

RYA Wavelength

keeping RYA instructors and coaches in touch

Paul Wyeth



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Dates for the Diary

- 17 Oct:** Copy date for December Wavelength
- Sep-Dec:** Day Skipper / Chart Plotter workshops, see page 5
- Jan 2015:** New shorebased packs available
- Jan:** Introduction of online safeguarding training for new Dinghy, Windsurfing and Senior Instructors, see page 13
- 24-25 Jan:** RYA Raymarine Yachtmaster™ Instructor Conference, Bournemouth
- 31 Jan-1 Feb:** RYA Training Conference, Swindon
- 28 Feb-1 Mar:** RYA Suzuki Dinghy Show
- Jan-Mar:** Regional Instructor Conferences, see page 18
- 7-17 May:** Push the Boat Out

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People wanted and people available

COMING SOON!

New electronic chart plotter

A long-awaited replacement for our chart plotter CD is almost with us. From January 2015 the CD will not be included in the student packs for navigation courses. Instead there will be a unique code

to activate the new plotter, allowing students to download it to their computer (PC or Mac).

The plotter will include RYA charts 3, 4, 5 and 6, so students in the northern and southern hemispheres will find it equally

relevant to their training.

As well as bringing the software right up to date, there will be some great new features for students and instructors alike.

See pages 4 and 5 for further details.



Ready to revalidate?



As you may know, the Cruising Instructor and Yachtmaster™ Instructor Update is now known as Revalidation as this better reflects the theme of the time on board. **Vaughan Marsh** gives a quick rundown of how the revalidation process works so you know what to expect next time yours is due.

The format

A revalidation course lasts two days for sailing instructors and one day for motor instructors. It is run by a Yachtmaster™ Instructor Trainer and fulfils a dual role of updating and assessing. Part of the course brings you up-to-date with any changes over the previous five years and any specific details that need to be brought to your attention. The other element checks your ability as a current instructor, including your theory knowledge, boat handling under power and sail (if you are qualified for sailing

courses), teaching and debriefing skills, people skills, leadership, situation awareness, safety, practical navigation and pilotage.

How to prepare

With four or five people per course it can be an intense period, so preparation is key. It's really important that you have actually taught some courses, polished your skills on the water and revised your theory.

Be prepared to demonstrate, watch and share. No-one enjoys being assessed but many people enjoy sharing knowledge and skills

with other instructors while no real students are on board. If we acknowledge that we are different and approach things in different ways, watching others can give us all new ideas or, indeed, confirm that our own way is still best for us. Either way, reviewing what we do as instructors is always healthy.

If you are not sure if you are ready, why not get together with other instructors to freshen up your skills. If you're concerned, feel free to pick up the phone and talk to Rachel Andrews or myself – we are more than happy to talk it through with you.

The outcome

At the end of the revalidation the Trainer will debrief everyone individually. There are many potential outcomes, but the vast majority of instructors are revalidated for another five years. If an instructor is not up to standard, the Trainer will highlight the areas needing improvement before a reassessment.

Not reaching the required standard is often due to not having taught recently – I mentioned earlier how important it is to prepare. In general it's boat handling skills, theory knowledge or lesson structure that can let an instructor down. A general lack of familiarity often results in a candidate spending more time thinking about what they are doing rather than teaching the subject.

How often do you need to revalidate?

The normal length of a Yachtmaster™ Instructor qualification is five years. However, many people are qualified to teach both the sail and the motor cruising schemes, so to require them to revalidate both qualifications every five years is quite onerous.

To lighten the load, instructors qualified across both disciplines may alternate their revalidations between sail and motor every three years. So, one year they would revalidate their sail qualification, and three years later their motor qualification, and so on.

Booking your revalidation

To help you plan ahead we have added the dates of revalidation courses to a Google calendar on the RYA website, showing you where and when each course is run. Next year's dates are already on there, and you may also find a small number of places left during 2014. Please take a look if you are due to revalidate – see the Teaching section of Courses and Training on www.rya.org.uk.

When you have found the date you want, simply download the relevant booking form from the link in the calendar and send it to RYA Training.

Why bother with logbooks?

by Ian Wilson, Yachtmaster™ Instructor Power

Originally a boat's logbook was a record of the speed of the boat enabling positions to be calculated by dead reckoning. Those days are long gone, so why bother now?

If your vessel is over 25 gross tonnes, you don't have a choice - The Merchant Shipping (Official Log Book) Regulations 1981 require you to carry and keep one. But most of us are running training on boats below that, so why should we keep a log?

If there is an incident, the first thing the investigators will want to see is the logbook. But, aside from that, from a training perspective there are a number of advantages to keeping a log:

» It's a great measure of how the original passage plan compared with the actual passage. Once we've tied up we can compare the original plan, our plotted positions from the chart and the record in the logbook. It's a

great tool for helping with the debrief.

» Training people as skippers means they have to manage the activities of the boat as well as be able to navigate, steer, and all the other usual skills. Keeping a log is a great discipline and should be a regular activity during the passage that can be delegated to the trainee skipper and crew to manage.

» If the electronics fail, the most recent fix may be the one from the logbook. I teach my students to make log entries generally every hour, so they shouldn't be too far away from their last known position.

If we think it's good practice to keep a logbook, which I do, then we should include it in our teaching - practice what we preach.

As Winston Churchill said: *'The lowest standards we exhibit as leaders are the highest standards we can expect from those we lead.'*

Maritime Labour Convention

The Maritime Labour Convention (MLC) came into force internationally on 20 August 2013. If you operate a commercial vessel on international voyages, it will apply to you.

The application of the MLC to vessels under 200gt varies with each flag state. The UK ratified the convention of 7 August 2013 and delegated inspections to the small commercial vessels code certifying authorities. Countries had 12 months from ratification to certify

all vessels that required it.

Therefore **UK flagged vessels to which the MLC applies must be compliant from 7 August 2014**. If you have not consulted your certifying authority you should do so urgently. Owners of non-UK vessels should consult their flag state on the implementation process.

See RYA presentations on the MLC:

General overview
The RYA's approach



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Day Skipper shorebased courses and packs

The RYA Day Skipper shorebased course has been receiving quite a lot of attention over the last year. What's the reason for this? Feedback from conferences, membership surveys, instructor surveys and a trend of declining uptake all point to a need to revisit the make-up of the course.

The Day Skipper shorebased course is a core part of the Yachtmaster™ scheme, and we have been looking at ways to make it more accessible to students and to ensure its relevance to today's leisure boating public.

New content

With the arrival of the new training chart plotter, the time is right to revisit the use of electronic navigation aids in our courses, and the Day Skipper exercise booklet has been re-written to make greater use of the new plotter. With this change of emphasis we are highlighting the pros and cons and the need to plan when using an independent means of verifying each waypoint or significant milestone in a voyage.

An introduction to the Automatic Identification System (AIS) has been added to the Day Skipper syllabus and we have enhanced the course notes' coverage of stability.

Further guidance on how to teach each of these subjects is

available on the [RYA website](#) in the Resources section of Courses and Training.

New packs – new dates

All new shorebased packs will be available from January 2015.

We have changed the timing of when we introduce new packs and assessment papers from September to January. So, between now and the end of the year please only order what you need for the rest of 2014. In January 2015, the exercises, assessments and chart plotter will change.

Keeping you up to date

Workshops will be run over the next few months to ensure centres and instructors are comfortable using the new chart plotter and the new material to be delivered - see page 5 for dates.

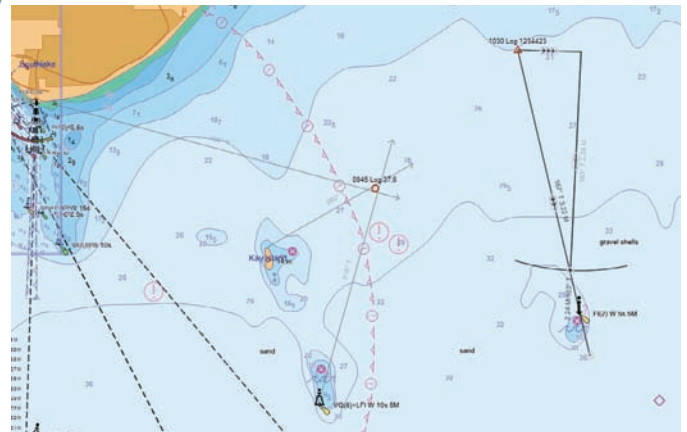
What's happening in January 2015?

