

RYA Wavelength

keeping RYA instructors and coaches in touch

Paul Wyeth



Dates for the Diary

31 October: Deadline for exchanging shorebased assessment papers

16 November: Copy date for articles and job ads in January's Wavelength

12-20 January: Tullett Prebon London Boat Show

26-27 January: RYA Raymarine Yachtmaster™ Instructor Conference, Bournemouth

31 January: Copy date for articles and job ads in April's Wavelength

2-3 February: RYA Training Conference, Bedfordshire supported by Gallagher Heath. For Principals, Coaches and Trainers in the dinghy, windsurfing, powerboat and PW schemes

2-3 March: RYA Volvo Dinghy Show, London

11 March: Inland Waterways Conference

31 March: No more paper certificates to be issued for Day Skipper, Coastal Skipper and Inland Waterways practical courses.

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People wanted and people available

HOT TOPIC!

New partnership with the Duke of Edinburgh Award Scheme

We are excited to announce that the RYA is becoming a Duke of Edinburgh (DofE) National Operating Authority - a partnership that will provide new and exciting opportunities for RYA centres and young people. The partnership will be in place

for the start of the 2013 season.

A number of RYA centres are already engaged with DofE, so we hope to expand this activity by increasing opportunities, broadening existing routes to gaining awards and enhancing the support and promotion available to our centres.

We are currently developing information for centres and clubs that are interested in getting involved. Later this year, there will be a dedicated page on www.rya.org.uk offering support and advice. In the meantime, don't hesitate to contact RYA Training for further information.

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

Grab the opportunities



We often talk about how RYA qualifications can open up a world of opportunities. The two very different experiences explained below offer great proof of this claim.

David White, RYA Yachtmaster™ Instructor, shares an experience that changed his life.

Last year I received an email from the RYA offering experience days on the Pilot Cutter 'Morwenna'. Two seconds later I replied 'Yes please', a decision that has changed my sailing life forever.

With 25,000 miles under my belt and having sailed dinghies, windsurfers and raced in RORC events for years before buying my own boat, I thought I knew a bit about boats. I am of course aware that when you look deeper you may find you don't know that much at all. I had read my Tom Cunliffe books and countless

magazine articles. In all of them he extols the virtues of long keels and kindly motions of traditional boats. I thought that he had missed the point and family friendly yachting was the way to go.

So the RYA had given me the opportunity not only to have a trip out for the day on a Pilot Cutter but also to meet Tom himself.

Sailing out of Southampton into the Solent we had rapid lessons in handling a boat that has all of the predictability in reverse of a buckled supermarket trolley. No winches; team work essential; new nautical terms and new knots such as the Tugman's Hitch... all very interesting. Out in the Solent with a nasty chop and gusty wind, the realisation that Tom may have been right all along set in.

I watched boats similar to my own bouncing and rounding up while putting my coffee down on the deck to take some photos. In the gusts 'Morwenna' gracefully healed maybe one or two degrees and simply went a little quicker. I was hooked!

Keen to do more I wrote to the Curator of Swansea Museum offering my services on their Pilot Cutter 'Olga'. By one of those remarkable strokes of luck and timing the Museum was looking for a volunteer skipper for the newly coded boat.

So a year later I am a skipper on a completely refurbished 1909, 56 foot, 36 tonne Pilot Cutter complete with a 24 inch prop on the starboard side of the boat, no winches, five sails and a huge amount of lines.

Please take advantage of the RYA experience days. They can open up a new world of sailing!

Olympic Superyachts

When it was announced that the Olympic games were coming to London, there was huge excitement and speculation over the opportunities to be part of it. Many RYA training centres, instructors, coaches and trainers started to think of ways to get involved and benefit from the events of this summer.

Apart from the obvious need for provision of safety boat cover, manning of spectator boats and skippering vessels on corporate charter at the sailing venue, what other opportunities would arise? Two RYA instructors in London grabbed one of the more unusual opportunities to put their skills to good use.

An experienced Advanced Powerboat Instructor and a Yachtmaster™ Instructor (Power) who had been working overseas teaching the RYA PW Superyacht course, were approached by the Captain of one of the largest Superyachts in the world. The Superyacht was to be berthed in London for the duration of the games and the pair was employed to provide local knowledge and to pilot the yacht's 21 metre, twin jet drive tenders whilst navigating the strong tidal currents on the Thames.

Both instructors had considerable prior experience of skippering twin jet drives and vast local knowledge, all backed up with appropriate certification to skipper these vessels on the Thames.

What better way to be part of the greatest show on earth!

If you have an interesting account of how your RYA instructing career led to other opportunities, we would love to hear from you. Please email wavelength@rya.org.uk



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New books from the RYA

RYA Day Skipper Handbook – Sail

Due in stock from September

Order code: G71

RRP: £16.99

RYA Members' price: £14.45

Author: Sara Hopkinson

RYA Yacht Sailing Techniques

Order code: G94

RRP: £13.99

RYA Members' price: £11.89

Author: Jeremy Evans

RYA Day Skipper Handbook – Motor

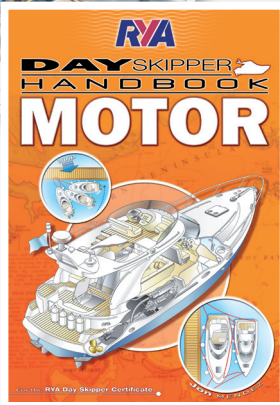
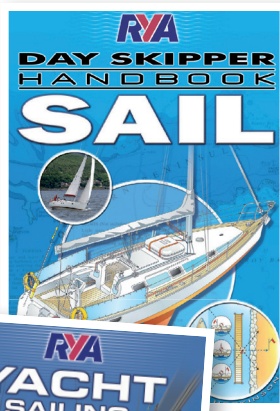
Order code: G97

RRP: £14.99

RYA Members' price: £12.75

Author: Jon Mendez

Note: this book replaces the RYA Motor Cruising Handbook (G24).



