

RYA Wavelength

keeping RYA instructors and coaches in touch



Dates for the Diary

14 May 16: First Aid Instructors Conference. See page 5

14-22 May 16: RYA Push the Boat Out 2016. See page 16

1 Jan 17: End of tidal/non-tidal distinction on cruising courses. See page 2

1 Feb 17: All centres must comply with new insurance requirements. See page 11

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Tidal versus non-tidal

Decades ago, when the RYA first began to allow RYA cruising centres to be recognised in locations outside of the UK, it seemed like a sensible idea to differentiate between centres that were teaching in a tidal environment and those that were not. And so the concept of the 'non-tidal' RYA centre was born.

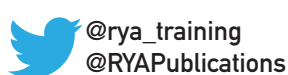
Roll forward several decades and the world has moved on. Now more than 20% of RYA training centres are outside the UK. The question of what constitutes a tidal area is less clear than ever. No other organisation in the world differentiates between tidal and non-tidal areas. Most importantly, the feedback from customers is that

our insistence on maintaining parallel courses within the cruising scheme is confusing and perceived as irrelevant.

After careful consideration, the decision has been made to remove the tidal/non-tidal distinction. From 1 January 2017 the courses will simply be known as the RYA Day Skipper and RYA Coastal

Skipper practical courses for sail and motor. There will be no reference to tidal or non-tidal. All centres will be required to include tuition on tides in all relevant courses, teaching tides practically where the environment is suitable and the theory concepts where no tidal influence is present.

Turn to page 2 for all the detail.





Tidal syllabus to be included in all Day Skipper and Coastal Skipper practical courses

Reference: TN 10-16

Issue date: January 2016

Applies to:

- » RYA recognised training centres offering practical sail or motor cruising courses
- » Yachtmaster and Cruising Instructors

Detail

From 1 January 2017 there will no longer be separate tidal and non-tidal syllabi and certificates for Day Skipper and Coastal Skipper practical courses. In addition, sail and motor cruising

training centres will no longer be identified as either tidal or non-tidal centres.

The new combined syllabi will ensure that all candidates will at the very least have covered the concepts of boat handling, navigating and pilotage in areas with streams, currents and significant tidal range. Wherever possible the syllabus should be delivered practically. If this is not possible, it must be covered theoretically.

New RYA Day Skipper and Coastal Skipper practical

certificates will be available in 2017 with the tidal/non tidal text removed.

From 1 January 2017, centres still holding a stock of the current certificates may continue to use them, crossing out the tidal/non-tidal option at the time of issue.

Students who have previously completed a non-tidal course will still need to complete a two-day conversion course to cover the tidal syllabus if they wish to receive a certificate which does not show the non-tidal endorsement.

The G158 Logbook will be adjusted to reflect the changes.

This does not affect the pre-requisites for the RYA Yachtmaster Coastal or Yachtmaster Offshore Certificate of Competence, both of which will still require completion of at least 50% of the minimum qualifying mileage in tidal waters.

[View notice](#)

Training Guidance



Guidance Notes for RYA ICC Test Centres (revised)

Reference: ICCTC / TG 10-14

Date: Revised March 2016

Applies to:

- » RYA training centres and affiliated clubs offering ICC and/or CEVNI tests

Summary:

- » Guidance Notes amended to include new eligibility information on page 2 for RYA members. Also includes general information about the

ICC, who can conduct tests and how to run assessments.

See also:

- » **TN 06-14** ICC eligibility

[View full guidance](#)

Sail & Motor Cruising

Tides for all

From 1 January 2017 there will no longer be separate tidal and non-tidal courses and certificates for RYA Day Skipper and Coastal Skipper practical courses. In addition, sail and motor cruising training centres will no longer be identified as either tidal or non-tidal centres.

All centres delivering the RYA Day Skipper and RYA Coastal Skipper practical courses will need to teach the tidal section of

the syllabus, delivered practically wherever possible. The items which must be taught are:

- » Boat handling in moving water
- » Allowing for set and drift during navigation and pilotage
- » The importance of researching tidal gates when passage planning
- » Vertical datum and tidal heights.

The G158 Logbook and the Day Skipper and Coastal Skipper practical certificates will be

amended to reflect the changes but there will be no requirement to replace your existing stock of books or certificates.

See the Training Notice above for full details.

Note: This change does not

affect the pre-requisites for the RYA Yachtmaster Coastal or RYA Yachtmaster Offshore Certificate of Competence. For both certificates candidates will still need to complete at least 50% of their qualifying mileage in tidal waters.

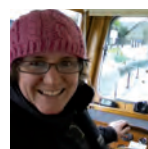


Vaughan Marsh

Chief Instructor, Sail Cruising and Shorebased

E-mail: vaughan.marsh@rya.org.uk

Tel: 023 8060 4182



Rachel Andrews

Chief Instructor, Motor Cruising & Power

E-mail: rachel.andrews@rya.org.uk

Tel: 023 8060 4187

RYA **Raymarine**[®] Yachtmaster[™] BY **FLIR** Instructor Conference

'A first class conference. The RYA are certainly moving forward and are supportive as ever. Lots of networking and a good venue. Thank you for all your efforts.'

This year the Yachtmaster[™] Instructor Conference moved from Bournemouth for the first time in around 30 years. If you attended, thanks for joining us in Swindon, taking part in the sessions and being such a positive and supportive audience! We had a conscious change of

focus this year. Based on feedback received throughout the year and following last year's conference, we provided a wide range of workshops and CPD sessions. These provided opportunities to confirm knowledge, share ideas and suggest new methods of course delivery.

Workshops

Marketing your boating opportunities	<i>'Some really good ideas for how to improve the school's online presence'</i>
Training Plotter - one year on	
Publications, eBooks and resources	
Duty of care, insurance and disclaimers	<i>'Good to hear how the RYA are keeping ahead of technology'</i>
Coaching techniques	
Green Blue	<i>'Very entertaining presenter. My highlight of the conference'</i>
Coding	
Radar	<i>'Excellent quality speaker, interesting, informative, first class'</i>
Does a person with a disability or young person cause you some concern?	

CPD sessions

Meteorology	<i>'Excellent. I could have listened to Andy all day. It should be a one day course.'</i>
RNLI: PLBs, AIS, EPIRBs and searches	
Shorebased teaching techniques	<i>'Excellent demonstrations and ideas for using everyday objects to demonstrate the principles.'</i>
Stability	

The presentation slides used at the conference are available on the [website](#).

A quick show of hands indicated that 95% of the attendees would come back next year, and the written feedback received from over 100 delegates after the conference was

extremely positive. The consensus is that we should return to Swindon and stick to this new format. With a clear idea of what our instructors want, we are already looking forward to 2017. If you didn't come this year please give it a go next year.

See you there!

'Best conference and venue I have attended. Looking forward to next year.'

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Teaching in the classroom – how hard can it be?

Teaching in a classroom can be a daunting prospect, especially if you're relatively new to it. As a qualified teacher and RYA Instructor Trainer, we asked **Andy Wright** to share some of his top tips for session planning.