- » Changeover date for shorebased packs moved from September to January.
- » New shorebased exercises available in the packs.
- » Increased integration of the use of electronic aids to navigation.
- » AIS added to RYA Day Skipper shorebased course.
- » New RYA Training Chart Plotter available.



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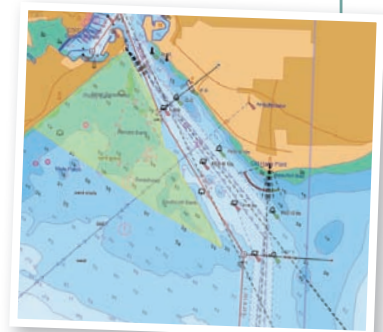
New electronic chart plotter

After extensive testing we are close to releasing this product which will replace the long-standing CD Chart Plotter.

From January 2015 all navigation students (Essential Navigation and Seamanship, Day Skipper and Yachtmaster™ theory courses) will have access to this plotter, which will be available as a download, activated by a unique code included in the students' packs.

As a training tool it offers some great features:

- » An interface which enables focus to remain on the principles being taught rather than learning how to use the software.
- » Pre-installed with RYA charts 3 and 4 (northern hemisphere), and 5 and 6 (southern hemisphere).
- » Although it utilises vector charts, raster charts can also be displayed.



- » 'Traditional navigation' such as plotting estimated positions, fixes or course to steer can be demonstrated.
- » The overlays provided in the instructor packs will be available as electronic overlays enabling instructors to show the correct answers on screen.
- » Students can export chartwork completed on the plotter into a folder to share with their instructor.

Many of these functions can be seen in our [short overview](#).

A series of workshops and webinars will be run later this year, and at conferences early next year – see page 5 for dates.



Day Skipper and chart plotter workshops

Workshop dates:

- 30 Sep Royal Cornwall YC, Falmouth
- 1 Oct Royal Western YC, Plymouth
- 10 Oct Ipswich, tbc
- 23 Oct Innkeepers Lodge, Birmingham
- 28 Oct Innkeepers Lodge, Cardiff
- 31 Oct London, tbc
- 4 Nov Italy
- 12 Nov Royal Northumberland YC, Newcastle
- 13 Nov Thistle Hotel, Merseyside
- 20 Nov Hilton, Nottingham
- 4 Dec Mallorca, tbc
- 16 Dec Gibraltar, tbc

We also plan to run some webinars for those who can't travel to a workshop.

Booking information has been sent to shorebased centres and instructors.

CPR: no half measures

A couple of years ago there was a high profile Hands-Only CPR campaign fronted by Vinnie Jones. This promoted an alternative CPR method for those untrained, unable or unwilling to perform full CPR. Since then some training providers have decided to teach only this method.

This hands-only method is not recommended by the Resuscitation Council. The 2010 guidelines are very clear: The trained first aider should do full CPR, that is compressions and rescue breaths at a 30:2 ratio, if the situation allows.

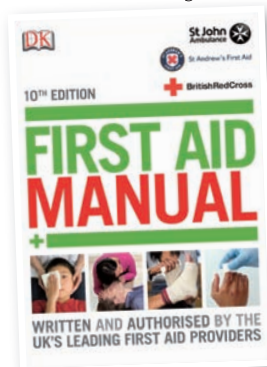
The Resuscitation Council stresses that it is always better to do something rather than nothing in an emergency, and that compressions are so important that they should be taught first. But it states

clearly that people with a duty of care should be taught full CPR.

For those of us who work or just spend time near the water this is especially significant. Full CPR is particularly important for the casualty who has suffered a respiratory arrest, depleting the blood of oxygen prior to the cardiac arrest, as in the case of drowning.

The ventilations are so important for a victim of drowning that five initial breaths should be given, before starting

normal 30:2 CPR. This drowning protocol is taught on all RYA First Aid Courses, but not routinely elsewhere.



Hand-Only CPR is for the untrained, unable or unwilling, NOT for the trained first aider. This is not recommended by the Resuscitation Council.

Full CPR is important too if it is likely to be more than a few minutes before emergency medical support arrives, or if the casualty is a child.

All RYA instructors MUST do one of the first aid courses that appears on the list of approved courses on the RYA website.

The trained first aider should do full CPR, that is compressions and rescue breaths at a 30:2 ratio, if the situation allows.

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Multi-tasking your boats

With the increasing logistical and financial challenges facing today's training centres, some are having to diversify and look at alternative uses for their boats. Matt Wright, RYA Powerboat Trainer and Dinghy Coach/Assessor tells us how his centre has risen to the challenge.

Ten years ago, Cobnor Activities Centre Trust based in Chichester Harbour, commissioned through charitable donations, a bespoke water craft for wheelchair users and people with disabilities.

The Cobnor Chair Boat is a twin hull catamaran style vessel certificated for 12 people on Category C waters within Chichester Harbour, powered by a four cylinder diesel inboard which drives a water jet propulsion system. She has high topside gunwales, which provide a safe

and protective passenger area, and a drop down bow ramp to enable wheelchairs to board and disembark easily from the slipway.

Aside from occasional use for running Powerboat Level 2 courses and providing support for our day sailing fleet, we found that the following is also possible:

- » Activities for people with disabilities to access and experience the harbour, enabling individuals to drive the boat.
- » Taking groups out for environmental education and experiences such as seal and bird watching.
- » Day trips for groups within Chichester Harbour.

Taking people of all ages out on the water for these 'jollies' or educational trips provides us with some additional challenges in terms of guidance, policies and legislation.

After extensive research, support from the RYA and Chichester's Harbour Master, we found that much of the Chair Boat's activity fell outside of the scope of the RYA's training centre recognition, which provides equivalence to the MCA's coding requirements

for inshore waters. We therefore required a licence. I wonder how many other centres are in a similar position?

With a huge amount of help from the RYA Legal team we explored two options - standard MCA coding and local certification under the Solent and Southern Harbour Masters Association (SASHMA) arrangement with Chichester Harbour Conservancy.

'A full coding exercise on a bespoke vessel appeared prohibitively problematic and not commercially viable'

A full coding exercise on a bespoke vessel appeared prohibitively problematic and not commercially viable, so we opted for a local certification arrangement under SASHMA which covers the use of the craft in Chichester Harbour Conservancy waters in daylight hours.

We still needed to get the vessel surveyed and this was carried out successfully under the clear guidance and high standards set

out by SASHMA, which seemed to be far less complicated than the full MCA coding route.

As well as the certification for the boat itself, SASHMA had a number of requirements for staff competency, similar to a normal commercial endorsement but including a Conservancy Boat Licence.

With the combined support of The Chichester Harbour Conservancy and the RYA, we completed all the formalities, and embarked on the 2014 season with confidence that we fully complied with the requirements.

I assume other centres are faced with similar challenges of providing boating trips or activities to paying clients, either through donations or payment, which fall outside the RYA's training remit or agreement with the MCA.

If your centre runs nature trips or other such powerboat experiences which fall outside of the RYA training remit, you must ensure that your boat is properly certificated. A good place to start if operating within categorised waters, is the MCA's Class IX vessel requirements. In addition to this you must check with your local authority regarding commercial vessel regulations in the operating area.

Details of Cobnor Activities Centre Trust's Chair Boat can be found on www.cobnor.com.



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Will your engine start in gear?

During your centre inspection, your inspector will want to check whether your engine can start in gear. This is a requirement in the RYA Training checklist for powerboats:

Engines and Safety Systems

Section D: Outboard engines must not slip out of gear or start in gear.

