

RYA Wavelength

Spring 2006

keeping RYA instructors and coaches in touch



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Exclusion	Installation costs

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The RYA Dinghy Sailing Show



This show was a fantastic success – a great event for exhibitors and visitors alike. Attendance was up around 9%, bucking the current trend for similar events.

This year there was a strong emphasis on families getting into sailing, with many stands and activities aimed at beginners and those exploring the possibilities for the first time. The interactive events proved highly popular with activities such as treasure hunts, face painting and a competition to design a Laser Pico sail. It was a real buzz to see so many happy, busy families around the show.

In addition there was plenty to interest coaches and instructors. The on-stage coaching area regularly attracted big crowds to watch

coaching sessions on subjects such as basic rig tuning and more advanced race coaching.

The class associations and clubs continue to be well represented at the show and are also benefiting from the move towards a thriving activity show for those new to sport.

One of the events taking place at the show was the Instructor of the Year Awards, presented by RYA Chairman, Eddie Ramsden. Profiles of some of the winners can be found inside Wavelength.

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Welcome

It's your Wavelength - what do you want to see?

Please send any ideas, comments or articles for the next edition to jane.hall@rya.org.uk by September 4



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Dinghy Sailing has always been at the heart of Musto's heritage... it's where it all began back in 1965. Three generations on and we still all get the 'rush' when power reaching to the next mark. Spray flying up, water rushing by and on the edge of control... there's nothing quite like it!

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Nigel Musto

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Editorial: Yes Minister

In December, the new Minister of Shipping Dr Stephen Ladyman was asked his opinion on a compulsory test and licence for recreational boaters. He replied that there is "no persuasive case" for its introduction but, being a politician, added "but I wouldn't rule it out". He identified the difficulties of monitoring and enforcement and expressed the same view about the mandatory registration of leisure boats.

Recently there seems to have been a shift by Government away from a regulatory agenda – great news for the yachtsman who can enjoy the sport without interference, and for the RYA who can get on with running a training programme without locking horns with the legislators.

Dr Ladyman stated there will be no further regulation without "an



impact assessment" and close communication with industry. This is a very different approach to his predecessor, David Jameson, who introduced adventure activity centres licensing following the canoeing accident in Lyme Bay. This legislation

was brought in following huge publicity and public sympathy, but its effect on sailing was to provide additional cost and bureaucracy to centres which were already regulated by the RYA. As a result the number of centres offering sailing for children fell. This law is now under review and the Government is keen to introduce a voluntary licensing scheme, which takes us back to RYA recognition.

The MCA and RYA monitor the accident rate for boaters and compare it with participation. The UK has a good record compared with most other maritime nations. While each death is a tragedy, there are only about 20 a year for a boating population of around two million. The causes of these fatalities are studied closely by the MAIB. Following each serious accident there is an investigation which

gives recommendations to prevent recurrence. Currently these do not include a call for additional laws – they are more likely to ask for wide publicity on specific safety points, such as the importance of wearing a killcord in a RIB (see page 11).

In the UK the anti-regulatory policy for boating works because the great majority of the boating public know the sea can be dangerous, and there is a comprehensive training programme which is widely available. The Government recognises the work done by the RYA and you, the instructors, in encouraging people to go afloat and enjoy the sport safely.

James Stevens
Training Manager and Chief Examiner

This article appeared in the March issue of Practical Boat Owner

Competition results



Thanks to everyone who entered our caption competition in the winter issue. We had a great response and some good fun reading the entries – some more corny than others! The three winning entries were:

"Batman was disgruntled at new guidelines forcing his hi-tech Batboat to be limited to 5 knots!"
– Neil Penman

"The trick is to get them on board before they hatch." – David Blight

"Due to increased cases of kite surfers being carried away in the wind, the RYA has launched the latest accessory for safety boats. Safety crew are now able to facilitate a rescue at any altitude." – Daryl Brett

The winners received original cartoons by Jake Kavanagh and will be sent a copy of the new Safety Boat Handbook.

Three convicted following inversion drowning

In July 2003 Laura Morgan, aged 11, died at a Sunsail centre in Vounaki when the catamaran she was sailing inverted, trapping her underneath with her trapeze harness entangled.

On March 21 this year, three employees from the centre – the Hotel Manager, Watersports Manager and a Senior Instructor – were found guilty under Greek law of various charges relating to safety management, keeping a lookout and hiring out a catamaran to an unaccompanied minor. The employees received 18 month suspended sentences.

Two other employees were acquitted, including the safety boat driver who was first on the scene and tried to free Laura.

The RYA gave evidence at the trial on behalf on Sunsail. The centre had been regularly inspected and was found to be a well-run and managed operation. Sunsail has expressed their

disappointment and has lodged an appeal. We will watch developments with interest.

On hearing the verdict James Stevens, RYA Training Manager said "This is a very unfortunate case. Sailing is a safe sport and this type of accident is very rare. We will continue to work with Sunsail and other clubs and centres to minimise the possibility of another tragedy. My thoughts are with Laura's family."

Between 2003 and 2005 the RYA carried out extensive research on entrapments, and our findings are available on our website. Safety boat crews are now trained to right an inverted boat immediately, rather than try to disentangle the crew. Safety boats must now carry a knife, and masthead floats may be used to prevent inversion. If the safety boat arrives on the scene quickly enough, it may be possible to prevent an inversion by supporting the masthead.



Go Sailing activity book

The Go Sailing activity book (G45) was launched by Philippa Forrester at the London Boat Show in January and is proving to be a great success. It accompanies the Go Sailing handbook (G32) which was launched last year and contains puzzles, quizzes and stickers to encourage interest and discussion among children at all levels of sailing experience. These books are aimed at (but not restricted to!) 8 to 12 year olds.

Please feel free to use Go Sailing (G32) instead of the G3 Start Sailing handbook – the choice is yours.

We are currently working on another book in this series – Go Cruising, to be launched later this year.



RYA Instructors of the Year with our Chairman Eddie Ramsden

Award winners

A selection of our best instructors, coaches and trainers were recognised at the Annual Instructor of the Year Awards held at the RYA Dinghy Sailing Show. The Awards recognise those who have shown outstanding commitment, skill and hard work in training others.

Nominated by colleagues, centres, clubs and regions, the winners received a trophy and a Gerber Multitool donated by Greatkit.

The winners

Powerboat

Instructor of the Year: **Peter Hill**
Trainer of the Year: **Jerry Blyth**

Inland Waterways

Instructor of the Year: **Sam Clarke**

Personal Watercraft

Instructor of the Year: **Glen Mallen**
Trainer of the Year: **Candice Abbott**

Dinghy Training

Coach/Assessor of the Year: **Simon Horsfield**
Senior Instructors of the Year: **Garth Webster and Elsa Chance**

Windsurfing

Instructor of the Year: **David McKay**
T15 Award: **Mark Brooks**

Racing

Squad Coach of the Year: **Mark Rushall**
Club Coach of the Year: **Rick Newcombe**
Under 21 Coach of the Year: **James Brown**

Centre Inspector of the Year

David Hickman

Throughout the year we will be collating nominations for the 2006 awards. A nomination form can be downloaded from our website in the 'working with us' section.

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New website up and running

Our long-awaited new website is now operational and we hope you will find it more useful, quicker and easier to use than the old one.

Working with us

In this section we have dedicated areas for instructors, trainers, coaches, examiners and centres. Here you will find details of instructor training, enhancing your qualifications, getting recognised and an instructor resources area. Please do let us know which additional items you would like to see there and we will try to oblige.

If you have created teaching presentations which you are particularly proud of and would like to share them with other instructors, please send them in.

Find a facility

We initially had a few teething problems with training centres not being listed correctly in the 'find a facility' area, but these are being solved and we apologise to those centres for the inconvenience. This search facility can be found via many links throughout the site, but is primarily available through the 'get started' and 'courses' sections. Please do test this search and let us know if you have a problem.

If you are unable to find your centre using the postcode or town search, or if your entry shows 'unknown location'



it means that we don't have your centre's latitude and longitude. Please email your decimal lat and long to us so that we can get this put right.

Online exam bookings

Good news for examiners – you no longer need to register and login to the site to find out about potential candidates. The candidate simply fills in an online form which is sent electronically to the training department. We then email the relevant examiners in the appropriate location to see if they are interested in examining that candidate. An examiner will be selected from the replies received.

The online booking form can be found by going to the 'Courses' section and selecting 'Certificates of Competence' from the left hand navigation.

Any queries regarding the website, please contact Jane Hall on 023 8060 4177 or jane.hall@rya.org.uk.

CEVNI papers

We have produced three new CEVNI test papers and a practice paper for students to use when preparing for their CEVNI test. If your centre offers CEVNI tests and you would like to be sent copies of the test papers or the practice paper, please contact Beth Jenkins on 0845 345 0326 or email bethan.jenkins@rya.org.uk.

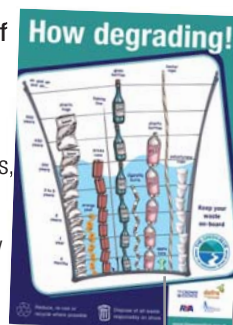
Keep up to date

For information on everything to do with RYA affiliated clubs and classes, read *RYA Briefing*, published three times a year and distributed to all RYA Training Centres.

Green Blue update

Waste reduction is the current theme of The Green Blue.

The Green Blue has published a series of A3 posters for marinas, training centres and hire businesses. The first emphasises 'easy wins' which boaters can take to minimise their environmental impact. The second encourages boat users to keep their rubbish on board by depicting how long it can last in the water.



The posters are just one of several Green Blue publications that instructors can use to introduce the environment when teaching.

The images are also available as A5 fliers for giving to students or customers.

For free copies contact Katherine Boor on info@thegreenblue.org.uk or register online at www.thegreenblue.org.uk



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Purple Marine at Alexandra Palace
The RYA Dinghy Sailing show held annually at Alexandra Palace in North London is...
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So Successful, we decided to buy some more!
This weeks Purple Tuesday product, the last in February, is the ever successful ...
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Purple Marine - Where?
Purple Tuesday
Bargain Shorties:
Spring and summer are on their way - no honesty they are. Although it might be ...
July and August days or the time of those days when you don't want to wear a full wetsuit or drysuit while you are out there.
There is no need to be afraid of overheating, losing half your balance in perspiration, or not getting at least a bit of a tan. Here at Purple Marine we have a very limited number of Crewsaver Marine 3 in 1 wetsuits at the phenomenal price of £15.00. That is a huge drop!
There is a catch though, we have a very limited number and they are only available in Medium large, but if that's the suit for you then just along to the Purple Marine online Chandlery store at <http://www.purplemarine.com/store> and take advantage of this weeks Purple Tuesday offer from Purple Marine. Simply click on the orange button and browse to your hearts content. To check out all the latest special offers from Purple Marine, simply click on the orange button and browse to your hearts content.
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Revised guidance notes

These guidance notes for UK dinghy, windsurfing, powerboat and PW centres set the standard for inspections. They also give Principals and chief instructors specific guidelines on tuition ratios, safety standards, advertising etc.

The guidance notes are in the process of being revised. Following consultation at the conference in November, a second draft has now been produced.

The objective of the revision is to produce a clear, more helpful document that realistically reflects the good practice that we see around the UK. Thank you for the significant amount of excellent feedback that we received on the first draft.

Principals will be kept informed when the final version is ready for use.

Quick release trapeze harnesses

The introduction of the ISAF rule 40.2 on



RWO's quick release harness

compulsory use of quick release harnesses has been delayed. It will not now take effect before the new edition of the Racing Rules of Sailing (2009-2012) are published.

In order to promote safety, the RYA's Technical Department is working with other bodies to develop an ISO standard, which it is hoped manufacturers will work to in the future.

Centres and clubs are free to choose from any existing designs including the new quick release products.

Updated child protection guidelines

Since 2002 we have required all training centres teaching under 18s to have a child protection policy. Our guidelines have now been updated based on experience gained over the last few years and questions we are frequently asked, such as 'do I need to police check my instructors?' or 'can we publish photos of children on our website?'. The new guidelines are available on the RYA website under 'working with us'.

If you based your current procedures on the RYA's earlier version, don't worry, you won't have to re-write them. However, you should check they are in line with current policy and that you have covered all essential areas. The principles remain the same but the new guidelines are in a clearer format covering safe recruitment, good practice and handling concerns. There are some useful templates such as a reference request and medical consent forms. The flow diagrams for reporting incidents or allegations are easier to follow. They also recognise that a child who is unhappy outside the centre may choose to confide in a trusted instructor, who needs to know what action to take.

We appreciate that some centres will have company or local authority policies that might differ slightly from the RYA's. However it is important that, as far as possible, they are consistent in approach so that young people can feel equally safe whether they are learning as part of a school group, on holiday or at their local club.



Photo: Minorca Sailing Holidays

The risk to children is very low in most settings where RYA training takes place. Clubs should be aware that it is usually only basic steps that need to be taken to ensure the safety of your young trainees.

