



Wavelength Online

Our first online issue of Wavelength was launched into the ether in September. This will be our way of filling in the gaps between the two printed issues, enabling us to get more current news and information out to you in a clear, cohesive way.

Wavelength will continue in print for the foreseeable future. The shorter online versions are planned for January and September, with the possibility of becoming more frequent in the future.

If you didn't receive the Wavelength Online email during September, it's probably because we don't have your email address. Please email your full name, postcode, email address and membership number (if you have one) to wavelength@rya.org.uk. If you know any other instructors or coaches or who didn't receive the email, please ask them to do the same.



New bursary scheme for marine training

In September, Trinity House launched a new bursary scheme for the marine leisure industry – the Leisure Industry Nautical Cadet Scheme (LINCS). This is funded by the charity arm of Trinity House and was established in response to the growing need for qualified crew, particularly in the superyacht industry.

Set up in consultation with the RYA, the scheme has recently enrolled its first students at two RYA centres, UKSA and the University of Plymouth, for their three year course. These students will have 90% of their tuition fees covered by the bursary, along with a monthly allowance.

Their training will include shore training, sail training and paid industry placements on superyachts, culminating in a commercially endorsed RYA Yachtmaster® Ocean certificate and MCA Superyacht Officer of the Watch certificate. The University of Plymouth students should also achieve a BSc.

Sir Robin Knox-Johnston, who launched the scheme at the PSP Southampton Boat Show, commented: 'The introduction of LINCS is an important advance in equipping the leisure sailing industry for the future... By joining forces with UKSA and University of Plymouth, Trinity House is able to encourage ambitious candidates of all academic abilities to apply.'



James Stevens added 'I am delighted that Trinity House has expanded its sponsorship of nautical training to include the yachting industry. The LINCS scheme will provide a really valuable resource for the superyacht captains of the future.'

The scheme may be extended to more students and other training centres in the future.

Trinity House is the General Lighthouse Authority for England and Wales with responsibility for aids to navigation, from lighthouses, buoys and beacons to the latest satellite navigation technology. Its charitable arm spends around £3m each year on activities including education, training and the promotion of safety at sea. LINCS will run in parallel with their Merchant Navy Scholarship Scheme, which has been qualifying Merchant Navy Officers for the last 20 years.

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It's your magazine – what do you want to read about?

Send us your ideas, comments or articles for the next issue.

Coaching articles are always welcome. If you have some top tips to share that could form the basis of an article, jot down your ideas and email them to the address below. If your article is published, you will be the lucky recipient of a prize. Currently up for grabs are some Harken roll top wet/dry bags.

Articles or letters can be submitted both for the online and printed issues of Wavelength.

Don't forget – training centres can advertise free of charge for instructional staff. All we need is camera ready artwork, or your text and logo so that we can set an ad for you. Ads appearing online will be shown as text only.

Copy dates:

Adverts and articles online

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3 August 2009
for publication in late August

Adverts and articles in print

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Operation Callisto

In July, three members of a drugs smuggling gang were convicted of attempting to smuggle 1.5 tonnes of cocaine worth €1.2bn into Ireland using a RIB. They were thwarted when their attempts to run the boat's Yamaha outboards on diesel fuel hampered their high speed dash to the Irish coast.

The Colombian drugs gang lost millions of pounds and the investigation led police to Britain, Spain, South Africa, the US, Barbados and Colombia.

The gang's lack of experience with RIBs proved to be their downfall – they obviously hadn't taken an RYA course!

The RYA and the Serious Organised Crime Agency (SOCA) have come together to tackle the use of RIBs by organised crime. SOCA has intelligence that craft manufactured in the UK are being used to transport significant quantities of drugs, arms and people across the Channel into the UK, and for criminal activity in other parts of Europe and further afield.

SOCA has launched Operation Callisto to tackle this criminal activity and is asking for your help in reporting suspicious sightings of RIBs. The one used in the failed drug run to Ireland would certainly have looked suspicious to any observer at the fuelling station. Other potentially suspicious sightings might include the vessel itself (eg. its size, appearance, number of engines, lack of A-frame, location, etc) or the



actions of the people using it.

If you spot something suspicious, note the date, time and location of the sighting, together with a description of the RIB, including its length, colour and make, and the number and make of its engines, if known.

Sightings could include RIBs moored in marinas, being used around the coast or being transported around the country, if they fall into the suspicious category. Details of vehicles that may be associated with suspicious RIBs could also be valuable. If the RIB is seen being towed, note the direction of travel, road number, the make, model and vehicle registration number of the vehicle.

You are asked not to engage in conversations with anyone in

possession of suspicious RIBs in order to ascertain additional information on behalf of SOCA.

Further, SOCA stresses that it is only asking for information of suspicious activity and not reports of normal, legal use of RIBs for pleasure or business.

To report a suspicious sighting, please complete the form available via the link on the Instructors resources page of www.ryatraining.org/runningcourses, and send it to the address shown there.

If it is obvious that someone is actually in the process of committing a crime, then the matter should be reported in the normal way, by notifying local Police immediately.

Say again, over

The RYA is easily the European leader for the training of VHF radio operators on yachts, but a number of European marine radio authorities have questioned the rigour of our course and assessment.

European maritime nations have signed up to an international agreement administered by the European authority CEPT, which determines the requirements of the SRC. The MCA gives the RYA responsibility for training and testing for the SRC, and regular audits ensure the CEPT rules are obeyed. The RYA SRC is also audited by a quality assurance company with monthly reports viewable online.

The RYA and MCA know that the success of our course is partly down

to competent instructors and partly because, unlike most countries, our course can be done in one day. However, the MCA believe there should be a further audit and have instructed us to inspect our SRC centres. The following has been agreed.

How often?

Centres will be inspected on a five yearly cycle.

How much will it cost?

UK Shorebased centres will be charged the UK practical recognition fee in the year of inspection, currently £235

Non-UK shorebased centres will be charged the non-UK practical recognition fee, currently £450, and will need to cover the inspector's expenses

Practical centres offering SRC courses will have their SRC inspection carried out during their practical inspection wherever possible, with only a small supplement to the recognition fee.

What will be inspected?

If possible, the centre will be inspected during a course. The inspector will check the practice radios, teaching notes and resources, and qualification of the instructor.

When will inspections start?

2009: Overseas shorebased centres offering SRC training.

2010: practical centres offering SRC training.

2011: UK shorebased centres offering SRC training.

Grasping a golden opportunity

As Britain enjoys its best sailing result since Trafalgar, the RYA is reflecting on the long term effect of our Olympic success.

The publicity for sailing was unprecedented. The sailors, in their accommodation in Qingdao, obtained their news from television programmes which consisted of Chinese athletes winning large numbers of medals. When our medallists returned to the UK they were met by a nation that had suddenly taken a huge interest in sailing.

The RYA, whose primary job, along with managing the British team, is to promote the sport, now has to use those results to raise participation and involvement.

This season has been a tough one for training centres in the UK. Instructors trying to provide a relaxed and enjoyable introduction to their sport have had to contend with torrential rain and high winds. This, combined



with a slow economy, less available cash and possibly less opportunity for that extra week's leave, has resulted in a fall in course bookings. So far that fall is not great, less than 5% for practical courses, but it's certainly not the year-on-year increase we have expected over the last decade.

Following British success in the 2000 and 2004 Olympics, there was a noticeable surge of interest in learn to sail courses. In 2001 this

was enhanced by Ellen MacArthur's Vendée Globe publicity resulting in a 30% increase in Competent Crew certificates issued. We are all hoping for a repeat, but we also need to attract young sailors.

In the months following the Olympic Games, all UK sports put in their bids to the Government for funding for the next four years. Unsurprisingly, the RYA will submit a substantial request which, along with sponsorship, will pay for the British team.

We are also compiling a bid to assist with the cost of the learn to sail programme, OnBoard, aimed at

attracting half a million children afloat in the next ten years. Already over 90 centres and clubs have signed up to OnBoard and we are supporting them by providing Development Officers who promote the courses in schools and, as instructors, can help deliver the training.

The RYA is optimistic about the future. Not only do we have the world's most successful Olympic sailing team, our youth team won the Volvo World Championship trophy this year.

We have never had a better opportunity.

James Stevens
Training Manager and Chief Examiner



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Our thanks go to Raymarine for their continuing support of our training programmes. A substantial discount is available to RYA practical training centres worldwide throughout 2008.

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Products	All products installed in a vessel
Limit	£3,000 RRP total purchase (net of VAT)
Source	Raymarine approved service dealers
Requirement	Installed by Raymarine service dealer on vessels primarily used for training purposes
Exclusion	Installation costs

Raymarine service dealers have been advised of this offer. When placing your order with your local dealer, please quote your RYA account number. Visit www.raymarine.com to locate your local service dealer and price lists.

RYA flotilla course

This summer we brought together representatives from the Marine Leisure Association and flotilla companies to assess the demand for an RYA flotilla training course and certificate.

The response was positive and we will work on the course guidelines next year. If the course goes ahead, we foresee it rolling out in 2010.

We anticipate the training to be a short practical course that can be carried out in tidal and non-tidal waters.



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RYA vouchers – a better deal for you

We have increased the value of RYA vouchers to you. Training centres that are part of our voucher scheme will now receive 90% of the face value, rather than 85%.

If you are already registered for RYA vouchers, you need do nothing. All vouchers received by the RYA since July 1 have automatically been handled at the new rate.

The RYA voucher scheme seeks to reach a larger audience for RYA Training. Sold in denominations of £10, £20, £50 and £100, the vouchers can be used in full or part payment for courses at over 350 RYA training centres.

Participating centres benefit from a number of promotional campaigns and marketing projects to promote the scheme and RYA Training in general.

For further information on vouchers, or to register, contact us on: vouchers@rya.org.uk, call 023 8060 4212 or visit www.rya.org.uk/vouchers.

Safeguard your certificates

With the explosion of internet social networking, your life's achievements can be proudly displayed for all to see. But consider for a moment, is this really what you want, or could it be used by some unscrupulous individual to take advantage, clone your qualifications or steal your identity? **Paul Mara** looks at the problems and considers the solutions.

Recently a woman received a Police caution for the fraudulent use of an RYA/MCA Yachtmaster® certificate, when attempting to charter a yacht. In this case, the offender found an original Yachtmaster® certificate on Facebook and used it to produce a 'photocopy' of her assumed qualification. She then presented staff at a charter company with the photocopy, claiming that she did not keep the original certificate with her in case it was lost.

Captain Andrew Phillips of the MCA Enforcement Unit said 'Seafarers should never publish copies of their certification on the Internet. If you have already done so, then you are strongly advised to remove them immediately. Having the document on the internet allows it to be copied and abused.'

Sadly, forgeries are becoming more commonplace. Indeed, as I write this article, another one has arrived in the office. With every forgery comes additional work, not only advising the (often) innocent victim, but also reassuring domestic and foreign administrations that genuine RYA qualifications are legitimate.

We receive regular emails from British Consulates and foreign administrations

around the world asking us to verify the legitimacy of certificates. In most instances they are fine, but there are an increasing number which are not. So, what can we do to resolve this situation?



We are looking at additional security features that can be incorporated into RYA certificates. We are also considering issuing all powerboat course certificates centrally. While it may seem that we are picking on the powerboaters, there are a few good reasons for moving their certification in-house.

Firstly, it is a sad fact that most of the forged certificates we come across are powerboat certificates.

Secondly, many countries have some form of statutory licensing for powerboats. Central certification may help add gravity to our certificates and reinforce the reputation and standing of RYA qualifications around the world.

Finally, we would have the ability to issue replacement certificates in the event of loss and provide instant verification of qualifications to potential employers etc.

