

Paul Wyeth



Dates for the Diary

28-29 January: RYA Raymarine Yachtmaster Instructor Conference

31 January: Copy date for April Wavelength. Send job ads or articles to wavelength@rya.org.uk

1 February: PW certificates – completion of switch to photo ID certificates. No more certificates issued by RYA HQ – see page 11

4-5 February: RYA Training Conference sponsored by Gallagher Heather

9 February: PPR course briefing for training centres – see page 12

February-March: Regional Instructor Conferences – see page 16

March-April: Cruising & Shorebased Scheme Briefings – see page 16

1 April: Powerboat Advanced – no more paper certificates to be issued – see page 11

1 April: Inland Waterways – no more paper certificates for sale – see page 11

1 April: Day and Coastal Skipper (practical) – no more paper certificates for sale. Use up your stock of paper certificates by April 2013 – see page 11

2 April: PPR course launched – see pages 12 and 15

In this issue...

January 2012

Sail and motor cruising 2

MOB, coaching tips and a real life rescue

Shorebased 5

Mix up your teaching, new shorebased slides, first aid changes

Powerboat, PW and inland waterways 6

Advanced and Intermediate pilotage and the revamped inland waterways instructor course

Dinghy and keelboat 7

Top cat tips from a top cat coach

Windsurfing 8

Do you need a change of tactics?

Racing 9

Ideas for video coaching and some very proud coaches

Safety management 10

Update on Whole Body Vibration and making meaningful Emergency Action Plans

Centre management 11

Certificate registration, running PPR, medical changes and marketing advice

Something for everyone 15

New PPR course, new staff and special offers

Around the UK 16

Regional news and information

Around the World 17

News from NZ and spreading the RYA word worldwide

Elsewhere in the RYA 18

Projects, initiatives and news from around the RYA

Jobs page 19

Jobs for the new season

HOT TOPIC!

New PPR course

Do you hold a commercial endorsement? Turn to page 15 for important information about your qualification.

From April 2012, a new online Professional Practices

and Responsibilities course comes into force for anyone applying for or renewing a commercial endorsement.

It is for any professional seafarer using an RYA certificate for their work on board, and aims to fill the gap in knowledge of the legal and regulatory requirements at sea. This course will help you find your way through the

myriad conventions, rules and documents that you need to be aware of.



KEEP IN TOUCH

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MOB – A variation on a theme

Man overboard (MOB) is one of those essential pieces of training that everyone does but which, at times, can become a little robotic in the way it is taught. The actual scenario for practicing MOB is generally pretty standard: beating to windward in a comfortable breeze in broad daylight, when over the side goes Bob! This is followed by initial actions, dousing of sail and the approach, and the finally the recovery on board and first aid procedures. It is all pretty straightforward, isn't it?

In the real world MOB doesn't always happen like that. How do you deal with the MOB who has slipped off the stern while you are moored in a river in a strong tidal stream? How do you respond to a MOB when sailing downwind under poled-out headsail and with the preventer on the main? What is the correct procedure for dealing with a

MOB who has slipped underneath the lifelines but is still clipped on to the boat while you are under way?

There is no one way of dealing with any of these. Each circumstance calls for a different solution, and the poor old skipper and crew will need to come up with that solution fast enough to be any use to the MOB.

As instructors we should be ensuring that we are not only teaching our students the set pieces of how to recover the MOB, but that we are also developing in them the ability to use their own judgement when a real MOB is not a text book example.

During a Fastnet qualifying race in summer 2011 there was a MOB incident that resulted in a fatality. The Marine Accident Investigation Branch carried out a thorough investigation, and as part of this process, interviewed the crew

from the yacht involved. Feedback from the crew showed that, despite having carried out MOB drills as a crew previously, none of their drills had prepared them for dealing with the situation they found themselves in.

Their skipper was on the bow in the dark and clipped on. Somehow he fell between the lower rail and the deck, ending up on the leeward side of the vessel. Once the crew identified where their crew mate was they were faced with the task of getting him back on board, in the dark and in a well developed seaway.

On this occasion it is unlikely that any action taken by the crew could have altered the final outcome of the incident. However, in listening to their feedback there are some valuable lessons for us to learn as instructors:

» The key message is to ensure

that when you are teaching man overboard manoeuvres, while the initial actions may well be encouraged to be robotic, the subsequent actions will require a high degree of judgement on the part of the nominated skipper.

» Who is the nominated skipper? If the skipper is the one who has gone overboard, who has been assigned to take charge?

Putting it bluntly, when teaching MOB, particularly on higher level courses, try to mix your scenarios up a bit. Light winds, heavier winds, upwind, downwind, in the dark, MOB floating free, MOB still clipped on, conscious casualty, unconscious casualty. The options are endless, and your ability to encourage your crew to problem solve themselves may well assist in saving someone's life in the event that they are faced with the real thing.

Expect the unexpected

Taking an exam has most of us sweating a little. The last thing you need is the added stress of having to deal with a real life emergency.

One candidate, Gareth Jackson, on his RYA Yachtmaster Offshore exam was the unlucky person to whom this actually happened.

While at anchor, Gareth was working through some theory questions with his examiner when a young lad fell overboard from a boat anchored some 100m uptide.

The lad was swept away from his boat by the tide, was not wearing a lifejacket and was obviously in serious difficulty. Those on board his own boat seemed to be making no visible effort to move.

While some might have scanned the horizon for Jeremy Beadle, or run a quick check for hidden cameras, Gareth and his crew weighed anchor immediately and manoeuvred towards the MOB. Gareth made good use of a life-ring with attached painter to get the

young man on board and then made a good skippering decision to alert the Coastguard because of the risk of secondary drowning.

The casualty was subsequently transferred to the nearby lifeboat station and then to a waiting ambulance, suffering from mild hypothermia and the effects of inhalation of seawater.

In the opinion of the ambulance crew, he had only minutes of survival time left due to the effects of cold-water shock and being

weighed down by heavy clothing. He was released from hospital 24 hours later and, without doubt, owes his life to the quick action of Gareth and his crew.

It transpired that the boat the lad fell from had another disabled vessel moored alongside and was therefore unable to move.

Gareth and his crew dealt with the incident in a fantastically professional manner. Gareth showed himself to be a great skipper.

Comfort • Stretch • Panic

A skipper and mentor of mine made a great point about vessel size: It's all relative. A 35 foot yacht can feel really big when you're trying to berth it in a tight spot with an eager crowd of onlookers waiting for you to mess up. The same yacht can feel small when you're being battered by a gale in the Bay of Biscay.

The change of perception is a result of how comfortable we are with the situation we are in. When instructing, it is essential we understand where our students are mentally.

What zone are you in?

The Comfort Zone is where we are, well, comfortable. It is the thing we like doing and are usually good at (at least in our own mind!). Although we like being here, it is not the place to learn.

To develop we need to push into the Stretch Zone. Judging how much we are stretching students is the real art of the instructor. Get it right and you build confidence and

improve ability. Get it wrong and you risk putting the student into the Panic Zone.

The Panic Zone is all-consuming and learning is not on the agenda. Once in the Panic Zone it is difficult to get out of it. It can blow confidence and affect skills that were once in the comfort zone.

Moving zones

A good course moves the student between the Comfort and Stretch Zones, avoiding panic at all costs. It's easy to see that heavy weather sailing may be exhilarating for one but frightening for another, but it is often at a much lower level that people edge into the Panic Zone.

I recently spoke with a student who was furious after booking a Competent Crew course for himself and his wife, only to find himself on a boat with two Day Skipper candidates. Based on his understanding of the world, a Competent Crew course would only involve Competent Crew students. You don't mix A-level and

GCSE students after all.

After a little explanation about how this works on board he was happy, and correctly suggested that it wasn't obvious that this was the case. His week on board the yacht was tarnished by the constant feeling that he had

been conned, wasting valuable brain power, rather than enjoying the learning.

So when you're next with students, look closely at their body language and face. Are they stretching, panicking or drifting around in comfort?



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Love your radar

With the extraordinary range of electronics now available at affordable prices, the helm position of even a fairly basic motor or sail cruiser has a range of displays, dials, gauges and gadgets that would have been inconceivable to the average boater of the last generation. **Ian Wilson**, RYA Examiner, Yachtmaster Instructor and Powerboat Trainer shares his thoughts.

We have become increasingly reliant on our technology, and driving a boat sometimes seems more like playing a video game – spending almost as much time looking at display screens as looking out of the window.