Engines which, by design, may start in gear must be clearly labelled to state this.

Check that your engines can't be started in gear by following this procedure:

1. Engine in neutral
2. Start the engine
3. Put the engine in gear
4. Pull the kill cord
5. Re-attach the kill cord without taking the engine out of gear
6. Try to restart the engine

Note: Only test if an engine will start when it is in the water.

To avoid any surprises on inspection day, it would be a good idea to check this periodically as part of your maintenance routine.

New books for the power schemes

RYA Advanced Powerboat Handbook

This handbook supports the RYA Advanced Powerboat course and is aimed at those working commercially and leisure users wanting to gain knowledge to help them improve their theory and practical skills.

Content includes higher-speed handling, rough-weather handling and transferring between moving craft.

Order code: G108

Retail price: £15.99



RYA Power Schemes Instructor Handbook

The new version of this handbook is out now, comprehensively covering instruction for the powerboat, inland waterways and personal watercraft training schemes.

Order code: G19

Retail price:

£12.99

Both books available in print and as an eBook.



Enhancing the learning experience

RYA eBooks are the perfect instructional tool for all instructors. They can really help you get your point across, either in a classroom through a projector or TV screen, or from a tablet whilst on the water.

To find out more see page 15.

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Becoming an RYA Senior Instructor

Taking the next step on the RYA qualification ladder from Dinghy or Windsurfing Instructor to Senior Instructor may feel like a daunting venture! But if you are an experienced instructor with sufficient experience, it can be a straightforward progression and there is no reason why you shouldn't take the jump.

Becoming an RYA Senior Instructor (SI) is less about coaching and more about responsibility, leadership and management, both on and off the water. It is also the qualification required to gain RYA training centre recognition to run the National Sailing or Windsurfing Scheme.

Be prepared

Prior to signing up for the course, it is important that you understand the role. There are many ways for you to achieve this such as shadowing a SI at your centre or club, taking on more responsibility in your current role and, if possible, finding a mentor. Your mentor could be an experienced SI or perhaps an RYA Coach or Trainer.

One of the requirements is a signed recommendation from your centre's Principal or Chief Instructor. This ensures you are ready for the course, in addition to them being able to provide you with the support you need.

The Instructor Handbooks for the National Sailing Scheme (G14) and National Windsurfing Scheme (W33), provide background reading and preparation for the course.

Many regions in the UK now provide a preparation day for potential SIs – it's not compulsory but helps you find out a little more about what to expect.

The SI Workbook helps prepare you and provide an introduction into the topics to be covered during the course.

The SI course

The majority of the course is spent afloat running sessions and learning about the role of the SI. Evening sessions cover theory topics and subjects such as course planning and organisation, assistant



instructor training and the SI's role within the training centre.

By running a combination of theory and practical sessions over the four days, along with time spent briefing and debriefing, the course coaches hope that by the fourth day everyone has gained

confidence in the role.

We asked **Rebecca Hubbard** from Sedbergh School about her journey to becoming an RYA Senior Instructor:

'In March, I attended an SI preparation day at Pugneys Country Park. This day gave me a real taste

of what to expect and allayed a lot of my fears. I left at the end of the day with plenty of things to practice and a much better understanding of what to expect on the course.

Day 1 of the SI course arrived but the wind had other ideas, so we spent the day on land covering classroom and simulator work. The tasks were demanding but achievable with some great discussions about the scenarios we were given.

Day 2 and we had wind! Practical sessions tested not only our sailing and instructing skills, but also our ability to coach as an SI. It was a steep learning curve but we were given huge amounts of guidance and feedback from the Coaches. Giving clear, positive and succinct feedback soon became easier.

The second weekend was at a coastal venue and the Coaches handed more responsibility to us to organise the sessions and logistics. The final day's task was to plan and carry out a group day sail. We were starting to feel like true SIs! The Coaches stayed away and observed proceedings from the RIB. The sailing was great but tiredness and too much sun meant that by the time we headed back to shore, there were seven very weary sailors bringing their boats in.

Prepared for a long wait while we were individually debriefed, we were delighted to be told straight away that we had all passed.

I would really recommend this course to anyone who wants to develop their coaching and take the next step. The course is an opportunity to receive some excellent instruction from RYA Coaches and other experienced sailors. Prepare yourself for the hard work and very long days!'

Further information can be found on the **RYA website**, in the Teaching section of Courses and Training.

Disability Awareness Training

Attitudes to the inclusion of disabled people in sport are forever changing, but the biggest barrier is still the concerns that non-disabled people have. The barriers that these concerns create are often born of ignorance and apprehension, but most significantly from a lack of awareness.

RYA Sailability's Awareness training programme is to a nationally recognised standard and has been designed to change attitudes and awareness throughout the sailing community.

This one-day course gives instructors practical advice on what's involved when working alongside disabled sailors, and how to communicate. It provides the ideal opportunity to learn and ask questions before being pitched in at the deep end. By alleviating fear of disability and imparting knowledge, the course aims to encourage helpers to become involved and to enjoy their involvement.

Importantly, training also improves the quality of the experience for both sailor and instructor alike.

Course aims

- » Rationalise and alleviate fear of working with people with disabilities
- » Train students to facilitate activities for people with disabilities
- » Provide practical advice and knowledge of working alongside disabled people

Course objectives

To be aware of and able to demonstrate knowledge of:

- » The needs of disabled children and adults
- » Improve essential communication skills



- » The use of current terminology used to explain disability
- » Understanding of disability and its challenges in the sporting environment

For a list of Sailability Authorised Disability Awareness Training centres see:

www.rya.org.uk/programmes/ryasailability/Pages/AwarenessTraining.aspx

Simple simulations

With windsurfing being taught more and more in short bite-size clinics, and simulator work taking a reasonable chunk of time, it's easy to lose one of our best ways of getting our point across. So we asked **Sam Ross**, RYA Windsurfing Trainer, for a few ideas.

The simulator is such a great tool as it helps tackle many different learning styles at one time. Most importantly it gives students the chance to 'feel' a new skill before or after going afloat. However it can too easily change from a tool for students to have a go on, to a platform for instructors to do a bit of 'soap boxing'! Remember who the simulator is really there for and resist the temptation to spend too long as the star of the show yourself.

If we can get a good feeling of what something is meant to be like there is a good chance we can replicate it on the water.

Simulation is needed when it is difficult to engage with an actual process. If we think about windsurfing moves that happen at speed or in high winds, they require skills that are difficult to isolate. Simulating these moves in light winds can make it easier to focus on the key elements of these skills.

Stance and harness can be simulated by pairing up students



Pair students up with a boom for harness work

and using a boom. In a safe, soft area students can stand opposite each other hooked into the harness. They can focus on getting the harness lines taut by using hips not hands. It's a great way of showing your students that to commit in the harness you don't need to lean back, but sink your weight through your hips not hands.

One of the reasons this works so well is that it gives students a feel of something that is often perceived to be quite scary. The success of them feeling it isn't

reliant on a series of processes having been worked out beforehand.

Simple simulators can often be the best. They allow you to isolate moves often shrouded by other processes on the water. Carving is a great example: when sailing at speed, maybe in choppy water, getting a feeling for carving a gybe can be difficult. All you need is a board on a mat to get a feeling for carving without using the upper body. If you can carve the board without falling over

then you are in the right position. This can lead onto great footwork practice.

These are just two examples of simple simulators you can use for a couple of minutes before or after getting afloat. Think about the key point you want to get across and whether there is a benefit to trying something on land. It might be finding a big step to practice head and body position for waterstarts, or rigging up a board and rig to practice 'in air' control when jumping.



Simple simulations can be the best



The rise, fall and rise of windsurfing at Priory Sailing Club

In the 80s and 90s, Priory Sailing Club had a thriving windsurfing section with regular racing, competitions, holidays, links with local schools and a great community feel. All looked good until the inevitable happened – the young people grew up and moved away. **Brian Stanbridge** explains how the club came to terms with a situation that many others could find themselves in.

