suitably experienced instructors to teach the

Sailing with Spinnakers module. This flexibility seems to have worked well as we rarely get complaints from the public that their instructor was not skilled enough. My view has always been that Principals won't put inappropriately experienced people in front of groups because, aside from the safety issues, it's the Principal who will have to deal with any complaints. The Spinnakers course seems to support this view.

There are several options open to us:

- 1 Maintain the status quo with no change to the current arrangements
- 2 Remove the link with the Performance Sailing module and allow Principals to determine who is suitably experienced to teach it in much the same way as the Spinnakers course. However, encourage all instructors to take Advanced Instructor training as part of their continuing professional development.
- 3 Make the Advanced Instructor training more accessible, perhaps linking it again to the Performance and Spinnaker modules, as it was in the days of the Level 5 course.

Please let me know your thoughts on the way forward.



## Dinghy Coaching Handbook

The revision of the Dinghy Coaching Handbook (G14) is well underway. The new format will be full colour and will include more illustrations and photographs.

We are conscious from your feedback that you think the current teaching method still works. Our update will certainly take account of that view.

The current book has been around in more or less the same format for some time, and has been an extremely useful resource for training instructors. But now is the opportunity to work on the layout and content. We must try to avoid increasing the size and cost of the book, and bear in mind that it serves a variety of needs across the Scheme and our centres. It needs to be flexible.

We recognise that the book is used for all three disciplines of the scheme and so will probably change the name to 'The RYA National Sailing Scheme Instructor Handbook'.

In order to help us get it right, we would welcome your views and suggestions regarding:

- the overall content and what should be added or removed;
- sections that could work better on the website or e-learning platform;
- illustrations or pictures that would add clarity to the content;
- parts of the Method that need amending or developing.

Thanks for your help.  
Please email any suggestions to [john.thorn@rya.org.uk](mailto:john.thorn@rya.org.uk).

## A flexible method

Following on from correspondence in the previous issue of *Wavelength*, I thought it would be useful to go over some of the concepts behind our National Sailing Scheme syllabus.

The original 'Method' was an attempt to bring together the best elements from existing instructional practice and combine them with sound learning theory which assumes you learn one stage, before progressing to the next. In this way good practice, common sense and educational theory were brought together to form a teaching method which broke down the key skills of sailing, tacking, gybing, etc into parts. This enabled instructors to introduce them gradually and then coach their students to become more skilful.

While this style of learning was conveniently linear, common sense tells us that people do not always learn that way. Most people learn by 'doing' and sometimes storm ahead in different directions, developing in a much less predictable way.

Both ways of learning are valid, so we should accept that the Method should not be totally prescriptive, but should represent a guide for instructors. Instructors should feel able to digress and adapt to meet their students' progress and needs. If boats, the weather, group dynamics, etc suggest that you should spend more or less time on certain aspects, then you should feel comfortable doing so. Don't focus on an inflexible programme throughout the course, but on the outcomes from each level. The route towards competence and confidence is not always a straight one.

Practically, this means adapting the Method to cope with different boats, rigs, environments, physical abilities and individual confidence. Plenty of on-water exercises for introducing new skills and practicing existing ones should keep interest levels higher and ensure your students stay motivated and enthused.

If you have any ideas or suggestions to support instructors in the delivery of interesting and creative sessions, please contact me at [john.thorn@rya.org.uk](mailto:john.thorn@rya.org.uk).

## Conference round-up

This year we took the decision to change the way that we hold conferences for the Cruising scheme.

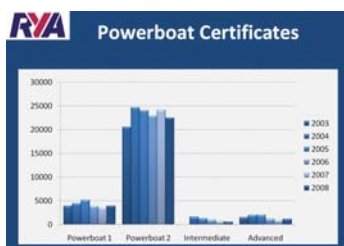
Historically we have held one-day shorebased instructor conferences around the country, but attendance has been declining. This year we arranged a series of two-hour evening briefings around the country and opened them up to practical and shorebased instructors. Attendance tripled.

Venues this year included Cardiff, Warrington, Southampton, London Boat Show, Plymouth, Largs, Palma and Cape Town.

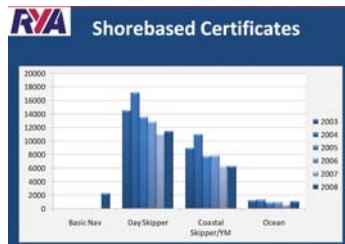
### Cruising scheme participation

In general, the cruising scheme has performed surprisingly well this year, but the year ahead will undoubtedly be tough.

Unfortunately, motor cruising participation fell, but powerboating stayed roughly the same and sail cruising was buoyant.



We are pleased to say that, after a drop in participation of 18% over the last four years, the shorebased scheme has stopped sliding downwards at last.



The number of certificates of competence issued has stabilised overall and we are keeping an eye on how many Yachtmaster® certificates are issued. Around 60-70% of certificates of competence are commercially endorsed.



The planned review of the Yachtmaster® Ocean shorebased course was put on hold last year, but we hope to look at it again this coming year.

### Cruising Instructor training

A few changes will be made to the system for training and updating Cruising Instructors (CI). From January 1, 2009, the RYA will organise a practical update for all existing CIs whose certificates are due to expire.

CI courses may continue to be run by training centres, but more thorough reports will be required from the trainer. The CI report forms will be available from the instructor resources area of the RYA website.

In line with other instructor certificates, a fee will be payable by non-RYA members for the CI endorsement.

CI courses should be run by experienced Yachtmaster® instructors. The criteria for the experience of the instructor running this course is available on the back of the CI report form and on the RYA website.

### RYA flotilla course

From working with the Marine Leisure Association and flotilla companies, there seems to be a demand for an RYA flotilla training course and certificate.

We plan to work on course guidelines this year to see if this is feasible. If the

course goes ahead, we foresee it rolling out in 2010. We anticipate the training to be a short practical course that can be carried out in tidal or non-tidal waters.