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Tricky time zones



One area that can be difficult for students to grasp on shorebased navigation courses is the relationship between time zones. Although the detailed relationship between various time zones and your own local time is covered in the Yachtmaster™ Ocean course, the Yachtmaster™ Offshore candidates require an understanding of time zones to be able deal with international trips.

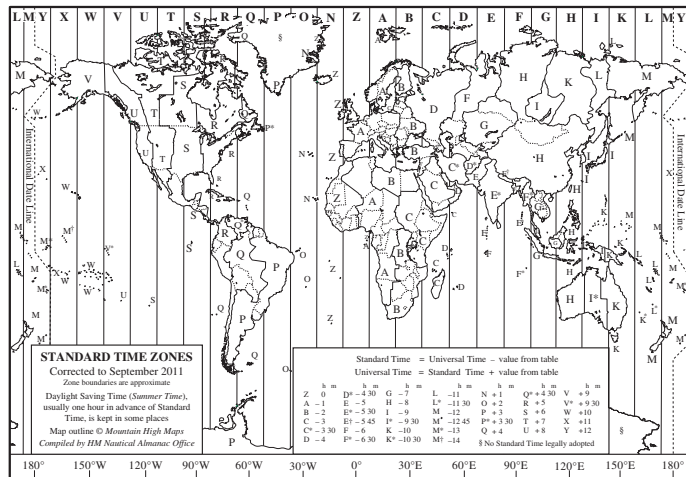
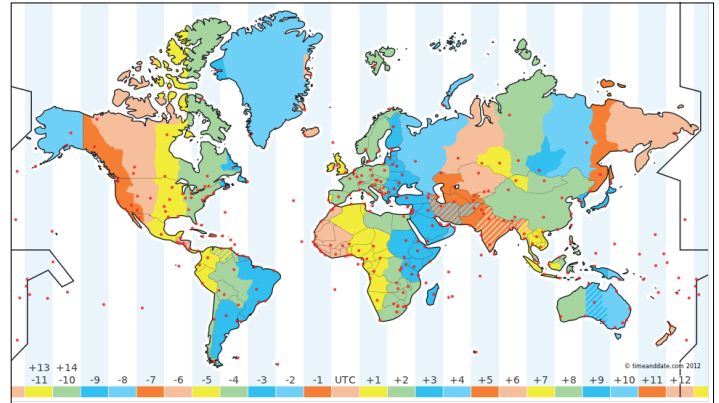
Most people are comfortable with the world being split into time zones, spreading east and west from the Greenwich Meridian. The UK Hydrographic Office's (UKHO) Astronomical

Data Portal has a useful map showing standard time zones around the world on <http://astro.ukho.gov.uk>.

The zones on this map are labelled A to Z with sea areas split down to zones of 15° longitude. Land areas roughly follow these zones although countries may choose to deviate from the exact geographical band for various reasons. For example France sits in the Z band but chooses to be zone A. The table gives the zone number for each of these zones; Z is zone 0 where A is Zone -1. Zone 0 is Universal Time (UT) or GMT.

This zone number can be used to convert the local standard time

Time/General	Weather	Time zone	DST	Sun & Moon
Paris, France  Paris is the capital of France				
Current Time	Tuesday, 31 July 2012, 10:28:13 CEST			
	Pop-up window Full-screen window Word Clock (as text) Free Paris clock for your website 			
UTC/GMT Offset	Standard time zone: UTC/GMT +1 hour			
	Daylight saving time: +1 hour			
	Current time zone offset: UTC/GMT +2 hours			
	Time zone abbreviation: CEST - Central European Summer Time			



in any zone to UT. For example 1200 in France (Zone -1) is equivalent to 1100 in the UK (Zone 0). Essentially you apply the zone number to the zone time to get UT.

1200(Zone-1) - 1=1100(Zone 0)

You may be thinking –“yeah, I know all this”, but bear with me. What often makes this issue confusing for students is that the land-based convention shows references between time zones as the opposite to that shown in the maritime convention.

Compare this time zone map from www.timeanddate.com to

the UKHO map. The timeanddate map shows the zone to the East of UT as +1, rather than -1 (Zone A) as shown on the UKHO map.

If you click on Paris in the timeanddate.com map you'll see that it lists Paris' Standard time zone as GMT +1 (see above). This is where the confusion lies: the maritime convention is based around converting your local standard time to UT, where the land convention typically shows how to convert from UT to your local standard time.

A student who is not aware of this anomaly can be forgiven for assuming that an area marked as zone -1 in a nautical almanac is 1 hour behind UT. After all this is what they'd expect using the land based convention that they may have seen in airports. When teaching shorebased courses it is helpful to point out this contradiction in convention between land and sea to avoid this trap.

This simple relationship between standard time and UT can be used to convert times between any time zones, but we'll leave all that maths for another day....



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RYA STANDARD HORIZON SRC Assessors Conference

This was a popular conference with lively discussions on the future of RYA SRC training.

The main discussion revolved around ensuring the RYA SRC course and assessment continue to comply with CEPT and wider maritime requirements. In particular we talked about the separation of the training

and assessment, and the need to minimise any reduction in accessibility and increase in costs.

A number of possibilities were discussed including a combination of online and practical training, and an RYA eLearning programme covering the whole syllabus. Flexibility in delivery and the format of the

course was considered crucial. With self-learning and online training, the ability for students to only attend a centre for one-day remains a possibility. The various suggestions will be investigated further before any changes are confirmed.

