



Dates for the Diary

January: New shorebased packs available

January: Introduction of online safeguarding training for new Dinghy, Windsurfing and Senior Instructors

9-18 January: London Boat Show, ExCel

24-25 January: RYA Raymarine Yachtmaster™ Instructor Conference, Bournemouth

31 January – 1 February: RYA Training Conference supported by Gallagher Heath. For Principals, Coaches and Trainers in the dinghy, windsurfing, powerboat and PW schemes

13 February: Copy date for April Wavelength

28 February – 1 March: RYA Suzuki Dinghy Show in association with Yachts and Yachting, London

January – March: Regional Instructor Conferences, see page 15

9-17 May: Push the Boat Out, see page 15

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RYA Marine Radio SRC course bags two eLearning awards!

We were thrilled to be awarded not one, but two Gold Awards at the 2014 eLearning Age Awards – winning the categories of Best Use of Mobile Learning and Best eLearning Project in the UK Private Sector.

The awards, held in November, celebrated the best of eLearning internationally. The judges were amazed by the high standards this year and the breadth of excellent eLearning being created.

We partnered with eLearning designers Mind Click to conceive the online version of this course and, since its launch in January, nearly 4,500 people have taken it in preparation for their VHF Short Range Certificate exam.

The course includes a simulation of a marine VHF radio with innovations including the recording and playback of student voice calls, as well as best practice examples. This custom simulation runs on iPads,

PCs and Macs, with offline capability allowing the course to be taken in remote locations without constant internet access.

We were delighted when the judges commended the RYA and Mind Click for combining technical ingenuity with excellent project management. The feedback on the course so far has been really positive.

Our thanks go to everyone involved in this double award-winning eLearning project – and of course to our training

centres who are doing such a great job of promoting the course to their students.

For further information on RYA online courses, contact interactive@rya.org.uk.





2014 – a positive year

some time. Almost everywhere it seems that improved consumer optimism means that people are now more willing to spend money on their boating hobbies, and we hope this will continue into 2015.

This year saw the launch of the RYA Marine Radio SRC online course, which has seen close to 4,500 people so far opt to undertake their training from the comfort of their home or office before heading to an RYA training centre to take their assessment. The feedback on this course has been outstanding and the course won two golds at the recent international eLearning Awards. ELearning in general continues to grow in popularity with almost 10,000 students having taken an RYA eLearning course this year.

The popularity of the RYA Cruising Instructor qualification has grown significantly this year following the re-work of the Cruising Instructor course over the last 18 months. The Yachtmaster™ and Cruising Schemes in general have grown in popularity and it is nice to see some more potential leisure sailors finding their way back to the water.

The dinghy, windsurfing,

powerboating and PW schemes have benefited greatly from this year's fine weather and inland waterways training has also received a significant boost, with a surge of new RYA recognised training centres in areas that previously had no training facilities.

2015 will no doubt bring new challenges but, in the main, we will be looking to consolidate the many initiatives that have been implemented in recent years. An important milestone will be finalising the last 40 or so conversions of RYA publications into digital format. We will also be putting a lot of effort into showcasing the new RYA training plotter in the early part of the year, in the hope that instructors will be able to make best use of it in their shorebased teaching.

We hope to see many of you at the instructor conferences early in the new year. Thank you for your ongoing commitment in 2014 and I wish you and your teams the very best for 2015.

Best wishes,
Richard Falk
RYA Training Manager and Chief Examiner

It has been a busy year for centres, both in the UK and abroad – hopefully this is the light at the end of what has been a long dark tunnel.

In the UK, a fairly decent summer that started early, ended late and was filled with weeks on end of sunshine has certainly given many of our training centres the busiest year on the water for

Welcome to Wavelength's Annual Review!

This is the first edition of our Annual Review, focusing on changes that have taken place in the last year and giving a brief glimpse at what you can expect from the coming year.

It will provide easy access to all relevant documents, notices and resources to keep you up to date and make sure that the courses you offer are run to current standards. It also forms part of a much wider review of our communication system which includes our new Training Notices and Guidance (see pages 4 to 6), and ongoing work to provide an online 'one-stop-shop' for training advice and resources.

The April and September editions of **Wavelength** will continue to provide news, information and coaching articles, and will be available via email and the RYA eBooks app. If you have ideas for articles or burning issues to discuss please let us know by emailing wavelength@rya.org.uk.

Keeping up to date

We have recently introduced a new system of notifications for training centres and instructors, and a re-styled online catalogue as a permanent reference point. Updates or changes to RYA requirements for training centres, instructors and courses are now issued in the form of Training Notices and Training Guidance.

Training Notices are used to communicate fundamental changes to courses, training schemes, qualifications or recognition requirements, and their implementation date.

Training Guidance is often issued to support a Training Notice and may give further details about how a Notice is to be implemented, such as coaching notes or

recognition requirements for a new course. Training Guidance may also be issued independently of a Training Notice, in order to update policies or procedures.

Training Notices and Guidance documents are distributed by email to the relevant training centres and instructors, and will be featured in **Wavelength**. Some may also be sent out as hard copies.

Where appropriate, guidance will be incorporated in the next edition of the relevant handbooks or documents for permanent reference.

We have adapted our 'Keeping Current' web page to show the full set of Notices and Guidance documents. You can find it at: www.rya.org.uk/coursestraining/resources/keepingcurrent



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The GX2200E is the first DSC VHF radio with a built-in dual channel AIS receiver, GPS receiver, VHF antenna duplexer and 30-watt loud hailer. Installation is straight forward, with only the need to supply power and connect a VHF antenna.

