

RYA Wavelength

Winter 2007

keeping RYA instructors and coaches in touch



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Source	Raymarine approved service dealers
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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.

AALA accreditation of RYA OnBoard centres

The Adventure Activities Licensing Authority (AALA) has granted the RYA a one year 'blanket' license for sailing and windsurfing centres running the RYA OnBoard programme.

The license, which is required by organisations that provide certain adventure activities to under 18s, ensures that the provider meets safety requirements set out by the Government.

James Stevens, RYA Training Manager said: "This is great news for the RYA and OnBoard. It recognises the high level of safety maintained by RYA recognised training centres that provide the OnBoard programme. We approached AALA to get this license

as we saw enormous benefits for the clubs, taking away any worries about contravening AALA guidelines. It also helps the public, enabling them to feel confident about the safety standards of the OnBoard programme."

Victoria Lenz, RYA Sailing Development Officer said: "This license agreement allows clubs and centres to develop their youth 'learn to sail' programmes without worrying about meeting legislative requirements. As the popularity of OnBoard grows and spreads across the country, we will be actively contacting local clubs and centres about the possibility of getting 'OnBoard'."



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Welcome

It's your **Wavelength** – what do you want to see? Please send any ideas, comments or articles for the next edition by January 28 2008 to jane.hall@rya.org.uk

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A Price List and Catalogue can be requested via our "Contact Us" section on the Website. A list of dealers is also available on the Website

Editorial: Forty years of RYA Training

1967 saw the start of RYA Training, introduced to an organisation that was already 93 years old.

Forty years ago the RYA had few staff and was governed then, as now, by a Council of representatives and elected members chaired by a member of the Royal Family – Prince Philip at that time. The Council set up a Training Committee which discussed, at its inaugural meeting, instructor training, teaching ratios and certificates of competence – the current agenda looks pretty similar.

Before this, there were RYA accredited sailing schools but there was no national syllabus or instructor training programme. This all changed with the appointment of Bob Bond, the first head of the new Training Department. Bob persuaded the schools to adopt an RYA dinghy training scheme, and introduced the 'method' which has



hardly changed in 40 years. Soon after, Bill Anderson was taken on to oversee the introduction of the RYA Yachtmaster® scheme for cruising yachtsmen.

Prior to 1973 Yachtmaster® certificates had been issued by the Board of Trade, forerunner of the MCA. Following much negotiation the

Government gave the RYA authority to administer the qualification, but the MCA retained representation on the Yachtmaster® Qualification Panel which oversees the scheme. The Yachtmaster® exam, which was originally an oral test following 500 miles experience, remained an amateur and voluntary qualification taken by just a few hundred yachtsmen a year. But, things were about to change.

The loss of 19 lives from the barque Marques in 1984 resulted in the MCA Codes of Practice in 1994. The codes required commercial skippers to be RYA qualified. We were already examining for the mandatory VHF operators licence, but the introduction of the commercial endorsement to certificates of competence resulted in a huge demand for shorebased and practical training, more training centres and better resources. We expanded rapidly at this time and, instead of Yachtmaster® certificates

being processed by the Training Manager's secretary, we had to set up a dedicated certification department.

Over the following years, powerboating and windsurfing became an important part of RYA Training, and a whole range of further courses was introduced from sea survival and radar to canal boating and personal watercraft, to satisfy demand and improve safety.

From its beginnings 40 years ago with just 72 schools, RYA Training now recognises 2300 centres in 25 countries, teaches 170,000 boat users a year, and issues nearly 3,500 RYA/MCA certificates of competence each year. We can proudly claim to be the world leader.

James Stevens
Training Manager and Chief Examiner

Landmark agreement in Australia

We very pleased to announce that the RYA's sailing and motor cruising schemes are set to become the national scheme for Australia from January 2008.

RYA Wavelength

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

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In an arrangement very similar to that already operated in New Zealand, training will be offered jointly with Yachting Australia (the National Governing Body) to RYA standards, but with the administration being managed locally by YA. All certificates of competence and course completion certificates will be dual badged.

