

# RYA Wavelength

Spring 2008

keeping RYA instructors and coaches in touch



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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 by September 1, 2008 to [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk)

## Funding boost for youth sailing in clubs



**Youth sailing in England has received a significant funding boost. Sport England has awarded the RYA an additional grant of £1.1 million to further develop sailing and windsurfing for young people.**

Through the RYA's existing Volvo RYA Champion Club, OnBoard and Team15 youth initiatives, the funding will enhance the provision of junior and youth training, race training and provide additional coaching and coaching resources throughout England. It will also provide clubs with funding for the crucial process of training and developing volunteers.

Supporting existing and potential RYA Volvo Champion Clubs, OnBoard centres and Team15 clubs, and enhancing the capacity of those organisations, will help sailing and windsurfing to become more accessible

to young people across England. It will also provide progression for those wanting to further develop their skills and take part in racing.

Duncan Truswell, RYA Junior Racing Manager, foresees the grant providing a fantastic opportunity for clubs to swell their ranks and secure their long-term futures. He said: "This funding will be a real boon to youth sailing and windsurfing in England. It will allow even more clubs and centres to launch youth training programmes and engage with the Volvo RYA Champion Club programme."

The grant will be rolled out over the next three years from April 1, 2008. For further information contact James Tilley, RYA Champion Clubs Liaison Officer on [james.tilley@rya.org.uk](mailto:james.tilley@rya.org.uk).

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## The changing face of British sport

For most of us, what goes on at Government level rarely affects our Sunday afternoon racing or leisurely cruise down the river. However, the latest scheme initiated by Sports Coach UK is due to create sweeping changes within some sports. **Alan Olive**, RYA Coach Development Manager, explains.

### The Coaching Framework and the UK Coaching Certificate

I feel it's important to start this article with those wise words from the front cover of *The Hitch Hiker's Guide to the Galaxy*: "Don't panic!" In reality, this scheme will affect only a small minority of RYA Coaches each year, but it is important to understand what is going on.

### The big picture

The Government are keen to promote sport and have given Sports Coach UK the task of developing coaches with a view to increasing participation and winning Olympic medals. The plan that Sports Coach UK have put forward for developing national governing bodies like the RYA and British Canoe Union is called the Coaching Framework, (Full details on [www.sportscoachuk.org](http://www.sportscoachuk.org)).

Part of this plan involves the UK



Coaching Certificate which creates four levels for coaches and instructors with clear syllabi for each. The aim is to raise the standards of coach education and to create equal awards across sports.

### The little picture – the RYA

Many of these proposed schemes compliment what the RYA already do. Complications occur because boating is an adventurous sport and links into maritime regulation. So, at the moment, adopting the UKCC standards for all our instructing and coaching has limited value. This is compounded by the problem that adopting these standards would increase the cost of training with little advantage to candidates.

### So what have the RYA decided to do?

- 1 We have endorsed the principles of these schemes and joined up as a back runner for the Coaching Framework programme. It has the potential to be a good scheme and will expose us to a range of ideas, resources and opportunities with other sports.
- 2 We have changed the names of the racing coaching qualifications to Levels 1-4 (Level 2 = Club Racing Coach).
- 3 In order to join the Coaching Framework we need to adopt the UK Coaching Certificate for some aspects of our qualifications and have currently agreed to limit this solely to our Racing Coach Level 3 qualification (the old Class Racing

Coaching course) and map that across to the UKCC standards. This will affect approximately 15 coaches per year.

### Summary

So, for the vast majority of you there is little change to report - just a few changes to names of awards which will make them easier to understand, and a slightly longer coaching course for around 15 people per year.

The lesson that we can all take away from the Coaching Framework is the need to recognise the importance of coaches and instructors in our sport, and to develop and support these people at club, class and national authority level.

Some food for thought...

- Does your club or centre have an annual award for the best coach or instructor?
- Have you ever recommended one of your instructors for an RYA Coaching Award?
- What changes can the RYA make to help you to be more effective in your teaching?

### Useful links

- [www.sportscoachuk.org](http://www.sportscoachuk.org)
- [www.rya.org.uk/WorkingWithUs/racingcoaches/racingcoaches](http://www.rya.org.uk/WorkingWithUs/racingcoaches/racingcoaches)

## Ouzo trial – the RYA view

**Rod Carr**, RYA Chief Executive, summarises the outcome of the trial.

There were no winners in the Ouzo trial. Three experienced, RYA trained yachtsmen tragically lost their lives south of the Isle of Wight on the night of August 20, 2006. Michael Hubble, the second officer on board the ferry *Pride of Bilbao* was found not guilty of manslaughter charges, and the jury failed to reach a decision on whether he had contravened the Merchant Shipping Act. The judge therefore instructed them to return a not guilty verdict.

The outcome of the trial is that there is still uncertainty about the fate of Ouzo, but it seems probable that she was run down or swamped by a ship. The MAIB report certainly comes to this conclusion.

The trial concentrated on Mr Hubble's conduct, the size of the wash caused

by the ferry, and whether the yacht which passed down the side of the *Pride of Bilbao* at 0107 that night was Ouzo or another vessel. During the trial, it was suggested by the defence that another ship, the *Crescent Beaune*, which had an inadequate lookout, might have run down Ouzo. The prosecution asserted that Ouzo was unlikely to have converged on this ship, and the positions where the bodies were found were more consistent with a collision or swamping caused by the *Pride of Bilbao*.

The issues considered by the jury were very different from those of the MAIB enquiry, which concentrated on preventing recurrence and, therefore, considered bridge watch keeping procedures, photochromic spectacles, radar, and the visibility of small yachts to a ship's lookout.

James Stevens, RYA Training Manager, advised the MAIB enquiry and also provided expert evidence during the trial. James was recommended to the Court by the MCA which recognise that the RYA can provide informed technical sailing knowledge, drawing on the resources of several RYA departments.

The RYA has, at the request of the MAIB, publicised the enquiry report and conclusions, and assisted in making the information available to the yachting public.



The most important outcome of these events is that ships' watch-keepers reflect on the issues raised by this trial. Yachtsmen are well advised to read the MAIB report and consider its advice.

Yachtsmen hardly need to be told that ships' can be dangerous, but Ouzo has reminded us of the vulnerability of a 25' yacht in a busy shipping area.

All of us who cruise offshore have had anxious moments with ships, but this anxiety ensures we sail defensively and keep our distance. For this reason, accidents such as that which befell Ouzo are rare. We can only hope that the publicity given to this case will make them rarer still.

*This article appeared in the February issue of Practical Boat Owner.*

# Instructor training – keeping it accessible

Most RYA instructor qualifications are gained after a five day course. Prior to that, each candidate requires a current first aid certificate and, usually, another qualification such as Powerboat Level 2 or Sea Survival. In all it works out at over a week's training and, sometimes, much more. If we made it much longer we might run out of instructors – particularly volunteers.

The RYA has the job of deciding on an acceptable level of competence for each of its qualifications. To do so we look at the skills required, but also the risk involved. For practical instructors, the main risks afloat are injury and drowning. We have a pretty low accident rate at our training centres but, if I could put an extra day on the instructor course, I would use it to hone practical skills which minimise these incidents.

The content and length of instructor training is a contentious issue. Sport



England is encouraging sports to adopt the UK Coaching Certificate. The UKCC is a new initiative with the intention of improving the level and professionalism of coaching in sport. Unfortunately, its introduction would involve a fairly radical reorganisation of RYA training and coaching. The RYA is always open to new ideas, but currently with our Olympic team ranked first and

our training programmes leading the world, we are naturally cautious about rewriting our programmes. The RYA will, therefore, trial the UKCC with a small number of racing coaches, but at this stage will not make any changes to the training schemes.

Another connected initiative is being spearheaded by the Child Protection in Sport Unit, which would like sports to introduce significantly more training for instructors on child protection. This is a serious issue, but as a governing body we have to ensure accessibility of our training and avoid extending the course length and cost, particularly for volunteers.

Recently, the Commission on the Future of Volunteering expressed concern about an over-rigorous response to child protection. Our instructor courses should, and do, include an awareness of the dangers and identification of the risks but the RYA opposes a further three hour

session, particularly if a revalidation is required every three years. We want to avoid withdrawing qualifications because an instructor's child protection training is out of date.

The RYA qualifies well over a thousand instructors each year and the training schemes are in good shape. The current instructor training programme has been developed to provide appropriate skills and knowledge in the minimum time. If we reduce the number of candidates by over regulation or increasing the complexity of the courses, the effect will be felt by the people we most want to attract to the sport – children and beginners.

**James Stevens**  
Training Manager and Chief Examiner

See page 2 for further information on the UKCC, and page 13 for some discussion on Senior Instructor training.

# RYA Coaching Awards

Our annual coaching awards are given to recognise and reward the work of instructors and coaches across all of our training programmes.

## RYA

### Wavelength

**Wavelength** is published twice yearly by the Royal Yachting Association (RYA) and distributed free to all RYA-registered instructors and training centres. Views expressed do not necessarily represent the policy of the RYA.

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This year our overall winner of the title 'RYA Instructor of the Year 2008' was Colin Ridley, who received his award at the Dinghy Sailing Show.



**Colin Ridley, RYA Instructor of the Year**

Colin was nominated as Shorebased Instructor of the Year by Poole Adult Learning, one of the many centres at which he teaches, as well as running his own recognised training centre. Colin is well known to the RYA, being qualified to a high level in most of our training schemes. He has been instructing since 1991, but took it up full time in 2002 when he was made redundant from his 'proper' job as an IT Project Manager.

It was these skills across the board and his commitment to helping a wide variety of students to achieve their goals that led to him ultimately being selected as the overall winner. Gerald Slater of Poole Adult Learning described Colin as "outstandingly successful and pioneering".

Colin was presented with a trophy and certificate, along with £500 of Gul goodies of his choice. Winners of the individual categories were: Nick Moulton MBE – Yachtmaster® Instructor  
Colin Ridley – Shorebased Instructor  
Margaret Norris – Senior Instructor

Andrew Knight – Dinghy Instructor  
Alan Hoile – Powerboat Instructor  
Trish Melton – Windsurfing Instructor  
Andy Kerr – T15 Coach  
Nick Sawyer – Club and Class Coach  
Matt Day – Under 21 Coach  
Neil Marsden – Squad Coach

If you know a coach or instructor who deserves to be rewarded for their skills, enthusiasm and commitment, why not nominate them for the next round of awards? You can download the guidelines and a nomination form from [www.ryatraining.org](http://www.ryatraining.org) – simply enter 'coaching awards' in the search box at the top right of the screen.



From L-R: Trish Melton, Andy Kerr, Rod Carr, Neil Marsden, Lucy Knight, Colin Ridley, Nick Sawyer, Margaret Norris



## Trainers and coaches conference report

The annual RYA Training conference for powerboat, dinghy, windsurfing and PW trainers and coaches took place in Watford at the beginning of February, and was very well attended.

The weekend began with a presentation from the RNLI Senior Training Coxswain, Glen Mallen, providing the audience with an insight into the work carried out behind the scenes at the RNLI. Glen covered volunteer training and its incorporation of RYA qualifications, future boat developments, designs and new technology helping to improve response times.

Delegates participated in workshops, discussing a broad spectrum of topics, both as discipline-specific and cross-discipline groups. There were some interesting discussions and outcomes fed back. Here is a very brief summary:

### Encouraging women in sport

In general it was felt that our sports were naturally becoming more female-friendly due to development in areas such as equipment. Practicalities of changing and social differences were thought to be some of the barriers. Suggestions to overcome these included women only coaching sessions, increased promotion of females in our sport and further mentoring and/or encouraging females to continue in their coaching careers. See opposite for your chance to comment on this subject.

### Improving our resources

A number of groups discussed the type of resources RYA Training currently provides to instructor candidates and how these could be improved. Workbooks were thought to be a good idea, aiding pre-course learning. Other media such as CDs, DVDs, laminated cards and scale models were suggested, along with an increased use of the RYA website and Wavelength.

### Joint Senior Instructor course

Industry requirements sparked discussions for the windsurfing and dinghy sailing schemes to be brought closer, with a view to running joint Senior Instructor training. There was unanimous feedback from both groups for the course to be piloted as the course aims and objectives were the same. However, covering a balance of both disciplines may prove difficult. There were further suggestions to aid those instructors already qualified as an SI in one discipline.

### A review of the Windsurfing Senior Instructor qualification

It was suggested that the pre-requisites should be adjusted to help make the qualification more accessible, with emphasis on experience and a principal's recommendation. See page 24.

### Powerboat Instructor skills assessment

This will be phased in from April

2008 and will follow the format of the Level 2 direct assessment. For full details, see page 14.

### Electronic navigation on powerboat courses

With an eye on the future, delegates were asked to review the current delivery of training on electronic navigation on powerboat courses. Is it adequately covered and should the RYA consider adopting a more GPS based approach in the future?

Delegates felt that the syllabus is fine as it is, and that adding chart plotters would incur additional costs for centres. However, it should be noted that most boat owners are now fitting plotters as standard and requesting tuition in this area. It was thought that

existing instructors may benefit from more practical exposure to electronic navigation.

It was suggested that the RYA could introduce a course on GPS navigation. Anyone interested in developing their basic navigation skills should take a look at the recently launched RYA Basic Navigation and Safety course, which includes chart work and chart plotters.

### National Sailing Scheme participation

There has been a drop in certificate sales for Levels 1 and 2. It was felt this could be due to a number of factors including the very wet summer of 2007, the economic situation leaving people with less disposable income, and a drop in participation across all sports in the UK. The good news is that participation in the Youth Sailing Scheme has increased significantly since 2002.

### Bridging the gap after Level 2

The possibility of introducing a course between Dinghy Level 2 and the advanced modules (for adults) was discussed. It was largely supported, with the proviso that content should not be weighted too much in any particular area such as racing or seamanship. A pilot syllabus will be developed and trialled at a number of centres.