How we implement these ideas is yet to be decided. In the meantime, if your centre has a stock of certificates, keep them safe. Be sure that they are only issued to students who can be proud that they have genuinely earned them.



getthe**knowledge**

Members' discounts at the RYA shop

Our standard discount for RYA members buying items from the RYA shop has increased from 10% to 15%.

We can also offer free standard postage on orders over £20 for UK delivery (over £30 for delivery outside the UK). Premium postage options such as first class or special delivery will be charged as normal.

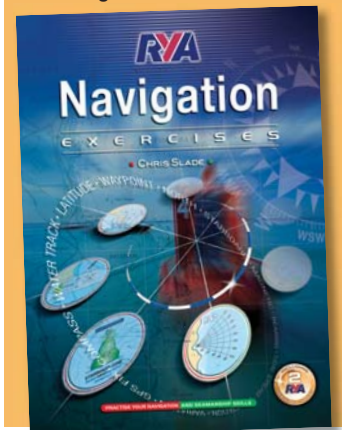
New Navigation Exercises book

The second edition of RYA Navigation Exercises is now available.

All vital aspects of seamanship are included, from estimated positions and tide tables to meteorology and maydays. Through full colour illustrations, the book follows the RYA syllabuses and includes recent developments in electronic chart plotting and GPS.

Questions range from beginner to advanced, making it ideal for boaters of all levels. Two new training charts are included.

RYA Navigation Exercises £19.99
RYA Navigation Handbook £14.99



Servicing essential safety equipment

The RYA is developing industry servicing standards for recreational liferafts, with the support of the MCA. This follows the MAIB's investigation into a collision between two fishing boats in Falmouth Bay last year, in which one of the boats' liferafts did not inflate fully.

Draft proposals are being considered, with the standards expected to be published in 2009.

RYA Technical Manager, Ken Kershaw, commented 'Leading the development of a new servicing standard for liferafts is a natural progression from the work we have already been involved with in the writing the liferaft construction standards. We are pleased the MCA considers the RYA the best placed organisation to carry out this work.'

2009 Exam fees

By popular demand from training centres, we have changed the date at which we revise our Yachtmaster®, Coastal Skipper and Advanced Powerboat exam fees. The revised fees will come into effect from January 1, rather than April as before.

	Fee	South Africa & Asia
Coastal Skipper & Advanced Powerboat	£142	£168
Yachtmaster® Offshore	£163	£195
Yachtmaster® Ocean	£126	£147
Partial re-exam	£74	£84
Conversion exam	£90	£105
Commercial endorsement	£25	£25
Short range certificate	£25	£25

For exam fees in Australia, please contact Yachting Australia.

Don't disturb the dolphins

Environmental legislation is ever changing, with recent offshore racing events highlighting the need for all water users to be aware of their responsibilities for the safety of wildlife.

In August 2007, amendments to the Habitats Regulations for England and Wales and the new Offshore Marine Conservation Regulations came into force. Both regulations revised the definition of 'deliberate disturbance of European Protected Species' (cetaceans, turtles and the Atlantic sturgeon).

What constitutes 'deliberate disturbance' is still being discussed at the highest level, but it has been agreed that it is now an offence to deliberately disturb wild animals of European Protected Species in a way that is likely to significantly affect:

- the ability of any significant group of that species to survive, breed, or rear or nurture their young; or

- the local distribution or abundance of that species.

The Joint Nature Conservation Committee, with input from Natural England and Countryside Council for Wales, is drafting guidance for those carrying out activities in the marine environment. This will help to determine when an offence might be committed, how it can be avoided and, if appropriate, when a wildlife licence might be required. The guidance will be published by the end of the year and The Green Blue will make sure it is widely publicised.

To be sure you get the latest updates, log your details with us via the website www.thegreenblue.org.uk.

For more information on the consultation, visit www.jncc.gov.uk/page-4226.

For information on European Protected Species, visit the wildlife management licensing section of www.naturalengland.org.uk/conservation.



New RYA Youth Racing Scheme

The new Youth Racing Scheme has been introduced to create a seamless, progressive, supported pathway from beginning to race to Championship-winning performances.

The syllabus is broken down into sections that cover the building blocks of racing and allow sailors to develop at their own level, covering each aspect when most appropriate. Guidance and advice from the RYA National Coaches has led to the choice of essential topics and the most appropriate skills, ensuring that what is being taught allows the sailor to progress and develop their racing skills.

A balance between the need to 'have knowledge of', 'understand' and 'do' creates a learning programme that is achievable but challenging.

The syllabus is a guide to how to improve quickly. All your sailors need to add is practice, some good coaching and an enthusiasm to get to the front of the fleet.

This new scheme is included in the latest edition of the G11 Youth Handbook (see page 16), and W11 Windsurfing Youth Logbook.

So, who can teach it?

Level 2 Racing Coaches can run each level of course – Start, Intermediate and Advanced.

Racing instructors can automatically run Start courses. Depending on their personal experience, dinghy racing instructors may also be able to run Intermediate and, possibly, Advanced courses. The level of experience required is in line with that of a Level 2 Racing Coach, and your centre Principal is the one to confirm at what level you may teach.

Your sport needs you!

It can be hard to find windsurfing instructors with the right kind of experience to deliver racing courses. If it's something you'd like to have a go at, take a look at the article on page 22 to see what's involved.





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Last Call

In November 2007, a 24 foot Bayliner sports cruiser called Last Call foundered off Whitby as she headed out into a North Sea gale and steep breaking waves. All three crew lost their lives.

The weather and sea state were clearly well beyond the conditions for which the vessel was designed, and were thought also to be well beyond the capabilities of her relatively inexperienced crew. A matter of seconds after she had left the shelter of Whitby harbour, Last Call was overwhelmed by the large and confused seas.

The MAIB found no evidence that the skipper had taken a training course. Although her crew seemed to have some idea that the weather outside the harbour would be rough, they had little understanding of the limitations of their craft.

The report stresses the importance of training for all leisure boaters, as well as having adequate handholds for offshore vessels – two of her crew fell out through the rear of her cockpit as she took on the first large wave.

The RYA continues to work with bodies such as the RNLI and MCA to ensure that lessons are learnt by the boating public to reduce the likelihood of rare, but nevertheless tragic, accidents such as this.

You can view the full MAIB report via the website www.maib.gov.uk.

2009 Principals' Conference

The biennial RYA Principals' Conference will be held on 7/8 February at Wyboston in Bedfordshire – a new venue with excellent facilities.


This conference is for all National Sailing Scheme, powerboat, personal watercraft and windsurfing principals. It's your opportunity to hear the latest on the training

schemes, air your views and meet and exchange ideas with other principals. Coach/Assessors and Trainers will also be invited.

The event is sponsored by Heath Lambert and will include guest speakers, discussion workshops, input from experts and updates on the various schemes. We will also

have various exhibitors demonstrating the latest kit.

Your booking form should arrive shortly. Make sure you return it by the deadline to book your place. We look forward to seeing you there.

 Heath Lambert Group

To wear or not to wear

Our policy on the use of lifejackets and buoyancy aids

The RYA's policy is now: **'Wear a lifejacket or buoyancy aid unless it is safe to take it off.'**

As Principals of RYA training centres and instructors working at those centres, this change in policy should affect you very little. The safety record at RYA centres is excellent, so it is unlikely that you will need to change your procedures.

At an RYA training centre, the supervising instructor will continue to make the decision based on experience, the RYA training centre guidance notes and relevant instructor handbooks.

Dinghy sailors, beginner windsurfers, users of open powerboats, personal watercraft and yacht tenders should wear a lifejacket or buoyancy aid, as appropriate, at all times.

On board a sailing yacht or motor cruiser, the skipper or instructor should decide, taking into account the weather conditions and experience of the crew. Crew are not expected to wear personal flotation when securely moored or when below deck. There will also be many occasions underway when the risk of entering the water is low, and an experienced skipper may decide that lifejackets are not required.



More flexibility for Senior Instructors

A significant change has taken place this year in the conditions of recognition for small boat RYA training centres. The change concerns those who are qualified to hold the position of chief instructor and those who can supervise on-water activity.

Until recently, if you wanted to be chief instructor of a training centre, or supervise on-water activity, you needed to be a Senior Instructor (SI) in the relevant discipline. This meant that if your centre taught dinghy sailing, keelboat sailing and windsurfing, you potentially had to undertake three SI courses.

This has now changed, but the core competencies of the roles have not altered. We have recognised that

there are competencies common to all SIs working as on-water managers. The discipline-specific SI training courses followed the same basic structure and, indeed, the pre-course workbook was the same too.

The main difference was the activity that the course work was based on. We identified the core competencies and linked them to suitable specialist knowledge for each discipline, concluding that each SI could supervise more than one activity, depending on which type of basic instructor awards they hold.

From March this year, dinghy SIs have not been restricted to supervising just dinghy groups afloat. If they are suitably qualified in another discipline, holding either

a Start Windsurfing or Keelboat Instructor award as well, they may now supervise either of those activities without the need to attend further training. The same would apply to windsurfing or keelboat SIs who have either Dinghy or Start Windsurfing Instructor qualifications.

We hope this positive step will help centres in several ways by recognising competence, increasing participation and enabling cover to be provided for SIs who are on holiday or away from the main centre.

Don't forget that the guidance notes for recognition are key to the success of the schemes and reviewed every year. If you have any suggestions or comments on how to make improvements, do let us know.

Are you sitting comfortably?

RYA training centres are often approached to provide training aboard a client's boat. Although instructors will naturally check the boat, there can still be some nasty surprises, as one of them recently found out.

On the second day of a recent powerboat Level 2 course, an instructor and owner were both thrown from a RIB when the centre console and helm position became detached from the deck. It happened during a gentle turn to starboard at approximately 20-25 knots.

Fortunately, neither the owner nor the instructor was injured.

It was discovered that the console had only four, short, self-tapping screws securing it to the deck. The boat was brand new and displayed a CE mark, showing that it is not always prudent to put your faith totally in CE marks as a guarantee of satisfactory manufacture and assembly.

Immediately after the incident the training centre's Principal contacted both the RYA and MAIB, which resulted in a visit from the MAIB's

inspectors. Both the principal and instructor concerned were initially nervous as to what to expect, but the investigation was handled in a sensitive and positive manner. A detailed report was submitted to RYA Training and, once satisfied with the circumstances, the instructor and centre were advised that no action would be taken against them.

Reporting an incident at the earliest opportunity, with detailed written accounts from all involved, is essential in aiding any subsequent investigation.

At the time of writing, this incident is still part of an ongoing MAIB investigation, so the precise details and any recommendations cannot be published yet. An account of the principal's experience of co-operating with an MAIB investigation will be published in the next edition of Wavelength.

e-learning platforms... er...e-what?

With improvements in internet access and an ever increasing number of computer-savvy RYA members and instructors, there is a growing expectation that our training schemes should include some form of online learning opportunity. We are therefore exploring the possibility of setting up an RYA e-learning platform.

An e-learning platform (or managed learning environment) is an online area where people such as instructors, coaches, volunteers, training centres and clubs can access and 'manage' learning activities. The platform can include information from a variety of sources such as documents, presentations, videos, images and templates, and draw on a variety of tools such as forums, online quizzes, video conferencing, instant messaging, RSS links, wikis and online assignments.

Over 80,000 people take RYA training courses each year, and the opportunity to enhance and support

the excellent training that centres and clubs already offer is compelling. The purpose of e-learning is not to replace course content, and certainly not time on the water. But what it can do is provide additional support before, during and after the course. Students can access information whenever and wherever they like, to fit in with their increasingly busy lives.

Some of the online content would be provided by the RYA, but the real beauty is that instructors and centres could have the opportunity to customise and personalise their own online area specific to their students.