### Downwind sailing

One of the discussion groups at Bournemouth was 'If downwind sailing is incorporated in the sailing syllabus, should a pole be mandatory?' The results of the discussion were:

- Yes, it should be taught with poles.
- It is already being taught well under points of sail.
- Not always possible on own boat tuition.
- Should be a 'can do' at Day Skipper level.
- Dangers of sailing by the lee should be included.
- Poles should be mandatory for instructor courses but not for trainees.
- If poles are included, should not be mandatory.
- The logbook needs a tick box for poles.

The straw poll following the feedback session was that two thirds of attendees thought a pole should be mandatory.

### Delayed Yachtmaster® Ocean review

It was our intention to review the Yachtmaster® Ocean course this year. Unfortunately it has been put on hold again until the 10/11 season, as we are unable to secure funds to enable the update.

We do anticipate being able to restart the process next year.

### New logbooks

We are reviewing the G15 and G18 logbooks and the Instructor Handbook for 2010. If you have any suggestions please let me know.

Please email your thoughts and ideas to [simon.jinks@rya.org.uk](mailto:simon.jinks@rya.org.uk).

Following negotiation with the MCA, G15 and G18 can now be used by Deck Officers to log experience.

### Shorebased course changes

This year's Day Skipper and Coastal Skipper/Yachtmaster® course papers seem to have been well received.

We will be using Set A exercises for the next couple of years, but will continue to update the exam questions annually. This should make little difference when running a course, except that you will get used to the exercises and be able to develop resources that can be used again and again.

We have updated the Day Skipper and Yachtmaster® shorebased notes to reflect charts 3 and 4.

### CD plotter

The CD plotter loading system has changed comprehensively. The plotter and tutorial can now be run in many different ways: by loading direct to the PC hard drive, running straight from the CD, or installed anywhere in your computer's directory or network.

### Yachtmaster® Coastal

From 2010, the RYA Coastal Skipper Certificate of Competence will change its name to RYA Yachtmaster® Coastal. The Coastal Skipper Course will stay the same.

### Worth a look

The MCA have produced a really good M notice (MGN 379) that is useful to all instructors teaching navigation.

It identifies all the modern electronic navigation systems and runs through how they work. It also follows RYA guidelines in the best practice use of the equipment.

See [www.mcga.gov.uk](http://www.mcga.gov.uk). Go to 'News and Publications' and select 'Merchant and Marine Notices'.



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**FREE INTRODUCTORY BIG BOAT SAILING WEEKEND 8-10 May 09**

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For more details contact: Gerry Doherty, Volunteer Coordinator. e-mail: [gerry@oytscotland.org.uk](mailto:gerry@oytscotland.org.uk)  
Web: [www.oytscotland.org.uk](http://www.oytscotland.org.uk) Tel: 0141 221 1200



Ocean Youth Trust Scotland inspires positive change in young people through the challenge of adventure under sail.

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## Get the kids into racing

**Ali Yates** is a Windsurfing Trainer, runs her own centre, Astbury Sailsports Ltd and is head coach to the Team15 club, Team Astbury and senior coach to the North and West Zone Squad. Last year she wrote about getting children started in windsurfing. Now she moves on – once they're hooked on the sport, how do you get them involved in racing?

### Early days

People often wonder how I get so many kids racing. I think it's down to breaking them in gradually and almost subconsciously. If the kids thought that Team15 was all about pumping around a racecourse, with the risk of coming last and looking stupid, they just wouldn't come.

So our normal Team15 club nights are based on fun, socialising and getting on the water to just have a good time. A usual club night might be Stage 2 or 3 skills coaching, freestyle training and fun challenges and games dreamed up by my creative coaches.

To retain Team15's entry level roots and ensure it doesn't get too racy, we run a separate race-specific club for the really keen kids. With seven on the zone squad, one on the Techno 6.8 National squad and another on the RSX National Squad, it can get a bit serious!

### Challenges and games

One of our most popular games last season was windsurfing polo. We set two marks across the wind as the goals, and the two teams are not allowed to windsurf with the ball

or abandon their kit. Without really realising it, they have to race to pick up the ball in order to throw it to their team mates. Just make sure the ball is small enough to be picked up with one hand!

Quite often the wind drops towards the end of our sessions so, in light winds we go 'supping'. By taking the rigs off the boards and paddling, they are part of the latest craze. Polo rules can also apply.

Treasure hunts and scavenger hunts are always good. We tape letters to marker buoys and the sailors have



to get the letters and figure out what word they can make.

Even my most serious racers (and instructors!) love playing games and keeping windsurfing fun, whatever the weather.

## Start racing

With interclub challenges looming, we run some practice sessions so that the newer sailors get a feel for it and see that they can get around the course. We're careful to ensure that it is still very light hearted.

For the kids who really enjoy the interclub challenges we run some race training or a Start Racing course. By this stage they understand the concept and know they are going to race, but it avoids putting off our newer non-competitive windsurfers. Training is still fun but you can usually plan your sessions to a higher level.

The Start Racing syllabus is in the Youth Logbook so your sailors know what they will cover and it gives them something to work towards. It really isn't long before they are coming to you asking you to cover certain things so they can get signed off. I think this is a great coaching tool but very under used, so check it out.

## How to get a full team

Last year we won a brand new Techno donated by the RYA in a raffle drawn at the Champions Cup in October. Everytime a club entered a full team, they got a ticket in the hat. As we had a full team of 15 at three out of the four of the events, we increased our chances greatly.

So how do we get a full team? It's all about planning for the next season. The 3.5 fleet is most important for getting them started young. When you first ask a child to come and race for the team, they often assume they aren't good enough and will let the team down. I always explain that it's the top six sailors' points that count, so all we need them to do at their first event is have fun, learn from the experience and make up the numbers to 15 so we have a chance of winning a board. If they don't expect great results, it's a really nice surprise when they get called up for a top three trophy!

## It's all about teamwork

Managing a full team is hard work for one coach, especially with lots of new sailors who don't know how to rig, don't understand the briefing and have tears and tantrums if they can't get around the course. Teamwork is

the way forward, so try encouraging the older, more experienced kids to help the coach out.