'Bang, in one fell swoop, the young active members all left the club'

Bang, in one fell swoop, the young active members left the club leaving a massive void in participation. The club's windsurfing declined but, undeterred, we decided to invest in the sport and bring it back to the club.

Open days at the club had always featured windsurfing but there was little opportunity to take this further afterwards. Enter the Woodings – a family of wannabe windsurfers. They wanted to learn and continue their sport at their local club which was only 500m from where they lived. So, the old club boards were dusted off and put back on the water to check they still floated.

When other people saw the boards back on the water a new phase in the development of the club began. In 2012 the club's committee made a conscious decision to develop windsurfing at the club. They bought three new style boards and borrowed another four from Bedford University when needed. The only flaw in the plan was that there was no-one at the club able to teach beginners.

By some stroke of luck a young student, Josh Brown-Bolton, joined

the club. He was an RYA Start Windsurfing Instructor and had some experience with Team15.

The Commodore then applied for funding from a local charity in the town to provide equipment and opportunities for local residents to access windsurfing at the club. This proved a great success and the funding meant that by early 2013, nine new boards and a variety of rigs arrived from Starboard Tushingham.

A windsurfing development plan was formed and the RYA Regional Development Officer was asked to help the club by part funding the training of some Start Windsurfing instructor training from the club membership. The club managed to get 12 volunteer sailors to undertake the training, with an action plan to further develop the skills of the members to the required standard. First Aid and Powerboat Level 2 courses were run at the club to enable the volunteers to gain the necessary pre-requisites for the instructor course.

Six of the twelve volunteers then successfully undertook the Start Instructor Course.

2013 was a great year for windsurfing with members, school

groups and the local community participating in a range of programmes including OnBoard sessions. On offer now are youth and adult sessions, summer holiday courses, improver courses and "have a go" sessions.

Windsurfing at Priory Sailing Club has a bright future. It has been a great team effort from everyone to achieve our purpose of getting more people sailing more often.

Thanks to the commitment of the committee, support from local charities and some very enthusiastic members, windsurfing at Priory Sailing Club, Bedford is once again alive and well.

Personal thanks from Brian Stanbridge go to:

Tim Hewett for his on-going windsurfing vision

The Harpur Trust for providing the finance to help kick start the opportunity

The new Instructor Team at Priory for giving up many hours for the hard work and practice
Philip Winfield Regional Club Coach for windsurfing for his support and guidance

Robbie Bell RYA Regional Development Officer for his and the region's support

'Windsurfing at Priory sailing Club has a bright future...getting more people sailing more often.'

RYA Windsurfing Instructor Manual and windsurfing eBook Offer

Our new RYA Windsurfing Instructor Manual provides essential information for anyone attending a Windsurfing Instructor Course.

Simply buy the RYA Windsurfing Instructor Manual as an eBook and you will receive a further 20% discount when you add any of the following RYA Windsurfing eBooks to your basket:

- » RYA Start Windsurfing
 - » RYA Intermediate Windsurfing
 - » RYA Advanced Windsurfing
- This is in addition to our standard RYA 15% Members' discount.

Order code: EW33
Retail price: £15.99

Offer closes 31 October 2014



Sign up now to receive Wavelength via the RYA eBook app.

Email your name, postcode and RYA membership number if you have one to:
wavelength@rya.org.uk

Dealing with a man overboard

Simon Winkley, RYA Coach/Assessor takes a look at teaching man overboard (MOB) recovery to intermediate students.

Tidal considerations

Unlike picking up a mooring, where the target is secured to the sea bed, MOB recovery is the same for tidal and non-tidal waters as the boat and the MOB are affected similarly by tide and wind. The exception is with tricky tidal eddies in a location such as an estuary, where the MOB may be carried away from the boat.

Immediate action

At the point when we lose someone overboard, several things need to happen quickly. With a boat speed of only three knots, the person could be 50 feet away in just 10 seconds.

1. The remaining crew shouts 'MAN OVERBOARD!' to alert other water users.
2. The dinghy is brought under control and sailed away across the wind.
3. The jib is released, simplifying the job of the helm.
4. The MOB is watched closely, with a pointer allocated if any crew are left on board.

The distance to sail away from the MOB is generally about 10-12 boat lengths for a monohull, or up to 15 boat lengths for a multihull.

Approach and manoeuvre

In monohulls the boat should be tacked to return to the MOB, while a multihull is more suited to a gybe to avoid getting stuck in irons and to prevent the vessel creeping upwind too much.

- » After tacking, sharply bear



'Spill and fill' to position the MOB by the windward shroud with the boat stopped in the lying-to position.

away and give a big ease of the mainsail before heading up onto a close reach.

- » 'Spill and fill' to position the MOB by the windward shroud with the boat stopped in the lying-to position.
- » Go forward to collect the MOB, which will act as a drogue.
- » If a small excess of boat speed is present, a slight flick of the tiller to windward should reduce any chance of tacking around the MOB as contact is made.

With catamarans, the MOB can be collected between the two hulls **except** where the presence of a forward towing bridle or dolphin striker means a risk of injury to the MOB. In this case, the approach to the MOB should be the same as for a monohull.

Rising to the challenge

To create a realistic scenario, as the training exercise commences, the crew should sit amidships and not communicate with the helm.

Vary the challenge by specifying that it's the helm who has fallen overboard. When the exercise commences the helm should drop the tiller and mainsheet, crouch down and move quickly forward into the middle of the boat. This provides the crew with the challenge of swiftly moving aft, taking the helm and bringing the boat under control on a beam reach.

Considerations

Underline the importance of these four stages:

1. Plan (quickly!)
2. Approach
3. Manoeuvre
4. Escape (Plan B in case the approach or manoeuvre goes wrong)

Other coaching points:

- » Releasing the jib in a training environment, effectively places

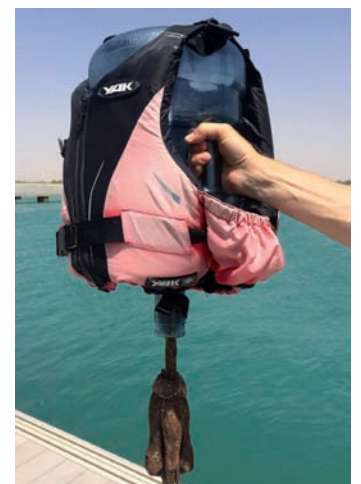
a large flag on the front of the boat to reinforce wind direction.

- » In strong winds, the problem of flogging jib sheets can be alleviated by furling, if available.
- » Remember to teach your students to plan an escape route if the approach goes wrong.
- » Students should drop the MOB device into the water next to the boat and resist the urge to hurl it away as this makes the exercise unrealistic.
- » Methods of recovery of a real MOB should be discussed in a debrief.

MOB gear

All RYA training centres should have a device for practicing this exercise, as an actual person **must never** be used deliberately. This may take the form of an old buoyancy aid clipped to a car tyre, a small buoy with chain links shackled on for weight or something more creative. The picture below shows a simple device using a 19 litre water bottle wearing a buoyancy aid with an anchor to reduce drift.

Finally, remind students that prevention is better than cure. Many a sailor has been plunged into the sea following something as simple as a snapped toe strap. Teaching students to make sensible checks of the boat's equipment before setting out could prevent the situation occurring in the first place.



MOB devices come in many shapes and sizes



Amanda Van Santen
Chief Instructor, Dinghy & Windsurfing

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Tel: 023 8060 4179

Flare safety

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

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

Case study 1

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

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

Case study 2

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

Lessons learned

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

assessments should be reviewed frequently.

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

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



Ocean Safety



Around the World

Improved recognition of RYA Yachtmasters™

RYA Yachtmaster™ Certificates of Competence for sail can now be used commercially in Australia without the requirement for additional courses and application forms.

The National Regulator, the Australian Maritime Safety Authority has released a new version of Exemption 18, the

document that specifies who is exempt from additional certification.