### Combining the youth and adult dinghy schemes

The question of whether or not to combine the youth and adult schemes was discussed. Some advantages were discussed, but it was felt that much more consideration was needed before taking such a radical step.

*One of the best aspects of any conference is the time spent catching up with friends and colleagues and discussing areas of shared interest or concern. This year was no exception and we look forward to seeing many of you again next year.*

## Articles wanted!

We are keen to include coaching articles in Wavelength from coaches, trainers and instructors outside of RYA HQ. If you have a good idea for a subject that we haven't yet covered, jot it down and send it in.

As an incentive, we will give a Harken roll-top wet/dry bag to the author of any article that we publish.

Send your articles and accompanying photos to me, Jane Hall, at [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk). Feel free to contact me prior to putting pen to paper, if you wish to discuss your ideas.



# Women in sport

Sport England are keen to encourage more women into sport. The proportion of women participating in powerboating, sailing and windsurfing is given below. While some activities such as yacht cruising attract nearly equal numbers of men and women, the great majority of instructors are male. We would be interested in your views on this and how we can redress the balance. Please send your thoughts to [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk)

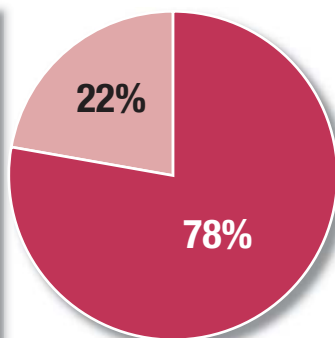
Pie chart key:



Participation statistics extracted from the Watersports and Leisure Participation Survey

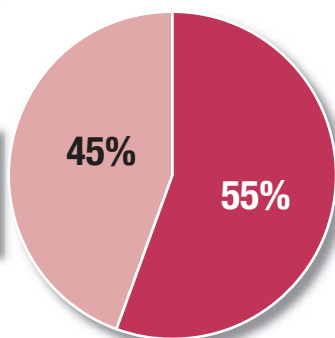
## Dinghy instruction

Award	% female
Dinghy Instructor	25
Dinghy Senior Instructor	17
Keelboat Instructor	21
Multihull Instructor	18
Racing Instructor	22
Advanced Instructor	14
Coach/Assessor	16
<b>Overall % of all dinghy instruction</b>	<b>22</b>



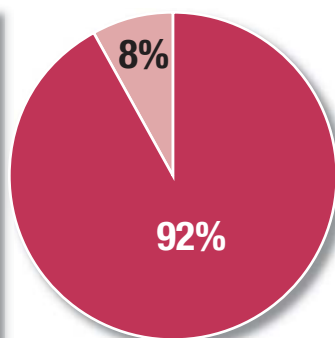
## Dinghy sailing participation

Activity	% female
Small sail boat activity	46
Small sail boat racing	44



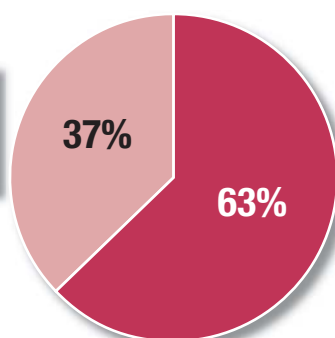
## Power instruction

Award	% female
Powerboat Instructor	9
Advanced Powerboat Instructor	4
Personal Watercraft Instructor	7
Powerboat Trainer	4
Personal Watercraft Trainer	8
<b>Overall % of all power instruction</b>	<b>8</b>



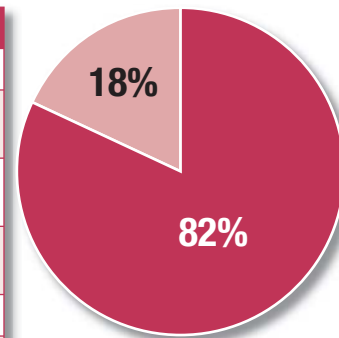
## Power participation

Activity	% female
Powerboating	34
Personal watercraft	40



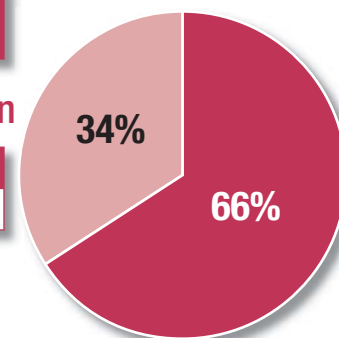
## Windsurfing instruction

Award	% female
Start Instructor	24
Windsurfing Senior Instructor	14
Intermediate Non-planing Instructor	17
Intermediate Planing Instructor	11
Advanced Instructor	11
Advanced Plus Instructor	8
Start Trainer	13
Intermediate Trainer	20
Advanced Plus Trainer	0
<b>Overall % of all windsurfing instruction</b>	<b>18</b>



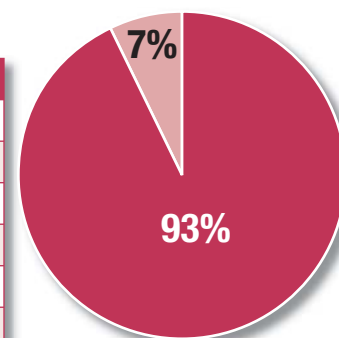
## Windsurfing participation

Activity	% female
Windsurfing	34



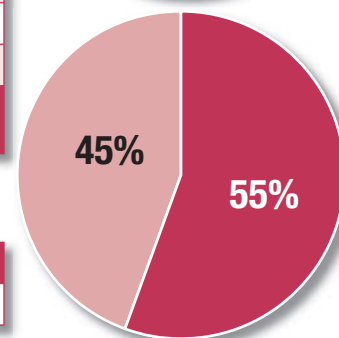
## Cruising instruction

Award	% female
Cruising Instructor power	3
Cruising Instructor Sail	12
YM Instructor Power	2
YM Instructor Sail	7
Shorebased Instructor	8
Radar Instructor	5
Sea Survival Instructor	5
Diesel Instructor	2
<b>Overall % of all cruising instruction</b>	<b>44</b>



## Cruising participation

Activity	% female
Cruising	45



## RYA Sailability national conference

The first Sailability conference for a number of years was held at the Calvert Trust in Keswick in November. It was packed to capacity with 74 delegates ranging from members of Sailability groups, staff at Sailability centres and regional organisers.



SB3 which went on to be officially launched at the London International Boat Show.

A dinner and prize giving was a fitting end to the day. The following awards were presented:  
Contribution - Bob Scull of Dart Sailability

The introduction from Debbie Blachford, Sailability Manager, outlined the future of Sailability, its forthcoming projects and how far it's come in the last few years. Over 20,000 disabled people now utilise the many Sailability sites and facilities. Pat Dodd, the new chairperson, talked about her passion for taking their work to the next level in both fundraising and awareness.

Six workshops were held on the subjects of RYA training centres, Special Olympics, finding funds, appeal to volunteers, competitive sailing and promoting your group. Throughout these workshops was a common theme of valuing volunteers, both in terms of what they can bring to a group and the commitment that can be shown to supporters when raising funds.

During the day a variety of accessible boats were on display for delegates to view, including the newly adapted

Outstanding contribution - Bill Smith  
Exceptional contribution - Annette Gray of Grafham Water

Derek Lee of Carsington Sailability attended the conference and was very impressed with all he saw. Whilst Carsington Sailability do a huge amount of work with Sailability, he was astounded by the scale of other groups that he met such as Rutland Sailability. He spotted further potential given a suitable marketing strategy, but is well aware of the limitations of their physical resources. He highlighted the need for more contact with trustees and regional organisers.

The next RYA Sailability conference will be held on November 1, 2008.

For further information on the work of RYA Sailability please visit [www.rya.org.uk/sailability](http://www.rya.org.uk/sailability)

## New exam fees

The following fee increases take effect immediately for UK exams. Please help us by ensuring your students send the correct fee with their application forms.

Exam	Cost to student	Payment to examiner
Coastal Skipper/Advanced Powerboat	£135	£75
Yachtmaster® Offshore	£155	£92
Yachtmaster® Ocean	£120	£66
Conversion exam	£85	£49
Partial re-exam	£70	£50
Commercial endorsement	£25	n/a
Conversion from VHF to SRC direct exam	£40	£25
Full VHF/SRC direct exam	£65	£45
VHF/SRC course students certificate fee	£25	n/a

Exam fees for South Africa, Australia and New Zealand will be notified direct to the centres concerned.

Please make sure you collect the increased fee from your students as any old fees submitted will result in the examiner receiving the old (lower) payment from us.

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## Ensuring you're insured

Determining whether you, as an instructor, are insured for the work you do can appear unnecessarily complicated. However, in most cases it should be quite simple. We last wrote about this subject in the winter 2005 edition, when we looked at employed instructors and volunteers, but here is a quick update focusing on freelance instructors.

### Your first port of call

The majority of RYA coaches and instructors are likely to be covered for work at RYA recognised training centres by the club or centre for which they are working, regardless



of whether they are employed by the organisation, volunteering or working freelance. However, you must always check that this is the case. Some policies will cover anyone engaged to provide instruction etc, but others may require the organisation to name the instructors they use. This could discourage centres from including all freelance instructors under the policy.

### Your backup plan

For instructors working within the RYA framework, we have arranged for Heath Lambert Group to offer Instructor Indemnity Insurance for between £35 and £55 per year, depending on how far afield you work.

This insurance is not, however, designed to be free-standing as it is essentially a back-up for the RTC's own policy. The Instructors' Indemnity is therefore intended to give an instructor the comfort of knowing that, although the instructor should be covered by the RTC's policy, the instructor would still be insured even if the RTC's policy has failed for some reason. Examples of this may be that your employer has forgotten to pay the premium on time or has taken action that in some way invalidates the policy.

Therefore, it is still a good policy to hold to give you peace of mind but cannot be used in its own right, either

outside of an RTC or when the RTC for whom you are working does not cover you with their own insurance.

### Insuring the uninsured

So, what happens if you are not (and cannot be) covered by an RTC's policy? Many of you work freelance for a variety of organisations, in addition to carrying out other related work such as own-boat tuition. Whilst it is not a legal requirement to carry insurance, you might be exposing yourself to the possibility of expensive legal action if you don't.

There are very few policies available to you and they can be expensive. Currently we are only aware of one insurer offering a freelance primary liability policy at around £200 per year for up to £1 million of cover and around £300 for £2 million of cover. If you go down this route, you need to check the terms of the cover carefully to ensure it covers everything you do. It should be possible to tailor-make the policy to a certain extent, but you would need to negotiate that with the insurers. Instructors who also undertake yacht deliveries may well need two separate policies as the risks involved with deliveries differ from those involved with instructing.

### ...and don't forget about the boat

We have heard of a couple of instances where instructors have found out they were uninsured halfway through a course of own boat tuition.

If you are teaching on or using a boat not usually used by your centre, check that it is insured for the intended tuition. New owners often want tuition and delivery, but forget to insure the boat. A boat builder's insurance will not necessarily cover tuition by a sub-contractor such as yourself or your centre on a new but part-commissioned boat.

Please investigate the insurance situation for each vessel you work on and satisfy yourself that you are covered. Ask the owner to contact the broker.

If in doubt, get it in writing.

For further advice, please email [legal@rya.org.uk](mailto:legal@rya.org.uk)

Mardon Insurance is currently the only company we know of who offer insurance to instructors who are not otherwise covered. Contact them for details of their policy on 01622 201106.

## Getting the most out of your inspection

Your centre's annual inspection is a great opportunity to gain guidance and advice. Make the most of it by being well prepared and avoiding niggling ongoing issues which can crop up year after year.

A few ideas to prepare you for the coming season:

### Powerboating

- Ensure you have a system to guarantee your inflatable lifejackets are kept in good serviceable condition.
- If your engines can start in gear, ensure all users are aware and trained appropriately.

### Dinghy sailing

- Carry out risk assessments of entrapment and inversion and provide staff training accordingly. Consider whether masthead flotation is needed.

- Buoyant multihull masts help to slow down inversion. Carry out periodic checks of the masts' integrity.

### Windsurfing

- A windsurfing senior instructor should be present during all RYA windsurfing tuition.
- Simulators are required, should be well maintained and suitable for all courses on offer.

### Cruising

- Complete the RYA Training Vessel checklist before the inspector arrives.
- Check that your instructors' qualifications and medicals are in date

### The inspection form

The inspection form for 2008 has received some subtle but effective changes this year. You should have received this year's form at the

beginning of January.

Before your inspection visit, please check you have completed all shaded boxes on the form.

Your inspector should complete the lower section of page one of the form, indicating which courses the centre is recognised to run. Please check this before signing the form.

All inspections will result in an Action Plan, even if the outcome is recorded as 'no action'. Please retain your copy – if you have an AALS inspection their inspector may ask to see it.

### New Guidance Notes

The new Guidance Notes for dinghy, multihull, keelboat, windsurfing, powerboat and PW centres were circulated in January. As always we

have marked all amendments with a line in margin for ease of reference. Please make sure you read, and comply with, the guidance prior to your inspection.

Inspection forms and guidance notes can be downloaded from the training centres' resources section of [www.ryatraining.org/runningcourses](http://www.ryatraining.org/runningcourses).

Any recurring problems with inspections are generally highlighted in Wavelength so keep your eyes open.

We try to inspect centres as early as possible in the season. If you haven't been contacted by your inspector by early June please get in touch with your RDO (contact details on page 29).

## A life changing experience

Here at the RYA we always try to make you feel appreciated for the great job you do for your students. However, if you've ever wondered whether your students really appreciate you, read on...

Margaret Norris won this year's Senior Instructor of the Year Award following a nomination from Hengistbury Head Centre in Dorset. On hearing the news, she wrote to us with a bit more background on her experiences in sailing – here is an extract from her letter.

"I was down at the Hengistbury Head Centre helping a teacher friend keep his school children in order whilst he was teaching them to sail. Having launched the last boat, he pulled over a Topper and told me to hop in. I'd been listening to his instructions, but at the age of 42 and never having stepped foot in a sailing dinghy before, I didn't feel at all prepared! Predictably I capsized, but from that moment on I was hooked.

