

Paul Wyeth



Dates for the Diary

- Early May:** Booking forms sent out for 2012/13 Navigation and Specialist Short Courses brochure
- 1 June:** PPR compulsory for commercial endorsement renewals
- 2-5 June:** Passage to Portland – see page 21
- 9 June:** Skandia Sail for Gold Regatta medal race day
- 29 June:** Copy date for September Wavelength. Send articles or job ads to wavelength@rya.org.uk
- July:** Booking forms sent out for the 2013 Sail and Motor Cruising Courses brochure
- 20-22 July:** RYA Sailability National Multiclass Regatta
- 21 July:** Push the Boat Out – see page 21
- 29 July-11 August:** Olympic sailing regatta
- 1-6 September:** Paralympic sailing regatta
- JUST HAPPENED IN 2012:**
 - 1 February:** All PW certificates now issued by training centres and registered online
 - 1 April:** Powerboat Advanced Certificates – no more paper certificates to be issued
 - 1 April:** Inland Waterways, Day and Coastal Skipper (practical) – no more paper certificates for sale to training centres
 - 2 April:** PPR compulsory for new commercial endorsements

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HOT TOPIC!

PPR course now live

The new online Professional Practices and Responsibilities course went live at the beginning of April. Are you due to take it yet?

If you are a first time applicant for a commercial endorsement, you will need to take the course and send in the associated certificate with your endorsement application.

If you already hold a commercial endorsement you will need to take the PPR course



next time you renew your endorsement. The only exemptions to this are for people who hold an MCA certificate of competence as Officer of the Watch, Master 200 or Master 500. If that's you, please send a copy of your MCA certificate with your endorsement application. For further information, see page 20.

Don't receive *Wavelength* direct? Moved house and not told us?

Log in to www.rya.org.uk and edit your profile or email us your name, address and membership number so that we can update our records. wavelength@rya.org.uk

Instructor experience days

Over the last couple of years, groups of RYA instructors have had the chance to take part in 'experience days' on board a variety of boats that they would never normally sail.

Two of those experience days took place at Maldon on board the Thames Sailing Barge 'Reminder', under the watchful eye of Bargemaster Richard Titchener. Other craft which have been on offer include Morwenna, a modern reproduction of a Bristol Pilot

Cutter, and Jolie Brise, a French-built Pilot Cutter and winner of the first Fastnet Race in 1925.

Feedback from the instructors taking part in these days has been really positive so we are looking to arrange more this season, and to expand the types of boats on which they are offered. Details will be circulated when dates and venues have been fixed.

Our thanks go to those organisations that have enabled us to offer these days so far.



Your guide to being updated

The five yearly update demanded of RYA Yachtmaster and Cruising Instructors serves many purposes. As a jobbing instructor, I enjoyed the opportunity to spend a few days with other instructors, to see how they did things and bounce ideas around. For most of us, the last time we sailed with other instructors will have been five years ago.

In the normal run of things, instructors in the cruising schemes operate quite autonomously as the only 'staff member' on a yacht. Once the lines have slipped, the reputation of the training centre, the Yachtmaster scheme and the RYA are in hands of that lone instructor.

This leads on to another purpose of the update. An opportunity for the RYA to see instructors in action. Are we still human? Can we still do the job (ie handle the boat and instruct)?

That's not to say the update is an assessment but, if any rusty areas exist, you would naturally be expected to bring those areas up to speed. We all have things we don't like doing, and these tend to be the areas that go rusty. In most cases, the update serves as a wake-up call

and your instructor endorsement will still be renewed for five years. But expect that rusty area to be looked at during your next update! In extreme cases you may be asked to come back sooner than five years for another update, just to be sure.

The major reason for the update, as the name suggests, is to update everybody on board - trainer and students alike. There will be a number of issues that the trainer will want to cover during the update, typically: areas to focus on during RYA courses, changes to syllabi or guidance, and current issues affecting the scheme.

It is also an opportunity to update the RYA about any issues you are facing as an instructor or principal. Information fed back in this way is an important route of communication.

Make the most of your update:

- » Be ready to teach and/or demonstrate any part of the syllabus you typically deliver
- » Expect to be given information about course delivery or changes for the future
- » Take advantage of the other students' and trainer's experience
- » Tell us what's on your mind.



Craig Burton
Chief Instructor, Sail Cruising

E-mail: craig.burton@rya.org.uk
Tel: 023 8060 4182



Rachel Andrews
Chief Instructor, Motor Cruising & Power

E-mail: rachel.andrews@rya.org.uk
Tel: 023 8060 4187

RYA Raymarine Yachtmaster Instructor conference

As has been the norm for numerous years, the last weekend in January makes Bournemouth the place to be if you are a Yachtmaster or Cruising Instructor. This year's RYA Raymarine Yachtmaster Instructor Conference saw a record 260 delegates attend, which is great news for the scheme.

We were particularly lucky this year in terms of guest speakers. To attract Captain Andrew Moll, Deputy Chief Inspector of Marine Accidents, is good. To have him share the stage with Sir Alan Massey, the CEO of the Maritime and Coastguard Agency is outstanding.

Captain Moll gave an overview of the role and approach of the Marine Accident Investigation Branch, before presenting some insight into the contributing factors in a fatality on board the yacht 'Lion' during a cross channel race. The major factor discussed was the length of safety line used and choice of attachment point on the yacht.

The theme of safety harnesses was developed further at the end of the day during the Lessons Learnt presentation and discussion. The key message was to teach students to clip on intelligently to reduce the risk of going overboard. Articles in the last two editions of Wavelength have covered the importance of keeping MOB training focussed on the end game – getting the

casualty back on board.

Sir Alan spoke about the restructuring at the MCA and in particular the re-structuring of HM Coastguard.

He closed his talk with a simple request: please make sure all students hear these four messages:

1. Make the most of modern positioning equipment, be it EPIRBs, DSC linked to GPS or AIS. Good use of this technology means the Search and Rescue teams can put less effort into search and focus more on rescue.
2. Wear a lifejacket. There is still a significant number of accidents where the use of a lifejacket would almost certainly have prevented a fatality.
3. Use the Coastguard for traffic reporting - that's what they do!
4. Encourage all boat owners sailing in UK waters to complete a CG66 form.

This year, there was a slight change to the programme for the main conference, with more time scheduled for workshops and discussion groups. Full details of these workshops and the outcomes of the discussion groups can be found on the Instructor Resource section of the RYA website.



Teaching engines on motor cruising courses

Year after year, the statistics from the RNLI show us that by far the biggest cause of callouts to motor yachts is engine failure. In 2010, mechanical failure accounted for 20% of services. (Another 2% of the total was to boats that had run out of fuel, but let's not go there!)

It is blindingly obvious to experienced boaters how important it is that we know how to look after our engines. But for many people coming on motor cruising courses it isn't the most exciting part of their course. They just want to drive boats.

Designers haven't made life easier for instructors either: in their efforts to maximise living space, boat designers have often made the engine space smaller with more difficult access. In addition engine designers, in their efforts to make engines more efficient, have made them more complicated. There is less and less that the average boater can do to fix their

engine when things go wrong.

So, we start from the point that it may not be easy and it may not be fun. Nobody said an instructor's life was a simple one!

The first key message to get across to students is that keeping our engines going depends on keeping on top of simple maintenance. Knowing how to maintain it is easier, cheaper, and less traumatic than having to repair it.

Engine checks are the first part of every day on the course, and everyone takes their turn to wriggle into the engine space and check engine and gearbox oil, fresh water and sea water cooling, belt tensions, and general cleanliness. A visual check for oil or water leaks, or chafed wiring, before getting underway could save a big problem later. Results of the checks are entered into the boat's log, and only then do the keys come out of the instructor's pocket to start the day.

At some point during the course, we're going to spend a bit more time looking at the engines and getting a better understanding of what they are and how they work. This is probably best left until the students have had some time driving the boat. Find a quiet time, maybe after lunch on the second day and before going out for some more boat handling.

We'll want to get the best view that we can of the engines for everyone, and we're going to trace our way along the route of the fuel system, seeing where the pumps and the injectors are. Then cover the cooling system, both the raw water system and the fresh water system including the seacocks and the exhaust outlets. Next the air intake and exhaust, and finally the electrical system, the instruments and the controls.

We'll talk about what could go wrong, what simple repairs we might be able to do ourselves, and

we'll probably take the chance to talk about fire suppression systems in the engine bay too.

It's a fine balance between covering the basics and trying to squeeze a full diesel engine course into an hour or so. But covering these few points should help prevent a few entries in the RNLI's statistics.

Don't forget the Diesel Engine course

If you don't have time to cover the subject in enough detail on the course, or can't satisfy your students' hunger for more time with oil on their hands, don't forget to recommend the one-day Diesel Engine Course.

If you want to offer the course at your centre, you will need a RYA Diesel Engine Instructor and an engine for your students to work with. Full details of the requirements for recognition can be found on www.rya.org.uk. Go to 'Setting up a centre'.

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Although it's not a formal RYA course, many centres offer coaching to students preparing to take a practical exam for one of the RYA certificates of competence: Advanced Powerboat, RYA Yachtmaster Coastal or RYA Yachtmaster Offshore. Due to the nature of this coaching, these courses are delivered by instructors holding the higher level instructor awards of Advanced Powerboat Instructor or Yachtmaster Instructor, depending on the discipline being taught.

These courses go by various names: prep weeks, refresher courses and in some cases (extremely incorrectly!) a Yachtmaster course.