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Marine Radio Short Range Certificate course changes

Reference: TN-01-14
Date: 2 January 2014

Applies to:

- » RYA training centres recognised to run the Marine Radio SRC Course
- » RYA SRC Assessors

Detail:

The required learning time is now 10 hours, which can include up to three hours guided self-learning prior to the course.

Examination and training must be separated, so one SRC Assessor must not train and examine the same student.

The student pack is available from the RYA (order code SRCP) containing the RYA VHF Handbook and certificate application form. The VHF Handbook must be issued to each student at commencement of their training course. Only the original application form contained within that pack will be accepted for

issue of the certificate.

There is no minimum age for training, but the minimum age for examination is 16.

Candidates for SRC exams must have completed either the classroom training course or the RYA online course, and provide proof of completion to the examiner.

Candidates are only exempt from the training course if they hold a restricted VHF certificate. Proof must be provided with the certificate application form.

The RYA online SRC course is available as an optional alternative to classroom training.

The online course may only be offered by RYA training centres recognised specifically to run the course in that way.

This information will be incorporated into the next update of the RYA Recognition Guidance Notes.

See also:

- » **TG 01-14:** Summary of SRC changes
- » **TG 02-14:** SRC Practical Assessment; Guidance for Examiners

[View Notice](#)

Sail Cruising Scheme: New Start Sailing and Basic Skills courses

Reference: TN 02-14
Date: 27 January 2014

Applies to:

- » RYA training centres recognised to run the Sail Cruising Scheme
- » RYA Cruising Instructors
- » RYA Yachtmaster™ Instructors
- » RYA Keelboat Instructors who also hold a commercially endorsed Yachtmaster™ Coastal or Yachtmaster™ Offshore Certificate of Competence

Detail:

The Start Sailing (Level 1) and Basic Skills (Level 2) courses which have previously been taught in dinghies, multihulls and small keelboats are now available to be taught in sail cruisers.

Both are 16 hour courses which can be spread over a series of sessions or two full days.

The courses may be offered by RYA training centres recognised to run the RYA Sail Cruising Scheme.

Tuition may be given by RYA Cruising Instructors; RYA Yachtmaster™ Instructors; or RYA

Keelboat Instructors who also hold a commercially endorsed Yachtmaster™ Coastal or Yachtmaster™ Offshore Certificate of Competence.

Both courses are standalone courses concentrating on sailing skills rather than cruising or skippering experience. They should not be offered in conjunction with cruising courses within the Sail Cruising Scheme. However it is possible to combine delivery of Start Sailing and Basic Skills in one course to cater for families or groups of differing

ability and experience levels.

Principals of centres wanting to offer these courses must email training@rya.org.uk to get the course added to their existing recognition. There is no additional recognition fee or inspection process for this.

This information will be incorporated into the next update of the G15 Sail Cruising Logbook and G27 Cruising Instructor Handbook.

[View Notice](#)

Inland Waterways Helmsman's Course now two days' duration

Reference: TN 03-14
Date: April 2014

Applies to:

- » RYA training centres recognised to run the Inland Waterways scheme
- » RYA Inland Waterways Instructors

Detail:

The Inland Waterways Helmsman's Course is now a two-day course for students new to the scheme or with little previous experience.

Students with skills and

experience to the standard of the Inland Waterways Helmsman's Course may complete a direct assessment over one day in order to obtain the certificate.

This information was incorporated in the March 2014 update of G102 RYA Inland

Waterways Handbook.

See also:

- » RYA Inland Waterways Handbook (G102)

[View Notice](#)

New Tender Operator Course

Reference: TN 04-14
Date: September 2014

Applies to:

- » RYA training centres recognised to run the Powerboat Scheme
- » RYA Advanced Powerboat Instructors

Detail:

Students taking this course must hold an RYA Powerboat Level 2 certificate and be 17 years old or over.

The course may be offered by RYA training centres recognised for the Powerboat Scheme.

Training must be delivered by RYA Advanced Powerboat Instructors who also hold a commercially endorsed Advanced Powerboat, Yachtmaster™ Coastal or

Yachtmaster™ Offshore Certificate of Competence.

Principals of centres wanting to offer these courses must apply to training@rya.org.uk to get the course added to their existing recognition. There is no additional recognition fee or inspection process for this.

Full information will be incorporated into the next update of the G20 Powerboat Logbook and the G19 Instructor Handbook.

See also:

- » **TG 06-14:** Tender Operator course syllabus

[View Notice](#)

National Sailing and Windsurfing Schemes: New Safeguarding course requirement for instructors

Reference: TN 05-14

Date: 1 April 2015

Applies to:

- » RYA Dinghy Coach/Assessors
- » RYA Windsurfing Trainers
- » RYA recognised training centres running Dinghy or Windsurfing Instructor or Senior Instructor courses.
- » Newly qualifying RYA Dinghy, Multihull, Keelboat, Windsurfing and Senior Instructors

Detail:

The RYA's online safeguarding course will be available from January and will become a pre-requisite for all new Dinghy, Multihull, Keelboat and Windsurfing Instructors and Senior Instructors from 1 April 2015.

This course must be completed prior to the instructor training course, and the certificate shown to the course Coach or Trainer. The Coach or Trainer should record the course date and certificate number on the instructor record card. Safeguarding certificates issued by other organisations will not be accepted for newly qualifying instructor trainees.

New record cards will be available to Coaches and Trainers from January 2015 and must be used from 1 April in order for the candidate's instructor certificate to be issued.