If possible, 'buddy up' your sailors in the same fleet so they know when they are about to start and to try to follow. If someone is upset or has had a bad race, a team mate can offer support that us old folk just can't because 'we weren't there and don't understand'!

We all have to remember that this could be the first time they have ever had to go and do something by themselves, and to make their own decisions without a parent or teacher to help. It's a big thing! I always think back to my first nationals and, as an adult, I was in tears after the briefing thinking I wasn't good enough and was going to make a fool of myself. I've tried to hold that emotion to help me empathize with the kids.

## Bring in the gurus

If you look after the little ones, they grow into seasoned, experienced racers and become addicted to the buzz of the start line. Once they have the passion, they just need to channel it in the right direction. Your role as their coach changes slightly as you help them gain experience.

Once they start going off to national events, bigger waters and getting used to stronger winds, it is important to the team that you keep in touch with them. By now they may well be beyond Team15 but, in the eyes of the other kids, they are the heroes!

It's great to get your zone and national squad sailors to help out with the new team. They love being the guru and it helps them stay tuned with where they came from. Them giving a little back gives the new ones a chance to see what they can achieve.



Last year I ran an instructor course with 15 candidates from six Team15 clubs. All the candidates were racers or ex-racers wanting to be involved with Team 15. It gives a young and funky feel to the club that will keep the young ones interested.

## To Team15 and beyond

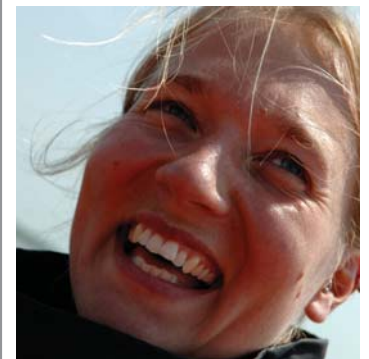
So, now you've done your bit, the kids are well and truly hooked and want to know what to do next. The answer is to check out the techno website [www.techno293.org.uk](http://www.techno293.org.uk) to find out about open training sessions in your area.

There are also the bigger events such as the National Junior Windsurf event at Rutland this year, (6/7 June) which is a cracking event. Even though they race as individuals, I still take the team so they feel part of it, and it's great experience and a taste of a National Event. Details will be on the Team15 website.

The Zone Championships is another good one for those wanting to go beyond Team15, and is a qualifier for the zone squad selection. We are also looking forward to the World Championships at Weymouth this year, which is set to be an awesome event with a huge GBR contingent.

The biggest thing I will say to Team15 coaches to pass on to their new stars is to make sure they are on the right kit. At zone squad level, make sure the younger ones are using smaller sails appropriate to their size. By the time they are 12, they need to be getting used to a 6.8 sail in order to be competitive for a place on the squads until they are 14. The 14 to 17 year olds race on the 7.8, so the answer is not to keep them in the smaller fleets for too long.

Contact the High Performance Manager in your region for information on how to progress your sailors and club – there is a lot of help out there. This is, of course, after you've done the most important bit – getting them into racing!



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## The end of an era?

Ask a cross section of centres for a list of the teaching equipment currently being used to teach beginners and improvers, and there would be a recurring theme. Ask many instructors today what equipment they learnt to sail on, and the answer would be the same... Hifly!



Hifly

So why are Hifly so popular?

To the untrained eye they might seem heavy, less inspirational and certainly far less aesthetically pleasing than many other designs on the market. But they are an icon in windsurfing, both for training centres and for those who have been in the sport since the beginning.

Hifly is a design that has kept pace with the rapid development of kit over the years by sticking to simple yet effective construction and long

lasting values. They are extremely well established within the industry, providing products that have withstood our often unpredictable and harsh teaching environments for many years. The boards provide a robust and durable construction with plenty of volume in the right areas for a stable platform for all beginners. They are a faithful old friend to most instructors.

But all this is about to change. The factory that, until recently, has been the producer of Hifly's Primo, Mambo and Motion boards has changed direction, with no intention of producing the blow mould polyurethane board any more. This production method used is an expensive, long term investment to anyone who would wish to continue the process.

Total Option Ltd, the importers of Hifly to the UK, still has a small stock of Hifly boards. Once the remaining stock has been sold, they will continue to carry spares and accessories.

How will this impact on windsurfing within our Training Centres?

Recent years have seen huge investment in the beginners and improvers end of the windsurfing market, for both boards and sails. Feedback has been drawn from

instructors' and beginners' experiences and taken back to the drawing boards, producing new materials and designs that have made the sport increasingly accessible in a wider range of environments and conditions.

With most manufacturers now producing boards to perform in such a large range of conditions, there is more choice. For example, the Tuffskin sandwich construction, used by manufacturers such as Starboard, provides a good blend of durability with manageable weight. This is a product that will stand up to plenty of scraping up the beaches, but will still need a little more care around rocks and concrete!

Similar constructions are also used by Naish, Fanatic, Mistral and RRD, with most also now stocking replacement EVA materials (used in the soft decking) helping to prolong a board's life.

Perhaps, with all this in mind, this should be seen as a positive move forward rather than a time to mourn the end of some of windsurfing's most longstanding and faithful boards. Out with the old and in with the new, but with the necessity to educate our instructors on care of the new equipment.



In fact, the competition to provide suitable equipment for the beginner and improver end of the windsurfing market means that we will have an even larger choice of suitable boards at competitive rates. An exciting time in windsurfing, especially considering the gloomy economic forecast!

More details on the equipment produced can be found by visiting the manufacturers' websites or the RYA website, where a crib sheet has been put together helping you through the minefield of available products.

Why not give us feedback? Does your centre currently use a wide range of equipment, or have you have tried different boards during this year's Regional Instructor Conference? Send us an email with your thoughts on their performance. Email: [amanda.vansanten@rya.org.uk](mailto:amanda.vansanten@rya.org.uk).

## Out this summer...

### RYA Advanced Windsurfing Handbook

The Advanced Handbook, written by Simon Bornhoft and edited by the RYA, completes our series of windsurfing course companions.