The syllabi for the Essential Navigation and Seamanship, Day Skipper and Coastal Skipper courses are challenging and include many complex concepts, which need to be taught in a logical but entertaining way.

I like to work through the following process for each subject:

1. Planning
2. How well do I know the subject?
3. Preparation
4. Interaction
5. Review

1 It's all in the planning

The first thing I do is visualise what each subject will look like when I teach it. What do I want the learners to achieve, and how?

Using 'beginning, middle and end' to plan a session is a useful way to ensure you start each session well. The beginning provides your students with an outline of what you are going to cover and how, the middle is the session content and delivery and at the end you summarise your session and test your teaching.

The RYA syllabi set the content you need to cover quite clearly, as well as allocating the timeframe for each subject. These timings will give you an idea of the depth you will need to go into for each subject.

Plan to use a number of techniques, exercises and methods to cater for the various learning styles of your students. **VARK** helps us to remember different ways in which people learn:

Visual, **A**uditory, **R**eading (writing), **K**inesthetic.



Let's take the application of variation as an example. Using acronyms is a good way to help learners remember, such as TVMDC (True, Variation, Magnetic, Deviation, Compass) or: Cadbury's Dairy Milk Very Tasty. Or how about 'West is best, East is least'. Not all of these methods will make sense to everyone, so we need to use variety to help our students get to the light bulb moment.

2 Know your subject

'Those who can, do. Those who can't, teach', so the saying goes. This couldn't be further from the truth. In order to teach a subject we need to know it inside out, so spend time familiarising yourself with it and completing the tasks you are setting. Why not share ideas with other instructors, or join their session to learn other methods?

3 Preparation is key

As a teacher it often takes me longer to plan a lesson than it does to teach it. By the time I have decided what to teach, how to teach it, what to include, what resources I need, think about what questions people may ask

me and how I am going to assess them, an hour's session takes two hours to plan. You will get faster with experience but don't underestimate the value of a good session plan.

Start by going through the syllabus and deciding what you are going to teach on each day or session. Create session plans, and stick to them where possible. If you have to deviate, keep notes and adjust the plan as necessary. Share the plan with your students at the beginning of each session and, if possible, involve them in your teaching and planning. This stage of planning is a scheme of work.

Next, look at each subject and split it into aims and objectives. The aim of a session is what you are trying to achieve overall and the objectives are how you are going to achieve the aim. Split each session into no more than three key points – generally that's the maximum people will remember and it will help them recreate their skill later. Here's an example:

Aim: Course to steer, how to get from A to B.

The three key points are:

1. Draw the ground track line through and beyond your end point.
2. Apply the tide at your start point.
3. Measure your estimated boat speed and, starting at the end

of your tidal vector, strike an arc through your ground track.

A session plan splits the session down into the actual steps that you will take in order to teach the session, minute by minute with the activities and resources you will use for each step.

Complex subjects can be delivered in segments to help students remember them, using the whole-part-whole or part-part-whole methods:

Whole-part-whole for secondary ports:

Show the whole process so they know what they are trying to achieve (whole).

Then teach the bit they don't know - the interpolation (part).

Finally get the students to do the whole activity (whole).

Don't get sidetracked by explaining parts of the method the students already knows.

Part-part-whole for estimating position:

By this stage in the syllabus, you've already taught the parts - how to work out tidal flow, how to work from compass to true including leeway and how to draw a course over ground bearing and distance line. All you need to teach now is how to put the parts together to estimate a position. This is also known as stealth teaching.

4 Make it interactive

This is what we referred to as the middle section – you've planned the session and now you need ways for your students to remember the content you deliver, learn something and enjoy the session! Use exciting and relevant exercises to inspire your learners. Have you tried teaching course to steer by getting people to



Vaughan Marsh
Chief Instructor, Sail Cruising and Shorebased
E-mail: vaughan.marsh@rya.org.uk
Tel: 023 8060 4182

walk around in the classroom, or buoyage with model buoys and making people navigate around the classroom?

RYA e-Books are a great resource for teaching, with videos, illustrations and fantastic animation. The IRPCS eBook (e-G2) has movable vessels for lights and shapes, which is a great interactive tool that gives the students a break from your talking!

For other hands-on activities why not ask Paines Wessex for a set of dummy flares. They're free and help make the safety session truly interactive. The same applies for EPIRBs and SART.

5 Testing your teaching

Finally, summarise your session. Recap all areas and test your teaching by getting the learners to confirm what they have learnt. Use examples, questions and presentations.

People like to demonstrate their new-found skills, so encourage them to do this. If you taught them how to do a course to steer, they



should be able to demonstrate it to you. This also confirms to you that your teaching is effective and consolidates their knowledge ready for the real world.

Lesson planning does not have to be arduous. It should be an opportunity for you to explore the syllabus and ensure that you have covered all of the relevant points. Learning is fun and teaching should be rewarding. Every time I teach a session, I like to think I take away a little more experience and a new way of delivering a subject.

So take up the challenge, expose the syllabus and enjoy the journey of delivering quality, effective teaching sessions.

See the website for details and dates of **RYA Shorebased Instructor training**.

First Aid Instructors Conference

Saturday, 14 May 2016
at the Portsmouth Marriott

Please join us to discuss the latest first aid issues and talk to the experts.

Agenda items for the day will include:

- » Now that the European Resuscitation Council guidelines have suggested a return to the use of tourniquets, should this be taught on the RYA First Aid Course? If so, how?

- » Teaching advanced first aid and the management of major trauma.

- » A demonstration of some advanced first aid and major trauma equipment such as trauma dressings, haemostatic dressings and CAT tourniquets. A CPD certificate will be issued to all attendees.

To book your place and see further details, see www.rya.org.uk/go/conferences



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Haemostatic dressing



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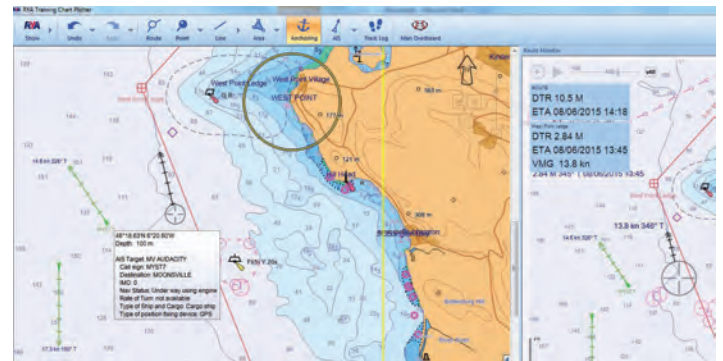
Training Chart Plotter enhancements

The new version of the RYA Training Chart Plotter has been used by students for just over a year. Having reviewed feedback from students and instructors, Chersoft (the developers of the software) are

in the final stages of producing a new version of the plotter.