The concept that everything needed to pass a Yachtmaster exam can be taught in one course is plain crazy. In reality, the course is a mix of vessel familiarisation, an opportunity for the student to explore the exam area, and a brush up of the candidate's skills and knowledge. Each of the exams has a syllabus, which can be found in the relevant logbook (G15, 18 or 20). They are also on the RYA website.

The student's goal is to pass the exam and they must believe that this is within their grasp. The instructor's role is to take them through as much of the exam syllabus as possible, to seek out any weak areas and then coach the student up to, or at least closer to, the standard.

There are two major pitfalls:

1. Promising the student they will learn everything they need to pass the exam.
2. Inadvertently subjecting the student to days of examination, slowly sapping any confidence they had when they arrived.

Success for this course lies in communication between instructor and student. It should be clear that this is a coaching course aimed at polishing skills that may be a little rusty, or refreshing subjects that have found their way into the dark corners of the student's mind.

There should not be great areas of missing knowledge or experience. If this is the case, the student ought to be on a course such as Coastal Skipper practical, Advanced Powerboat or a shorebased course if their theory is lacking.

A good starting point for these preparation courses is to check that the student has the prerequisites for the exam they intend to take. It's far better to clear this up now before they embark on a challenging week. In reality this should have been cleared up before they arrived on board, but it is worth the time to check.

Once the appropriate level of exam is clear, it's time to quickly run through the exam syllabus - not in great detail but sufficient to allow the student to be ruthlessly honest with themselves (and you) about areas that concern them. The honest appraisal of their level should continue throughout the course.

In the ideal world the candidate should identify their own weaknesses as you piece together the course. Plenty of boat handling, pilotage and theory checks throughout the course should identify where to focus your efforts.

There is obviously no guarantee any student will pass an exam. At the end of the day, the examiner will make that assessment. All we can do is improve their chances of success by carefully looking at their current skill-set and helping them improve.

Compact Contact

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New teaching slides now available

The new slide pack to replace the now defunct ROM1 is available to support your shorebased navigation courses.

It can be ordered through your centre's account as usual.
Order code: ROM2
Price: £15



SRC Assessors' conference

STANDARD HORIZON

As this edition of *Wavelength* went to print, the final stages of planning the SRC Assessors' conference were taking place.

It is a time of change for the SRC Assessors.

- » The relatively new regime of five yearly inspections for SRC centres has reached the stage in the cycle where theory-only centres are being inspected. This has affected centre numbers, as some centres which deliver a low number of courses have decided to end their centre recognition.
- » Strict interpretation of the regulations covering the SRC course dictates a separation of training from assessment. This has caused some national authorities to question the validity of the UK SRC certificate. A recent review of these regulations has further defined this separation, and also suggested the course be a minimum of 10 hours long.

- » Quite separate to the regulations, and arguably more importantly, is the need of the end user. The technology available is changing rapidly and becoming more affordable for the leisure sailor. SRC Assessors are therefore being asked to cover more topics outside the scope of the course such as AIS, or the RAINWAT convention on radiotelephony in the European inland waterways.
- » Again, as technology and the needs of students move on, we are looking at whether there should be the option to take the SRC course online. We are in the process of exploring the possibilities. This wouldn't affect

the exam process, but could offer an additional, flexible way for the students to learn the subject.

With so much going on in the SRC world the conference is timely. These topics can be discussed with those that deal with the issues daily and ensure that our training remains fit for purpose and recognised worldwide.

As plans develop we will communicate with all those who may be affected.

The event is sponsored by Standard Horizon, who will be showing off some of the latest equipment coming to market, including the first fixed VHF DSC set with built in AIS data receiver.



Craig Burton
Chief Instructor, Sail Cruising

E-mail: craig.burton@rya.org.uk
Tel: 023 8060 4182

AIS: black magic?

Yet another acronym entered our world a decade or so back. 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 chosen to teach others how to go boating, and we therefore have an obligation to teach them 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 on board and, once you are comfortable with the equipment, do your students a favour by introducing them to the mystical world of AIS!

CPR has not changed!

Some of you may have seen the 'Hands-only CPR' TV campaign by the British Heart Foundation. It is aimed at raising the awareness of the public and it follows the 2010 Resuscitation Guidelines that:

- » The casualty must be checked for response and for normal breathing, after the airway has been opened
- » Help is sent for immediately
- » 'Hands-only' CPR is started without delay, at a rate of 100 to 120 a minute, demonstrated by keeping in time with 'Staying Alive'.

This simple and memorable approach is for the untrained, someone being given instructions by VHF or phone, or those unwilling or unable to give full CPR to a casualty in cardiac arrest.

First Aid Instructors have been advised since 2010 to teach this

method first, then full CPR to emphasise the importance of the compressions. 'Hands-only' CPR may be as effective as full CPR for the first few minutes if there is oxygen in the blood, but is not recommended as the standard of care.

On the RYA first aid course we also teach the protocol for a victim of drowning. In this case, five initial breaths are advised before starting 30:2 CPR because the patient has suffered a respiratory arrest prior to the cardiac arrest.



Powerboat, PW and Inland Waterways

Powerboat Trainer selection – a personal story

The time was right. He was keen for it - but was he really up to it? **Tim Cox** of SeaSports Southwest was under no illusions - this was going to be challenging. He shares his experience with us...

Once invited to the selection course, I knew I had a lot of work to do, so I contacted local Powerboat Trainer, Andy Wright, for some assistance. Evidently the pilotage and night navigation were very important parts of the selection process.

I took every opportunity to practice the night nav skills, finding local unlit objects and soundings using a variety of techniques.

The selection day was in Poole so I updated my charts and went to familiarise myself with the area by day and night. This was invaluable.

The day of the pre-selection:

To kick off, a written exam with questions up to Yachtmaster

standard. Next we familiarised ourselves with the area and how the boats handled, and prepared to instruct practical sessions from the Level 2 and Intermediate syllabi, observed by the Trainers.

For me the most daunting part was the night nav in Poole Harbour – pitch dark on the Brownsea Island side in contrast to the vibrant lights of Poole on the town side. We had plenty of time to plan finding some lit and unlit marks and objects. But from chart to water was very different! Having tide heights pre-calculated saved me a lot of time and stress. Still, the unlit object was harder than I'd imagined and pushed my skills to the limit.

I had studied the charts trying

to second guess what we might be asked to do. I was way out, but the preparation paid dividends. At the end of the day, exhausted but elated, I was invited to the Trainers' course – the next step to becoming a Trainer. The selection team was very supportive and made me feel at ease throughout the day.

Preparation was the key:

- » Apply early to give yourself time for the preparation.
- » Talk and work with a recently appointed Trainer.
- » Make sure you are teaching current techniques.
- » Read the relevant publications and articles on the RYA website.

- » Practice pilotage and navigational skills, day and night.
- » Use a variety of methods not just speed distance time.
- » If possible get to the location of the selection and have a look at the area beforehand.

I was right, this was a challenge – hard work and time consuming, but incredibly rewarding. Now I'm immersed in my preparation for the Trainers' course and looking forward to that immensely.

Applications for selection close on 31 July 2012. Details on how to apply are on www.rya.org.uk in the Coaches, Trainers and Instructors section

Advanced Powerboat - theory knowledge increase

When commercially endorsed, the Advanced Powerboat Certificate of Competence allows the holder to operate a vessel up to 20 miles from



a safe haven. This is the same as a commercially endorsed Yachtmaster Coastal Certificate of Competence.

For this reason, the decision has been taken to raise the level of theory knowledge required for the Advanced Powerboat Certificate of Competence (the exam), and consequently also the Advanced Powerboat course. The assumed knowledge is to be raised from Day Skipper theory to Coastal Skipper/Yachtmaster Offshore theory, taking effect from September 2013. The practical syllabus for the Advanced Powerboat course is not changing. It is the level of navigation theory under the "assumed knowledge" that is affected.

Powerboat Logbook revision

Please check your copy of the Powerboat Logbook to make sure it is the G20/04 edition re-printed September 2011.

Changes in this issue include:

- » Endorsements on Powerboat Level 1 and 2.
- » Some inconsistencies have been ironed out, most notably under Intermediate Powerboating where some areas previously noted as 'knowledge of' are now 'can do'.
- » In Powerboat Level 2, Intermediate and Advanced the 'Boat Handling' section now includes an understanding of the importance of boat control in waves and adequate seating to minimise the possibility of



back injury.

- » The term 'issue distress by all available means' replaces specific mention of flares (or VHF) and is to encourage a dialogue about flares, VHF, GMDSS, EPIRBs etc.

Ratios reminder

Don't forget, some of our powerboat teaching ratios changed last year. Please make sure you are operating to the latest ratios:

Course	Ratio
Powerboat Level 1, 2, Intermediate and Advanced	1 instructor to 3 students in 1 boat
Safety Boat	1 instructor to 6 students in 2 boats
Powerboat Instructor	1 trainer to 6 candidates in 2 boats
Advanced Powerboat Instructor	1 trainer to 3 candidates in 1 boat

PW syllabus updates



The RYA PW syllabus has been re-written to fall in line with the rest of the RYA schemes. The depth to which you should teach each area is now much clearer and there are two key additions to the syllabus: man overboard recovery and coming alongside. Candi Abbott gives us some top tips on teaching the new parts of the syllabus.

As with all manoeuvres – the key is to consider **PAME**.
Plan: How are you going to get there safely?

Approach: What angle should you take, considering the wind/tide effects?

Manoeuvre: What speed and other considerations do you need?

Escape: Have an escape route!