It assumes knowledge to an intermediate level, continuing the use of fast forward to progress both existing and new techniques.

It covers the advanced course and clinics' syllabuses, providing step by step coaching on waterstarts, carve gybing and bump and jump. There are also tips on improving techniques such as faster tacks, blasting control and launching and landing in more challenging conditions.

Further chapters continue to build knowledge on equipment, rig advice, safety and general sailing theory, making this handbook a must in any windsurfer's library.

Order code G52. Retail price: £8.99



### RYA Windsurfing Instructor Handbook

The much awaited revision of the Windsurfing Instructor Handbook (W33) is well underway, sporting a new layout and content.

Split into chapters and sub-sections, the new edition will cover an expanse of information from training centre recognition, teaching the RYA National and Youth windsurfing schemes and assessing abilities, to who teaches what and the RYA teaching ratios.

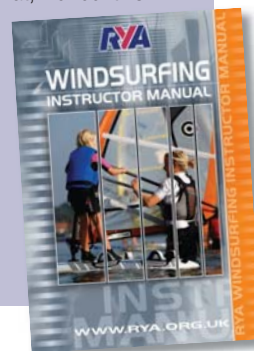
Updated information on issues such as child protection, appeals procedure, equal opportunities and avoiding complaints will be included.

There will be some new additions to the handbook including practical and theory session aids and a log

to record your teaching experience and qualifications.

Windsurfing theory will no longer be incorporated. Removing this section was a difficult decision to take but, with the new handbooks accompanying each level of the scheme, and the intention to produce individual theory documents in a separate accessible format, we feel this will be a positive move.

Order code: W33  
Price: £14.99



## Coaching Heroes

A whistle stop tour of the career of Adam Bowers.

### Who do you coach?

I coach the National Junior Squad for the RYA, and am still in contact with 470 sailors from my Olympic Development Squad days. I also coach national classes such as Fireball, Scorpion, Osprey, Contender and present lectures and coaching seminars at sailing clubs and the Dinghy Show.

### When did you start coaching?

I started in the early nineties, connected with my sail making duties at the time. I started working with the RYA in 1998.

### Who is the most famous sailor you have coached?

Well, obviously, the most famous sailor anyone could hope to coach is Alan Olive – that god of not sailing upright! This means that people like Hugh Styles and Adam May, Nick Asher and Elliot Willis, Luke Patience and Chris Grube pale to insignificance.

### What are you focusing on at the moment?

I am working with the Cadet junior programme, delivering lectures for clubs and seem to spend a lot of time talking to developing Olympic sailors.

I am trying to create an environment where people can improve their racing without spending money on equipment. To this end, I am working on a rig DVD with the RYA and a lecture tour about understanding the race course better.

### What boats have you raced?

Most of my sailing has been crewing in classes including the FD (ten years in the Olympic programme), 505, Scorpion, Fireball, Wayfarer, Contender, Solo, J24, GK24 and Squibs.

### What are you sailing now?

I currently race on an old three quarter tonner based in Asia, and we win a bunch, so that's fun. I play in my old Contender and am about to resurrect my Fireball and Osprey with a view to succeeding at the Nationals this year. I also club race my J24 with a bunch of chums, just for fun.

### What are your coaching strengths?

I have a strong understanding of how rigs work and how to utilize them to our advantage. I am a good communicator and, when required, can be a good listener. I have a good eye for tactical and strategic placement on the race course.



### What has made a difference to your coaching?

I think the CPD process allows any coach to reflect on their strengths and weaknesses, and being able to share information with people trying to do the same as you is always great. I also think you gain a different understanding of people and their potential by watching lots of sailboat racing. It is amazing how simple our game is, but how complicated we can choose to make it.

This then leads into all the dilemmas of the windward mark, downwind positioning, the leeward mark exit, communication and pressure. The opportunity for feedback from this simple task is enormous, both on the water and later in a video debrief.

*If you know a racing coach working with squads, clubs or classes, who you think deserves some recognition, let us know.*

### How do you inspire sailors and other coaches?

I hope I bring a delight and enthusiasm to my coaching, and try to keep an open mind for new ideas and processes. It's all about being fascinated by the process.

### What's your favourite coaching exercise?

It's the three minute rolling start with the third start going into a windward leeward race over a short course. It is easy to set up, allows the sailors to practise the most fundamental techniques in sailboat racing (getting off of the start line) and is easy for them to calibrate how well they did.



**Mike Hart**  
Coaching Development Manager

Mike Hart, who many of you will know as the RYA Coaching Development Officer, is standing in for Helen Cartwright for the next few months. Helen is currently on maternity leave and is due to return in August. Mike will be based at RYA HQ three days a week.

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Tel. 023 8060 4165

## Junior and Youth Coaches Course

July 13-17, 2009

Hayling Island Sailing Club

Price: £200

This five day residential course provides candidates with all the tools and qualifications needed to coach at junior or youth level. The course has a strong practical element and uses the latest techniques to develop and shape talented sailors. First aid and Powerboat Level 2 qualifications are also available on the course.

The main criteria for this course are good communication skills and a high level of racing ability:

- RYA squad member or top 20% of a competitive national fleet within the last three years;
- Experience assisting a coach or instructing;
- Candidates are also required to bring a Laser Radial dinghy for the on the water coaching sessions. This is aimed at testing the candidate's administration skills.

Successful candidates will become RYA Racing Coaches Level 2.

For an application form visit [www.ryaracingevents.org.uk](http://www.ryaracingevents.org.uk) and go to the RYA coaching courses section.

## The New Racing Rules of Sailing

Every four years, ISAF updates the Racing Rules of Sailing (RRS). Rule changes arise from problems identified with the current rules, changes in the way the sport is run and, believe it or not, a desire to make the rules as easy to understand as possible.

The most recent version of the RRS came into effect on January 1, 2009. This new edition should be immune from changes until 2013. As before, team racing, match racing, windsurfing and radio controlled boats have their own special rules contained in appendices to the main rulebook. John Doerr, member of the ISAF Racing Rules Committee, looks at changes to the main body of the rules.