This landmark agreement is a great boost to the RYA's position and credibility internationally, and for the first time Australians will be able to access internationally recognised qualifications. It should also enhance the likelihood of recognition of RYA/YA qualifications by the Australian Maritime Authorities, and puts the RYA in a strong position in the Asia Pacific region.

There is already a shortage of instructors in Australia, and the new arrangement will exacerbate this. Any instructors interested in a temporary or permanent move should contact RYA recognised centres in Australia direct – a couple of them have recruitment adverts on pages 30-31.



Free magazine subscriptions

We would like to thank CSL publishing for their generous offer to all our readers for three free issues of either Sports Boat and RIB or Jet Skier & PW (see page 13). Both are informative and often contain coaching articles written by experts in their field.

If you are Powerboat or PW Instructor these magazines are a great way to keep up to date with developments in kit and the latest events and news.

Alcohol limits for leisure mariners

In response to the Department for Transport's announcement that they will be pressing ahead with the introduction of an alcohol limit for non-professional mariners, we are puzzled that they are acting now, three years after completing the consultation.

They obviously did not see any need to act immediately at the time, in August 2004. We are certainly not aware of any additional evidence in the last three years that suggests that alcohol related boating incidents have become a significant problem.

The proposed regulations will be

applied to the navigation of vessels which are more than 7 metres (about 23ft) in length and/or capable of a maximum speed of over 7 knots. The limit of 80 milligrams of alcohol per 100 millilitres of blood will be equivalent to that already in existence for professional mariners.

Rod Carr, RYA CEO stated "The RYA's view remains unchanged from that of 2004. We believe that new legislation is unnecessary because there is still no evidence of the existence of an extensive problem relating to alcohol and boating.

However, given that the Government

is intent on pressing ahead with the introduction of an alcohol limit for leisure mariners then we will work hard with the Department of Transport to ensure that sensible measures are put in place.

There are a number of serious issues relating to the proposal, which were brought up during the consultation process, these include:

- The precise clarification of which boats will be affected and in what circumstances
- Clarification of which persons on board boats will be affected
- How the legislation is going to be enforced and by whom

The fact that the DfT has stated that the proposed regulations will not apply to personal watercraft shows how complex this issue is and the difficulties inherent in policing it."

We have been working with harbour masters in this regard and will continue our work to educate boaters on key safety issues including alcohol and boating.

Our courses already include an awareness of the hazards of alcohol and boating, but instructors should mention the introduction of this law to their trainees.

Celebrating 100 years of sailing

Did you know that this year is the centenary of the International Sailing Federation (ISAF)? To celebrate around the world, on the weekend of September 2/3, thousands of sailors were involved in 'Sail the World'. Events took place in more than 50 nations, both on and off the water.

Another ISAF initiative, which has been running since 2005, is the Connect to Sailing programme – a global initiative to increase participation in sailing. The overriding goal of Connect to Sailing is to revitalise grass roots participation in all categories of sailing outside of elite activity, and to put sailing firmly back into growth with a focus on youth.

There are many Connect to Sailing programmes in countries as far afield



as the USA, Singapore, New Zealand, India, Denmark and, of course, the UK where you will recognise our initiative as OnBoard.

OnBoard is already making a huge difference in terms of initial participation

in sailing and windsurfing with a massive 26,000 learn-to-sail sessions since 2005. The big challenge now is to convert those sessions into continued, regular participation in the sport. One of the keys to success is the strength of the existing Club and RYA training centre network, which has provided the foundations and framework from which to grow.

In the UK, the main OnBoard partners are Team Origin, Sunsail, Sport England, The Foundation for Sport and the British Marine Federation.

To find out more about Connect to Sailing or OnBoard, see www.sailing.org and www.ruob.co.uk

Keeling over

Two high profile accidents involving keels breaking off have raised questions about the design and construction of high performance yachts.

In June the 45ft racing yacht Bounder capsized following loss of her keel in a moderate sea in daylight, South of the Isle of Wight. The crew were unable to send a VHF distress message or launch the liferafts before the yacht turned over. While clinging to the upturned hull the skipper managed to contact the Coastguard by mobile phone and all 14 crew were airlifted to safety. Without that phone they might have suffered the same fate as the three crew of the yacht Ouzo which was lost in the same place last year with tragic results.