With the introduction of the course, a revised Safeguarding presentation will be available for Coaches and Trainers to use during the instructor course. There will also be guidance on how to run the face to face safeguarding session during the instructor course, and how to ensure that the overall course programme contains sufficient safeguarding content.

The certificate gained through the RYA's online safeguarding course will be valid for three years.

Existing instructors may also take the RYA safeguarding course but are not required to do so. It remains the responsibility of RYA training centres to implement safeguarding locally, as per the Recognition Guidance Notes.

This information will be incorporated into the G14 National Sailing Scheme Instructor Handbook and W33 Windsurfing Instructor Manual at the next reprint.

See also:

- » [RYA Recognition Guidance Notes](#)

[View Notice](#)

For guidance on other areas of RYA Training:
www.rya.org.uk/coursestraining/resources



RYA Training



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Training Guidance

Summary of SRC changes

Reference: TG-01-14

Date: January 2014

Applies to:

- » RYA training centres recognised to run the Marine Radio SRC Course
- » RYA SRC Assessors

Summary:

- » Changes to required learning hours
- » Separation of training and exams
- » Minimum age for courses and exams

- » New student pack
- » New online course

See also:

- » [TN 01-14](#) Marine Radio Short Range Certificate Course changes
- » [TG 02-14](#) SRC Practical

Assessment Guidance for Examiners

- » [RYA Recognition Guidance Notes](#)

[View full guidance](#)

SRC Practical Assessment: Guidance for Examiners

Reference: TG-02-14

Date: January 2014

Applies to:

- » RYA SRC Assessors

Summary:

- » Updated guidance for SRC Assessors following the implementation of changes to the Marine Radio SRC course in January 2014.

See also:

- » [TN 01-14](#) Marine Radio Short Range Certificate course changes
- » [TG 01-14](#) Summary of SRC changes

- » [RYA Recognition Guidance Notes](#)

[View full guidance](#)

Kill cords safe practice

Reference: TG 03-14

Date: April 2014

Applies to:

- » All users of outboard powered boats at RYA training centres

Summary:

- » RYA Instructors are expected to lead by example to encourage all students to wear a kill cord.
- » The guidance should be

followed on all powerboat courses.

See also:

- » [RYA Recognition Guidance Notes](#)

[View full guidance](#)

Avoiding and mitigating the effects of a hook

Reference: TG 04-14

Date: February 2014

Applies to:

- » RYA Powerboat Instructors

Summary:

- » Guidance for instructors on ways to pass on a safety critical message without the

requirement to demonstrate potentially unsafe high-speed manoeuvres.

[View full guidance](#)

Tender Operator Course Syllabus

Reference: TG 06-14

Date: September 2014

Applies to:

- » RYA SRC Assessors

Summary:

- » Syllabus for the Tender Operator Course launched in September 2014.

See also:

- » **TN 04-14** New Tender Operator Course
- » **RYA Recognition Guidance Notes**

[View full guidance](#)

New shorebased course packs for 2015

Reference: TG 07-14

Date: October 2014

Applies to:

- » RYA training centres recognised to run shorebased navigation

courses

- » RYA Shorebased Instructors

Summary:

- » New content for the Day Skipper

shorebased course packs.

- » New training chart plotter available
- » New changeover date for new packs.

See also:

- » **TG 08-14** New Training Chart Plotter

[View full guidance](#)

New Training Chart Plotter

Reference: TG 08-14

Date: October 2014

Applies to:

- » RYA training centres recognised to run shorebased

navigation courses

- » RYA Instructors who teach RYA navigation courses

Summary:

- » New training chart plotter available for shorebased navigation courses from January 2015.

See also:

- » **TG 07-14:** New Shorebased packs for 2015

[View full guidance](#)

Clarification of eligibility for commercially endorsed RYA Certificates of Competence

Reference: TG 09-14

Date: October 2014

Applies to:

- » Applicants for commercially endorsed RYA Certificates of Competence.

- » RYA recognised training centres running powerboat or cruising courses for potential commercial skippers

Summary:

- » Reminders and clarification of changes regarding eligibility for commercial endorsement applicants and renewals.

See also:

- » **Acceptable first aid certificates list**
- » **Commercial Endorsement information**

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The following pages feature articles from previous editions of **Wavelength**. These have been chosen because they are particularly pertinent or concern a subject that deserves another airing.

All previous editions of **Wavelength** can be found in our online archive: www.rya.org.uk/go/wavelength
If you have an idea for a future **Wavelength** article, please email wavelength@rya.org.uk.

Flare safety

As a Principal or Chief Instructor, are you aware of the manner in which flares are being demonstrated at your centre? Now would be a good time to take a close look at the control measures in place to ensure they are fit for purpose.

Below are two case studies for you to read. Luckily no-one was hurt during these incidents, but either could have been a very different story.

Case study 1

During a classroom session a centre used dummy flares and informed the students that the flares were dummies. In addition, they deconstructed a live rocket flare – a practice that had been in place there for some years. The flare in the rocket case had been removed, but they omitted to deactivate the flare

rocket igniter. The parts (less the flare itself) were passed around the class one at a time. The last person in the group received all the pieces and then elected to re-build it and fire it. The rocket body igniter was then activated. No one was injured but the ceiling was damaged, illustrating the kind of injury that could have occurred.

Case study 2

A centre was using out of date flares for the practical element of a course. After the first flare was lit with the firing mechanism, subsequent hand held flares were lit sparkler-style by placing the lit one against the end of the unlit one. Unfortunately, one student held his flare loosely and by the wrong end. Once lit, it propelled itself into a car park. Again, luckily, no-one was injured.