There is a lot of work to be done in exploring how this type of resource could be integrated into what we all do. We will keep you posted on progress. In the meantime, if you have any direct experience of using e-learning, do let us know your thoughts. Email your comments to john.thorn@rya.org.uk.

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Corporate manslaughter

In April, the Corporate Manslaughter and Corporate Homicide Act 2007 came into force in England, Wales and Scotland, creating an offence of 'corporate manslaughter'.

The Act will apply to plc businesses, companies limited by share or guarantee and limited liability partnerships. It does not apply to private members' clubs which are unincorporated, although there is provision for it to be extended to further categories of organisation.

The Act provides that an organisation is guilty of an offence 'when management failure by senior managers ... is a substantial element in a gross breach of duty to take care causing the death of employees or others'.

In order for a case under the Act to be brought against an organisation the prosecution would need to prove:

- A causal link between the death and the activities of the organisation;
- that there was a gross failing of senior management;
- that there is sufficient evidence to support a charge; and
- that such a charge is in the public interest.

Senior managers are considered to be people playing a significant role in the decision making and operation of the organisation. Job titles are not conclusive. Gross breach will be conduct falling below a reasonable level, eg. breach of Health and Safety legislation or guidance. Juries asked to decide upon allegations will consider whether the organisation's



conduct fell far below what could reasonably have been expected in the particular circumstances, taking into account their attitudes, policies and systems, and whether they were tolerant of bad practice.

There is no provision in the Act for personal liability. However, personal liability may still be imposed under the Health and Safety at Work Act and the common law offence of Gross Negligence Manslaughter. The consequences of non-compliance with the Act will be potentially substantial fines and court costs, possibly publicity orders (ie. naming and shaming) and remedial orders such as requiring the organisation to take certain steps to remedy failings.

For training centres, which naturally have a duty to take reasonable care for their students' safety, this means that their senior management may be open to prosecution if the way in which an activity has been organised

or managed amounts to a gross breach of that duty and causes death.

It is important for training centres to ensure that they have health and safety management systems and corporate governance systems which reflect current best practice and industry standards as recommended by the HSE. Centres should assess, review and manage risks. Risk assessments should be kept up to date and reviewed periodically and, particularly, when circumstances change. They should re-assess the competency of 'senior management' and ensure that they understand their health and safety liabilities and responsibilities. Up to date training should be provided where necessary. Centres must enforce policies.

Policies and procedures quickly become ineffective unless they are regularly updated, tested and adjusted in response to identified weaknesses.

Training Centres should discuss insurance arrangements for corporate manslaughter with their insurers in order to ensure adequate cover.

The RYA's requirements and guidance for recognised training centres provide a sound framework for centres to work within. Centre Principals and Chief Instructors should ensure they have health and safety management systems and operating procedures in place which reflect best practice.

More information can be obtained from the HSE website www.hse.gov.uk. Indeed the HSE publishes best practice guidance for incorporated associations. Particular



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New logo for the Offshore Safety course

ISAF has requested that centres running the RYA/ISAF Offshore Safety Course use the new logo on their websites and in other publicity materials. We will be updating the logo on the course certificates as stocks run out.

The logo has recently been emailed to all relevant centres. It is also available from RYA Training. Drop an email to training@rya.org.uk if you need a copy.

Equipment servicing requirements

The MCA has issued MGN 362 regarding changes to the requirements for servicing inflatable liferafts, boats and life jackets. It replaces MGN 339.

If you think this might affect you, download the full notice from the MCA's website www.mcga.gov.uk. You need to go to the Publications heading under the News and Publications menu.

attention should be paid to the IOD guidance (The Institute of Directors on directors duties) and the Health and Safety at Work Regulations 1999 (which require employers with five or more employees to record and review risk assessments).

For further information contact the Legal Department on 0845 345 0373 or email legal@rya.org.uk.



Basic Navigation and Safety – a very useful little course



The Basic Nav course was launched last September to provide entry level training, as the Day Skipper shorebased course is sometimes seen as too advanced for complete beginners. It also offers an option to people who don't have the time or inclination to commit to a week-long intensive course or a couple of terms at night school.

An obvious benefit is its potential to draw new students into training centres, where they are presented with the range of further courses available to them – a potential that has not yet been fully exploited.

Creating opportunities

One college is enjoying a vital spin-off from the course. **All** their students want to go on to take the Day Skipper shorebased course.

Another centre is capitalising on the potential flow from one course to another by offering the Basic Nav course prior to their Powerboat Level 2 and practical Day Skipper courses. This allows more time on the water, with the students having already been introduced to much of the theory. They offer the Basic Nav course online via distance learning, but the link could be just as successful with a classroom course.

One instructor in the Midlands has recently started offering the course to a varied audience (from motor boaters to sea kayakers). He is already booking repeat business generated by whetting his students'

appetites. His students don't always want the full Day Skipper shorebased course, but are taking further tailor-made training in aspects such as chartwork and collision regulations.

Broadening the appeal

The course's alignment with our other navigation training means that, so far, it has been taken mainly by people starting out in cruising – both sail and motor. But the relevance of the course to so many other people means that most centres should be able to tap into its potential and offer it to students who may not yet be aware of it.

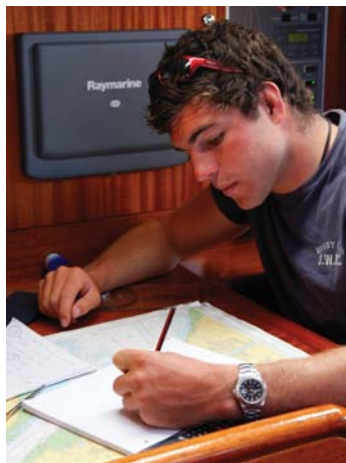
We have now opened up the instructor qualification required to teach the course, making it possible for RYA practical instructors in any of our training schemes to qualify to run this course. They just need to hold the Day Skipper shorebased certificate and pass the two-day Shorebased Instructor course.

In addition, RYA Yachtmaster® Instructors and Powerboat Trainers can now teach the course without further training.

Centres with any of these appropriately qualified instructors can apply for recognition to offer the course.

Basic Nav and the ICC

The Basic Nav course can now be used by certain candidates for the ICC (International Certificate of Competence) to apply for a certificate endorsed for coastal waters.



Previously, holders of a Helmsman, Inland Waterways or inland Powerboat Level 2 certificates could only apply for an ICC endorsed for inland waters, unless they also held the Day Skipper shorebased certificate or took an assessment on the coast. We will now accept the Basic Nav certificate in place of Day Skipper shorebased, making the coastal ICC far more accessible for inland boaters.

Keeping it simple

In the winter 2007 issue of Wavelength RYA Shorebased Instructor, Roger Seymour, gave some pointers on how to structure the course and the level to which it should be taught. You can read his article in the downloadable back issue on www.ryatraining.org/runningcourses.



For details of shorebased instructor training and applying for recognition to offer the Basic Nav course, email training@rya.org.uk or go to www.ryatraining.org/runningcourses.

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Count on us!

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.

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

RYA logbooks and the Large Yacht Code

Commercial skippers and crew working under the Large Yacht Code of Practice are required to maintain proof of onboard yacht service and sea service.

The MCA have recently confirmed that the RYA's G15 and G18 cruising logbooks are acceptable forms of evidence, so long as they are named, properly completed and signed. This is great news for those qualified through the RYA.

Other acceptable forms of evidence are the Merchant Navy discharge book, certificates of discharge (Annex B) and the PYA Service Record Book.

Further details of the Large Yacht Certificates of Competency can be found in MSN 1802 on www.mcga.gov.uk.

U turns

In August, two students on the second day of a Powerboat Level 2 course were thrown from a RIB into the water as the third student attempted a high speed U turn, during which the RIB hit its own wake. One of the students who was thrown overboard suffered significant injuries.

Practising high speed turns is an important part of the Level 2 syllabus, in order to develop the skills required to handle a planing craft at speed. However, we would remind instructors that they are responsible for ensuring that their students do not attempt such manoeuvres until their students have sufficient understanding of the manoeuvre and the boat's handling characteristics.

Safety is paramount and instructors must consider not only the safety of the student under instruction at any given time, but also the effect that a student's attempt to undertake a particular manoeuvre may have on the safety of all others in the boat.

At the time of writing, the incident is still being investigated. A full report will be published in due course.

Volunteering Opportunities with The Green Blue



**Love being on the water?
Care about the coastal &
inland environment?**

Who we are...

The Green Blue is the flagship environmental awareness initiative from the British Marine Federation and the Royal Yachting Association. We aim to help the boating community learn more about the environment and minimise their impact on it.

Who we are looking for...

We are looking for volunteers across the UK to help us to do this. We need people who are passionate about boating and have an enthusiasm for the natural environment.

What we offer...

We offer full training, The Green Blue sweatshirts and t-shirts and two complimentary Boat Show tickets for both London and Southampton Shows as a token of appreciation for their efforts.

What you can do...

There are many roles for volunteers from doing presentations at yacht clubs and attending boat jumbles to representing The Green Blue at national Boat Shows so you can choose what you do and how much time you wish to contribute. You will need your own transport but reasonable expenses will be covered.

Get in touch...

Your support will make a huge difference. Email info@thegreenblue.org.uk or call 02380 604 100 and ask for The Green Blue. For more information please visit our web site: www.thegreenblue.org.uk

Please feel free to pass this on to anyone else who might be interested!

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SMART action plans

One of the great strengths of the RYA instructor training scheme is the positive and supportive approach that coaches and trainers adopt during the instructor training course. They recognise that trainee instructors come from a wide variety of backgrounds with a wealth of experience gained through their sailing career, and life experience from other areas such as their education, job, hobbies and interests.

Despite all this experience, candidates sometimes reach the end of the course only to find that the coach or moderator has decided that they are not quite ready to take on the responsibilities of an RYA Instructor. They are deferred.

Deferral of a candidate is not intended as a negative move. Instead, it offers a way forward to a successful outcome. For that reason, we don't say that the trainee has failed, but that there are areas where improvement is required before passing.

So how do they progress towards a pass? When giving the candidate the bad news, the coach must be aware that the conversation about what to do next may well be forgotten, misheard or misinterpreted by the candidate. At worst, it could be ignored, with the candidate trying to circumvent the system altogether!

So, it is vital that the coach or trainer offers a written action plan to the candidate, either during the de-brief or shortly after. This must include the areas they need to work on, how they can progress, the standard they need to achieve and who will determine when that standard has been achieved. The plan must be clear about the steps that the candidate needs to take towards a successful outcome.

The candidate needs a copy of the action plan to reflect on. The coach, trainer or the centre should also keep a copy so that, when the candidate returns for another try, there is an accurate record of what is required.

Next time you defer a candidate, make sure they go away with an achievable, clear action plan. Why not use the acronym below to remind you of the criteria?

Action plans need to be:

- S** – specific
- M** – measurable
- A** – achievable
- R** – realistic
- T** – time-based

There is an action plan template on www.ryatraining.org. Go to the Coaches area in the Running Courses section.

The Powerboat Instructor skills assessment

Powerboat Trainer and centre principal, Doug Innes, has tried out the new skills assessment on his instructor candidates. The results have been positive from the point of view of both the Trainer and the candidates. Here he explains the process and talks about the benefits.

It is no secret that the most common reason for candidates not passing the Powerboat Instructor course has been a lack of boat handling skills and supporting knowledge. Trainers often find they are coaching candidates on basic skills, when they should be concentrating on developing instructional techniques.

Earlier this year the Powerboat Instructor skills assessment was introduced, to be taken prior to the instructor course. This is an idea inspired by the dinghy scheme, where the pre-entry test has existed for many years. Since Easter the test has been phased in, until it became compulsory in September for all instructor candidates. In essence, the test asks you to perform Level 2 skills to a demonstration standard.