It creates an interesting dilemma for the instructor. We want people to be able to make good use of all the toys they've bought – but we also want them to be able to manage without them if they have to. So, typically, we concentrate on each of the various nav aids and focus on how to get the best out of each in turn.

One question that often leads to an interesting discussion before the big switch off is 'If you could only have one of all of these things, which would you choose?' The initial answer is often the GPS plotter, but that view tends to change to radar later.

Even though radar sets are getting cheaper, clearer and easier to use, there is still a level of skill needed for the operator.

Old fashioned green screens look daunting to the new user, and what appears to be a birds-eye view doesn't match what they see on the chart. Integrated systems that allow the radar picture to be overlaid on the plotter display help us to understand what we see, and allow us to experiment more with options of course-up (easy to identify what's ahead) or north-up display (easy to match against the paper chart), and with true motion or relative motion. But those are all choices to be made once the basics are understood.

So what basics should we be covering on practical cruising courses? New users need to work through radar right from switching the set on, to the correct sequence to set it up, and how to de-clutter.

Learning how to set up and interpret the display is the essential starting point. At this stage it can be useful to highlight the greater control they have when setting up the radar themselves, rather than relying on the auto functions. You cannot beat a demonstration – an



auto feature hides a small target, but allowing a small amount of clutter allows you to track that target.

Once they have a picture they understand, the real power of using radar starts, and the love grows as they learn how to use the EBL and VRM functions for assessing risk of collision, and pilotage. Again, practical demonstrations on the reliability, or not, of radar pilotage and collision avoidance techniques on clear sunny days help to build an appreciation of its correct use on not so sunny days.

Remember that while it's essential to understand each nav aid individually, a good skipper will seamlessly move between

instruments, picking the right tool for the job without falling into overreliance on any one of them.

Remember – learning how to use radar to its full extent is a big challenge on a practical course. If your students need more time to get to grips with it, don't forget to recommend the one-day radar course.

If your centre doesn't already offer this, all you need is a RYA Radar Instructor, a RYA approved computer simulation and suitable radar equipment on board an authorised vessel.

Further details of applying for recognition to run radar training can be found on the [website](http://www.rya.org.uk).

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Mix up your teaching

Which one are you?

Perhaps an unfair question as none of us are purely one or the other. 'One or the other of what?' I hear you cry. Well, we're talking learning styles here.

Visual learners

Visual learners prefer information delivered visually. They like a good picture or diagram. They are likely to say 'I see what you mean', will sit at the front of the class to get a good view, and make notes. Visual learners do not deal with question and answer sessions well.

Auditory learners

Auditory learners like a good listen. They will use phrases such as 'That doesn't sound right' and are often talkative, asking lots of questions in lessons. In contrast to the visual learners they perform well with question and answer sessions but find learning from reading difficult.

Kinaesthetic learners

Kinaesthetic learners need activity, and are easily distracted. Lengthy lectures are like a day in hell for these guys. Instead they need experiential and hands-on activity. They are the people who stand just a little too close to you in

conversation, or put a hand on your arm or shoulder. Only about 5% of the adult population are kinaesthetic learners.

But it's not that simple!

Just to keep us on our toes, people may lean towards different learning styles for different subjects. Therefore when delivering any lesson, be it in a classroom or on a boat, we should aim to deliver our message in all three forms: sound, sight and with activity. This increases the likelihood of the students relating to your topic, understanding the lesson and retaining the information.



New teaching slides

A long-awaited update of the old ROM1 shorebased slide pack will be on sale in February.

The slides will be available in both Microsoft PowerPoint and Apple Keynote formats, to suit both PC and Mac users. They will contain images and diagrams used in the course notes, in addition to new images to help you put together your own presentations for all sections of the shorebased navigation courses.

They may also prove useful for instructors running practical courses, to help explain some of the theoretical aspects of the syllabi.

The proposed price is £15 and you will be able to order them through your training centre's account.

Requirements for First Aid Instructors

Generally, the minimum personal first aid qualification required for RYA First Aid Instructors is the full three-day HSE First Aid at Work course.

The only people exempt from this are doctors and nurses who have recent appropriate acute experience, and paramedics.

However, attending a RYA First Aid Course before coming on the instructors course is highly recommended for these people in order to fully familiarise themselves with the course syllabus, and the level to which we teach first aid on RYA courses.

Once retired and no longer practising, doctors, nurses and paramedics will require a full first aid certificate after three years.

Full information on becoming a RYA First Aid Instructor is on the website in the **Courses and Training** section.

SRC Conference

16 April, 9am to 5pm at the Rose Bowl, Southampton

We are proud to announce that Standard Horizon will be sponsoring this event and will be present during the conference with their latest equipment.

The objective of the conference is to provide an update on the SRC course, and give an opportunity

for SRC Assessors to discuss various topics and give us their feedback and thoughts.

This is a great opportunity to get hands on practice with the latest developments in both fixed and portable VHF/DSC equipment, and to be involved in the re-shaping of future SRC training.

Booking forms will be sent soon.

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Inland waterways instructor course revamp

The Inland Waterways Helmsman Instructor course has been extended to two days, bringing it more in line with instructor training in other disciplines.

This is proving a great success with course candidates and we feel we are seeing more rounded instructors emerging from the process. Candidates now have more time to learn about teaching the IW course on day one, and then get the chance to practice teaching real students during the moderation on day two.

Jan took the instructor course recently and is enthusiastic about the new approach: *'I was totally impressed with the amount we learned on the two-day course and feel well equipped to progress with my instructing through the support of an established centre. The knowledge that my own boat handling skills were thoroughly tested gives me extra confidence in the credibility of the qualification.'*



Want to take the course?

Inland Waterways Instructors need a wide experience and knowledge on the inland waters of the UK, preferably on a variety of craft. Prior to the instructor course, candidates must hold the following certificates:

- » RYA Inland Waterways Helmsman's certificate
- » Up to date first aid certificate
- » Marine Radio Operators SRC or the old VHF Operators Certificate

More details on the course can be found on the [website](#).



Advanced and intermediate pilotage

Students on Intermediate and Advanced powerboat courses should already be experienced boaters, but they want to go further afield. To do this, by the end of their course, they will need a good practical grasp of a variety of pilotage methods. **Rachel Andrews** suggests a few ways to make sure that's what you give them.

Speed-time-distance is a starting point and gets us to the general area, but is too basic when used alone at this level of navigation. An over-reliance on its accuracy leaves students disappointed when their plan doesn't work. Add a back bearing and this will take account of tide, keeping us on the correct line of approach. Use a transit or a depth contour and we can hone the accuracy.

Pilotage techniques taught on Intermediate and Advanced courses should include:

- » Transits
- » Back bearings, head bearings and cross bearings
- » Leading lights and bearings
- » Clearing lines and bearings
- » Contours
- » Depth
- » Speed, time and distance

- » Radar ranges and bearings (if the vessel is fitted with one)
- » Three point fix
- » Sector lights

On Advanced courses, these techniques should be taught and practiced both in the day time and during night navigation exercises.

When planning how to get your students to navigate, choose a feature such as a lat/long (daylight hours), an unlit object (at night) or a spot depth (day or night) on the chart which lends itself to multiple methods. A good example would be a spot depth which has a transit and a back bearing, or a post located on a contour line with a transit.

Remember, the beauty of using either a transit or a back/head-bearing is that keeping it in line counteracts the tidal effect.



PW training on superyachts

The Introduction to PW Safety course was first introduced in 2008 to cater for charter yacht guests using PWs for a few days during their vacation and who just need some basic on-the-spot safety and driving training that is recognised by the local port authorities. The course is delivered by RYA PW instructors on board superyachts that hold RYA recognition.

From the start, this was a popular course as previously there was no recognised training or certification for these people. Participation in the course has grown year on year and, through 2011, the number of superyachts recognised to run the course has almost doubled to 180.

We expect the scheme to continue to grow in popularity over the coming years.

Top cat tips

In the previous edition of [Wavelength](#) we looked at tacking fundamentals for catamarans. Now we're moving on to gybing skills. Whether you are a multihull instructor or just a cat sailor in need of advice, we hope you will find these tips from Windsport coach and cat guru, [Brian Phipps](#), helpful.

The great thing about gybing a multihull is that you can guarantee it will happen! The skill is in making sure it happens under your control.