Ocean Safety



Lessons learned

1. At no stage should live flares be stripped down as part of a course.
2. At no stage should live flares be handled by students in a classroom or below decks, either whole or in pieces.
3. Only official dummy flares, clearly marked as dummies, should be used in a classroom. They should all be checked at the start of the course by all the instructors present to ensure they are dummies.
4. Out of date flares should not be used on a course, nor should they be stored on board as backups.
5. Students should be closely supervised at all times when they have a live flare in their hands. The number of students on the 'firing line' at any given time

should be limited to allow close supervision.

6. Course programmes and risk assessments should be reviewed frequently.

It is essential to remember that flares are explosives and are therefore classified as hazardous. Whilst instructors may well appreciate this, your students may have no understanding of this.

As can be seen by these two recent incidents the control measures and guidance provided by instructors are the only things that stand between your students and serious injury, or worse.

Originally published in the September 2014 edition of **Wavelength**

Control in a high speed turn

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

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

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

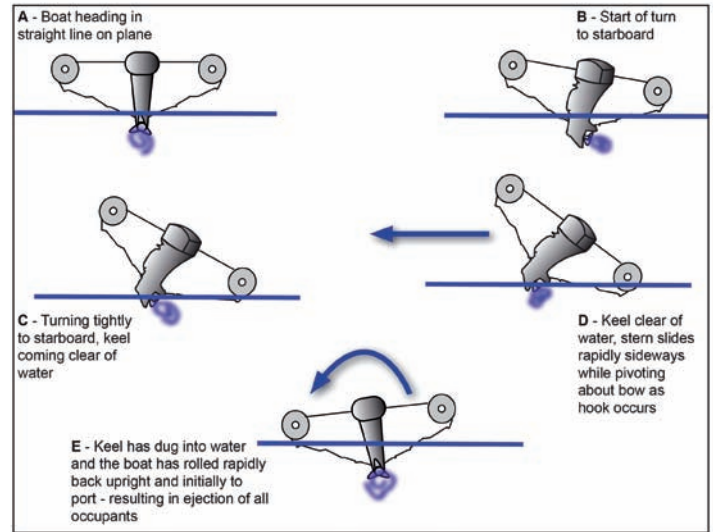
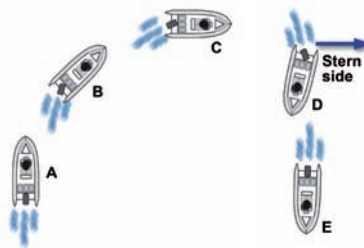
When teaching boat trim, balance and loading incorporate practical sessions, especially at low speeds to demonstrate the effects on steering and the possibility of swamping astern etc. Ensure that

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

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

What is a hook?

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



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

Hooking cannot be attributed to one specific circumstance and most high speed monohull craft could be susceptible if badly trimmed, balanced, loaded or if being driven inappropriately for the conditions. It is therefore essential that students

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

How to avoid a hook

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

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

Further advice

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

Kill cords – let's make a difference

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

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

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

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

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

tide or rough conditions).

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

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



Originally published in the April 2014 edition of Wavelength



Entrapments

We all know there is a risk of entrapment when a dinghy capsizes.

Avoidance techniques and rescue procedures are many and varied, but there are two recurring themes.

Firstly, in a training situation the use of a masthead float would, in most situations, prevent complete inversion. The fact that an entangled crew member's head would be close to or on the surface, would allow them to at least take a breath and buy them some time while others deal with trying to free them.

Secondly, if a dinghy needs to be righted quickly, the traditional method of two hefty folk on the upturned hull applying leverage to the centreboard will bring the dinghy to 90 degrees as quickly, if not quicker, than any other method.

Sadly, entrapments continue to occur, occasionally with deadly results. But there are some encouraging signs, as illustrated by the following example.

A day boat was being raced in a regatta, helmed by a disabled gentleman with a crew of three experienced sailors. During a downwind leg, the boat inadvertently gybed and inverted, and the helm was trapped underwater beneath the hull. The situation was exacerbated by a

modification to the boat and the fact that the helm was wearing an automatically inflated lifejacket.

The day boat crew and the crews of the attending RIBs made brave attempts to reach the trapped sailor. But it was only when one of the RIB's crew used a line to right the craft, that they were able to reach the helm, who by then had stopped breathing. Fortunately, due to the prompt first aid given, the helm began to breathe for himself and was quickly evacuated to hospital by the local air ambulance, where he made a full recovery.

Investigation after the event revealed that the crew of the RIB had been on a RYA Safety Boat course and had received training on how to right inverted dinghies - a significant factor in this case.

The RYA Safety Boat course teaches useful skills for all boat drivers who may find themselves offering support or safety cover to fleets. We would encourage all those working in a support capacity for clubs or centres to consider attending this popular and useful course, and to make full use of the opportunities to practice techniques that the exercises in the course provide. Centre principals should reinforce these skills with regular staff training sessions.

Useful reading:

David Ritchie, former RYA National Coach carried out an investigation into entrapments and came up with some interesting findings and solutions. You can download a copy of his report [here](#).

Originally published in the February 2013 edition of **Wavelength**



AIS: black magic?

AIS, or Automatic Identification System, arrived on large commercial ships quite some time ago and, over the last five or six years, has trickled through into the recreational and small commercial boating sector.

The original system for large commercial ships was AIS A. The more recent addition which is readily available to the recreational sector is known as AIS B.

The system works on a VHF signal and, if using a transmit and receive unit (transponder), you will be able to 'see' other vessels using AIS, and they will be able to see you - a nice backup to your radar reflector. Instead of providing simply a 'blip' on the screen of the other vessel, the name, speed, course and vessel type will appear in a databox. This should assist vessels in their decision making when transiting areas of heavy traffic or poor visibility.