We ran our first skills test for two candidates during the phase in period. We found that four hours was about right, and managed to include a high speed run to Hamble to vary the berthing situations. As it was nice weather, most of the supporting knowledge was tested informally afloat, which helped relax the candidates. As a result I think we got more out of them and they left the

assessment with no question about what was expected of them on the instructor course.

The test was well-received by both candidates. Although they both passed, they went away with some feedback and a clearer idea of their strengths and weaknesses which, they told me, helped them prepare for the instructor course. When I saw them on the instructor course, it was obvious that they had worked on their weaker areas.

The instructor course itself came two weeks after the test, with the same two candidates and two other trainees who had not taken the skills test. All four commented on how better prepared the two who had done the skills test were, in terms of boat handling and knowledge.

The two week gap between the skills test and the instructor course seemed to work well, allowing the candidates to shift their focus from hard skills to soft skills. I see this development as a very positive step for the scheme and expect it will increase the number of instructor candidates who pass outright.

Some advice from Paul Mara

Thank you, Doug, for putting pen to paper. Your comments echo those of many Trainers who have all said that the outcome of their instructor courses has improved.

Now that the process has bedded in, here are the answers to some frequently asked questions:

- Q** Does the introduction of the assessment reduce the length of the instructor course?
A *No, the instructor course remains at three days, including the moderation.*
- Q** Can you run the assessment as day one of a four day instructor course?
A *Through experience this is to be discouraged. If a candidate fails the assessment, they will not have time to practice and improve before the course.*
- Q** Can the assessment be carried out in lieu of holding a Level 2 powerboat certificate?
A *No, all candidates are expected to hold Powerboat Level 2 as a*

pre-requisite to attending the assessment. How else would they be able to demonstrate their knowledge of the RYA syllabus?

- Q** Does the assessment have to be carried out by the Trainer running the instructor course?
A *No, the assessment can be run by any current Trainer. The outcome must be recorded in the candidate's G20 logbook so that when they attend the instructor course, the course Trainer will know that they have passed the assessment.*
- Q** At the end of the assessment, can a candidate be given an action plan?
A *Yes. Before they attend the instructor course, they must have demonstrated that they have passed the assessment. This should be recorded in their logbook.*



Getting the right result

The pre-entry assessment for potential dinghy instructors was introduced to ensure that only competent sailors undertook the instructor training course.

It also helped avoid the disappointment of participants reaching the end of the five-day course to be informed that they lacked the necessary sailing ability and experience to pass. Better to find this out in advance and give them the chance to practice or improve before wasting time and money on the full five-day course.

By and large it has achieved this but, like all assessments, is not perfect.

The pre-entry assessment has developed over the years, with the most recent changes being the removal of the minimum 11 knots of breeze and rudderless sailing now being an option rather than a 'must do'. The intention of these changes was to give Coaches more flexibility to get a fair result in varying weather conditions, without being too prescriptive.

It is important for us all to remember that the pre-entry assessment is there to serve a purpose – to make sure we have competent, safe instructors who can provide a quality first sailing experience for children and adults.

Coaches should always be flexible and use their judgement with regard to the exercises used in the pre-entry assessment. This will depend on the weather, boats available, tide and, of course, the coach's knowledge of the

candidates. In this way, the pre-entry assessment should continue to provide a reliable tool.

Our training schemes rely on a wide cross section of people to teach newcomers to the sport, so the pre-entry assessment needs to be flexible enough to recognise sailing competence in both club volunteers and professional instructors alike. Without them we would not have the vibrant, healthy sport that we are all proud of today.

Comment

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. Send your ideas, issues or moans to wavelength@rya.org.uk.

Bridging the gap

The 2008 Trainers' and Coaches' Conference rightly identified the gap between Dinghy Level 2 and what I call practical sailing. It is a gap we have observed at our club for some time. To overcome it, this year, we have run six Smart Sailing evening sessions. Although run by the Club's best racing helms, they concentrated on sailing skills rather than racing techniques. Why should this be necessary?

The RYA Level 2 course can cost several hundred pounds. For that the students should not expect to have to take another course just to be able to keep up with the average club fleet.

In our Smart Sailing sessions our primary aim is to undo some of the dogma taught on the Level 2 course. There are three critical areas where the prescribed RYA technique is wanting: sailing to weather, tacking and gybing. The former is particularly important when beating with short boards against a strong tide, or trying to escape from a lee shore.

I get the impression that with RYA Training it is 'any excuse for another course'. Courses mean money and income, which is quite understandable, but it is not good

for the sport. With all the training centres, one would have expected clubs to be bursting at the seams with members. This is not so. Many clubs now have difficulties getting a good race turnout. What is required is not another course, but a rethink on the structure of the existing courses.

When I changed from an Enterprise to a Mirror 16, I did not need a course because I now had a centre mainsheet and a spinnaker. I understood sailing and just got on with it. The present approach is far too prescriptive. The approach of 'this is the way you **must** change hands when tacking'; 'you must never cleat the main sheet'; '**always** ease the mainsheet before tacking' is nonsense. Students should be taught the options and the reasoning behind them.

Level 1 and 2 should be replaced with a single Competent Dinghy Sailor Certificate. Instruction for this should be more flexible, teaching students to understand the forces that operate, what has to be achieved, and the different options available. The 'move your right foot into the centre...' approach should be replaced with 'This is what we have to achieve. These are the danger moments.

Some helms do it this way others do it that way'.

If instructors are as good as they should be, they will have no difficulty and their students will be better equipped to join the sailing fraternity.

Barrie Skelcher
Slaughden Sailing Club

Response from John Thorn,
National Sailing Coach

I'm delighted that Barry has raised the subject of flexible teaching methods, as it is a subject close to my heart. I often say to new instructors that the RYA scheme is definitely not intended to be rigid or dogmatic, and should always be seen as a flexible guide to good practice.

The Method always needs adapting to different boats and circumstances. But for people to learn good technique, skills need to be broken down into their component parts before you can teach or practice them. We cannot leave it to chance or whim because bad technique, once learned, is difficult to unlearn. Tacking is an obvious skill that needs flexibility in teaching. In some dinghies the tiller extension needs

to go around the back of the tiller during a tack, and some around the front. Any instructor worth their salt will know this, and the consequences of getting it wrong, from experience. But those new to instructing need this explained – there is no hard and fast method – its flexible!

The National Sailing Scheme caters for dinghies, keelboats and multihulls, and has developed with considerable thought over time to a comprehensive modular system. Far from being prescriptive, the scheme is flexible to reflect the different types of boat and the varying needs of the participants, including any learning difficulties or disabilities.

Many instructors do feel that the gap between the Level 2 Basic Skills course and the advanced modules is too big. When the scheme was re-designed in 2002, the intention was always that people would gain experience after Level 2, before progressing onto one or more of the advanced modules. This could be at their friendly local sailing club, like Slaughden, or by practising on their own. Therefore the sessions that Slaughden SC run seem to fit the bill very well.

Women in sport

In the spring issue of *Wavelength* we asked for comments on encouraging more women to take RYA instructor qualifications, prompted by Sport England's desire to encourage more women into sport generally. We received a few diverse comments...

Red rag to a bull. Women in sport, indeed!

I took up sailing in the 60s and soon progressed to top level competition. There were no barriers – not even the men-only bars of that era. Like equestrianism, sailing is a sport in which everyone can compete on level terms. It's just a case of choosing the right boat.

Mounting campaigns to encourage women to do what they're not already doing willingly is patronising. Is the female mind incapable of deciding for itself?

Wendy Fitzpatrick

I am a 26 year old dinghy instructor and windsurfing intermediate planing instructor. I took my Yachtmaster® at the age of 22, on a boat full of 50-something-year-old men. It was daunting!

I am keen to get women into windsurfing, as I will take part in my first competition this year. There is a high chance I will be the only woman competing there.

I think the UK conditions can be a big reason why women don't partake, especially with windsurfing, where you do spend a bit of time in the water. Also, I find that women do like

to be taught by, and alongside, other women. I work for Club Vass where we organise Diva weeks for women of all levels to be taught by female instructors.

Is there the opportunity to do women only weeks in different areas of the sport, if so where are they?

Nancy Tyrrie

I'm an active Powerboat and PW Instructor and Trainer, and have been since 2002. I qualified at the RNLI and worked as an Inshore Lifeboat Trainer for four years, which involved teaching both the RYA syllabus and Search and Rescue techniques to lifeboat crew. I also worked extensively in centres on the south coast of the UK teaching both the powerboat and PW schemes in a recreational context. I am currently running my own centre in Southern Ireland.

I have never really experienced barriers with my chosen path. I was actively encouraged into instruction at the age of 21 by my employer and my peers in the RNLI, and for this I am extremely thankful. My own enjoyment of training and my personal motivation and determination to succeed allowed me to progress quickly to becoming a Trainer.

From my own experiences delivering instructor courses, I think it is important to point out that instruction is as much about the softer people



skills, as it is about technical ability. In general terms, women are naturally good at feeding back to students, adapting their approach to suit the student, and using intuition etc. Sometimes female candidates present with lower confidence with regard to the technical skills, but often they are much better than they perceive.

I believe that active encouragement of young females, in all aspects of boating, at club level is vital to increase female instructor participation. I am more than happy to discuss my own experiences further with anyone thinking about instructing.

For me, pursuing a career in training was the best thing I ever did. I have had so many opportunities and great experiences, and would certainly recommend it to anyone who loves working outdoors.

Amy Veasey, Principal – Broadhaven Marine Training
Email: amy@marinetraiding.ie

The masthead float debate

I was interested in the article on masthead buoyancy in the last issue, as we've just started using them at our club in Gibraltar.

We've recently acquired an RS800 so that we can instruct 'on the wire' but, for the first kilometre out to sea, the bottom is less than 8m away. With the price of replacement masts in mind, we decided to attach a small inflatable float to the head of the sail. This has worked very well and has since been used on the RS400s and Laser 2000 when an inexperienced helm is on the stick, or when the conditions get a little adventurous.

The article comments on the 'old hands' not using the buoyancy and mentions that 'it's not normal sailing'. I have raced and instructed for the past eight years. Whilst I abhor the nanny state, sailing is about enjoyment, grins, speed and an increased heart-rate, not inversion and the potential of hypothermia or drowning. That said, we have a very practical attitude to capsizing drill and survival sailing taught at the club and it's something that's demonstrated repeatedly to all new members.

Anything that can help people get on the water safely and develop their confidence (without breaking kit) surely must be a good thing.

Ian Phillips

Thanks for your support

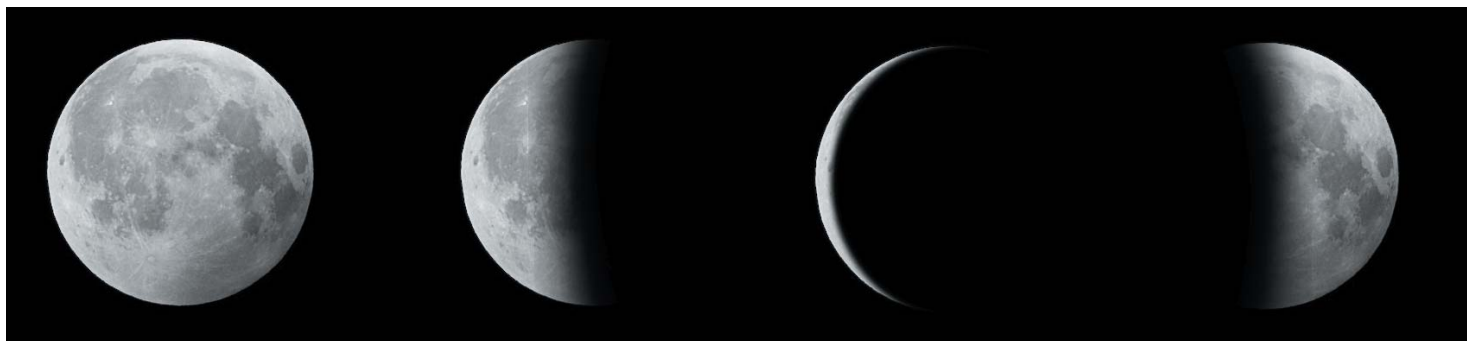
I would just like to register our support for the stance that James Stevens has taken on the UKCC and child protection. Just look at the mess that the BCU has made of canoeing!