In February, near Salcombe, the keel snapped off the 35ft yacht Hooligan. Four of the crew were saved after they had managed to scramble into the liferaft and fire a distress flare, but the body of the fifth was later recovered by a lifeboat.

These accidents have sent a strong message to designers and builders, but they also emphasise the importance of structural surveys particularly for high performance yachts with thin keels and high loads.

Hong Kong recognises RYA certificates

Following negotiation with the Hong Kong Marine Department, with effect from January 2008 RYA certificates of competence will be accepted as partial exemption towards Hong Kong statutory licences for recreational boat operators.

This means that if you hold one of the RYA certificates of competence listed below you will be exempt from taking part of the Pleasure Vessel Operator Grade 1 or 2 examinations. The parts that you will not be exempt from are the local knowledge examination and Part B (engineering knowledge) of

the Pleasure Vessel Operator Grade 2 examination. These are run by Hong Kong's Marine Department and must be taken before a Pleasure Vessel Operator Certificate of Competency can be issued.

The following RYA certificates of competence will be recognised by the Hong Kong Marine Department as partial exemption for the Grade 1 certificate (vessels of unlimited length):

- RYA Coastal Skipper certificate of competence
- RYA Yachtmaster® Offshore certificate of competence

- RYA Yachtmaster® Ocean certificate of competence

The following RYA certificates will be recognised by the Hong Kong Marine Department as partial exemption for the Grade 2 certificate (vessels of up to 15m in length):

- Day Skipper (tidal) practical course completion certificate
- Advanced Powerboat certificate of competence
- ICC

For further information see www.mardep.gov.hk



RYA Coaching Awards 2008

Time is running out to let your top instructors and coaches know you care!

of RYA training. The closing date for nominations is 30 November, so act now.

We are after your nominations for our Coaching Awards, from all areas

Contact jane.hall@rya.org.uk for a nomination form and guidelines.

First club coaching course for disabled sailors

The RYA teamed up with the Challenger fleet at Oxford Sailing Club recently to train six top sailors to become coaches. This is the first time the RYA Club Coaching course has been run for disabled sailors with the aim of improving sailing and racing skills at grass roots level.

Coach training for RYA Sailability is funded by Skandia Sailing Club from money raised at their bi-annual charity ball last year.



Debbie Brown (RYA Sailability Manager) with John Draper, Graham Hall, Val Millward, and Kirston Pollock

Four out of the six sailors achieved the certificate on the two-day course. Topics covered on the course, included risk assessment, sailing competencies, coaching on the water, practical onshore sessions, a presentation, Powerboat Level 2 and first aid. A couple of aspects of the course had to be modified to accommodate varying degrees of mobility.

John Draper, 62, who suffers from rheumatoid arthritis decided to go on the course to help younger sailors improve their skills. He commented "I wasn't sure if I would physically manage certain aspects of the course but I really enjoyed it. The course has given us credibility and status within the fleet. I am passionate about Challengers and have already got my first student lined up for training."

Val Millward, past National Challenger Champion added "Having completed the course successfully I hope to be able to use this to raise the standard of sailing in the Challenger Fleet. Eventually the baton will pass to our future sailors and I would like to think that I can be a part of their development".

RYA Training launches new website

It only seems like yesterday that we launched the new RYA website. However, due to the complexity and diversity of the information available, it has never been particularly easy to find what you need in terms of RYA Training.

To combat difficulties in navigating through unrelated information, we have launched a new 'mini site' specifically for all things training. Take a look at www.ryatraining.org.

In doing this we have been able to tailor our information to our three main user groups –

- recreational boaters wanting training to enhance their skills
- professional skippers and crew wanting careers advice and professional qualifications
- anyone running RYA training including centres, instructors, trainers, coaches and volunteers

The top line navigation is as follows:

RYA Training – who we are and what we do

Professional qualifications – which qualifications are needed for your chosen career

Careers advice – the options available for a career in the boating world

Leisure courses and certificates –



courses for all our training programmes from beginner level to Yachtmaster®

Running RYA courses – your resources area for anything from setting up a training centre to becoming an instructor

Training centres – the search facility for finding RYA training centres worldwide. This facility will soon have an improved process for searching, to be introduced over the next few months

Shop – a replica of the webshop on the main RYA site

RYA home – an easy way to pop back to the main RYA site

We hope you will find it easier than ever before to find what you need. However, if you feel there is something missing or that could be improved further, please do let us know.