In general, it would seem as if the new version brings very few changes to the

way the game is played, but there are some significant differences. The rules governing mark rounding and passing obstructions have been re-structured so that different rules can be applied to each. Rule 18 is now solely concerned with rounding or passing marks, while rule 19 covers passing obstructions. The following rules, up to 23, have had to be re-numbered to account for this.

There are many changes of wording, but most of these simply clarify the existing rules.

### Key changes

- There is no longer a rule that prohibits a boat from sailing below a proper course.
- The zone around a mark has been increased from two hull lengths to three hull lengths, but the sailing instructions may change this back to two hull lengths, or

even increase the zone to four hull lengths, providing this can be applied to all boats using the marks.

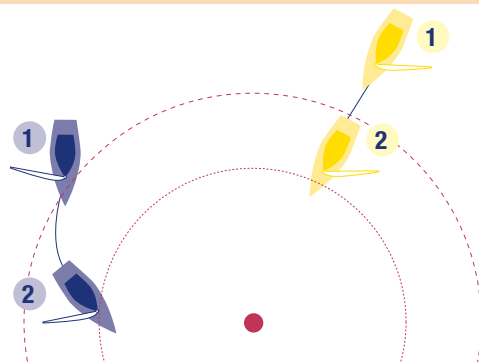
Rule 18 now applies from the time the first boat enters the zone as opposed to (the much more problematic) 'when the boats are about to round', under the old rule. The basic concept of the rule remains the same: give room to boats overlapped inside you, unless you were clear ahead as you entered the three length zone or were unable to give room from the time the overlap was established.

- The separation of the rules has enabled the 'zone' around obstructions that are not marks to be removed. The rule may simply now be summarised that an outside boat must give an inside boat room to pass the obstruction,

provided that, at the time the overlap is established, she is able to do so and, in the case of a continuing obstruction, that there is room to pass between the obstruction and the outside boat at that time, without the outside boat having to take any action.

- Two new definitions have been introduced to help clarify some previously difficult situations. **Fetching** A boat is *fetching a mark* when she is in a position to pass to windward of it and leave it on the required side without changing tack.

**Mark-Room** Room for a boat to sail to the mark, and then room to sail her proper course while at the mark. However, *mark-room* does not include room to tack unless the boat is overlapped to windward and on the inside of the boat required to give *mark-room*.



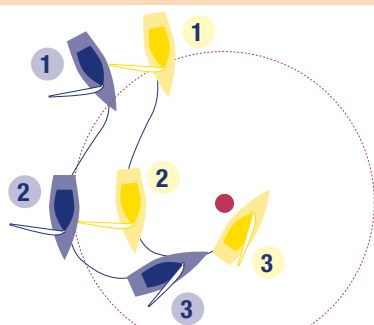
### Some situations

Here we can see a significant effect of the change of the zone from two to three hull lengths.

Position 2 shows the position just as Blue entered the two-length zone. Her change of course outside the zone 'gave' Yellow an overlap in time for her to be entitled to room.

However, Yellow is still clear astern as Blue enters the larger three-length zone. It is Yellow that will now have to give mark-room for Blue to round the mark.

This is especially helpful for Blue when she has a couple of other boats inside her around the mark. If she can get to the three-length zone before she has to luff for the mark, her position should be protected.



Think of 'mark room' in two sections.

First, the room a boat needs to sail to the mark (in a seamanlike manner in the prevailing condition).

Then, the room to sail her proper course while at the mark and so includes the room to make her turn.

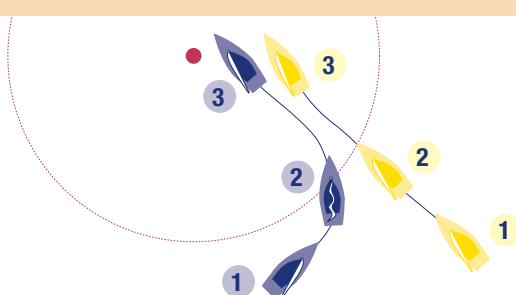
Here Yellow has borne away to sail the course she would like to sail. If this is because Blue elected to bear away and Yellow took advantage of the opportunity, then no rule is broken. However, if Yellow bore away and caused Blue to alter course avoid her, then Yellow has failed to keep clear under rule 11 and, as she has taken room to which she is not entitled, she cannot be exonerated under rule 18.5.

Approaching the windward mark, Blue passes head-to-wind inside the (3 hull length) zone and completes her tack while keeping clear of Yellow.

However, as Blue approaches the mark she has to luff a little to clear the mark and Yellow has to sail above close hauled to keep clear of Blue.

Blue now breaks rule 18.3 as she changed tack inside the zone and then caused Yellow to sail above close hauled.

Judging three hull lengths is going to be quite difficult in this situation.





## Pocket masks

Yachtmaster® Instructors and other commercial skippers of category 2 to 6 coded boats are required by the MCA to hold a certain level of first aid qualification. This can be the MCA or RYA first aid qualification, or the SeaFish basic certificate. Use of the Category C first aid stores must be covered during the course. A list of the stores is in the Code of Practice, Annex 2 of MGN 280, and on the outside of the kit itself.

First Aid Instructors need to have a Category C kit to cover that section of the syllabus for those requiring it. If covered, the Category C section of the student's certificate must be signed.

Included in the kit is a pocket mask, which must be demonstrated and practiced. While the kit itself is not an RYA recommendation for all boats, the pocket mask is an excellent addition to any first aid course.

The pocket mask is a useful, easy-to-use barrier aid for resuscitation, making it possible to perform CPR over the casualty's head when space is restricted. Chest compressions can be given by leaning forward to place the hands on the centre of the chest with one hand turned sideways and the other on top. It is highly recommended that you include pocket masks in the CPR section of all your courses.