Thanks to our sponsors, Standard Horizon, for helping make the event so successful.

ICC confusion

Some centres have been confused about what type of ICC (International Certificate of Competence) their students are eligible for. Please check this summary when advising your students:

Type of certificate held:	Allows an ICC for:
Coastal Powerboat Level 2	Coastal ICC for 'Power up to 10m'
Coastal Powerboat Level 2 plus the CEVNI test	Coastal and Inland ICC for 'Power up to 10m'
Inland Powerboat Level 2 plus the CEVNI test	Inland ICC for 'Power up to 10m'

For more information and to check the eligibility criteria, please refer to the ICC application form or www.rya.org.uk/go/icc.



Inland Waterways Conference

We are very pleased to announce a new conference for RYA Inland Waterways Instructors, Principals and Trainers taking place on March 11 at Crick in Northamptonshire.

The day will be packed with exciting speakers and updates

from the RYA Chief Instructor, Rachel Andrews. There will also be plenty of opportunities for you to meet others and have your say to influence the future direction of the Inland Waterways scheme.

More details will be posted soon. Keep the date free!

Teaching Rules of the Road for PWs

During a PW (Personal Watercraft) course, rules of the road must be covered both theoretically and practically. The timings of that delivery will depend on your location and operating area, but all instructors must deliver this both by explaining the relevant rules and by running a practical exercise to consolidate their students' knowledge.



Putting the theory into practice

The practical session needs to be well thought out. Remember that the exercise is a simulation and a way of checking your students' learning from the theory session. This means that the session should be run at low speed, giving students ample time to recognise a situation, consider what their actions should be and then react.

If a student does not take the correct avoiding action, stop the session, reconvene and teach the rule again.

Group control

One option for maintaining group control is to use a box setup. Establish a rule such as always keeping a buoy between each PW. This will encourage students to reduce their speed down to the speed of the slowest rider.

Any simulations should be between the instructor (on a PW or powerboat) and individual students on their PW, not student to student.

All candidates should have the opportunity to assess and react to a number of situations (head on/crossing/overtaking). So, if there are pillion riders, the session will need to be run in two parts to allow for a changeover.

Use of buoys

When deciding on marker buoys, the most important consideration is visibility. Centres operating on small lakes may be able to use quite small buoys. But those with more exposed operating areas will need significantly taller buoys.

The more visible the course, the easier it is for students to follow and concentrate on the techniques being taught.

Inland Waterways instructors

Holding an SRC certificate is no longer a requirement for entry to the Inland Waterways Instructor course. However all other pre-requisites remain unchanged including a valid first aid certificate and the Inland Waterways Helmsmans certificate.

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Mandatory speed limit on the tidal Thames

When a harbour authority introduces new bye-laws the affects can be far reaching and, without proper consideration, can be unworkable. Fortunately, this is not the case with the introduction of a mandatory speed limit on the tidal Thames in London. **Paul Mara**, RYA Training Adviser, explains some of the invaluable, often unseen, work that the RYA conducts in the interests of clubs and training centres across the country.

In 2008 the Port of London Authority (PLA) announced that it intended to introduce new bye-laws for the tidal Thames, and that there would be a public consultation process. As with all matters that could potentially affect the rights of the boating public, the RYA Legal and Government Affairs team set to work and successfully lobbied the PLA for a workable solution that would not unfairly affect clubs and other leisure users.

In early 2012, as the PLA released more detail, it became evident that a simple solution would not fit all scenarios and there was a serious possibility that RYA powerboat training may have to cease on the tidal Thames between Wandsworth Bridge and Margaretness – basically central London. In 2011 approximately 500 RYA Powerboat Level 2 certificates were issued using this stretch of the Thames as a training venue, and as such the RYA and PLA were keen to find a solution to ensure that this vital training should be able to continue.

During March 2012 the PLA announced that it would be introducing the new bye-laws in time for this summer's Olympic Games. With this in mind, RYA Training worked closely with their colleagues in Legal and Government Affairs and the PLA Harbourmaster responsible for the introduction of the new bye-laws to develop a sensible, workable solution to a fairly complex issue.

We believe that alternative arrangements agreed by the PLA

applicable to RYA training centres are both pragmatic and workable and, above all, ensure that RYA powerboat training will continue on the tidal Thames.

So how does this affect you?

The main change is the introduction of Bye-law 16, a mandatory speed limit of 12 knots between Wandsworth Bridge and Margaretness.

This 12 knot limit applies to ALL vessels unless they have been issued with a Certificate of Compliance by the PLA.

Clubs or training centres providing safety boat cover for dinghy sailing or dinghy racing are exempt as Bye-law 16.1(a) expressly excludes 'where the vessel is being used for...public or recreational safety purposes... or the training for such purposes.'

If your training centre runs powerboat courses for the general public which are not connected with the provision of safety boat cover and wish to exceed the 12 knot limit, you will be required to have your vessel inspected and issued with a Certificate of Compliance by the PLA. Details of how to apply for a Certificate of Compliance can be obtained from the PLA at: www.pla.co.uk

The RYA and PLA have agreed that RYA training centres issued with a Certificate of Compliance to exceed the 12 knot speed limit can apply the following alternative standards:



- » The master can be an RYA Powerboat Instructor with coastal endorsement.
- » The course students will be accepted in lieu of a second crew member. However, it must be stressed that it is essential that students be taught the IRPCS, in particular Rule 5, before venturing afloat.

All other aspects of the Certificate of Compliance must be applied, including the requirement for the master (instructor) to hold a valid Thames Local Knowledge Endorsement.