Any queries, contact Jane Hall on jane.hall@rya.org.uk

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.

Which first aid certificate do you need?

The RYA's First Aid Adviser, **Sara Hopkinson**, clarifies which certificates are acceptable for RYA instructors.

Obviously the RYA's one-day first aid course is the most relevant. It was originally introduced for instructors, with a syllabus designed to cover your needs. It is taught by first aid instructors who understand the RYA scheme, with experience of teaching afloat, VHF and rescue procedures.

If the RYA course is not available dinghy, powerboat and windsurfing instructors and others not teaching on a "coded" vessel can attend any one-day course, provided it includes hypothermia and drowning.

Yachtmaster® and cruising instructors and other skippers of "coded" vessels must fulfil the MCA requirements in annex 3, section 2.8 of the Code of Practice. For instructors working on vessels in

categories 2 to 6, an RYA First Aid Certificate or other MCA approved certificate is required. The course must include the use of a cat C first aid kit.

Those of you working on vessels in categories 0 and 1 will require a Proficiency in Medical Care Certificate, unless another member of the crew is suitably qualified.

Instructors who are doctors or other health professionals may not require these certificates, but must have the same practical skills. Therefore, for some specialisations a first aid course is recommended. Doctors who have retired and are no longer practising will require a first aid certificate after three years.

RYA First Aid Instructors must hold a higher qualification such as First Aid at Work, or an equivalent four day course.



Conservation law Don't fall foul of it

Wildlife law for UK waters can be quite complex and has recently been strengthened, so you might not know you're breaking it while out on the water. However, the consequences could land you with a criminal record or a heavy fine. The Green Blue team offer the following advice on certain areas, species and plants that are protected.

Most of us would never think of taking anything from the marine environment but the removal of, amongst other things, eggs, plants or rare species of butterfly for captive rearing or sale are outlawed. Even if you're fishing off the coast and a sea bird gets caught in your fishing gear you could be prosecuted. This is specifically monitored in areas such as Flamborough Head in Yorkshire and Portland Bill off the Dorset coast.

All manner of cetaceans including dolphins, whales and harbour porpoises are protected by UK and EU legislation. The same applies to otters, seals, water voles and basking sharks. There have even been occasions when cod fishing has been banned in a particular place.

Damage in areas designated as Sites

of Special Scientific Interest or Marine Nature Reserves can carry fines of up to £20,000.

The main thing to be aware of is that ignorance of the law affecting the protection of wildlife can no longer be used as a defence for your actions. It is therefore a must for our sector to be up to speed so we can protect the amazing areas and species that need all the help they can get.

For more information visit www.thegreenblue.org.uk

For a comprehensive list of all legislation concerning wildlife and environment visit www.opsi.gov.uk

For information on marine wildlife awareness training go to www.wisescheme.org

2007/8 Conference dates

2007

Saturday, November 17	Shorebased Instructor Conference, Docklands
Sunday, November 18	Shorebased Instructor Conference, Southampton
Saturday, December 8	Shorebased Instructor Conference, Ellesmere Port
Sunday, December 9	Shorebased Instructor Conference, Northampton

2008

January 26-27	Yachtmaster Instructor Conference, Bournemouth
February 9	Shorebased Instructor Conference, Scotland
February 16	Shorebased Instructor Conference, Plymouth

February 2-3	RYA Coaches and Trainers Conference, Watford
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Help combat certificate fraud

There have been a small number of cases of certificates being issued fraudulently over the years. Occasionally, innocent centre principals are dragged into the investigation as a result of being a little slack with their administration and security.