Stick to your guns and keep training focussed, practical and accessible.

Jeff Creak
Principal, Hillingdon Outdoor Activities Centre



Rockley Watersports/Roger Turner



Too much information!

The extent to which instructors cover theory subjects on practical courses is a tricky subject. Some students may be particularly interested in studying certain areas in depth, while others will pick up a new concept far better by seeing it in practice on the water. Paul Mara gives a few pointers on how to tackle the subject of tides and tidal streams, without bogging students down with too much detail.

Traditionally, on powerboat courses, a fair amount of time has been devoted to the causes of spring and neap tides, with reference made to the relative positions of the moon and the sun at various times of the lunar cycle. Interesting, but it can take more time to explain than the most important bit – the effect on the water we're about to go boating on.

So, is it really necessary to explain this subject in such detail? Perhaps more importance should be placed on the shape of the moon in the sky – is it full, new or somewhere in between? You could ask your students to have a look that night and report back in the morning. Keep your explanation as simple as:

If it is full or new, it will be around spring tide. The gravitational influence will be greater, so there will be a bigger range between high and low water. With the bigger volume of water comes a faster tidal flow. Likewise, if the moon is half way between, it will be near to neap tides. The moon's effect will be less, with a smaller range and less tidal flow.

Early in the course, introduce a local tide table. Using the information for the day, get your students to work out the times of high and low water, and build up a picture in their minds as to whether the tide is flooding, ebbing or slack. Go outside and get them to note the water level and the time, follow it up with further observations later in the day. It is this practical experience that will stay with your students long after the course when they venture out on their own boats.

When working at Dover, we used to joke that if the tide is out then it must be in, 22 miles across the English Channel in Calais. Initially, students would accept this theory as, from basic observations sitting on a beach, we are used to seeing the tide come in and go out. But what really happens? It certainly comes up the beach, but where is the water coming from? Explain to your students how it actually moves around the coast, so the direction of the flow is across the beach, not up and down. Emphasise the importance of the tide's influence on the boat, where it will take them and how they can use it to best advantage.

The rule of twelfths can be a useful aid to explain the progressive flow rates of the tide, especially the fact that the tide flows faster during the third and fourth hours of the cycle. Showing them the physical effects out on the water will reinforce their theoretical understanding.

With increasing fuel costs, using the tide to your advantage can give a significant financial reward. Link that to the inefficiency of going against the tide and its impact on the environment. Your students will soon understand it's not just about using more power to get there quickly.

Once your students understand the basics of what happens, you can introduce the additional effects of the wind. Obtaining and understanding a forecast is a subject in its own right. Talk about the effect of wind against tide. Look again at whether it

is springs or neaps, whether the tide will be flooding, ebbing or slack and what the wind direction will be. This introduces an important safety lesson: How rough will it be? Will it be safe to go? How will the conditions change? When will the tide turn? Will we get back safely?

We have all experienced the inquisitive student, who wants to know everything about everything and why it all happens. To help with these, a diagram of the astronomical influences, along with notes to support what has been said here, will be included in the revised edition of the course note book, Start Powerboating.

So, rather than a lesson majoring in basic astronomy, let's teach the practical aspects of tides and tidal streams, and their influences on our boating activity.



Paul Mara
Chief Powerboat Instructor

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

Take a look at page 18 for details of regional instructor conferences.

A great way to keep up to date.

2009 Powerboat Trainers Course

The annual Powerboat Trainers course continues to generate interest. With the introduction of the selection process in 2005, we have seen a healthy increase in the number of passes at the end of the course.

Until now, the course has taken place in early March, meaning that many candidates were rusty following a winter ashore. When we introduced the selection, it took place at the end of the season, meaning that anyone who received an action plan found it difficult to achieve the desired improvement with little chance to practice over the winter before the course.

Following feedback from candidates and the training team, we have reviewed the schedule. The selection will now take place at the start of the season, with the course itself running in October or November.

We are happy to receive applications at any time throughout the year, and encourage suitably qualified and experienced instructors to submit their application to their Regional Development Officer for approval.

Further details and an application form can be found at www.ryatraining.org/runningcourses/trainers.

IWHC and the Boatmaster Certificate

Following the introduction of the National Boatmaster licence, there is still some confusion over what is required to gain this qualification and, indeed, which level of qualification is required.

We have successfully negotiated with the MCA that the RYA Inland Waterways Helmsman Certificate (IWHC) is included in the recently published General Exemption as an alternative qualification to the Boatmaster licence.

With immediate effect, the IWHC can be used for category A and B waters for vessels carrying not more than 12 passengers, without the need for a commercial endorsement. However, if a vessel is coded under the MCA's codes of practice for

small commercial vessels, the IWHC is not acceptable and cannot be commercially endorsed.

This acceptance of RYA qualifications is excellent news for the many charities and other voluntary organisations operating narrowboats, whose skippers will not need to go to the expense and trouble of obtaining

a commercial endorsement or a Boatmaster certificate.

It should be noted that this legislation does not affect members of the public operating their own leisure craft.

To read the full General Exemption see www.ryatraining.org/runningcourses.



Inland Waterways Conference

In the spring edition of Wavelength we reported that we will be running an Inland Waterways Conference later this year.

One of the main subjects to be discussed was the changes to the National Boatmasters Licence and its impact on RYA training centres. Unfortunately, while we have been heavily involved with the amendments included in the General Exemption (see opposite), the MCA has only just announced the new alternative qualifications.

To allow us to do the subject justice, we have decided to delay the conference until early 2009.

Invitations will be sent to IW instructors and centres as soon as we have fixed a suitable date and venue.

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Pictured - RYA1, as used by the RYA Training Department

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Stainless steel engine bolt lock fitted	£69.00
Outfitting and installation of outboard motor	£816.63
Powered by: Suzuki DF50 TL 4-stroke outboard motor	£4,799.00
Total Retail Price (inc VAT)	£12,671.21
Special RYA Club Safety Package Price	£11,375.00

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: 815cm³ (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.



Contact Ribcraft for more details. Call 01935 411846 or visit www.ribcraft.co.uk

Taking the plunge

Garry Packer is Junior Training Coordinator at Bristol Corinthian Yacht Club. He qualified as a dinghy instructor in 1988 and volunteers his time to help run training at the club. He is typical of many club instructors, trying to strike a balance between teaching others and enjoying his own racing, in a limited amount of spare time. As is often the case, he manages to do neither as frequently as he would like.

Here he shares his experience of the Senior Instructor course, and how he prepared for it.

What made you decide to take the SI course?

My motives were partly to improve my own knowledge and teaching skills, but also to allow me to be more active in organising training at my club. Instructing has its share of challenges and frustrations, but I really enjoy it and find it very rewarding.

How did you prepare for the course?

I downloaded the SI Workbook from the RYA website – it's a handbook with a set of exercises that has enabled the course to be reduced from five days to four. It was straightforward to complete and took a few hours each evening for about a week.

As an SI can do anything from organising a small group session to running a large centre, the material in the workbook is necessarily diverse, covering topics from running sessions to risk assessment.

About three weeks before the course, I received a list of presentation topics and practical sessions. I was tasked with doing a five to ten minute presentation on the National Sailing Scheme – no great problem. However,



my practical task was an introduction to asymmetric spinnakers for instructors – not ideal for a Lark sailor with only limited experience in an RS200!

Help was at hand in the form of the RYA/Shirley Robertson video 'Better Sailing'. Also, coincidentally, a club member wanted some coaching in their Topper Magno, which was an ideal opportunity to get to grips with the asymmetric. Although we only had a couple of hours drifting in very little wind, I felt confident that I could impart the key points.

Who else was on the course?

Including me, there were eight of us on the course. We were a very mixed bunch. Some were part time instructors, while others worked full time at centres. I was the only one from a club background. The average age was around the mid twenties, but I was relieved to find I wasn't the oldest!

What did you do during the course?

On the first morning we were shown some model sessions by the coaches. This gave us a benchmark to work to and an insight into the essential elements of a good session afloat.

Each candidate then took it in turns to run and assist with sessions, which gave the coaches a chance to see our sailing and organisational abilities. A debrief followed each session.

Our evenings were spent discussing issues raised by the workbook, looking at risk assessment, giving our individual presentations and planning for the practical sessions with 'real' students.

On days three and four our 'real' students arrived in the form of a mixed ability group of outdoor activity students from a local college. The group was split to enable each SI candidate to run a half-day session with other instructors assisting. It

was quite a challenge to organise interesting sessions to bring on the students' sailing ability in an unfamiliar environment. As before, each session was debriefed by the coaches.

And what did you learn from all those debriefs?

- 1 Keep sessions short and simple (personally, I need to talk less!)
- 2 Set clearly defined sailing areas
- 3 Be prepared to develop a session. Keep things moving along.

Now that you've qualified, how do you feel about the training process?

As a club sailor who may only run a few courses each year, I found it slightly daunting to settle into the routine. The learning curve was very steep and, with continuous assessment, the pressure never really stopped. But during the week my confidence grew as I learned where everything was and how it all ticked.

Fortunately, my lack of experience with asymmetric kites didn't disadvantage me at all, partly due to preparation and partly due to experience. However, it might have been a different story if we had been using more sophisticated boats like the RS400.

I had the opportunity to develop my own sailing, as well as gaining experience in managing larger groups than I am used to. My only criticism is that I think four days is too short. Some of the experiences were still sinking in on the drive home!

Overall it was an excellent four days.

The Senior Instructor course is open to any dinghy instructor with the right experience and certificates. In brief, this entails:

- two years intermittent or one year full time dinghy instructing since qualifying as an instructor
- RYA safety boat certificate
- first aid certificate
- signed recommendation from the Principal of an RYA centre (see G14/05)
- sailing ability to at least the standard of RYA Dinghy Instructor

The minimum age for the course is 18.

For further information and course dates see www.ryatraining.org/runningcourses.



Sailing similes

Simile (sim-ill-ee) *n* a figure of speech that likens one thing to another

RYA Coach/Assessor, Colin Ridley, extols the virtues of using familiar concepts to help students grasp new skills – a simple but effective tool.

One of the most common ways for dinghies at training centres to become damaged is when leaving or returning to the shore. This is often a confusing time for students when so much is happening at once – sails, centreboards, rudders, sheets, halyards, slipways and a few nerves.

To help students understand new controls and concepts, instructors sometimes compare unfamiliar items to more familiar things, such as controls of a car. For example, we often refer to the mainsheet as the accelerator – pulling it in to make the dinghy speed up, letting it out to slow the boat down (except downwind, of course!). What about using the simile of putting the dinghy into gear?

If you've ever laid a dinghy on its side with the sails up and demonstrated the effect of the sail controls on its shape, it will be clear just how much the kicking strap contributes to the shape of the sail. This shape gives it the power. So, we could think of pulling on the kicking strap as putting the dinghy into gear, and releasing it as putting it into neutral. Just like driving a car, we still need the accelerator but when starting the car (launching the dinghy), it should be out of gear.