If you require further information, contact the RYA's Child Protection Co-ordinator, Jackie Reid, e-mail jackie.reid@rya.org.uk, tel. 023 8060 4104.

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Important changes to ships' radio licensing

Ofcom has announced that, as a result of its consultation on the ships' radio licensing system, the following changes will come into force on October 1, 2006:

- Licences will be issued for the life of the vessel, removing the requirement for radio users to purchase a licence each year.
- Licences will be issued and valid as long as the licence details remain correct or until the licence is revoked by Ofcom.
- Licences shall not be transferable upon the sale of the radio equipment.
- A web-based licensing service will

be provided as an alternative to the postal service.

- Electronic licences will be issued online, free of charge. The licensee will then print a hard copy of the licence.
- Licensees will be required to confirm their licence details at least once every 10 years.
- A copy of the licence must be kept on board the vessel but the licence disc need no longer be displayed.

Ofcom will continue to make paper licences available for applicants who do not have access to, or prefer not to use, the internet but an administrative fee may be charged for this service.

Safe in the sun

As instructors you will have seen some of your students blissfully unaware of the strength of the sun when on the water. Don't stand back and let them burn. With the number of cases of skin cancer in the UK doubling every 10 years, a little understanding of the facts about sunscreen can go a long way.

Sunscreens either chemically absorb or physically block UV radiation. Sun blockers, typically containing titanium dioxide and zinc oxide, give near ideal protection but have a poor cosmetic appearance...remember the white noses?

The absorbing sunscreens usually contain a combination of agents giving protection from UVA and UVB, the most effective being from the benzophenones group. The Sun Protection Factor (SPF) indicates the effectiveness of the sunscreen and is calculated as follows:

If it takes 10 minutes to burn without but 100 minutes to burn with the sunscreen, it would have a SPF of 10 (100/10).

The effectiveness of sunscreen can have more to do with **how much and how often it is applied** rather than its SPF. Most people apply the sunscreen at about one third the thickness used in tests.

To get the best protection:

- Use a sunscreen of at least SPF 15, preferably up to 50 or 60.
- Use it even when the sun is not shining.
- Apply it liberally, so it forms a film when initially applied.

- It takes 20-30 minutes to absorb into the skin, so apply it 30 minutes before going into the sun.
- Re-apply after half an hour and then every two hours.
- Re-apply after swimming, excessive sweating or if it has been rubbed off by clothing, even if it claims to be water resistant.
- Insect repellents reduce the SPF of the sunscreen. If using them together use a higher SPF and re-apply more often.
- In addition to sunscreen, cover up with a hat and t-shirt.

Don't forget – eyes need protection from the sun as well. A hat with a peak helps, but polaroid sunglasses are recommended.

What centres and instructors should do

It's worth advising clients during the course booking procedure about the dangers of sunburn and the need to bring sunscreen with them.

When teaching under 18s, if a parent is present, the use of sunscreen should not be an issue. However, if the parent is not present, a parental consent form will be required. This form can easily be adapted to include the parent's consent to administer sunscreen (preferably a named product) if the child has not brought their own.

It is obviously inadvisable to keep a child on the water exposed to the sun without protection when they are either burnt already or are likely to burn. Instructors and centres must take reasonable steps to prevent sunburn occurring.



When lightning strikes

Every summer we receive a handful of inquiries from instructors and centres about the best action to take when a thunder storm is approaching. This is particularly of interest because on windless days, often the only wind you get is the pre-cursor to an incoming thunder storm and people are naturally reluctant to leave the water.

In order to get a better idea of the risks and guidance on how to deal with them, we have consulted Dr Ian Cotton, National Grid Transco Lecturer of the School of Electrical and Electronic Engineering.

Yacht safety during electrical storms is well understood and researched, but very few reported incidents have involved dinghy sailors afloat.

The risk of thunder storms in the UK is very seasonal, so we don't have the same safeguards in place as other more vulnerable areas. There are devices to measure the potential risk of being struck but they are not commonly used in watersports. They are more often found on Florida golf courses!

A few facts:

- For the safety of people on the water, salt water is better than fresh water.
- Metal masts can obviously provide a path to earth but tend not to be badly damaged by a strike.

- The conductivity of carbon fibre masts depends on the orientation and direction of the fibres. They don't tend to blow apart, but are likely to suffer surface damage if struck.
- If a dinghy is struck whilst afloat there are two routes the lightning can take to earth:
 - through the maststep and straight down through the hull,
 - down the mast and over the surface of the boat (potentially with deck stepped masts).
- In one reported incident a Topper was hit and a hole blown through the bottom of the boat below the maststep.
- There appears to be no evidence of an increased risk when in ankle deep water launching or recovering your boat.
- If a storm is approaching the best place for your group to be is inside a substantial building.
- Take care not to be the highest object around - if you have a field or forest to choose from, go to the forest.
- If you are under an isolated high point, you are taking an increased risk.

Best advice seems to be: wherever possible clear the water when a thunder storm appears to be in very close proximity.

Our thanks go to Dr Ian Cotton for his help in compiling this article.



TOP TEN TIPS for teaching people with disabilities

When teaching people with disabilities focus on what they can do. These tips assume you are working with a physically disabled student who has never been on the water before.

Assess

Get the student to grip and pull one of your fingers, and to push and pull your arm to give you an idea of their ability to control a tiller, joystick or mainsheet. Determine which course will suit them best and discuss the content. If possible, give each student their own training record card.

Involve

Involve your student in as many aspects of the activity as possible – preparing the boat, rigging, launching etc.

Assist

Give your students physical assistance only when requested, or when absolutely necessary. Some students initially resist the use of a hoist as this may be the only time that they are truly dependent on others. Help overcome this by explaining that the hoist is not just for their benefit, but for the helpers to eliminate the need for lifting.

Adapt

Adapt the boat before going afloat.



You may need to consider electronic assistance, padding or support, connecting a bungee to the joystick or tiller to assist with centralisation.

Communication

Before going afloat establish a method of communication, ie. turn left or right, port or starboard, harden up or bear away. Will direction be indicated by over there, in front, behind, by the compass or the hours on a clock face? Don't change the method until the student has gained experience, allowing nautical terms to be used. A sight-impaired student will know which method would suit them. A hearing-impaired student

may need a 'signer' to establish the method to be used eg. visual or tactile.

Familiarise

Once in the boat, but before setting off, explain each control. The assessment previously made of the student's physical abilities should be confirmed at this stage.

Safe, exciting and achievable

The first trip afloat should be an 'orientation' exercise and is likely to be exciting enough without you doing much more than just sail or drive the

boat. All tasks must take into account the student's abilities and skills and be in accordance with the course on offer. Each successful task can be 'signed off' enabling other instructors to be involved in training your student.

I do. I do and explain. You do

All training should follow this simple principle. Debrief each task and discuss which skills will be tackled next.

Sailing solo

Some students may not have the potential to sail solo, usually due to a learning difficulty. The boat used should therefore be large enough for their parent /carer to accompany them. Involve the student in sailing the boat as much as possible, even if this just means holding a rope.

Carers

Boating can seem to take place in a very strange environment and cause distress in some students. A parent /carer may be better able to calm their fears and recognise symptoms that require urgent attention. Such symptoms can easily be missed by the instructor.

Our thanks go to John Morley of Rutland Sailability for his help in preparing these tips.

Dealing with a major incident

It is every principal's nightmare to experience a major incident at their centre. Thankfully this is very rare at RYA centres, but if you are ever unfortunate enough to be involved in one, you need to know how to handle the unfolding events.

Your first priority is, of course, the safety of participants and instructors. However, once ashore you need a strategy to deal with the authorities and the press.

- Get a statement from competent witnesses.
- Remove the instructor and key witnesses from the centre to somewhere you can talk to them away from the press.

- Produce a written statement for the press, such as:

".... sailing school regrets to announce the death of a crew member who fell overboard at night from a training yacht. When and where. Our deepest sympathy to the relatives etc. A full statement will be issued at 2pm tomorrow" (give yourself time to collate the information).

- Don't hold a press conference, but decide who will speak to the press.
- Don't allow well meaning but ill informed staff to make public comments.
- Try to keep a record of whom

you have spoken to, who has contacted you etc.

- Inform RYA Training (023 8060 4180) who can assist with compiling your statement to the press.
- If the rescue services have been involved the press will have probably obtained some information from them.
- If there has been a fatality the police will contact the centre and inform the next of kin. Do not publicise the name of the casualty until you know this has been done, even if the press appear to know who it is.
- If your boat has a code of practice certificate you must inform the Marine Accident Investigation Branch

(MAIB) within 24 hours. You can do this by phoning 023 8039 5500. They will inform you within 28 days whether they intend to investigate.

- Keep any relevant equipment such as lifejackets, logbooks etc.
- If required, send a report to the MAIB (refer to Instructors Handbook, G27).

When dealing with any major incident, it helps if:

- your paperwork is up to date with information such as contact numbers for the next of kin.
- your boats and instructors comply with your own safety policy and the RYA's conditions of recognition.

Disability discrimination law for training centres

The Disability Discrimination Act (DDA) was passed in 1995, introducing new measures aimed at ending the discrimination which many disabled people face in their everyday lives. Here we offer guidance on the law and its effect on your training centre.

The DDA places obligations on service providers (training centres) to end discrimination against disabled people. Your key requirements are:

- not to treat disabled people less favourably for a reason related to their disability
- to make 'reasonable adjustments' for disabled people, such as providing extra help or making changes to the way you provide your services
- to make other 'reasonable adjustments' to overcome physical barriers to access.

Reasonable adjustments: but just what is reasonable?

Centres are required to make 'reasonable' adjustments to their services, and should try to anticipate the needs of disabled users. But what is reasonable? A straight answer does not exist. The law allows for different solutions in different situations.

What is reasonable may vary according to:

- the type of services being provided
- the nature of the centre, its size and resources
- the effect of the disability on the person

- whether taking particular steps would overcome the difficulty that a disabled person faced in accessing your centre
- how practical it is to take the steps
- the financial and other costs of this
- how disruptive it would be
- how much money and other resources you have to spend on it
- how much you have already spent on it
- what financial help is available.

Courses

You need to take into account:

- location, duration and type/nature of course
- effect on all course participants
- financial implications.

This list is not exhaustive and there may be many other factors.

While services should be made more accessible, it is understood that it might not always be possible, and in some circumstances this would not be considered discriminatory.

It may not be possible to cater for certain disabilities because of health and safety concerns. Cases should be considered individually, and a proper risk assessment carried out.

What issues should training centres consider?

Centres must consider the needs of disabled users in terms of how courses are provided and the physical features of the premises. Some alterations may relate to how the

centre is run. For example, if you have a "no dogs" policy, the policy could be amended to allow for guide or assistance dogs.

You must make changes when it is impossible or unreasonably difficult for a disabled person to use your centre. Consider the time, inconvenience, effort, discomfort or loss of dignity suffered by a disabled person, and whether it would be considered unreasonable by other people if they had to endure similar difficulties.

If you do nothing you could well be in breach of the law. Waiting until a disabled person cannot use your services before making changes is wrong. Think ahead: continually look at the way you operate and your premises and consider improvements for disabled people. Don't focus on stereotypes – consider the full range of access needs and the ways in which your centre may be difficult to use.

Practical guidance and advice

The Disability Rights Commission (DRC) has a guide to complying with the Act, with a range of practical suggestions. "Making access to goods and services easier for disabled customers" is aimed at small service providers and is freely available from the Commission.

The DRC recommends that service providers have an access audit carried out. Many local authorities employ access officers to visit your premises and offer advice. Alternatively the council might put you in touch with a Local Disabled Access Group. A starting point could be to contact disabled friends or relatives and ask what changes might benefit them.

Some local authorities may provide discretionary grants for improving facilities, but there is no central funding scheme.

How RYA Sailability can help

RYA Sailability may be able to provide assistance to training centres in complying with the duty of 'reasonableness'.



Many centres are already becoming more accessible in terms of access, sensory improvements and attending disability/equity awareness training. Some go on to become Foundation Sites.

This area of law is relatively new to everyone and yet to be tested in the courts from the point of view of service providers. Our advice and guidance will be constantly evolving. If you are working to enhance the facilities at your centre, please keep in touch with us so that we can offer you the very latest information.

Resources

RYA Sailability have a leaflet called: *Are your premises welcoming to disabled people?* backed up by a series of leaflets called *brief guidelines*, concentrating on areas such as pontoons & landing stages, accessible showers and toilets, ramps etc.

Disability Awareness courses are held throughout the UK. For details contact: Debbie Blachford on 02380 604246 or email debbie.blachford@ryasailability.org

The Disability Rights Commission run a helpline: DRC Helpline, FREEPOST, Mid 02164, Stratford upon Avon, CV37 9BR. Tel: 08457 622 633 Fax: 08457 778 878. Email: enquiry@drc-gb.org. Web: www.drc-gb.org.