First, a few basics for the briefing:

- » Gybing starts when the downwind indicator moves forward of 90° across the boat.
- » A constant turning arc is key to a smooth gybe.
- » Changing hands before the mainsail gybes across helps you be ready and prepared for the new course.

Pointers for the dry land session

Helmsman

- » Initiate the turn before moving across the boat.
- » Move as soon as the downwind indicator goes forward of 90°, but maintain the turn.

Downwind tell-tale position at start of gybe 90° across boat



- » Helm should be kneeling, facing the mainsheet with hands changed before the gybe takes place.

Helm position at start of gybe



- » Encourage the falls when they want to cross to the new side

and check them to reduce the shock.

Checking mainsheet falls as mainsail crosses and starting to centre rudders



- » Straighten the rudders when the mainsail starts to cross.

Crew

- » Move to the middle of the boat as the jib collapses in the gybe.
- » Take the new sheet with you as you cross the boat.
- » Gybe the jib and have it set before the mainsail crosses.
- » Balance the boat as the mainsail crosses to the new side.

What can go wrong?

- » Helm or crew moving across the boat before starting the turn.
- » Placing the tiller hand too far along the tiller extension, causing steering problems during the turn.
- » Being too slow to cross to the new side and change hands in preparation of the gybe.
- » Changing hands on the tiller extension causing the tiller to go underhand rather than dagger grip.
- » Not maintaining a constant rudder turning arc.
- » Dropping the mainsheet in the gybe.

Taking it on the water

- » Encourage slow gybes to begin with, giving time to get the

techniques and positioning sorted.

- » Check the helm is in the right position when the gybe takes place.

Platform heading directly downwind hands changed, helm in position waiting for gybe.



- » Encourage straightening the rudder during the manoeuvre at the correct time.
- » Build up the flow as techniques give way to skills.
- » If the rudders have been straightened at the right time the downwind indicator will

be at 90° to the boat when the mainsail powers up.

Settled down on new gybe looking forward to downwind tell-tale checking it is 90° across platform.



Teaching tacking and gybing catamarans is not hard. It's just different. If you get the opportunity to sail with an experienced catamaran instructor who can demonstrate good techniques, have a go, share ideas and enjoy it!



A beautifully controlled gybe



Tactics over technique

Certain windsurfing moves often become huge barriers to our students' progression. No matter which technique they try – whether it's getting lower, using their head or committing more – it seems that when it works it's more by luck than judgment. Sam Ross, RYA Windsurfing Trainer looks at how you can improve your students' performance.

If you speak to a racer and ask them how to go faster round a course, they will tell you it has less to do with luck and more to do with tactics. Rarely will they put the cause of a poor result down to technique and will blame the tactical element instead. This is an approach we can take with our students.

Often they may be using the correct technique but at the wrong time. For example, they may be stepping around the front of the tack too early or going into a gybe across the wind rather than broader.

Clew first sailing and, more notably, the rig flip is suspect number one in this category. No matter how many light wind flips they try it is still super hard in strong wind. The good news is it has nothing to do with

poor technique. All that's needed is a change of tactics.

Heli tacks, clew first water starts, gybes of every flavour and spocks can all end in flames as the rig is ripped from our fingers. The rig flip is well documented and the tip of moving the hand to the boom clamp when flipping is one of the best out there. However this is technique. What's our tactical problem?

Think about it: On which point



Ant Baker

of sail does the rig have the most power in it? The answer is a broad reach. But what about when we are clew first? It's the opposite! The closer to the wind we are clew first, the more pressure in the clew. So, if we release the rig the result normally ends in a crash.

So we need to teach our students to flip the rig when they are off the wind. As soon as they come round to a beam reach in a bit of breeze, it will be incredibly hard to control. The heli tack is a great example. Sailors often try to force the rig through the wind, only to have it ripped out of their hands. The gybe is another - hanging on too long to stabilize leaves them unable to flip the rig in control.

So, once the basic skill is understood, the key is 'when' rather than 'how'.

Teach your students to stay off

the wind for no pressure rig rotation. Before we start tampering with a technique that's not too bad, we need to make sure we don't miss tactical errors that can be easily fixed by suggesting they wait longer, change course or order of moves, or even going for something a little earlier.

RYA Race Trainers Course

We are inviting all existing Windsurfing Trainers to a two day training opportunity, aimed at those who would like to deliver the RYA Start Race Instructor course, an endorsement to the Start Windsurfing Instructors Award. The qualification is aimed at instructors who are wishing to run the Start Windsurfing Race Syllabus to adults or children, or Team15 activity.

You are not required to have any race experience to attend the course, just enthusiasm and an ability to have fun! It will be a very hands-on course, enabling us to create exactly what is required by the end of the two days.

Windsurfing Trainers who are already able to run this course should also attend if they wish to continue their Race Trainers eligibility, to ensure consistency in the delivery of this qualification.

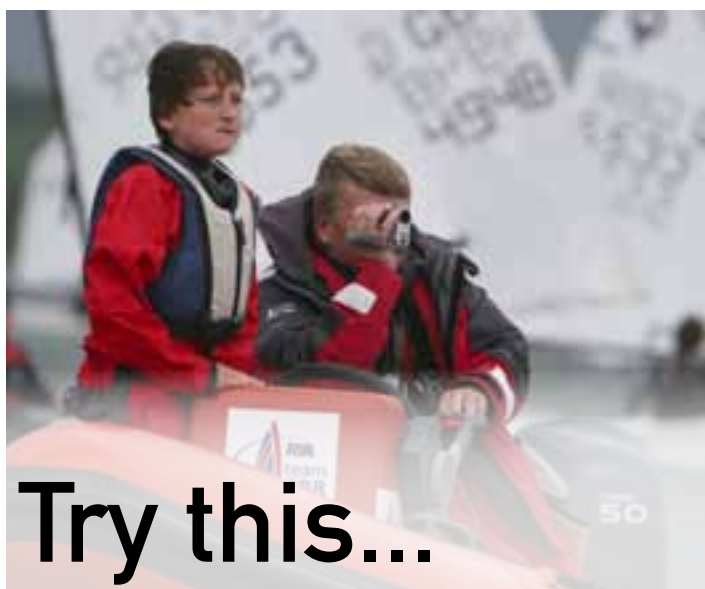
The course will cover:

- » the current syllabus
- » practical and theory exercises and sessions
- » course programming
- » course criteria
- » equipment
- » presentations

The course is being held on 12-13 April at Osprey Training Centre in Weymouth and will cost £150 for RYA members or £190 for non-members.

Accommodation and meals are not included, however details of local accommodation can be provided. For any queries or to book a place, email dawn.seymour@rya.org.uk or call 023 8060 4186. Places are limited and the closing date is 19 March.





Try this...

Video is a great coaching tool and has helped to improve the learning of many sailors. However techniques move on and simply playing video back to sailors is not enough. It's far too passive. Dave Mellor shares two simple ideas for making video more interactive.

Video exemplars

Before a training session ask each sailor to produce a short video of their best...let's say leeward mark rounding for this example. Collect all the videos, show the whole group the three best examples and ask them to watch them before the training session.

At the training session ask the group to discuss what they thought were the important or best features of all three examples. The sailors who featured in the examples should be involved in this discussion, as it should be focused on the process, not the individuals' skill or ability.

When you have received all the sailors' views they can reveal why they thought the examples were so good.

Video analysis

This activity is usually best done in small groups.

Select a sample of, say, five videos of windy weather gybes. Ask the sailors to analyse each gybe and select strengths and areas for improvement.

Next ask the sailors if some of the gybes are better than the others (to which they always say 'yes!'), ask them to rank them in order. Each group must report back to the whole group, giving reasons for their views. An important point here is to avoid evaluating or giving your own opinion while the groups



are feeding back their views. To do so would give away the correct answers and any groups that have not fed-back would have a much easier task – this is called Poker Face! Keep them guessing by collecting all the views first.

Once all the views have been shared, use them to form a scoring matrix (criteria for success) for windy weather gybes. This is not a democratic process! Use your knowledge to shape the discussion and ensure the scoring matrix captures the key elements of the topic. Sailors then select part or parts of the process they see as their areas for improvement (windy weather gybes in this example), in turn sharing their goals with the coach.

Sports Coach UK Coaching Awards

After a series of fantastic results and inspiring coaching, we are delighted to announce that Oli Woodcock, Matt Howard and Peter Walker were all shortlisted for the final of the Sports Coach UK Coaching Awards in November.



Peter Walker

Oli went on to win his category.