Key benefits for the industry include:

- » Internationally recognised qualifications for Australian seafarers
- » Skippers or Masters with a more relevant skill set

- » Enhanced opportunities for holders of the RYA Yachtmaster™ Certificate of Competence to work in Australia
- » Improved operational safety for vessel owners
- » Reduced red tape
- » Opportunity for experienced skippers to enter the workforce via assessment only.

Further details can be found on the **Yachting Australia website**.



PPR 5-yearly update course removed

When the need for a course covering the legal elements of working afloat was conceived, it was envisaged that all holders would be required to take a short update course every five years after their initial course.

The Professional Practices and Responsibilities (PPR) Course was launched in 2012 and uses a learning style previously unused by the RYA. This style gives students a knowledge of the legal framework but, most importantly, ensures they know where to find answers in the real world.

Using this technique raised the question of whether an update course is actually necessary. This has been reviewed by the RYA's Yachtmaster™ Qualification Panel and the requirement for that

short update has been removed.

It remains the case that all new applicants for a commercially endorsed RYA Certificate of Competence must first pass the PPR course. Anyone renewing a commercially endorsed RYA Certificate of Competence must pass the PPR course prior to their next renewal date, if they haven't already done so.

As is currently the case, holders of commercial endorsements will receive relevant information on any significant changes within the commercial sector at the time of their commercial endorsement revalidation. Those operating in a commercial maritime environment should monitor Merchant Shipping Notices and Marine Guidance Notices from the MCA in order to remain up to date.

Changes to the ICC eligibility criteria

We are pleased to announce that the UK Maritime and Coastguard Agency (MCA) has authorised the RYA to issue the ICC (or to give it its full title International Certificate for Operators of Pleasure Craft) to a wider range of applicants.

The MCA has confirmed that the RYA may issue an ICC to qualifying nationals of any country EXCEPT individuals who are a national of a United Nations Economic Commission for Europe (UNECE) member state which has adopted Resolution 40 who are also resident in a UNECE member state which has adopted Resolution 40, unless the RYA has the written consent of the authorities in the relevant UNECE member state.

The list of UNECE member states that have adopted Resolution 40 is subject to change

without notice (ie. whenever the government of a country adopts Resolution 40) and is therefore only available on the RYA website at www.rya.org.uk/go/icc-no.

This page also details those UNECE member states that have authorised the RYA to issue ICCs to their nationals and residents.

No other aspects of the ICC have changed, however we would encourage you to refresh your knowledge at www.rya.org.uk/go/eoca, where we explain how the acceptance of the ICC is determined in accordance with both the vessel's flag state legislation and that of the visited country.

Please ensure your candidates can use the ICC as they are intending, prior to offering training and assessments. If you are in any doubt please contact the cruising team for guidance on 023 8060 4233 or email cruising@rya.org.uk.

RYA Wavelength

keeping RYA instructors and coaches in touch

A slightly different Wavelength

After this current issue of **Wavelength**, we are making a few changes to help provide a clearer summary of RYA Training activity and a better time for communicating it.

We will continue with two online editions each year in their current format, but they will now be emailed to you in April and September. The biggest change will be to the printed edition which was previously circulated each April. It will now be published each December and sent with our annual mailing to all centres which also includes the coming year's recognition certificate and fee invoice etc. At the same time it will be mailed to all instructors too.

The emphasis of the printed edition will change slightly, with it becoming a digest of the year's

activities and a look ahead to the following year. It will summarise all the important changes that have taken place over the year and inform you about forthcoming changes and developments, as well as including a selection of coaching articles.

If you would like to contribute ideas, letters or articles for future editions, the copy dates are:

- » December 2014 printed edition – 17 October 2014
- » April 2015 online edition – 13 February 2015
- » September 2015 online edition – 10 July 2015

Neither the online nor printed edition will now contain a jobs page but we are introducing an online replacement of this service. See page 20.

Safeguarding training for instructors

Over recent years new instructors within the National Sailing and Windsurfing Schemes have been required to complete training on safeguarding children. This has so far been delivered by the Coach or Trainer, using a standard presentation to facilitate a discussion covering issues that may arise while teaching children.

This is a hard session to run for the Coaches and Trainers, who are not generally specialists in this field. It also eats into the time needed to teach instructional skills. So we are developing an online alternative which will mean that the time spent on this subject during the instructor

course can be reduced to about an hour to check understanding and discuss any areas of concern.

The online course is due to be available from January 2015, probably with a three month transition period. This means that from April 2015 we expect that all new trainee Dinghy, Windsurfing and Senior Instructors will be required to complete the online safeguarding course prior to their instructor course.

Further details will be sent to training centres, Coaches and Trainers in the run up to the course launch, and it will also be discussed at the regional and national conferences.

Sustainability makes sense!

Buzz words like 'sustainability' and 'environmentally friendly' can be overused and start to lose their impact. But there are some real advantages to taking on board a few green tips, with help from The Green Blue – the joint environment project of the RYA and British Marine Federation.

A few easy steps will not only save resources but money too:

Most organisations recycle these days, and sending less waste to landfill will cost less in landfill tax. A quick waste audit and a few extra recycle bins may reduce the number of general waste lifts per week, and the costs.

Motion sensors for lights, switching to LEDs, installing push button taps, aerated shower heads and trigger nozzles on hoses all add up to using less electricity and water. Monitoring your electricity and water bills will help you spot

unusually high costs or unexplained spikes. As one sailing club found, a faulty urinal was costing them thousands in excess water which was only spotted by looking at the water bill.

Another great way to keep an eye on energy is with an energy monitor. The Green Blue has a limited supply of Owl wireless electricity monitors to loan to RYA training centres as part of an Eco Kit supported by The Crown Estate's Marine Stewardship Fund. The kit also contains a spill kit for use when refuelling boats, a refuelling SuperSpout device, a fuel collar, a sample of Ecover Heavy Duty Boat Wash a copy of the RYA's Go Green book for young people, and a selection of The Green Blue's posters. All we ask in



return is the chance to help the centre show its commitment to environmental best practice. This can be as simple as developing an environmental policy and putting into practice a few easy measures to get started.

If your training centre is interested in learning more, please get in touch with Jane Swan, Project Manager on jane.swan@thegreenblue.org.uk www.thegreenblue.org.uk



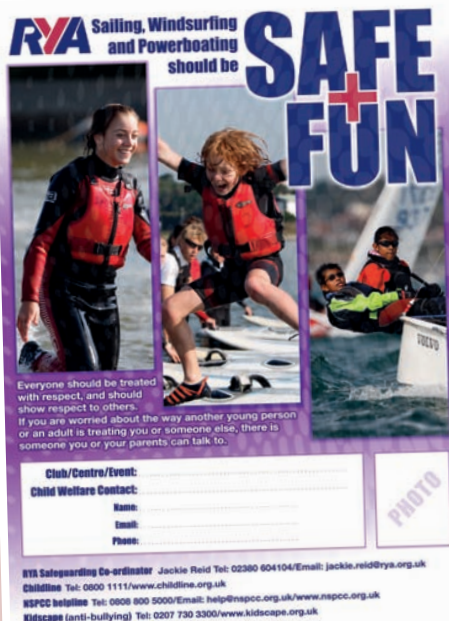
A joint BMF and RYA initiative

RYA Training Notices

With Wavelength only being produced three times per year, it is sometimes difficult to clearly communicate important messages at the right time. We are therefore implementing RYA Training Notices that will be sent out when any changes take place that affect RYA recognition or the courses that you offer. Those of you who receive M-Notices from the Maritime and Coastguard Agency will be familiar with this concept.

The notices will include a summary and full details of the change, who it affects and where to find more information. Once circulated, it will remain in the Resources Section of www.rya.org.uk as a permanent reference.

Leading up to any major changes we will of course continue to keep you all informed via other communications such as conferences, Wavelength, email updates etc so the content of Training Notices shouldn't come as a surprise to anyone.