The RYA's legal department produce a leaflet on this area of the law. Tel: 0845 3450373, Email: legal@rya.org.uk, Web: www.rya.org.uk (club area under 'working with us').





Windsurfing Trainers' update

A second update was held at Carsington Watersports at the end of January – a highly successful weekend despite arctic conditions!

Once again it provided us with an opportunity to revalidate Level 2 trainers and above, and familiarise them with the 'Fastfwd' coaching model and the revised scheme.

Many thanks to all who attended and to Carsington Watersports for being so hospitable. Special thanks to Ben Hodgson for helping to organise the weekend, and to Simon Bornhoft and Jim Collis for their hard work.

If you would like further information regarding trainers' revalidation please contact Vanessa Baxter on 0845 345 0402 or vanessa.baxter@rya.org.uk.

Child protection policies

Quite a few inspectors appear to be suggesting child protection strategies somewhat in advance of anything the RYA requires.

Over-zealous child protection requirements can be off-putting to small organisations. Please stick to the minimum requirements, laid out in the child protection section of our website under 'working with us'.

Policy statements need to include:

- the welfare of children and young people is paramount
- children have a right to protection
- who the policy applies to.

Procedures need to cover:

- those instructing/working with children are aware of the policy and have access to the procedures

- simple good practice guidelines available to all who work with children
- a clearly designated person responsible for welfare issues
- the centre's consistent policy on safe recruitment and level of checking related to risk
- clear procedures to be followed if there are concerns (preferably RYA flow chart).

There is particular concern about CRB checking, which is often seen as excessive, particularly in clubs. If you think a check might be wise, simply refer those concerned to the RYA for further advice. The RYA does not require CRB checking as a matter of course, so as an inspector you are not normally in a position to require it.

Instructor course moderation

Before organising an instructor course, the coach or trainer should always clear the course with their regional coach/RDO. If the course is to take place outside the UK, this clearance should be sought from the appropriate chief coach at the RYA.

Course organisers are free to suggest a moderator, but ultimately this decision must be made by the regional coach or RDO.

It is vital that senior instructor courses are only organised with the express permission of the regional coach/RDO.

Inspector ID cards

We would prefer all inspectors to carry an identification card whilst inspecting on behalf of the RYA. Most of you will already have one of these, but if you don't, please send a passport photo in to Dawn Seymour before June 30 and a card will be created for you.

Windsurfing instructor record cards

To reflect the instructor qualifications in the revised coaching scheme, we have produced new instructor record cards.

Please destroy any stock of old cards that you may have and only use the new ones, with immediate effect. A small supply has been sent to trainers, but more can be ordered as you need them from our certification department on 0845 345 0377 or certification@rya.org.uk.

Windsurfing Trainers revalidation

As you are aware, Windsurfing Trainers are now appointed annually and revalidate by way of a practical update every five years. You should have been sent a letter regarding your appointment. If not please contact Vanessa Baxter on 0845 345 0402.

Insurance for inspectors

Wondering if you are adequately insured can weigh heavy on your mind in these days of increased litigation.

We would like to reassure our centre inspectors that you are covered by the RYA's own professional indemnity insurance policy when you are carrying out the job of inspecting a training centre on our behalf. You are not therefore dependent upon your own indemnity policy when performing this work.

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Foundation Degree in Adventure Education

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- Grants and bursaries may be available

Contact: Paul Gray on
Tel: 01243 816000
email: p.gray@chi.ac.uk

www.chiuni.ac.uk

Recovering people from the water

Recovery of a person from the water into a boat can be a challenge, even to the most experienced crew. Unless the boat carries specialist recovery equipment, the operation relies upon the strength and skill of the crew. **Paul Mara** gives a few tips for teaching safe recovery of a casualty, and an alternative approach to the traditional dunking and dragging onboard methods.

I remember, many years ago, being taught how to recover a person from the water. On that occasion, against my better judgement, I volunteered to be the casualty. Now, correct me if I am wrong, but I thought ducking witches was banned centuries ago. Needless to say, it was not a pleasant experience!

Safety First

- Never demonstrate or practise a moving MOB exercise with a person, always use a dummy.
- Switch off the engine when there is a casualty alongside the boat.

Teaching recovery techniques on RYA courses

If you demonstrate recovery of a person from the water, ensure that you have suitable conditions and are appropriately dressed. Then apply the following principles:

- Never demonstrate or practise a moving MOB exercise with a person, always use a dummy.
- Ensure the boat is stationary with the engine off and killcord removed.
- Choose a safe area to practice.
- Keep a good look out.
- Always wear suitable buoyancy.
- The demonstrator should carefully enter the water.
- Consider making this the last exercise of the day.

Think ergonomically

Consider the effects of the recovery process on the casualty and yourself, with equal importance. Good technique prevents injury.

- Ensure you have a good footing.
- Use your body efficiently.
- Avoid twisting.
- Avoid relying on pure muscle power.
- Recover the casualty at the lowest part of the boat.
- Use a boarding ladder or rig a short rope with a bowline as a foot loop.
- With the engine off and killcord removed, use the engine's anti-ventilation plate as a step.

The following method of recovering a person from the water is relatively new and has a number of advantages over other methods. In particular, if the person in the water is wearing a trapeze harness, this method avoids snagging the harness on the side of the boat.



In this instance the person in the water is brought alongside the boat. Ensure that the engine is off and the killcord

removed. With the person facing towards the back or front of the boat grasp the hand nearest to the boat. Position the person's legs on the tube, so that they are now facing the boat.



Now grasp their other hand and gently lean back into the boat, pulling



the person on to the side of the boat into a seated position.

Lessons to be learned – use your killcord

In March 2005, a man and his daughter were thrown overboard from their RIB while travelling at high speed on Loch Lomond. Despite extensive surface and underwater searches, their bodies have not been found.

On the day of the accident, the father and his two teenage daughters launched their 6.4m RIB, which was fitted with a 150hp outboard engine, giving a top speed of 50 knots.

The water temperature was 3°C, the air temperature was about 5°C and the wind was force 4 from the west, producing waves of about 30cm. They were all wearing warm clothing, but were not dressed for entering the water and were not wearing lifejackets, as these were accidentally left at home.

The father was sitting at the steering wheel on the forward of two fore and aft seats. The younger daughter was sitting directly behind him, and the elder daughter was standing behind her sister holding on to a back rest. Soon after leaving the shore, at the request of his daughters, the father weaved the boat from side to side, after which he steadied the RIB on a

course and set the throttle at full speed. Soon afterwards, the RIB unexpectedly lurched to port, throwing the father and younger daughter into the water.

Because the killcord had not been attached, the RIB carried on travelling away from the two people in the water. The elder daughter, who had been thrown to the bottom of the RIB, managed to reach the engine throttle control and stop the boat. Then, despite problems steering the RIB, she drove it back to the area where her father and sister had been thrown into the water.

A passing cruiser had seen the RIB at a distance and saw the elder daughter raise an arm. However, the people on the cruiser mistook this gesture as a greeting, and not one of alarm, and they continued on passage, oblivious to the emergency.

The girl manoeuvred the RIB close to her sister and entered the water. However, despite courageous attempts to rescue her sister, the effects of cold water forced her to re-board the RIB, after which she lost sight of both her younger sister and her father. She drove the RIB over to two fishermen in a boat to seek help and they called

the emergency services. On-water and shoreline searches began and these were later joined by two helicopters. However, the father and younger daughter were not seen again.

The MAIB report concluded that:

- The steering system was in poor condition and in need of maintenance or replacement.
- The cause of the accident was the loss of a significant quantity of hydraulic oil from the steering system.
- The effects of loss of hydraulic oil, the introduction of air into the steering system and damaged non-return valve springs combined to cause a sudden uncontrolled movement of the outboard engine, with the result that the RIB lurched violently to port.
- An in-water test showed that the steering system functioned satisfactorily when it had been topped up with hydraulic oil.
- Cold water shock severely reduces a person's ability to stay afloat. Wearing a lifejacket is essential to extend survival time and hence improve the chances of being rescued.
- It was essential for the father and his younger daughter to be rescued

quickly before the debilitating symptoms of cold water shock took effect. Had any or all of a number of safety items been in place (killcord, lifejackets and means of alerting others to an emergency), their chances of survival would have been greatly enhanced.

- Attendance on an RYA powerboat course would provide boat owners with the practical skills required for operating a RIB. It would also educate them on the safety issues relating to powerboats.
- Waterway authorities can assess the general risks caused by leisure craft activities, and they have the powers to put in place control measures to reduce those risks.

Reproduced with permission from the MAIB.

The MAIB regularly calls on the RYA to promulgate reports such as this in order to raise awareness of the causes of accidents. They are also a good teaching tool for instructors, helping you to highlight to your students just how important their training is. Copies of similar reports can be viewed on the MAIB's website www.maib.gov.uk.

Fire power



In the last issue we were given a fascinating insight into the workings of the Royal Navy's elite Submarine Parachute Advisory Group. This time **Paul Mara**, RYA Chief Powerboat Instructor, spends some time with the London Fire Brigade's Marine Training Team, a fulltime RYA training centre, based on the River Thames at Lambeth in the heart of London.

Having lived on a house boat on the River Thames I was always impressed by the sight of two fire launches, *Fire Dart* and *Fire Flash*, patrolling the river between Teddington and Gravesend. However, it wasn't until three years ago, when asked to update some of their instructors, that I discovered the crews are all RYA qualified and trained by their own RYA training centre in Lambeth.

Recently, I was invited to revisit the team and see the final stages of their coxswain training course.

What is the Fire Brigade's role on the river?

Duties include supporting land based crews on the shoreline with an unlimited supply of water, assisting with the search and recovery of people from the water and ensuring the safety of the passenger vessels that carry tourists and commuters up and down the Thames.

The boats

Fire Dart and *Fire Flash* are state of the art, purpose built, aluminium, twin jet driven craft. They are 13.2 metres long, capable of 25 knots and can operate in as little as 1 metre of water. Built by Alnmarintec in the UK, they carry an impressive array of kit including fire pumps, mud mats and MOB recovery equipment.

Calling all potential powerboat trainers

We will be running a number of selection days for potential powerboat trainers in the autumn. If you are interested in attending, please contact Beth Jenkins on 0845 345 0326 or bethan.jenkins@rya.org.uk for an application form. Your application will need to be supported by your regional coach or RDO.



The training

Two candidates, Steve Day and Bill Sergeant, were about to start their operational task training, having already completed their RYA Day Skipper and Yachtmaster® theory along with SRC radio and marine diesel courses. Under the expert guidance of RYA instructors Mick Goodwin and Peter Miller, both Steve and Bill were tasked to carry out a number of challenging exercises to ensure they will be equipped for all possible scenarios in the future.

Their first task was to take the boat into Limehouse Creek, the entrance to the marina, and demonstrate propelling the boat sideways by splitting the buckets and prudent use of power. Once they had mastered that skill, Peter upped the stakes and tasked Steve and Bill with turning the boat in its own length – not an easy task when you only have one metre in front and behind!

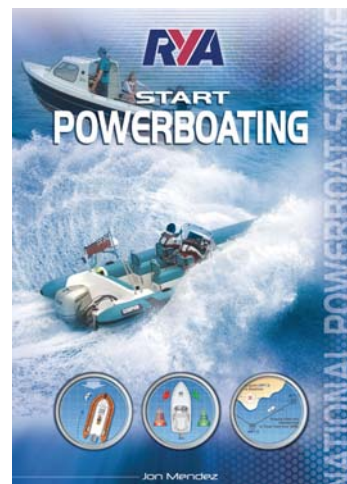
Next it was on to beaching the bows so that a crew member could be put ashore to liaise with a shore side team. Once on the beach fire hoses were connected and *Fire Flash* was

manoeuvred out into the river to lay at anchor, providing an endless supply of water.

Following a demonstration of the vessel's impressive water pumping ability we moved on to man overboard drills, and finally a challenging bit of navigation through the quarter arch of Blackfriars Rail Bridge on the north bank. This included a stern fetch in between the old Alexander Bridge supports and Blackfriars Road Bridge – a difficult challenge but executed to perfection on each demonstration. Training to this level ensures that the crews are ready for anything they may encounter on this challenging river.

A little later we passed a Metropolitan Police boat from the Marine Support Unit, another RYA training centre based at Wapping. They were also carrying out some training exercises at another pier.

I would like to thank Dave Foulsham and his team of dedicated instructors for my fascinating day and insight into another exciting example of RYA training being put to professional use in the work place.



New Start Powerboating book

Start Powerboating replaces the Powerboat Practical Course Notes. It has been produced to compliment our series of powerboating titles, and accompanies the Level 1 and 2 powerboat courses. As a training manual it is invaluable for anyone new to the sport.

The book is written by Jon Mendez - RYA Yachtmaster® Instructor Examiner, Powerboat Trainer and former RYA Chief Powerboat Instructor.