Fundamentals: Always demonstrate first. Introduce the manoeuvre later in the day, once your student has had plenty of practice and, in particular, understands stopping distances and can pick up a MOB. Get your student to practice coming alongside a buoy first. Once they have mastered this, move them on to coming alongside a pontoon, craft or floating dock. During your demonstration and your briefing you must emphasise the importance of:

Man overboard

The syllabus now states: 'Can approach and recover a man overboard'.

Why? Usually it's to recover your passenger from the water when they have fallen off, or perhaps been thrown off!

Fundamentals: Never use a real person to practice this exercise. Instead use a weighted fender or MOB dummy. Demonstration, as with all aspects of the syllabus, is key. The approach should be made from a reasonable distance downwind and be VERY slow. Remember to turn off your engine when you are near your MOB.

- » Using neutral and reverse to control speed if they have it. Otherwise to turn the engine on and off to maintain a slow speed.
- » Angle of approach – this will depend on the strength of the elements (wind/tide) but be aware that if the turn is too sharp, the stern of the PW will continue to swing into the pontoon, even once the engine is turned off.
- » Effect of wind/tide – use these elements to help slow you down.
- » Aim to stop the PW within two to three feet (reaching distance) from the pontoon rather than directly alongside it. This will minimize the possibility of knocking it and will allow enough space for an escape route.

Coming Alongside

Syllabus states: 'Can come alongside another craft, pontoon or floating dock'.

Why? Setting up a tow, refuelling and marina operations.



Rachel Andrews
Chief Instructor, Motor Cruising & Power

E-mail: rachel.andrews@rya.org.uk
Tel: 023 8060 4187

Teaching MOB in powerboats

Teaching man overboard (MOB) consists of three elements: cause and prevention, dealing with it once it's happened and recovering the MOB. Paul Glatzel, RYA Powerboat Trainer (among many other things!) explains the key points to 'dealing with it'.

Dealing with a MOB involves practical boat handling skills and, like any good Level 2 session, we should start with a demo.

Remember you must teach both directions of approach to the casualty – the directly into wind method and the drift down method.

Directly into the wind approach

This approach builds on the skills developed when practicing approaching a mooring buoy.

1. Head off by helming the powerboat into wind (the benefit being that you have to reposition the craft to start the approach, rather than just ending up directly downwind of the MOB).
2. Get a student to deploy the MOB dummy and shout 'man overboard'.
3. Bring the power off steadily in a straight line to dead slow, and turn back towards the casualty. We no longer advocate turning towards the casualty when they enter the water as, in almost all cases, the increased risk of too sharp a turn towards the casualty outweighs the chances of them ending up near the prop(s).
4. Position the craft about six boat lengths downwind and stop.
5. Go into/out of gear to step up towards the casualty with minimal momentum.
6. One boat length short, a final dab of power will bring you up to the casualty with them on the starboard or port bow.

1. Head upwind and turn 90° to run parallel to the waves close to a position one and half to two boat lengths upwind of the MOB.
2. Head upwind and turn 90° to run parallel to the waves close to a position one and half to two boat lengths upwind of the MOB.
3. Stop the craft parallel to the wave front and try to avoid constant in/out of gear.
4. Let the wind carry the boat. If there is no wind, still undertake the session as much of the challenge is in getting the boat to that final position – just create a 'pretend' wind direction.

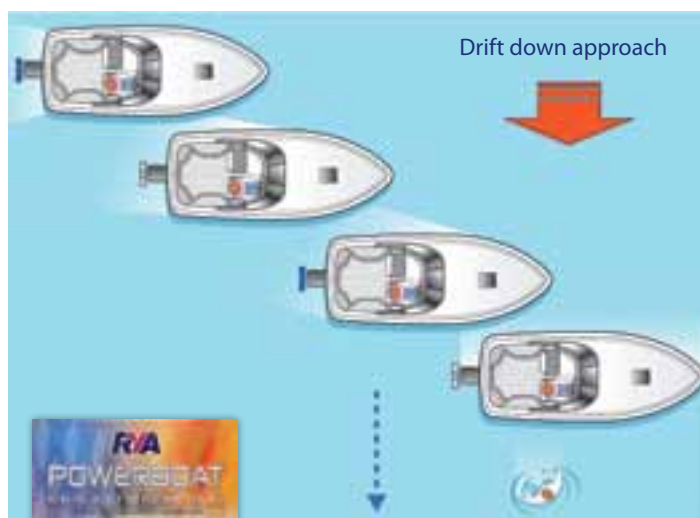
Ensure you contrast the pros and cons of each method covering the following:

- » Always point at the casualty until they are alongside.
- » Press the MOB button on the GPS.
- » Go straight to mayday.
- » Recover the casualty on the opposite side to the throttle (unless centre-mounted).

Directly into the wind approach



Drift down approach



Drift down approach

1. Demonstrate the side-on 'drift down' approach by heading downwind – again, forcing the



Paul Glatzel's RYA Powerboat Handbook is available from the webshop.
Order code: G13
Price: £15.50

Inland Waterways news

Work is continuing with aligning the Inland Waterways scheme closer to the other schemes within RYA Training.

The IW Instructor course has now been extended to two days, allowing for training and moderation to be separated.

From the start of April, a photo ID Inland Waterways Helmsmans certificate and Inland Waterways handbook come as a pack, making sure that all candidates for the course leave with the handbook as a reminder of the techniques they learnt. The Inland Waterways handbook is still available for general sale.

Again, from the start of April, the new style of certificate must be registered online, providing a central record of the qualifications gained by your students.

We continue to write articles for the Inland Waterways press, and advertise to increase the profile of RYA Training and awareness of our 55 Inland Waterways training centres.

Details of Inland Waterways Instructor courses can be found on www.rya.org.uk. Go to 'Courses and Training' and then click 'Coaches, Trainers and Instructors'





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Increasing participation

We constantly hear experts telling us to be savvier in this difficult climate. But rarely do they say how!

The recent RYA Training conference looked at many opportunities for clubs and centres, from the use of social media and working with the national curriculum, to taking a more bite-sized chunk approach to delivering our schemes.

I investigated a few of these approaches to see how our clubs and centres are increasing participation. Some truly inspirational things are happening that we can definitely learn from.

Get inspired to do something different for 2012!



Duke of Edinburgh

The DofE is a programme open to everyone aged between 14 and 24. It's split into three levels - Bronze, Silver and Gold - with awards achieved by completing a personal programme of activities which the student chooses and, most importantly, enjoys!

How sailing and windsurfing fit in

Our sports fall into the 'physical' category - a category designed to achieve greater physical fitness through participation and improvement in physical activity. If a student is following RYA certificated courses, not just recreational sailing, they may be allowed to follow the 'skill' route.

It can take place at any RYA

training centre or club. DofE do not require you to be approved. If you wish to become an AAP (Approved Activity Provider) you can, but these are aimed at expeditions.

The student needs to pick someone to work with who is going to assess their progress before they start the activity. This person does not have to hold any formal qualifications, however they do need to meet them before they start the activity to discuss what they are doing, and ensure it fits the requirements. If they are not the instructor, they should be someone who sees them take part and progress in the activity. An example might be a school teacher or member of the club, but it cannot be a family member!

Stuart Harrington-Rutterford, Watersports Manager at Suffolk Watersports Association, tells us about his success with DofE: 'SWSA uses powerboat training to work with young people on outreach projects. The programme is delivered over 8 to 12 weeks, with an achievement target of Powerboat Level 1 and 2 where possible.

'The young people tend to engage with powerboating from the outset because of the perceived thrill factor, but we link in a large element of sea safety education. We have managed to maintain a high attendance record from the participants

and I believe this is because the programme is so different to anything else they have done before, and it's within an environment that's totally new to them.'

SWSA would like to develop this project due to its success and are currently investigating how to introduce sailing into the same type of programme. Watch this space!

DofE participant, Tom Bernal, worked with RYA Coach and Trainer Simon Horsfield to gain the Physical section of his Silver DofE Award. He comments: 'I worked with Simon to gain my RYA Intermediate windsurfing award, with an aim of achieving it over a six month period. Initially I found windsurfing quite a hard skill to learn, but with Simon's help and support, along with the instruction I needed, it made it easier to develop.

'Choosing windsurfing as a challenge encouraged me to go further with my windsurfing and, as a development of gaining my DofE award, Simon helped me achieve my RYA Assistant Windsurfing Instructor award. I'm now hoping to take my RYA Start Windsurfing Instructor course during 2012!

'I would recommend this to others, because it's a good sport, interesting, and you get good qualifications and opportunities out of it!'



Amanda Van Santen
Chief Instructor, Dinghy & Windsurfing
E-mail: amanda.vansanten@rya.org.uk
Tel: 023 8060 4179

Could you create an opportunity to introduce the next Tom to our sport!?

Working with the Curriculum

Angie Sword, RYA Scotland's Development Officer has been working with the changes in the Scottish curriculum to help them engage with schools:

To enable us to tie in with the curriculum there were four key focuses we had to include in any project: successful learners, confident individuals, responsible citizens and effective contributors. But to encourage teachers, we

needed to find something more specific and complete!

Aims and objectives of the project included:

- » A cross curricular approach
- » A day where the whole class could attend, with the sessions being run within the school day
- » A pack with information for the school, parents and consent forms so there is minimum work for the school
- » A diary page to log 'highs and lows' of the day. This was requested so it can be added to the pupils' Individual Learning Log.

We consulted with an array of different people to bring ideas together, create specific learning outcomes and days. Our plan was then checked by Learning Teaching Scotland to check the content was appropriate to the new 'Curriculum for Excellence' and the thumbs up was given.