Why are we telling you all this? Surely this is something all

instructors in relevant schemes should already know. Quite right. Unfortunately most do not!

With any new technology it is difficult to ensure everyone is kept up to date with developments. As we age, we have a tendency to try and avoid change and for many of us that is particularly true of anything concerning technology. However, as instructors we have an obligation to teach students all they need to know - not just the bits we like or are comfortable with!

Technology is here to stay whether we like it or not. Next time you are on board take the time to go and have a fiddle with the electronics and, once you are comfortable with the equipment, do your students a favour by introducing them to the mystical world of AIS!

Originally published in the April 2012 edition of **Wavelength**

Helmets

When, or should, beginners wear some form of helmet when learning to sail?

Those against the wearing of helmets argue that it interferes with the ability to feel the wind and learn about that telltale moment when the wind is on the other side of the head indicating that a gybe will shortly follow.

They also argue that wearing helmets impairs vision to the extent that beginners cannot see the boom moving towards them, increasing the likelihood of head bumps, particularly to the face where most helmets provide little protection anyway.

Those in favour of the wearing of helmets argue that, so long as the helmet is a good fit and of suitable design, then wearing one does reduce both the incidence and the severity of head bumps.

Like many discussions, there may never be a consensus because there are so many variables such as the experience of the individual, the weather, type of boat, height of boom, whether the boom is padded, whether or not an instructor is on board etc.

So, what does the RYA recommend in terms of the wearing of helmets? We see both sides of the argument and inspectors and coaches will recommend that the wearing of helmets is an option and a 'tool' which may be appropriate, depending on some or all of the variables mentioned.

The key is to find a safety control measure that suits your centre and your circumstances.

Originally published in the Spring 2008 edition of **Wavelength**

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

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

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

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

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

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



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



that overcame them.

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

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

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

I recall being told by an early mentor of mine: 'Never pass up an opportunity of a good check on your position'. Admittedly this was in the stone-age era of EP-ing your way across the world, when we were far more obsessed with knowing exactly what course we were steering and how much



leeway we made, but it is good advice nonetheless. A good transit, crossing a contour or simply passing close to a navigational mark all reduced the errors in our EPs and gave us early warning of things going awry.

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

So what is the message?

GPS is great. Chart plotters are great. But they are what they are, aids to navigation. Regularly checking the information given by them against a second or third independent means will alert you to errors.

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

Finally, remember that the information ENS gives, coupled with other information sources, only becomes robust, safe navigation after correct processing

from a good old human being trained in the art of navigation.

Key points for instructors:

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

Originally published in the Spring 2011 edition of *Wavelength*

Drownproof your students

For a number of years the Maritime and Coastguard Agency have warned of the dangers of cold shock, or cold water shock. It is one of our requirements when assessing whether a first aid certificate is acceptable for RYA Instructors. However very few first aid courses cover the subject, and many confuse it with standard run-of-the-mill shock. Why?

Well, because it's not really a first aid subject and there isn't much the first aider can do. Rather than treating the symptoms, it's more about forewarning the person who might end up in the water about the risk of cold shock. Arming them with this knowledge should help them cope with the effects.

What is cold shock?

When a person enters cold water, a series of initial responses can take effect for the first few minutes. The sudden lowering of

skin temperature produces these involuntary responses which take effect almost immediately, reach their peak in the first 30 seconds and last for two to three minutes.

- » Breathing becomes quicker – hyperventilation
- » This over-breathing can cause dizziness and confusion in the first few minutes.
- » In water below 15°C an initial involuntary gasp of air can result in inhalation of water and near drowning.
- » The ability to hold breath is greatly reduced to less than 10 seconds.
- » In choppy water where waves wash over the face frequently, this rapid breathing and reduced breath holding greatly increases the risk of water inhalation and drowning.
- » The blood vessels near the surface of the skin constrict to reduce flow and prevent heat

loss, leading to increased blood pressure as the heart pumps against the constrictions. Any exertion at this point can increase the risk of heart attack or stroke.

It is easy to see how these responses could cause panic in someone who has just fallen overboard. If they are forewarned that the rapid breathing will settle down in a minute or two, they can focus on protecting their airway and NOT undertaking that swim to safety until they have calmed down.

People unaccustomed to entering cold water may experience these effects in water temperatures up to 25°C. People used to entering cold water can become accustomed to the whole situation and therefore are less likely to suffer cold shock.



All practical disciplines should incorporate cold shock into their man overboard instruction.

Focus on the practicalities:

1. You are likely to gasp for air and then breathe rapidly, so protect your airway from waves and spray.
2. Your heart will be working harder, so don't try to swim. Just relax until you feel your responses stabilising.
3. The effects will be at their worst in the first 30 seconds but will have gone within three minutes.

Originally published in the February 2013 edition of *Wavelength*

Cheeki Rafiki

May of 2014 saw the tragic loss of the yacht Cheeki Rafiki in the mid-Atlantic with four crew on board during a delivery from the Caribbean to the UK. The crew reported an ingress of water from an unknown source that steadily increased. They were in contact with their shore base and the authorities had been notified of the situation. Contact was lost without warning.

The conditions at the time of the incident involved strong winds and high seas and it was hoped the crew were either still with the vessel or had abandoned to the liferaft.

A search was immediately launched by the US Coastguard and after a short time the upturned hull of the yacht, minus

the keel, was located with no sign of the missing crew. Given the water temperature and conditions, it was felt by the US Coastguard that the search should be abandoned. Evidence points to a catastrophic keel failure resulting in the immediate capsizing of the yacht with little warning.