Please help us to cut down fraud by

taking a few simple steps:

- Keep stocks of certificates locked up.
- Only sign certificates when they are ready to be issued. Pre-signing them leaves them far too open to abuse, even if locked up.
- Keep a record of each certificate issued – the serial number, who it was awarded to and when.

How are we doing?

Very well, so it seems. The Leadership Factor, who run our quality assurance surveys for exam candidates, also keep a track of how the RYA is doing against other quality organisations.

The statistics behind their research are quite overwhelming, but the outcome is that our overall percentile score is 97th, putting us in the top 4% of companies, and improving each year.

So, who are we up against when claiming our place in the top 4%? The Leadership Factor has a very impressive client list. It's too extensive to list here, but a few of the more famous names are: BBC, Chelsea Football Club, City & Guilds, Direct Line, HBOS, Rolls Royce Aerospace, Tesco and UK Sport.

Thanks for helping us to achieve such high standards.

A new approach to regional conferences

"You can sit around talking about it all day, or you can get wet!"
(Richard Marsh-Naish Sails (UK))

This year the Thames Valley and London Region decided to radically change the format of their annual Regional Instructor Conference. The booking form said it all: "This is NOT just a conference but a chance for you to take part in practical coaching sessions with top coaches and trainers". The first agenda item was "Put on your wetsuit", leaving no uncertainty as to the overall aim of the day.

The idea seemed to appeal as 76 instructors, coaches and trainers took to the water at Datchet Water Sailing Club in March. Here are a few thoughts from those who were there ...

A participant's thoughts

"This was my first regional conference and it was great to see that the product folk at Laser, RS, and Topper had turned up with their latest whizzy dinghies. The coaches put us through our paces on the water and, with a rather adept helm, we went searching for speed in the power zone. We managed to keep the boat upright and went into lunch dry as a bone. Perhaps we weren't trying hard enough!

In the afternoon, weighed down by a great lunch we enjoyed an adrenaline packed session, with a fast and furious reach across the reservoir. We did get wet, all captured on film by the RYA coaches!

So, thanks RYA for a great fun day."
Peter Tilson

A coach's thoughts

"A high performance workshop got people afloat to experience apparent wind sailing in a great variety of boats. We touched on rigging and the best ways to instruct people in high performance boats. The group was diverse, which was great, and we used video coaching to hone their skills.

Elsewhere, multihull coaches gently pushed people into the stretch zone, and the single-handers developed groovy new ideas for fun and exciting sessions. People's creative juices were flowing and the sessions looked great!" Kev 'Obi' O'Brien

The trade's thoughts

"The RYA are looking to develop a format that will energize and encourage more instructors to attend conferences, and the format put together by Guy Malpas is a very firm platform to build upon.

The focus was on experiencing modern teaching and entry-level equipment. Equipment that centres should be looking to bring into the fleet if they are not already doing so.

An almost free training day, can only be good for us all, and demonstrates the level of commitment that the

industry and RYA are investing in teaching and coaching." Richard Marsh – Naish sails (UK)

Thanks must go to the many Coaches and Trainers who volunteered their time, and to the equipment suppliers (Laser, RS, Topper, Naish Sails (UK), Ultrasport / Bic, Tushingham). Without their support this day would not have been the success it was.

Following fantastic feedback and demand for it to be repeated, this style of conference is being adopted by all in 2008.

Remember, these days are provided for your benefit. The only thing we can't provide is your enthusiasm – that's down to you!

Full versions of the feedback summarised here can be viewed on www.ryathamesvalley.org.uk

Guy Malpas
RDO – Thames Valley and London



RYA Regional Instructor Conferences 2008

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?			Venue	Contact
Region	Date			
South West	Sun 9 th March		Roadford Lake, Devon	rdossw@rya.org.uk
East	Sat 8 th March		Royal Harwich Yacht Club	rdosea@rya.org.uk
London and Thames Valley	Sun 30 th March		Datchet Water Sailing Club	rdostv@rya.org.uk
South and South East	Sat 29 th March		Hayling Island Sailing Club	rdosse@rya.org.uk
South East	Wed 20 th Feb evening		Chipstead Sailing Club	rdosse@rya.org.uk
North West	Sat 15 th March		The Anderton Centre, Chorley	rdosno@rya.org.uk
North East and Yorkshire	Sat 23 rd Feb		Ripon Sailing Club	rdoney@rya.org.uk
West Midlands	Sun 16 th March		Chase Sailing Club	rdosmd@rya.org.uk
East Midlands	Sun 24 th Feb		Rutland Sailing Club	rdosmd@rya.org.uk