It should be noted that these alternative standards only apply to RYA powerboat training courses and cannot be used for any other activity provided by the training centre.

Please remember that all of these rules are new to everyone and the Harbourmaster patrols will be keen to ensure compliance. If you are stopped by the Harbourmaster's patrol, remember the bye-laws apply to you and arguing that you are exempt on the grounds of being an RYA club or training centre is not an acceptable defence. If you feel that you have been unfairly treated,

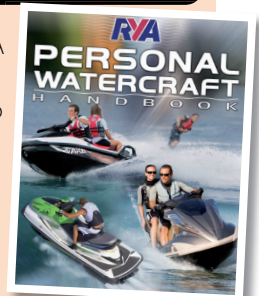
raise the matter with your training centre Principal, who in turn may wish to seek further guidance from your Regional Development Officer or RYA Training.

I would like to take this opportunity to thank Captain Julian Parkes, PLA Harbourmaster - Safety Management Systems and his team for taking into account the needs of RYA powerboat training and its important place on the tidal Thames.

New RYA eBook RYA Personal Watercraft Handbook

Available on the
App Store

Author: RYA
RRP: £8.99
Available to
download
from
September



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In Amanda's absence...

Some of you may already be aware that Amanda Van Santen headed off on maternity leave in July. She's due to return in early February for the national conference.

During this time please continue to direct all enquiries as normal:

- » General training:
training@rya.org.uk,
023 8060 4181
- » Dinghy and windsurfing scheme and instructor training:
dawn.seymour@rya.org.uk,
023 8060 4186
- » Training centre recognition and inspections:
tricia.leeson-smith@rya.org.uk,
023 8060 4176

We are pleased to announce that Laurence West is covering areas of Amanda's work in the temporary role of RYA Training Adviser – Dinghy and Windsurfing. Laurence has a long association with RYA Training and we are delighted he has agreed to step into this role. We are confident that the dinghy and windsurfing schemes will be in safe hands while Amanda is away.



Laurence will work with us on a part-time basis, ensuring you continue to receive the support you require in your roles. Laurence can be contacted on laurence.west@rya.org.uk.

It's all in the hands



As soon as we start coaching intermediate and advanced groups we often need to deal with the challenge of a wide ability spread within one group. We may find that one student will get to the stage where they are happy blasting around much faster than others, while some will still be struggling to get to grips with techniques required to get them to that final phase.

Sam Ross, RYA Advanced Instructor and Trainer, talks about how he overcomes this situation.

This is when coaching models such as Fast Forward and the use of a progressive scheme can help, as well as looking at a very finite skill that will work across a wide range of moves and abilities.

Start by breaking down the skill and targeting a specific area. There's nowhere better to start than the front hand, as at every level the importance of the front hand is coached and taught.

The obsession is often to force people to straighten it but there is something not only more important, but more correct than this.

There are two main reasons to straighten the front arm:

1. To improve counterbalance -

increasing the distance from the rig improves stance, sail position and the use of the harness.

2. To help us sheet in - 'Sheeting in' should be a combination of the front and back hand working together.

So what else can we do with it that's more important? The simple answer: **move it back!**

Many windsurfers in the quest to get a straight front arm simply move their hand forward. But the front hand is a pivot point - the further forward it goes, the harder it is to sheet in. As it moves forward, we drag the rig back.

This wasn't such a problem before monocoque boom technology. Older style booms are generally three-piece and more curved, giving the sailor little choice where the front hand is placed. But newer booms tend to be made of one continuous piece

of aluminum or carbon running through the front end, giving the boom a much longer straight section, and 'square' front end. This provides room to place the front hand too far forward.

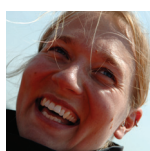
So how will hand placement help coach a broad range of abilities?

Let's look at the impact of moving your hand in a variety of moves:

- » Beach start: easier to get the rig upright and helps sheet in
- » Getting going: rig further forward and more power
- » Gybing (any sort): helps get the rig to the outside of the turn
- » Footstraps: keeps the rig forward as the body goes back, and helps you sheet in
- » Helitack: rig further forward but the body can stay upright
- » Forward loop: helps move the rig to windward, and helps you sheet in
- » Flaka, Grubby, Waterstart, Laydown Gybe... the list goes on and on.

No matter what the level, this skill can be applied by anyone. So, rather than looking at a whole move, look at this very small part, which in turn can be applied to a range of moves.

For further resources on the areas Sam Ross has touched on, check out the RYA Intermediate (G51) and Advanced Handbooks (G52) available online from the **RYA web shop**.



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Keep it fun



Adam McGovern, North West RDO, talks to us about keeping sessions fun.

Ever sensed the concentration of your group is starting to waver? Been tempted to move onto another stage of the syllabus before the group is truly ready?

Having a set of games and activities in mind, which have specific outcomes can keep the group engaged and enthused and still improve their skills.

The simplest things can provide a diverse range of games:

- » a set of ball pool balls
- » several strips of sail cloth
- » plastic bottles and string
- » flyaway football
- » blindfolds
- » giant inflatable beach ball

Adam's Top Tip: 'Give your games fun names like 'The Golden Snitch', (from Harry Potter) or 'Dog Fight' (remember Top Gun)! The name should stick in your students' minds and help them remember the skill.'

Before a session choose a few appropriate games and have the equipment ready in the coach boat. Try these:

The Golden Snitch

Gear: Minimum 2 boats, set of red, green and orange balls per boat and 1 yellow ball.

Description: Drop a set of red, green and orange balls per boat randomly in the sailing area. All sailors race to collect one of each colour. Once they have one of each secretly place the snitch (yellow ball).