Order Code G48, price £8.99



Powerboat Instructor of the Year: Peter Hill

Working at a busy centre on the Thames, "Putney Pete" is out on the water teaching powerboating most days of the week. His natural sense of calm puts his students at ease from the outset, while his excellent knowledge of boating ensures that his students leave with confidence and the skills to progress further.

Pacing

In the last issue we reported on a powerboat accident that happened during a pacing exercise. At the end of the article we pointed out that pacing is not part of the RYA's syllabus and therefore should not be taught on our courses.

Colin Brazier has kindly pointed out an oversight: Coming alongside powerboats and sailing craft whilst underway is part of the Safety Boat syllabus and therefore the principles of pacing need to be taught at an appropriate speed. Our guidance is therefore: Pacing should only take place at moderate speeds in order to deliver effective coaching. Under no circumstances should pacing be practised with powerboats at planing speeds.

Thanks to Colin for being so alert!

Boat review

Pioner Multi

We bought our business three years ago and with it came one of these versatile boats.



The craft is a very useful workboat around the marina, lifting moorings, ferrying clients and supervising hired boats. However, we mainly use it in the watersports centre where it is particularly good for windsurfing - carrying rigs and clients whilst towing the boards. We also use it as an anchored base when sailing lessons are in progress.

With the drop bow the Pioner is particularly useful for clients with mobility difficulties as it reduces the need to 'climb' into the boat. We can even land wheelchairs directly onto several of the islands on Derwent Water.

Dave Williamson
Derwent Water Marina



Paul Mara
Chief Powerboat Instructor

E-mail: paul.mara@rya.org.uk
Tel. 023 8060 4187

Inland

Inland waterways instructor training



Each year we run Inland Waterways instructor courses with a great mixture of candidates. Some are relatively new to the inland waterways, some are new to instructing. Others come to the course armed with a wealth of experience. This last group can be the hardest to cater for, so we were keen to hear how the course is perceived by them.

Barry Curtis attended the instructor course at Weedon in Northamptonshire and spoke to us about it.

What is your background in boating?
I started sailing at the age of three and owned several dinghies and small cruisers from the age of 10. In 1997 I started teaching dinghy sailing and powerboating at the Arethusa centre on the Medway. I qualified as a senior instructor and worked for a while as Principal of the centre.

I also have an engineering background and became fascinated by the canal

network. My dream of living on board came true five years ago when I bought a narrow boat, on which I now live with my wife and daughter.

Why did you decide to take the instructor course?

With my background in teaching sailing, I also wanted to teach on the inland waterways and get people as enthused as I am.

How did you feel about the content and level of the course?

When I first approached the RYA about doing the course I was a little put out that I couldn't convert my powerboat instructor qualification to the inland waterways scheme. However, I can now understand why. The course was very good and I learnt a lot. Many skills do cross over with other types of boating, but it is especially useful for coastal sailors who don't have the in-depth experience on the inland waterways.

How will the course help you in other areas of your work?

Depth of experience will make you a better instructor and I find I am always learning, whatever I do. Even if you do something that goes pear-shaped, you learn not to do it again! Training in instructional skills is always transferable to other areas.

How will you use your qualification?

One day I would like to set up my own training centre, maybe by buying a mooring and waterside property

somewhere on the canal network. In the meantime I will continue freelancing and working for other people. I may even do some work with Sam Clarke, one of the trainers on the course, to get more experience of running courses for complete novices.

Through my instructing experience I have built up many contacts and want to use them to spread my enthusiasm for inland boating. I really want to be part of inland waters development to help keep it going.

The course is run by inland boaters for inland boaters. What did you gain from the experience of the course staff?

The course staff were great and it was nice to learn from people who are so involved in the inland waterways in their day to day lives. Being able to draw on their immense experience was a real bonus.

Quite by chance I found out that Sam had been brought up on my boat from a very young age. It was only during a recent refit that I uncovered the original livery and managed to trace it back to her family.



Inland Waterways Instructor of the Year: Sam Clarke

Sam started her boating career at the tender age of three, whilst on board canal boats with her family. She teaches with a confidence gained through a solid understanding of both narrow boats and the canal system.

In addition to running her busy centre and the family Canal Boat Holidays business, she works as a trainer on RYA instructor courses, and for the BMF promoting inland waterways at a national level.

Cut the jargon

Suzie Blair is the Development Officer for Sailing in the City – a project in Scotland designed to bring dinghy sailing to as many children as possible. Through this work she has gained tremendous experience helping children get the most from their time on the water, no matter how short that time is. Here she shares the importance of avoiding technical terminology until the time is right, and a few suggestions for how to introduce it.

"Luff up just a little, sheet in, tighten your kicking strap and where should your dagger board be?"

You know what I'm talking about, but would a beginner? As qualified instructors, technical terms are second nature, but your students won't be impressed. Children in particular often switch off the moment you start using this strange new language. However, we do need to teach some technical terminology, but only basic terms at the right time and in the best way.

Through experiences with Sailing in the City (SITC) it has become obvious to me that children are definitely not mini adults - they're more like mini sponges. The majority have a fantastic ability to absorb lots of information in a short space of time, provided it's presented appropriately. Each 'mini sponge' has their own way of absorbing but they generally share one goal - having fun!

Introduce – play – chat

Children's attention spans tend to be short so we try to ensure their interest is constantly stimulated. We have adapted the 'Brief – task – de-brief' model to:

'Introduce – play – chat'

The principles are the same but it's

delivered in a more child friendly manner. In SITC we find the best way to teach children is through the use of appropriately timed, focused and enjoyable games. For example:

Briefly introduce the sailors to the boat. Show them where and how to sit and what the two jobs are: steering (moving the blue stick) and paddling (pulling the red thing through the water).

Play afloat. Set the sailors a challenge of introducing themselves to all the orange balls (buoys with faces). Assist those who need extra support with simple tips to help them complete the challenge.

Chat about the challenge ashore. With some guided questions encourage them to tell you how to steer and the best way to paddle. Armed with these new skills, progress on to calling the blue stick the 'tiller extension' and the red thing the 'paddle'. Gradually build up the terminology as they learn to sail.

Introduce

At this early stage we find it best to keep talking to the absolute minimum. Keep it short and simple – only tell your students what they really need to know before going afloat. Be enthusiastic, use clear demonstrations and get them involved wherever possible. During SITC taster sessions we often mention technical names briefly but always back them up with other words that students will remember. I think of this as sowing the seed for learning the correct terminology.

Teaching the basics of tacking onshore

"The turn you are doing is called a tack. It's when the front of the boat crosses through the wind." Demonstrate by pointing at the bow and tacking on land.

"You should be able to see the big green shed all the time when turning."

Point out the shed or other upwind landmark.

"and your sail will flap as you turn."

Play

We set the sailors challenges that will enable them to practice the techniques we introduced. We use games to give them the freedom to experiment afloat, with the instructors ready to provide support and ensure they are safe. These experiential learning environments, where the students are responsible for their outcomes, should empower them to make their own decisions and learn



faster. It all goes back to: **when I hear I forget – when I see I remember – when I do I learn.**

Sailing a figure of eight course

Ashore, briefly go over tacking and wind direction. Then set them the challenge of putting ducks into floating paddling pools or buckets attached to two buoys. Make sure they tack at each end by getting them to 'high five' an instructor standing in the water downwind of the buoy. Don't tell them at this stage that they are sailing a figure of eight on a beam reach course, tacking at each buoy. All they need to know is that they have to distribute their ducks and race back to the shore!

Chat

This is when we start introducing the correct terminology, as we have the opportunity to guide the students to understand what they have learnt during their play time. After chatting through the learning points, if we feel confident that they understand what was introduced, it's time to see if that seed we have sown and nurtured has started to grow! We gradually introduce the technical terms as they now have a basic understanding of the subject and an experience to relate it to. It becomes familiar and, hopefully, easier to comprehend.

We find it useful to re-demonstrate the

skill, followed by questioning to ensure they have understood the new words.

Run a game afloat where the children have to stop at the RIB to collect their team's ball

Back ashore chat about any problems, what worked well and who thought they were lying-to properly. It is likely that some of them got stuck in irons during the challenge, so discuss what this means and how to solve the problem. Follow this with a 'getting out of irons challenge' and some more lying-to games afloat.

The process of introduce – play – chat is then repeated for the next set of skills. Now you can use the correct sailing terms to help sow the seed for the next steps in their development. It's important to maintain focus on the original learning point and to be flexible and open to any additional progressions. Don't forget to have fun yourself while keeping your sailors' interest stimulated with games and challenges.

To conclude, we recommend that the right time to introduce technical sailing language to young sailors is generally when they have experienced the skill in question. The best way is through reflection and discussion of this experience, while introducing terminology progressively.

Enjoy watching your little sponges grow!



David Ritchie
National Sailing Coach

E-mail: david.ritchie@rya.org.uk
Tel. 023 8060 4100



Senior Instructors of the Year: Garth Webster and Elsa Chance

Garth Webster

Throughout his lengthy career, Garth has been committed to providing courses at a high standard whilst promoting the RYA to the public, pupils and new instructors. His particular strength is his calmness when teaching and building the confidence of apprehensive students.



In addition to instructing at Rutland Watersports, Garth also works to promote safety in water based activities, working closely with the RNLI as chairman of the local branch.

Elsa Chance

Elsa was first approached by Helford River Children's Sailing Trust when they were faced with replacing their existing



senior instructor at 24 hours notice due to illness. Elsa stepped up to the task, supervising 11 teams of volunteers and 180 children on the water each week. She immediately won the hearts and minds of the volunteers with the care she took to involve everyone in the plan for each session.

Elsa is conscientious, safety conscious and able to make sensible decisions using her own initiative. Her personality has made her popular with instructors and students alike.

A quick trip to Romania?

A short notice request for anyone interested in teaching basic sailing and instruction in Romania. If you are available between May 1 and June 3, read on.

I am involved in a non-profit making business in Romania called Spirit Euxin – nothing to do with the RYA. The primary purpose is to train and develop outdoor instructors in Romania. The centre also runs holidays for disadvantaged Romanian children and hosts school trips and holidays from the UK. It is based on a lake near Constanta on the Black Sea.

There is an opportunity for an instructor or SI to volunteer on the instructor training programme for a week or two.

This is a Christian project, and anyone



working with them would need to be in sympathy with that.

If you would like to get involved, either now or in the future, please do get in touch with me.

Don't worry if your Romanian is a little rusty – tuition is in English!

David Ritchie

Advanced instructor training

We have a few two and three day courses running over the coming months at the Joint Services base at Thorney Island near Portsmouth. They are open to existing instructors and coaches and are suitable for those wanting input and guidance on running courses, as well as improving their own sailing.

The three day courses allow for extra input to your sailing skills if required.

- June 13-15 (3 days)
- July 8-9
- September 22-24 (3 days)
- October 21-22

Cost: From £65 for RYA members

Please contact dawn.seymour@rya.org.uk for further details or to book a course, or download a form from 'working with us' on the web.

Teaching day sailing

I am sometimes asked to what standard navigation and pilotage should be taught during a day sailing course. Often the question comes from cruising instructors who are used to a far more systematic and detailed approach than is appropriate for day trips in a dinghy.

Whilst many people cruise their dinghy in the open sea, the preferred balance on the course would be to include some sheltered estuary sailing and an open sea trip. In this way students can be exposed to tidal flows and their affect, differences in sea state, eg wind over tide, and develop an appreciation of the need to keep a check on their position. A balance of chartwork, planning and sailing is good. As always, try to deliver as much of the course as possible afloat, apart from the journey planning.

Pilotage, not navigation

Keep insights brief and punchy. Generally people sail with the tide or against it, so plotting tidal vectors is

unnecessary. However aim to give students lots of practice of the simple arithmetic required to plan a passage.

Weather forecasts

Provide a wide range of sources of forecast because students will vary enormously in their preferred source. Familiarise yourself with Ceefax, a few favourite websites and services such as Weathercall, as well as the traditional shipping forecast and those available from the Coastguard via phone or radio.

Think about the 'what ifs'

Ensure your students get plenty of practice thinking through what could go wrong on their passage, and planning how to get out of or avoid trouble. Studies show that those who plan their response to an emergency react better than those who are unprepared.

Teach basic chartwork

A laminated chartlet is far superior to a complete chart for dinghy use,



particularly if combined with a china graph pencil and GPS set. Study the worked examples in the Advanced Handbook (G12) which should give you a good idea of the right standard.

Estimate your speed

If you carry a GPS set during the course it can be fun to take turns guessing speed through the water and checking with the GPS. It is a skill worth practicing because one of the most common mistakes is to over estimate your speed and miss the tide.

Do a day trip

Day one of the course should ideally be spent on general sailing skills, background knowledge and planning.

The second day should include a significant time carrying out a planned passage, with each student taking responsibility for at least one leg.