Some of the new features are simple interface tweaks such as adding new menu items to make creating routes or plotting a little quicker and easier. Other features are improvements to the overall capacity of the plotter and the real life version of Nuno Navigator. The three main navigation improvements are:

- » VMG is calculated for waypoints.
- » Waypoints can be selected as the target waypoint, rather than the plotter choosing the one it believes you are going to.
- » Routes can be locked onto to ensure you continue to get data such as VMG and XTE for your chosen route, even when many miles away from the planned route. You can set the route in a different hemisphere and get an XTE of 10,000 miles!



You can see the new menu items, details of AIS targets and the improved route monitor information naming the target waypoint and giving VMG.

We will also have the ability to view AIS targets. The full route scenario available in the instructor resources has a number of AIS targets included. Visit www.rya.org.uk/go/trainingplotter-instructor

One of the most requested features that will be incorporated is the ability for instructors to

create their own simulation files. It's as simple as setting the desired track as a route and then exporting that route to a NMEA scenario. Have a sneak peek at the new plotter [here](#).

Once the new plotter is available for general release we will notify all shorebased centres and instructors.

Powerboat, PW and Inland Waterways

Killcord care

The failure of a vital piece of equipment such as a killcord is a shock, but thankfully is a rare occurrence. In fact in the UK to date, there has not been a fatality recorded where one of the causes has been a killcord or switch failure. However, the sad fact remains that more accidents could be prevented if helms simply remembered to use the killcord.

Thanks for spreading the word about the RYA Killcord and Kill Switch Failure survey which we ran last summer. There were over 1,000 respondents from 23 countries, although 90% of responses were from UK boaters.

It was satisfying to read that although there were failures, the vast majority occurred during killcord testing. This shows that the training works: testing is a key syllabus point

in the Level 2 Powerboat Handling course, so please keep the message going strong.

Killcord issues

The survey showed us that quite a few killcord issues could be avoided through better health-checking. Killcords tend to fail due to:

- » rusty metal components - crimp or clip
- » snapping with no inner cord to provide backup
- » outer cord perishing, leaving the inner core exposed
- » stretching and loss of elasticity making it difficult to keep it positioned correctly around the leg and avoid accidental activation.

After market killcords (those not from the original equipment

manufacturer) have their own potential problems, such as the attachment being too tight fitting and jamming in the switch, or too loose and therefore not reliably pulling the mechanism far enough apart to activate it.

Kill switch issues

Switch failure can be attributed to a number of possible causes:

- » A poorly fitting killcord toggle may stretch the mechanism. By testing the mechanism each time you head afloat, it keeps it moving and can give an early indication of a sticky switch.
- » Water or salt ingress makes the mechanism stiff
- » Damaged components.

As for maintaining a healthy kill switch, periodic checks should



include a visual inspection for signs of weakening or damage, along with checking that the moving parts snap back into position as expected.

Please incorporate the above into the safety routines at your training centres and spread the word about maintaining the health of this key safety equipment during all powerboat courses. And, of course, remember that these checks are only of any use if the helm remembers to wear the killcord.

REMEMBER:
Check the kill switch
Check the killcord
Test before use



Pilotage and Passage Planning at Level 2

Have you ever questioned whether you're teaching pilotage and passage planning theory to the right level? What should be included and in how much depth?

To help answer this, let's take a look at the desired outcome for the session: Students understand the importance of and how to create a basic plan. They are aware of their limitations and have been informed about the further training options such as Intermediate Powerboat, VHF/SRC and Essential Navigation and Seamanship courses.

Students need to learn to:

- » Take a bearing from a chart
- » Measure distance on a chart
- » Calculate speed/time/distance
- » Research and detail local information (ferries, hazards, safe havens, tidal heights etc)
- » Create a basic plan (tabular or chartlet) to be executed on the water during the course, utilising the handheld and steering compass.

To deliver all this, think along the lines of **IDEA**:

Introduce: The importance of planning, what's involved and why.

Demonstrate: How to use a set of dividers, a plotter and a nautical chart.

Explain: How to put a plan together, what to include and how to lay it out (refer to Start Powerboating).

Application: Get your students to plan their own route to practice their new skills, then execute the plan afloat.

It is recommended that we spend a minimum of 75% of our time afloat during a Level 2 Powerboat Handling course. So, in addition to the few other pieces of theory which need to be taught ashore, on average we have approximately 1½ hours to cover the subjects related to navigation and enable our students to create a pilotage plan as a group, including:

- » Weather
- » Tides and tidal streams
- » Buoyage
- » Introduction to charts and symbols
- » Measuring distance and bearings.



Take your training to the next level

Do you aspire to take your powerboat training to the next level and deliver Powerboat Instructor and Advanced Powerboat Instructor courses? If so, you should consider applying for the selection course to become a Powerboat Trainer.

Applications are invited from experienced Advanced Powerboat Instructors. It is important that you show a range of experience and, when it comes to the actual selection course, that you are up to date with current teaching methods,

well versed in navigation theory and possess good skippering, communication and instructing skills.

The closing date for applying for selection training is 31 July 2016. Details on how to apply are on www.rya.org.uk in the Coaches, Trainers and Instructors section.



Rachel Andrews
Chief Instructor, Motor Cruising & Power

E-mail: rachel.andrews@rya.org.uk
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Masthead Floats



Masthead floats are designed to give sailors confidence by helping to reduce the risk of an inversion and possible entrapment. They also help to make a capsized recovery easier and quicker for all, and less daunting for new or less mobile sailors who may not have the experience or ability to right a capsized dinghy.

Crewsaver masthead floats are constructed in a similar way to a lifejacket bladder and, just like lifejackets, are only effective when the correct amount of buoyancy is fitted. For example, a 9 litre float may be all you need for a small single-handed dinghy such as an Optimist or Pico. But if your centre uses larger, heavier

double-handed dinghies such as GP14s or RS400s, a 40 litre float would be needed.

It's worth noting that no masthead float can be 100% guaranteed to stop an inversion. Their performance can be hindered by the conditions including strong tide, wind, swell or incorrect righting procedure.

Many RYA training centres already include the use of masthead floats in their safety policy. All are advised to consider whether masthead floats should be used for their dinghy fleet to reduce or eliminate inversions. If you do choose to use them, students should be introduced to inversion capsizes during their course.

T15: a change of tack

Since its inception in 2001, T15 has been a phenomenal mainstay of junior windsurfing and has created many great windsurfers. The talents of its protégés range from racing to freestyle, wave and slalom, as well as instructing and coaching. But with numbers having taken a dip over the last few years and now being fairly static, we took the opportunity to look at what was great about T15 and reinvest for the coming season.

The original mission was: *'To provide a nationwide network of youth windsurfing clubs which meet on a weekly basis to provide a social and fun atmosphere in which children can improve their windsurfing skills.'*

A consultation between RYA Racing, clubs, windsurfers, parents and volunteers took place during 2015 and the feedback is now helping to find a new focus and build blocks for future success. The aim is to grow numbers of participants and clubs involved in competition, and to increase the skills of the young windsurfers. To work out how to achieve this, a group of RYA Trainers has been looking at new ideas for interclub competitions.