I started volunteering in my spare time on RYA courses at weekends and in



school holidays. With lots of help, sound advice and buckets of encouragement from the centre staff, I eventually became an assistant instructor, got my instructor certificate at 50 and my senior instructor certificate at 55.

Learning to sail has literally changed my life. The enjoyment, the sense of achievement and confidence I've gained has changed me personally beyond recognition. With the SI qualification under my belt, I gave up my full time job and became a self-employed instructor. Teaching sailing came late to me but I've definitely found my niche in life at long last!

I will always be grateful for the high quality training I received from the centre staff because I am now passing that onto others. Our job as instructors is a diverse one, being welcoming and encouraging and having the ability to see potential in students who very often don't see it themselves. What is certain is that a good instructor makes the difference between a good and bad experience on the water.

What do I enjoy most about instructing? Passing on my passion for sailing to others. I tell them that if I can do it, then they certainly can. Seeing people feel good about themselves for mastering their fears and watching their happy expressions when they realise they really can sail is enough to make me feel BRILLIANT! Who knows, maybe their lives will change for the better as a result, as mine did."

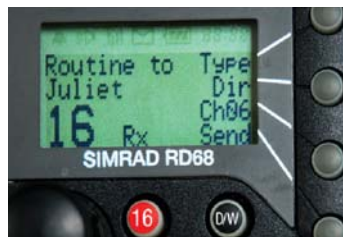
## Calling the Coastguard using DSC

Alison Noice, our National SRC Adviser, has had a few queries about calling the Coastguard using DSC. There appears to be some confusion about the procedure arising from differences in the software used by the equipment manufacturers.

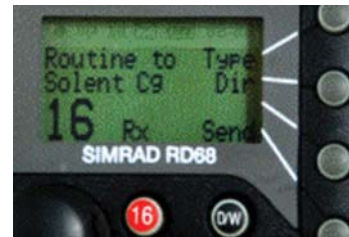
When selecting a 'routine call' to another ship station, most sets will offer Channel 6 to the calling station as a default. However, when routine calling a Coast Station, one with

an MMSI beginning 00, some sets show no channel, some continue to offer Channel 6 and others offer the channel the set is tuned to.

In all cases, the caller should simply press "ENTER" to initiate the call. Shortly afterwards a channel will appear on the screen, usually Channel 67 in the UK. As soon as this channel number appears on the screen it is THE CALLER WHO SPEAKS FIRST. Do not wait for the Coastguard to call first – he will NOT.



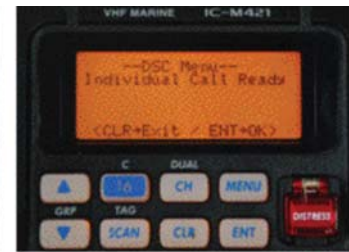
Call to a ship station using the Simrad RD68. Channel 6 is selected as the default channel.



Simrad RD68 giving name but no channel



Standard Horizon Quest 1500 offering Ch 06



Icom 421 showing no name or channel

## Not my problem mate – or is it?

If you work closely with other RTCs and companies and send students to them for courses that you can't supply, please be aware of your responsibilities to the client.

If you take a booking for a course or event and sub-contract the business to another centre, you may well still be liable for that course – even if it is completely out of your control. If, for instance, the instructor's qualifications were out of date or the

vessel ill-equipped, the contract with the client could still be with you and you could be liable. If you are in a situation where this could happen, or if you are considering using this sort of arrangement, consider the implications if all does not go as planned.

This situation can arise when you only have one or two students booked on a course and they are sent to another centre to make up a full or non-loss making course. If they cancel, who

gives a refund? They will expect (and may be entitled to) a full refund but their payment may have been split between the companies. If there is a problem, who deals with it?

If you need to offload a student, it is far better to be honest with them – simply pass them on to the other RTC and refund their money. If you have arranged a booking fee or cut from the other RTC, they can pay you as a supplier and this will keep your responsibility to a minimum.

## Moving address

Please do remember to inform the RYA if you move or change telephone numbers.

With 24,000 instructors on the database, keeping track of everybody is a mammoth task.

Email [training@rya.org.uk](mailto:training@rya.org.uk)





## Child protection update

Training centres are becoming increasingly aware of the importance of promoting the welfare of young people taking part in courses, and of protecting their staff and volunteers by encouraging best practice. However, policies and procedures only work if they are visible to the people who matter – the children, their parents and those who work with young people.

Resources and training are available from the RYA to help you get the message across. Our leaflet 'A Guide to Child Welfare' summarises the key points from the RYA's full Child Protection Guidelines and can be pinned on a board or handed out to staff and volunteers. We also have a series of A4 posters for dinghy sailing, windsurfing and powerboating. Leaflets and up to

two free posters per centre can be ordered – see below.

Ten RYA tutors are being accredited to deliver the three hour SportsCoach UK workshop 'Safeguarding and Protecting Children'. Priority will be given to centres and clubs participating in the RYA's OnBoard, Team15 and Champion Club programmes. Contact our Sport Development department for further details.

Other centres or clubs interested in holding a workshop for between 10 and 20 people should contact the RYA's Child Protection Co-ordinator.

You may be aware of plans to introduce a new 'vetting and barring' scheme in late 2008 to check people who will be working with vulnerable groups. This will be an

extension of the existing Criminal Records Disclosure process, not a replacement. Consultations are currently under way in all parts of the UK and we will keep you updated when there is definite information on the implications for training centres.

### Useful contacts

For information and posters see the Child Protection section of [www.rya.org.uk/WorkingWithUs](http://www.rya.org.uk/WorkingWithUs)

For 'Safeguarding and Protecting Children' workshops contact RYA Sport Development: 023 8060 4192

RYA Child Protection Co-ordinator: Jackie Reid 023 8060 4104 [jackie.reid@rya.org.uk](mailto:jackie.reid@rya.org.uk)



## Asthma

With so many students, both children and adults, suffering from asthma, every centre should have a policy on inhalers and asthmatics. This should include:

- Know who needs to carry an inhaler. If possible find out what are their triggers (viral infections, cold weather, exercise, stress, fear or even a fit of the giggles).
- Check the inhaler is being carried by the student or in the safety boat. Many spray tops and buoyancy aids have no pockets so the safety boat may be the best option. Adults are often no better than children at remembering to carry their inhaler, but have a policy and stick to it.
- Make sure all inhalers are marked with the name of the owner.
- Instructors should remind themselves regularly how to recognise and treat an attack, and the signs of deterioration. Discuss with the asthmatic how they are affected and want to be looked after.

## Fancy a career in sail training?



Since the early 1960s, the UK has had a dedicated fleet of vessels taking young and disabled people to sea. Nearly 50 years later there are over 50 vessels in the UK alone used for sail training, with similar schemes established around the globe.

You will find almost any type of vessel being used for sail training, from restored classics and stately square riggers to modern powerful round-the-world yachts. This diversity is reflected in the three bespoke vessels currently on the stocks:

- The Island Trust's *Pegasus*

is designed along the lines of a Bristol pilot cutter, but takes advantage of modern materials and the Trust's experience of taking disadvantaged youngsters to sea.

- The London Sailing Project is building a 19m schooner which will include a hearing loop for the deaf and special lighting for visually impaired groups.
- The Marine Society and Sea Cadets are building a 24m motor vessel designed to give trainees as young as 12 a hands-on taste of life on board.

This expanding fleet requires manning by both professional and volunteer staff. Back in the late 90's Trinity House, the UK's light house authority, recognised that high training costs were affecting

the UK's sail training fleet. They introduced a bursary for the training of sail trainers. This popular scheme has helped many, volunteers and paid staff alike, to progress their career by funding training from RYA Coastal Skipper through to STCW Master (yachts less than 3000gt).

The feeding of trained staff into sail training was enhanced by the re-introduction of the Skippership Scheme, which first appeared under the Ocean Youth Club. The current scheme is jointly funded by ASTO and Trinity House and takes its trainees through to commercial Yachtmaster® level with additional training in youth and group skills.

The advert for recruits to the original Skippership Scheme read 'Wanted, people to work long hours for low wages'. The uptake was tremendous! So if you like the sea and working with all types of people, do you fancy a career in sail training?



For further information contact ASTO on 02392 503222 [office@asto.org.uk](mailto:office@asto.org.uk) [www.asto.org.uk](http://www.asto.org.uk)



## Trips to the coast

If you are an RTC based inland it can be a valuable experience for your students to have a go at coastal sailing. It's a great day out for them, introducing them to new skills and the added complication of tides and waves. It will also broaden their horizons and build their confidence. Your instructors can benefit too from a fun and informative change to routine.

The logistics of such a trip can be daunting. Julian Pearson, who is experienced in running RYA courses across all disciplines, attempts to unravel some potential problems.

As an RTC wanting to operate away from your main site you have two options. You can apply for recognition at a secondary site (which must be inspected) or you can link up to another centre and use their recognition for your off-site courses. The second option of going to an existing coastal RTC is often the best arrangement. Some dinghy, powerboat and windsurfing centres are already doing this very successfully.

By linking up with an existing coastal RTC you can be confident that the boats, equipment and operational procedures for working on that stretch of water will have been inspected and scrutinised as fit for purpose.

As always, good planning is vital to ensure the success of your trip to the coast. Making certain you have the appropriate staff, boats, equipment, joining instructions and travel arrangements are just some of the ingredients of success.



**'I've checked my list. I think we've got everything. Oh...where's the water gone?'**

A few things to consider:

- 1 Be clear about what you want to achieve from the trip based on your students' abilities and aspirations. Discuss with the host centre whether these aspirations are achievable in the time available and with the weather and tide conditions expected.
- 2 Determine who will be in charge of the event and the on-water organisation. Depending on the course, this should be an SI or Powerboat Instructor from the host centre who is already familiar with the location, safety control measures and operational procedures.
- 3 Whilst using the host centre staff in key roles, there are still advantages to using your own staff as part of the instructing team. They know your students much better than the host and so can help set the right tone for the trip.
- 4 Make sure your visiting staff are aware of operating procedures and local dangers. Perhaps an evening briefing could be arranged prior to the trip, with a short familiarisation once on site.
- 5 If you plan to take your own centre's boats to the coastal venue make sure they are correctly equipped (see the 2008 Guidance Notes).
- 6 Check your centre's employees, third party and boat insurance. Are you covered for such a trip, or have you agreed to operate under the host centre's insurance? Is the host adequately covered for visiting staff and boats? Be clear about which policy is in force and get it in writing if possible.
- 7 Who will issue your students' certificates? You can only issue certificates following a course away from your main site if you hold recognition for that secondary site. If you are using another centre to host your course, they are responsible for issuing the certificates.

If you follow these simple guidelines your trip should be successful, run smoothly and will be one that that your students remember for all the right reasons.

## Teaching resources on the web

Did you know we have a resources section on our new website? Go to the address below and have a look.

The latest addition to this section is a full set of images from the Basic Navigation and Safety Handbook which you can use in your presentations. They can be found in the section for shorebased instructors, but should be useful for any type of instructor.

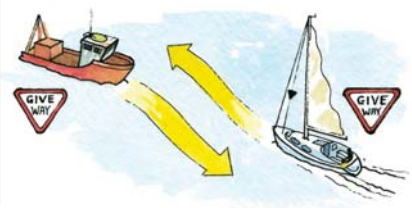


Please note that permission to use the images is granted only to RYA qualified instructors working at RYA recognised training centres. Anyone else wanting to use one or more of these images must seek prior approval from RYA Training.

If there are other items that you would like to see in our resources area please let us know. If it's viable we will add them.

### How to find your resources area

Go to [www.ryatraining.org/runningcourses](http://www.ryatraining.org/runningcourses) and pick the option relevant to you on the left hand side. Once there, click the resources button.



## Into the Green Blue – an interactive CD-Rom

This new CD-Rom is designed to give training centres and clubs better resources to help teach the importance of environmental issues whilst on and around the water.

It is jam-packed with information on legislation, climate change, protecting the environment in whichever type of boat you use, and the effects of

boating on wildlife. It also has some great video footage, virtual boats, interactive games and loads of resources to download. It's easy to use and, to top it all, is completely free!

Sarah Black, The Green Blue Project Manager, comments 'This new CD-Rom is an easy and exciting way to help people minimise their impact

while out on the water. It is designed for training centres and clubs, and the activities and games we have put together are both fun and informative for everyone.'

Copies of Into the Green Blue were sent to training centres and clubs in January. Anyone can request further copies – simply email [info@thegreenblue.org.uk](mailto:info@thegreenblue.org.uk)



## How do your students learn?

Without wishing to dwell too much on the obvious, your students usually learn through some form of input from you (their instructor). Without input there is only supervised sailing – the trial and error approach. As students learn in a wide variety of ways, RYA Coach/Assessor **Colin Ridley** considers how to teach so that they can learn in a way that suits them best.

How do you learn best? Do you prefer to watch a demonstration before trying it yourself? Do you like to watch others make a mistake and learn from them? Would you rather be left on your own for the trial and error approach, or do you want to learn the theory behind the activity before trying it?

Each of these represents a different learning style which potentially requires a different approach by the instructor. There are many theories on how and why we learn but here we will concentrate on just one – the one developed by Peter Honey and Alan Mumford.

Honey and Mumford's theory of four main learning styles:

### Activists

Activists learn by doing an activity. This is the trial and error approach, ie hands on and in at the



deep end. Activists have a flexible approach to learning. Their preferred activities tend to be brainstorming, group discussions and puzzles.

### Theorists

Theorists like to know the theory surrounding the activity. They like to analyse and their preferred activities are usually models and background information.



### Pragmatists

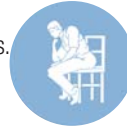
Pragmatists like to see the learning in practice in the form of demonstrations, and to understand what the learning means to them. They tend to like trying out new skills and enjoy problem solving.



### Reflectors

Reflectors learn by watching and considering what happened. They will not be first to leap in with an answer

and are likely to learn well from the mistakes of others. They benefit from self analysis, watching others and receiving feedback.