Purpose: Stopping, acceleration, MOB, tacking and gybing.

Pac Man

Gear: Minimum 3 boats, 2 marks, 1 coach boat

Description: Don't get eaten by your competition! The first leg of the race is a 'free for all' but, once

you round the windward mark, if you are overtaken you have been eaten by the Pac Man and must sail in for lunch or to a holding area. The windward mark is not anchored so the course keeps getting smaller!

Purpose: Session wrap up, upwind/downwind sailing, mark rounding.

Setup: Set a windward leeward course. Start with either follow-the-leader or on a start line.

Bomb

Gear: Minimum 2 boats, 1 football, 1 coach boat, 2-4 marks.

Description: Sailors sail inside a set area and one is armed with the ball. They must get rid of the ball to avoid the bomb blowing up in their boat. The ball has to hit another boat for that boat to inherit the bomb. On the instructor's whistle, the bomb explodes and the person with it has to capsize.

Purpose: Spatial awareness, acceleration, capsize recovery, MOB.

Dog Fight

Gear: 1 bottle on string per boat, 4 marks (optional), 1 coach boat.

Description: The aim is to hit a plastic bottle trailing behind the opponent's boat. Lose a mark when your own bottle is hit.

Purpose: Boat handling, spatial awareness, tacking and gybing

Setup: Brief the teams on the battlefield (sailing area), marked with buoys and send the sailors to different corners prior to the start.

Send your games with specific learning outcomes for the RYA syllabus, (windsurfing or sailing), to

dawn.seymour@rya.org.uk

so we can place them on the Instructor Resources section of www.rya.org.uk.

More and more training centres are switching to **RS Quba**



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Updates for the logbook

Thank you to all the Principals, Coach Assessors and Trainers who kindly took the time to complete our recent National Sailing Scheme survey. Your responses enabled us to gather information on the current delivery of the National Sailing Scheme and our customers' needs.

We also used the survey to discuss changes to the layout of Levels 1 to 3 within the G4 National Sailing Scheme Logbook.

We were given honest thoughts and opinions, with clear information on the way courses are currently being delivered, who your customers are, the type of centre or club you run and thoughts on the draft syllabus for G4. This feedback confirmed to us that the current layout is quite restrictive when logging progression during courses. Although people feel the content is still relevant, there is a need for further flexibility and a more modular, 'bite size' approach to the layout, reflecting the time restrictions our customers face.

Work will begin straight away to get the new layout ready for the start of the 2013 season.

As this is just a restructure, with minimal or no content changes, there will be no need to replace your existing stock. The current logbook will continue to be relevant and will simply be replaced by the new version as our stock runs out.



ROLES AND RESPONSIBILITIES

The SI

- Manager:** The management of all aspects of the scheme, the responsibility for the scheme and the safety of the participants.
- Assessor:** The SI manages responsibility for the assessment of the participants in the scheme, to ensure that the standards are maintained and that the participants are safe.
- Trainer:** The SI is responsible for the delivery of the scheme, to ensure that the participants are safe and that the standards are maintained.
- Coordinator:** The SI is responsible for the coordination of the scheme, to ensure that the participants are safe and that the standards are maintained.
- Administrator:** The SI is responsible for the administration of the scheme, to ensure that the participants are safe and that the standards are maintained.

National Sailing Scheme specific:
The SI will ensure a variety of dinghies 'with the correct keelboard' and demonstrate the correct technique relevant to each type. For example with dinghy sailing, the boat will include single & double handed dinghies, all 6 metre skippers, optimists and seawind optimists.

PRESENTATIONS

Check that the sailing you will teach (as a task or presentation) is a 20 min task that is suitable for the level of the participants, give advice and help to those who may be having difficulties. There is a plan for the task and a checklist of the key points to be covered. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment.

Topic	What to do	Notes	Private Use	Comments/Other Points
1. Safety	Check that the sailing you will teach (as a task or presentation) is a 20 min task that is suitable for the level of the participants, give advice and help to those who may be having difficulties. There is a plan for the task and a checklist of the key points to be covered. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment.			
2. Theory	Check that the sailing you will teach (as a task or presentation) is a 20 min task that is suitable for the level of the participants, give advice and help to those who may be having difficulties. There is a plan for the task and a checklist of the key points to be covered. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment.			
3. Practical	Check that the sailing you will teach (as a task or presentation) is a 20 min task that is suitable for the level of the participants, give advice and help to those who may be having difficulties. There is a plan for the task and a checklist of the key points to be covered. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment.			
4. Assessment	Check that the sailing you will teach (as a task or presentation) is a 20 min task that is suitable for the level of the participants, give advice and help to those who may be having difficulties. There is a plan for the task and a checklist of the key points to be covered. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment. The task should be completed in a safe and controlled environment.			

New editable Senior Instructor Workbook

We are pleased to announce that the new RYA Senior Instructor Workbook is available for download from www.rya.org.uk.

This workbook replaces all previous versions being used for National Sailing Scheme dinghy and keelboat, and windsurfing Senior Instructor courses.

The workbook contains revised content, illustrations, exercises and editable sections, enabling candidates to download and save the workbook to their computer for completion without printing. We hope this will prove to be a useful and accessible resource.

Thanks to everyone who provided feedback throughout the process, ensuring that the workbook meets the demands of those attending the courses and the coaches and trainers who are running them.

The new workbook can be found in the **RYA Instructor Resources** area.