Use transits

The easiest way to sail in a straight line on the correct course is to line up a transit.

Don't waste decisions

Remember, a decision made by the instructor is a decision wasted. As the instructor, you are responsible for the safety of your group. But you are also responsible for ensuring they learn from as many of their own decisions as possible. It is far better to allow them to make a decision and put it to you for comment, than to take the decision away from them at the outset.



RYA Raymarine Yachtmaster® and Cruising Instructor Conference 2006

Winter is a busy time for RYA conferences. 310 Cruising and Yachtmaster® Instructors attended our Bournemouth and Largs conferences, and 240 Shorebased Instructors attended a number of shorebased conferences.

The Bournemouth conference was kindly sponsored by Raymarine, allowing the RYA to offer sponsored places to new instructors attending the conference.



We had an entertaining list of guest speakers at the Bournemouth conference including:

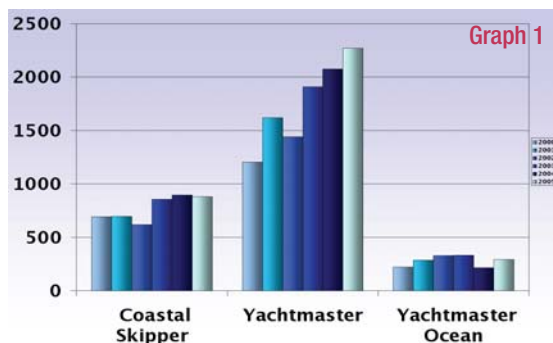
- Mike Vlasto – RNLI
- Philip Clayton Gore – UKHO Archivist
- Mike Golding – Global Yacht Racing
- Mike Dymond & Chris Slade presented the new charts
- Simon Jinks, Penny Haire and James Stevens gave an update on RYA Training around the world
- Rod Carr rounded the conference off with a vision of where the RYA is heading.

Discussion topics

'What lessons can be learnt from the knockdown and total loss of the sailing vessel off the Portuguese coast during a fast track Yachtmaster® course?'

The feedback was varied but in general it was thought that no syllabus changes are required. Instructors need to assess risk as part of the passage plan and remember to emphasise the dangers of lee shores and advantages of standing off to sea. More emphasis should be given on the preparation for heavy weather.

The delegates were divided on whether the instructor should be on or off the boat for the skippered passage. However many thought that if the trainee was at least a Coastal Skipper, the instructor should not need to be on board. Instructors were advised to include



MAIB reports in their teaching, which are available at: www.maib.gov.uk.

'Should there be a maximum student: instructor ratio for shorebased centres teaching Day Skipper, Coastal Skipper/Yachtmaster® and Ocean?'

The general consensus was 'Yes' - there should be a recommended maximum ratio on these courses. Many commercial centres regarded it as a local authority problem, rather than a commercial centre issue.

Around the country the average feedback was 12:1 for intensive courses and 20:1 for evening classes. However the suggested figures ranged widely from 4 to 26 students per instructor. Some felt it was self-regulating, based on the facilities available, and that there should be no ratio imposed. The overall majority felt that a **recommended** level would be useful, allowing some flexibility whilst retaining a persuasive lever.

'Should Coastal Skipper practical and Yachtmaster® preparation courses only be taught by a Yachtmaster® Instructor?'

The overall verdict was 'Yes'. Many felt it added credibility and that Cruising Instructors should only teach up to Day Skipper level. There was some feedback suggesting that a syllabus for Yachtmaster® preparation training

was required, whilst other feedback said the preparation training is not an RYA course.

RYA update

We now have over 2,200 recognised training centres, including 220 overseas and over 24,000 instructors and examiners across all disciplines. The number of RYA certificates issued is continuing to rise and is presently around 160,000, with the cruising scheme delivering approximately 75,000 of that total.

Certificates of Competence

The number of Yachtmaster® Certificates of Competence issued is continuing to rise, and it is heartening to know that the number of Yachtmaster® Ocean Certificates of Competence issued also has an upward trend (see graph 1).

Course completion certificates – practical sail

There has been an enthusiastic uptake of the Start Yachting course. At this stage we are unsure whether all the certificates sold have been used, or are simply sitting in the top drawer at the sailing centres – only time will tell. The amount of Competent Crew training was high last year, whilst there was a slow down on Day Skipper courses, and a small increase in Coastal Skipper training (see graph 2).

Course completion certificates – practical motor

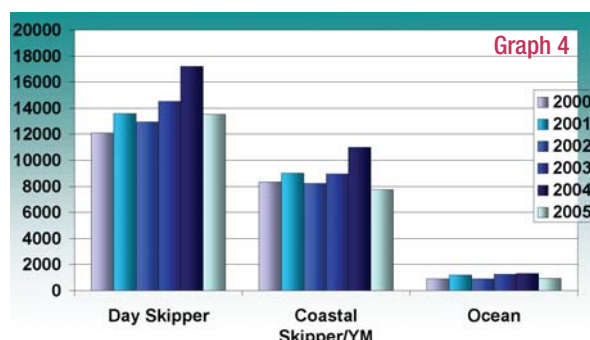
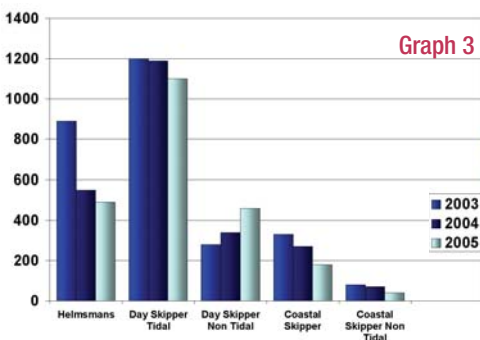
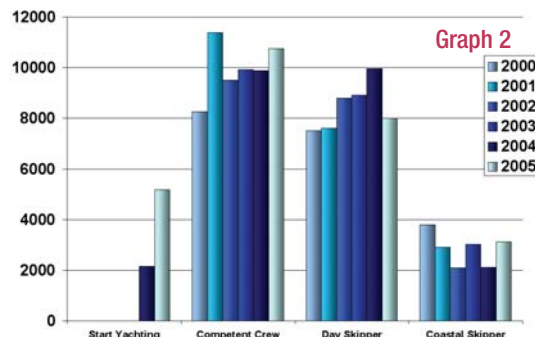
There was an overall downturn in the amount of motor cruising certificates issued. The only course to increase was Day Skipper non-tidal, possibly as a result of the changes to the ICC requirements for vessels over and under 10 metres in length (see graph 3).

Shorebased courses

The figures for shorebased training showed a marked downturn for 2005. We think this was mostly due to the arbitrary regional removal of funding for some leisure courses at colleges. This resulted in some colleges receiving funding in one county and others, just across the border, receiving nothing. The price of some courses increased overnight from £110 to £280 for an evening course. This is not the first time that funding has been withdrawn and we have been in discussion with the LSC. However, funding issues are here to stay and we'll have to live with them (see graph 4).

Translations

The syllabus from the powerboat, sail and motor cruising logbooks is due to be translated into various languages. This is to aid acceptance of RYA certificates



outside the UK, especially in countries that do not recognise the ICC.

Certificate of Competence examination changes

The following definitions are being included in the next logbook to clarify some of the exam pre-requisites and the exam process.

- Trainee skippers undertaking 60 mile passages are strongly advised to obtain a Coastal Skipper qualification first.
- Qualifying passages for Yachtmaster® Ocean and Offshore should be non-stop by the shortest navigable route with no change of skipper. Recognised races which may not exactly comply may be submitted to the RYA for approval before the voyage.
- On ocean passages: Throughout the passage the candidate must have acted in a responsible capacity either in sole charge of a watch or as skipper.
- Ocean candidates may take sights on a shorter passage than the qualifying passage. The Examiner must determine whether the candidate is competent at astro navigation.

Continuous training

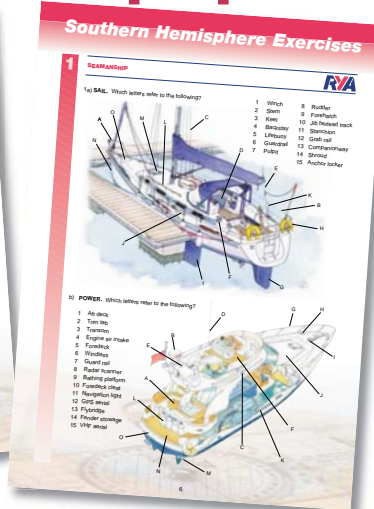
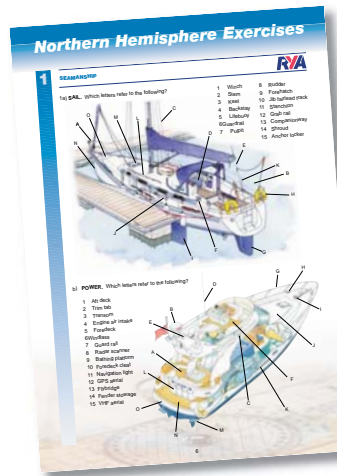
The idea of formulating a system to encourage instructors to carry on extending their experience on different vessels was floated. The aim would be to enable instructors mainly using one type of boat to experience something completely different. The idea is to make contacts with different associations and individuals to run experience days on large motor boats, catamarans, gaffers etc.



Simon Jinks
Chief Cruising Instructor

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Shorebased papers



The 2006/7 Day Skipper and Coastal Skipper/Yachtmaster® Offshore papers will follow a similar format to previous years, apart from the fact that both new charts and a new training almanac are required. Charts will be included in the student and instructor packs. Copies of the new training almanac will be available for purchase separately.

There are northern and southern hemisphere versions of the packs. To prevent training centres ordering packs for the wrong hemisphere, there are new order codes for the southern hemisphere packs. We will endeavour to allow you to buy packs only for the hemisphere in which you teach, unless you specifically ask to be able to buy both.

The colour of the front covers of the northern and southern hemisphere packs and training almanacs will be different to help our distribution network differentiate between them. Northern hemisphere packs will be BLUE and southern hemisphere will be RED.

This year the assessment papers will be packed inside the student exercise pack. The assessment papers will be wrapped separately (as before) so they can easily be separated by the instructor. We anticipate the instructor giving the whole pack to the student for them to unwrap. The instructor will then collect the assessment papers before the lesson starts. The reason for packaging in this way is to ensure the course starts with the correct papers. It will also help colleges order the correct items and prevent materials being mislaid before the course.

To save confusion with the existing system, the PNT will now be known as the training almanac. The ordering codes are:

- TAN training almanac northern hemisphere (replacement for PNT)
TAS training almanac southern hemisphere (replacement for PNT)

The following codes will apply to southern hemisphere shorebased packs.

- SDSAP Day Skipper southern hemisphere
SDSIF Day Skipper instructor pack southern hemisphere
SDSIX Day Skipper southern hemisphere – extra instructor copies
SYMAY Yachtmaster southern hemisphere
SYMIF Yachtmaster instructor pack southern hemisphere
SYMIX Yachtmaster southern hemisphere – extra instructor copies

The new account holders' price list is available to download on the RYA website in the training centres area of 'working with us'.

Important dates:

- August 31**
Old packs (2005/6) available until this date.
- September 1**
2006/7 shorebased packs available.
- October 27**
Latest date for returning any old, complete and sealed 2005/6 packs (including the certificate/exam pack). Their value will be credited to your account.

Please bear this in mind when ordering quantities for the remainder of this season.

Shorebased instructor conferences

- November**
Saturday 18
Docklands Sailing School, London
Sunday 19
Southern region
– venue TBC
- December**
Saturday 9
The Boat Museum, Ellesmere Port
Sunday 10
Northampton County Club
- February**
Saturday 17
Royal Western Yacht Club of England

Yachtmaster® and cruising instructor conferences

- November**
Thursday 9: Palma, Mallorca *
– provisional
- January**
Saturday 20 & Sunday 21:
Bournemouth
- February**
Saturday 10: Scotland *
followed on the Sunday by
Scotland's Yachting symposium

*shorebased and practical conferences

Chart plotter demo CD

We have found a small glitch on the demo CD containing the new charts. A timing announcement box comes up on screen stating that the charts will expire on May 31. A fix is available by emailing chartplotterdemofix@rya.org.uk. A file will be automatically emailed back to you – you simply need to open it and follow the prompts. The file can be copied to any machine on which you have installed the chartplotter demo. This fix can also be obtained from our web page www.rya.org.uk/WorkingWithUs/instructors/. Select 'instructor resources' and then 'shorebased instructors'.

Increasing awareness of engine maintenance

Ministerial Target 6a (MT6a) is to “reduce the proportion of machinery failures on commercial ships and leisure craft in the UK, by increasing prevention activities, working with other relevant organisations”. It was approved by the Minister of Shipping on behalf of the Secretary of State for Transport for MCA work during 2005/7.