To use from behind the casualty's head:

- Push up the mask if it has been stored flat and fit the valve/filter.
- Place the mask over the casualty's face, fitting the base between the chin and the lower lip.
- Using your thumbs down either side of the mask, make a seal against the casualty's face.
- With the fingertips of both hands grip the jawline and open the airway.
- Blow for one second, watching the chest rise as in normal breathing. Allow the casualty to exhale before the second rescue breath.

To use kneeling beside the casualty:

- Place the thumb and index finger of your hand nearest the casualty's forehead in a 'c' shape over the mask and make a seal against their face.
- Use the thumb and index finger of your other hand to complete the seal and open the airway.
- Keep the remaining fingers clear of the airway.



## First Aid Manual edition 9

The 9th edition of the St Johns/St Andrews/Red Cross manual is now available and must be in use for all your first aid courses. The order of topics in the manual now reflect the priorities of first aid.

The RYA's First Aid Advisor, Sara Hopkinson, talks us through the changes. Do take time to review the manual yourself before your next course.

### Basic life support

In the **primary survey** of DR ABC, the C is now taken as circulation and the first aider should check for severe bleeding.

There is no change to the **secondary survey**, but new mnemonics have been included to aid learning:

- A airway
- B breathing
- C circulation
- D disability, meaning the level of response
- E examination, do a top to toe survey

- A allergy
- M medications
- P previous medical history
- L last meal
- E event history

### Bandaging

Bandaging has been minimised, with the scalp bandage and temporary

neck collar removed. For fractures, the emphasis is on immobilising with bandages if the emergency services will be delayed or the casualty must be moved. After bandaging a wound, the first aider should check the circulation beyond the bandage every ten minutes.

### Special conditions

Information on several conditions has been modified and may include amended treatment or recognition features. From the RYA course they include:

- Anaphylaxis
- Asthma
- Burns
- Dehydration
- Head injury
- Heat exhaustion
- Shock



### No longer included

Some sections have been removed altogether. From our course they include:

- Glasgow coma scale observation chart
- Controlling the fall of a person having a seizure
- One teaspoon of salt in a litre of water for mild dehydration
- Comparison chart between hypo and hyperglycaemia
- Skull fractures



We would like to thank St Johns for their help with information on the updated manual.

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**East** (Beds, Cambs, Essex, Herts, Suffolk, Norfolk)  
**ROBBIE BELL** 07747 563298  
 robbie.bell@rya.org.uk

**Northern Ireland** **EAMON MASTERSON**  
 028 9038 3812 admin@ryani.org.uk

**North Wales** **RUTH ILIFFE** 07824 990696  
 ruth.iliffe@welshsailing.org

**West Wales** **WYA HEAD OFFICE** 01248 670738  
 admin@welshsailing.org

**South Wales** **BEN SMITH** 07824 990694  
 ben.smith@welshsailing.org

## Power and Dinghy Regional Coaches

**Channel Islands** **JOHN ELLIOTT**  
 01481 710877 elliot@cwgsy.net

**Army Sailing Association Coach**  
**CLIVE GRANT** 023 8045 7242  
 asacoach@btconnect.co.uk

**Royal Navy Coach** To be confirmed 023 9272 5913

**RAF Sailing Association Coach (Dinghy)**  
**LAURIE DENGATE** ldengate@talktalk.net

**Sea Cadets**  
**TYE SHUTTLEWORTH** 07920 767933  
 ryato@seacadetsafloat.org.uk

**Racing High Performance Managers**  
**Scotland** **ROY MCCUBBIN** 07786 333541  
 roymccubbin@yahoo.co.uk

**Northern Ireland** **RICHARD HONEYFORD**  
 07795 466624 richard.honeyford@rya.org.uk

**Wales** **IWAN BASTEN** 07814 649574  
 iwan.basten@welshsailing.org

**West & North** **CHRIS BLACKBURN** 07909 994637  
 chris.blackburn@rya.org.uk

**East & South East** **PAUL WREN** 01603 736096 /  
 07909 994642 paul.wren@rya.org.uk

**South West & South** **CHRIS ATHERTON**  
 07909 994641 chris.atherton@rya.org.uk

## Sailability Regional Organisers

**East Midlands** **RAY JOHNSTON** 01780 460311  
 ray-ros@kirkstille.freereserve.co.uk

**East** **DAVID WILDING** 07774 076087  
 dkwilding@tiscali.co.uk

**South East** **LUCY HODGES** 07796 687914  
 lucysettsail@yahoo.co.uk

**North West** **IAN SHIRRA** 07749 012414  
 ian@shirra.fsnet.co.uk

**Northern Ireland** **BOB HARPER** 07768 127251  
 yachtbreakaway@yahoo.com

**South** **ALISON GUN** 01425 628148  
 alg@newmill.fsworld.co.uk

**South West** **VIC ROLFE** 01452 614980 /  
 07752 631428 ryasrow@aol.com

**Cornwall** **MARK BELSHAW** 07968 693301  
 mark.belshaw@talktalk.net

**Wales** **JOHN CUSHEN** 07886 701491  
 john.cushen@yahoo.com

**Yorkshire** **PETER FOX** 01729 823835

**Thames Valley** **ANTHONY MASON** 020 8691 7606  
 tony.ahoy@hotmail.com

**West Midlands** **MARTYN COLLIS** 07890 519269  
 collismartyn@aol.com

**Scotland** **ALEX CAMPBELL** 01698 747960  
 acampbell11@blueyonder.co.uk

## Regional contacts



We are currently recruiting:

## RYA qualified YACHTING INSTRUCTORS

The role will involve:

- Teaching all elements of the RYA Sail Cruising Scheme, from Competent Crew to Yachtmaster preparation
- Teaching shore based modules for both long and short term UKSA courses
- Ensuring the safe running of the boat at sea in accordance with RYA and MCA regulations and laws

To meet our expectations, you'll be an RYA Yachtmaster Instructor, with proven industry working and teaching experience. Applications will be considered from RYA Cruising Instructors where further training may be provided for the role.