Successful pilots were run, with minor adjustments made to the final product. Instructors were

trained to ensure they understood the specific learning outcomes to be delivered and 'Sail to Learn' was created and rolled out!

RYA Scotland is now looking to develop this project through High Schools and Further Education colleges. Further information can be found on RYA Scotland's website under 'Sail to Learn'.

Graeme Rowe from South Tyneside OEC, tells us about his work with the curriculum from a centre engagement perspective:

We run two programmes: BTEC in Sport (Outdoors) and GCSE in Sport. The students select their route and the sports or modules they wish to follow. Both these programmes can be run by specialist instructors under the supervision of teachers from the school.

BTEC Sport (Outdoors) enables our students to take part in sailing, windsurfing, powerboating, climbing, orienteering, canoeing, personal watercraft, life saving and walking.

We look at learners trying to achieve similar skills to RYA Level 1 and 2, providing witness statements which go into portfolios that are moderated at the end of the course. Schools are much more willing to give time to these courses as they are often the equivalent of three or four GCSEs and are used with challenging, less academic students.

Due to new government procedures, unfortunately the BTEC programme may shortly be discontinued so we are looking at other schemes to get engaged with. One possibility is the Welsh GCSE PE scheme, which has a very practical approach to a sport rather than the more theory based GCSE programmes that would not suit the less academic learners. This is still very much in a research stage!

Thank you to everyone who contacted me. Apologies that I haven't managed to include all your stories here, but we are hoping to have further advice and information on the RYA website shortly.



Technical Recreational Coaching



RYA Courses for RYA Instructors in Southampton

Re-qualify your First Aid Certificate or better still top up your RYA qualifications at www.technical-recreational-coaching.co.uk

RYA First Aid course **£59**. For those of you re-qualifying!

RYA VHF SRC course **£59**. For those of you that haven't got it!

RYA Powerboat Instructor Course **£295**. Are you an RYA Instructor in another discipline, and have the entry requirements to be a RYA PBI, then go for it!

Book and pay online. Bring your current RYA Instructors Certificate to the course and get a further 10% discount. Offer valid through to December 16th 2012

Encouraging and enabling your development at www.tecrec.co.uk

Horses for courses

Deciphering the world of beginner equipment

Buying boats and boards for centres used to be a relatively simple affair, with a small and steady range of products and uses to which they were put. The questions are: are we still teaching the same sessions as ten years ago, and what is the best kit for the job? The simple answers are, NO and there are many options!

We tasked Sam Ross, RYA Windsurfing Trainer and OnBoard Officer, and Simon Winkley, RYA Coach/Assessor with taking a look at the current demands and opportunities for teaching windsurfing and dinghy sailing, and what equipment is available.

First, Sam looks at windsurfing kit.

Boards

Board design has changed considerably in the last ten years, especially at the entry level. Boards have become shorter and wider, and cover a larger ability range, enabling more people than ever before to give the sport a go.

Sails

With lighter modern rigs, we are now teaching people to windsurf from a much younger age, as well as a wider range of adults. It is possible, with the right kit, to see incredibly rapid improvement into the intermediate stages.

Both sail and sailor sizes are the main two factors when selecting entry level equipment. We now have access to great small sails for young sailors and small adults, but they won't work with some boards.

Volume

In terms of the sailor's size, we should relate this to board volume and width. With width, the wider the board the more stable it will be. But remember, a very short board that is very wide won't go upwind very well!

A rough, but good starting guide on volume for the different levels of adult is:

- » Beginner: 210 litres plus
- » Intermediate: 170 litres plus

Youth sailing is slightly harder to have a guide as it is very size and age dependent.

So, how have the manufacturers dealt with this? Most have gone for training boards that fit into three rough categories:

SMALL - Suitable for youth and very small adult beginners, as well as being a good progression board for most adult intermediates. They tend to be around 150-180 litres in volume and 70-80cm in width.

MEDIUM - Designed for some adult beginners and larger youths, but also makes a great board for intermediate use. Around 180-205 litres in volume and 75-85cm wide.

LARGE - Suitable for most adult beginners and those looking for more stability. They tend to be up to about 235 litres and over 80cm in width.

Construction

The Primo's biggest asset was its durability. Due to running a wider range of sessions at most centres, the need for durable boards is as important as ever. The words Sport, HRS, AST, ASA are used to explain a resistant skinned board which offers good durability. Tuffskin, EVA and soft deck packages offer the same construction but with a softer deck underfoot and impact protection for the sailor. A couple



level, you can see that a variety of equipment is crucial to a centre's success. With the generally shorter, lighter and more manoeuvrable boards, hardcore durability may be less of a concern than it was originally. But for those centres with incredible durability challenges there are now great boards available in super tough constructions.

Remember...even a couple of different size boards at your centre will add to your flexibility and the ongoing success of your students' windsurfing careers.

Dinghies

And now Simon Winkley takes a look at the current range of dinghies.

Bray Lake Watersports is a commercial operation located on a small lake in Berkshire. Here the Topaz Omega is used for beginner courses as they find the boat to be very durable, being roto-moulded, with an open cockpit for an instructor plus three adults. They use the smaller Dacron training sails as a less powerful option to the original Mylar sails. As students

of manufacturers offer something that goes up against the Primo for durability, with Armourtech from Starboard and Bic's polyethylene board.

Here are some suggested boards to take a look at, in no particular order: Starboard RIO, Fanatic Viper, BIC Beach, Goya Surf, Tabou Coolrider, AHD Zen.

From the boards above and given the current range of sessions we deliver, even at low



progress, this boat is used to introduce more advanced skills on a Seamanship Skills or Sailing with Spinnakers course. Their choice of single hander is the Topaz Uno which is used for children and adults. They would like a bigger version of this type of boat to become available for larger adults or those with limited agility.

Loch Venachar Sailing Club in central Scotland is a busy volunteer-run training centre. The club recently used a grant to purchase two new Hartley Wayfarers, a boat that they find to be robust, stable and forgiving. They recently obtained two used Laser IIs for very little money which they use for their junior programme. Their fleet choice today reflects their move away from traditional wooden boats to reduce maintenance time.

Other dinghies such as the RS Vision, Laser 2000, Bahia, Topaz Magno, Bosun, Laser Vago and Comet double handers are found across a range of centres as beginner and progression boats – also suited to hire and ‘pay and play’ schemes. The RS Feva and Tera, Topper, Topaz Vibe, Laser Bug and training Optimist are commonly used for youth delivery. The classic Laser, with three rig options, is found just about everywhere.

So what should we look for in a boat? Factors such as cost, size, construction, robustness, appearance, cockpit layout, sail plan, performance and suitability for location need to be carefully considered. The sensible approach is to get your team together to discuss what you want from the boat. Then investigate what other clubs and centres are using and see what the manufacturers can offer in terms of equipment, pricing and support. Demo boats may be available to try before you buy.

A final consideration may be to decide upon an on-going programme of replacement to prevent the fleet from getting too tired. This approach enables a RYA centres to stay ahead of the game, to make fleet changes from time to time and to provide the best possible boats for their training.

Videos up for grabs

- » Research shows that 86% of web users prefer to watch video than read text.
- » Videos are 50 times more likely to rank in page 1 on Google.
- » Videos help viewers engage with a subject on an emotional level.
- » Videos are proven to reduce abandonment and increase dwell time on a page.

Want to liven up your website with some video?

We have used some of our own footage and clips from the ilovesailing Facebook competition to produce a range of very short, fun promotional videos which can carry a promotional banner for your centre.

How can your centre and club use these?

Use one or more of these videos to reach new customers/members and enthuse existing ones and their friends to go sailing. Use the video on:

- » your centre’s website/YouTube Channel/Facebook page
- » links through E-newsletters/



electronic media channels
» communications with potential clients/businesses.

It is free to the first one hundred RYA dinghy and windsurfing centres. All you need to do is:

1. Pick the video(s) you would like to use out of the following list (maximum three per centre).
 - » Video A. Start Windsurfing.
 - » Video B. Intermediate Windsurfing.
 - » Video C. Intermediate Windsurfing.
 - » Video D. Start Dinghy Sailing.
 - » Video E. Intermediate Dinghy Sailing.

- » Video F. ilovesailing Dinghy Sailing and Windsurfing.
- » Video G. Try sailing. Dinghy Sailing and Windsurfing

Videos can be viewed here:
www.youtube.com/user/RYAPromoVideos

2. Email your video choice (A – G) and your centre’s logo to go on the opening credit and the text for the final credit (maximum of twenty words) to ben.reid@rya.org.uk

It’s as easy as that!

RYA Volvo Dinghy Show 2012

A great success

8,500 people attended this year’s RYA Volvo Dinghy Show, in association with Yachts and Yachting and Suzuki. Dinghy enthusiasts came from across the country and as far away as Alaska.

Being the only show in the world dedicated to dinghy sailing, the weekend offered visitors a chance to check out new boats, redesigned boats, kit, gear and books, as well as pick up some top tips from some of the very best dinghy sailing experts around.

Visitors mingled with some of the sport’s elite sailors including Olympic gold medallist Paul Goodison and Team GB 2012 sailors Hannah Mills, Saskia Clark, Stuart Bithell and Luke Patience, as well as a host of past Olympians and Paralympians.

From hard core racers to cruisers, families and youngsters the show had something for everyone. Main stage talks attracted big crowds, as did the hands on coaching sessions where visitors got to experience everything from rolling around on a fitness ball to improve core stability

to the always popular rig tuning session. Younger visitors were involved in a Treasure Hunt and posted good luck messages to our Olympic hopefuls.