In other words: a timely reminder to promote participation in the RYA Diesel Engine Course and to ensure that the elements of engine maintenance are carried out during practical courses.

Although machinery failure does not account for a high number of direct casualties, it can have severe outcomes such as grounding, pollution or collision. In the leisure sector, machinery failure can lead to the deployment of search and rescue teams, costing time and money, and

tying up resources which might be needed for more serious incidents.

The ministerial report uses the statistic that 80% of machinery failure callouts are to recreational boats. The remaining 20% are to commercial boats. While this percentage seems large, it should be remembered that there are 15,000 commercial boats and over 500,000 recreational boats. Therefore, statistically, a recreational boat has less chance of instigating a callout than a commercial vessel.

If you are interested in training as a Diesel Instructor or offering the diesel engine maintenance course at your centre, please see the ‘working with us’ section of www.rya.org.uk.



New exam fees

There has been a small increase in exam fees, which took effect from April 1, 2006.

Type of exam	Fee payable by candidate	Payment to examiner	Payment to exam centre
Yachtmaster® Offshore South Africa & Australia	£140 £164	£84 £98	£15
Coastal Skipper/Advanced Powerboat South Africa & Australia	£123 £144	£67 £77	£15
Yachtmaster® Ocean South Africa & Australia	£106 £124	£60 £68	£15
Partial re-exam South Africa & Australia	£60 £70	£46 £53	
Conversion exam South Africa & Australia	£77 £89	£45 £51	£8

The fee for issue and renewal of commercial endorsements is now £20.

Diesel Handbook

The 2006 London International Boat Show saw the launch of the new RYA Diesel Engine Handbook.

This fully illustrated 96 page book was written by Andrew

Simpson in conjunction with Nick Eales of Seastart. It contains a CD with footage showing how to solve and prevent many engine problems.

The RYA Diesel Engine Handbook costs £16.99, order code G25.

MAPTECH MARINE

Offering unrivalled Admiralty raster chart coverage of the UK, Northern Europe and the Mediterranean. Each folio contains a minimum of 20 Admiralty charts and comes complete with FREE Chart Navigator Light Software. Ideal for classrooms and afloat, offering route planning, real time GPS plotting, tidal heights and streams, chart printing, easy GPS programming and much more...

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*Proof of qualification required to obtain discount.

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The new scheme – how's it going?

The new scheme has been in place and delivered through centres across the UK and overseas since January 2006.

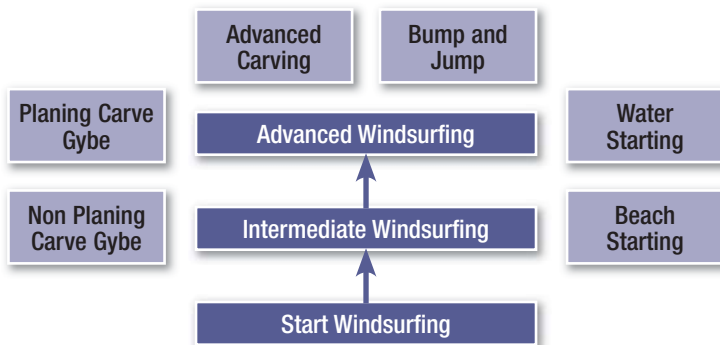
If you have any queries or comments on the scheme, or how the changes may effect you and your centre, please do call me on 0845 345 0402, or email amanda.vansanten@rya.org.uk.

Instructor material

The revised teaching method (W4a) and much requested Intermediate and

Advanced Coaching Notes incorporating 'Fastfwd' are available to download from the website in the instructor resources section of 'working with us'. All instructors and trainers teaching these areas of the syllabus should familiarise themselves with the notes.

We are currently revising W33. If you have any ideas or feedback on the current publication, areas that could be enhanced or included, send your ideas to vanessa.baxter@rya.org.uk.



New windsurfing books and certificates



Each new course and clinic has an accompanying certificate. Exchanges for stocks of old scheme certificates are available – further information will be sent out to windsurfing centres.

RYA Start Windsurfing (G49) replaces WSM1 'Learn to Windsurf'. This 'how to' book contains step-by-step information to guide and encourage any avid windsurfer through their first moves! It will be available in late May/June and retails at £5.20. If you are running start windsurfing courses before then,

please use WSM1.

To accompany the scheme revision, we have introduced a new course companion – *The RYA National Windsurfing Scheme Logbook and Syllabus*. This book contains the entire scheme's syllabus and a log section. The order code is G47 and it retails at £4.99.



RYA publications can be ordered direct from the RYA Shop online or via our despatch department on 0845 345 0372.



New senior instructor course

Congratulations to seven successful candidates who took part in the first ever windsurfing senior instructor course.

"A good challenging experience, building on key skills."

"The course highlights the differences between an instructor and an SI, and helps to prepare you for the role."

January 2006 saw the introduction of the windsurfing senior instructor qualification. This supersedes the requirement for windsurfing centre principals to hold the Level 2 instructor qualification – all windsurfing centres now need to have a qualified SI in position. Level 2 instructors qualified prior to this year have been automatically upgraded to the SI qualification.

Hosted by UKSA and Mark Warner, the course was run over two days, with conditions ranging from snow and driving rain to sunshine and north-easterly force 5 to 6!

The highly successful pilot course tested the candidates on a wide variety of skills to help them prepare for running a centre and supervising courses. Feedback from the candidates was positive, with comments such as:

Our thanks go to Laurence West, UKSA and Dan Taylor for facilitating a smooth course, and the Mark Warner candidates for bearing with Laurence and myself! We are also grateful to Richard Marsh and Naish for providing demo kit for the students to use.

"The course was interesting and very helpful. I think it will set new standards for the industry."

Two-day regional SI courses will be run in the near future - please contact your RDO for further details



What is Fastfwd?

The Fastfwd coaching formula was introduced to the RYA National Windsurfing Scheme by Simon Bornhoft. It has been incorporated within our syllabus and coaching environment for almost two years. Feedback has been fantastic from all instructors and trainers who have participated in the conversion courses, and they are now actively using it to deliver the scheme.

Each practical area of the scheme can be enhanced and coached using the formula to break down key areas. Transitions can be simplified, helping to develop skills into a transferable and progressive delivery.

Fastfwd is an on-water coaching guide and self-reminder system that can become a common language between instructor and student. Here is a quick introduction.

When coaching, the formula can be used in a versatile manner. You may choose to concentrate on one particular point at a time, or use the formula in a

continuous cycle as a constant student and instructor prompt.

The formula is made up of five elements and a few key actions forming the basis of our movements on a board. The first four of these elements establish an effective stance. Combining these with key actions such as 'shift and switch' will help to explain transitional skills and achieve everything in recreational windsurfing!

- Vision • Trim
- (Counter) Balance
- Power • Stance

"VISION maintains our sailing line"

Where you look – your sailing line, should always be your first consideration. Try starting your coaching or diagnosis with **vision**. Such a simple point, but it is unquestionably the most important aspect of coaching and improving technique.

"TRIM keeps the board flat"

A flat, stable platform increases the ease

with which you can control the board and rig in any situation. All actions and the other elements in the formula refer and relate to **trim**.

"BALANCE forms our framework"

OR **'Counter Balance'** refers to the continuous objective of maintaining distance from the rig (by extending the

front arm) and always opposing and counter balancing the rig's pull, position and movement with your body.

"POWER channels the rig's forces"

Power refers to channelling the rig's forces by sheeting the boom in, back and down – critical in many skills learnt in windsurfing.

"STANCE is how you use your body"

Stance refers to how you position, angle and direct the rig's forces with your body. There are some very specific actions to create a range of movement that maximises the effect of your body whilst windsurfing.

All that remains is for your new enthusiasm not to be damped by an over-complicated delivery that blows the minds of your students!

If you are a Level 2 instructor or above and have not yet familiarised yourself with the Fastfwd formula, subsidised conversion courses are available via the RYA Regional Development Officers.



Instructor conversion courses

Conversion courses are being run on May 7 & 28 at Calshot, Southampton for Level 2 instructors and above needing to update to the new scheme. For details or to book, contact Andy Hooper, RDO for South and South East on 07748 806 733.



Amanda Van Santen
Chief Windsurfing Instructor

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Tel. 023 8060 4179

Windsurfing Instructor of the Year: David Mckay

David is an extremely hard working and dedicated instructor, with a wealth of coaching expertise.

A windsurfing coach for eight years, David has successfully and almost single-handedly established the first T15 club in Scotland 'The East Kilbride Eagles'. His dedication to the club is evident through the time he spends keeping it active and communicating with the kids on a regular basis.

David has been instrumental in the success of the East Kilbride Sailing Club as a whole. He teaches both children and adults and has helped to create a friendly, enthusiastic windsurfing community at the club.

His humour and professionalism have impressed many students and instructors, providing a great role model for kids and instructors.

Windsurfing T15 Award: Mark Brooks

Mark is the T15 head coach of the Hythe Hotshots at Hythe and Saltwood Sailing Club. He has been responsible for the club's success at inter-club events and their magnificent win at the first T15 Champions Cup event in October last year. He has recently been nominated by his club as 'Cool Coach' on the T15 website, which reflects the respect and admiration he receives from his club.

A windsurfer for 26 years, and a primary school head teacher for 10 years, Mark has used his experience and enthusiasm to get his T15 club where they are today. He has been instrumental in introducing many youngsters to windsurfing and has produced some fantastic talent for the future.

His hard work, support and dedication has been rewarded with great results.

Calling all potential Trainers

We are always looking for good intermediate instructors (or higher) to train as Windsurfing Trainers and deliver instructor courses.

Any interested, experienced instructors should discuss applying for the course with their Regional Development Officer or Liaison Officer or, if overseas, RYA Training.

There will be a pre-selection weekend held towards the end of the season for any instructors wishing to take the next step.

To meet the pre-requisites you will need to be a competent Intermediate instructor (or higher) with a range of windsurfing coaching experience and technical competence in the National Windsurfing Scheme.

For further details please contact your RDO, RLO or Vanessa Baxter at RYA Training on 0845 345 0402 or vanessa.baxter@rya.org.

T15 embraces freestyle

Continuing to develop as a programme for introducing children and teenagers into the world of windsurfing, T15 has now expanded to deliver freestyle.

T15 remains club focused, encouraging regular participation by children aged 7-15. The consequence of weekly attendance is that skills flourish and coaches see the fruits of their labour. The largest clubs in the country now have around 60 members, with parents also wanting a slice of the action.

Club sessions include a variety of activities such as grassroots racing skills and general windsurfing skills following elements within the National Windsurfing Schemes. Coaches with a freestyle leaning have also introduced training and fun competitions in this discipline.

To encourage more freestyle coaches



Photo: David Eberlin

we have developed a grassroots freestyle coaching programme. Start Windsurfing Instructors can now benefit from two days training to receive the

T15 Coach-Freestyle qualification, for use in the T15 club environment.

If you are able to dedicate a few

hours a week and are interested in attaching yourself to an existing T15 club, or indeed starting a new club at your local RYA Training Centre, then you should book yourself onto one of the following courses:

T15 Coach-Freestyle

April 15-16 Farmoor
April 30-May 1 Danson Park
May 4-5 Windermere

T15 Coach-Red

April 8-9 Carsington
April 12-13 Farmoor
April 29-30 Salford
May 3-4 Roadford
May 24-25 Queen Mary

The introduction of freestyle is being viewed as an important step within club development and as a supporting role within the T15 inter-club programme. The majority of events will follow a grassroots racing format, with one freestyle event per zone being introduced, resulting in a five event series per T15 zone. Details of T15 inter-club events can be found on the T15 website www.team15.org.uk.

RYA youth and junior pathway



If you are teaching talented young windsurfers with a competitive streak, they may well be potential T15 sailors or aspiring youth and junior squad members. As an instructor, you should have a basic understanding of the way ahead and the kit that will move them forward.

In November 2005 ISAF opted to use the Olympic RSX board as the youth board at the ISAF Youth World Championships. It is exciting times for youth and junior windsurfing. With two new boards – the RSX and the Bic Techno – in the pathway, the opportunities available are numerous.

The RSX has proved to be a fantastic board providing new challenges and differing demands. 2006 is the first season that the RSX has been used at youth level, so the sooner sailors familiarise themselves with the new equipment and learn the techniques for sailing a hybrid board, the better placed they will be to succeed in youth racing.

The RYA's advice for providing sailors with the best chance of success is to transfer to the RSX equipment

(8.5m² sail and 60cm fin) as soon as possible. However, it is understood that ISAF made the decision to use this board relatively late in the year, so some sailors may have already committed to another class. Those sailors already committed to MJOB and IMCO can rest assured that there will still be coaching and racing throughout 2006 until that equipment is phased out of the RYA programme at the end of this racing season.

The pathway explained

Under 15s

For sailors under 15, the Bic Techno with a 6.8 one design rig is the RYA designated equipment.