Interclub competitions have evolved over time to be a series of ability focused races with different fleets for different sail sizes. Events have varied from master blasters, to course racing and even slalom but it was felt that there may be more we can offer at these events to get the best from instructors and young windsurfers alike.

The focus needed to change to allow competition using traditional racing alongside other technical skills challenges. These skills challenges can link up with the current RYA Youth Windsurfing Scheme while also helping T15 instructors and volunteers to structure teaching sessions. This approach and the logging of development allows sailors to see exactly how they are doing and should encourage them to strive for progress.

At the end of January a

group of RYA Windsurfing Trainers met in Portland to discuss and progress potential formats and ideas. The result is a series of Super X races, some of which are as simple as out to a buoy and back with skill challenges on route. Others can be more complicated with courses requiring sailors to squeeze in a 360 round a buoy and pick something up on the way back. All formats will test skills to a different degree and allow individuals to try new things under a bit of pressure. Most importantly, they should have a bit of fun with the competition.

The Trainers involved will be working regionally over the coming months to offer support and to help encourage instructors, volunteers and clubs to promote the new format. They can also offer ideas for running sessions and building a stronger club.

If you'd like to get some help with your T15 club, or maybe even set up your own within your training centre, please don't hesitate to get in contact: anisha.walkerley@rya.org.uk or sam.ross@rya.org.uk



Volunteer Instructor Training Grants available with the Andrew Simpson Sailing Foundation

200 fully subsidised places available on RYA Dinghy Instructor and RYA Senior Instructor courses.

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The RYA Pre-entry Assessment

Show us what you can do!

All potential RYA Dinghy Instructors need to demonstrate that they can sail a dinghy to a good standard and have thorough background knowledge before they start their instructor training course. This ensures that the Dinghy Instructor course provides a platform for learning how to teach sailing, rather than learning how to sail properly. We asked **Simon Winkley**, RYA Coach/Assessor, to give key pointers to help candidates prepare for their Pre-entry Assessment.

Preparation

Most people are more likely to feel relaxed under the spotlight if they are well-prepared. You can help yourself relax by spending time with an experienced RYA Instructor or Coach before the assessment to ensure you understand the level of sailing required. Reading previous Wavelength articles and RYA books such as the Advanced Handbook (G12) and RYA Instructor Handbook (G14) will also help you revise the key points.

The Pre-entry Assessment is essentially a run through of manoeuvres within the RYA Seamanship Skills course, and is valid for 12 months. Being well-prepared and having sailed recently is a great place to start and this will generally be apparent to the Coach/Assessor.

The boat

The Coach/Assessor will select the boat on the day, but the choice will usually be dictated by what's

available at the venue. Checking which boats will be available in advance and practicing in those boats (if possible) is ideal. The boats used must be suited to a range of general exercises and should not be too performance-orientated. They should have a Portsmouth Yardstick of less than 1230 and will typically be a double-hander.

Your chance to shine

Candidates must show an awareness of the Five Essentials at all times (sail setting, balance, trim, centerboard, course sailed).

The main exercises that make up the assessment are:

- » **Sailing around a triangular course**
Typically this will be the first exercise which serves as both a good warm-up and an indicator that a candidate's sailing skills are in the right ballpark.
- » **Sailing a tight circular course**
This exercise involves making just one smooth tack and one

controlled gybe around a free-floating object, such as a safety boat, and helps to demonstrate close-quarters boat handling.

» Sailing a follow-the-leader course

Follow-the-leader covers all points of sail, and requires good speed and control, as well as the ability to maintain distance.

» Picking up a man-overboard

This is an essential part of every instructor's repertoire as it not only displays a good level of control but it proves that the candidate could safely and promptly get to a student who has fallen from the boat.

Other skills that may be looked at are:

- » Rudderless sailing
 - » Lee shore departure and landing
 - » Picking up a mooring or anchoring
 - » Coming alongside a moored boat
 - » Capsize recovery
- Racing skills will not be assessed, and candidates with a predominantly racing background need to remember that a broad sweep of skills, as above, will form the assessment and type of sailing required of an RYA Dinghy Instructor.

Key insights

All exercises should follow the PAME sequence below to demonstrate a safe and structured approach to sailing.

- » **Plan:** think smart and in advance of the approach



- » **Approach:** the area to make the manoeuvre
- » **Manoeuvre:** draw the techniques together
- » **Escape:** a plan B in case the approach or manoeuvre goes wrong.

Another important consideration is the success rate of a manoeuvre. Like all measures of competence, it's not about doing something right just once where luck could possibly have played its part. It's about demonstrating that you can do it again and again. Achieving success first time every time would be ideal but first time *most of the time* might be a more realistic objective!

The Coach/Assessor will be looking to confirm that the candidate can sail competently in a controlled manner and communicate clearly with any others in their boat. An overall assessment of ability will be made on the day, so poor performance in one area may well be balanced out by success in another.

Essentially the ability to demonstrate safe and competent sailing across a broad range of exercises will give the Coach/Assessor the confidence to recommend that a candidate is ready to take the RYA Dinghy Instructor course – and then the journey really can begin!



Amanda Van Santen
Chief Instructor, Dinghy & Windsurfing
E-mail: amanda.vansanten@rya.org.uk
Tel: 023 8060 4179

Incidents and accidents

To report or not to report, that is the question...

Once upon a time organisations tended to be very reluctant to report incidents and accidents. There were many reasons for this. Fear of getting into trouble, concern over being seen to have failed and a lack of understanding as to who to report to are just a few of the reasons to sweep things under the carpet. Thankfully those days are long gone and we now tend to receive reports on most occasions where an RYA training centre encounters an accident or incident.

Why do we want to know?

Quite simply, if we know about accidents we can begin to spot

patterns and in many cases this allows us to take positive steps to try and minimize the risk of it happening again. Importantly, we can inform other training centres of the risk and, where appropriate, we can adjust course syllabi and communicate direct to the boating public.

If we are not informed, we have no visibility of trends and can only assume that all is well.

What do we need to know?

Paper cuts, stubbed toes and sunburn are all painful but realistically not something the RYA can have much of an influence over. From a training centre

viewpoint, the following types of incident are the ones you are bound to report to us under the terms of your RYA recognition contract:

- » A fatality
- » Where the incident involves hospitalisation
- » Where the incident is required to be reported to the MAIB
- » Where you believe there are lessons to be learned from the incident
- » Where you are in any doubt as to whether it should be reported.

If we know about a serious incident we can also provide support to the training centre in terms of dealing with media,

advice on dealing with families and the authorities and also legal advice where necessary. In the aftermath of a major incident things happen very quickly. If we are in the loop we can support you in making good decisions at a critical time where the wellbeing of your staff, your members, your customers and the future of your organisation may all be at risk.

If in any doubt contact RYA Training for a chat and we can decide between us whether the incident warrants reporting or not. Our **Guidance for Major Incident Procedures** contains a handy reporting triggers flowchart to help you identify who you need to contact and how to reach them.

Centre Management

Welfare Officer training

Building on the Safe and Fun online course launch last April, we now have the Welfare Officers' course, suitable for anyone with overall responsibility for safeguarding at their organisation.