You will probably see that one of these styles describes you quite well.

The problem for you, the instructor, is identifying the learning styles of your students. They don't wear badges, and may not even know themselves which style suits them best.

The solution is to understand the four main styles above, and therefore appreciate why some students ask more questions than others, why some are keen to experiment whereas others like to stand back and let the rest have a go first. Being prepared for this variety of reactions and understanding their relevance helps you adapt your style of delivery accordingly.

### Putting the four main styles into context

**You have a student who watches carefully but is reluctant to go first at an activity or answer questions.** They could be a pragmatist or a reflector. If so, they may benefit from watching more demonstrations before becoming fully involved.

**Your student asks a lot of questions before trying something.** Maybe they are a theorist who might do better with a more comprehensive briefing covering the 'how' and 'why' aspects thoroughly.

**Your student just wants to get stuck in to the activity.** They are likely to be an activist and should be the best person to try a new activity first – make the most of them!

The trickiest thing is running a session that can cater for all of these people!

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## Quiz Just for fun...

- Which type of craft, when bought new in the UK, comes with a £50 training voucher?
- Which country recently adopted RYA Yachtmaster® as their national yacht training programme?
- Which of the following cannot be commercially endorsed?
  - Yachtmaster® Offshore Certificate of Competence
  - Powerboat Advanced certificate
  - Powerboat Level 2
  - International Certificate of Competence
- What do the initials AALS stand for?
- What are the minimum ages for the following qualifications?
  - Senior Instructor
  - Dinghy Instructor
  - Yachtmaster®
  - SRC radio licence
- A sailing dinghy is overtaking a powerboat. Which is the give way vessel?
- What is the minimum number of days for a Start Windsurfing course?
- Which of the following is not an RYA course?
  - Outboard Engine
  - Start Yachting
  - Basic Navigation and Safety
  - Diesel Engine
- Are freelance instructors permitted to use the RYA tickmark logo on their business cards?
- Following a serious accident at sea on a UK commercial vessel, which marine authority must be contacted?

Check page 26 to see how up to speed you are with RYA training.

It is always great to receive your letters to Wavelength. We welcome comments on articles, ideas for future issues and letters about previously unaired subjects.

What would you like to see in the next edition? Send your ideas, issues or moans to [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk).

## Senior Instructor training

The Senior Instructor is, perhaps, the most important person in the RYA training scheme. He or she leads all the training at dinghy and windsurfing RTCs and, in fact, those centres cannot seek recognition unless an SI is available to do that.

Centres differ greatly in size and complexity so the SI role covers a whole range of centre management systems from the very basic (for instance Saturday morning children's courses and the occasional adult beginners courses), to the full-blown national and international centres that offer training in almost every related skill so far invented!

There is, however, only one SI training course offered by the RYA and this has to be the 'fit-all' variety. Students signing up for training will come from the whole range of centres mentioned above. Depending on the course location the demands on the students can differ enormously, from powerful wind and tidal locations with a whole variety of state of the art boats, to inland venues with, perhaps, a more modest selection of boats and boards.

Because of these considerable differences, I feel that more thought should be given to establishing a fair and responsible approach to the assessment of candidates on the final day of their SI course. The basic level of competence should be seen as able to work safely and effectively at a small sailing club that is recognised to run RYA training. Every SI course should cover the ground involved and every reasonably competent and experienced instructor should be able to take full advantage of the course and come away qualified at a very basic level at least.

However, 'trained' doesn't necessarily mean 'competent'. The newly qualified SI should return to his club and work for a season, perhaps longer, under the wing of the club's lead SI before taking over or fully sharing responsibility for everything that happens.

Many of the candidates professionally

involved who have worked for major centres may aspire to running something far more ambitious than the small inland club. However, again, at least a season in a complex centre (or even longer) should be spent learning the ropes from someone with the experience to offer the appropriate in-service training.

So, when it comes to that final 'tell it as it is' day, the emphasis should be on candidates' potential and not necessarily whether they are ready to jump straight into course management in any centre that will have them! Progression to greater things will only come after experience which has been satisfactorily judged, the recommendation of a principal and a searching candidate interview.

The following chart suggests a possible progression. (This is a personal view not necessarily shared by anyone else!)

**Phil Twining**  
RYA Coach/Assessor and  
Windsurfing Trainer

**Response from John Thorn,**  
**National Sailing Coach**

*One of the great strengths of the RYA instructor training is that it evolves over time and adapts to different circumstances such as societal expectations, legislation, boat design and the needs of those involved in training, be they instructors, centres or participants. That's what keeps the schemes healthy and vibrant!*

*Indeed, one of the greatest strengths of the current scheme is its simplicity and accessibility, compared to other governing bodies. I for one would be reluctant to add any additional requirements for Senior Instructors such as a period of apprenticeship.*

*Your observations of the differing needs of small clubs and large centres are well made. However, the description of the basic standard of SIs being suitable for a small club operation needs to be balanced with the responsibilities of employers at large centres. They add to this*

*basic competence with additional experience and/or training so that the individual is competent in the more demanding situation of a large multi-activity centre. After all, whilst we might pass our car driving test one day, it would not be wise to then expect us to jump into one of the bigger vehicles allowed on a basic driving licence until we had gained more experience would it?*

*The same is true of the basic SI qualification. Training plus experience leads to competence and greater competence.*

*The evidence that we do have it about right is that we have a safe sport with an excellent quality of teaching and learning, and currently we have a steady increase in numbers of SIs who qualify. But, we must always remember that, be it a club or a large centre, the award of a certificate does not always indicate competence. It is up to Coaches, Principals, employers and managers to share the responsibility for the development of competence, rather than accepting that an SI certificate is anything other than a step along the way.*

### The Training and Development of the Senior Instructor

Overall responsibility for all sailing/powerboating tuition ashore and afloat -directly responsible to the Chief Instructor/ Principal/ Manager – The Centre's Technical Expert. – Compilation of risk assessment documents (sailing and boating) – centre and staff management and development – maintenance and care of equipment.

Beachmaster/trouble-shooter. Helping to organise groups ashore and afloat – checking arrangements before instructors take students afloat (TIDAL).

Beachmaster/trouble-shooter. Helping to organise groups ashore and afloat – checking arrangements before instructors take students afloat (INLAND).

Leading larger groups (perhaps a day-trip) briefing and day management. Responsible for training at a small inland club (several instructors)

Working at a large centre but responsibility limited to leading a small group assisted by and instructor.

#### ASSESSMENT AND ACTION PLAN

Four days training. Inland or Coastal. Variable range of equipment.

WORKPLACE EXPERIENCE

### Did you know...?

According to the most recent figures available from the National Water Safety Forum, more people drown as a result of car accidents than leisure boating accidents.

During 2005, which was an unusually bad year for sailing fatalities, the combined total of sailing and powerboating deaths was 28. However, 30 people died as a result of accidentally driving their cars into water.

# Powerboat Instructor skills assessment

One of the hot topics for discussion at this year's annual conference was the content and conduct of the new Powerboat Instructor skills assessment.

Here are some top tips for trainers conducting the new assessment.

- The aim of the assessment day will be to assess the candidate's personal skills in boat handling, depth of knowledge and experience.
- Conducted by a Powerboat Trainer, the format will follow that of a Level 2 powerboat direct assessment. It will include practical boat handling exercises and cover most elements of the Level 2 course. Primarily, this is an assessment and candidates should have practiced their skills prior to arrival - there is little time for the trainer to teach them how to do it. However, it should be noted that the trainer

will give pointers to improve any weaknesses.

- Successful completion of the skills assessment will gain a place on an instructor course and should help to increase the number of first time passes.

In future, Yachtmaster® Instructors wishing to become Powerboat Instructors will only need to pass the skills assessment and demonstrate an understanding of the powerboat syllabus.

The requirement to attend a skills assessment will be phased in from April 2008. However, whenever a change such as this is introduced we recognise that a period of grace is required for training centres to adapt their schedule and include the new element. Therefore, initially, instructor candidates may be accepted on to the course without having attended the assessment. However, as from September 2008

all candidates must have successfully attended the assessment before being accepted on to the instructor course.

Guidance notes for conducting the assessment have been sent to all Powerboat Trainers and are available on [www.ryatraining.org](http://www.ryatraining.org).



©Candi Abbott

## Inland Waterways Conference 2008

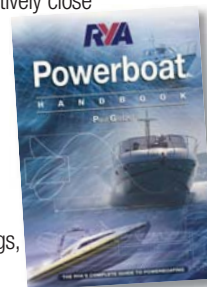
We will be holding a conference for inland waterways instructors and training centre principals later this year.

It will provide an opportunity to discuss many topics including syllabus revisions, the National Boatmasters Licence, and future developments within the training programme.

As soon as a date is confirmed we will send further details to IW instructors and centres.

## Powerboat Handbook G13

We are currently revising the Powerboat Handbook, G13 by Paul Glatzel. The main changes will be to the navigation section. As most passages made in a powerboat are relatively close inshore where pilotage is the primary means of navigation, more emphasis will be on pilotage techniques. This will include the effective use of transits, back bearings, soundings, etc.



## New PW certificate fees

As from the April 1, 2008 the cost of a Personal Watercraft Proficiency certificate will be £15.00.

New records cards are available from [certification@rya.org.uk](mailto:certification@rya.org.uk).



**Paul Mara**  
Chief Powerboat Instructor

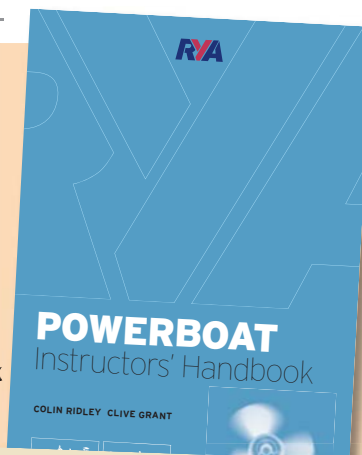
E-mail: [paul.mara@rya.org.uk](mailto:paul.mara@rya.org.uk)  
Tel. 023 8060 4187

## New Powerboat Instructors' Handbook

The latest edition of the Powerboat Instructors' Handbook (G19), written by Clive Grant and Colin Ridley, is now available.

This is a complete rewrite of the previous edition and a valuable asset for new and existing instructors alike. Included in the package is a CD with video clips and all of the images from the book for you to use in your presentations.

An exciting new section has been added which sets out basic lesson plans for every session that you may teach within the powerboat syllabus.



## Advanced Examiner updates

Congratulations to all the Advanced Powerboat Examiners who successfully attended updates at the end of last year.

As some of you were unable to attend we will be running a limited number of updates at the end of 2008 to ensure that you have the opportunity to retain your qualification. Dates will be available later in the year. If you have any queries about attending an update please contact [bethan.jenkins@rya.org.uk](mailto:bethan.jenkins@rya.org.uk).

# Unsinkable? Maybe, but they can capsize

Following the capsize of a Dory and subsequent investigation, it was discovered that the ultimate cause of capsize was the weight and movement of trapped water on the deck. It should be noted that this water was on the deck and not trapped within the hull.

During a short passage out to sea the boat started to accumulate water on the port side, due to uneven loading. As more water entered, the list became more pronounced. Eventually, the helmsman instructed the crew to move to the starboard side. In doing so, the accumulated water rushed to that side and the gunwale became submerged, eventually overwhelming the craft, which subsequently capsized.

This incident has highlighted a number of points that instructors should consider when delivering powerboat courses in the future.

If there is no means of containment, trapped water will always run to the

lowest point. Imagine carrying a tray of six mugs of coffee. Not too difficult. However, try it without the mugs and just the coffee on the tray. Where does the coffee end up? This is known as the 'free surface effect'.

Some craft are affected more than others. For instance, boats with a low freeboard may be more susceptible. However, a RIB, with its huge amount of inherent buoyancy in the inflatable collar, will cope better.

Preventing water from accumulating on deck is essential and adequate water freeing arrangements should be considered. Electric bilge pumps are commonplace on sportsboats and

RIBs, as are 'elephant trunks' on the transom. If fitted, they should be open when the craft is underway, ensuring any water shipped will be evacuated. At the very least, a bailer should be carried, as specified in the standard safety kit to be carried on board.

The effect of an uneven load may not, at first, appear significant. However, when the weight of the water is added, the effect will become quite pronounced. So, remember to evenly distribute the load and secure it so it cannot shift in rough conditions.

More information on Stability and Buoyancy can be found in the RYA publication G23.

## Safety boat package for clubs

RYA Training was presented with the first of three new RIBs at the Dinghy Sailing Show in March.

Provided by Ribcraft and powered by Suzuki, the 4.8m RIB has been set up with the safety boat role in mind. The single-seat centre console ensures plenty of space behind the helmsman for transporting marks or recovering a casualty. An extended grab handle on the steering console provides two handholds on both sides for added crew safety. Powered by a 50hp Suzuki four stroke engine, the boat will achieve a top speed of approximately 30 knots, whilst being quiet and energy efficient.

Ribcraft in association with Suzuki are offering this package at a special price to RYA affiliated clubs and centres. See below for further details.

# The Ultimate Club Safety RIB Package

Exclusively from Ribcraft and Suzuki  
Designed as a special package for RYA affiliated clubs



Pictured - RYA1, as used by the RYA Training Department

SAFETY BOAT PACKAGE (all prices inc VAT)	
Ribcraft 4.8m RIB with standard equipment	£5,895.00
FS Single seat jockey console with hatch and backrest	£775.00
Stainless steel front grab rail ('up & over' style)	£151.58
Teleflex heavy duty no feedback steering with soft grip steering wheel	£165.00
Stainless steel engine bolt lock fitted	£69.00
Outfitting and installation of outboard motor	£816.63
<b>Powered by:</b>	
Suzuki DF50 TL 4-stroke outboard motor	£4,799.00
<b>Total Retail Price (inc VAT)</b>	<b>£12,671.21</b>
<b>Special RYA Club Safety Package Price</b>	<b>£11,375.00</b>

Optional equipment prices available from Ribcraft

### Specifications DF50

4-stroke  
Multi Point Sequential Electronic Fuel Injection  
Maximum Output: 50hp (36.8 kW)  
Cylinders: 1-3  
Displacement: 815cm<sup>3</sup> (49.7 cu. in.)  
Shaft Length/Weight: L: 508mm (20 in.) / 110.0kg

Includes white trim gauge, multifunction tacho, fuel tank, side mount control box & aluminium propeller.