The new favourite big training dinghy –

RS Venture



In terms of space the Venture is clearly a winner... with a huge, wide-open cockpit... an official maximum crew capacity up to 640kg... a people carrier with the potential to carry more than its dinghy rivals"
Yachts and Yachting

"Remarkable stability and a cockpit genuinely large enough to carry an instructor and six pupils make the Venture stand out. We are very impressed."
Ben Willows – UKSA

- Incredible stability – plus ballasted centreboard option
- Massive cockpit with space for an instructor and 7 pupils
- Fast delivery – great service – reliable back-up

The RS Venture also offers remarkable value – contact us now for a quote and a trial



www.RSsailing.com

T: 01794 526760

E: info@RSsailing.com

... A PASSION FOR SAILING



Coaching people with disabilities or impairments

SportsCoach UK, in conjunction with the National Disability Sport Organisations and the National Autistic Society, have developed eight impairment-specific coaching awareness fact sheets. They cover a wide range of physical and learning disabilities, for example: hearing impairment, dwarf conditions, autism etc.

These fact sheets provide generic guidance on coaching specific impairment groups, and promote an inclusive approach. While the information will aid understanding and enable instructors and coaches to select appropriate teaching methods and provide the right support, the key message is that participants should always be treated as individuals, and not be defined by their impairment.

To access the factsheets, visit www.sportscoachuk.org.



AALA update – the future of licensing

Since our last update there have been new developments in the proposal to abolish licensing. At the time of writing, the position in the UK is as follows:

England:

In June a statement was released by the Health and Safety Executive (HSE), outlining their decision to put on hold the proposal to abolish the licensing regime of the Adventure Activities Licensing Authority (AALA). The HSE wanted further consideration on how the regime would be developed to ensure it reflects the level of risk in taking part in adventure activities and reassures users about a provider's safety management arrangements.

A date for further consultation has not been confirmed, but is due to take place later this year.

The full statement can be found on www.rya.org.uk.

The position for the remaining home nations is:

Scotland:

The separate Scottish consultation, along with advice from the Scottish Adventure Activities Working Group has led to a decision by the Scottish Minister

for Commonwealth Games and Sport, that a statutory licensing scheme should be maintained for adventure activities in Scotland.

The process also showed wide support for sports clubs to continue to be exempt from licensing to ensure there is no adverse impact on participation levels.

The full report on the Scottish Consultation can be found on the www.scotland.gov.uk.

Wales:

It appears likely that a statutory licensing scheme will be maintained in Wales.

Northern Ireland:

Sport Northern Ireland and the Department of Culture, Arts and Leisure announced the implementation of 'Adventure mark' as a suitable adventure activity accreditation scheme for activity providers in Northern Ireland.

Further information can be found by visiting www.sportni.net.

Further to these developments, there has also been a recommendation to establish a register of adventurous activity providers who hold a recognised

form of third party accreditation of safe practice. The register would be open to all (not just providers of activities to young people), would recognise a wide range of adventurous activities and provide a single point of reference for users. There are still a number of areas that require clarification for the RYA to consider supporting the register's introduction and use within the industry.

Is your licence due for renewal?

All providers approaching their licence renewal date are still required to hold an AALA licence until notified otherwise, if your activities fall within the scope of the existing legislation.

We will keep you up to date on further developments as we become aware of them, via:

- » www.rya.org.uk
- » www.welshsailing.org
- » www.ryascotland.org.uk

Funding dropped for Non-Regulated Provision

The SRC course and the Seamanship Skills element of the National Sailing Scheme were previously on the list of publicly funded courses for post-19 learners in England.

However, the Skills Funding Agency has now taken the decision to remove funding. This is due to a number of reasons including a general rationalisation

of courses on the list, the small uptake of funding for these two courses and the fact that both qualifications can lead to employment, meaning they do not comply with the requirements for this specific funding stream.

Learners enrolled and claiming funding before 31 July 2012 will continue to be funded to the end of their programme.

Recognition streamlined

In 2013 we will be bringing the recognition year in line for shorebased and practical centres.

For all centres the recognition year will run from 1 February to 31 January, with invoices being sent at the beginning of January.

To enable this change, shorebased centres that are subject to annual fees will receive four months of recognition free next year, with their next annual fee due in January 2014.

You may have noticed that your recognition certificate for shorebased courses that was posted recently is valid until January 2014 in readiness for this changeover.

Crime doesn't pay

An incident of RYA shorebased and Powerboat Level 2 certificates being sold on eBay was recently uncovered.

The seller in question was selling blank certificates, obtained by deception using the account details for one of our recognised training centres.

The seller, Adam David Minnett, was sentenced to six months

imprisonment suspended for 18 months, plus a Community Order for 180 hours of compulsory unpaid work for the community. His crime was fraud by false representation under the Fraud Act 2006.

Our system of online certificate registration proved invaluable in this case, enabling us to track the sale of the certificates and

confirm that they had been purchased by deception and identify in whose hands they had landed. This kind of audit trail is vital in keeping our certificates valued and credible across the world.

However, the system can only be fully robust if training centres complete their end of the process...

Don't let your students down

Imagine your student's annoyance...they've paid for training, completed their course and received their certificate. The last step for them might be to apply for their ICC or commercial endorsement, but they can't get it because their training centre hasn't registered their certificate. Doesn't look good, does it?

Take that a step further, and think of the MCA or some other authority calling us to check that someone does actually hold the certificate they claim to hold. The

certificate isn't registered so, as far as we're concerned, that person doesn't hold it. They are not going to thank you if you issued their certificate but forgot to register it.

It is a requirement of RYA recognition that training centres register the photo ID certificates that they issue. Not liking computers, or forgetting to do it does not exempt you from this requirement! If centres fail to register their certificates we get in touch. We also keep a record so we can spot repeat occurrences and take action if necessary.

The online registration process is quick and easy to use, and the majority of centres are using it successfully.