'Safe + Fun' posters

These posters are free and available to clubs, training centres and class associations.

Displaying the poster will demonstrate to children, parents and volunteers your commitment to providing a safe environment for young people and clearly show who they should contact if they have any concerns.

Download and print the poster for your noticeboard.

RYA TRAINING NOTICE

Issue date: xx/xx/xxxx
Reference: 01/14

Title

This notice applies to: Lorem ipsum dolor sit amet, mei eu modo agam. Est te discere docendi intellegat, ulum splendide nam te. Pii viris mandamus ei, eum dicti patrioque eventitri id, ius exerci omittam ei. Qui regione nostrum ad, sit at legitimus molestias forensibus. Accusamus gubergren dissensitas ut vis, mei habeo tempor voluimus ne. Sed cu atomorum intellegat, pitionem suscipiantur at vel, mutis doming sapient ad eos.

This notice replaces: Section xx.x.x.x of the Recognition Guidance Notes v xx

See also: Lorem ipsum dolor sit amet, mei eu modo agam. Est te discere docendi

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eBooks: Enhancing the learning experience

by Vaughan Marsh

I have had the privilege over the past 16 months of attending many instructor courses and conferences. Whenever a demonstration was given on eBooks, it was obvious to me that many of the audience had never seen an RYA eBook before, but quickly realised what an asset they could be as an instructional tool.

An eBook is more than just a digital version of a paper book. As the book is converted to an eBook we look hard at

what enhancements can be made such as replacing still graphics with videos, animating diagrams etc.

Any features that you use regularly can be bookmarked so you can go straight to them without scrolling through the whole book.

With your computer or iPad plugged into a projector, or with your students sat around your screen, you can use video or animations to enhance the session.

Some examples of the progression from book to eBook

are shown below.

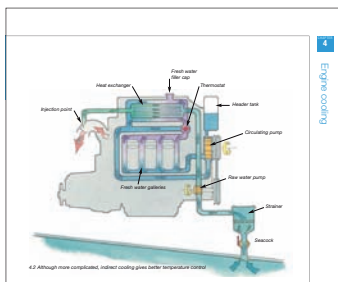
As minor updates are made to eBooks, they are sent automatically to your device ensuring you always have the latest version until a major new edition is commissioned.

Thinking of buying a new book? Take a look at the eBook version. I have 30 on my iPad, PC and Mac for me to call on during any teaching session or presentation.

All our eBooks have a free taster for you to try before you buy.



RYA Diesel Engine Handbook



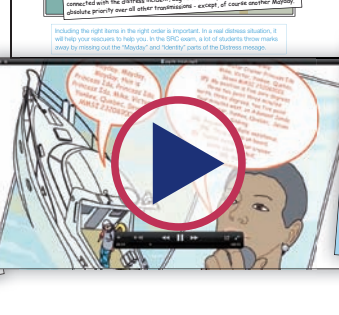
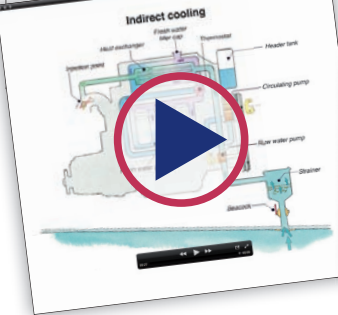
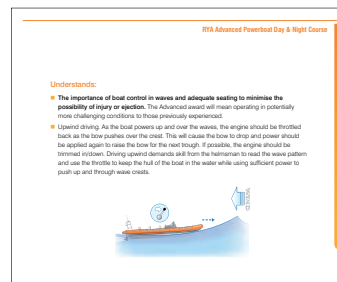
4.2: Indirect cooling
Although the water around the pistons, coolant, most marine diesel engines never come into direct contact with it. The cooling system is divided into two separate flows - one an enclosed circuit of fresh water and additives such as antifreeze and the other raw water flow which is pumped in from the sea. The two are never mixed but come very close together in the 'heat exchanger'. Heat exchangers work by bringing two fluids - one hot, one cold - into each other's contact. The heat exchanger is divided into a number of smaller tubes or plates to maintain the area in contact with the air. Seawater sea water for air, and a marine heat exchanger functions in a very similar way. The sea water is pumped in to pass through a bank of parallel, covered ocean thermally conductive tubes immersed in an outer good conducting liquid contact. The air

RYA VHF Handbook



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RYA Power Schemes Instructor Handbook



Southampton Boat Show

Come and say 'hello' at the Southampton Boat Show.

You can find us on Stand JO66 in the large Mayflower marquee opposite the entrance to the marina.

The RYA members lounge is now situated at the heart of the show in the Holiday Inn Hotel.

See the **website** for details of our members' ticket offer.



Exclusive benefits for our instructor members:

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

www.rya.org.uk/go/instructormembership

Plus our standard membership benefits:

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

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



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

INSTRUCTOR MEMBERSHIP OFFER

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

RYA SafeTrx app

RYA SafeTrx is an app where you can enter your passage plan, estimated time of arrival and designated emergency contacts. If you fail to reach your destination on time, your emergency contacts are alerted.

Once your contact has alerted the Coastguard, the Coastguard will be able to access your location data via the RYA SafeTrx Trip secure server.

The app is free to download and use for RYA members, with a small charge per trip for non-members. RYA members also have free access to the Performance Mode giving analytical and statistical information about their trips.

SafeTrx is available for iPads, iPhones and Android devices.

Further information and FAQs are available on the [RYA website](#).

Download the app:



Earn money with RYA Joining Point

Earn commission for your training centre! How? By signing up to the Joining Point programme you can earn commission every time you sign up a new RYA member.

Following a recent revamp, Joining Point centres now receive a pack containing all the tools needed to promote RYA membership and the numerous benefits, rewards and services available.

Packs include:

- » Posters
- » Membership leaflets
- » Leaflet holders
- » Promotional stickers
- » 'How to' Joining Point swatch containing everything there is to know about RYA membership.

Each Joining Point pack provides the centre with the possibility of earning up to £1,000 in commission.

Becoming an RYA Joining Point is completely free and easy to do, simply email joiningpoint@rya.org.uk

Still need some persuading? [Take a look at this video](#)



Who's who

There have been a few permanent and temporary changes to the administration team in RYA Training, so here's a brief run down of who covers each area of work:

- » Training Manager – Richard Falk assisted by Natalie Hammett
- » Chief Instructor (Sail and Shorebased Schemes) – Vaughan Marsh assisted by John Whelton
- » Chief Instructor (Power Schemes) – Rachel Andrews assisted by Tricia Leeson-Smith
- » Chief Instructor (Dinghy and Windsurfing) – Amanda Van Santen assisted by Dawn Seymour
- » Training centre recognition (Sail Cruising, Motor Cruising and Shorebased Schemes) – Lynne Cox
- » Training centre recognition (small boat schemes) – Emma Baker
- » Instructor course and update bookings – Helen Byrne
- » Training Resources Manager – Craig Burton
- » eLearning Manager – Jane Hall assisted by Jayne Stephens and Victoria Jacobs
- » Publications Manager – Steen Ingerslev assisted by Anthony Lovell, Beth Ingason, Stephen Vittles and Tom Parker

Win a Suzuki powered Rigiflex safety boat

Does your club or training centre need a new safety boat?

To celebrate the launch of three new RYA recommended safety boat packages from Suzuki



Marine, the RYA Suzuki Dinghy Show and Suzuki Marine are offering you the chance to win a brand new Rigiflex Newmatic 360 powered by a Suzuki DF9.9A engine, worth over £4,500.

The winner and their family will also be invited to the RYA Suzuki Dinghy Show on the weekend of 28 February/ 1 March, as special VIP guests of Suzuki and the RYA Suzuki Dinghy Show.

Simply complete the **online entry form** and you will be entered in to the free prize draw.

Closing date: 31 January 2015

We look forward to the return of some of our long standing team members from maternity leave and sick leave over the next few months. In the meantime, our newer team members are doing a great job getting to grips with the diverse challenges and questions presented to them daily.