## Briefing safety boat crews for large events

Most instructors and club sailors will be familiar with the tragic death of a Laser 4000 crew at Abersoch who became entrapped when his boat inverted (see the Winter '07 edition of Wavelength). The safety boat crews on that occasion were well trained, experienced and on the scene very quickly. They provided a good example of the standard of safety boat cover that we would all like to see. However, how many of us could confidently say the same of all safety boat crews who volunteer their time to man the safety boats for their club's annual regatta, race training weekends or open meetings?

Volunteers for safety boat cover are vital to clubs and to racing in general, so how can we better support them in their role? It goes without saying that training is important. Ideally, drivers should attend at least a Level 2 powerboat course and, preferably, the Safety Boat course, but we know the reality is that many are not formally trained in any way. Whether they are qualified, or are simply experienced people drafted in to help, it is important that instructors and club officials appreciate the need for a wider knowledge than simply driving the safety boat.

Let's look at a situation familiar to any club sailor or competitor: Open meetings and regattas usually rely on club volunteers to staff the safety boats, often with only limited experience in the role of safety boat crew. They may or may not have undertaken an RYA course. Even for qualified crews, the prospect of assisting or rescuing a dinghy with which they are not familiar can be daunting.

The job of the powerboat instructor running a safety boat course, or the club official organising an event, must involve taking a look at the bigger picture of providing safety cover, and

the specific characteristics of the fleets involved. How do you help an exhausted or cold crew of an inverted 49er, Skiff or foiling Moth, for example? How should that type of dinghy be towed – from the mast, from the rack or from the bow? Where are the halyards and sheets lead from and to? What happens if you release the main halyard – does the mast fall down?

Clearly, a great way to get guidance is to ask the sailors themselves. Try to prepare in advance of the event, rather than having your drivers put on the spot at the vital moment. Clubs could arrange for pre-regatta



briefings or training for their safety boat crews on the best methods of approaching and righting the class involved. Class representatives can advise on the dos and don'ts of rigging, rescue, inversion and entrapment situations.

A better understanding of the way a particular class of boat is rigged, de-rigged or rescued will build confidence in the safety boat crews and competitors that they can effectively deal with any incident.

Finally, research shows that the best and quickest method of sorting out an inversion is still to right the boat by using the centreboard to bring the boat to the horizontal and then upright position.

# 3 MONTHS FREE

As a reader of Wavelength magazine we would like to offer you a 3 MONTHS FREE subscription to either Sports Boat & RIB or Jet Skier & PW



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# Entrapment survey

Many of you will recall the survey conducted by the RYA to gauge whether there was an increase in the number of entrapment situations occurring amongst the sailing community.

The survey also tried to determine if there were underlying trends making the possibility of entrapment more, or less, likely. Variables included weather, tide, ability and types of

boat. Overall the results at the time showed no clear pattern or particular underlying causes.

However, as a result of the fatality last year and several publicised near misses, we thought it prudent to re-establish the survey to see if things had changed in any way.

If you, or anyone you know, has suffered a near miss or an actual

entrapment recently, however caused, we would really like to hear about it. The survey is a simple online form on the RYA website, the details of which will be handled confidentially. Any conclusions, trends or findings will be treated carefully and anonymously.

Please try to raise awareness amongst your fellow instructors and club sailors that the survey is live.

Just go to [www.ryatraining.org](http://www.ryatraining.org) and type 'entrapment survey' into the search engine.

Thanks in advance for your help. We will keep you posted with the results of the survey in due course.



**John Thorn**  
National Sailing Coach

E-mail: [john.thorn@rya.org.uk](mailto:john.thorn@rya.org.uk)  
Tel. 023 8060 4185

# Assistant Instructor training

The Assistant Instructor (AI) award can be one of the most useful qualifications for training centres and, particularly, for clubs. Many club members want to help with the cadet training or 'learn to sail' programmes but find it difficult to spare the time to undertake full instructor training. This is just the situation where the AI can be the solution for experienced club sailors, helping the club increase the number of volunteers who can be included in their teaching ratios.

The basic principles of AI training are laid out in the Coaching Handbook (G14). In summary:

- The AI is a site-specific award valid only at the RTC where it was awarded.
- The course is run by a Senior Instructor and is intended to be completed in a weekend or similar amount of time.
- The certificate is awarded by the principal of the RTC and is valid for five years.
- The AI is qualified to assist on courses from the Youth Sailing Scheme, or the National Sailing Scheme Levels 1 and 2.

The pre-entry requirements in G14 suggest no minimum age but a personal sailing ability of at least one of the advanced National Sailing Scheme modules is required. However, this is not the only measure of pre-entry competence that could be used.

Take the example of a club member who has proven sailing ability in club races and in various wind conditions. They are well known to the SI and regularly help out with safety boat duty etc. Sound familiar? This could

describe any number of club sailors who could contribute to the club's training programme as a volunteer or AI. In this case the SI has several choices:

- The individual's sailing competence may well be far in excess of an advanced level course, so this could well be dispensed with as a pre-requisite.
- They could encourage potential AIs to take part in a standard weekend AI course.
- Alternatively they could run a series of briefings and

training sessions, over time introducing the basics of instructional technique, the RYA method and induction into the safe operating procedures of the club.

This flexible approach recognises the prior competence that an individual brings to the table, rather than slavishly following a bog-standard AI course programme.

So come on, how are you going to encourage more volunteers into helping with the club's training programme? One answer is to support, reward and recognise them using the Assistant Instructor Award.

Finally, the previous revision of the RTC guidance notes clarified the point that AIs can be included in the centre's teaching ratios. Hopefully, this more flexible approach will result in more AIs becoming qualified and more training taking place – the upshot of which is more people being introduced and continuing in the sport as a result of the greater opportunities.



©Rockley Watersports/Roger Turner

## Contentious issues

Several of the numerous enquiries received at RYA Training concern some familiar friends when it comes to starting heated debate!

### Helmets

When, or should, beginners wear some form of helmet when learning to sail?

Those against the wearing of helmets argue that it interferes with the ability to feel the wind and learn about that telltale moment when the wind is on the other side of the head indicating that a gybe will shortly follow.

They also argue that wearing helmets impairs vision to the extent that beginners cannot see the boom moving towards them, increasing the likelihood of head bumps, particularly to the face where most helmets provide little protection anyway.

Those in favour of the wearing of helmets argue that, so long as the helmet is a good fit and of suitable design, then wearing one does reduce both the incidence and the severity of head bumps.



Like many discussions, there may never be a consensus because there are so many variables such as the experience of the individual, the weather, type of boat, height of boom, whether the boom is padded, whether or not an instructor is on board etc.

So, what does the RYA recommend in terms of the wearing of helmets? We see both sides of the argument and inspectors and coaches will recommend that the wearing of helmets is an option and a 'tool' in the instructors' and centres' tool box which may be appropriate, depending on some or all of the variables mentioned.

The key is to find a safety control measure that suits your centre and your circumstances.



### Masthead floats

Should RTCs use masthead floats?

The arguments usually put forward against their use are that it's not 'normal sailing' and that sooner or later people need to learn about how dinghies behave in a real situation and how to prevent and recover from an inversion. They need to learn about and manage this risk as an inherent part of the activity.

However, it's also fair to say that most centres running lots of beginners and improvers courses do use masthead floats as a matter of course. They are considered an important option in the prevention of inversion and the risks associated with it.

The RYA's research into entrapment found no single underlying cause of entrapment relating to type of boat, equipment or incident etc. (The report is available on the website) However, when it came to rescuing or releasing the entrapped individual, the overwhelming view was that prevention is always better than cure. Thus, the use of masthead floats on training dinghies especially, would seem to have three main benefits:

- 1 A reduction in the likelihood of inversion, subsequent entrapment and possible drowning.
- 2 By preventing inversion, the boat is righted and sailed away more quickly, thus saving time, energy and effort, and maximising time spent sailing rather than swimming.
- 3 The prevention of mast breakages in shallow water and the associated cost.

There will probably be no clear consensus on the use of masthead floats. When dealing with risk we must always remember to look at all the

dynamic variables and to put in place reasonable safety control measures which keep the individual safe. However, we must not over-sanitise the activity so much as to take away its very essence as an exciting sport with an element of inherent risk.

### Fitting your masthead floats

If your centre goes down the route of fitting masthead floats, here are a few tips from Nic Wymer at Plas Menai National Watersports Centre.

At Plas Menai we used to suffer a number of broken masts through contact with the bottom during inversions. This was further accentuated as modern boats gained more inherent buoyancy, causing them to invert more regularly.

Originally, we used 5L plastic bottles hoisted on the main halyard, replacing these with buoyancy bags the following year. However, when the boats were reefed the buoyancy came lower down the mast, losing the leverage needed to prevent an inversion just when the wind was getting up. There was also reluctance from more experienced sailors to be seen using buoyancy.

We now fit an extra external halyard with a permanently attached buoyancy bag. This allows it to be lowered at the end of the day to reduce windage and chafing on the bag. It also enables it to stay at a fixed height regardless of the sail plan.

The halyard is an endless system with the lower block elasticated to allow for some mast bend and for it to be pulled away from the mast when being lowered.



With the older Proctor masts the front part of the halyard can be passed between the adjuster and the spreader bracket, reducing the impact on mast bend. The later spreaders have a hole in a similar position.

We bolt the upper block through the mast about 150mm down from the top. This avoids the bag getting stuck on the top of the mast and the boat having to be rolled to untangle it. It also reduces the wild gyrations of the bag by keeping it away from the vortex coming off the main.

We tend to use buoyancy bags inside a protective outer skin, reducing wear on the bags and making them easier to change. About 20 to 30 litres is usually an adequate size, depending on the boat.



# Teaching youngsters

At the start of a new season, it's always good to have some fresh ideas to pep up your lessons and classes, especially where children are concerned. Development Officers from the RYA OnBoard scheme, which celebrates its third birthday this spring, have been very imaginative in getting youngsters into sailing – and now we're sharing some of their best ideas with those of you who haven't got OnBoard ... yet.

## A mathematical certainty

Gareth Brookes set up a series of unusual sailing taster sessions at South Cerney Outdoor Education Centre, for children in a school maths class, whose teacher is a keen yachtsman.

Gareth's off-water sessions were actually maths lessons. He dealt with working out the area of triangles and the effect of sail size on speed, learning the effect of angles and bearings and the relevance of vectors to sea sailing. The classes, and the subsequent sailing sessions, really enthused the group of youngsters, some of whom were usually very hard to motivate.



## Encouraging ownership

Adam McGovern's Tuesday night under-16s club at Hollingworth Lake Sailing Club is popular, and regularly attended by both windsurfers and sailors. As a result, he wants to give the youngsters more input into how their club is run, so he has offered them their own committee – and had a very keen response.

The first committee meetings will discuss fundraising events for the season, with a view to getting their own club kit. "The best way to get funding is for the children to apply for it themselves", says Adam. "I will guide them, and help them raise money. They've got lots of ideas but they'll appreciate the kit much more if they get it for themselves."

## Introducing a role model

A group of juniors in the Thames Valley got to meet an Olympic gold medalist when Yngling champion sailor, Sarah Ayton, visited Queen Mary Sailsports. The inspiring get-together was organised by Helen Manners, who introduced Sarah to the children as a very special treat – because she used to attend the same school as they did. Sarah talked to them, sailed with them, and showed them her medal from the 2004 Olympics.

The children's teacher, Julian Bowskill, who taught Sarah when she was at the school, said: "It was so significant that the kids were sailing in the place where Sarah learnt to sail, and that they met her and saw the medal; they were so excited that they were sailing and she was a gold medalist! They're still talking about it now!"



Sarah Ayton with her Olympic gold medal

## Organising a festival

Helen Manners – who is now retraining as a teacher – had lots of great ideas to involve children in sailing. Last summer, 48 youngsters braved unseasonal weather to take part in a sailing festival near London. The festival involved eight teams participating in a relay race, a ball game, a floating keyring game and a balloon-popping game in their dinghies. All received goody bags at the end, thanks to OnBoard and other supporters of the event. The kids had a fantastic time, and finished the day with a barbecue, together with their parents.

## Sailing for treasure

Finally, if you want to do something festive, you could try an event like the one Stuart Jones organised at Plymouth Youth Sailing last December. He ran a pre-Christmas fancy-dress sail and treasure hunt for 25 young people. They sailed a course where clues were left on marker buoys. The winner was awarded chocolate and everyone had mince pies and non-alcoholic mulled wine at the end!

Good luck with the season – we hope you, and your students, have fun!

## Looking for work?

The RYA holds a database of RYA Instructors available for long or short term work. If you wish to be added to this list, please fill in your details below. This will be forwarded to third parties, such as RYA Training Centres or clubs/centres looking to become RYA recognised.

Please return the form to: Bethan Jenkins, Royal Yachting Association, RYA House, Ensign Way, Hamble, Southampton SO31 4YA

Name .....

Address .....

Tel (day) ..... Tel (eve) .....

Mobile ..... RYA Membership No .....

E-mail .....

RYA Instructor Qualification .....

If you are no longer looking for work, please let us know so we can remove your name from the list.



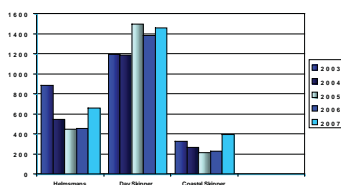
## Conference round-up

Throughout the last 12 months we have held conferences for practical instructors in Palma, Cape Town, Portugal and Bournemouth. Conferences for shorebased instructors were held at Ellesmore Port, Northampton, Plymouth, Hampshire and Scotland.