So, to help stop powered-up dinghies banging into each other during launching and recovery, teach your students:

- Put the dinghy into gear (tighten the kicking strap) as you sail away
- Put the dinghy into neutral (release the kicking strap) when you return.

If you have some favourite teaching tips that have proved successful with your students, why not share them with other instructors? If you submit an idea for a coaching article, you may be the lucky recipient of a Harken wet/dry bag, or other goodies. Send your ideas to wavelength@rya.org.uk.



Keelboat SI pilot course

Senior instructors (SI) are always needed to supervise courses at RYA Centres. But until now, the qualification has only been available to dinghy sailors or windsurfers. Our pilot courses were run to test how the current dinghy SI format would translate to keelboat sailing.

Working on the principle that one volunteer is better than ten pressed men, we were delighted when three organisations stepped forward to pilot the new Keelboat SI course. Our thanks go to the Nancy Oldfield Trust in Norfolk, Sailnet in Brighton and Rutland Sailability for their fantastic help in trialing this new format.

Each of the three pilot courses had a different flavour reflecting the very disparate needs of the organisations and candidates involved. The feedback from all has been positive, with the courses being well received by coaches and candidates alike.

The main lesson learned has been that the course does not need to vary much from a standard dinghy SI



course, particularly at inland venues. Each venue brought new challenges, for example leaving and returning to a large coastal marina put some time pressures on the course. Being creative about where and when de-briefs took place solved most of these problems.

The variety of keelboats on offer meant that the coaches and candidates sometimes had to agree

on the component parts of a method tack or gybe before they could run sessions based on that part of the training scheme. Additionally, some boats had engines and this meant that performing manoeuvres under power also needed to be included.

Ray Johnston was a candidate on the Rutland Sailability course and has long seen the value of keelboat SI training for them. 'Two years ago, we were left with only one SI available to manage and supervise sail training. The future of the club was at risk until five members volunteered to start the journey to becoming SIs.

'With a combined age in excess of 300 years and copious quantities of multi-vitamin pills, the group embarked on a pre-course period of sailing and burning the midnight oil in preparation for their instructor course.

'Then, having completed the pre-entry courses and accumulated the

necessary instructional hours, the day of the SI course dawned. This was not only an informative experience, when we learned a great deal about the management of sailing and instructors, it was also a most enjoyable four days.

'Rutland Sailability now has six SIs, a more secure future for the club and a supervisory load that can be shared.'

The success of the pilot courses has led to this new qualification being implemented and further courses being planned. If you are interested in training as a keelboat SI, please contact Dawn Seymour at RYA Training on dawn.seymour@rya.org.uk.

Potential candidates must be competent keelboat sailors, hold the keelboat instructor certificate, the safety boat certificate and have experience of running keelboat courses at an RYA training centre.



Safe trailing

There have been one or two trailer accidents in the news this year, which serve as a timely and salutary reminder for all of us.

While we all spend as much time as we need getting the boat ready for sailing, we often rush the packing up and getting it onto the road trailer bit.

You know how it goes – you swap a little banter in the car park about who did what on the race course, then there is the prize giving to go to and, before you know it, you're in

the driver's seat and setting off down the road.

Your thoughts start to wander... did I give the ratchet straps a final tweak to tighten them? Did I finish off the mast tie down with a decent knot? Who actually put the pin into the combi trailer peg? You pull over at the first layby for a quick double check. Phew – all OK this time.

What if you don't remember? What if you set off down the road not having tied the mast down, so it bounces

off and goes through the windscreen of an oncoming vehicle? The consequences don't bear thinking about.

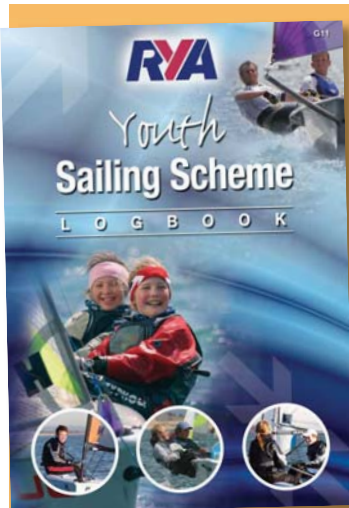
Let's all take those few extra moments of care to make sure it doesn't happen to us.

The RYA's legal department produce an information leaflet: 'Trailing and roof racking, the rules and regulations'. RYA members can download a copy from www.rya.org.uk.



John Thorn
National Sailing Coach

E-mail: john.thorn@rya.org.uk
Tel: 023 8060 4185



New Youth Sailing Scheme Logbook

The Youth Sailing Scheme Logbook (G11) is now fully revamped and available from late autumn.

There have been some subtle changes, including the addition of the Advanced Sailing modules, clearly laid out with pages for certificates and course content. This means that young people following the Youth Sailing Scheme no longer need to buy a second logbook to record their progress beyond Stage 4. The Start, Intermediate and Advanced race training syllabi have also been extensively revised and there are spaces for the relevant certificates.

These changes and improved guidance on who teaches what in race training, should help clubs and centres to offer more clearly defined pathways and better continuity for their young sailors, encouraging continued participation.

The revision of the racing courses has allowed us to balance the content and skill level for each. We have simplified the Start Racing syllabus and harmonised all three with similar chapter headings and formats.

To avoid centres stocking both junior and adult Advanced module certificates, you will find that the existing Advanced certificates fit the new youth logbook.

Reward your beginners

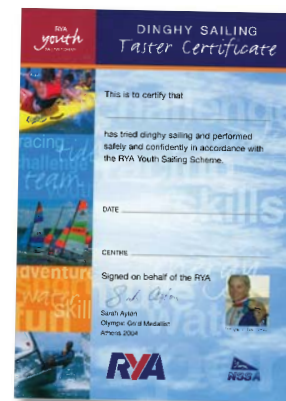
Don't forget that dinghy taster certificates are available FREE* to RYA centres.

If you are running introductory sessions, why not issue them to all your students? They are very topical at the moment as they feature Olympic Gold Medallist, Sarah Ayton. Help us use up the current stock, so

that we can add Beijing to her list of medals in the next reprint!

Taster certificates come in books of 10 and can be ordered in the usual way, via your centre's account. The order code is YTC.

Get yours today!



*P&P charges apply, so it makes sense to get your taster certificates when ordering other stock.



RYA Regional Instructor Conferences 2009

Who is it for?

All RYA instructors teaching in Dinghy, Windsurfing, Power and PWC schemes.

Why come?

Weather permitting, there will be a number of on land and water sessions. Grasp the opportunity to try the latest kit, update your skills or even try something new. Ask one of the RYA Chief Instructors questions, increase your knowledge and gain tips from other instructors, coaches, trainers within your region and the equipment providers themselves!

All this and lunch for just £10!

When and where?

Region	Date	Venue	Contact
South East (Evening)	Thurs 19 th Feb	Chipstead Sailing Club	andy.hooper@rya.org.uk
South West	Sat 21 st Feb	Mountbatten Centre, Plymouth	graham.manchester@rya.org.uk
East Midlands	Sat 28 th Feb	Staunton Harold Sailing Club	gareth.brookes@rya.org.uk
West Midlands	Sun 1 st March	Bartley Sailing Club	gareth.brookes@rya.org.uk
Wales SW	Sat 14 th March	Pembrokeshire Activity Centre	admin@welshsailing.org
East	Sun 15 th March	Bradwell Outdoor Education Centre	robbie.bell@rya.org.uk
Wales NW	Sun 15 th March	Plas Menai	admin@welshsailing.org
North West	Sat 21 st March	Towerwood OEC, Windermere	sally.kilpatrick@rya.org.uk
South and South East	Sat 28 th March	Hayling Island Sailing Club	andy.hooper@rya.org.uk
London and Thames Valley	Sun 29 th March	Datchet Water Sailing Club	guy.malpas@rya.org.uk
North East	Sat 4 th April	Sunderland Marine Activity Centre	suzie.blair@rya.org.uk
Yorkshire	Sun 5 th April	TBC	suzie.blair@rya.org.uk



For more information please contact the Sport Development Team at the RYA on 02380 604198

New name for the Coastal Skipper

Following feedback at recent conferences, and consideration by the Yachtmaster® Qualification Panel, the name of the RYA Coastal Skipper Certificate of Competence will be changed to RYA Yachtmaster® Coastal Certificate of Competence.

There will be little change to the standards required for assessment, and the names of the supporting courses will remain the same.

This change will help to distinguish the certificate of competence from the course completion certificate, and

clarify for the holder which certificates can be commercially endorsed.

This change will take effect from January 1, 2010, giving training centres time to change their publicity materials. During 2009 we will ensure the relevant publications are updated.



EPIRB changes

On February 1, 2009 the processing of the satellite EPIRB 121.5/243MHz frequency in the GMDSS will cease, to be replaced by the 406MHz beacon system.

After that, 121.5/243MHz beacons should not be used as initial emergency alerting devices, but may still be used as a homing device for suitably equipped search and rescue services, once the vessel's approximate position has been identified.

The lithium batteries in old beacons must be disposed of correctly to avoid accidental activation.

The MCA advises:

- Local authority waste disposal sites where batteries can be disposed of for recycling;
- Some manufacturers are offering a distributor take back scheme with incentives to trade-in the old beacons for a 406MHz model.

For further information see the MCA's notice MGN 361 on www.mcga.gov.uk.

Cruising Instructor training

Following consideration by the RYA's Training Committee and discussion with the MLA and a selection of instructor trainers and RYA training centres, a few changes will be made to the system for training and updating Cruising Instructors (CI).

We are keen to ensure a consistently high level of CI training. The changes shown below should help to provide a more uniform structure for the training, and mean that instructor candidates and, in turn, their students get a better deal from the qualification.

From January 1, 2009

The RYA will update all existing CIs whose certificates are due to expire. Check your certificate and apply for an update if necessary.

CI courses may continue to be run by training centres, but more thorough reports will be required from the trainer on the performance

of candidates during the course and assessment. The CI report forms will be available from the instructor resources area of the RYA website. In line with other instructor certificates, a fee will be payable for the CI endorsement to non-RYA members.

CI courses should be run by experienced Yachtmaster® instructors. Criteria for the experience of the instructor to be able to run this course is available on the back of the CI report form and on the RYA website.

In the next few years

A system may be put in place to train specialist RYA trainers, who could run all CI courses for centres. Alternatively, these trainers could moderate courses run by experienced instructors at training centres, and run CI updates.

These 'broad brush' decisions need fine tuning and, once a workable



solution is agreed, they will be timetabled to give enough time for training centres to adopt them.

Email training@rya.org.uk for CI course dates and application forms.

Yachtmaster® Ocean review

It was our intention to review the Yachtmaster Ocean Course this year, but has been put on hold until the 09/10 season as we have had to concentrate on reviewing the Cruising Instructor qualification.

We regret having to do this, as the review is long overdue, but look forward to starting again next year. Interestingly, sales of the Ocean shorebased packs are 25% up this year.



Simon Jinks
Chief Cruising Instructor

E-mail: simon.jinks@rya.org.uk
Tel. 023 8060 4100

Changes to the shorebased papers

As discussed at last year's conferences, we are developing two sets of standard question papers for the Day Skipper and Coastal Skipper/Yachtmaster courses, to be used for the foreseeable future. These papers will be known as set A and set B and rotated, usually every couple of years. The assessment papers will continue to change annually.

This should make little difference when running a course, except that you will get used to the exercises and be able to develop resources that can be used again and again. We will still recall and reissue the papers once a year to drop in a new set of assessment papers, update or correct rogue questions, replace the answers/acetates and include a new publications catalogue.

The collation of the packs has also changed slightly. The instructors' answer booklets for both courses now include the questions and answers for the assessment papers. These papers have been perforated so that they can be removed, should you wish to do so.