After significant lobbying, the search was reinitiated some days later, ultimately resulting in the upturned hull being located again. In the improved conditions a diver was sent to investigate and it was confirmed that the liferaft was still on board the upturned hull.

The incident has been the subject of a full Marine Accident Investigation Branch (MAIB) inquiry and the results of that investigation are expected to be made public in January 2015. The



US Coastguard

detail of the incident and any relevant lessons learned will be available via the MAIB website.

The RYA has worked with the MAIB on its investigation and will be assisting in communicating the

key messages from the report into the incident, both to RYA training centres and the boating public.

Watch this space for more detail after the release of the MAIB report in January.



RS Sailing

10K GRANT MATCH OFFER

1x **RS**
Venture

LAUNCHING TROLLEY
TOP COVER
ASYMMETRIC SPINNAKER KIT

2x **RS**
Vision^s

LAUNCHING TROLLEY
TOP COVER

3x **RS**
Feva^s

LAUNCHING TROLLEY
TOP COVER

4x **RS** *Club*
Quba

LAUNCHING TROLLEY
TOP COVER
JIB PACK

5x **RS**
Tera^s

LAUNCHING TROLLEY
TOP COVER
RACE KICKER

Sailing Clubs can apply for between £300 and £10,000 for sailing equipment as part of the Sport England small grant scheme. We are reducing the cost of our boat packages so that you can get more boats for your grant.

Why have Sport England set up this offer?

Sport England want more adults and young people to participate and continue sailing. RS Sailing and Sport England share this goal.

Who can apply?

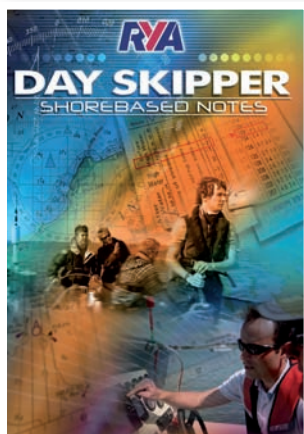
If you are a formally constituted, not for profit club or sailing centre you can apply.

Which RS Boats?

We are heavily subsidising all Sport England grants against purchase of RS Teras, Qubas, Fevas, Visions and Ventures.

How can I apply?

Contact below and we will send you grant information, discuss your requirements and work on a quote for your application.



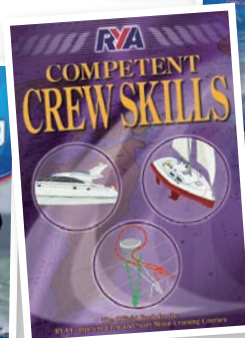
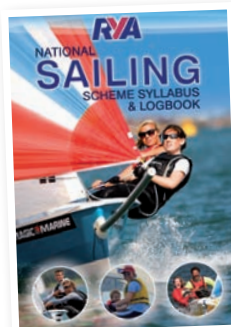
Coming in Spring 2015:

- » RYA Day Skipper Shorebased Notes 3rd edition
- » RYA Yachtmaster™ Scheme Instructor Handbook 2nd edition
- » RYA Yachtmaster™ Scheme Syllabus and Logbook (combining G15 and G18 logbooks)

RYA Books

Published in 2014

- » RYA Navigation Handbook 2nd edition
- » RYA Power Schemes Instructor Handbook
- » RYA National Sailing Scheme Logbook – 3rd edition
- » RYA Youth Sailing Scheme Logbook – 2nd edition
- » RYA Competent Crew Skills – 2nd edition
- » RYA Sea Survival Handbook – 2nd edition
- » RYA Advanced Powerboat Handbook



The continued rise of eBooks

We published over 30 new eBooks in 2014, which includes new titles as well as converting existing titles into eBooks. Full details are on the web shop: www.rya.org.uk/shop.

The interactive content of eBooks makes them a fantastic instructor resource. Whether you want to hook up your laptop to a projector to demonstrate the Training Almanac, use

videos or animations to support your coaching, or simply want ready access to a whole host of supporting content on your tablet, it really is a case of a picture paints a thousand words.

The imminent release of the Yachtmaster™ Scheme Instructor Handbook as an eBook will complete the range of instructor handbooks in the digital form. We've taken care to link to key content in other supporting

eBooks, making them more relevant and useful as instructor resources.

Looking ahead, we're researching a couple of refinements for you – a highlighting tool and a way to embed a link to an eBook page into your presentation software (such as PowerPoint) to allow you to quickly link between programmes without disrupting your flow.



We welcome all feedback and ideas, so feel free to contact us on ebooks@rya.org.uk.

The best way to buy

Are you buying your eBooks through the RYA web shop? If you are, you will benefit from:

- » your member's discount
- » access to your eBooks on different platforms (ie. laptop and iPad)
- » the ability to sync notes and bookmarks across platforms.

Find out more at

www.rya.org.uk/go/ebooks.

Our recently redesigned eBook app now includes a link to the RYA Publications social media channels to keep you up to date with the latest news and videos.

Don't forget that you can also sell any RYA books and eBooks via the Partner Programme. This programme uses links on your website and/or emails to generate commission for each book sold. See www.rya.org.uk/go/partner for more details if you're not already signed up.

ePacks

Over the last couple of months we have been conducting a limited trial for the Marine Radio SRC student ePack, with the aim of rolling it out to the wider audience in the New Year.

If all works well, we plan to extend to a few other simpler packs during 2015.