The competition was very strong with over 300 nominations from more than 30 sports.



Oli Woodcock

BBC Sports Personality of the Year Coach of the Year Award

Following his place in the final of the Sports Coach UK Coaching Awards, Matt Howard was nominated for Coach of the Year at the BBC Sports Personality of the Year Awards in December.

This recognition follows what has been a stunning year for Matt, culminating in coaching the current World and European Champions and World Ranked number 1 and 2.

He was up against some impressive competition with names such as Andy Flower (England Cricket Coach) and Malcolm Arnold (Senior Performance Coach for UK Athletics).

In true awards style, Matt was away in New Zealand coaching



Matt Howard

on the night of the awards – that's commitment to the job for you!

Whole Body Vibration

In recent years RYA training has actively engaged with the MCA, MAIB and other organisations to better understand and communicate the effects of Whole Body Vibration (WBV) on the crew and passengers of small high speed craft. **Paul Mara, RYA Training Adviser**, explains the background and gives an update on current best practice.



Initially, studies carried out were aimed at the commercial sector but the results apply equally to all forms of planing or semi-planing powerboating.

In 2009, the RYA published its 'Guidance for Passenger Safety on Small High Speed Commercial Craft'.

More recently the MCA has issued a more general Marine Guidance Note, MGN436 *WHOLE-BODY VIBRATION: Guidance on Mitigating Against the Effects of Shocks and Impacts on Small Vessels*. This is an essential read for all involved with

the operation of planing and semi-planing boats. It addresses the causes of injuries in small (predominantly) powerboats and advises on how best to reduce the risk of injuries to you, your passengers and students.

Current research suggests that no definitive design of craft or seating guarantees to mitigate all the effects of WBV.

Many RIBs operated by training centres and clubs do not have dedicated seats for all those on board and therefore require passengers to sit on the inflatable

collar. At low, non-planing speeds in appropriate circumstances this can be managed quite safely. However, at speed and/or on the plane, it is essential to take the following advice:

'An upright posture, with the spine in neutral alignment (natural 'S' shape) should be maintained while facing in the direction of travel, ie sitting or standing sideways generally results in the occupant adopting a twisted spine, thus increasing the stress on the spine and increasing the risk of injury.'

Instructors delivering Powerboat Level 2 courses should be mindful of this advice when considering their planing speed operations. Intermediate and Advanced courses require more time at planing speeds and so are more affected by the need for adequate seating and handholds.

Check these two documents for more information on how to mitigate the effects of WBV: **MGN 436** and the **RYA Guidance for Passenger Safety on Small High-Speed Commercial Craft**.

Making Emergency Action Plans work

Writing operational documents and risk assessments can be laborious. However, having composed such vital documents, it is essential to review them regularly and familiarise those who will be working with them. Failure to do so may mean that only three people read your hard work: You (when writing), the RYA Inspector (annually), and a barrister (in the case of an accident). Let's make sure this isn't the case.

A recent MAIB report on a fatal accident at a waterpark (not an RYA centre) highlighted some areas of emergency action planning that all clubs and centres could benefit from. A key area was poor communication around the park, meaning one ambulance was misdirected and another was obstructed by parked cars.

In the event of an accident, it is vital that everyone knows what to do, and how to follow the Emergency Action Plan (EAP). It should include:

1. actions to be taken immediately on the scene of the accident
2. raising the alarm - how to summon help from the centre/

3. what to do while help is on its way
4. the logistics of getting the professionals to the casualty
5. reporting the accident and the aftermath.

Consider a flow chart for instructors kept in the safety pack on board the safety boats. Make sure the writing is big and clear so it is easy to read quickly.

Plan where to meet the

emergency services, and how to keep access routes free at all times, not just when there's been an accident.

Expecting everyone to know their role, and being sure they do it are completely different things. The chances of the EAP working as intended can be increased in a variety of ways, including:

- » regular refresher training
- » displaying them prominently and including in safety packs

» making sure any changes are communicated to everyone. Unfortunately accidents will happen from time to time and it is essential to focus on what to do in an emergency, as well as on preventing it in the first place.

A good starting point for advice on developing your EAP is your RYA inspector during your annual inspection. You can also contact your RDO or the relevant Chief Instructor at RYA Training.

Emergency action plan example

GROUP LEADER

Arrange for emergency services to be contacted via:

- » Issue a standard Mayday call on VHF Ch16
- » Telephone 999 for Coastguard, Ambulance or Fire Service
- » Contact the centre (mobile / VHF Ch**)

Make sure you have the following information:

- » Who you are and your group's name
- » What the problem is
- » Where you are (location)
- » How many are involved
- » When it happened
- » How the centre can help

BASE

Record all details in an incident Log

Ask:

- Name of instructor and group
- Nature of problem/injuries
- Where the group is now
- How many people are involved
- When it happened

Explain what you are going to do

Contact:

- Emergency services – Coastguard, Fire, Ambulance, Police
- Inform senior member of staff
- Maintain a listening watch on VHF, relay information to the group leader

Organise:

- Help and assistance from staff

SENIOR INCIDENT OFFICER

(most senior member of staff on site)

Inform:

- » Chief instructor
- » Centre principal
- » RYA Training
- » School concerned
- » Parents or next of kin

Duties:

- » Ensure safety of the party from unwanted attention
- » Comfort and arrange for evacuation

DO NOT MAKE ANY STATEMENTS TO THE PRESS OR MEDIA. OR ALLOW ANYONE ELSE TO MAKE STATEMENTS

"Please contact _____, Public Relations Team phone no. _____. Thank you."

Online certificate registration

In preparation for the final batch of certificates to transfer to online registration in April, here is a full rundown on the whys and wherefores of the system.

What we are trying to achieve

- ✓ A central, auditable record of people who hold RYA qualifications, which is less open to fraud than the old system – especially important for qualifications that are used commercially.
- ✓ A more professional, attractive style of certificate for students which will carry more credibility.
- ✓ The ability to provide a high level of customer service to students requiring replacement certificates when centres have either closed or failed to maintain adequate records to verify the candidate has completed a course with them.

What we are NOT trying to achieve

- ✗ Use of your centre's data for the purposes of third party marketing – we don't sell or pass on RYA data to other companies.
- ✗ Sharing details of your customers with other training centres.

Why do we have to collect all this data?

The creation of a central, auditable record of qualification holders requires collecting enough data so that, if a qualification needs to be verified at a later date, we have a complete record of the holder. We also need to match the qualifications gained to any existing records students may have with us as an RYA member or customer, to avoid duplication of data.

We ask for the minimum amount of information from training centres to enable these two processes to happen.

Data protection

We are all subject to data protection laws and our online registration process is compliant. Is your centre compliant too? In our FAQs for the online registration

system we offer advice on obtaining consent for collecting personal data from students.

As a minimum, data that is collected as part of your booking process should include a statement such as:

'Data Protection Act 1998. The above information including the questions as to your health and ability will be used by us to process your booking for the course and for attending to your safety whilst you are on one of our courses. We shall also include your name and address on our mailing list. If you do not want to receive details of future courses and events please tick here ___.'

In addition, for the online registration system, you should include the following to enable you to pass client details to us online:

'Names and addresses of candidates for RYA courses will be shared with the RYA for the purposes of registering your certificate. If you object please tick here ___'. The data

will not be shared with any third party for marketing or commercial purposes without first obtaining your explicit consent.'

If a client won't share their data, contact us and we will work out the best solution on an individual basis.

What's next?

The final sets of certificates to become part of the online registration system are Inland Waterways Helmsman and the Practical Day Skipper and Coastal Skipper certificates. Online registration for these will start at the beginning of April, with a phase in period to the end of March 2013.

The 'to do' list

Principals of Powerboat, PW, Inland Waterways and Cruising centres please make sure you have done the following by the 'full implementation' date shown in the timetable:

- » Used up/destroyed any remaining stock of paper certificates
- » Added the data protection statement to your booking forms
- » Built the cost of the photo ID Certificates into your course prices.
- » Created an account on www.rya.org.uk/go/register so that you can register your first batch of photo ID certificates.

As the implementation dates get nearer we will write to the centres concerned with full instructions on how to register certificates.

Note: certificates must be awarded on successful completion of a course.

Note for cruising centres

Some centres have already switched to using photo ID cruising certificates and, at the moment, those certificates do not have to be registered online. That will change in April. From April 2012 any photo ID certificates issued must be registered.