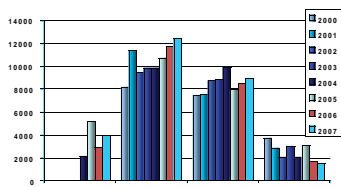
The turnout at the practical conferences was very good but the shorebased conferences were poorly attended. The format of the 2008/09 shorebased instructor conferences may change to evening midweek briefings. Shorebased instructors are urged to attend a conference regularly. This will avoid a more costly and time consuming system of compulsory updates for instructors.

### Participation

In general, the cruising scheme has performed well this year. The total number of motor and sail cruising courses was up, but Coastal Skipper practical course completion courses had a very low take up again. One of the discussion topics at most of this year's conferences was how to increase participation.

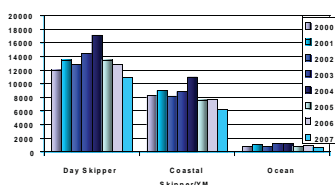


Motor Cruising certificates



Sail Cruising certificates

Shorebased course participation fell for the third year running. To try to combat this decline, we are hoping that the Basic Navigation and Safety Course will start to bring new clients into the scheme.

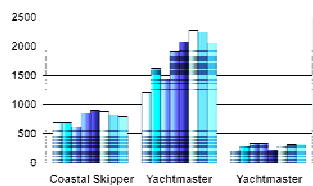


Shorebased certificates



Delegates enjoying a live link-up and interview with Alex Thomson on board Hugo Boss, approaching the equator

The number of certificates of competence issued has leveled out overall and we are keeping an eye on how many Yachtmaster® certificates are issued. Around 60-



Certificates of competence

70% of certificates of competence are commercially endorsed. The Yachtmaster® Ocean shorebased course will be reviewed over the next few years. It is felt that more instructor and student support is required, along with improved literature – a view backed up by the discussion groups. Any major changes to the Ocean course will have to gain approval from the MCA and Yachtmaster® Qualification Panel.

### Offshore Safety Course

The new ISAF Special regulations 08/09 have been published and are available on the ISAF website, see [www.sailing.org](http://www.sailing.org). The ISAF syllabus for this course has changed and the CPR and First Aid element have been dropped in Appendix G (Training). Therefore, there is no longer any need to include these elements in the course, other than those parts which are integral to the RYA Basic Sea Survival Course. This effectively reduces the Offshore Safety course duration by about 60 to 75 minutes. However, we do not anticipate a real difference in the overall course duration being changed significantly from two days.

RYA RTCs offering the RYA ISAF

### Under revision in 2008/09

Under review in the next year are the Coastal Skipper practical course, the Yachtmaster® Ocean course, the Cruising Instructor qualification and guidance for exams carried out whilst an RYA course is running. If anyone has views on these points please email them to me at [simon.jinks@rya.org.uk](mailto:simon.jinks@rya.org.uk).

### Shorebased course changes

It is intended to use two standard sets of teaching papers/exercises for the Day Skipper and Coastal Skipper/Yachtmaster shorebased courses from September. The exam papers will be updated annually.

This should allow instructors to get to know the questions and use the same teaching references each year. Two sets of papers will be used so that we have the ability to change the course if and when required. We are considering changes to the packaging of the shorebased packs and may go down the route of plastic reusable wallets for the student to keep the pack together.

Any amendments to the shorebased packs and papers are published on [www.ryatraining.org](http://www.ryatraining.org). Also available are images from the RYA Basic Navigation and Safety booklet. These can be downloaded and used for training courses but not in publications involved in resale (see page 11 for further details). In time, we are working towards putting more images on the web.

### RYA coaching awards

The Yachtmaster® Instructor and Shorebased Instructor of the Year awards were announced at the RYA Raymarine Conference in January and presented by Rod Carr and James Stevens. This year's winners were Colin Ridley and Nick Moulton MBE – see page 3 for further details.



Tom Cunliffe recounting how to pick up a boy...in a shed. You had to be there!

# Getting the best from Cruising Instructor training

The Cruising Instructor's (CI) role is arguably the most important in the cruising scheme. This is because the public's first contact with the scheme is likely to be on a Start Yachting, Competent Crew or Helmsman's course - most of which are run by CIs. Penny Haire offers a few ideas for running training that will result in competent, confident CIs.

Whilst it doesn't require huge amounts of experience to instruct at Cruising Instructor level, it does require a thorough knowledge of the scheme and, most importantly, the ability to put this across to students. So, given that most CIs won't have had the benefit of the five day RYA Yachtmaster® Instructor course, how do we ensure that they receive the training they need?

At present, Principals and Chief Instructors have responsibility for training Cruising Instructors. Training is delivered 'in house', either on dedicated CI courses or on an individual basis. This allows TCs a great deal of flexibility in the way in which they can bring new instructors into the scheme.

Whilst this approach is flexible, there will inevitably be a variance in the standard of training that CIs receive and it may not always be given the priority it deserves.

## So what is the required standard?

In basic terms, it is some way above the standard for Yachtmaster®. The Yachtmaster® Offshore exam is essentially a test of a candidate's ability to skipper a boat and manage a crew safely. A CI needs to be able to comfortably demonstrate all aspects of the Yachtmaster® Offshore syllabus, whilst also having enough capacity to be able to teach it. Unless they are exceptionally talented, this precludes candidates who have only recently passed their Yachtmaster® exam.

## So how can Principals and Chief instructors ensure that they are training potential CIs to the right standard?

A few pointers:

- Run a dedicated, structured CI course, ideally between three and five days. In most cases it isn't satisfactory to have a candidate 'sitting in' on a regular five day course observing the qualified instructor at work or running teaching sessions. The training and input they need will effectively make them an extra student on the course which isn't fair on paying customers. Once they are qualified, it's fine to let them gain further experience on a course under supervision.
- It may be some time since they passed their Yachtmaster® Offshore exam, so make sure that their practical skills are still up to scratch, perhaps by setting some boat handling and pilotage exercises. Theory knowledge can be tested by getting the candidate to sit the Yachtmaster® theory papers.
- Give candidates a copy of the logbook and instructor handbook. Make sure that they know the Start Yachting, Competent Crew /Helmsman and Day Skipper syllabi backwards and explain to them when to 'pass' or 'fail' students and why.
- Spend lots of time teaching candidates how to structure a course for the expected conditions. New instructors often underestimate how long it takes to complete exercises. They end up running out of time to cover everything by the end of the course, especially if they haven't given due consideration to wind and tide.
- Beware of candidates who might clash with students. Patience, enthusiasm and a good sense of humour are essential requirements for an instructor. Don't be afraid to fail or defer a candidate if you think that their personality will lead to an unhappy atmosphere on board.
- Don't forget to check that the candidate is a commercially endorsed Yachtmaster® Offshore. This may seem obvious, but



©Graham Shook/Motor Boats Monthly

recently a centre running a CI course didn't check the qualifications of a candidate who passed the course and worked for a year as a CI (effectively illegally) before attending a Yachtmaster® Instructor course. He failed the course and it subsequently came to light that he didn't have a Yachtmaster® Offshore certificate or commercial endorsement.

The RYA is reviewing the CI qualification this year as we are being increasingly asked to moderate the course or come up with more robust guidelines.

## Resources for shorebased instructors

### Students with learning difficulties

Our online resources area now includes advice for teaching students with learning difficulties, and what allowances can be made for them when sitting assessment papers.

### Amendments to shorebased papers

All amendments to the shorebased papers can be found in the resources area. The most recent additions are:  
Amendment to the portrayal of times in YM1, DS1, BNS1, Yachtmaster® exercises, examination and answer papers:  
Any reference to UT-1 should be disregarded. It should be replaced by Zone -0100.

Amendment to DS1 course information and exercise booklet, northern hemisphere exercise 6 – Using GPS:  
'Use RYA chart 6, plan F' should read 'Use RYA chart 4, plan F'

To find the resources area go to [www.ryatraining.org/runningcourses/instructors](http://www.ryatraining.org/runningcourses/instructors) and select 'instructor resources' on the left.



**Simon Jinks**  
Chief Cruising Instructor

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Tel. 023 8060 4100



## Drink problem

**Drink driving limits that apply to you on the road also apply when you are in charge of a vessel.**

In fact, they could be considered more stringent as they are in force at all times when you are in charge of the vessel. On a weekend course, this means **all** weekend; on a five day course, it means throughout the five days without exception, whether the boat is sailing

or tied up. The rule applies when you are acting in a responsible position, even when you are off duty. The exact wording is 'by nature of the situation, would need to take action to protect the safety of the persons on board'.

Conviction can lead to imprisonment and a fine. The RYA has removed three instructor qualifications in the last 12 months.

## Sea Survival conference

**The first Sea Survival conference was held in October at the RNLI Training College in Poole, Dorset. It was well attended by 65 instructors, some coming from as far afield as Australia.**

The speakers were Bas Edmunds from RYA Technical, who updated everyone on the current liferaft standards; Peter Everard from the RNLI on what happens when the Lifeboat services arrive on scene, and; John Bray from the MCA Training Centre talking about search patterns and how the Coastguard conduct a search.

Three topics were put forward by the RYA for group discussion:

**Q. Should we continue with live flare demonstrations?**

A. All agreed that live flare demos should still take place. However, many

would like to see guidance and risk assessments for conducting them. All agreed that only in-date flares should be let off.

**Q. How should Sea Survival inspection fees be charged?**

A. The RYA is under obligation to inspect all sea survival training centres. The normal charge for this is a standard inspection rate plus travelling expenses. We asked whether this method was acceptable. Feedback was split but the overall consensus was that a flat rate was the best method. Therefore we will continue to use the method prescribed in the Guidance Notes.

**Q. Is the course fit for purpose?**

A. The groups said that the course was fit for purpose but would benefit from new course notes. A new edition of the Sea Survival Practical Course Notes should be out soon.

## Liferafts on coded vessels

**Liferaft requirements vary depending on whether your boat is coded under the new harmonised code of practice (MGN 280) or the old 'blue and yellow' codes.**

Liferafts for MGN 280 operating in Category 2, 3, 4 and 5 vessels shall be either:

- SOLAS B
- ISAF Appendix A Part 2, or
- ISO 9650 Type 1

The RYA applies this recommendation to newly RYA coded vessels under the old and new codes, as it believes it to be in the interests of safety.

The former MCA Codes (blue and yellow), reference the older ORC liferaft as still acceptable for vessels already

coded for categories 2, 3, 4 and 5.

These will remain valid until the end of their serviceable life. However, be aware that the old ORC standard liferaft is now known as ISAF Appendix A, Part 1 (ISAF Appendix A, Part 2 is the better standard).

At present, vessels may still be newly coded under the old blue and yellow codes and can therefore apply these requirements for liferafts, and hence the lesser standard. The RYA will code a vessel to either code, but will apply the liferaft requirements of MGN 280 in all cases.

## Changes to the Cruising Logbooks

September 2007 saw a revision to the Cruising logbooks G15 and G18. As usual, changes within the books are indicated by a line in the left hand margin. Briefly, the changes include:

### Basic Navigation and Safety

The front covers are as before, apart from a circle in the top right hand corner which highlights that the logbooks 'include the Basic Navigation and Safety Course'. There is also a reference to G15/07 or G18/07. It therefore comes as no surprise that the main change was the inclusion of the Basic Navigation and Safety Course syllabus and a place in the back of the logbook for the certificate.

### Age limits

The minimum age limits for students to participate in courses and for a certificate to be awarded have been added to the start of the relevant course sections.

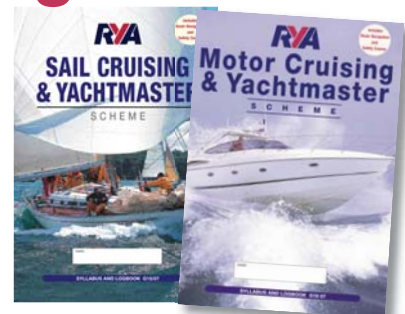
### Conversion exams

There have always been set criteria for the pre-exam requirements for converting a Yachtmaster® Sail Certificate of Competence to a Yachtmaster® Power, or vice versa. There is now a set pre-exam requirement to convert a Coastal Skipper Certificate of Competence as follows: Seatime in all cases – minimum 400 miles, 12 days living aboard, 2 days as skipper, 12 night hours. Half of the seatime must be in tidal waters.

### STCW endorsed Yachtmaster® certificates

It is possible to have the following endorsement on a Yachtmaster® Certificate of Competence: "The certificate holder complies with STCW 95 regulations V1/1-4. This certificate is valid for use as a Master of Yachts up to 200gt on commercially and privately registered yachts".

The conditions for having this endorsement on a Yachtmaster® Certificate are now included in the logbook.



### Non-tidal conversion

The route to converting a non-tidal course completion certificate has changed. Holders of a non-tidal certificate can attend a two day practical conversion course run at a centre recognised for tidal courses. Students should have the relevant shorebased knowledge and, on successful completion, a tidal certificate can be issued.

### Day Skipper (sail) practical syllabus

A new section has been added to the Day Skipper practical syllabus for night cruising. It reads:

'Has experienced sail cruising at night, including leaving and entering harbour. Understands the special consideration for pilotage plans, keeping a lookout and identifying marks by night.'

The new editions of G15 and G18 can be ordered through your training centre's account, or by individual instructors via the orders hotline 0845 345 0372 or the RYA webshop.

## Retired? Expired?

As you know, commercial skippers and instructors are required to have a medical examination by a doctor to gain their Commercial Endorsement.

The most common medical amongst instructors is the ML5. This has a normal validity of five years but only lasts for one year if the holder is over 65 years old. Also, if the holder has a serious change in their health, they may require a new medical examination.

For more information visit [www.mcga.gov.uk](http://www.mcga.gov.uk) and download a copy of MSF 41 12.