In the Coastal Skipper/Yachtmaster exercises, the short answer papers (A-H) have been included in the exercise booklet, but perforated to give you the option to remove them.

In the exercise booklets, to help students find the approximate starting point to a question, we have included a view of the passage chart (chart 3 or 5) with a highlighted box, showing the general area that the exercise or set of exercises are taking place. We are not pinpointing the exact spot but the highlighted box should help students quickly look in the correct area. Be aware that even though the passage chart has been used for this purpose, the pilotage chart may be the best one to use for the exercise.

Notebooks

The Yachtmaster® and Day Skipper Shorebased Notes have been revised

in parts to refer to training charts 3 and 4 instead of 1 and 2.

CD plotter

The CD plotter loading system has changed comprehensively. The plotter and tutorial can now be run in many different ways: by loading direct to the PC hard drive, running straight from the CD, or installed anywhere in your computer's directory or network.

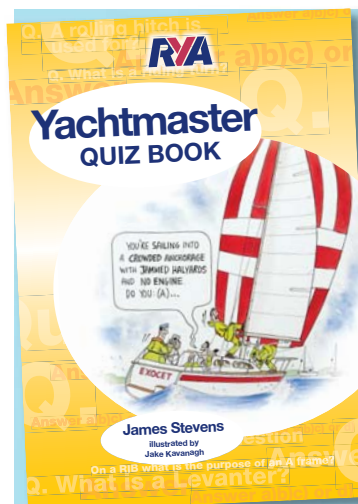
This should help colleges install the software to a network. It will also help students who do not want to take up lots of hard drive space by installing the plotter and tutorial.

The quick guide and CD help guide have also been updated to steer you through the process.

Amendments

As with previous years, we are sure there will be amendments to the papers. These will be posted on this website as soon as we have them. We urge you to visit the site regularly to update yourself on any changes.

We have also put some small amendments in the front of the Yachtmaster® shorebased notes.



A little light relief

If you want a different way of checking your students' knowledge, why not try the new RYA Yachtmaster® Quiz Book?

It's a compilation of all the popular Yachtmaster® quiz questions that have appeared in the RYA Magazine since 1999 and contains questions relating to Coastal Skipper/Yachtmaster® shorebased course. It is therefore ideal as a knowledge improver or refresher or, indeed, a taster for anyone wanting to embark on a course or exam.

A bit of fun is introduced through quirky cartoons by Jake Kavanagh.

Retail price: £7.99
Order code: G79

2008/9 conferences

The events below are open to shorebased and practical instructors involved in the cruising scheme, and will include an update on the scheme, syllabus and recognition issues. The evening briefings are free of charge and will last about 1½ to 2 hours. These replace the one-day shorebased instructor conferences.

Oct 13	Palma, Mallorca	1800 hrs
Nov 18	Birmingham	1900 hrs
Nov 19	Warrington	1900 hrs
Nov 20	Cardiff	1900 hrs
Dec 2	Southampton	1900 hrs
Dec 8	Plymouth	1900 hrs
Jan 13	London Boat Show	1700 hrs
Jan 24/25	Bournemouth	(Yachtmaster® Instructor conference)
Feb 7	Inverclyde	(followed by Scottish Cruising Symposium)

Examiner meetings

Oct 2	RYA House
Oct 13	Palma, Mallorca
Oct	Sydney (date t.b.c. – contact Yachting Australia for details)
Nov 13	Royal Harwich Yacht Club
Nov 19	Royal Western Yacht Club, Plymouth
Nov 26	Budworth Sailing Club, Cheshire
Jan 25	Bournemouth (combined with Yachtmaster® Instructor Conference)
Feb 7	Inverclyde

Booking forms have been posted to all relevant instructors and Yachtmaster® Examiners. If you haven't received your copy, please email training@rya.org.uk.

Online conferencing

As an alternative to these dates, this winter we will be experimenting with running a live online conference. If you are interested in taking part, email hazel.wilson@rya.org.uk to register your interest.

You will need to be connected to the internet, probably through a broadband connection, and have speakers on your PC. If you have a camera and microphone, you may also be able to join in too.

If there is sufficient interest we may run more than one live conference in this way, with a copy also being available on the website for future reference.

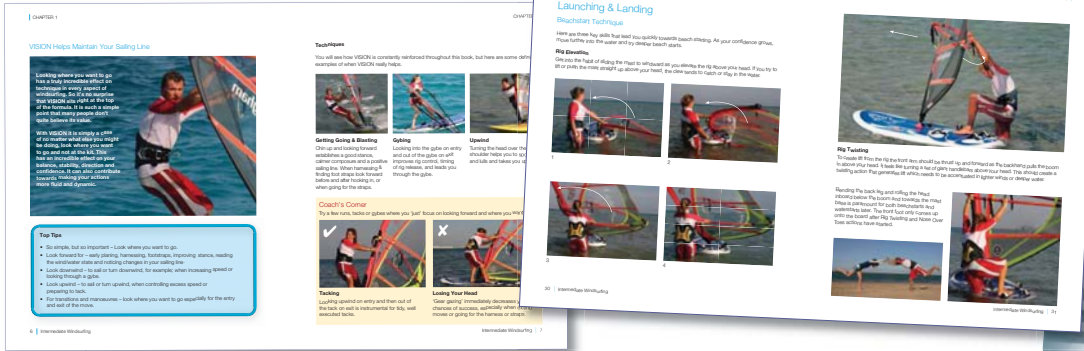
Photo ID

We are introducing a space for a photo on many of our course completion certificates. Increasingly, overseas countries require a certificate to cruise in their waters, and look for photo ID to establish authenticity.

The certificates will be similar to a boat show exhibitor's pass, so that the centre can place the holder's photo into the certificate, seal it with a plastic film, sign and stamp the certificate and hand it to the student.

The cost will be greater, but we intend, initially, to keep offering the existing certificates to centres that require them.

It's arrived!



The long awaited Intermediate Handbook is finally here. Written by Simon Bornhoff and the RYA, the handbook supports the Intermediate course and clinics, and is a great self-coaching guide during practice time.

The handbook fits in with the series of other windsurfing publications published recently: The National Scheme Logbook and Syllabus (G47), The Start Windsurfing Handbook (G49) and, for aspiring youths, The Youth Windsurfing Logbook (W1).

With clear illustrations, step by step explanations and top tips, it provides

fundamental advice on intermediate windsurfing for students and instructors alike.

The Handbook is the first in the series to include the Fastfwd formula of vision, trim, balance, power and stance. Use of the formula helps to break down the method, giving systematic reminders and a self-diagnosis method. In the book we have outlined specific coaching points, exercises and actions that will enforce the value of concentrating on a few core skills, enabling your students to master a specific transition.

Improved tacking and gybing, along with an introduction to harnesses, footstraps, beachstarting, early planing and blasting control, are just some of the skills covered. This is backed up by advice on equipment, quiver planning, gear set up, safety and understanding local conditions.

'Whether you're trying to cure mistakes or wanting to improve your current level, Intermediate Windsurfing is the perfect companion that will guarantee progress.'
Simon Bornhoff

To order your copy, visit www.rya.org.uk/shop or call 0845 345 0372.

Order code: G51
Retail price: £8.99.
RYA members' price: £7.64

The VERY LAST instructor conversion courses

One-day conversion courses provide instructors who qualified prior to the introduction of the Fastfwd coaching system the only route to revalidating their qualification.

Due to diminishing demand, all conversion courses will stop in early 2009.

When these updates stop, instructors who have not revalidated will have to do so at their own expense, by arranging with a Trainer to be updated independently.

To check whether you need to attend a conversion, or to find out where your nearest one will be, contact Vanessa Baxter at RYA Training – contact details below. The sooner you book, the easier it will be to find a date and venue to suit you.

Tel: 023 8060 4178, or email vanessa.baxter@rya.org.uk.



With a forecast of South Westerly 28 knots and a Met Office warning of heavy rain most people would be forgiven for wanting to stay warm and dry at home. Instead, on a weekend in September, 350 windsurfers took to the waters off Hayling Island at the 2008 Fat Face Windsurfing Festival.

Competitions were run throughout the weekend by the UK Windsurfing Association (UKWA) for windsurfers of various abilities. There were across wind courses, master blasters and a series of eliminators for Pro UKWA sailors counting towards the Fat Face Night Series – a night time competition with floodlights illuminating the seafront and sailing course.

To encourage local residents to take part in the event that usually only attracts experienced windsurfers, the

RYA ran taster sessions, introducing children and adults to the sport. RYA Trainers, Chris Frisby and Tony Ireland, kindly gave their support, opening up 48 places for people to turn up and have a go.

Unfortunately Saturday's weather stopped beginners going afloat, so it was time to be creative. Simulator sessions and competitions on the surf simulator were just a couple of the activities on offer.

Huge thanks to Tony and Chris for their help throughout the weekend, Portsmouth Outdoor Education Centre for the loan of kids wetsuits, and UKSA and the Army Sailing Association for the equipment.

Anyone can turn up and compete – why not give it a go next year?

Take a look at page 18 for details of regional instructor conferences. A great way to keep up to date.



Amanda Van Santen
Chief Windsurfing Instructor

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Tel. 023 8060 4179

Putting the 'rrrrr' in racing

If you have ever watched kids play, you will understand their desire for competition – who's fastest, who can jump highest, who's the best? In a world of political correctness, it is not the done thing to establish winners and losers. But most kids don't read the rule book.

Windsurfing is an independent sport – a lone guy getting changed by the side of his car on a windswept beach. But kids are sociable creatures who prefer to sail, play and chat together. One of the reasons Team15 has been so successful is the social aspect of bringing fifteen sailors of a similar age together. Add a bit of competition and it is destined for success.

One potential weakness is a lack of knowledgeable, experienced volunteers available to coach potential Bryony Shaws and Nick Dempseys to stardom. As racing is just a tiny proportion of windsurfing activity, instructors who have raced and can pass their knowledge on in a fun and effective manner can be hard to find.

So, how could you make a difference?

To become a windsurfing race coach, a basic knowledge of racing is fundamental – you need to know your subject. But this doesn't have to be high level or technical stuff, just enough to help a sailor

to get around a course. The kind of thing you need to know is course formats, start sequences, Notice of Race and Sailing Instructions, with some understanding of the rules. Your most important asset will be a passion for helping people learn and progress.

The fundamentals are not hard to learn. Why not attend a regional or national race event, either as a competitor or volunteer? Chatting to competitors, parents and race officials will soon point you in the right direction. The RYA can also assist you in gaining this knowledge through a series of courses catering for all levels of experience.

Coaching versus teaching

When you coach, you create the environment for the sailor to teach themselves, with you supplying feedback and support, ie. 'Try putting your foot by the mast, what does it feel like? Is it better or worse than keeping your foot by the daggerboard?'

Most elite coaches of TeamGBR will tell you that much of their coaching time is spent feeding back information to the sailors, so the sailor can make the correct decision. The higher the level of sailor, the more coaching goes on, and vice versa at a lower level.

The RYA runs a series of courses to give you the skills and knowledge to teach and coach racing at various levels. The most basic of these qualifications is the Racing Instructor course, which replaces the Team15 Coach Red course, and covers race coaching for kids and adults and any RYA initiatives and pathways within racing.

There are two ways of achieving this qualification:

The fast track route to becoming a racing instructor

This route is for experienced racers who are becoming instructors.

If they fulfil specific criteria for knowledge and experience, and their instructor training covers the Team15 philosophy, aims and objectives, they can be signed off as a Racing Instructor during the standard Start Instructor course.



The conventional training route

This route is for instructors with no previous racing experience and who do not fulfil the fast track criteria.

It is a two day course that achieves the same outcome as above, resulting in them becoming a Racing Instructor, but allows them to learn the basics along the way. It takes instructors through the 'whats', 'hows' and 'whys' of windsurf racing. To attend this course you need to be a Start Instructor or above.