Implementation timetable

Certificate	Introduction date: <i>No more paper certificates sold by RYA</i>	Transition period: <i>Training centres issue either paper or photo ID certificates</i>	Full implementation date: <i>Only photo ID certificates to be issued and registered by centres</i>
Powerboat Level 2	Already fully implemented. Paper certificates obsolete from 1 April 2011. Only registered photo ID certificates are valid from 1 April 2011 onwards.		
Powerboat Advanced	May 2011	May 2011 to 31 March 2012	1 April 2012
Personal Watercraft	N/A	August 2011 to 31 Jan 2012	1 Feb 2012 no more PW certificates will be issued at RYA HQ
Inland Waterways	31 March 2012	1 April 2012 to 31 March 2013	1 April 2013
Day Skipper Sail			
Day Skipper Motor			
Coastal Skipper Sail			
Coastal Skipper Motor			

Photo ID certificate prices

Certificate	Order code	Packaging	Price	Available
Powerboat Level 2	PBPP	Single certificate packed with a Start Powerboating Handbook	£8 per pack	Now
Personal Watercraft	PWCP	Single certificate packed with a PW Handbook	£8 per pack	Now
Inland Waterways	IWCP	Single certificate packed with an Inland Waterways Handbook	£10 per pack	April
Powerboat Advanced	PA	Available now as single certificates instead of packs of 10	£5 per certificate	Now
Day Skipper Sail	DSSP			
Day Skipper Motor	DSMP			
Coastal Skipper Sail	CSSP			
Coastal Skipper Motor	CSMP			

Professional Practices and Responsibilities

On page 15 you can read about our new Professional Practices and Responsibilities (PPR) course and the implications for anyone on your staff who holds or applies for a commercial endorsement.

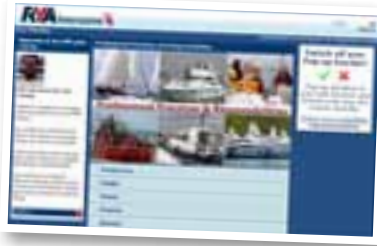
This new online course is being launched on 2 April 2012, and will be offered by training centres using the RYA Interactive eLearning site.

If you are interested in your centre becoming recognised to offer this new course, full details of the conditions of recognition can be found on our [website](#), along with the relevant application form.

Briefly, conditions for offering the PPR course include but are not limited to:

- » The centre must be a RYA recognised training centre for shorebased courses.
- » The centre must have a nominated RYA Yachtmaster Instructor or Advanced Powerboat Instructor, who also holds a commercial endorsement and has taken the PPR course themselves, as a point of contact for course students.
- » The amount of qualified instructional help available to students must be scalable to cope with the maximum student numbers that can be accepted by the centre.
- » A system for monitoring and communicating with the students regarding progress through the course must be in place.
- » The course must be offered to students at the standard retail price.

This promises to be a great course filling a huge gap in the education currently given to professional seafarers. Because of the very specific market, it is important that centres and instructors offering the course are well-versed in the legal and regulatory requirements of the commercial maritime industry.



Timetable

The course was tested by a selection of industry experts and newcomers before Christmas and changes resulting from those tests are being made right now.

February 9: Briefing at the RYA for training centres interested in offering the PPR course. If you would like to attend please email interactive@rya.org.uk. This is not compulsory for recognition, but will give you a better insight to the course and how it will be run. Information will also be given at various regional instructor meetings and conferences in the lead up to the launch in April.

February onwards: Training centres can apply for recognition to run the course. Their nominated instructor(s) need to complete the PPR course themselves before recognition is granted.

March onwards: The course will be open to the instructors at centres applying for recognition.

2 April 2012: The course will be launched and become a requirement for anyone applying for a commercial endorsement.

1 June 2012: The course will become a requirement for people renewing their commercial endorsement.

Cost

The costs associated with gaining recognition are explained on the [website](#). The cost payable by students will be fixed at £31 plus VAT, which will be payable to the RYA with a portion passed back to the training centre that they take the course through. We have made the decision to fix the price in order to keep it at a manageable level for the students.

www.rya.org.uk/go/professional

Medicals

All instructors have a duty of care to their students to make sure they are not teaching with a known medical condition that could affect their ability to do the job safely.

We are introducing a clearer process to identify potential medical problems and make sure that instructors are fit for the role they are undertaking.

New instructors

In the small boat schemes (all practical training schemes except cruising), when an instructor passes their instructor course, a record card is completed by their coach or trainer. The health declaration on the card is being updated to:

'I declare that I am not suffering from any physical or mental impairment which has an adverse effect on my ability to properly discharge my duty of care as an instructor. I undertake to inform the RYA if this changes and agree to submit to a medical examination if requested by the RYA.'

If an instructor is unable to sign the health declaration, or highlights a health problem on the record card, they will be asked to complete a medical questionnaire and return it to the RYA, giving permission for us to disclose the details to our medical advisor and, if necessary, to request a medical examination.

After assessment by the RYA doctor a decision will be made as to whether the instructor is fit to instruct. Where a condition is a temporary one, an agreed date for review will be set so that the situation can be reassessed.

What centres need to do

In order for this process to be user-friendly for instructor candidates, these medical questions should be provided to the instructor candidate at the time the course is booked and should be collected well before the instructor training course. If this is done, we can help prevent candidates wasting their time and money on the course if they are clearly not eligible to

become an instructor due to a specific condition or health issue.

If your centre organises instructor courses, please make sure you include the statement shown above on your instructor course booking forms, and ask candidates to return the booking as early as possible to ensure it can be followed up.

Please also destroy any existing stock of instructor record cards and request the new version prior to your next course.

Revalidating instructors

The same medical declaration will be added to the revalidation forms so, if there has been any change to an instructor's health, they can give us the details and we can make an assessment of their ongoing ability to carry out their role.

Commercial endorsement holders

Anyone who holds a commercial endorsement must ensure that they always have a current medical certificate while working in a commercial capacity. They must also notify us of any change in their health that is likely to impact on their ability to work under this commercial endorsement.

RYA cruising scheme training centres

Principals and chief instructors, when taking copies of certificates of competence and instructor qualifications, should be checking for any restrictions to commercial endorsements. If a restriction is indicated, check the relevant section of the ML5 medical form to determine whether this restriction will impact the intended work you are using the instructor for. If necessary you may need to discuss with the instructor how the training may be delivered while still complying with the restriction.

Instructors with restrictions on their commercial endorsements are required to inform their centre's principal and ensure they are complying with those restrictions at all times.

RUN TRAINING OR EVENTS? WANT TO GROW?

Online Events and Course Booking Service For All Watersports:

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- **Improve** customer retention through targeted marketing
- **Reduce** time spent on administration

www.ravensbay.co.uk



RavensBay



ONLINE BOOKING FOR THE SPORTS INDUSTRY

Don't talk to yourself

In the Spring 2011 issue of **Wavelength** we looked at identifying your customers – finding out the type of person they are and offering them appropriate opportunities to get on the water at your centre. Now **Samantha Clarke**, centre principal, inspector, trainer and business mentor explains how you can use free marketing techniques to reach those customers and spread the word.

Some useful lessons in free marketing

Some may see the likes of Facebook and Twitter as being for the young, but it can also be a useful tool for your business. The quickest growing user group is the 'silver surfers'. Whoever your customers are, use social media to best advantage.

What is social media?

Facebook, Twitter, LinkedIn, YouTube, Blogs... the list goes on. Don't be scared off - get your children or grandchildren to show you and you'll soon get the hang of them.

Facebook



Think of Facebook as your 'business casual'. Its main use is for business to customer communication.

LinkedIn



Treat LinkedIn as your professional 'business suit'. The aim should be business to business communication.

Twitter



Twitter can be your 'business cocktail hour'. It's sociable, and 'twittering' is pure conversation.

You don't have to use exactly those three social media sites but, using the three distinct approaches to communication, build your network of connections.

Remember, without an audience you are just talking to yourself.

A job worth doing

If good honest people are spending their hard earned cash on training and then telling their friends about it, it is worthwhile spending our own hard earned cash getting the message out about that training.

Put yourself in the mind of a student looking for training. What would you look for? What are people saying about your centre and your training? Are you listening?

Common mistakes

Selling rather than engaging:

Social media is not about selling online. Instead, customers want engagement. Think of social media as 'word of mouth' networking.