Under 17s

For 2006 there are three choices, dependent upon weight, ability and experience. Lighter or less experienced sailors can choose the Techno 7.8. Heavier (over 58kgs) sailors would choose an RSX board with an 8.5m² rig. Sailors already competing on the MJOD and unable to change over to the RSX can continue to race on the MJOD for the 2006 season.



Under 19s

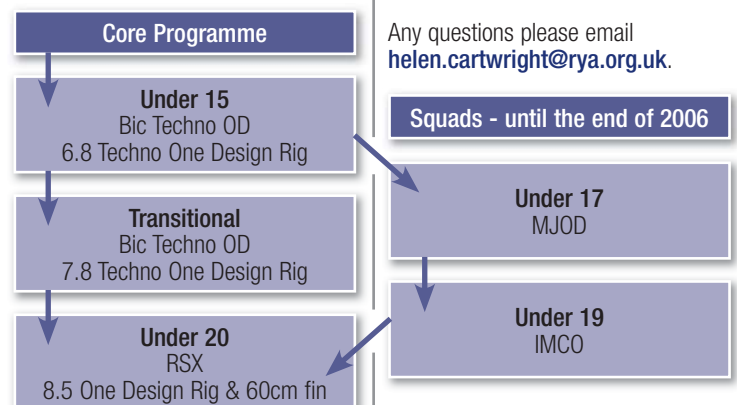
There are two choices. The RYA preferred choice is to transfer to the RSX as soon as possible. However the other option is to continue racing and training on the IMCO for the 2006 season.

2005/06 season

There will be three RYA national squads running in 2005/06:

- Techno (6.8/7.8)
- MJOD/IMCO
- RSX

Any questions please email helen.cartwright@rya.org.uk.



Healthy and effective hiking

The fundamental principle of effective hiking is to get your body as far away from the centreline as possible. But the compromises are maintaining a healthy posture, being able to react to gusts and lulls, keeping your bottom out of the water and being able to see further than the next wave. The picture below shows the classic method for achieving this. If he could get his elbows in, this would also add to the stability of his upper body.



Good hiking should:

- be natural and unforced
- be in line and symmetric, i.e. no twisting of the leg
- have easy joint angles.

You will need to train the required muscles: core stability, quadriceps – thighs and gluteus maximus (bum). Warm up all muscles, tendons and ligaments before full power is exerted.

Natural hiking

Whatever you do, hike in a position that is natural to your body. If you are feeling any sharp pain you should be reviewing the way you hike or seek medical advice. The position varies between sailors and boats, as you will see from the photos in this article.

In line and symmetrical hiking

A quick exercise for you: Stand upright and then bend your knees into the squat position. Look down and your knees should be in line with your feet. Ideally this is what you are trying to achieve when hiking.

Keeping the legs in line throughout



their length, turn your feet inwards or outwards. Bend your knees and you will start to feel strain on either side of your knees. This is what you are trying to avoid.

As you can see in this picture of Ben Ainslie, his knees are in line with his feet. The ligaments around the knee are particularly prone to damage especially when cold.

Joint angles

Once again, the key principle is what feels natural. The angles will change for each sailor and boat. Ben, for example, is using approximately 90°.

Having your limbs too bent or too straight places tremendous pressure on your joints, so take time to find the right position and train to be able to hold that. As a rough guide 140° is a good angle on the knees (taken from the back of



the leg), with 100° on the ankles with the strap resting on the bony upper section just in front of your ankle. The picture above shows straight leg hiking and, although the toe strap is on the right place on his foot, this style of hiking can create severe problems with tendons and ligaments.



Core stability

Once you have created a solid and stable leg position, the aim is to work everything from around the waist. Good core stability is essential to this.

From this posture Bart Simpson can easily extend simply by adjusting the top half of his body whilst retaining a position that he can maintain during the upwind leg. The key is to extend your shoulders and 'think tall' as the wind increases.

Training the right muscles

A quick exercise to find out how many muscle groups you have in the upper leg for hiking: While sitting on a chair, sit up straight, put your feet in line with your knees and push down through you feet. You should feel the muscles on top of your thighs working. Now put your toes together and your heels apart and do the same thing. You feel muscles on the outside of your thigh working. Heels in and toes out and push! The muscle inside should be working.

The RYA website has a range of exercises that will improve your central core stability and quadriceps muscles: www.rya.org.uk/WorkingWithUs/coaches/racingcoaches/Resources.htm

Swiss balls are a great way to add to your circuit and can even be used in front of the TV to help develop central core muscles.

- Key muscle groups to develop:
- central core muscles (not just your stomach muscles)
 - upper leg (quadriceps)
 - neck muscles
 - gluteus maximus (bum).

Warm ups

Warm ups and stretching are essential to prevent aches and injuries.

Warm ups can actually be done as you sail out to the start line, slowly increasing the effort you take to tack, hike, gybe, etc. Ideally you should be sweating slightly before the gun goes. During the warm up gently stretch each muscle and joint, allowing the blood to reach all the parts that you'll be using during the race.

Venting lactic acid

Hiking is tiring and much of the pain you suffer is the by-product of your muscles working, producing lactic acid. Regularly moving your legs or wearing hiking pants can help get rid of this by improving the circulation to your thighs.



Alan Olive
Coaching Development Manager

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Tel. 023 8060 4165

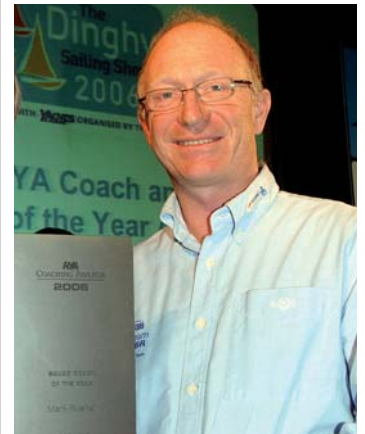
Coach of the Year Awards

We are always striving to raise the status of racing coaches within the community and these awards recognise the work and effort that goes in to achievement at all levels, from grassroots to elite Olympians.

Squad Coach of the Year: Mark Rushall

Skandia Team GBR's Sonar class coach Mark Rushall was recognised for his work with Paralympic sailors John Robertson, Hannah Stodel and Stephen Thomas, the reigning IFDS World Disabled Sailing Champions who recently retained their world title in Perth, Australia.

An expert sailor and coach, and renowned for his tactical acumen, Rushall has also worked within the RYA youth programme with the 29er and 420 squads.



"It's very nice to get this award, but really it's a tribute to the people I work with. The sailors are the ones who put in the hard work to win the medals – I'm just there to give them a helping hand."

The Club Racing Coach scheme



The Club Racing Coach (CRC) scheme has been running for a number of years now and is responsible for the growing number of Racing Coaches working within clubs and class associations.

Mike Hart, the scheme's Head Tutor, brings us up to date with recent developments and explains how to become a Club Racing Coach.

How do you become a CRC?

- Your racing skills need to be up to speed. Ideally you should have finished in the top half of a nationals fleet in the last 5 years, or have had a similar result in other competitions.
- You need an RYA Powerboat level 2 award and a current first aid certificate.
- Attend a two-day CRC course run by a CRC Tutor. These take place in clubs and centres across the UK.

Contact your local High Performance Manager or look on the RYA's website for further details.



What does the course involve?

The main emphasis of the course is on training accomplished sailors to safely deliver fun, quality race training to adults or children within clubs, classes or squads. It consists of:

- two days hands on coaching and sailing
- a number of theory sessions on how to run on-the-water exercises, setting up training programmes at a club and RYA support and resources
- demonstrations by the tutor followed by opportunities for all course members to run coaching sessions. Each session is debriefed by the group and used as learning points for everyone.

Whether you pass or are deferred, you will leave with an action plan detailing how to improve your coaching, or what to do to successfully complete the course.

What support do you receive after the course?

Your course tutor is responsible for giving you post-course support in a variety of ways:

- Information on RYA powerboat and first aid courses.
- Practical assistance with running coaching sessions at your club;



- Email and phone support for advice and guidance.
- Advice on where to find other coaching support, i.e. websites, useful publications, books, DVDs etc.

Use your tutor – they often have a good knowledge of the RYA regional setup and the local clubs and facilities.

Keeping up to date

Each coach must attend either a Topmark conference or a regional Sailsmart conference to revalidate their qualification every three years. These are invaluable opportunities to improve your knowledge, with top flight sailors booked to coach the coaches.

What is the role of the Head Tutor?

- Updating course resources.
- Recruiting and training new tutors.
- Organising training for all qualified tutors.
- Ensuring the course is being run to the national standards and mentoring tutors by visiting a number of courses during the year.
- Assist clubs and classes to create motivated, effective coaching teams.
- Making sure the lines of communication are kept open between tutors, the RYA, Regional Development Officers, High Performance Managers, clubs and classes.

The future

There is continual development within the scheme. At present we are looking at the following:

- Creating an Assistant Coach qualification to provide training for enthusiastic volunteers aspiring to be coaches, or who simply enjoy helping but may not have the required sailing skills.
- Developing the role of the tutor to help coaches run and improve their

race training sessions within clubs and classes.

- Updating the coaching resources.
- Improving the training and development that tutors receive to enable them to pass on up to date skills to new coaches.

The Club Racing Coach scheme is going from strength to strength. There are more courses organised than ever before. We have three new tutors coming on line this spring and a further two later in the year so that the demand for courses can be met. If you want to become a Club Racing Coach then contact your HPM or check out the RYA website for further details.

Winning

Sailing coach and RS800 National Champion Steve Irish examines the concept of winning.

“Winning is simple - you just have to avoid losing.”

This is one of Yehuda Shinar’s principles of “Winning Behaviour”. Yehuda was the man who helped Sir Clive Woodward coach the England World Cup Rugby Team to victory over the Aussies. He taught the team to perform under pressure. He must have done a great job because few can forget the amazing last-gasp pressure drop goal of Jonny Wilkinson.

Can sailors learn anything from Yehuda’s “Winning Behaviour”?

“Winning Behaviour” is, according to Yehuda, the ability to maximise personal performance and utilise personal potential to the utmost, even when under pressure and/or in competitive situations.

He sums this up as “Thinking Correctly Under Pressure” or T-CUP. T-CUP: a very British thing, but something our sportsmen and women are often accused of lacking.

In important races I have sailed to a corner looking for a shift I know is unlikely to materialise. I’ve tried to pull off an amazing tack into a line of starboard boats at the windward mark, only to end up doing turns. I’ve dropped the mainsheet and capsized while trying to make the perfect leeward mark rounding to gain a place.

These are all examples of not following T-CUP. I wouldn’t normally have tried these tactics or manoeuvres. I would have sailed the race I know – the one that stood me in good stead through the rest of the championship, the method which gave me a chance of winning.

So, how do you ensure you think correctly under pressure?

Yehuda suggests there is a “Cycle of Winning Behaviour” made up of three elements:

1 Create the opportunities for success

This is the planning stage where you set your goal – for example, to win the nationals. You then have to decide which critical skills and conditions you need and how you are going to



obtain them. Finally, you need to put this in a time frame.

2 Actualise the opportunity

Put your plan into action. This may involve optimising your skills through training or simply booking the best accommodation at the nationals.

3 Maintaining momentum

It’s easy to come up with a plan that will win the nationals. But it’s hard to sustain the constant high levels of training and commitment when you’ve had a long week at work or been trying to perfect light wind tacking for hours on end. Winners don’t give up or deviate from their goals.

If you follow this basic cycle you put yourself in a position to win, but there are some other parameters. Yehuda says you have to:

- stick to the basics
- use proven methods – if it isn’t broke don’t fix it
- avoid wrong methods – if it didn’t work before it still won’t work.

Yehuda calls these “corners” – very apt for sailing! So winning is simple – avoid the “corners” or losing methods. Don’t fall in love with your own pet theories.

- Practice self control – control feelings of stress, anxiety and frustration through T-CUP.
- Be thorough.
- Be decisive.
- Good time management.
- Handle one-on-one situations – when a competitor puts pressure on, respond by putting pressure on them, but more. Harm their self confidence.

If you don’t follow these “Winning Behaviours” as a sailor, the likelihood is you will be the one who tries to gybe inside your rival at the last mark of the Championship, and ends up missing the toe straps or trapeze wire. The aim is to pull off that gybe just as you have done in training a thousand times before. The gold is then yours. You have won in the last seconds – just like Jonny Wilkinson.

All change July 31

Edition 9 of the First Aid Manual, containing the new protocols for CPR, will be available by August and can be bought through your centre’s RYA account. The manual is the official book for the RYA first aid course and must be available on courses for students to take away.

To fit with this timescale, RYA first aid courses will adopt the new procedures from July 31, giving first aid instructors time to practice the new methods and update teaching materials. Students and instructors taking courses before July 31 will not need to re-qualify, and their certificates will remain valid for the full three years.