The course enables Welfare Officers to support their instructors, club members or volunteers in providing a safe environment for children.

The areas covered include:

- » Understanding the role of a Welfare Officer
- » Developing and maintaining safeguarding policy and procedures
- » Supporting those who work with children
- » Relevant safeguarding authorities and organisations,



and who does what

- » Recruiting the right people
- » Responding to concerns from instructors, members or volunteers
- » Dealing with a disclosure from a child
- » Taking appropriate action.

Anyone with responsibility for safeguarding at an RYA club, centre or class association is strongly advised to complete both Safe and Fun (or an equivalent awareness course) and the Welfare Officers' course, especially if they have little or no previous experience of safeguarding.

For details of costs and how to gain access to the course, please contact Jackie Reid, RYA Safeguarding and Equality Manager at jackie.reid@rya.org.uk.

Duty of care, disclaimers and insurance

The RYA Legal Team has updated its publication 'Race, Training and Event Management – the Legal Aspects' to take account of recent legislation, including the Consumer Rights Act 2015 and the Social Action, Responsibility and Heroism Act 2015.

This publication is essential reading for anyone organising training activities, whether in a club

or commercial environment, and expands on the issues discussed in the 'Duty of Care, Disclaimers and Insurance' sessions at the RYA Training Conference in February.

Contact the RYA Legal Team to get hold of your copy.

legal@rya.org.uk
or 023 8060 4223.

Affiliated clubs can **download** a copy from the RYA website (club login required).

Insurance for training centres – a reminder

Further to Training Notice TN 07-15 issued in September 2015, new applicants for RYA recognition must now comply with updated insurance requirements. The date by which existing recognised training centres must comply is 1 February 2017.

Please read **TN 07-15** for details of the requirements and Training Guidance **TG 12-15** for full details.



Exclusive benefits for our instructor members:

- » Brand new benefit from Ocean Safety on the KRU Sport 185 lifejacket.
- » Enhanced discounts on Bulb, Spinlock, Bollé, ProSport, Exposure Lights, Hudson Wight, SLAM, Sebago, Ocean Safety, Gill, Musto, OverBoard, Nipper Skipper, Andark, PowerCases and OUREO Merino products.
- » Special Instructor membership card and stickers.

www.rya.org.uk/go/instructormembership

Plus our standard membership benefits:

- » Fighting your corner.
- » Access to free boating-related legal advice.
- » Money saving offers.
- » RYA Magazine.
- » Exclusive e-newsletters.
- » RYA Shop discounts.

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



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

INSTRUCTOR MEMBERSHIP OFFER

Two years free! As an RYA Instructor you can receive five years membership for the price of three. Call the Membership team on 023 8060 4159 for more information.

Making the most of 2016

Gareth Brookes, Regional Development Officer for the Midlands, offers his tips in ensuring your club or centre makes the most of the new season.

We've been doing a lot of work with sailing providers to encourage them to be proactive during the coming season. With events like Rio 2016 and the Louis Vuitton America's Cup World Series Portsmouth, clubs and centres have to look at how they can use the interest generated by these to bring new participants into their clubs.

Making sure any events you have planned, such as Push The Boat Out or standalone open days, are visible on local event listings sites can make a huge difference.

Once you have ensured great visibility for your events, make sure your facilities are also up to standard. We often try a mystery shopper approach with clubs to help them improve in all areas as sending a non-sailor with a critical eye into a club or centre can reveal things that are often missed.

Creating a welcoming atmosphere and often doing things as simple as offering new visitors a cup of tea can make a huge difference to whether people return for another session or not.

Getting your shop window as strong as possible, from your website to the state of your clubhouse or changing rooms, will pay dividends in retaining current members and bringing in new participants.

The RYA are putting a lot of effort into making 2016 special, and we are here to help and support you in a great range of ways. From increased presence in local and national media to having a presence at regional shows and events, we want to help generate greater interest in our sport at all levels.

Contact your RDO for more information. See page 16.



This conference is held each year for the dinghy, windsurfing and power schemes. Attendance grew yet again and the weekend had an incredibly positive atmosphere with a good mix of principals, coaches and trainers in attendance.

We continue to be supported by Arthur J Gallagher, and without their support the event would be very different. A big thank you!

We also enjoy great support from a variety of exhibitors who, again, provided a fantastic opportunity for delegates to speak direct to them about new and existing products. Amazing prizes were also provided for Saturday's raffle! The exhibitors included: Arthur J Gallagher, Tushingham, Severne, Whaly, Topper, Hartley Boats, PWP, RS Sailing, Versa Dock, Spinlock, Yamaha, North Sails, Laser Performance and Total Option.

Craig Burton, RYA Training Resources Manager, opened the conference with a look at the health of RYA Training, an update on changes which have taken place and an insight to future projects and developments.

Duncan Truswell, RYA Sports Development Manager, shared findings from Sport England's research, initiatives to help promote our sport, guidance on marketing opportunities, use of social media and the suite of videos the RYA have available for clubs and centre use.

Saturday also saw a range of presentations from speakers including:

- » RNLI Training Manager, Glen Mallen - RNLI searches

- » RYA Technical Manager, Bas Edmonds - Coding
- » RYA Legal Manager Gus Lewis - Duty of Care and Insurance
- » Arthur J Gallagher's, Ben Bennett
- » Green Blue Outreach Officer, Kate Fortnam - new initiatives
- » RYA Safeguarding and Equality Manager, Jackie Reid - Safeguarding

Discussions in the afternoon invited the conference delegates to discuss a range of topics, details of which are on the RYA [website](http://www.rya.org.uk).

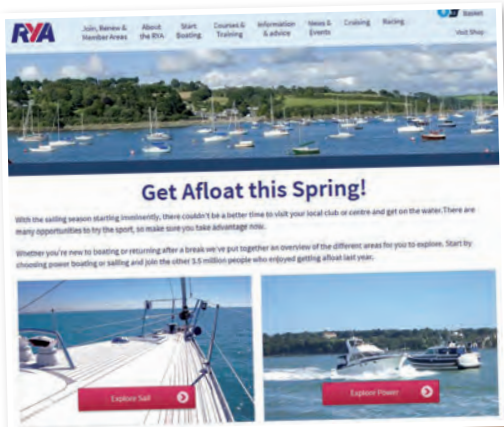
Sunday provided an opportunity for delegates to attend various presentations aimed at upskilling and enhancing knowledge, including;

- » Meteorology by Penny Tranter
- » Understanding Sailing Fitness by Matt McGovern
- » Symmetrical Spinnaker Sailing by Adam McGovern
- » Stability by Andy Wright
- » Training plotter by Phil Brown and Vaughan Marsh
- » Understanding your Learning by Alan Williams.

Copies of many of the presentations are available on the RYA [website](http://www.rya.org.uk).

RYA Training would like to say a big thank you to everyone involved in the weekend, from our supporters Arthur J Gallagher, to workshop hosts and presenters, those who helped with organisation prior to and during the weekend, our exhibitors and all those who attended. We hope you all had a great time!