If you need to contact any of the team, our email addresses all follow a common format of firstname.surname@rya.org.uk. The general phone number for RYA Training is 023 8060 4181, or you can contact the Chief Instructors on the direct numbers shown on the relevant pages of this magazine.

Development days for all

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

Take your chance to get on

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

To book your place use the contacts below, but HURRY as places are limited.

Cost: Starting at £15, but events do vary. All are subsidised by RYA Training.

For RYA Windsurfing Instructors:

Details	Date	Venue	Contact
A day specifically looking at windsurfing skills training, open to all windsurfing instructors.	11 Oct	NW: Crosby Lake	Adam McGovern
	15 Oct	TV&L: Queen Mary SC	Steve Mitchell
RYA Windsurfing Senior Instructor Course	6-9 Nov	Carsington Watersports	Carsington Watersports
TBC	TBC	Wales	See website

For RYA National Sailing Scheme Instructors:

Details	For	Date	Venue	Contact
A day specifically looking at skills training for all RYA National Sailing Scheme instructors.	Multihull	20 Sep	TV&L: Datchet Water SC	Steve Mitchell
	Keelboat	18 Oct	TV&L: Queen Mary SC	Steve Mitchell
		9 Nov	TV&L: Greenwich YC	Steve Mitchell
	Advanced	25 Oct	TV&L: Datchet Water SC	Steve Mitchell
	TBC	TBC	Wales	See website

Something for everyone:

Details	Date	Venue	Contact
A great day afloat for Instructors, Coaches and Trainers, from all schemes - Assistant Instructor level and above.	14 Sep	NE: South Shields	Sam Usher
	18-19 Sep	SW: The Mount Batten Centre	Tony Wood
Expert coaching, opportunities to try the latest equipment, broaden your knowledge, network with other instructors. The emphasis is on fun!	1 Nov	NE: Yorkshire Dales SC	Sam Usher
	1 Nov	SW: Bowmoor SC	Tony Wood
	8 Nov	SW: Bristol Corinthian YC	Tony Wood
Some dates also provide an opportunity to upgrade and gain instructor endorsements including Race Coach Level 2 – please check this on booking.	15-16 Nov	Nl: Carrickfergus ASA Centre	Mary Farrell
	TBC	Wales	See website

For aspiring RYA Coach/Assessors, Windsurfing and Powerboat Trainers:

Details	Date	Venue	Contact
Ever considered wanting to be able to run RYA Instructor Training, teaching others the skills you have learnt? Then an 'Aspiring Coach or Trainer' Development Day is just what you need. The aim of the day is to provide you with all the information about becoming a Coach or a Trainer, as well as an opportunity to share ideas, ask questions and develop your instructional skills through both practical and shorebased sessions.	20 Sep	NW: Crosby Lakeside	Adam McGovern
	2 Nov	NE: Yorkshire Dales SC	Sam Usher
	9 Nov	Midlands: Rutland SC (aspiring Dinghy Coaches)	Gareth Brookes
	6 Dec	NE: Pugneys Watersports	Sam Usher
	24 Jan	EA: Venue TBC (existing and aspiring Dinghy Coach Assessors)	Robbie Bell

For existing Coaches and Trainers:

Details	For	Date	Venue	Contact
A development day both on and off the water, providing all current RYA Dinghy Coach Assessors and Windsurfing and Powerboat Trainers with a day of CPD with opportunities for discussions, developing coaching techniques, sharing ideas and a chance to network.	Coaches & Windsurf Trainers	15 Sep	NW/NE: Hollingworth Lake	Adam McGovern or Sam Usher
		8 Nov	Midlands: Rutland SC	Gareth Brookes
	Powerboat Trainers (existing and aspiring)	15-16 Nov	EA: Bradwell Outdoors	Robbie Bell
	All	27 Mar	SO/SE: HISC	Andy Hooper
	TBC	TBC	Wales	See website

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



RYA Zone and Home Country Championships

27-28 September

Covering nine regional venues this event is the RYA Regional Championships for each zone and is aimed at all sailors in local clubs under the age of 16 racing in Optimist, Topper, RS Feva XL and Windsurfer classes.

Why not get together a few youngsters from your club and come to the event as a group?

All events are supported by coaches and international judges, giving advice and help throughout the weekend.

Entry closes 21 September 2014. Further information can be found on the [event website](#).



Thanks for supporting RYA Push the Boat Out!



On 17-18 May, sailing clubs and centres across the UK opened their doors to welcome some 24,000 visitors on RYA Push the Boat Out weekend. Part of National Watersports Month, the event saw 260 open days and sailing taster sessions take place across the country, inspiring over 17,000 people of all ages and abilities to take to the water.

We're delighted to announce that in 2015, Push the Boat Out will take place over nine days in May, giving even more people

the opportunity to experience our sport.

RYA Sport Development Manager, Duncan Truswell said: *'We're grateful to the many instructors who helped to inspire so many people during the Push the Boat Out open days and taster sessions. This year 140% more clubs took part and as a result we've seen a huge increase in the number of people attending the events and those experiencing sailing.'*

'Push the Boat Out is all about people connecting with their local club or sailing provider and

discovering how easy it is to get involved in the sport. Next year we hope to see even more clubs and centres involved.'

Date for the diary:
PTBO 9-17 May 2015
www.rya.org.uk/go/ptbo

Regional Instructor Conferences

Date	Region	Contact
30 Jan-1 Feb	Scotland: TBC	Pam Scott
14 Feb	South West: Bristol Corinthian YC	Tony Wood
15 Feb	Northern Ireland: TBC	Mary Farrell
21 Feb	East Midlands: Rutland SC	Gareth Brookes
22 Feb	West Midlands: Bartley SC	Gareth Brookes
21-22 Feb	Wales: TBC	Ruth Iliffe
7 Mar	Thames Valley: Queen Mary SC	Steve Mitchell
8 Mar	East: Grafham Water Centre	Robbie Bell
14 Mar	North East: South Shields SC	Sam Usher
15 Mar	Yorkshire & Humberside: Pugneys	Sam Usher
21 Mar	North West: Crosby Lakes	Adam McGovern
22 Mar	South West: Noss Marine Academy	Tony Wood
28-29 Mar	South/South East: HISC	Andy Hooper

Cost: £15

To book your place simply email the contact using the links above.

Regional contacts

East

Robbie Bell **07747 563298**
robbie.bell@rya.org.uk

Scotland

Pam Scott
pam.scott@rya.scotland.org.uk

Midlands

Gareth Brookes **07876 330136**
gareth.brookes@rya.org.uk

Wales

Ruth Iliffe **07824 990696**
ruth.iliffe@welshsailing.org

North East and Yorkshire

Sam Usher **07747 534527**
sam.usher@rya.org.uk

Channel Islands

John Elliott **07781 125526**
elliott@cwgsy.net

North West

Adam McGovern **07771 642933**
adam.mcgovern@rya.org.uk

Army

Clive Grant **07768 925678**
llx-asacoach@mod.uk

South and South East

Andy Hooper **07748 806733**
andy.hooper@rya.org.uk

Jon Metcalfe **07768 988258**
jon.metcalfe928@mod.uk

South West

Tony Wood **07876 330374**
rdo.ssw@rya.org.uk

Navy

Wayne Shirley **07786 702143**
rnsailingmanager@gmail.com

Thames Valley and London

Steve Mitchell **07748 804802**
steve.mitchell@rya.org.uk

RAF

Paul Wilson
coach@dinghy.rafsa.org.uk

Northern Ireland

Mary Farrell **07919 923018**
mary.farrell@rya.org.uk

Sea Cadets

Tye Shuttleworth **07920 767933**
tshuttleworth@ms-sc.org

PEOPLE WANTED

**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
- » Pension
- » 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

suzanne.hopkins@uksa.org

**Become Part of a Fresh & Innovative Centre in Spain!**

Do you hold Yachtmaster™ Instructor and Advanced Powerboating licenses? If the answer is YES then please read on.