Other changes to the syllabus and

conditions will also be introduced from July 31:

- The four-hour update will not be available after July 31. When the certificate expires after three years the full course will have to be taken again.
- New certificates will be available by July showing the three year validity, but without the update section.
- From July 31 if the Category C first aid kit part of the syllabus is to be taught, a kit must be available. The special section on the certificate for the instructor to sign will be retained. This is only required for skippers of vessels covered by the Code of Practice categories 2 to 6.

RYA first aid conference

The conference on HQS Wellington on February 4 was a sell out. The venue was great, the speakers brilliant and the discussions interesting.

- Niall Pearcey, Resuscitation Officer from Norfolk and Norwich University Hospital introduced the Resuscitation Council’s new guidelines for CPR
- Professor Michael Tipton spoke on hypothermia and cold shock
- Michaela Parker from Laedal explained how to buy training equipment at a discount through their website, and
- Chris Waterman from Ocean Safety demonstrated category C kits and TPA’s.

Thanks to everyone for coming. I’m just sorry that I didn’t get to talk to more people.

A full report on the conference has been sent to all first aid instructors, including details of the new guidelines for CPR.

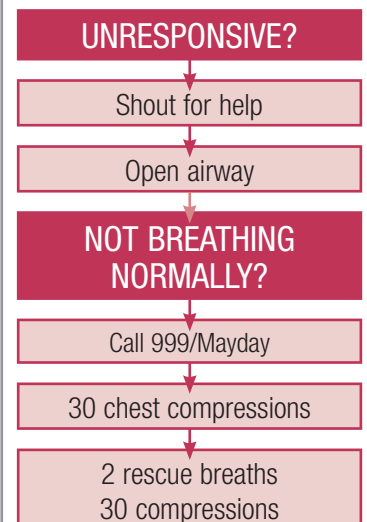
Sara Hopkinson
RYA First Aid Adviser
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Professor Tipton, our speaker on hypothermia and cold shock, co-wrote ‘Essentials of Sea Survival’ with Frank Golden. This and the RYA’s new Sea Survival Handbook are invaluable resources for first aid instructors.

CPR protocols

The logic behind the new protocols for CPR:

- A cardiac arrest should be diagnosed if the casualty is **unresponsive and not breathing normally**.
- If in any doubt about whether the casualty is breathing normally, assume not normal and start CPR.
- Increasing the number of compressions improves effectiveness.
- Guidelines need to be simple to learn and remember.



If drowning is suspected, ideally do 5 rescue breaths **before** the first 30 compressions and, **if alone**, do one minute of CPR before leaving to get help. Then do 2 rescue breaths and 30 compressions.

The full text can be found on the Resuscitation Council’s website www.resus.org.uk.

Life's a beach

Every year hundreds of young instructors embark on a season instructing overseas. Whether on a gap year, or in it for the longer term, here are some ideas to make your season more productive and enjoyable for you and your customers.

Customer service is king

Customer service will be a huge part of your job, ensuring everyone has a good time and gets all the support they need afloat and ashore. Not everyone books a sailing holiday in order to learn, but if your guests have come with that in mind, take every opportunity possible to enhance their skills. If they want to learn – teach them.

Teaching beginners

This is often the hardest job on site, and the most under appreciated. Enlist the help of your SI who should ensure that there are experienced instructors involved, at least for the first couple of days. At the beginning, fleet control can be difficult and guests may have no knowledge or skill at all. Remember, people learn best when relaxed or actually laughing, so keep it light. The best instruction comes from an instructor who is fun to be with.

On the first day, consider rigging the boats or boards completely before the guests arrive. Their morning would go: brief - buoyancy aid – simulator – sail/windsurf. Learning to rig as well as learning to tack or steer is far too much for the average student on their first morning.

Using the simulator

You may be using a simulator before the first dinghy session or during a windsurfing course. Always demonstrate clearly without talking much before breaking the skill down. Let each guest have several goes. Ensure they have tacking or gybing drills correct before going afloat. If you don't, guests will simply repeat their mistakes afloat.

Maintenance

You are likely to find that part of your job is boat maintenance, so keep an eye on problem areas and be prepared to deal with them. The most common faults relate to fuel storage, dinghy toe straps and poor maintenance of elastic.

Fuel cans should always be tied or strapped down in the boat, and should not be over filled (they overflow). Don't allow your guests to smoke next to a boat pulled up on the beach, fuel breather open with the hot sun beaming down on it.



Photo: Minorca Sailing Holidays



Photo: Minorca Sailing Holidays

Try to ensure there is plenty of spare toe strap material in resort. Remember you can't sail a boat with an asymmetric if it has no toe straps – it won't stay upright!

Tired elastic leads to tangled ropes and is a risk to your guests, as well as a pain for anyone sailing the boat. Don't expect elastic to last the season – replace it before it fails.

Safety boat driving

One hand for the throttle, one hand for the wheel is a good maxim. Always use the killcord, attaching it around your leg or to a strong point on your buoyancy aid. **The killcord stops the boat driving off and hitting someone else when you have fallen out.** It makes the area safer for everyone, and anyone who fails to do this is putting others at risk. Always carry a spare killcord.

Look after yourself

Accidents are most likely when launching or recovering. Take great

care not to get your feet crushed by a hull in shallow water, particularly with multihulls. A few serious foot injuries have occurred in the past in surf.

Protect yourself from the sun. You can do an incredible amount of damage to your skin so use plenty of sunscreen throughout the season. You may look young and beautiful now, but have you ever seen an instructor after five seasons in the Med?

Develop your skills

Centres with fast monohulls or multihulls should have appropriately endorsed instructors. Encourage your SI to arrange some extra training for you. This can sometimes be done by the centre inspector, if they can make the time.

Make the most of your season by developing your own qualifications. You will have a fantastically enjoyable time and learn a tremendous amount.

Worldwide opportunities

RYA training in Australasia has got off to a flying start. We now have 30 recognised training centres – 15 in

Australia and 15 in New Zealand, delivering training within the cruising and powerboat programmes.



Over 3,500 certificates have been issued so far, with the Yachtmaster® qualification being a popular choice for candidates wishing to work in Europe. Perhaps most promisingly, there is a keen interest in beginner courses for locals.

Australia

We are making good progress towards the recognition of RYA qualifications. However, significant barriers remain – not least the intensely red tape driven system of maritime training that exists here. The other major issue affecting all training centres here is the lack of qualified and RYA experienced instructors. These people are essential

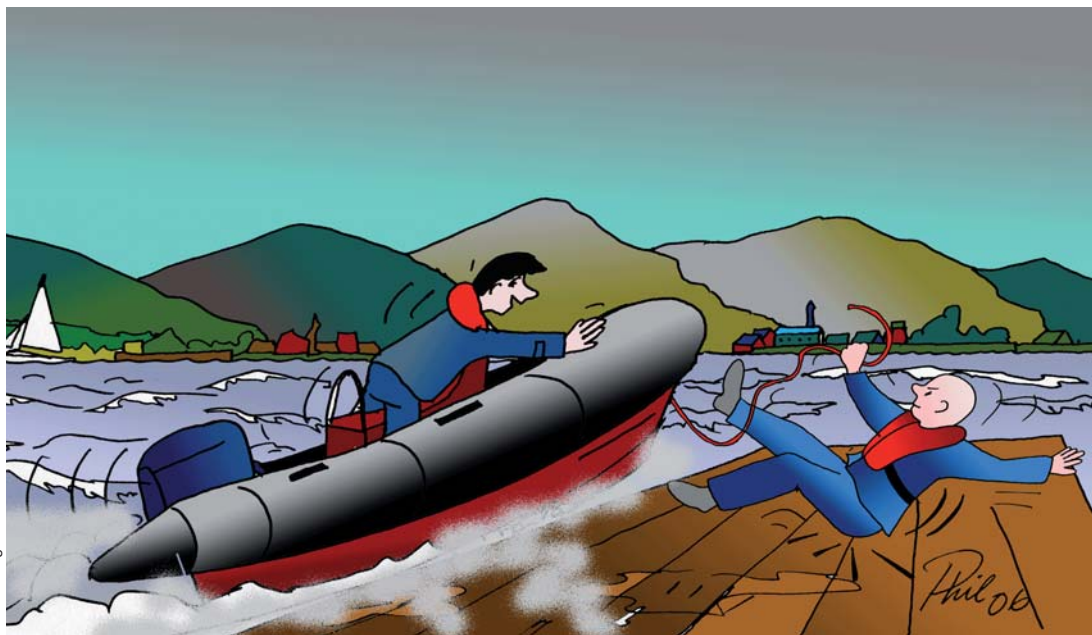
if we are to maintain the culture and standards of RYA training.

Any Instructor who is interested in working in Australia should contact penny.haire@rya.org.uk. There are some re-qualification hurdles to overcome, but significant employment opportunities can be found here for those serious about relocating.

We are also under-resourced in motor cruising. Anyone looking to instruct, or even operate a centre here should get in touch.

Penny Haire
RYA Training Development Manager,
Australia

It shouldn't happen to an instructor



Phil Twining

OK Paul, you can let go of the painter – I'm ready for the off.

How to make friends and influence people

Having recently survived and completed the Powerboat Trainers course at Calshot, I think it is time to apologise and confess. Firstly my apologies to Paul Mara – sorry Paul – for the bumped head and bruised rear. Now, before anyone gets the wrong idea, I will confess...

In October I attended our regional powerboat instructor conference along with some colleagues from the Ministry of Defence Police at Clyde Marine Unit (CMU). Now, I have been a powerboat instructor at the CMU for nearly nine years. When we arrived at the centre by launch, Paul was waiting there on the jetty ready to take our ropes. Once secure, my colleagues and I were introduced to Paul for the first time. During the course of our conversation it came to light that Paul and I were due to meet later that month in north Wales at the pre-entry assessment for the Powerboat Trainers course. Paul, being an all round good egg and snappy dresser, sprung it on me that he would carry out my pre-entry assessment that weekend instead. Great – no preparation time. No pressure!

So, on the Saturday Paul decides he is going to check my boat handling skills. Now to set the scene there's a strong southerly wind blowing up the Hants Channel between the two Cumbrae Isles and Largs. Seas are heaped up a fair bit – lovely boating weather, if you're a duck. The RIB to be used is a Humber, about 6 metres, lying on a north-south pontoon, bows

into the weather and straining on her painter line. Now, this is a RIB I have never been in before so a good pre-start check is in order. I get onboard and carry out the pre-start checks: plenty of fuel, oil, tubes blown up, ancillary equipment securely stowed. Checks done, start her up, check the telltail – all good so far. Paul, being a decent guy, offers to untie the painter line as he is still on the jetty. "Great," thinks I "easier with two than trying to do it all myself." So there we have it – ready to go, the chief instructor from the RYA getting my painter line. The RIB is now straining against the wind and waves, Paul trying to pull her in a bit to get slack on the line. So I duly help him by engaging ahead gear, just a little bit of forward motion, then straight back into neutral.... or so I thought.

And then it happened:

The bows of the RIB (that is in neutral) bang Paul on his head and duly put him on his rear. I have to confess I did not offer to kiss anything better. What a start to meeting the new chief powerboat instructor. I land him on his derrière – OUCH! My career won't be going far.

Well, the moral of this story is: do your checks completely before setting off. If I had checked my forward and astern gears before letting Paul near the lines I would have realised the interlock was jammed and prevented this mishap. I have been driving RIBs for more years than I care to remember and in my hurry to impress I slipped up. Although I did make an impression on something!

Thomas J Milne
Powerboat Trainer – Clyde Marine Unit

We are pleased to say that Tom successfully completed the trainers course with no mention of this incident until after he had passed. This was despite a further incident, this time involving Tom, the RNLi's Training Coxswain and the RYA's Training Manager. For the record: No, they didn't run out of fuel, but suffered an engine seizure. In view of the crew on board it was deemed prudent not to call out the RNLi! Instead, the course's own safety boat was called to assist.

Tom's character and skill made him a great success on the course and we look forward to working with him in his new role as a Powerboat Trainer.

Time to own up?

At one time or another, we've all had one of those days when things just didn't go according to plan. Are you going to confess all in the next issue of **Wavelength**? Send your story to Jane Hall – jane.hall@rya.org.uk

Copy deadline for the next issue is September 4.

RYA

Wavelength

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The position involves not just being the instructor, but setting up and managing both the RYA Training Centre and the youth keelboat programme. Further details of the nature of the job and associated benefits will be forwarded to applicants upon request.

Please send personal particulars and relevant background information to:-

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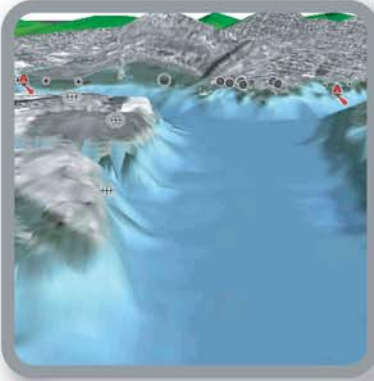
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