RYA

For more information please contact the Sport Development Team at the RYA on 0845 365 0406

Safety statistics

If you ever need any persuading that outdoor activities are a good thing, take a look at the statistics below. For a 'risk' activity that is subject to so many health and safety regulations, we are doing pretty well compared with other adventurous activities. The figures also highlight the importance of promoting leisure activities to help combat health problems such as obesity, unfit and depression.

Figures are provided by the Adventure Activities Licensing Authority and MCA.

Total deaths per year for all ages

- 130,000 All cancers
- 120,000 All heart attacks
- 100,000 All smoking related illnesses
- 30,000 Obesity and unfit
- 20,000 All alcohol related illnesses
- 10,000 All accidents
- 6,000 Suicide
- 4,000 Asthma
- 4,000 Accidents in the home
- 3,500 Road Traffic Accidents
- 350 Accidents at work
- 150 Adventure activity accidents
- 24 Leisure boating accidents

Lessons to be learned from the Ouzo tragedy

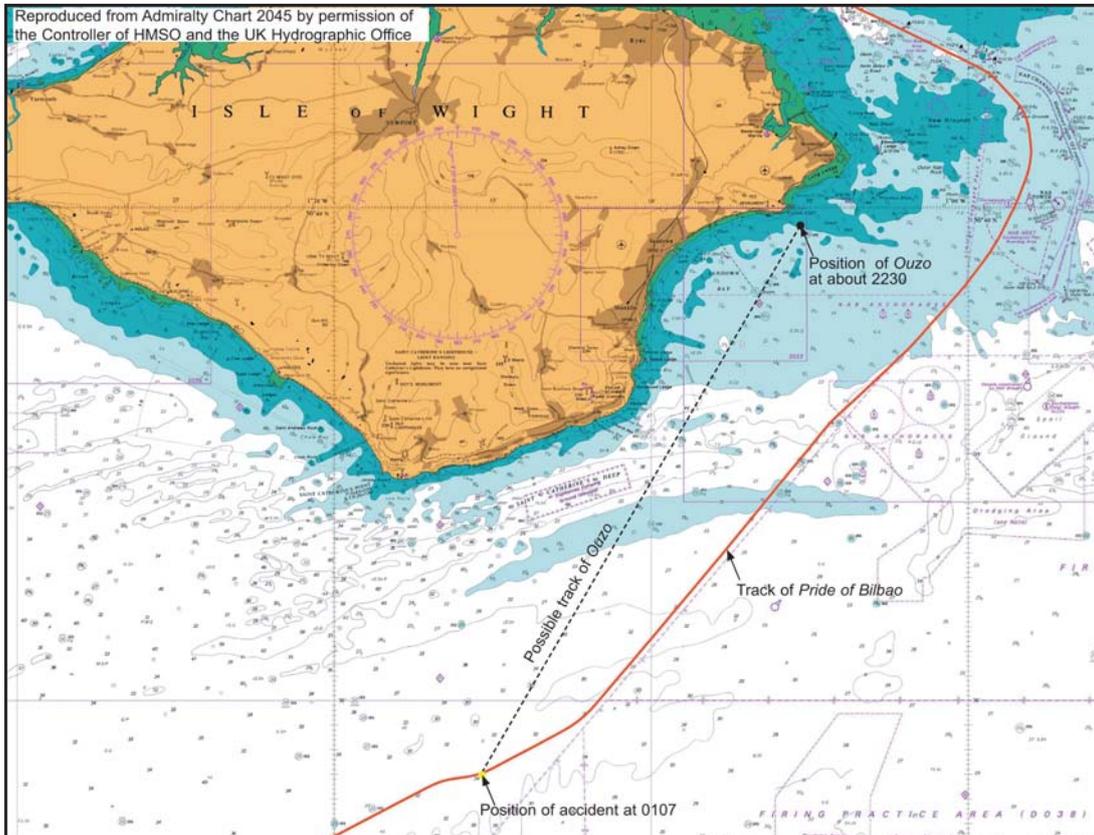


Chart showing probable location of the incident according to the MAIB

James Stevens, RYA Training Manager gives the RYA viewpoint on the Ouzo tragedy.