The next step up

After the Racing Instructor course comes the RYA Racing Coach Level 2 course. This is a two day course covering aspects of racing such as putting together coaching sessions, briefing and debriefing sailors and how to run safe, fun and effective coaching on and off the water. It costs just £35, which is heavily subsidised by the RYA.

For more experienced coaches there is a Level 3 course. Places are by selection only and are limited to coaches working at higher levels. Candidates for all coaching courses will need a valid first aid certificate and a Powerboat Level 2 certificate to complete the qualification. Courses are tailored to specific disciplines such as windsurfing, dinghy sailing, keelboat and team racing. Courses are run all year throughout the UK. Course details and an application form are online at www.ryaracingevents.org.uk.

And now for the best bit...

Once you're qualified, the really exciting bit starts – designing a programme to take your squad from beginners to winners, working out a training schedule and which competitions to target. You will need to analyse their strengths and weaknesses and work out when they should be moving up a class, and what exercises you can use to help them progress.

The trick is making it so much fun that they don't even realise they are training, while at the same time taking them out of their comfort zone and pushing their limits. How will you help them deal with success and failure? Imagine being Nick Dempsey's coach at the end of the medal race in China. What would you say? OK, the prize is not quite as big, but the emotion of a ten year old whipper-snapper is!

The work is hard, but the rewards are massive. Yes, it helps to have technical knowledge of how to help the sailors go faster, and tactical experience is a bonus. But at junior level it is more about support, enthusiasm and providing a sensible and rounded perspective to the whole thing.

What are you waiting for? Get out there, get qualified and get coaching!



L-R: Ali Masters, Jacob Brubert, Ed Strange.

Coaching Heroes

This second feature in our series puts the spotlight on Chris Gowers, Head Coach for the Laser class.

Who do you coach?

I'm Head Coach for the Laser class, concentrating on the high performance sailors, currently including Paul Goodison and Nick Thompson. I'm also involved in training and developing other coaches.

When did you start coaching?

In the late eighties I started coaching for the Welsh Yachting Association. In 1992, I came to work with the RYA.

Who is the most famous sailor you have coached?

Ben Ainslie. He was just starting his Laser sailing when I ran the Laser Youth Squad training for Jim Saltonstall. In the

same group was Iain Percy and Penny Mountford (now Clark) in her Radial, who really wound the guys up by leading a few of the training races. 'Bart' Simpson was due to attend but was in a huff about the previous year's youth selection, and didn't join us until a little later!

What are you focusing on at the moment?

This time of year we are generally just kicking off a new annual cycle. Following the Olympics we will be exploring the areas that we think we need to work on with other specialists, to improve performance. On the water we tend to be limited by lack of conditioning in this period, but this is where we try to change any fundamentals of technique. The best time to do this is after a break. Without giving too much away, the

emphasis will be on some downwind ideas with Nick Thompson.

What boats have you raced?

Topper, Laser, Soling, Match Racing and Flying Fifteen, all fairly seriously. For more of a laugh I sail a RS400, and used to sail a 1720 and Melges 24 – some laugh, hanging off the lifelines!

What are you sailing now?

I spend most of my time sitting in a RIB.

What are your three coaching strengths?

I have a high boredom threshold and a misplaced trust in the sailors!

At events I am good at gathering information about the race course and informing the sailors of the relevant points, and avoiding the bull****.

I am also well aware that there are lots of things I don't know.

What has made a difference to your coaching?

I've gained a lot from talking to other nations' coaches and watching them in action on the water.



Richard Langdon/Skandia Team GBR

How do you inspire sailors and other coaches?

I try to explore the many facets of the sport with them. Generally, at their performance level, they are so driven that it's more about finding the right areas to work on and calming them down. We don't generally struggle to get the motivation up.

What's your favourite coaching exercise?

For all round learning, I like a windward leeward course with a five minute beat and a gate. Just do two laps and finish on the first cross, just after the gate second time round.

For my entertainment, I love 'two turn penalty football'. Set a fairly short course where, if you get far enough ahead of the next person you put in one or two turns. This then opens the gap ahead for someone else to start spinning.

If you know a racing coach working with squads, clubs or classes, who you think deserves some recognition, let us know.



UK Coaching Framework update

Sports Coach UK is the body heading up Britain's drive to become the leading nation in the world in sports coaching by 2016.

In order to achieve this aspirational goal, Sports Coach UK has launched a framework to guide governing bodies and sports in the processes and practices needed to progress the UK's coaching systems. The framework comprises 12 strategic action areas, which cover aspects such as coaching in education, research and development and coach pathways. The RYA has signed up to this policy framework, as it believes that the central drive and strategy is aligned with our own agenda.

Part of the framework is the strategy

to align all UK coaching qualifications by transferring them to UK Certificate of Coaching (UKCC) qualifications. In order for a qualification to be accepted as UKCC endorsed, specific criteria and processes must be followed.

This has created some debate, particularly in a sport such as sailing where coaching and teaching qualifications are longstanding, respected and accepted on an international basis, and have other criteria with regards to safety (AALS, MCA etc). With this in mind, we conducted a small pilot of the suggested criteria for UKCC endorsement at one of the higher coaching levels, which affected very few people (less than 12).

We also contracted an independent consultant to undertake a cost/benefit mapping exercise of the current RYA Racing Coach Level 2 to the suggested UKCC Level 2. The results of both studies concluded that, at present, there would be very limited benefit and a substantial cost increase for participants to follow the pathway to UKCC endorsement. Therefore the decision is that the RYA will not be following the UKCC aspect of the UK Coaching Framework at the present time.

It must be remembered that the UKCC is a tiny part of the UK Coaching Framework and that, on the whole, we agree and support the missions, aims and strategies of Sports Coach UK.



Helen Cartwright
Coaching Development Manager

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Effective feedback and debriefs

This summer, Great Britain has been winning medals and championships all over the world. From the Olympics to the Youth Worlds, to various World and European Championships, our sailors have been dominating events in force.

This world dominance doesn't just happen. It begins with the basics being delivered well at grass roots level.

Mike Hart looks at how to bring together the various aspects of your coaching sessions into a coherent message to help your sailors improve further.

The ability to make your coaching effective is your biggest challenge.

One area that most coaches could work on is providing effective feedback. The brief is normally planned in advance and, if it has clear aims and a structure, the sailing session that follows tends to be safe and fun for the sailors.

To be able to deliver good feedback on the water and an effective debrief after the session, the coach needs to be observant, have the ability to make constructive comments and to ask the sailor pertinent questions to bring out their own thoughts on how they performed.

Feedback: 'The return of information about the result of a process or activity; an evaluative response.'

First, let's look at how to deliver feedback afloat:

- Get the sailor alongside the coach boat so that you have eye contact and can hear each other.
- Ask them about their performance using open questions.
- Give your thoughts and comments on their performance.
- Agree on the way forward.
- Keep to the aims of the session and keep the discussion positive.
- Keep it short and simple (KISS)

Debrief: 'To question to obtain knowledge'.

Once you get ashore, how do you manage an effective debrief?

- Re-visit the aims of the session.
- Make it specific and individual.
- Use your notes that you made during the exercise.
- Reward effort and performance, not just the outcome.
- Motivate.
- Remember that people learn in different ways (VARK) so use, as a minimum, some visual methods

and relate learning points to the feel of the boat.

- Use effective questions and listen to the answers so that you can follow up.

Below is a diagram showing the 'traffic light' method for delivering feedback. This works well to get the coach and sailor talking. Coaching is made far easier if you can get your sailor to give you their thoughts on their performance, and to have a say in how to solve any problems or increase their own performance.

Shaping the feedback

Traffic light style
ASK Ask – What? When? Where? How? Why? LISTEN!

DISCUSS Discuss their performance.

SOLVE Agree action plan/ goal setting/focus

In summary, the ability to deliver effective feedback is paramount to the success of any coaching. The skill and effectiveness of the coach can be measured by how quickly the sailor's performance improves.



Racing Coach Level 2 – book your course online

We have introduced online application and entry for all RYA Level 2 Racing Coach qualifications, making the administration of the course easier and quicker for all involved.

It's now easier to check out future courses, apply and receive the pre-course information and worksheets instantly.

At times, technology can appear to be an enemy. In this case, we are confident that it is a firm friend!

Go to the following link to see the online application: www.sailracer.co.uk/ryacoaching/default.asp?eventid=8078

Improving mark laying skills

The demand for skilled race management teams will rise dramatically over the next four years. The UK is already scheduled to host over 40 week-long international regattas, as well as national and zone championships.

In response, the RYA Race Management Group has developed national and regional Mark Layers courses to sit alongside the familiar National Race Officer and Regional Race Officer programmes.

The national Mark Layers course was trialed at Sail for Gold in Weymouth and the RYA Youth Championships at Pwllheli. In July, the Royal Lymington Yacht Club hosted five experienced mark layers as participants on the first regional course.

The one day course comprised theory and practical exercises. It included analysis of the Sailing Instructions to gather information specific to the mark layer, kit preparation, local knowledge, communications, laying,

dropping and stream marks, gates and start/finish lines. There were also tips and techniques for safely and speedily setting a competitor-friendly race course.

A series of exercises afloat recreated scenarios commonly seen at large regattas. Each participant had the opportunity to lead an exercise and to observe differing methods of addressing issues as they arose.

Ed Stevens of the RYA led the course and commented, 'There is now a better

understanding that mark laying is quite an in-depth area that combines a lot of skills from other areas of boat handling, navigation, seamanship, and race management. As long as the candidates have an understanding of these areas, we can show them how to apply these skills to mark laying tasks.'

For further details or to register your interest, contact Kelly Thomas

kelly.thomas@rya.org.uk
023 8060 4161.



Changes to First Aid at Work training

From October 1, 2009 it is likely that there will be some changes to the four day First Aid at Work course (FAW). This course is the minimum level required by all RYA first aid instructors.

It is expected that the course will be shortened to three days.

The existing three year validity of the certificate and the two day requalification course will remain unchanged, but an annual half-day refresher session between courses will be introduced that first aiders should attend.

These changes will affect all RYA first aid instructors using FAW as their higher qualification. When they update their certificate, only the three day FAW course will be accepted. It does not affect the RYA first aid course.

Doctors and other health professionals, once retired and no longer practising, require a first aid qualification after three years.

There will also be changes to the one day Appointed Person course for first aiders. It will become known as the Emergency First Aid at Work course, be more tightly regulated and include the annual half-day refresher session between courses.

CPR – the right way

It is vital that first aid instructors demonstrate CPR to a very high standard on their courses.

The 2005 guidelines made the protocol simpler and stressed the importance of minimising the interruptions between compressions.

Changes included:

- CPR should be started if the casualty is **unresponsive and not breathing normally**.
- Hand placement is to be taught as 'centre of the chest'.
- Each rescue breath should be about one second and make the chest rise as in normal breathing.
- The mouth should not be checked for obstructions unless the chest does not rise normally.
- Once CPR has been started no further checks are required unless the casualty starts breathing normally.
- The **head tilt – chin lift** method should be used to open the airway.

When demonstrating the head tilt – chin lift, it is essential to do it as shown in the First Aid Manual (see



page 77 'How to open the airway')

Opening the airway:

- Place one hand on the casualty's forehead and gently tilt the head back.

- Place **two** fingertips under the point of the casualty's chin. Lift the chin.

Using two fingertips only, and folding the other fingers out of the way, minimises the risk of pushing on the throat.

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To apply, please email your CV with a covering letter to paula.jacobs@uksa.org or post to Personnel, UKSA, Arctic Road, Cowes, Isle of Wight, PO31 7PQ.

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