The show was a great success for the exhibiting sailing clubs, associations and retailers.

To view photos from the show see www.facebook.com/RYAVolvoDinghyShow

See you there next year, 2-3 March 2013.





The right tool for the job

It has been said before but it's a message worth repeating. Lifejackets and buoyancy aids do a similar job but they do it in a very different way. Late last summer a sailor competing in the Dart Regatta had a near miss that highlighted the fact that having the right device for the right job is very important.

Buoyancy aids, which are usually vest style devices of various designs, are specifically made with the windsurfer, dinghy sailor, canoeist, kayaker or jet skier in mind. Their objective is to provide some buoyancy while you are in the water, but to give some degree



of mobility to enable you to recover from your situation. To put it bluntly, if there is a strong likelihood of you ending up in the water in or around your craft, then a buoyancy aid is the right solution. Buoyancy aids will not float you face up if you are unconscious.

On the other hand, if you are on a yacht, motor cruiser or powerboat, your main priority is staying on board. Hopefully the nearest you will get to ending up in the water is the odd wave over the bow. Lifejackets these days are mostly self-inflating and, in some cases, will activate automatically when they hit the water. They usually provide three or more times the buoyancy of a buoyancy aid, which is



great, but drastically reduces your mobility.

As was discovered by the sailor at last year's Dart Regatta, it is not advisable to use a lifejacket when any risk of inversion of the craft exists. Once the jacket inflates under the upturned craft the user is effectively trapped, and unable to extract themselves from under the boat.

The message here is that the best solution is not always more buoyancy. It is more important to assess the activity you are involved in and the craft being used, and to make an informed decision about the most appropriate device.

The right tool for the right job!



A common theme

Our conferences over the winter discussed some of the horror stories concerning serious accidents and near misses over the last 18 months or so. These are often quite unpleasant to hear about, but the intention is that the mistakes of some may assist others in avoiding similar problems.

RYA training activities continue to be safe, well managed and well respected by those who participate in them. However, over the last year or so we have seen an interesting trend develop: incidents and accidents at RYA training centres while running non-RYA activities.

This has been encountered across almost every activity from RIB driving, yacht and dinghy racing, through to youth race training and yacht deliveries.

The fact that RYA Training activities are generally quite safe is hardly surprising. Having evolved over more than 40 years, the instructor training, vessel standards and recognition framework provide a robust environment in which to carry out our activities. It works well and instructors are comfortable operating within our structured parameters.

Outside of those parameters, we seem to be experiencing reluctance from some instructors to look at the non-RYA activities they run with the same critical eye. If you choose to carry out activities that do not have a robust set of guidelines you will need to create your own. You have an obligation to assess the planned activity and make sure it is well thought through, has appropriate safety cover and that all risks have been assessed and either eliminated or mitigated.

There is more to sailing and powerboating than just RYA courses, and the last thing we want to do is to restrict activities. In fact, the main objective of the RYA is to provide access to boating activities for more people, more often. Training through structured courses is just one way in which we achieve this.

Nike is famous for its slogan 'Just Do It'. An alternative (and preferred) approach when dealing with on water activities is:

'Think about it, then do it!'

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SeaRegs

A guide to writing operating procedures

A new guide to writing operating procedures has now been added to the training centre resources section of www.rya.org.uk. It is aimed at centres in the initial stages of recognition who are compiling their first document, and current centres looking to review and update their procedures.



Why?

A large number of the queries during annual inspections tend to be on the writing of operating procedures. So this document has been designed to help answer some of these queries. It should not be seen as the only approach, or for Inspectors to check against, and it is by no means an exhaustive list of what you need to consider. It is simply a set of pointers providing some direction on where to start.

Who is it for?

Designed initially with centre and club principals and commodores in mind, the document provides

guidance which can be backed up with advice from various RYA support mechanisms – Inspectors, Regional Development Officers and RYA Training staff.

However, it is not restricted to centres and clubs. Inspectors and Regional Club Coaches may also find it useful in providing assistance and direction on current documents which may be in place or need reviewing.

Content and layout

The introduction outlines the importance of having a robust safety management system and the paperwork needed to support that. Key headings, with brief descriptions provide a document

skeleton. Here are a few key examples:

- » **An overview** – The centre's aims and objectives, who is receiving tuition and when the centre operates.
- » **Structure and content** – Roles and responsibilities, staffing, students, safety etc.
- » **Summary and layout** – Top tips to laying out the document.

Where can the document be found?

Most resources for RYA centres can be found in a specific section of www.rya.org.uk dedicated to training centre resources. This area holds many different documents from the running of a

training centre and previous **Wavelength** articles, through to child protection guidance and much more. You can find these resources by going to the 'Courses and Training' section and then choosing the 'Resources' section.

We'd love to know what you think

As the document is new we would like to ensure it meets your needs and requirements. We do have some restrictions as to how much guidance we can provide and the level of detail, however if the documents can be enhanced in any way please get in contact by emailing us at training@rya.org.uk.

2012 Exam fees

	FEE
Coastal Skipper and Advanced Powerboat	£168
South Africa	£200
Asia	£200
Yachtmaster Offshore	£194
South Africa	£231
Asia	£231
Yachtmaster Ocean	£147
South Africa	£173
Asia	£173
Partial Re-Exam	£89
South Africa	£100
Asia	£100
Conversion Exam	£105
South Africa	£126
Asia	£126
Commercial End.	£32
SRC	£30

For fees in Australia or New Zealand please contact Yachting Australia or NZ Coastguard Boating Education.

Medical declarations

When a candidate books a Powerboat, PW, dinghy, keelboat or windsurfing instructor course at your centre, they should be made aware of the health declaration that they will need to be able to sign:

Health Declaration: 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.

This declaration is on the new instructor record cards and should be added to your instructor course booking form so problems can be identified **before** the course.

If a candidate is unable to sign the declaration, they will need to complete an additional form (available from RYA Training) and their case may be referred to the RYA doctor.

Centre Management

Whose policy is it?

All RYA training centres that are recognised to deliver courses to children and young people under 18 are required to have a safeguarding and child protection policy and procedures in place. This is checked at the annual inspection. Most centres adopt the RYA's policy statement and adapt the model procedures to suit their circumstances.

A recent incident has highlighted the fact that a training centre operating within a club may have a safeguarding policy, but if the club as a whole has not adopted it, the majority of club members are unaware of its existence, or of the fact that children's welfare is everyone's

responsibility. Children who have learned to sail in the training centre environment should expect to feel equally safe and welcome when they start taking part in club racing.

Club-based centres are strongly advised to seek the committee's approval for the adoption of the safeguarding and child protection policy on a club-wide basis, and to ensure that all members are aware of it. The name and contact details of the club's designated welfare officer should be clearly available to children, parents and members.

The RYA's guidelines have been updated and can be found at www.rya.org.uk/go/childprotection

Online certificate registration

All the RYA 'command' certificates are now working within the online certificate registration process.

It's been said before, but we really do believe this is a big positive step to offering a better service to your customers and future-proofing the value of the certificates by having a robust, auditable way of tracking them.

The implementation process has been long and sometimes tricky, but it's working well. We

don't envisage extending the system to other certificates in the foreseeable future now that all 'command' certificates have been covered.

Just as a reminder, the following certificates are now subject to online registration:

- » Powerboat Level 2
- » Powerboat Advanced
- » Personal Watercraft
- » Inland Waterways
- » Day Skipper sail and power (practical)

- » Coastal Skipper sail and power (practical)

For all of these, you can now only buy photo ID certificates, although for Inland Waterways, Day Skipper and Coastal Skipper courses you can continue to use up your stock of paper certificates until the end of March 2013.

When issuing photo ID certificates please be aware:

- » Any unregistered certificates, or certificates given to students without a photo will be invalid.

- » You are only able to issue certificates that have been bought by your centre – no swapping certificates between centres please.

- » If the system won't accept the certificate number when you are processing student records, check you have included the prefix before the certificate number, with no spaces in between.

Any problems or queries, please email training@rya.org.uk

HSE/AALA Update

The Health and Safety Executive (HSE) is proposing to replace the current Adventure Activity Licensing Authority (AALA) compulsory licensing regime with a voluntary code of practice.

Background

The proposal was initially intended to cover the UK, but the Scottish and Welsh Governments could have separate solutions. Scotland's consultation process results are due in April.

Two particular elements have been debated:

1. the content of the HSE's proposed code of practice for adventure activity providers, and
2. how compliance should be determined.

The HSE's view is that the code will give guidance to providers on how they might comply with the Health and Safety at Work Act 1974 and associated legislation. Adherence to the code does not need to be independently assessed or enforced since the Act is the enforcement tool.

Compliance with the code would be voluntary, with activity providers self-certifying that they adhere to it. Providers wanting third party certification would be encouraged towards schemes operated by their sport's national governing body, such as the RYA, or a trade association such as Adventuremark.

It is still intended that the bill, including the removal of the

licence, will go through Parliament in Spring 2013. Until then we must continue complying with the law.

What should you do?

If you hold an AALA licence or need to renew, you must continue complying until those requirements have been removed or you are no longer required to. A change in your operation may mean that you no longer need a licence.

There is no plan for the HSE to reimburse centres renewing licences, but we are still working on this.

Post licence arrangements

Some adventure activity providers feel that there should be a searchable public register of providers that have adopted the code of practice. This is still up for discussion.

The RYA has a strong and robust inspection regime, well regarded by the industry and organisations such as the MCA and HSE. We believe strongly that this should be sufficient for our training centres to provide reassurance to visiting schools and individuals that you have a safe and robust operation.