We are here to help. If you need assistance using the online system please contact us. We would far rather help you through your first time using the system than have to get in touch with a problem due to non-registration.

Students appreciate our new style of certification. Please don't let them down by not completing your end of the process.

RYA TRAINING CONFERENCE
supported by
Gallagher Heath Insurance Services
2-3 February 2013

**POWERBOAT
KEELBOAT
DINGHY
PW
WINDSURFING**

Your chance to keep up to date with the RYA training schemes, join in discussions and network with others.

Open to all Principals Trainers & Coaches of the above disciplines.

Book online from late October 2012

Something for Everyone

Ski and sea?

If you instruct on snow as well as water, the Ski Club of Great Britain offers a mountain of membership benefits, including half price membership for RYA members. Ski Club membership benefits are now better than ever...

- » Thousands of discounts including £20 off Monarch flights, up to £500 off some instructor training courses and great savings on many famous named brands!
- » Access to industry-leading snow reports
- » Pre-season talks and events throughout the UK including technique days and avalanche awareness talks



- » Free Ski+board magazine subscription
 - » Dedicated Information team to advise you on anything to do with skiing and snowboarding
 - » Premium access to skiclub.co.uk and Ski Club TV
 - » Transceiver rental service
- Membership starts from just £22. Join online at skiclub.co.uk quoting 'RYA1213', or call our Membership department on 0208 410 2015.
- For full T&Cs visit skiclub.co.uk/terms

RYA Tactics eBook now available

RRP: £15.50

Author: Mark Rushall

This title from expert Mark Rushall explains how to win races. Now embedded with video and animations, it suggests winning strategies for a wide variety of courses and conditions.

It also discusses strategy building and looks at all parts of the race in detail, recommending specific tactics for each.

Competition

We have four Tacktick T060 Micro compasses (RRP £270) to give away to anyone who buys the full RYA eBook through the free RYA Books channel app. To be in with a chance of winning, make sure you download the eBook by 30 September 2012.



Which first aid certificate?

If you are a commercially endorsed certificate holder, determining which first aid certificate you need can be confusing. Sara Hopkinson, RYA First Aid Adviser, explains.

Yachtmaster™ Instructors, Cruising Instructors and other commercially endorsed skippers of UK flagged and MCA coded vessels must fulfil the MCA requirement in annex 3, section 2.8 of the Small Commercial Vessel and Pilot Boat Code of Practice (MGN 280). MGN 280 covers vessels less than 24m and carrying not more than 12 passengers.

For vessels coded up to Category 2, an RYA First Aid Certificate or other MCA approved certificate is required. The course must include the use of the Category C Medical Stores carried on the boat, and the First Aid Instructor must sign the section on the certificate confirming this has been covered.

Other MCA approved certificates are the SeaFish Basic First Aid and the Elementary First Aid (STCW 95) up to Category 2, and Medical First Aid or Medical Care Aboard Ship



for Categories 1 and 0.

Doctors and others within the health professions may not require these certificates but must have the same practical skills. So, for some specialists a first aid course is recommended. It is also permitted for another member of the employed crew to hold the relevant qualification and be the nominated first aider.

Keep it current

Regardless of its type, your first aid certificate must be in date. Having an out of date first aid certificate invalidates all RYA practical instructor qualifications.

RYA first aid certificates require updating every three years and MCA certificates every five years.

New racing rules

RYA Handy Guide to Racing Rules 2013-2016

Order code: YR7
Author: RYA
RRP: £3.50
RYA Members' price: £2.99
Available to order: September
Due in stock: October



RYA The Racing Rules of Sailing 2013-2016

Order code: YR1
Author: RYA
RRP: £8.99
RYA Members' price: £7.65
Available to order: September
Due in stock: October



Your club is a member of the RYA but are you?

- Do you want to support the RYA in protecting your boating rights and freedoms?
- Do you want free advice and support with your boating questions?
- Are you missing out on some fantastic personal member offers?

IF YOUR ANSWER IS YES THEN WHY NOT JOIN TODAY...

Remember - Just because your club is affiliated to the RYA it doesn't mean you are!

Find out about RYA personal membership at: www.rya.org.uk/go/join

www.rya.org.uk/go/join



www.rya.org.uk



Sail for Gold

With Britain's Olympic sailors ending London 2012 on a high with one gold and four silver medals, now is the time to encourage those inspired by their success to get on the water!

Following medal hauls at previous Olympics, UK centres and clubs reported an increase in enquiries. Let's make sure the current Olympic-fuelled interest is transformed into action.

So far in 2012, over 650 Sail for Gold clubs and centres have invited people to 'have a go' at sailing and during the Olympics, over 2,550 tried sailing and windsurfing for free on Weymouth beach. Many enjoyed this experience so much that they wanted to know where to do more, so we encouraged them to contact their local clubs and centres. Be ready for their calls and make sure that your website is up to date. The RYA's own website saw a 50% increase in people searching for a local sailing facility since the start of the Games.

'There has never been a better chance for people to experience sailing or windsurfing throughout the UK,' said Celia Edgington, RYA Sail for Gold Co-ordinator. 'It isn't just newcomers who will want to get out on the water - we are sure there will be plenty of people inspired to get back into the sport. There is always something new to learn, and this is the year to make it happen!'

www.rya.org.uk/sailforgold



Instructor training days

Across the UK, nine Instructor Training days have been run. Over 670 Instructors, Senior Instructors and Coaches took part and met other instructors from clubs and centres across the regions.

The south and south east region had the biggest turnout with 214 local instructors.

Whatever the weather, these days are a great way of bringing a group of like-minded individuals together to update, equip and motivate for the coming season. We should continually challenge and update what we do to ensure that we are ahead of the game, and delivering the best possible learning experience to anyone who chooses to participate in our sport.