Serenity Sailing in Spain are looking for an experienced, highly professional and intuitive instructor to join a fun and dynamic team. The instructor must have a proven track record within the industry; **no fast-track instructor course applicants please.**

Applicants with multiple language skills are encouraged.

Contact Anna for full details: anna@serenitysailing.com

**RYA Instructors Required**

Southend Marine Activities Centre is looking to recruit Senior Instructors and Instructors for dinghy sailing, windsurfing, powerboat and PW 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. Starting 1st April 2015 to 30th November 2015.

Please call 01702 612770 for further details or send your CV along with a covering letter to

smacbookings@southend.gov.uk
www.southendmarineactivitiescentre.co.uk

**Relief Cooks for Offshore Training Ships**

The Marine Society & Sea Cadets

(MSSC) is the nation's largest maritime charity and the governing charity of the Sea Cadet Corps (SCC), a civilian voluntary youth organisation comprising some 400 or so volunteer Sea Cadet Units, throughout the UK. The SCC offers a wide range of youth opportunities with the same enduring objective – to foster good citizenship in the community.

We would like to recruit some additional Relief Cooks (Brig) and Cook/Coxswains (combined role in 24m power vessels) to join our pool of relief crew for our fleet of Training Ships for the 2015 sailing season.

For more information, see www.ms-sc.org.uk/relief-cooks

or email sbuckton-holloway@ms-sc.org

**RYA Instructor required**

Friendly South of France based training centre seeks Powerboat/Cruising Instructor for summer season. Ideally PW instructor qualified also.

Would need to be capable of instructing on a variety of vessels. Opportunities available for advancement and further training.

Please apply with CV and references to Phil Godwin:

info@oceanpro.co.uk
Tel 00 33 (0)685 97 22 91
www.oceanpro.co.uk

**Cruising Instructor wanted**

Running RYA sail cruising courses up to Day Skipper level. Based in Gibraltar in a great sailing area.

Please send your CV and contact

Cathy at cathy@trafalgarsailing.co.uk

trafalgarsailing.co.uk
Tel 0034 69941 1194

**Hillingdon Outdoor Activities Centre**

Are currently recruiting for the 2015 season

We require instructors with a minimum of one of the following

- » RYA Dinghy or Windsurf Instructor
- » BCU Level 1 Coach

To teach a wide range of land and water based activities

To apply email your CV with a covering letter to

neil@hoac.net

For more information please visit our website www.hoac.net

**RYA Yachtmaster™ Instructor needed in sunny South Africa**

Atlantic Yachting RYA Training Centre is looking for a qualified RYA Yachtmaster Instructor to join our team operating one hour north of Cape Town. All training done on Langebaan Lagoon, the best sail training waters in South Africa. Come and join our professional team in sunny South Africa!

Are you interested and available from begin Dec 2014 to May 2015? If so, please forward your CV to

hayley@atlanticyachting.co.za

or contact Hayley at the office on +27 (0)22 772 0718

or mobile

+27 (0)72 251 7390.



Teach sailing in the Ionian islands of Greece. We are looking for additional RYA Instructors to join our team at Lefkas marina.

RYA Yachtmaster™ Instructor

A key position in our dedicated Training Centre team, the role involves:

- » Teaching the RYA Sail Cruising Scheme
- » Providing support to online theory students
- » Undertaking skippered charters on modern 40-55' yachts

RYA Cruising Instructors

Working within our enthusiastic team of instructors and base staff, the role involves:

- » Teaching courses from Start Yachting to Day Skipper
- » Running yachts and delivering high levels of customer service
- » Undertaking skippered charters

Email your CV and covering letter to

jonny@island-sailing.com

www.island-sailing.com/sailing-jobs

**First Mate Required for Fastnet 2015 and other race events**

Our race teams compete in high profile events in the UK and Caribbean with our skipper, mate and a crew of customers. We need Mates for the 2015 UK racing season: Fastnet Campaign, Round the Island race, Cowes Week, Dartmouth Regatta and various corporate regattas.

ESSENTIAL

- » Minimum age 18
- » Front of the fleet background in dinghy, sportsboat or yacht racing
- » Racing experience as bowman
- » Experienced helm
- » Experience of instruction/working with people

DESIRABLE

- » RYA/MCA Yachtmaster™ Offshore
- » ISAF Offshore Safety Certificate
- » Offshore racing experience

If you do not hold the Yachtmaster™ and ISAF certificates but have racing experience we can discuss helping you get qualified.

Contact Doug Innes on recruitment@stormforce.biz, 023 8023 1122

or visit 'Work with Stormforce' on

www.stormforce.biz



BUSINESS FOR SALE



ARE YOU THINKING OF MOVING TO NEW ZEALAND?

Combine Business with Sailing Pleasure

Gulfwind Sailing Academy & Charters is looking to find a person with the passion and desire to build on the very successful business operation we have created.

Gulfwind is recognised by the Royal Yachting Association and Yachting New Zealand.

Contact Mike Lanigan:
Ph +64 27 480 2462

• mike@gulfwind.co.nz • www.gulfwind.co.nz •



www.gulfwind.co.nz



ARE YOU A QUALIFIED RYA INSTRUCTOR LOOKING FOR A NEW CHALLENGE?

If you want a rewarding and enjoyable place to work and want to be involved in developing young people then look no further.

Grafham Water Centre is on the shores of one of Britain's largest reservoirs which hosts a whole variety of activities and groups in our 120 bed Outdoor Centre.

We are offering an opportunity for those seeking a career in the outdoor industry the chance to work alongside experienced instructors, develop an all round knowledge of a variety of different activities and the opportunity for instructors to develop their problem solving skills. We offer accommodation, food and a fantastic training package with financial support.

Contracts for 2014 to 2015 will vary in length with salaries for Instructors starting at £232.00 per week with opportunities for overtime. Accommodation and food is available on request. A uniform is also provided.

Please visit www.jobsincambs.com for more information on job specific requirements and to apply. Please complete an on-line Application Form as we do not accept Curriculum Vitae's. **Closing Date 10/11/14**

To find out more please contact Gareth Whitfield on 01480 810521 or email gareth.whitfield@cambridgeshire.gov.uk

PEOPLE WANTED



Senior Instructor required for 2015

Our RYA Training Centre is located in Porto Pollo on the windy north coast of Sardinia, in the straits of Bonifacio.

We are looking for an RYA Senior Instructor for the 2015 summer season, from 15 May to 30 September. The ideal candidate should speak Italian and/or German. Send CV with photo to

sailing@portopollo.it
www.portopollo.it



Cruising Instructor required in Menorca

RYA Sail Cruising instructor required for our 2015 summer season. We are an established sailing school located in the historic Port of Mahon. You will run Competent Crew and Day Skipper courses (non-tidal) and may be required to help with some skipper charters. We can offer 4-6 months of work depending on your availability. Email:

menoracruising@gmail.com



PEOPLE AVAILABLE



Does your centre ever need a freelance RYA instructor, Coach or Trainer?

If so, then check out the list of well qualified and diverse freelancers on: www.freelanceinstructors.co.uk

RYA Trainers and Coaches qualified to teach all levels of:

- » Instructor Courses – Sail, Powerboat, PWC and Windsurf

RYA Instructors qualified to teach all levels of:

- » Dinghy, Catamaran, Keelboat
- » PWC and Powerboat
- » Windsurfing
- » First Aid, VHF/SRC, Sea Survival Courses
- » Shorebased navigation
- » Sailability Awareness



Freelance Professional

- » Dinghy and Windsurf coaching & instructor training
- » Overseas specialist
- » Consultancy & documentation
- » First aid training
- » Boat repairs

07866 489261
@ProSailCoach
simon.winkley@gmail.com

This is the last issue of Wavelength that will feature a jobs page. Instead we now have an online jobs page where recognised training centres can advertise for staff, and RYA qualified instructors can let centres know they are available.

See the current listings and details on advertising at www.rya.org.uk/go/InstructorJobs