Lack of planning:

The principles of marketing haven't changed, so remember to plan your social networking. Don't just jump in feet first - consider your market and objectives. Is social networking right for your market and right for you? If not, find another way to engage.

Spreading yourself too thin:

There are over 350 different social networking sites, so make sure you do some research before you dive in. Which sites is your target market using? It's better to have a valued presence on one or two relevant sites than a poor presence on 20 sites. Remember, quality not quantity.

Empty online profiles:

Your online profile can make or break your social networking success so do it well and include links to your own company website or blog. This helps your

customer learn more about you and improves your search engine ranking so people find you online more easily.

Use links in your content. This not only makes it easier for a potential customer to get to a particular site, but Google and other search engines love back links and also give recognition to the sites that you maybe referring to that aren't yours.

Not remembering the 3 Ps:

Patience, participation and personalization.

Not having fun!

Social networking should be fun. If you're not enjoying it, this medium may not be for you.

The RYA website offers lots of advice on understanding your customers and using social media, and the advice is constantly being updated.

Market Segmentation is a process that builds a profile of potential customers, allowing you to better understand who your different customer types are, and where they are located. See www.rya.org.uk/go/kyc.

The RYA Guide to using Social Media offers advice for RYA Clubs and Training Centres communicating with adults and can be found at www.rya.org.uk/go/gsm.

We are also producing a range of short promotional videos that RYA centres can personalise to target particular markets and use on their websites/Facebook pages.

Weil's disease

Following an incident of Weil's disease at one of our training centres in the summer, we'd like to remind centres of the advice that is available on our website.

You can download a copy of **Guidance Note: Leptospirosis/Weil's Disease** which explains the illness and gives information on how to prevent it.

Rising postal costs

Due to increased postal costs it has unfortunately been necessary for us to increase the charge for orders through your centre's account. The charge is now £4.50 per 30kg, or part thereof.

To minimise the impact on your costs, please make sure you batch together items into one order as much as possible.

Returning stock

From February 2012 we will require the relevant invoice number to accompany any returned stock. This is because we are looking to offer bundles which will be financially attractive to training centres.

Further information will follow soon.

Do the dredging – quick!

We are advising centres and clubs that need to undertake any required maintenance or navigational dredging activity to do so before 1 April 2012.

This is because as of 1 April 2012 all maintenance and navigational dredging activity will require consent through a marine licence and may attract a fee that could be disproportionate to the level of activity being undertaken.

More information can be found on the [website](http://www.rya.org.uk).

New course for commercial skippers and crew

From April, anyone applying for or renewing a commercial endorsement through the RYA will need to take a new online course – Professional Practices and Responsibilities (PPR).

As a holder of an RYA Certificate of Competence you have been tested on your skippering skills, but you are unlikely to have had any training in the legal and regulatory side of the professional marine world.

SOLAS Chapter V, COSWoP, MARPOL, Flag State and Port State Authorities are all things that a commercial seafarer is expected

to understand and comply with. As well as instructing, you could be doing anything from delivering a new 35' yacht for its owner or driving a workboat, to running a superyacht.

Whatever your job is, in the commercial world you are a professional seafarer and you have a duty of care to crew, passengers, and other water users. You will be held to account if things go wrong.

What's in the course

The PPR course will be run online through training centres using the RYA Interactive eLearning site. It will cover the legal framework and your status as a commercial operator. While we can't teach the specific rules for every type of operation, the course will help you understand and execute your duty of care, and give you principles,

guidance and techniques to make the right choices and decisions.

Timing

2 April 2012: PPR required for all new commercial endorsement applicants, and optional for renewals.
1 June 2012: PPR required for all commercial endorsement renewals.

Note: A reduced version of PPR will be required at each subsequent renewal, but NOT each time you renew your medical if that has to be done more regularly.

Cost

The online course will cost £31 plus VAT.

See www.rya.org.uk/go/professional for more details.

If you are interested in your centre gaining recognition to offer this new course, go to page 12 for more details.

RYA Commercial Regulations for small vessels

Available March
Order code: G105
Retail price: £11.99

The official guide to the regulations for small commercial boats. This book is the perfect companion for the course and provides useful background reading for researching the subject further.



Instructor offers

Don't forget that RYA instructors who are also members of the RYA can receive great discounts on items such as Bollé sunglasses, Musto personalised clothing, Spinlock lifejackets etc.

If you are a member and have not yet registered on our website, you may be missing out.

Go to www.rya.org.uk, look at the top right corner of the screen and click 'sign in' if you already have an account, or click 'register' if you haven't yet registered.



Welcome...

...to Helen Byrne

Following Barbara Vincent's retirement, Helen has taken over managing the bookings for Yachtmaster Instructor courses and updates, and the various types of shorebased instructor courses.

Helen works part time and can be contacted on 023 8060 4174 or helen.byrne@rya.org.uk.



...and welcome back to Paul Mara

We are pleased that after almost three years away from RYA Training following a serious back injury, Paul Mara re-joins us as Training Adviser. Paul will be working on a variety of special projects using his vast expertise within the marine industry. He is working part time from home, but is not involved in the day-to-day running of any of the schemes.



We're always looking at ways to improve the training on offer, but how can we be sure that it's hitting the right spot?

To make sure we gain a balanced view of what's desired by the students and what works for the training centres, we are running a survey. We want as many people from as many backgrounds as possible to take part and give us their views. The survey is anonymous and is open until the end of April.

Help us shape the future of RYA training by going to www.ryainteractive.org and following the links to the survey.

One lucky respondent will receive a selection of eight RYA publications





Goodbye from Suzie Blair

After four and a half years as RDO for the North East and Yorkshire, Suzie Blair is heading off into the Turkish sunset. She says a fond farewell...

I've had a fantastic, eventful time in post as the RDO for the North East and Yorkshire. While I'm very sad to be leaving a job I love and a great team of people that I have thoroughly enjoyed working with, I am equally excited about a new life and adventures in Turkey.

Watching the OnBoard and More Adults Sailing More Often programmes take shape and develop has been so rewarding - a massive thank you to Liz, Helen, Steve and David for all their support and dedication. We may have a small team up North but what we lack in numbers, we more than make up for in passion!

The other highlights without doubt have been the Instructors Conferences and End of Season Blasts - it's been a privilege to have the opportunity to help develop the skills and knowledge of so many instructors.

I want to take this time to thank everyone in the North East and Yorkshire for their support and company over the last four years. I've struggled to master Geordie and Yorkshire in that time, so let's hope my Turkish will advance faster!

Regional contacts

Click to find your region's contacts..

East	South West	Channels Islands
Midlands	Thames Valley and London	Army
North East and Yorkshire	Northern Ireland	Navy
North West	Scotland	RAF
South and South East	Wales	Sea Cadets

Hello from Adam



Adam McGovern will be taking over from Suzie as RDO for the North East and Yorkshire. He

will bring considerable experience to the post through his previous work with RYA Scotland and as an

OnBoard Officer and a Regional Club Coach.

Adam has sailed since he was six years old, starting in a mirror dinghy at his local club, and going on to compete in various classes including Lasers, GP14s, Merlin Rockets and RS200s. He is a Dinghy Coach Assessor and Windsurfing and Powerboating Instructor.



inspire • celebrate • support

The London 2012 Games will provide us with the perfect opportunity to promote sailing and truly inspire even more people to get out on the water and have a great time.

The RYA's **Sail for Gold programme** got off to a great start with over 500 clubs and centres signed up. Don't miss your opportunity to be part of it - **sign up today** and receive your 2012 kit.

2012 events and activities

9 June: Skandia Sail for Gold Regatta medal race day. Why not run a Sail for Gold event at your club/centre to coincide with this exciting Olympic and Paralympic classes event?

21 July: RYA Push the Boat

Out day. Find out how you can get your club, centre or marina involved.

May to July: Don't miss the **Olympic torch relay** arriving in your area - hold a special event at your centre to celebrate.

May to October: Sail for Gold **Have a go sessions.** Inspire people to get out on the water at your venue.

Sail for Gold photo gallery

Take a look at some of the Sail for Gold activities and events held last year in our new **Sail for Gold photo gallery.**

Dates for your diary

Regional instructor conferences

18 February: South West
18-19 February: Wales
19 February: Northern Ireland
25 February: East Midlands
25-26 February: Scotland
26 February: West Midlands
10 March: North East
10 March: North West
11 March: East
18 March: Yorkshire & Humberside
24 March: Thames Valley & London
24-25 March: South & South East

For further details or to book your place, contact your RDO.