P&O ferries have a good safety record but, on the night of August 20, 2006, a watchkeeper on the Pride of Bilbao made a fatal error which resulted in the loss of the yacht Ouzo and her crew of three.

Yachtsmen can reasonably expect the watchkeepers of commercial vessels to keep a good visual lookout, especially on a summer's night in waters such as those near the Isle of Wight where small craft are very likely to be on passage. In particular, the basic rules of seamanship require them to look carefully before altering course.

In return, ships can expect yachts to sail defensively and, as far as possible, not put themselves in a position where the ship is required to give way to the smaller vessel. In the case of the Ouzo, the watchkeeper of the Pride of Bilbao should have checked visually and

with binoculars before altering course and should have put less reliance on the apparent lack of obvious targets on his radar screen.

More seriously, having observed at the last minute the yacht passing down the ferry's starboard side, he should have called the Master and a concerted attempt should have been made to ensure the yachtsmen were safe. The fact that the ferry was two hours behind schedule in no way diminished this responsibility.

Recreational skippers who cross the Channel regularly know that they cannot rely on ships to alter course for yachts or even to pick them up on their radar screens. The Ouzo, which carried an octahedral radar reflector, was all but invisible to the Pride of Bilbao and the resulting tragedy has rightly opened a vigorous debate about the effectiveness of radar reflectors. The RYA strongly urges manufacturers to come up with a reliable solution to the apparent shortcomings of current designs.

Credit must be given to the Ouzo's crew, who were sailing a well-equipped and maintained boat and who complied throughout with the international regulations covering their seamanship and conduct afloat. They were wearing lifejackets which they knew how to use as well as the right clothing, but found themselves in a situation for which no amount of foresight and planning was possible.

P&O have co-operated fully with the enquiry and have sent reminders to their fleet of the importance of good watchkeeping. Recreational sailors can be sure that this incident has concentrated the minds of every one of their bridge officers as to the responsibilities they carry.

Hopefully, it has also concentrated their own minds on the healthy respect that all recreational sailors should hold for the dangers posed by larger vessels passing in close proximity.

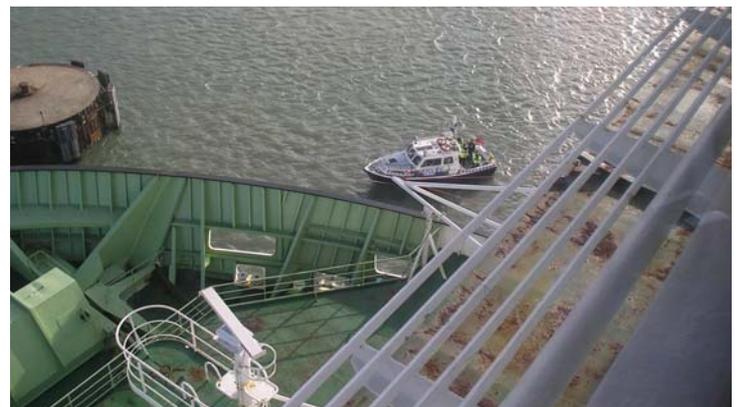
Sadly, no apportionment of blame can ever return those who died and it falls to the entire marine community to work together to ensure that every possible lesson arising from this tragedy is put to good use in the future.

The MAIB have made a number of recommendations following their investigation. A summary is below, but full details can be found in their investigation report on www.maib.gov.uk

MAIB recommendations:

- Yachtsmen should not hesitate to attract the attention of ships' watchkeepers by whatever means are available.
- Yacht owners should make every effort to ensure that their navigation lights are fully effective, and their characteristics understood.
- Yacht owners should be encouraged to fit the best radar reflector they can afford.
- Crotch straps should not be optional extras on lifejackets – they should be supplied, fitted and worn.
- A handheld VHF set in a waterproof cover could have provided a means of sending a distress alert.
- An EPIRB and/or liferaft would have dramatically increased the crew's chances of survival.