Benefits include:

- A permanent, year round position
- Working within a structured training program with the opportunity to develop skills and qualifications
- A balance of ashore and afloat teaching
- The possibility of overseas ocean training
- Use of extensive site facilities and subsidised meals
- The opportunity to change people's lives

The role is based on 40 hours per week over 5 days, with pro-rata hours for sea phases.

To apply please email your CV with a covering letter to [personnel@uksa.org](mailto:personnel@uksa.org) or post to Personnel, UKSA, Arctic Road, Cowes, Isle of Wight, PO31 7PQ. You can also download our application form and submit it by the same process.

The successful applicants will be asked to apply for an enhanced disclosure. Further information about disclosure can be found at [www.crb.gov.uk](http://www.crb.gov.uk)

## Lead Instructors, **GRAFHAM** Instructors water centre

If you want a rewarding and enjoyable place to work and to be involved with developing young people, then look no further, we are seeking to recruit a number of new staff. Grafham Water Centre is a wonderful site on the shores of one of Britain's largest reservoirs. The residential centre offers activity courses for schools, youth groups and adults. It is open all year round and contracts will vary in length.


For 2009 and beyond we require enthusiastic staff who are able to deliver programmes of exciting and educationally valid activities for schools, youth groups and individuals.

Activities include sailing, windsurfing, canoeing, kayaking, climbing and abseiling, archery, high and low ropes courses, mountain biking and team building. NGB qualifications are required but training is given.

This could be the opportunity of a lifetime, whether you are looking for a full time career in the outdoors, experience of working with young people or just enjoy a challenge.

Salaries for Instructors start at £232 per week with opportunities for overtime. Accommodation and meals are available.

This role involves working with young people and adults. GWC has a policy for safeguarding children and all applicants will be required to complete the CRB process before starting work at the centre.

For further information and an application form, please ring Grafham Water Centre, Perry, Huntingdon, Cambridgeshire PE28 0BX on (01480) 810521 

[www.grafham-water-centre.co.uk](http://www.grafham-water-centre.co.uk)



Grafham Water Sailability is looking for an extra volunteer Senior Instructor. We sail from Grafham Water Centre, Perry, Cambridgeshire every Thursday from April to the end of October, from 1pm to 5pm.

We are willing to help an instructor with SI training.

Please contact Annette Gray on 01480 463862

## instructors

## required

How about joining an enthusiastic team at our watersports & mountain bike centre beside 1000 acres of water in beautiful Derbyshire Dales scenery?

RYA & BCU instructors required for sailing, windsurfing, powerboat & paddlesports.

Long & short contracts available. Call Ben or Sarah on 01629 540478.

## Carsington Sports & Leisure



- Sailing
- Windsurfing
- Canoeing
- Mountain Biking
- Tuition & Hire
- Educational Groups
- Recognised Courses



## Could you produce Wavelength?

RYA Training is looking for a Training Resources Assistant to help put together Wavelength, course brochures, training materials and the website. If you have good writing and communication skills, creativity and an eye for detail, why not take a look at [www.rya.org.uk](http://www.rya.org.uk). Go to 'about us' for the job vacancies section, or call 023 8060 4105 for further details.



## Traineeship

### TRAINING AND CAREER OPPORTUNITY

Are you a skilled dinghy sailor with instructional experience?

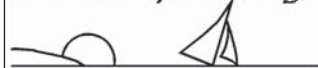
Would you like to train as a Yachtmaster, transfer your skills to bigger boats and work in the sailing industry?

Elite Sailing has one full training package available for someone with the right qualities and commitment.

There is no course fee but you would be expected to work with us for a period afterwards.

Interested? Contact [sue@elitesailing.co.uk](mailto:sue@elitesailing.co.uk) or call 01634 890512

## Shell Bay Sailing



SAILING TUITION AND DINGHY HIRE

## Dinghy Instructor Vacancies

Shell Bay Sailing centre is based in Poole Harbour and provides RYA courses for all ages. Our season runs from April to September.

We are looking to recruit qualified dinghy instructors to work for us on a sessional basis during our busy periods.

If you are available to work on a casual basis mainly during weekends and school holidays we would like to hear from you.

Please contact Pam or Harry on 01929 439033 or email your details to [info@shellbaysailing.co.uk](mailto:info@shellbaysailing.co.uk)



**The Sailing Centre**  
ISLES OF SCILLY  
& Ravenspoth Sailing Base TRUST

**We are looking for dinghy, kayak, windsurf & powerboat instructors and S.I.'s for summer 2009. Excellent rates of pay, a great fun season and the opportunity to work in one of the most idyllic locations in the UK. Non-instructing jobs also available. For more details please send a CV or contact**

**01720 422060**  
**richardapmills@hotmail.com**  
**www.sailingscilly.com**



**A CAREER IN SAILS?**

Fantastic RYA training and qualification opportunities with the UK's leading provider of residential activity holidays for young people.

Work from April - end of August at fantastic locations throughout Southern France and Spain. Accommodation, meals, competitive wage plus qualification bonuses.

**Hold your Seamanship award or higher?**  
Join our free RYA Training & Assessment course in April

Help give our guests the time of their life... while you have yours!

**WWW.PGL.CO.UK/SAILORS**  
**0870 401 4411**


PGL is committed to the principle of equal opportunities




Aldeburgh Yacht Club in Suffolk are looking for a **Senior Dinghy Instructor** to run a series of courses from 6th July to 7th August 2009. We have an experienced team of Instructors and Assistant Instructors to support you. The courses are mostly for children and range from RYA Stage 1 to RYA Stage 4. Competitive rates.

Reply with a CV to The Club Secretary:  
[secretary@aldeburghyc.org.uk](mailto:secretary@aldeburghyc.org.uk)

founded 1897



**Westminster Boating Base**

Westminster Boating Base is a young person's charity teaching dinghy sailing in central London. We are always looking for RYA qualified instructors to help with our teaching programme during the week and at weekends. We would prefer tidal endorsements but can acclimatise those not used to moving water.