Get Afloat

With the new season underway, we are working hard to develop and improve our sport's shop window.

Since its launch in 2015, our Get Afloat website has been very well received, and we are constantly generating new content, videos and activities to help drive people towards our sport and towards the clubs and centres that can help them get afloat.

Feel free to embed our Get Afloat videos on to your websites and to use our resources to appeal to new participants. We have produced a wide range of content, covering all aspects of our sport from windsurfing to dinghy racing and yacht cruising, meaning whatever you're interested in, we have developed a one-stop shop for all potential sailors.

RYA Sport Development Manager Duncan Truswell said: *'This year is set to be an exciting one for our sport, so it is vital that sailing providers take time to develop their shop windows to appeal to potential new participants as best they can.'*

'Finding ways of appealing to new markets is essential for our sport to continue to evolve. We are working tirelessly to help clubs and centres by developing new resources and collateral. The aim of this is to help clubs increase participation and, just as crucially, retain existing customers and club members.'

For ideas, information and videos to use in your own shop window, visit www.rya.org.uk/go/getafloat

Vital Signs survey

We want to gain a better understanding of the current challenges and demands faced by our clubs and training centres in today's ever-changing world.

Our Vital Signs survey will allow us to gather feedback on current trends and gives you the opportunity to tell us about any specific issues that affect your organisation. The results should help you formulate your own development and strategic plans, and will inform us about the

resources needed in order for us to support you in the challenges you face.

The survey covers all areas of club and training centre operation, including legal and tax status, financial information, property details, activities, boating waters and current constraints and threats.

Please be assured that all information you supply will be kept confidential within the RYA and used solely for our purposes. It will not be shared with other organisations or third parties, except with regard to regional and national averages.

Start the survey

The survey should take no longer than 10 minutes to complete if you have all the information to hand. If you don't have all the details handy, please complete as much as you can. You can then return to the survey using the same computer to fill in any missing information.

This survey is being distributed to all RYA affiliated clubs and recognised training centres. Please ensure only one survey is completed per club or centre.

If you have any queries on the survey, please contact vitalsigns@rya.org.uk

New books for Spring

We have been busy updating our range with some brand new editions of current popular titles. This enables us to keep your teaching resources right up to date with all the latest information, photos and animations.

RYA Handy Guide to CEVNI

For those cruising on the inland waterways of Europe. While our RYA European Waterways Regulations (G17 and e-G17) is our official text for the CEVNI test, this handy guide is perfect as a quick-reference guide to the lights, shapes, sounds, and signs.

It also gives useful information on the CEVNI rules, along with where they apply and how to take the CEVNI test.

Order code: G106 and e-G106
Retail price: £6.99

RYA Start Sailing – 3rd Edition

This new edition is an ideal learning and reference tool. It has been completely updated with a brand new layout with larger and more detailed

illustrations to help enhance learning.

Each chapter guides sailors through essential information on areas key to learning the sport. Chapters include rigging, going afloat, basic skills, tacking, gybing and leaving and returning to shore.

The digital version is also packed with plenty of interactive tools which really bring the key learning points to life.

Order code: G3 and e-G3

Retail price: £6.99

RYA Powerboat Handbook – 3rd Edition

Updated with new information on electronic navigation and handling at speed, this book will help readers acquire the knowledge and confidence to get the most from their time on the water.

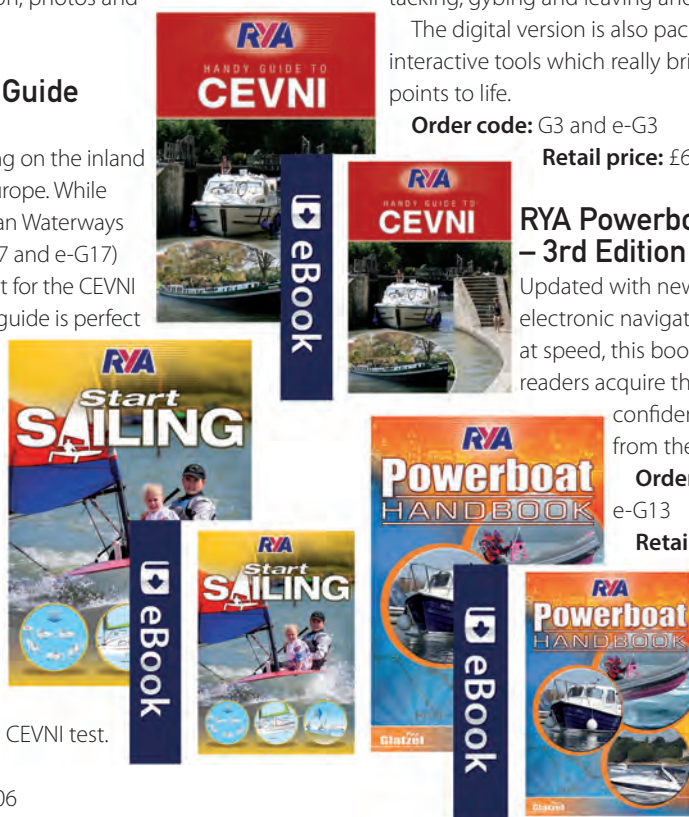
Order code: G13 and e-G13

Retail price: £16.49

Special bundle discounts

Instructors can receive a 25%

discount when buying both the print and eBook versions of these three titles through the RYA webshop. All you need to do is add both items to the same basket. You will also receive your 15% RYA members discount on the bundle price.



New KRU Sport 185 lifejacket

The RYA and Ocean Safety have teamed up to offer RYA instructor members an exclusive offer on the KRU Sport 185 lifejacket. The Sport 185 is one of KRU's latest designs launched by Ocean Safety in January.

The Sport 185 offers 185 Newtons of buoyancy in a tailored '3D' design that is formed to instantly fit.

Comfortable, quick to don and lightweight, this jacket is perfect for everyone spending time on and near the water.

The Sport 185 is available in

orange, black and blue and features twin harness loops, an integral crotch strap, a sprung air mesh collar and foam lined base layer for increased comfort.



RYA instructor members receive up to 25% discount off the price of the KRU Sport 185 lifejacket.

To receive your discount simply visit www.rya.org.uk/go/instructormembership

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

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



The Green Blue New instructor resources

Youth Activity Swatch Cards

For instructors delivering dinghy sessions to young sailors. Contains quiz cards and a mixture of shoreside and on water activities to encourage groups to think about the environment when sailing.

Inland and Coastal Instructor Flip Cards

Each pack contains a selection of quiz questions and quick fun fillers that have a focus on boating and the environment.



Online Activities

Our continuously updated selection of downloadable activities can be found at: <http://tinyurl.com/greenbluegetactive>

Marine CSI Activity Kit

Participants become detectives and have to solve four environmental boating incidents by unscrambling puzzles, performing water quality tests and fingerprint analysis to identify the culprits.

Scout and Guide Programme

Boating activities to help achieve existing environmental based Scout/Guide Badges and a certificate from The Green Blue.