Cruising & Shorebased Scheme Briefings

8 March: London
12 March: Haydock
13 March: Birmingham
14 March: Cardiff
21 March: Southampton
29 March: Plymouth
2 April: Ipswich

For further details or to book your place, contact Beth Jenkins.

Sail for Gold

May to July: Olympic torch relay
May to October: Sail for Gold Have a Go sessions
2-5 June: Passage to Portland
9 June: Skandia Sail for Gold Regatta medal race day
21 July: Push the Boat Out
29 July-11 August: Olympic sailing regatta
1-6 September: Paralympic sailing regatta

Our Sporting Life Sail for Gold heritage exhibition:

24-26 February: Largs
3-4 March: RYA Dinghy Show
10 March -10 April: Liverpool
3 May - 24 June: National Maritime Museum, Cornwall
27 July - 9 September: Weymouth and Portland

New Zealand News

An enterprising start

In October, RYA Powerboat Trainer and Yachtmaster Instructor Andy Flanagan, principal of Powerboat



Training NZ, was the deserving recipient of the 'Enterprising Tutor Award 2011'. The award recognises Andy's successful web-based marketing and use of social media which, coupled with his unbridled enthusiasm, has seen his business become quickly established in the New Zealand market.

Watch out for the hard stuff

Salvage work looks set to go on for several months as efforts to minimise the environmental impact of the grounding of the container ship *Rena* on New Zealand's east coast continue.

Rena reportedly ran aground at 17 knots on the well charted reef, with both the captain and second

mate on the bridge. It serves as a reminder to us all, and to emphasise to our students, that no matter the size of the vessel, the experience of the skipper and the amount of electronic equipment aboard, stuff-ups can still occur.

If you're charging off towards a distant waypoint, do us all a favour and double check the route to make sure there's no hard stuff in the way!



Teaching in foreign languages

Historically the RYA has avoided the move to offer RYA training in languages other than English. Over recent years however the number of requests for the delivery of RYA training in other languages has continued to grow. For this reason the topic is again being considered by the RYA.

Numerous organisations run standardised training across many countries in multiple languages and have done so very successfully over many years.

Over the coming months we will be exploring this issue further and determining whether this is a direction in which RYA Training should progress.

RYA Training continues to grow

PW safety training

Spring of this year saw a significant surge in demand for superyachts gaining RYA recognition to deliver PW safety training to on board guests. There are now almost 200 super yachts in various parts of the world using the RYA recognition framework and RYA qualified instructors to provide safe, introductory training and supervision of their PW activities. After just three years, this scheme has been a huge success and has been applauded by the superyacht industry.

Canada

Our time spent in 2010 in Canada working with the Canadian Yachting Association has proved very successful. We now have 10 RYA Cruising Instructors and RYA Yachtmaster Instructors across various parts of Canada and, late in 2011, we appointed five examiners to cover both the east and west coasts.

We already have three RYA recognised training centres in place – one in Victoria, British Columbia and two on the east

coast in Halifax, Nova Scotia. The RYA Sail Cruising scheme is proving very popular in Canada with all three schools reporting a steady stream of customers knocking at the door.

New Zealand

New Zealand has had a tough 12 months with two significant earthquakes and the Rugby World Cup to contend with. However, the number of RYA training centres has remained steady and the number of people undertaking RYA training has increased steadily year on year for the last six years.

Australia

The sailing industry in Australia has had a tough time with the global recession. However, RYA training centres remain positive and several new centres have been recognised this year. The acceptance of RYA Yachtmaster qualifications by Australian state and federal governments continues to move in the right direction and instructor numbers continue to grow.

Looking to the future

We continue to get enquiries from all over the world regarding RYA training centre recognition and will continue to look at each on its own merit. While the majority of overseas interest tends to lie in the RYA cruising schemes there is also increasing interest in the dinghy, windsurfing and powerboat schemes.

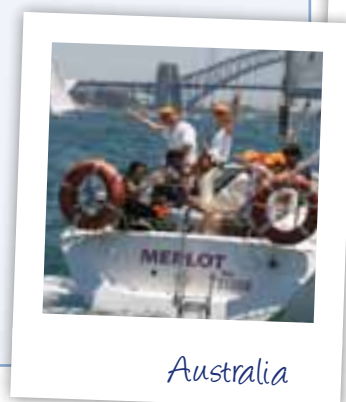
There is no doubt there is still significant room for growth in a wide range of locations. If you are interested in opening an RYA recognised training centre outside the UK, please contact RYA Training to discuss what is involved or look at our [website](#).



Canada



New Zealand



Australia



A joint BMF and RYA initiative



Check Clean Dry

Did you know that there are over 140 aquatic non-native species in the UK – such as the Killer Shrimp and the Carpet Sea Squirt?

Introduced to the UK, they can hitch a ride on our hulls, propellers, anchors and trailers and pose a real threat to our natural eco systems and boating activities. But with some simple steps, we can do our bit to protect the watersports we all love.

- » Check, clean and dry your equipment and clothing including sails and trailers.
- » For boats kept in the water, clean your hull regularly. When leaving an anchorage, wash the anchor and chains before stowing.
- » If you find anything, leave it in the water body where you found it.
- » Report sightings to

www.nonnativespecies.org

For more hints and tips go to [The Green Blue website](http://www.thegreenblue.org)



RYA eBooks

RYA Publications officially launched their brand new eBooks at Southampton International Boat Show with the release of these titles:

- » RYA Start Powerboating
- » RYA Diesel Engine Handbook
- » RYA Advanced Windsurfing

The eBooks feature embedded animations and video content which really bring the books alive.

Jon Mendez, author of RYA Start Powerboating, commented during the launch that this enhanced content has helped the eBooks become great instructor tools.



Free tasters are available to download through the free 'RYA Books' app, available from the App StoreSM.

The publications team is seeking to bring out new eBooks on a regular basis.

If you have an enquiry regarding RYA eBooks, contact ebooks@rya.org.uk or visit www.rya.org.uk/go/ebooks.



Get with the project!



Don't forget to check out Project Windsurf-UK. The brand new RYA initiative invites windsurfers old and new, to sign up and share ideas through blogs, forum posts, uploading windsurfing photos and videos, and joining a local group as an online member.

Sign up today and help us to spread the word! www.projectwindsurfuk.org.uk Project Windsurf-UK is an RYA initiative.



RYA Governance Review

The RYA Council has made changes designed to strengthen the Association's governance structure. The changes will see directors' responsibilities move from the 38-strong Council to a smaller board of nine directors.

Council will retain their role of debating and deciding policy in an effort to bring all strands of the boating community together, while the board will focus on the task of supporting staff in managing the complex and challenging day-to-day operations of the Association.

Over the last decade the RYA has continued to grow and develop

many areas and activities, all of which add complexity to the organisation. The proposed change is intended to make the RYA better able to respond to the needs of members and stakeholders, and follows a trend that has been set by many sporting governing bodies over recent years.

There should be little, if any, visible change for our instructors and recognised training centres. However, from an internal viewpoint the organisation will see a significant change in its ability to deal with routine management issues in a more timely way.

RYA Partner Programme

Our **Partner Programme** continues to grow as more clubs and training centres join for free and earn commission on any RYA Publications or Membership sold through their website.

This is a fantastic opportunity for us to help support you in running RYA activities. If you would like information on how to become part of the Partner Programme see www.rya.org.uk/go/partner



Recruiting for 2012

We are looking forward to a busy year and need enthusiastic, patient freelance RYA Cruising Instructors (Sail), RYA Yachtmaster Instructors (Sail) and RYA Shorebased Instructors to join our team for the 2012 season at our new training centre at Kip Marina, Scotland.

Reply with your CV to jobs@britsail.com, alternatively call Deborah on 07825 304515

SKIPPER WANTED

THE CLIPPER ROUND THE WORLD YACHT RACE IS ALWAYS ON THE LOOK OUT FOR POTENTIAL RACE SKIPPER. WITH RACES RUNNING EVERY TWO YEARS AND A BRAND NEW FLEET FOR CLIPPER 13-14 MAYBE IT'S TIME YOU SHOULD APPLY.



Have you got what it takes to lead a team of non professional sailors around the world?

Do you have:

- An RYA Yachtmaster Ocean or IYT Master of Yachts Ocean?
- Have excellent instructing, interpersonal, team and leadership skills?
- Have experience, endless energy, drive, determination and commitment?
- The highest levels of safety and seamanship?