Essentially, this will work by offering training centres the choice of buying a pack with a printed book or an eBook voucher as a 'digital pack' or 'ePack'. The only difference with the digital pack is that instead of a printed book, you'll receive a card containing a unique voucher code for your customer to redeem in our web shop. Any other items in the pack will remain unchanged.



First Aid Manual reminder

The only book to be used as a teaching resource for RYA First Aid courses

is Edition 10 of the First Aid Manual. A few older editions have been spotted during inspections recently, so please make sure your stock is up to date and that this edition is available to all students on your first aid courses.



Posters

We have developed a set of leaflets and posters, explaining the RYA training schemes, available for you to download from www.rya.org.uk/go/training-posters.

The A5 leaflets explain each training scheme, the progression through the courses and any relevant supplementary courses that could enhance the student's learning. On the front of each is a clear graphic showing the pathway through the scheme, while on the reverse full

details of all courses in the scheme are given. These are great for giving to your students to explain their first or next steps at your centre.

The posters could liven up your noticeboard with attractive images and a clear explanation of the courses available in each scheme. We've kept words to a minimum so the pictures and graphics can do the talking and entice students into taking more courses with you.

They can be printed as A4 or A3 colour posters, or bigger if you can. If you don't have the facility to

print them in-house, your local copy shop should be able to do it for you.

The RYA Powerboat courses are primarily for those using small powered craft such as RIBs and speedboats, and also for the professional small boat skipper who is required to prove their competence or provide certification for work.

Course	Prerequisite knowledge	Course content	Ability after the course	Minimum age	Minimum height
Level 1	None	Basic safety, boat handling and basic theory	A basic understanding of powerboat handling	14 days	5
Level 2	None	Close quarters boat handling, high speed manoeuvres, watercraft recovery and collision avoidance	Ability to respond to powerboat in tandem with a partner	2 days	15
Intermediate	Boat handling for Level 2 or equivalent	Daytime navigation skills, passage planning, use of plotting instruments, GPS and electronic navigation	Ability to complete a passage by day		
Advanced	Boat handling Intermediate or equivalent	Skipping techniques for offshore and offshore passages	Ability to complete a passage by night		
Safety Boat	Practical Level 2 certificate required	Passenger techniques for boat management	Ability to provide cover in an emergency		
Tender Operator	Practical Level 2 certificate required with Coastal endorsement	Passenger safety and control in all weather emergency situations	Ability to complete a passage in all weather		

RYA training is also available for:

- Navigation
- Essential Navigation & Seamanship
- Day Skipper
- Coastal Skipper
- Safety Boat
- Tender Operator
- Intermediate
- Advanced
- Certificates of Competence: Advanced Powerboat, Yachtmaster Coastal, Yachtmaster Offshore, Yachtmaster Ocean

www.rya.org.uk

Finding training centres on the web

In September our Where's My Nearest web search underwent a facelift and a new search called Which Course was added to the site.

Which Course is designed to help students identify the right course for them based on their current experience and ability, guiding them through the process of choosing the right training scheme and the right course within that scheme. Once they've picked the right course, they are directed to a list of centres offering it.

Where's My Nearest is a useful directory of RYA organisations for users who know roughly what they are looking for. They can find training centres, clubs, ICC test centres etc, filtering their search based on either location or the particular course, test or activity they want.

Training centres automatically receive a free listing in our web searches unless they opt out. To enhance your centre's listing with your logo and additional information about the courses you run, see www.rya.org.uk/go/listings.

Keeping current

www.rya.org.uk/coursestraining/resources

This is our central hub for information and guidance aimed at RYA training centres and instructors.

to you as Training Notices and Guidance (see page 4), which will have a permanent home in the Keeping Current section of the site.

There is a lot of information there and over the coming months we will be working on streamlining it, making it easier for you to find what you want, when you want it.

Any fundamental changes to training schemes, courses or qualifications will be notified

Keeping Current
Updates or changes to RYA requirements for training centres, instructors and courses are issued in the form of Training Notices and Training Guidance.

- Training Notices are used to communicate fundamental changes to courses, training schemes, qualifications or recognition requirements, and their implementation date.
- Training Guidance is often issued to support a Training Notice. Guidance may give further details about how a Notice is to be implemented, such as coaching notes or recognition requirements for a new course. Training Guidance may also be issued independently of a Training Notice, in order to update policies or procedures.

Training Notices and Guidance documents are distributed by email to the relevant training centres and instructors, and will be featured in Wavelength. Some may also be sent out as hard copies. A full catalogue is available on the pages below.

Where appropriate, guidance will be incorporated in the relevant handbooks or documents for permanent reference.

TRAINING NOTICES **TRAINING GUIDANCE**

Share your ideas

We're keen to build up a bank of coaching ideas to help spread good practice and new ways to bring teaching to life. There are a few ideas already available on www.rya.org.uk/go/sharing but please send us more!

Email your ideas, articles, videos etc to wavelength@rya.org.uk.

Jobs page

The RYA Jobs Page helps training centres find staff by reaching the right people more effectively. Centres can place ads for a month or more which appear in 'People Wanted'. Instructors are alerted via Facebook and Twitter when new

jobs are added so, if you're looking for a new job, make sure you follow us to be among the first to see new postings.

Instructors, coaches and trainers can advertise their services to training centres in 'People Available'. Viewing 'People Available' is restricted to logged in training centres, so if you're looking for staff or need an occasional freelancer, log in and take a look.

See the list of current jobs, people available and how to advertise: www.rya.org.uk/go/InstructorJobs.

Jobs page
Looking for a new job?
Need to find staff?
See our People Wanted listing below.
RYA training centres: Sign in to your account to see instructors available for work.