For further information or to request any of these resources, please contact Kate Fortnam, Environmental Outreach Officer at kate.fortnam@thegreenblue.org.uk or on 023 8060 4227.

RYA Books app update

The 2016 redesign of the Books app will bring a fresh look and feel to the home section and set the pathway for the developments we'll introduce later this year, including the introduction of the RYA Magazine.

Over the past 12 months, the RYA Books app has evolved so that as well as our great eBooks (paid

full edition. This will help users navigate around the app and try the tasters first if they wish.

My Books

The 'Downloaded' area of the app will evolve so that users will be able to toggle between 'Owned' (purchased or subscribed content but not yet downloaded) and 'Downloaded' (content



for content) you can also access a wealth of free material, including:

- » Safety Advisory Notices
- » Racing Rules resources
- » Green Blue pamphlets
- » The RYA Manifesto
- » Information on Membership
- » **Wavelength** (please inform us that you would like access to this by emailing wavelength@rya.org.uk)

The new redesigned 2016 app, will also include the following features:

Show All Editions

The desktop apps (PC and Mac) will make the covers of all editions visible in order to show the full range of what's available but users will only be able to access the content they've paid for.

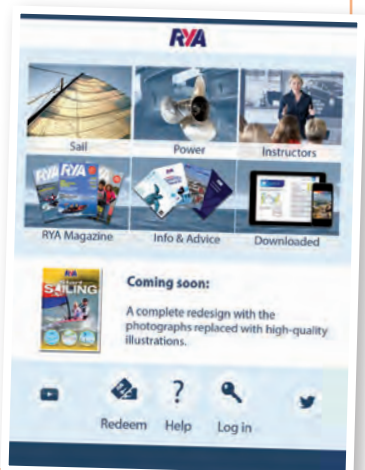
In Built Tasters

There is currently a separate area for taster editions and full editions but we're working towards a single page on which you can either download the taster or buy/download the

downloaded to the device).

New Apps

New native apps for the Windows Store and Android are coming soon. These will both improve performance and help us build on the various interactive tools and enhancements in the eBooks. The Windows Store app will be the first time Windows 8 and 10 users can download the app through the Store which will also make it available for compatible Windows mobile devices.



Fostering inclusivity

Northampton Sailability has been a training centre since 2000 and operates as a fully integrated RYA training and Sailability centre for people with and without disabilities. Currently the committee includes a high proportion of sailors with a disability and around 25% of the instructional team have a disability. **Jenny Jeffs**, RYA Coach and a founding member of the centre, explains how offering opportunities for disabled sailors can be part of everyday operations.

Progressing through the RYA schemes and considering becoming an Assistant Instructor is just what happens here, whether a member has a disability or not. We have a variety of boats including Access dinghies, Longboats, a Sport 16, Laser 2000, Challenger, Martin 16, Topaz and Pico and have to make few adaptations. In fact, I would say the most important adaptation is attitude.

When any new sailor joins, we listen, discuss what they want to achieve and avoid making assumptions. Some of our able bodied volunteers don't want to capsize and so prefer the keelboats, while some sailors with reduced mobility want the excitement and risk of going out in a boat which could capsize. Some blind sailors like to sail with another person in the boat, while others prefer to sail on their own with a buddy boat for visual assistance.

Not everyone takes to sailing, but this is not down to disability – it's just because people are different. Some sailors are happy to stop at Level 1 or 2 while others want to try more boats, fly spinnakers, go yachting and sail elsewhere. Again these lines are not drawn on grounds of disability - people simply look for different ways to find relaxation, excitement or challenge.

Together our job is to provide a delightful pick and mix of sailing opportunities so every member can find the fun, challenge and experience they are looking for.

For those who want to train as an Assistant Instructor, we require them to have completed RYA Seamanship Skills in the type of boat they plan to teach, and to have tuition on RYA schemes, the Sailability award scheme, the RYA Method, learning styles and safeguarding etc. Once qualified, the Assistant Instructors are carefully matched to students by the Senior Instructor.

Here is what a few of our Assistant Instructors have to say about their role at Northampton Sailability:



Meg: Assistant Instructor with an acquired brain injury

"I enjoy feeling useful and doing something that is like work and has responsibility. I like getting to know the sailors and how their disability affects them so I can pitch the lesson at the right level. Their smiles and giggles show me that I have given them a special experience."



Michelle: Sailor and volunteer for 10 years

"I like taking people out and teaching them knots and so on. It has been great for my confidence. I am an Assistant Instructor and comp crew. I love yachting and want to do more."

Emma: Blind sailor who teaches sighted and visually impaired sailors

"When I am teaching sighted sailors I have to use what they need to suit their learning style. I also need them to give me visual assistance so we communicate distance and direction by using the clock face. I have lots of techniques which I can share with other instructors so they can enhance their teaching of visually impaired sailors."



Barbara: Assistant Instructor with rheumatoid arthritis

"When it was suggested that I became an Assistant Instructor, my first reaction was "who me?". As I sat down and looked at the skills I had gained

and realized that perhaps I could take on the role. We had new members coming with just the same apprehension that I had on my first visit, so I was in a good position to give them insight into what they could achieve. When I joined I thought I was just going to learn to sail but it has given me so much more."



Roger: Assistant Instructor with multiple sclerosis.

"Becoming an Assistant Instructor means I can pass on my knowledge and enthusiasm to other new sailors, giving them encouragement and confidence to gain qualifications as I did. To take someone out on the water and see their nervousness change to confidence is brilliant!"

Christine: Disabled sailor and Assistant Instructor

"We are all treated equally and participate as fully as possible. Opportunities are based on individual ability, demonstrated by the fact that disabled members can become Assistant Instructors. I was initially hesitant but I have come to believe that it demonstrates the ethos of the club by showing that volunteers can learn from disabled members just as much as members can from volunteers."

Andy: Assistant Instructor who was injured in a skiing accident

"I enjoy helping with training and showing people the ropes. It is very rewarding, especially when an accident or illness has left someone searching for new activities. The look on people's faces when they find themselves sailing the boat and enjoying themselves is priceless!"

Childcare vouchers

In the April 2015 **Wavelength** we looked at the extra sales opportunities that Childcare Vouchers can bring for centres offering school holiday and after school clubs. For many centres the vouchers provide additional income, while for many parents it's a tax-efficient way of paying for child care and holiday activities.

We thought this was worth another mention because it's now easier to set your centre up to accept vouchers and centres that have done so are realising the benefits. If you've explored and abandoned this option before, please do think again.

Childcare Vouchers are available to most parents with children under the age of 16, who can buy vouchers direct from their salary before tax or National Insurance deductions, reducing the amount of tax they pay. They can then use the vouchers towards after school and school holiday activities

provided by organisations set up to accept them. The vouchers can be used as part or full payment for the activities.

The activities that you offer need to be for 8 to 16 year olds, but can be for any courses for which you hold RYA recognition. The three things you need to do before you can accept Childcare Vouchers are:

- » A key member of staff must take a two-day Paediatric First Aid course (or one-day classroom course plus an eLearning module)
- » Training in the Core Common Skills (one-day classroom course or an eLearning module)
- » Registration on the Voluntary Ofsted Register. It's an easy, online form, which takes approximately 10 minutes to complete.