Then Clipper Ventures wants to talk to you! If you wish to apply to be a Clipper Race skipper and you think you have what it takes please visit www.clipperroundtheworld.com/raceskipper for an application. We offer an 18 month contract, highly competitive tax free salary* and additional race finish bonus. *depending upon personal circumstances

Call 02392 526000 or visit www.clipperroundtheworld.com



Centre Manager Position

Datchet Water Sailing Club is a modern club set on Queen Mother Reservoir. Easy access from M3, M4, M25 & M40 and close to Central London

We are looking for an SI with multihull endorsement as well as being a racing coach and PBI. Experience as a lead instructor in a large busy centre is preferable.

Initial 1 year appointment, salary dependant on experience.

Please submit your CV to manager@dwsc.co.uk
Closing date 19 February



RYA Yachtmaster Instructor or Cruising Instructor required to teach RYA Sail Cruising courses in Gibraltar.

We are looking for an energetic, resourceful all-rounder who enjoys a challenge and can fit in with our small team. Subsidised accommodation available.

Please email CV to cathy@trafalgarsailing.co.uk or call Cathy on + 34 699 411194



VACANCIES FOR LEAD INSTRUCTORS & INSTRUCTORS

If you want a rewarding and enjoyable place to work and to be involved with developing young people then look no further, Grafham Water Centre is on the shores of one of Britain's largest reservoirs. The residential centre offers activity courses for schools, youth groups and adults and is open all year round. Activities include Sailing, Windsurfing, Canoeing, Kayaking, Climbing and Abseiling, Archery, High and Low Ropes Courses, Mountain Biking and Team Building.

Contracts for 2011 will vary in length with salaries for Instructors starting at £232.00 per week with opportunities for overtime, accommodation is available.

NGB qualifications are required although on-site training is given. APIOL and RPIOL accreditation will be viewed favourably. Catering staff are also required.

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



WANTED

Activity Instructor

(salary up to £16,800 pa)

Must be L2 Coach or equivalent and have experience leading open canoes. Hill walking, mountain biking and sailing qualifications and experience are essential. Training opportunities too.

Deck Hand/Assistant Activity Instructor (up to £11,700 pa)

Enthusiastic, outdoor person with a willingness to help in all areas of running our activity holiday cruises. Powerboat qualification required, training available.

Join our great crew and have fun whilst cruising through Loch Ness and the Great Glen each week. Live and work on a large comfortable barge, March to November.

Apply as soon as possible.
For any queries phone 01397 772167 or email nix@fingal-cruising.co.uk
www.fingal-cruising.co.uk/jobs



'Tuition & training to the highest standard.'

Wanted

Senior Instructors - to work in a superb coastal location.

We are looking for experienced dinghy S.I. and windsurf instructors to join our small, professional, experienced and fun team.

We pay well (dependent on qualifications & experience), and are offering a long season with possible permanent position.

We have great facilities and lots of development opportunities, in return we expect enthusiasm, flexibility and hard work.

Send your CV to Sue or Tim Cox SeaSports Southwest, New Quay St, Teignmouth TQ14 8DA, Tel No. 01626 772555, or email info@seasports-sw.co.uk, www.seasports-sw.co.uk



Ocean Youth Trust North

The trust has operated as an independent educational charity for 11 years and works with young people from all backgrounds, offering them the opportunity for personal development through challenge and adventure under sail.

20m Ketch 'James Cook' Seasonal opportunity for 1st Mate

Required between March and November 2012. The vessel operates in the North Sea based in North Shields.

While sailing experience up to RYA Coastal Skipper standard is necessary, it is equally important that you are able to engage with young people and our volunteer staff - motivating them and leading by example.

The successful applicant will be subject to an enhanced CRB Disclosure.

Volunteer Bosun

Required between March and October 2012.

This is an ideal opportunity for someone who is considering a gap year or career break or who wants to begin a career in the sail training industry.

All food and accommodation is included while working onboard and relevant training will be provided and you will have the opportunity to acquire a range of RYA qualifications.

You will require a hard working, responsible and enthusiastic approach with a good sense of humour. You will be responsible for basic maintenance and safety checks with help and supervision from the skipper and mate. You will also be required to undertake a range of daily tasks as necessary to ensure the efficient running of the vessel and crew.

For more information go to www.sailjamescook.com

For both posts, send your letter of application and your CV to office@sailjamescook.com



SailLaser Scotland, Strathclyde Country Park, Glasgow Positions Available (March to October 2012)

We are creating a new benchmark in Sailing Tuition in partnership with North Lanarkshire Council and are looking for:

- » Dinghy Instructors (3-5 day week)
- » Assistant Instructors (3-5 day week)

There are also opportunities to train as an Assistant Instructor if you are a good sailor and want to progress in the instructional pathway.

Staff wages are dependent on qualifications held, and are payable on a monthly basis. Accommodation and meals are not included.

Send a CV and covering letter indicating your previous instructor experience to: Steve Noble (Chief Instructor), steve.noble@sail-laser.com. SailLaser Scotland, 366 Hamilton Road, Motherwell, ML1 3ED Tel: 0844 8802115

SailLaser Weymouth Positions Available (March to October 2012)

We are currently looking to recruit qualified Sailing Instructors for Olympic year to operate out of the National Sailing Academy.

- » Senior Instructors
- » Race Coaches
- » Powerboat Instructors
- » Dinghy Instructors
- » Assistant Dinghy Instructors

There are also opportunities to train as an Assistant Instructor or instructor if you are a competent sailor and want to progress in the instructional pathway.

Staff wages are dependent on qualifications held, and are payable on a monthly basis. Accommodation and meals are not included.

Please send a CV and covering letter indicating your previous instructor experience to: Matt Read (Chief Instructor) matt.read@sail-laser.com SailLaser Weymouth. WPNESA, Osprey quay, Portland Dorset DT5 1SA

Get in touch today to be part of this great company and to further your development. www.sail-laser.com



ST MAWES SAILING CLUB Training Manager/Principal/ Club Bosun

An experienced Senior Instructor with a proven track record in managing a group of instructors, and ready to take the next step up to running a training centre. This position is a seasonal (6 months March – September) up to full time post, with a minimum of 2 days a week.

Senior Instructor

To assist the Training Manager and to take responsibility for sail training in the Training Manager's absence. Working 10 Saturdays, mid May – mid July.

Dinghy Instructors

Enthusiastic DIs to work 10 Saturdays from mid May – mid July, 4th-8th June, and weekdays 23rd July-10th August.

For a detailed job description email teamfeva@stmawessailing.co.uk www.stmawessailing.co.uk



RYA yachting instructors

40 hours per week over 5 days, with pro-rata hours for sea phases

The role will involve:

- » Teaching the RYA Sail Cruising Scheme, from Comp Crew to Yachtmaster prep
- » Teaching shorebased modules
- » Ensuring the safe running of the boat at sea in accordance with RYA and MCA regulations

You'll be an RYA Yachtmaster Instructor, with proven industry working and teaching experience. Applications considered from RYA Cruising Instructors where further training may be provided.

Benefits include:

- » Permanent, year round position
- » Working within a structured training program with the opportunity to develop skills and qualifications
- » The possibility of overseas ocean training
- » Use of extensive site facilities and subsidised meals

Please email your CV with a covering letter to nadine.daniel@uksa.org



RYA Windsurf Senior Instructor

Flexible hours from mid March to October including weekends. An RYA Windsurf SI qualification is mandatory. Qualifications and experience in other activities are desirable.

Duties include:

- » Undertaking sessions from the RYA syllabus inc large school groups, kids clubs and private one to one lessons.
- » Assisting and developing junior instructors, and providing staff training sessions.
- » Maintaining all aspects of the windsurfing department.
- » Undertaking and assisting with other on site activities.
- » Assisting with the day to day running and maintenance of the Centre.

The successful candidate must be passionate about windsurfing and watersports, teaching to all ages and standards, and eager to push our business forward. Accommodation available.

Please send your CV to sailing@tallington.com or call James on 01778 347000.



RYA Senior Instructor

HORIZONS children's Sailing Charity based in Plymouth, are seeking a RYA Senior Instructor and a Dinghy Instructor for 2012 season.

Horizons aims are to help disadvantaged and disabled children by providing learning and educational opportunities, which increase self confidence and improve social and practical skills, through water based activities.

For more details please contact Jon Worster on: horizons.plymouth@onetel.net Tel 01752 605800