## Get the kids hooked

**Ali Yates is a Windsurfing Trainer, runs her own centre, Astbury Sailsports Ltd and is head coach to the Team15 club, Team Astbury. With a string of young sailors' successes under her belt at local, zone, national and international level, she must be doing something right.**

"It all starts at the beginning. Teach them to be good windsurfers and the diversity of skills and disciplines will follow" says Ali. Here are her top five tips for getting kids hooked from day one in the hope that they'll stay in the sport long term.

### Equipment

This has to be one of the most important things to get right. Just because the kit is small doesn't mean it's junior kit. There is no point giving children old fashioned 3.5m wave sails with old wave booms and full size masts sticking out of the top. With children as young as five wanting to have a go, the wrong kit will give them a bad experience and put them off for life.

There are some great kid rigs out there – we use sails as tiny as 1.3m to get our smallest customers going. The 1.5s and 2.5s are also popular rigs, being made for the job with lightweight aluminium masts and narrow booms.



As the children progress through the scheme it is important to move towards tuneable sails. I wouldn't dream of going out in planing conditions using a training sail with harness lines on, so don't make them do it. I run a centre and therefore understand the restrictions of budgets and having enough 'technical' rigs to go around, but it is really important if you want to encourage your prodigies to stick with the sport. Not all of them have parents willing to put their hands in their pockets.

The winter 2007 edition of Wavelength has some great suggestions for equipment and how to utilise the same boards when teaching both children and adults at your centre.



### Set up

There's no point blowing the budget on the right kit if it's not set up properly. This is true throughout windsurfing whether you race, ride waves, pop those cool slidey backwards freestyle moves or, indeed, teach kids.

If you put a 1.5m rig on a Primo, it's not going to turn around. Think of how the whole thing works – if the centre of effort can't reach behind the dagger board/centre of lateral resistance it won't have directional stability. Match the right boards with the right rigs. Children who are small enough to use a 2.5m rig don't need the volume of a Motion (219L), so try to use something smaller, such as a Hifly Mambo (175L) or Hifly Matrix (149L).

Make sure the deck-plate or UJ is in the right place. Again, think about how it works – moving the deck-plate a few inches back makes a huge difference to the tacking capabilities of your chosen kit combination.

Next, consider the fin. In most cases, the fins supplied with beginner/intermediate boards (unless designed specifically for kids) will create too much resistance in relation to a super-light children's rig. How can we overcome this? I took the saw to ours and cut them in half! Most introductory and progression boards are, or can be, supplied with plastic fins. If not, grab yourself a few cheap second hand fins from eBay, adapt them and keep them in reserve for your children's courses.

### Good old-fashioned fun!

Fun is fuelled by enthusiasm, which can be difficult when it's pouring with rain and freezing cold. However, the fun is how the kids will remember the course. Children aren't allowed to play out in the rain much these days for fear of getting wet, but they love it! Make getting wet part of the fun.



Get in tune with the latest craze. Pirates of the Caribbean was the big thing last year – imagine what fun we had with that. Make sure you pitch it at the right level. A group of eight year old girls will be very different to teach compared to a group of 14 year old boys. However, they are all following the same scheme so you need to be adaptable.

### Tricks

As children develop in the sport they will soon pick up on freestyle. They love the way it relates to what they are doing on their skateboards. Any trick with a number in the title is usually a hit, ie rig 360, body 360, body and rig 360. Other much loved but easy-to-teach manoeuvres are the leg drag, sitting down whilst windsurfing, tail sinking and all that jazz.

If you want to learn more about freestyle, I recommend the T15 Freestyle Coach course. It's full of great coaching ideas to put in your tool box and use where appropriate.

### The taster session

This has to be our greatest opportunity for converting children into windsurfers of the future. Every year thousands get their first taste of our sport through a taster session. Most commonly it will be a two hour session organised by schools or

groups such as scouts and guides. They may also be run as part of an activity holiday or birthday party.

In a two hour session it is totally realistic to get a group of six doing board games and in the sailing position, turning around. The ultimate aim is to have fun whilst giving them the buzz that they can actually do it and land a rig 360!

The RYA produce a free taster session certificate, so every child can go home with a bit of paper showing how cool they are and where they can do more.

Get your taster sessions right and the courses will fill themselves. Get them wrong and you will lose potential windsurfers forever. I'm sure many people have said to you "Oh windsurfing... I tried that once, got stuck drifting out to sea and had to be rescued. Never again!" On further investigation, you will nearly always find they were on the wrong kit, in the wrong conditions, with an instructor they couldn't understand or who didn't really do anything with them but board games. If our beginners get poor instruction in their first session, they are likely to assume that the sport is rubbish and will go and do something else instead.

Treat every taster session as if these are the children who are going to follow the RYA pathway right to the top and become world champions or Olympic medallists. It would be great to think that it was you who got them into it!

In conclusion, teaching kids to windsurf is so much fun. My team and zone squad really are my inspiration. If you fancy getting involved, do it – you won't regret it! If your club or centre only runs taster sessions you could really be missing out. Get some courses going or start a Team15 club. There is loads of support and advice available from the RYA, but your enthusiasm is the most important ingredient. It could be the most rewarding thing you do all year!



## The new Youth Windsurfing Scheme

2008 will see the introduction of the revised RYA Youth Windsurfing Scheme for under 16s. The revision will bring training, racing and Team15 closer together, providing an easy and accessible way to progress in this exciting sport. With certificated courses, students can log their progression and recognise their achievements.

The revised scheme will take beginners from scratch, in bite size chunks, to hooking in and hanging on in no time! Each course builds on their skills and confidence along the way.

Throughout Stages 1 to 4 we have introduced 'take a challenge' elements. These are not part of the main certificate, but are just fun things to try and get signed off. We hope these will encourage everyone to try something new, whether racing or freestyle, making their whole experience even more exciting.

Stage 4 is the top level within the scheme but why stop there! By now your students will have the skills and ability to further their progression through the Advanced Windsurfing course and clinics of the National Windsurfing Scheme. Further details are available in the National Windsurfing Syllabus and Logbook (order code G47).

Our future Nick Dempseys can learn the essentials with the *Start Racing* course and develop their skills under the expert guidance of our racing coaches. The Youth Racing Scheme has three badges: Start, Intermediate and Advanced. Start Racing can be taken by students once they have completed their Stage 1 course.

If you have potential instructors on your hands, the new scheme provides continuity for those moving between the Youth and National schemes and the pre-requisites needed for instructor training.

### It's all about having that first go, getting wet and having a laugh!

The new Logbook (W1) and certificates to accompany the youth scheme will be available in the spring. If you have existing copies of the Youth logbook and certificates at your centre, please do not return them. Continue to use them and when our stock runs out, you will automatically receive the new version with your next order.

All recognised windsurfing centres should have received a 'Youth Windsurfing Scheme' poster included within their January mailing of their recognition certificate and scheme update information. Hopefully, the poster will provide your centres with a colourful way to advertise the new scheme, coaching model and explanation of the content of each level.



If your centre did not receive the free poster and would like a copy, or for further information on the scheme call 0845 345 0402, email [training@rya.org.uk](mailto:training@rya.org.uk) or see [www.ryatraining.org/leisure/windsurfing/coursesforunder16s](http://www.ryatraining.org/leisure/windsurfing/coursesforunder16s)

## WIN a brand new sail!

Is your centre supporting National Windsurfing Week 2008? Sign up now and you could be in with the chance of winning a top of the range sail.



### What is National Windsurfing Week?

Our aim is to raise the profile of windsurfing and encourage more people to give it a go through a week of events, activities and increased publicity. The week has the backing of the RYA and the UK Windsurfing Association.

This is a great opportunity for your centre to be part of a national publicity campaign and attract new customers.

As an incentive for you to get involved, a leading brand is offering instructors the chance to win a new sail during the week.

### How do I get involved?

To be in with a chance of winning you need to commit to running

windsurfing taster sessions at your centre during the week. Sign up by registering your name, your centre, and your plans for the week at [www.nationalwindsurfingweek.org](http://www.nationalwindsurfingweek.org).

At the end of the week just let us know how many people you have taught during the week and you will be entered into a draw to win a top of the range Tushingham sail (your choice of size).

To register and see full terms and conditions, visit [www.nationalwindsurfingweek.org](http://www.nationalwindsurfingweek.org) or call Sean on 07518 727483 for more information.



©Tushingham/Pratt

## Review of the windsurfing Senior Instructor qualification

The windsurfing Senior Instructor is an experienced instructor, assessed as competent to manage courses within the RYA's windsurfing scheme. They are qualified to control group windsurfing tuition and to supervise and assist instructors.

An RTC must have a current windsurfing SI as its Principal or chief windsurfing instructor to run windsurfing courses.

Since the qualification was introduced in 2006 we have observed the outcome and accessibility closely. It was felt that accessibility didn't match demand, with the pre-requisites perhaps resting too much on personal windsurfing ability and not enough on experience or potential ability to supervise windsurfing in a centre.

Following feedback from centres and potential candidates, and a discussion at the national conference, the following changes in pre-requisites were suggested:

- RYA Start Windsurfing Instructor
- One full year or two part seasons teaching experience
- A Principal's nomination

Two four-day pilot courses will take place in April, with the extra hours spent on important roles and responsibilities. The accessibility and possible fast track routes for existing dinghy SIs to become windsurfing SIs will be discussed.

For further information on SI courses in your region, contact Vanessa Baxter on [vanessa.baxter@rya.org.uk](mailto:vanessa.baxter@rya.org.uk).



Amanda Van Santen  
Chief Windsurfing Instructor

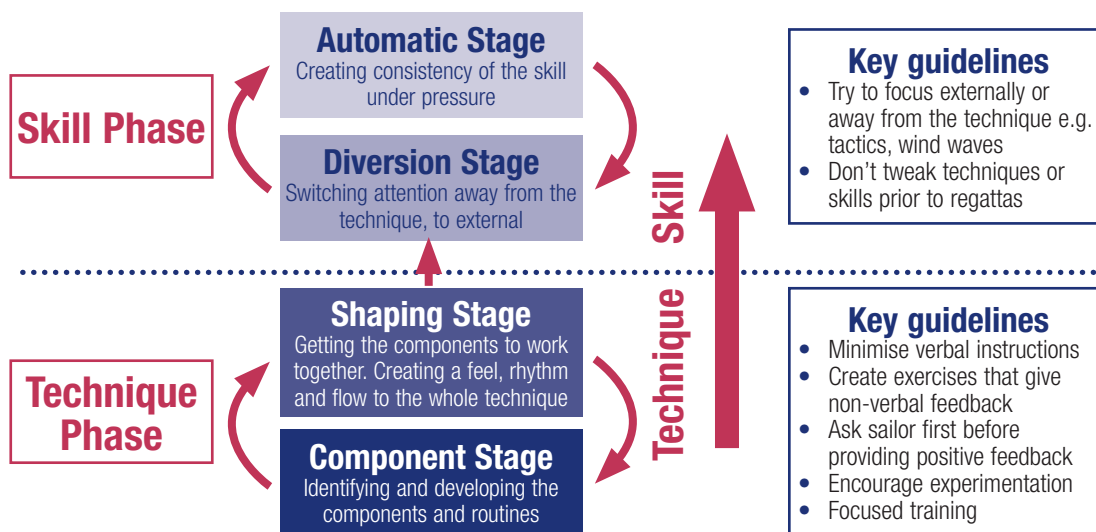
E-mail: [amanda.vansanten@rya.org.uk](mailto:amanda.vansanten@rya.org.uk)  
Tel. 023 8060 4179



# Developing leeward mark rounding skills

Previously in Wavelength we looked at using the skills model to utilise the correct exercises in developing our sailors' starting skills. Now **Mike Hart** focuses on another very important area of the race course – the leeward mark rounding.

## The Skills Model



Again let's work from the **component stage** upwards. If the skill that we are trying to achieve is exiting the leeward mark going fast and with tactical options, then we initially need to identify the components that make up this skill. These could be:

- Set up before the mark (sail controls, centreboard etc)
- Tactical decisions (awareness of other boats)
- Strategy (what are the wind and tide doing?)
- Steering (both approach to, and our course whilst rounding the mark)
- Communication between the helm and crew

## Priming

Before we look at any on the water exercise we must 'prime' our sailors. They need to know what we are trying to achieve. This could involve having a written list of things to do, diagrams, watching good practice either in video form or a demo, or doing a 'walk through' ashore. By priming our sailors in a variety of ways, we cover all learning styles, ie visual, aural, reading and kinaesthetic.

In the **component stage** we need to focus on achieving the fundamentals of the skill. This may involve smooth steering, setting the sail controls for the next leg etc.

## Exercises

### Individually sailing from a run to close hauled

It may not be necessary to use a buoy initially as each boat is practicing getting just one component correct, eg steering or setting sail controls.

### Individually using the RIB as the leeward mark

The beauty of this is that the coach can be very close to the action. A windward mark can be laid so that there is a course to sail around but it must be far enough upwind so that there is no pressure on the sailors.

Once we get to the **shaping stage** we need to try and put the various components together to achieve a smooth transition from one leg to the next, with emphasis on the actual rounding. Constant practice with effective coaching is needed at this stage so as to engrain excellent technique.

## Exercises

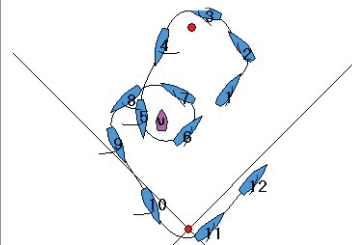
### Windward-leeward course

This can be varied in length so as to put a small amount of pressure on the sailors. Use either a buoy or the RIB as the leeward mark. By using a buoy you are still able to pull sailors out to have a one-to-one coaching session alongside the RIB.

## Exercises

### Gut buster

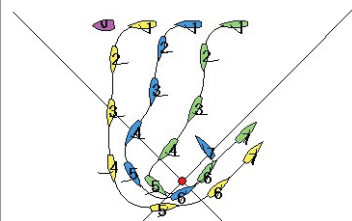
This exercise is mostly fast and furious. Depending how you set it up, there can be two leeward marks within a very short distance. Focus is on communication and looking ahead to avoid too much interference from other boats.