The rest of the requirements are implicit in your RYA recognition.

A number of RYA training centres have gone through this

process to accept Childcare Vouchers and have seen an increase in their holiday activity. Here's what they have to say:

'It's definitely worthwhile. It involves a bit of hard work initially to get everything setup, but since then we have definitely seen the return on investment of time and the fee. The vouchers have been an effective addition and accounted for approximately 19% of the holiday activity income last year. Our holiday programme has definitely grown year on year.'

'We have decided to invest more into the system by training more staff so our numbers can increase. Setting up the vouchers is really easy, registration is good and payment is prompt – we're glad we did it!'

For further information and advice, please contact dawn.seymour@rya.org.uk or amanda.vansanten@rya.org.uk

Push the Boat Out

It's less than a month away! If your club or centre is planning to run a PTBO event, it's time to make sure you are well prepared.

This year's event takes place from 14-22 May, and will offer the general public opportunities to experience sailing or windsurfing through 'have-a-go' taster sessions at their local sailing providers.

With 2015 PTBO events attracting over 25,000 newcomers to nearly 350 locations across the UK, RYA Push the Boat Out is a great opportunity to maximise early-season demand and publicise your activities for the coming year.

In terms of longer term involvement in our clubs, last year PTBO events attracted over 2,000 individual and nearly 1,500 family club memberships. More than 3,000 people signed up for follow on activities including additional taster sessions or start sailing courses.

The RYA has produced a range of resources to support participating venues, including the PTBO Essential Guide and Promoting Your Event Guide, so now is a great time to spread the word and build up interest ahead of your event.

RYA Regional Communicators are poised, ready to help promote your Push the Boat Out sessions through local media channels, so make sure they are aware of what your club or centre is offering.

RYA Sport Development

Manager Duncan Truswell said: *'Following the huge success of last year, RYA Push The Boat Out is a fantastic opportunity for sailing providers nationwide to promote their activities and the sport as a whole.'*

'There is no better time to use Push The Boat Out to promote the sport and generate interest ahead of what will be a fantastic year, from Rio 2016 to the return of the Louis Vuitton America's Cup World Series Portsmouth.'

For more information visit: www.rya.org.uk/go/ptbo



Regional contacts

For further details, CPD days, instructor courses, coach or trainer sessions, please contact the relevant person below..

East

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

London and South East

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

Midlands

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

North East and Yorkshire

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

North West

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

South & Thames Valley

Susie Moore **07748 806733** or **02380 604252**
rdo.south@rya.org.uk

South West

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

Northern Ireland

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

Scotland

Nikki Stewart
nikki.stewart@ryascotland.org.uk

Wales

Ruth Illiffe **07824 990696**
ruth.illiffe@ryacymruwales.org.uk

Channel Islands

Susie Moore **07748 806733** or **02380 604252**
rdo.south@rya.org.uk

Army

Clive Grant **07768 925678**
IIX-ASACoach@mod.uk
Jon Metcalfe **07768 988258**
jon.metcalfe928@mod.uk

Navy

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

RAF

Paul Wilson
coach@dinghy.rafsa.org.uk

Sea Cadets

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

Lifejackets – a consistent message?

Paul Glatzel, Powerboat Trainer, Principal of Powerboat Training UK and author of the RYA Powerboat Handbook and Advanced Powerboat Handbook raises some interesting points about lifejackets.

There can be little debate that the RNLI's advertising slogan for lifejackets 'Useless unless worn' makes the point about wearing a lifejacket very well and very poignantly.

Over the past ten or so years the wearing of lifejackets has dramatically changed and in the UK anecdotal evidence and RNLI statistics show a real rise in the number of those afloat, both young and old(er), wearing lifejackets.

As instructors, our job is to give our students an understanding of the life saving equipment on board a vessel, how it is worn or deployed and to ensure that the students go away from a course appreciating the benefits of each piece of equipment. Within a course, regular handling and use of equipment develops that understanding and ensures the student is likely to be able to use the equipment properly when boating on their own after we leave them.

The RYA stance on lifejackets is somewhat different to that of the RNLI. The RYA position of 'wear a lifejacket or buoyancy aid unless you are sure you do not need to' is designed for boating public to be better educated to use judgement rather than to try and apply a blanket guidance that may not be appropriate in all circumstances.

With this in mind, I find it truly astonishing how many RYA cruising schools and the instructors running courses within the cruising scheme run their craft (school boats and client's own boats) without a lifejacket being worn whilst the craft is underway with students/instructors on deck. Aside from the obvious safety benefits of wearing a lifejacket there seems to me little chance that the students will wear a lifejacket once boating on their own after a course, as they will



not have learnt within a course how easy it is to wear a lifejacket for prolonged periods, and how comfortable the majority of lifejackets are to wear nowadays.

Interestingly my, anecdotal observations are solely applicable to the motor cruising scheme (along the south coast of the UK) and I don't remember seeing a sail training vessel without lifejackets but I commonly see motor cruising schools teaching without a lifejacket in sight. Whilst I accept it can be argued that on the flybridge of a vessel or in the rear cockpit area there may be a minimal risk of falling overboard, I have seen students on the rear swim platform tending lines when coming alongside while clearly under training.

The RYA Recognition Guidance Notes give latitude to cruising centres to determine an acceptable use/wear policy for lifejackets and I can understand the rationale for this as there will be certain craft in certain locations where it may be an appropriate decision. From the perspective of someone with a duty of care to the students (whether as Instructor, Chief Instructor or Principal) I believe that you should

ask the question: precisely what is the problem with wearing a lifejacket or instigating a policy that requires they are worn when on deck? If there was an incident where a student or instructor went overboard and no lifejacket was being worn, then it could potentially be a very difficult position to defend.

RYA Training is about educating and hopefully helping to form good habits with potential boaters early in their boating career. For the most part those undertaking training are relatively new to boating and therefore do not yet have the depth of experience necessary to make their own informed decision about whether they should or should not be wearing a lifejacket. An instructor,

on the other hand, is well positioned to be setting a good example and helping a potential boater to adopt a habit that just may save their life or someone else's.

If some RYA schools and instructors don't fully embrace the benefits of wearing a lifejacket, then what chance do we have of persuading the wider boating public to increase their use of them? We all have a responsibility, in my opinion, to adopt and promote 'good practice' and be seen to send a 'message'.

Does your opinion or use of lifejackets change once you step on board a motor cruiser? Send your thoughts to wavelength@rya.org.uk.

New season, new job?

Is your training centre looking for staff? Are you looking for a new job? Either way, the RYA's online jobs page is a great, cost-effective way to let the right people know.

The **People Wanted** section is open to all recognised training centres who want to recruit

instructional staff or other operational roles.

The **People Available** section is for qualified RYA instructors to let centres know they are available for full time, freelance or part time/seasonal work.

See **How to advertise** for full details and costs.