People wanted **People available** **How to advertise**

PEOPLE WANTED: Jobs available. PEOPLE AVAILABLE: Instructors looking for work. HOW TO ADVERTISE: Booking information.

Spread the word

Don't forget to spread the word with our stickers and flags.

Shout the safety message by putting a killcord sticker on every powerboat.

Fly the flag for RYA Training by sticking the training centre tickmark in your office window or on your boats, or flying the flag up the flagpole.

To get a supply of free stickers, email training@rya.org.uk with your centre's name and details of which stickers you require.

To order a training centre flag, email orders@rya.org.uk with your account number and details of which flag you want. They come in two sizes:

- 6ft x 4ft: £15 – order code RCF
- 60cm x 45cm: £7 – order code RCFS

THiNK!
WEAR YOUR KILL CORD

RYA Training Centre

RYA Training Centre



Taking place at the magnificent Alexandra Palace in London over the weekend of 28 February – 1 March 2015 the RYA Suzuki Dinghy Show, in association with Yachts and Yachting, is at the heart of British dinghy sailing. There's something for everyone; young or old, novice or pro, cruiser or racer.

It is the only show in the world dedicated exclusively to dinghy sailing. On the Suzuki Main Stage there will be a whole host of informative and engaging talks taking place, while over in the Coaching Area you can get involved in our more interactive sessions!



There will be hundreds of exhibitors filling the show so you'll find everything you need for the season ahead.

Join us at the show for an action packed weekend. For all the latest show information visit www.dinghyshow.org.uk

Win a Suzuki powered Rigiflex safety boat for your sailing club

The RYA Suzuki Dinghy Show and Suzuki Marine are offering you the chance to win a brand new Suzuki powered Rigiflex safety boat for your club, worth over £4,500 (RRP). This is to celebrate the launch of three new RYA recommended safety boat packages from Suzuki Marine.

The competition to win the Rigiflex Newmatic 360 powered by a Suzuki DF9.9A engine, runs until 31 January 2015 when the winner will be announced.

The winner will also be invited, with their family as special VIP guests of Suzuki and the RYA Suzuki Dinghy Show.

Taking part in this fantastic competition couldn't be easier. Simply complete the **online entry form** and you will be entered in to the free prize draw.

RYA PUSH THE BOAT OUT

RYA Push the Boat Out is back next year, taking place from 9 to 17 May 2015. Over nine days the public can experience sailing and windsurfing at 'have a go' taster sessions at sailing clubs and centres across the UK.

RYA Push the Boat Out is all about people connecting with their local sailing club or training centre and discovering just how easy it is to get involved in our sport.

Put the date in your diary and have a think about how your organisation could get involved. Keep an eye on www.rya.org.uk/programmes/pushtheboatout/Pages/default.aspx for news and information.



Instructor Training Days

We're really pleased to offer a range of exciting training and development days for Instructors, Coaches and Trainers around the country. Take your chance to get

on the water with some great new equipment and top Coaches. These development days are run by our senior training team and have been hugely successful in the past. Each Instructor training

day will comprise of a variety of workshops and practical sessions aimed at dinghy, windsurfing and powerboating instructors. The training days cost just £15 which includes lunch.

Details	Date	Venue	Region	Contact
A great day afloat for instructors, Coaches and Trainers, from all schemes. Expert coaching, opportunities to try the latest equipment; broaden your knowledge and network with other instructors. You will be able to take part in a number of practical workshops with an emphasis on fun! There will also be updates from RYA Training and your Regional Development Officers. To book your place simply email the contact using the links on the right.	7 Feb	Hampden Park	Scotland	Pam Scott
	14 Feb	Bristol Corinthian Yacht Club	South West	Tony Wood
	15 Feb	Killyleagh Outdoor Education Centre	Northern Ireland	Mary Farrell
	21 Feb	Rutland Sailing Club	East Midlands	Gareth Brookes
	21 Feb	Plas Menai	Wales	Ruth Iliffe
	22 Feb	Bartley Sailing Club	West Midlands	Gareth Brookes
	22 Feb	Pembrokeshire Yacht Club	Wales	Ruth Iliffe
	7 Mar	Queen Mary Sailing Club	London and Thames Valley	Steve Mitchell
	8 Mar	Grafham Water Centre	East	Robbie Bell
	14 Mar	South Shields Sailing Club	North East	Sam Usher
	15 Mar	Pugneys Country Park	Yorkshire	Sam Usher
	21 Mar	Crosby Lakeside Adventure Centre	North West	Adam McGovern
	22 Mar	Noss Marina	South West	Tony Wood

RYA Exclusive benefits for our instructor members:

- » Brand new benefits from Andark and Nipper Skipper.
- » Discounts on Musto, Bolle, SLAM, OverBoard, Ocean Safety, Gill, OUREO Merino, Sebago, Exposure Marine torches and Spinlock products.
- » Special Instructor membership card, car and boat stickers.
- » Discounts on selected instructor courses

www.rya.org.uk/go/instructormembership

Plus our standard membership benefits:

- » Fighting your corner
- » Free unlimited boating advice
- » Money saving offers
- » RYA Magazine
- » Exclusive e-newsletters
- » Support your sport
- » RYA Shop discounts

In addition to these great benefits from the RYA, we have a range of offers and discounts from partner organisations. Here are just a few of our partners...



For more information on these and many more RYA offers and discounts see www.rya.org.uk/go/benefits

INSTRUCTOR MEMBERSHIP OFFER

2 years free! As an RYA Instructor you can receive five years membership for the price of three. Call the Membership Team on 0844 556 9556 for more information.