We continue to fight the requirement for further inspections from other bodies and badging systems. The exclusion to this may be for multi-activity centres required to gain external accreditation for activities not covered by the RYA.

We will continue to give further updates as they happen.

Criminal Records checks

A year ago we reported that the proposed Vetting and Barring Scheme had been put on hold and was being reviewed by the Government.

Proposals to change the system of criminal records checks in England and Wales are contained in the Protection of Freedoms Bill, which is making its way through Parliament. It is unlikely that any changes to the existing system of CRB checks will be implemented until 2013.

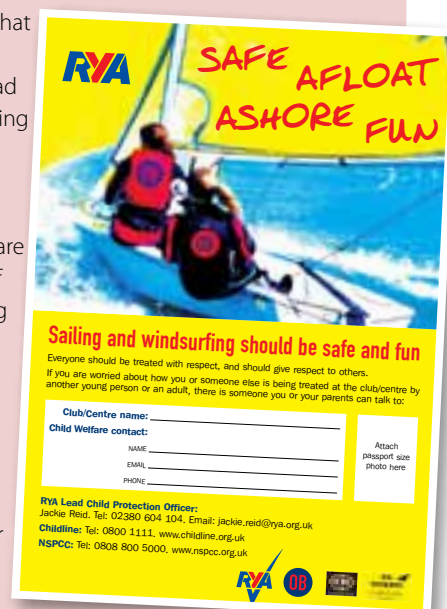
The Bill contains some helpful proposals, in particular introducing 'portability' of checks between different organisations. However there are two areas which have raised concerns:

- » The proposal that the CRB Disclosure certificate will only be sent to the individual applicant, with no copy going to the registered body (ie the RYA). This would mean a club or centre having to chase individuals for their certificates, rather than receiving confirmation from the RYA, and the RYA would not find out if a qualified instructor had been barred from working with children.
- » There is a proposal that Enhanced Disclosures would not be available for individuals working under the 'day to

day supervision' of another person who is undertaking regulated activity. So a centre could be entitled to check the Senior Instructor, but not the instructors working under their supervision.

The Sport and Recreation Alliance is lobbying Parliament on these points on behalf of a large number of governing bodies, including the RYA. We will let you know the outcome.

For more information on accessing criminal records checks through the RYA, and updated guidance on safeguarding and protecting children, see www.rya.org.uk/go/childprotection



Conscious competence

When we are discussing how people learn the 'Conscious Competence' model often crops up. Its origins are not entirely clear but Gordon Training International in the US has played a major role in refining the theory. **Mike Hart**, RYA Coaching Development Officer, unravels the jargon and puts it into context for us.

The model explains the stages of learning a new skill or technique. The student always starts at Stage 1 (Unconscious Incompetence) and moves through the conscious stages in order until reaching Stage 4 (Unconscious Competence).

If we use the analogy of driving a car, it would look something like this:

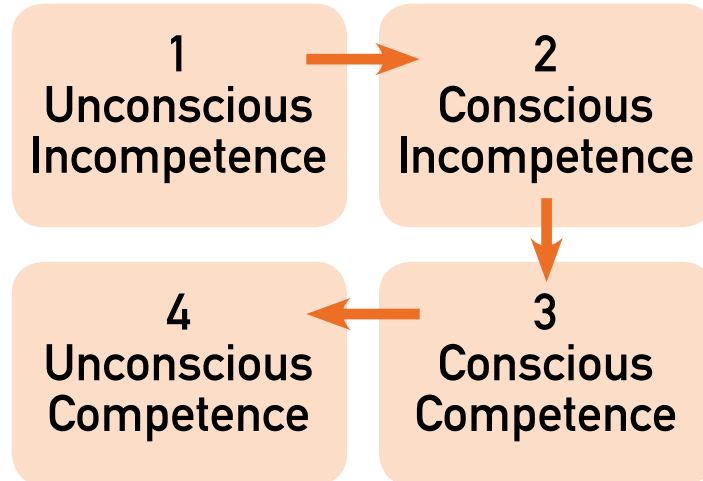
- › Non-driver = **unconscious incompetence**
- › Beginner = **conscious incompetence**
- › Just passed driving test = **conscious competence**
- › Driver who gets to work without remembering the drive = **unconscious competence**

It is also possible to regress from Stage 4 back to Stage 3 or even 2, but it is extremely rare for anyone to regress to Stage 1. We have all heard of golfers completely re-styling their swing or putting technique, and this effectively takes them back to Stage 2 or 3.

Progression from stage to stage is often a big step forward and is a matter of things finally clicking into place. Generally, progression is directly linked to practice. If the student fails to practice enough they can regress back down the stages. But the better they get, the longer it takes for them to lose that skill.

As instructors we need to identify where our student is within the framework and use our coaching style to be most productive at that stage. For example, if we are coaching someone who is new to the skill and is at Stage 1 (a complete beginner), we must first obtain their enthusiasm and willingness to improve by making the training fun with easily achieved goals. People will only respond to

The Conscious Competence Learning Model



training when they perceive a need for it and the benefits they will derive from achieving it.

The next level

There is an argument that there is a 5th stage which is called 'Conscious Competence of Unconscious Competence' but that doesn't really roll off the tongue very well! There are other names for it too, but the essence of it is that you

reach a level of fluency yourself where the skills becomes instinctive AND you can explain what you are doing for the benefit of others. For an instructor operating at a high level in any sport, this is a skill in itself. You need to be able to identify a process in something which is purely automatic and be able to break it down and rebuild it to improve on the student's performance.

Will Taylor from the National College of Natural Medicine in Oregon has put together a nice diagram on the separate stages, showing the thought process and the way in which we alter our perceptions and vary our learning between the different Stages. Stages 1 – 2 *Discovery*, Stages 2 – 3 *Learning* and Stages 3 – 4 *Practice*.

Whatever the theory is, the main point is to keep your instructing interesting and enjoyable for you and the student. By doing this you will ensure there is a greater opportunity for learning. Remember, the student does the learning and you can sometimes help in this.

Finally, just to show that this type of thinking has been around for a while, an ancient Oriental proverb for you:

He who knows not, and knows not that he knows not, is a fool - shun him, (= Unconscious Incompetent)

He who knows not, and knows that he knows not is ignorant - teach him, (= Conscious Incompetent)

He who knows, and knows not that he knows, is asleep - wake him, (= Unconscious Competent)

But he who knows, and knows that he knows, is a wise man - follow him.

(= Conscious Competent)

Happy instructing ☺



(Courtesy of Will Taylor, Chair, Department of Homeopathic Medicine, National College of Natural Medicine, Portland, Oregon, USA, March 2007)

RYA Training Conference 4-5 February 2012

Maybe we're jinxed, but this conference is never short of a few challenges. This year we had: 'computer says no' to the booking process, the guest speaker cancelling at short notice, and snow! Thankfully this didn't deter delegates, or spoil the enjoyment of a packed weekend.

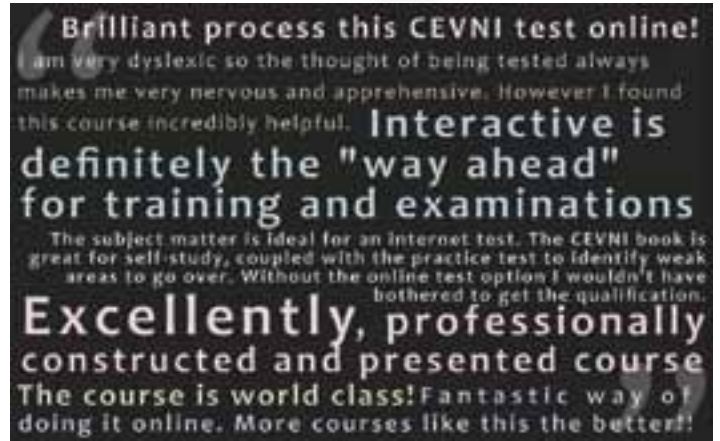
Our opening presentation came from Sarah Treseder, RYA CEO, with a very educational presentation on the RYA and its vast array of interests. It was inspirational and got us thinking about the whole mechanism, and how easy it is to become blinkered to our own world.

RYA staff and external speakers provided more information on a range of subjects, from rough water handling by the RNLI, social media by Sport England, to PW Partnership and effective classroom delivery by Race Coach Karen Falcon. A general training update came from RYA Training Manager, Richard Falk, and scheme specific presentations were given by Rachel Andrews and Amanda Van Santen.

There were also discussions on a number of current hot topics with feedback from coaches, trainers and principals being imperative to the decision making process.

Last year's feedback requested more comprehensive reports on the conference, rather than a short summary in [Wavelength](#). So a page has been set up on www.rya.org.uk which includes feedback from the workshops, a feedback form (for those who have not completed one) and presentations. You can find this information by going to the 'Courses and Training' section and then selecting 'Coaches, Trainers and Instructors'.

Special thanks to the recently renamed 'Gallagher Heath' insurance for supporting our conference once again. Without their support the conference would be very different. Thanks also to the exhibitors showing their dedication, and all the delegates who braved the weather to be with us!



RYA Interactive news

2011 was a good year for RYA Interactive. While still in its (relative) infancy, last year it saw the launch of the Essential Navigation and Seamanship course and uptake of the online CEVNI test continue to grow.

There's no doubt that introducing courses in this way was timely, and greatly appreciated by students and training centres alike.