### Leeward mark mayhem

Start this from a follow-my-leader. On the whistle everyone bears away, hoists kites (if applicable) and heads to the leeward mark, which is not far away. They all arrive at the leeward mark overlapped and have to focus on out-maneuvring the other boats. There is then a short beat to the finish line.

In the diagram below, the blue boat has slowed and followed green around the mark which gives her the option of tacking away



Finally, when we reach the **automatic stage** the only foolproof way of putting pressure on is by racing at events. By doing this we can see if the techniques hold up under pressure and therefore become a skill.



### Drifting death

This is a windward-leeward course but the windward mark is not anchored – it just has a heavy weight so that it drifts slowly towards the leeward mark. This gradually increases the pressure on the sailors as the exercise progresses. Sailors are still rounding the mark on an individual basis.

Once we get to the **diversion stage** the sailors should be able to perform the boat handling techniques smoothly and feel whether the boat is smooth and fast. We now need to introduce other elements to encourage the boat handling to become automatic.



## Coaching Heroes

This feature aims to raise the profile of some of the great coaches working across squads, clubs and classes. These coaches represent the unsung heroes of the sailing world, so if you have a racing coach who you think deserves the limelight, let us know.

In this edition we have picked on the National Coach for the Optimist fleet, Alan Williams, who also manages Plas Menai the National Watersports Centre in North Wales. Alan is renowned as a guru in the coaching world and has inspired a generation of racers with his fun yet challenging style.

### Who do you coach?

I manage and coach the GBR National Optimist Squad and the Welsh Laser Squad. I also deliver coach education programmes for the RYA.

### When did you start coaching?

I qualified as a Dinghy Instructor at Crosby Sailing Club when I was 18 – a long time ago. I have been coaching Optimists and Lasers for about 20 years.

### Who is the most famous sailor you have coached?

There are so many that I couldn't name them all, but they include Hannah Mills, Tim and Ben Saxton, Francis and James Peters, Efon and Dyfryg Mon and Nick Thompson. I've also coached Ed Wright, the Finn sailor, and worked on a teambuilding programme for the GBR Olympic sailing team prior to the Sydney Olympics.

Some of the sailors I have coached to be coaches, not just better sailors, and some have been world class sailors.

### What are you focusing on at the moment?

I'm developing the GBR Optimist coaching programme to help young sailors reach their potential and



make sure they have the skills needed to move up to youth level. I also work with parents to help them understand their role in their sailors' development.

### What boats have you raced?

Lasers, Wayfarers, RS400s, windsurfers, Enterprises, GP14, Snipe, Merlin Rocket, keelboats.

### What are you sailing now?

Laser, RS400 and keelboats.

### What are your main coaching strengths?

- Clear goals and flexibility
- Belief, passion and motivation
- Patience – it takes a lot of patience and a sense of humour!

### What has made a difference to your coaching?

Recognising that, whether winning or losing, what matters is that we learn more than the opposition. Also the RYA coach development programme, led by Alan Olive, has been excellent.

### How do you inspire sailors and other coaches?

With motivation, enthusiasm and passion, and a belief that anything is possible if you are prepared to put the effort in. There has to be hope and belief.

### What's your favourite coaching exercise?

One of my favourites is 'Elephants Ears' – an exercise I developed in Sri Lanka when I needed to look after about 20 Oppy sailors on a small lake.

You anchor a RIB and split the sailors into two groups, one circling on the left of the RIB and one on the right of the RIB (the ears). They sail towards you close hauled, tack next to the RIB and sail away close hauled for about five boat lengths. They then bear away and gybe to come back in again. You can also do this exercise gybing, and on both sides of the RIB.

This game enables both the coach and sailor to really focus on developing technique in a very controlled way. You can concentrate on the entry, mid phase and exit of a tack or gybe and it definitely speeds up the learning process. It can also be applied in a more open activity.

## And finally...



Alan Olive, the Coaching Development Manager left the RYA in March to work with Sports Coach UK, developing high performance coaches in all UK sports. Alan was the first CDM at the RYA and was central to developing a racing coaching system that is the envy of many sports.

Although he mainly worked behind the scenes, his achievements included the creation of the Coaching Professional Development Programme for squad coaches, Topmark and Sail Smart programmes, the Racing Coaching courses, a range of resources and the RYA Skills model.

"This has always been a dream job for me and I'm excited to take the lessons I have learnt at the RYA to work with other sports. The chance to work with colleagues at all levels in sailing has been an inspiration. In the words of Vinny Jones, "It's been emotional".

Replacing Alan is Helen Cartwright who, for the past six years has played a leading role in putting Great

Britain at the forefront of junior, youth and Olympic classes windsurfing. During this time she helped create the BIC Techno Junior Class and oversaw its evolution into the world's most competitive junior windsurfing class.

Helen says: "I am fascinated by how people learn and progress and how we can help performers unlock their potential and find their strengths. We have a duty to help every coach to be the best they can be and I look forward to supporting the coaches in taking their sailors and themselves onwards and upwards."

A former ISAF Youth Worlds windsurfing bronze medallist and four times national champion, Helen moved into coaching in 2000 while studying for her degree in Applied Sports Performance. She perceives the biggest challenges in her new role to be ensuring that best practice can be shared from the highest levels to the grassroots, and creating equal access to the latest developments and ideas.



## Quiz Answers

- 1 Personal Watercraft
- 2 Australia
- 3 International Certificate of Competence
- 4 Adventure Activities Licensing Service
- 5 a) 18  
b) 16  
c) 18  
d) 16
- 6 The sailing dinghy gives way
- 7 Two days
- 8 Outboard Engine
- 9 No
- 10 Marine Accident Investigation Branch (MAIB).

## Burning issues

### “Drama and tragedy on ocean rally.

.... a crew member on a Volvo 60 was severely burned in a galley accident as the yacht broached, throwing a saucepan of boiling water over their legs. The victim was transferred to a cargo ship and rushed to hospital for skin grafts to 50% of their body”

*Extract from Yachting Monthly, February 2008*

Burns and scalds are fairly common on cruising boats but, thankfully, are generally minor. Accidents happen – the oven door swings open, the oven shelf slips, boiling water splashes or steam catches a hand. Cooks are often advised to wear waterproof trousers and boots at sea and to place mugs in the sink for filling. Locking the cooker in port is as important as letting it gimble at sea, keeping the dinner off the floor and your feet. A pressure cooker is a useful piece of galley

equipment, safe in the hands of those who understand how they work. If you don't, use it without the weight – it makes an excellent saucepan and the food is sealed safely inside.

Treatment for burns or scalds:

**COOL IT immediately**, preferably with running water for a minimum of ten minutes.

Also...

- Remove any constricting items such as rings, watches or belts and undo cuffs etc before the tissues begin to swell. Use gloves, if possible, and avoid touching the burn.
- DO NOT remove any clothing stuck to the burn, burst any blisters or apply lotion or cream. This includes aftersun cream for sun burn. It should not be applied until the area has cooled and no longer hurts.

While the cooling is in progress, assess the seriousness.



Consider:

- The circumstances of the injury. Could the airway have been affected or could the casualty have inhaled smoke or gas?
- The extent of the burn. The larger the surface area of the burn, the greater the chance of shock developing from the loss of body fluids.
- The depth of the burn. The deeper the burn, the greater the risk of infection and damage to nerves and underlying structures.
- Is the burn one of the special

cases mentioned in the First Aid Manual when immediate medical care is required? Check the manual and radio for medical advice via the Coastguard if required.

When cooled, the burn should be covered to minimise the risk of infection. Do not use anything too tight or that could stick to the skin. Use a sterile dressing, triangular bandage, piece of kitchen film or burn bag from the Category C first aid kit. Treat the casualty for shock.

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#### West Midlands

**MARTYN COLLIS** 07886 675416  
collismartyn@aol.com

#### North East, Scotland, South

Contact RYA Sailability 0845 345 0403

## A bad night in Herm

**We've all had days when things just didn't go as planned. John Elliot, one of our most experienced all-rounders, recounts his tale of things going from bad to worse one night in the Channel Islands.**

It was my first Day Skipper course of the year. The weather was set fine for the week, so my usual circuit around the Islands and the French coast looked good. The tides here are always interesting. However, with a range for the week of over 10 metres, they were promising to be spectacular.

The crew requested that we spend our first night in Herm, so we sailed into Rosaire anchorage where we could stay afloat, despite the huge spring tide. Because of the strong tides we picked up a mooring buoy rather than anchoring. It was about half tide, with high water at around 2200.

We piled into the dinghy and rowed the short distance to Rosaire steps. Knowing how high the water would rise, the dinghy was carried to the top of the steps and turned upside down with the oars and lifejackets underneath and we headed off for a beer.

Walking back later, it struck me that the tide was higher than I had seen it for many years. It also struck me that there were several flashing lights bobbing around the anchorage – I was a little confused. The horror of the situation dawned - they were my lifejackets, meaning that the dinghy had probably gone too.

A quick sprint to the steps confirmed my worst fears. No dinghy, no oars, no lifejackets and no means of getting back to the boat. With some worried looks from my trainees, a search of the shore revealed the dinghy which was retrieved, minus oars and all but one of the lifejackets. A quick run back to harbour to borrow a pair of oars meant I could get back aboard. However, the lack of lifejackets and the very strong tides forced me to send the crew back to the harbour where I could get them back aboard safely.

I set off in the dinghy with the one remaining lifejacket to row back to the boat. Thirty minutes later I still hadn't managed to row the 100 metres to cross the current and



**Do you think we will have to go diving every time we anchor?**

reach Minstrel. My crew ashore were getting very concerned and about to call for help.

Eventually I managed to reach the boat and drag myself aboard. With a huge sigh of relief I started the engine, let the mooring go and headed off to the harbour to pick up the crew. Sadly I forgot that, because of the strong tides, the buoys here have very long pickup tails. As I put the engine into gear my evening got a whole lot worse. The pickup went round the prop and the engine stopped.

I was now held by my prop in 3 to 4 knots of tide, wishing I was home in bed. Standing at the wheel, wondering if I had made the wrong career choice, the pickup line parted leaving the rope firmly in place around the prop! I was faced with the prospect of heading for shore at 4 knots with no power. Fortunately, the anchor is always rigged and ready to go, but the way things were going tonight, the chances of that happening were slim. However, my luck was finally in and a quick check confirmed that, at least for the moment, I was safe. However, on the next low water I would be high and dry on a very unforgiving seabed...

Meanwhile, my poor crew had walked back (yet again) from the harbour, wondering what came next. There was no chance of them getting back aboard that night so I suggested they went back to the hotel and book in there. I would (hopefully) see them in the morning.

My only hope now was to sit up until the tide slackened off and then go over the side to clear the rope. At 0230 the tide eased sufficiently for me to go over the side, clear the rope and re-anchor in a position where I would stay afloat. I then climbed into my bunk for a well earned sleep.

Next morning saw my crew waiting on the steps bright and cheerful, having had a good night's sleep and a hearty breakfast. However, I guess they may have been feeling slightly dubious about getting back aboard after the previous night's events!

I am pleased to say that the rest of the week went without incident. By the end of the course four happy Day Skippers departed with their new certificates and some salty sea stories to relate to friends over future beers!

**Will you be the next instructor to confess all in Wavelength?**

Send your story to [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk).

Copy deadline for the next issue is September 1.

## A plea from the editor

**As well as editing Wavelength, I also put together RYA Training's website and brochures, along with various other projects. As a result I'm always on the lookout for new things to write about and am really keen to hear about 'real life' stories that would make good reading.**

If you have students with an interesting background that could form the basis of an article, do let me know. You may have someone famous who wouldn't mind us publicising that they are RYA trained. It's also good to hear about people who have been inspired by going afloat and who will be good role models for encouraging others to take courses – see 'A life changing experience' on page 8. They could be beginners taking their first course, experienced skippers who finally decide to get some formal training, or new instructors who have really made an

impact. We'll consider anything!

If you can see potential for an article, let me have a few details so that I can follow it up. Take loads of photos if you can, as any article will need some pictures to illustrate it.

Unfortunately, I can't promise instant fame for your centre if we feature one of your students. Depending on where the article will appear it may be possible to include the name of your centre, but we certainly won't be using it to promote one centre above any others. Don't let this put you off though – any publicity is good publicity, and better promotion of RYA training should help us all.

Note – we will only publish articles with the permission of those involved.

Send your ideas to [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk).

## Wanted

Senior Instructor to support **Royal Lynton YC Community Youth Sailing Project** on part time self-employed basis. Would involve helping with Instructor and SI courses as well as supporting organised sailing sessions. Would need to work every Wednesday from April to end September as well as Sunday-Friday after Cowes week and another 5 days at a mutually convenient time. Opportunity to provide private sailing tuition for members at other times. Daily rate £100-£140 dependant on experience. Please contact Jenny Wilson for further details on 01590 679877.

## RYA Dinghy and Windsurfing Instructors required in the Caribbean



An RYA Training Centre based on St Georges Caye in Belize Central America is looking for Dinghy and Windsurfing Instructors to work for short periods of two to six weeks.

For further information contact Andy at [bfatcsailing@hotmail.com](mailto:bfatcsailing@hotmail.com)



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You must possess at least one coaching qualifications from any of the following governing bodies, BCU, RYA, MLTB, and hold a valid First Aid Certificate. You must have over 12 months practical experience in a watersports centre or similar environment.

Application form & further details available on [www.salford.gov.uk/watersportscentre](http://www.salford.gov.uk/watersportscentre)

For an informal chat or information contact the Duty Manager on 0161-877-7252 [watersports.centre@salford.gov.uk](mailto:watersports.centre@salford.gov.uk)



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## Advertise here!

RYA recognised training centres can advertise for staff free of charge in Wavelength. Either email us your required text and logo so that we can create an ad for you, or send us your finished artwork. Contact us for details of ad sizes.

Please send adverts for the next issue to [jane.hall@rya.org.uk](mailto:jane.hall@rya.org.uk) by September 1, 2008

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