Please contact: [enquiries@westminsterboatingbase.co.uk](mailto:enquiries@westminsterboatingbase.co.uk) or call **020 7821 7389**



**SPINNAKER CLUB**  
Ringwood (New Forest)

Enthusiastic RYA Dinghy and Senior Dinghy Instructors, Powerboat and BCU Kayak Instructors required for 2009 season (April - October). We offer competitive rates of pay, flexible working hours and further training opportunities. Full time and part-time and freelance positions.

Email CV to [training@spinnakerclub.co.uk](mailto:training@spinnakerclub.co.uk) or call **01425 483692** for details.

**www.spinnakerclub.co.uk**







**01626 772555**  
**SeaSports Southwest Ltd**  
**New Quay St, Teignmouth, Devon. TQ14 8DA**  
**Now Recruiting for 2009**

Instructors in sailing, windsurfing and kayaking. Both full and part time.

We pay well (pay is dependent on qualifications & experience). We have great facilities and lots of training opportunities and expect in return enthusiasm in buckets full, flexibility and hard work.

The successful applicants will become part of an exciting new team that will take this forward to become one of the leading centres in the UK. If you are interested then please call Tim or send your CV to the above address.




**SI WANTED - HYSTS**

HYSTS is a charitable trust, operating from Langstone, Hants. Working with Ages 11+, in Toppers/Wayfarers/Fevas/Lasers.

Are you an RYA SI (Dinghy)? Would you like to earn extra money at weekends, working with motivated, enthusiastic, young people?

Working with young talented instructors, and excellent kit?

**Either visit: [www.hysts.co.uk/why.html](http://www.hysts.co.uk/why.html) or call 07500709122 (Alex, Principal)**

**Willen Lake**  
Milton Keynes

*it's not just a lake... it's a lifestyle...*

**Staff Wanted for 2009 summer season**

We are a busy RYA recognised watersports centre at Willen Lake, Milton Keynes.

The centre is non residential offering a wide range of RYA courses for adults and children plus many other outdoor activities.

Start dates are from 1st April, interviews by appointment. Instructors and senior instructors needed with at least 1 other NGB award.

Some accommodation available on site. Good rates of pay. Application forms and further details are available on [www.whitecap.co.uk](http://www.whitecap.co.uk) Or email your CV to [john@whitecap.co.uk](mailto:john@whitecap.co.uk) Or telephone John on 01908 691620 for an informal chat.

Whitecap Leisure, Willen Lake, V10 Brickhill Street, Milton Keynes, MK15 0DS



**CLIPPER ROUND THE WORLD 09-10**

## SKIPPER WANTED

THE SEARCH IS NOW ON FOR SKIPPER FOR THE CLIPPER 09-10 ROUND THE WORLD YACHT RACE



**YOU?**

**HAVE YOU GOT WHAT IT TAKES TO LEAD A TEAM OF NON PROFESSIONAL SAILORS AROUND THE WORLD?**

- DO YOU HOLD AN RYA OCEAN YACHTMASTER WITH COMMERCIAL ENDORSEMENT?
- HAVE EXCELLENT INSTRUCTING, INTERPERSONAL, TEAM AND LEADERSHIP SKILLS?
- HAVE EXPERIENCE, ENDLESS ENERGY, DRIVE, DETERMINATION AND COMMITMENT?
- MAINTAIN THE HIGHEST LEVELS OF SAFETY AND SEAMANSHIP?

THEN CLIPPER VENTURES WANTS TO TALK TO YOU!

IF YOU WISH TO APPLY TO BE A RACE SKIPPER AND YOU THINK YOU HAVE WHAT IT TAKES PLEASE EMAIL YOUR FULL CV TO [SIROBINKNOXJOHNSTON@CLIPPER-VENTURES.COM](mailto:SIROBINKNOXJOHNSTON@CLIPPER-VENTURES.COM)

TEL: +44 (0)2392 526000 [WWW.CLIPPERROUNDTHEWORLD.COM](http://WWW.CLIPPERROUNDTHEWORLD.COM)

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

## RYA INSTRUCTORS REQUIRED

DINGHY, SENIOR & WINDSURF & CENTRE MANAGERS - UK & France

01202 677272

**Rockley**  
watersports

We are looking for enthusiastic RYA qualified watersports instructors for our 5 centres in France and the UK for the coming season.

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

For further information or an application pack, please email [info@rockleywatersports.com](mailto:info@rockleywatersports.com) or call the HR team on 01202 677272.



## We need outstanding people to join our Watersports crew!

You'll be paid for doing exactly what you love: teaching Watersports with all the latest craft and equipment. Your job will be to provide high quality Watersports tuition to guests staying at our fantastic resorts in Greece, Sardinia, Corsica, Portugal, Egypt and Mauritius.

We also offer sponsored RYA, BWS and BKSA courses as part of the Mark Warner Performance Pathway training scheme: a scheme designed around your career needs. Plus, you can take advantage of our new Instructor Toolbox, which gives all Mark Warner instructors online hints and tips, and discounts off Watersports clothing and equipment.

So, if you are qualified or experienced in Watersports and ready for the challenge, then we'd love to hear from you!

To apply or for more information on vacancies, the Performance Pathway or the new Instructor Toolbox call Matt Maher on **0871 703 3955** or visit [markwarner-recruitment.co.uk](http://markwarner-recruitment.co.uk)

Please note a Disclosure will be requested upon offer of a position.



**mark warner**

RYA Training Centre | BWS | BKSA

Greece Sardinia Corsica Portugal Egypt Mauritius



## Instructors Needed

Call: 01273 628648 Email: [Renx@SailnetUK.com](mailto:Renx@SailnetUK.com)



Seasonal & part-time positions available for:

- Senior Keelboat Instructors
- Keelboat Instructors

Coastal Experience Preferred

Send your CV/Resume to: [SailnetUK, 12 Western Concourse, Brighton Marina, Brighton, BN2 5UP](mailto:Renx@SailnetUK.com) or email it to: [Renx@SailnetUK.com](mailto:Renx@SailnetUK.com)

**SailnetUK.com**

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Sussex Business Awards 2008  
BEST SPORTS TOURISM COMPANY - WINNER