2012 will be another busy year. There are already signs that participation in the existing online courses will grow and at the start of April we launched the Professional Practices and Responsibilities course – a major new development. In addition, we are starting to explore the possibility of offering an option to take SRC training online prior to a classroom exam. Watch this space!

Over 100 training centres currently offer either the online CEVNI test or the Essential Navigation and Seamanship course, and that number is steadily growing. A healthy number of centres had become recognised to offer the PPR course ready for its launch at the beginning of April, as we went live with the course, with the ability for more centres to gain recognition at any time.

We are pushing towards our one thousandth student for Essential Navigation and the great thing is that uptake of the classroom course has also increased, allaying fears that online training might damage attendance at training centres.

A few facts and figures

- » The biggest boating groups to take the Essential Navigation

course are sail cruisers (54%) and motor cruisers (25%), and 46% of them are crews.

- » The biggest age group is 45-54 years (31%), 55-64 years (22%) and 35-44 years (21%).
- » 23% of students needed some form of help from their instructor. Those who did need help rated their instructor an average of 4.9 out of 5.
- » The average satisfaction rating for the course is 4.7 out of 5.
- » The average rating for how likely students are to take another RYA course is 4.6 out of 5.

Above are just a few of the amazing comments we have received about our online courses.

A huge thanks to the training centres who continue to support RYA Interactive. We look forward to being able to offer you more courses in the future, and to welcoming more centres on board (or online!) during the year.

If you would like details on becoming recognised to offer any of the courses on RYA Interactive, please email interactive@rya.org.uk.



RYA Partner Programme

Our Partner Programme continues to grow as more clubs and 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.

Free books!

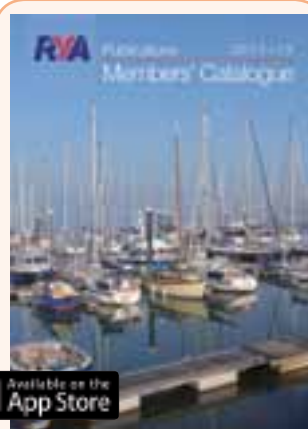
To celebrate the 2012 racing season and the Olympic sailing competition, the RYA Publications team wants to support all clubs, training centres and instructors who join and start using the programme by sending them a

complimentary copy of each of these titles:

- » RYA Racing Rules Explained
- » RYA Racing Rules of Sailing 2009–2012
- » RYA Handy Guide to Racing Rules 2009–2012
- » RYA Going by the Rules CD-ROM 2009–2012
- » RYA Tactics

Please note this promotion will run while stocks last.

This offer is also available to those who have already joined the RYA Partner Programme. To request your free books please contact Beth Ingason in RYA Publications on beth.ingason@rya.org.uk.



Available on the App Store

New interactive RYA Members' Catalogue

The new multi-touch interactive RYA members' catalogue is now available at your fingertips, making it easier for you to access all the information you need to know.

Key features include:

- » Links cover images of books to the RYA webshop
- » Links 'Books for Training Courses' to relevant RYA web pages
- » Video on how RYA membership makes a difference

Available for you to access through:

- » iPad, iPhone and iPod Touch through the RYA Books App
- » Online and downloadable at www.rya.org.uk/go/catalogue
- » Android app available soon.

Exclusive membership offer for RYA Instructors

Take advantage of a fantastic new membership deal.

Sign up as an RYA Instructor member for 5 years and you'll pay the price of just 3 years.

Many benefits on offer.

Call the RYA membership team today on 0844 556 9556 or look out for details in your membership mailing.

Professional Practices and Responsibilities

This new online course for commercial endorsement holders is now live and all new applicants are now required to take the course.

If you already hold a commercial endorsement, from 1 June onwards you will need to take the PPR course at the time of your next renewal.

When we piloted the course the feedback was very positive, so we are hopeful that students will find the course useful and informative. It is a very dry subject to teach, but we have done our best to make it an interesting and realistic learning process.

We will be gathering feedback from students about their overall experience of the course. In addition we have a small team of technical experts who will help iron out any persistent queries or problems with the course. After the first few months we will analyse all feedback and questions with a view to making any changes that



are necessary to the course content and, if necessary, producing a FAQ document to enable centres to help their own students.

If you have any queries during your journey through the course, please raise them with your PPR instructor. If they can't answer the query themselves, they will log it with us.

If you want a sneak peak at the course and how it's run, go to

www.ryainteractive.org and take a look at the taster on the home page.

Don't forget Simon Jinks' new book, RYA Commercial Regulations for Small Vessels which can be used to accompany the course.

Order code: G105
Retail price: £11.99



Ifan James named RYA Yachtmaster® of the Year 2011

Ifan James from Wales was named the RYA Yachtmaster® of the Year 2011 and presented with the RYA Yachtmaster® of the Year trophy by HRH The Princess Royal at the Tullett Prebon London

International Boat Show in January.

Richard Falk, RYA Training Manager said 'Of the large number of strong and worthy nominees for this year's award Ifan stood out as

an extremely clear first choice.'

Speaking after the presentation, Ifan said 'It was a real surprise when Richard phoned to say that I had been put forward for the award,

and then an even bigger surprise when he said I had won. In anything that I do I want to be the best that I can and I will do my utmost to be my best.

'My advice to anyone taking their RYA Yachtmaster® exam is simply to have the confidence to believe in yourself and your ability.'

Having undertaken some of his training towards the RYA Yachtmaster® exam at Stormforce Coaching in Southampton, Ifan worked as an intern for the business and is now employed by them as an instructor.

Candidates for the 2011 RYA Yachtmaster® award were entered by our worldwide team of Yachtmaster® examiners. The trophy was donated by the Royal Institute of Navigation.





Sail for Gold

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

We now have over 550 clubs and centres signed up to Sail for Gold.

Have a go sessions

Why not organise Sail for Gold 'have a go' sessions to showcase your venue and attract new customers. Complete the online form with details of your sessions so we can help promote your day.

Push the Boat Out at your Centre

'Push the Boat Out' day will take place on Saturday 21 July. It's a national day of celebrations and a fantastic chance to show your support for the British Sailing Team.

Don't miss this opportunity to be part of it. See the website to find out what you can do at your centre and to download the online resources.

Sail for Gold kits

The 2012 Sail for Gold kits will be sent out soon, in time for the Sail

for Gold key dates, starting with the Torch Relay celebrations. To receive your kit, make sure you sign up to Sail for Gold and tell us what you are planning.

2012 key dates

2-5 June 2012: Passage to Portland

9 June 2012: Skandia Sail for Gold Regatta medal race day. Combine a Sail for Gold event or 'have a go' session at your centre to coincide with this exciting Olympic and Paralympic event.

21 July 2012: RYA 'Push the Boat Out' day. Check the website to see how you can get involved.

May to July 2012: Find out when the torch arrives in your area and hold a special event at your centre to join in with celebrations.

May to October 2012: Sail for Gold 'Have a go' sessions. Inspire people to get out on the water at your venue.

www.rya.org.uk/sailforgold.



Post your photos and videos telling us why you love sailing or windsurfing, and be in with a chance of winning some fantastic prizes.

Until August 2012, each month we will choose a winner

and runners up, with the overall winner being unveiled at the PSP Southampton Boat Show.

Prizes include:

Go-Pro Hero 2 camera, ilovesailing ducks, a Neilson Sailing Holiday, a day's personal coaching and Skandia Team GBR goodies.

www.facebook.com/ryailovesailing

Regional contacts

East

Robbie Bell
robbie.bell@rya.org.uk

Scotland

Claire Caffrey
claire.caffrey@rya.scotland.org.uk

Midlands

Gareth Brookes
gareth.brookes@rya.org.uk

Wales

North: Ruth Iliffe
ruth.iliffe@welshsailing.org
South: Ben Smith
ben.smith@welshsailing.org

North East and Yorkshire

Adam McGovern
adam.mcgovern@rya.org.uk

Channels Islands

John Elliott
elliott@cwgsy.net

North West

Sally Kilpatrick
sally.kilpatrick@rya.org.uk

Army

Clive Grant
clive.grant937@mod.uk
Jon Metcalfe
jon.metcalfe928@mod.uk

South and South East

Andy Hooper
andy.hooper@rya.org.uk

Navy

Wayne Shirley
rnsailingmanager@gmail.com

South West

Tony Wood
rdo.ssw@rya.org.uk

RAF

Laurie Dengate
ldengate@talktalk.net

Thames Valley and London

Guy Malpas
guy.malpas@rya.org.uk

Sea Cadets

Tye Shuttleworth
tshuttleworth@ms-sc.org

Northern Ireland

Mary Farrell
mary.farrell@rya.org.uk

Passage to Portland
2nd-5th June 2012

RYA

Join us in Portland

- Open to sail and motor cruisers
- Pre-booked berths
- BBQ and flag roast
- Diamond Jubilee pageant coverage
- Dinner and party at Portland Castle
- Olympic sailing venue tour
- Meet members of Skandia Team GBR sailing team
- Watch the Sail for Gold Regatta from the water

Come and join the celebrations!

For more information and to register your interest visit
www.rya.org.uk/go/p2p or call 023 8060 4233

RYA Training in weird and wonderful places

One of the most amazing things about RYA training is the broad range of locations in which our courses are conducted. Every year we receive reports of courses being carried out in a wide array of weird and wonderful places – places many people would never dream of going to, let alone taking training when they got there! We thought you might like to hear about some of the more unusual ones.