With support from the trade, equipment on offer included Toppers, Bugs, 49ers and a

massive range of windsurfers, powerboats, and PWs.

Water and land based sessions were laid on to update people and elicit feedback for how our training schemes and regions should operate. Feedback showed that people want more coaching sessions such as recovering people from the water with a powerboat, and refresher sessions on The Method.

All the Regional Development Officers who organise these days are listed below. They welcome ideas for workshops and activities which would add to the days.

With planning already underway for 2013, please spread the word. The more instructors we can bring along to these days, the stronger the sport of sailing is. The stronger the sport is, the stronger your club is. That's got to be good for everyone.

Dates for your diary

Regional conferences for instructors in the dinghy, windsurfing, powerboat and PW schemes

- 9 February: South west
- 16 February: Northern Ireland
- 16-17 February: Big Weekend, Plas Menai, Wales
- 23-24 February: Big Weekend, Scotland
- 23 March: Midlands, Rutland SC
- 24 March: Midlands, Bartley SC
- 9 March: North east, venue tbc
- 10 March: Eastern, Grafham Water Centre
- 16 March: North west
- 16 March: South and south east, Hayling Island
- 17 March: Yorkshire and Humberside, Pugneys
- 23 March: Thames Valley and London, Datchet SC
- 23 March: South west, venue tbc

Regional contacts

East Robbie Bell 07747 563298 robbie.bell@rya.org.uk	South West Tony Wood 07876 330374 rdo.ssw@rya.org.uk	Channels Islands John Elliott 07781 125526 elliott@cwgsy.net
Midlands Gareth Brookes 07876 330136 gareth.brookes@rya.org.uk	Thames Valley and London Guy Malpas 07799 714779 guy.malpas@rya.org.uk	Army Clive Grant 07768 925678 clive.grant937@mod.uk Jon Metcalfe 07768 988258 jon.metcalfe928@mod.uk
North East and Yorkshire Adam McGovern 07771 642933 adam.mcgovern@rya.org.uk	Northern Ireland Mary Farrell 028 9038 3875 mary.farrell@rya.org.uk	Navy Wayne Shirley 07786 702143 rnsailingmanager@gmail.com
North West Sally Kilpatrick 07747 534527 sally.kilpatrick@rya.org.uk	Scotland Jane Campbell Morrison 07770 604234 jcm@ryascotland.org.uk	RAF Laurie Dengate 07814 185437 coach@dinghy.rafsa.org.uk
South and South East Andy Hooper 07748 806733 andy.hooper@rya.org.uk	Wales Ruth Iliffe ruth.iliffe@welshsailing.org	Sea Cadets Tye Shuttleworth 07920 767933 tshuttleworth@ms-sc.org

SKIPPER WANTED

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



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

Do you have:

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

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

Call 02392 526000 or visit www.clipperroundtheworld.com



OYT
SOUTH

Ocean Youth Trust South Staff Skipper

An exciting opportunity to join an award-winning sail training charity working with a diverse range of young crew members. Ocean Youth Trust 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



PEOPLE WANTED

PEOPLE AVAILABLE

NOW CHART YOUR CAREERS IN INDIAN WATERS.

The Indian leisure sailing industry is on a roll. And Aquasail is at the leading edge of this growth for the last 5 years. Our range of products and services is unmatched by any other, and serve both the individual and the corporate clientele with products like the Aquasail Yachting Academy, Team Building, Regattas & Corporate Events. If you love to sail, teach and have ideas on how to deliver a perfect sailing experience then India is the place to be.

Candidates require

- RYA Instructor certification
- Racing experience : club/national level (keel boat and dinghy)
- RYA certified Race coach (desirable)
- Coastal Cruising competency and power boating (desirable)
- RYA Windsurfing (desirable)
- Experience in a leisure boating company/ holiday company/ service yard/ sailing events company
- International experience (preferable)
- 3-6 years' experience

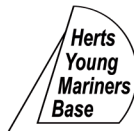
Compensation

Compensation would match with the experience and the skill set. Accommodation, medical insurance, return airfare, reimbursement of visa processing fees etc. will be provided

Duration : 1 Season, mutually extendable.

Location : INDIA - Mumbai & Goa

Contact : Shakeel Kudrolli : 91-22-43600101, mob.: 91-9821113750. Please respond with a detailed CV stated "Careers at Aquasail" website: www.aquasailindia.com email: careers@aquasailindia.com



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@hertscg.gov.uk

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

Advertise your jobs here...

Wavelength is the only magazine to go to all RYA instructors. What better place could there be to find your future staff?
wavelength@rya.org.uk



Sunshine Sailing Australia

Sunshine Sailing Australia is looking for a full time RYA Yachtmaster™ Instructor to be based at Mooloolaba, Queensland.

- You will need:
- » a proven record, knowledge and experience in the RYA scheme.
 - » experience in sailing instruction and organizing classes.
 - » the ability to judge weather conditions and make appropriate decisions
 - » the ability to create a program to teach technical sailing and develop sportsmanship and an enthusiasm for sailing
 - » an understanding of how to encourage and inspire sailors of different abilities
 - » enthusiasm, passion and excellent communication and interpersonal skills.

Minimum qualifications: RYA Yachtmaster™ Instructor and USL Coxswain, preferably Class 5.

Non-smokers only please.

Contact John Bankart
tel/fax: 61(0)7 5478 2299
email: sailing@learn2sail.com.au



RYA Coach/Assessor and Windsurf Trainer

Available freelance:

- » RYA DI, SI, Racing, Advanced, Keelboat and Multihull Instructor courses
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- » Race coaching
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