For many years two Antarctic expedition yachts have offered RYA shorebased courses on board their vessels in various places around the southern tip of South America and the Falkland Islands. Skip Novak of Pelagic Australis and Steve Wilkins of Expeditions Unlimited have provided the opportunity for people to take theory courses while on board and exploring various rugged parts of South America, the Falkland Islands and the Antarctic Peninsula.

Last year we received reports of a military chaplain providing RYA Yachtmaster theory training on site in Afghanistan to an active serviceman.



1 ● 2-5 ● 5-10 ● 10-50 ● 50-100 ● 100+ ●

In early 2011 we carried out instructor training on the east coast of Africa in a small port in Kenya. This site is now running training for government and local businesses with the RYA Powerboat Level 2 qualification having been adopted as the required standard locally.

Also in 2011 the RYA provided a RYA Windsurfing Instructor course for a group of Singapore Sailing windsurfers. This was conducted on site in the warm waters of the Singapore Straits.

RYA Interactive is also increasing the reach of the RYA with students

from all corners of the world being able to take online courses with centres not even remotely close to where they live. Those people would never have had the opportunity to experience the RYA's training otherwise.

There have been many more, but this gives you some idea of the diverse range of locations in which RYA training of some form or another takes place.

If you have been involved in RYA training activity in an unusual or out of the way environment, please write and let us know about it!

Want to escape the UK winter and work in Australia?

Anyone who holds the RYA Yachtmaster (Sail) qualification should read this...

The Australian Maritime industry for many years has been regulated in a different way to the UK, with State and Territory (large counties) Legislation. For people wishing to work in different regions, this has meant holding dual qualifications with similar issues for vessels.

This is about to change, as Yachting Australia has been working with AMSA (our equivalent of the MCA) to obtain recognition of RYA/ Yachting Australia Certificates of Competence.

From January 2013 a national plan will begin, and for us this means national (commercial) sailing qualifications. These are likely to be 'Sailing Coxswain' based on the RYA/ YA Yachtmaster Coastal, and 'AMSA Yacht Master' based on RYA/YA Yachtmaster Offshore. Each ticket will require other supporting qualifications, not dissimilar to UK flagged vessels. For example, the AMSA Yacht Master may need to have a satellite endorsed Radio Operator certificate and ship security training. Operating limits will also apply and a Sailing Coxswain might be limited to within 15NM of a safe haven, rather than within 200NM of the coastline for the AMSA Yacht Master.

This is great news for the sailing Industry and will not only provide opportunities for UK instructors to work in Australia (visa permitting), but will also result in safer commercial sailing vessels.

A big thank you goes to Chris Kameen, the recently departed Training Manager who has helped to make this happen.

Crew change in New Zealand

With the New Year came a change of crew at the Coastguard Boating Education national office in Auckland.

Neil Murray is now at the helm of the organisation as Manager. Locals may catch a glimpse of him paddling across the harbour to work in his kayak to avoid the rush hour traffic.

John Read (former Maritime HOD at Mahurangi Tech) has been employed as Development Manager. John has a strong background in maritime recreational, commercial, and unit standard based training. He's an

accredited tutor and examiner of Coastguard courses and an RYA Yachtmaster, Powerboat and PW examiner and instructor trainer. With thousands of commercial miles under his belt over the past 20 years, he brings a valuable contribution in terms of technical knowledge and experience.

Originally from the UK, John competed against Neil as a fellow race skipper in the 2000-2001 BT Global Challenge round-the-world yacht race.

Neil Murray says: "We're delighted to have John aboard. He brings a wealth of experience and adds some serious horsepower

to our technical capability. I look forward to working with John in the coming months as we continue development of our increasing range of practical and shorebased boating education courses."





Albany Park
Canoe and Sailing Centre

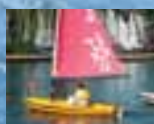
RYA Instructors

Required for the 2012 season
at
Albany Park Canoe and Sailing
Centre, Kingston upon Thames

For an application form contact:
Jill on 020 8547 5812 or
Jon on 020 8549 3066

**Please note: we do not offer
accommodation.**

Albany Mews, Off Albany Park Road, Kingston KT2 5SL
Email: albanyparksb@rbk.kingston.gov.uk



Kingston Children & Young People's Trust
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For more info visit www.albanypark.co.uk



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SENIOR & CHIEF INSTRUCTORS

WATERSPORTS INSTRUCTORS

BEACH CLUB MANAGER (UK)



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or an application pack, please email:



team@rockley.org or call on 01202 677272



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THE LOOK OUT FOR POTENTIAL RACE SKIPPERS. WITH RACES
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CLIPPER 13-14 MAYBE IT'S TIME YOU SHOULD APPLY.



**Have you got what it takes to lead a team of
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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?

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Staff Skipper**

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South is looking for an outstanding
skipper who can deliver safe, fun and
inspiring voyages for young people and
volunteers on board our 72-foot steel
ketch, *John Laing*. Details here:

www.oysouth.org/jobs.asp





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 or call Deborah on 07825 304515



Fellowship Afloat, serving a variety of groups in a unique and lively Christian residential outdoor centre, seeks to appoint a

Lead Instructor

RYA Senior Instructor

You'll need to have proven leadership skills and be an effective team member; RYA Powerboat Instructor and GNAS Archery leader an advantage. Start as soon as possible.

Details from: Andrew Eastham, CEO, Fellowship Afloat Charitable Trust, The Sail Lofts, Woodrolfe Road, Tollesbury, Essex, CM9 8SE. Tel: 01621 868113. email: andrew.eastham@fact.org.uk

www.fact.org.uk | Reg. charity No. 1059143



PEOPLE WANTED



Watersports Coach

Fusion Lifestyle is a forward thinking and innovative operator of leisure facilities nationwide and we are looking for a Watersports Coach to work in our Surrey Docks Watersports Centre in Southwark (SE16 7SX). We have an extensive programme for the Olympics 2012 and want you to be a part of it!

You will deliver professional and progressive coaching activities. A coach is required 16-36 hours a week. You will possess BCU Instructor L2 and/or above. If you have experience in a similar role and wish to work in a challenging enjoyable environment, then please apply via our website:

www.fusion-lifestyle.com/Jobs/Watersports_Coach_Surrey_Docks_Watersports_Centre



West Wales Wind, Surf & Sailing

West Wales Wind, Surf & Sail is a small training centre based in the heart of Pembrokeshire, West Wales. Our centre is situated in the beautiful village of Dale, home to a large, calm bay, and the perfect location for any water sport.

The centre runs a wide range of RYA courses including Dinghy Sailing, Windsurfing, and Powerboating.

We are looking for Watersports Instructors for the 2012 Summer Season (April-October).

Applicants should be friendly, professional, and enthusiastic, with at least a Dinghy Instructor or Start Windsurf Instructor Qualification.

Interested? Send us over your CV and we'll get back to you.

Contact details
Website: www.surfdale.co.uk
Email: info@surfdale.co.uk
Tel: 01646 636 642



Galloway Activity Centre

Recruiting Now! – Galloway Activity Centre is now recruiting for the 2012 season. Many different positions are available – For more details see our website www.lochken.co.uk. To receive your application pack simply sign up to our mailing list online.



RYA Instructors Required

Southend Marine Activities Centre is looking to recruit Senior Instructors and Instructors for Dinghy Sailing, Windsurfing, Powerboat and Jetski courses. You will have the ability to work as a reliable member of the team, have good customer service skills and enjoy working with adults and children. Contracts are available for 3 – 6 months starting from 1st April – 31st October. Please call 01702 612770 for further details or send your CV along with a covering letter to smacbookings@southend.gov.uk



Spinnaker Club – Ringwood (New Forest)

Enthusiastic RYA Dinghy and Senior, Powerboat and BCU Kayak Instructors required for 2012 season (April – October). We offer competitive rates of pay, flexible working hours and further training opportunities. Full time, part-time and freelance positions. Email CV to training@spinnakerclub.co.uk or call 07914 249877 for details. www.spinnakerclub.co.uk

PEOPLE AVAILABLE



Highly experienced coach and centre/club manager available for freelance coaching and/or employment opportunities

- » RYA Coach/Assessor & RYA Advanced, Keelboat, Multihull & Racing Instructor
- » RYA Intermediate Windsurf Trainer & RYA Advanced-plus Windsurf Instructor
- » RYA Senior Instructor Dinghy & Windsurf
- » RYA First Aid Instructor
- » RYA Inspector – UK and overseas
- » RYA Powerboat Instructor & RYA Safety Boat, Advanced Powerboat
- » RYA Race Coach Level 2 Windsurfing
- » BCU Level 2 Coach Kayak & Open Canoe
- » BDA (British Dragon Boat Racing) Centre Coach

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07866 489261
simon.winkley@gmail.com

PEOPLE WANTED



RYA Yachtmaster required for summer season in Australia

EastSail on Sydney Harbour requires an RYA Yachtmaster with STCW95 from November – March.

EastSail has a fleet of 20 yachts from 10-15m. You will be skipping our yachts on charters, corporate sailing days and teaching RYA courses. You may also want to assist on the dock with charter briefings, boat movements, deck scrubbing and routine maintenance to increase weekly hours.

See our web site www.eastsail.com.au for more info on EastSail. Enquiries to deb@eastsail.com.au



Herts Young Mariners Base

Hertfordshire's Outdoor Education Centre

We are currently recruiting part time staff for our busy centre. We require instructors with a minimum of one of the following:

- » RYA Dinghy or Windsurf Instructor
- » BCU Level 1 Coach
- » SPA or CWA climbing award

To apply Email your CV with a covering letter to:

hymb@hertsc.gov.uk

For more information phone 01992 628403 or see our website at www.hymb.com