Images courtesy of the MAIB



An approximation of where the watchkeeper aboard the Pride of Bilbao first spotted the Ouzo (harbour launch represents Ouzo)

Is your liferaft up to standard?



Chances are it might not comply with recent changes in the UK for Coded Vessel requirements and the new policy adopted by the RYA.

As a UK Certifying Authority, under most normal conditions, we will no longer accept a coded vessel, newly registered to the RYA, if it is equipped with an ORC liferaft.

This policy has been adopted ahead of the total enforcement of MGN280, as it is considered that the ORC liferaft

falls short of the safety requirements essential for coastal and offshore waters. With manufacturers now producing newer and safer liferafts for ISAF Regulations and the more recently adopted ISO 9650, it has become appropriate to drop the ORC liferaft, with its inferior safety standards.

Under previous MCA Codes, certifying authorities could permit an ORC liferaft for coded vessels operating in area categories 1, 2, 3, and 4, so long as the vessel carried a SOLAS

A or B upgrade grab bag for their correct operation. This has changed. Unless already in operation the ORC is no longer accepted by MGN 280. Additionally existing ORC rafts will be phased out at the end of their serviceable life. These changes may well affect vessels for training centres, charter or other commercial use.

So for new vessels just about to go through the coding process, ORC liferafts will no longer be permitted – you should either carry an ISAF (Appendix A Part 2) or the ISO 9650 Type 1 Part 1, which is an equivalent design. Both liferafts feature a boarding ramp to allow easier access and other features giving better safety.

When could an ORC liferaft be allowed? Fundamentally, it can only be allowed if it has previously been certificated and serviced annually and then only for its serviceable life. In most cases this will be down to the manufacturer, when the raft comes due for its annual service at an approved service station, which may re-certificate the liferaft, only if

it is still fit for purpose. Dispensations from the new policy may also be considered on a case by case basis for rafts for more than 12 persons.

One further point of reference for charter vessels when racing offshore, is that the yacht need not comply with the code while racing or in transit, so long as it complies with the relevant sailing regulations in terms of safety, such as the current ISAF Offshore Special Regulations. These regulations have also been phasing out the ORC liferaft since 2003.

Further information, contact our Technical Department on 0845 345 0383 or email technical@rya.org.uk.



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

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

Allowing your students to experiment

I was delighted to see that the RYA now recognises the value of righting lines on sailing dinghies. I have been fitting them for some 50 years but, in the past, have been told by RYA Dinghy Instructors that they are not necessary as the RYA Method prescribes to use of the jib sheet.

There are two approaches to teaching. The students can be treated like infants and told to do this because teacher says it is right. Alternatively, the instructor can explain the theory, objective and options and invite the student to evaluate these. Regrettably the "Method" approximates to the former, producing helms with fixed ideas.

The piece on tacking in the last edition is a classic example of this. Different boats and different people need different techniques. It is wrong to drum into students one method for aft mainsheet and the one method

for centre mainsheet in a do-it-by-numbers procedure. Instead it should be explained to the student that the objective is to turn the boat through the wind as quickly as possible, with as little disturbance as possible, to be in full command as the boat starts to pay off on the new tack. Unfortunately the "Method" does not achieve this but, at the critical moment, leaves the helm with an arm behind the back and a slack mainsheet.

It is not just tacking that the "Method" needs to be less prescriptive. Capsize recovery is another example. I will never send the crew to lie inside the boat, liable to get tangled or become trapped under a hull that has turned turtle. When the chips are down the sailor needs to think their way out of trouble, and this does not come with learning by rote.

The point I am making is that instructors worth their salt should

be allowed to give their students the benefit of their knowledge and experience, to explain different techniques and to get the student to think things out.

Barrie Skelcher
Club Racing Coach

Response from Alan Olive, RYA
Coach Development Manager

Barrie – insightful as ever and I'm inclined to agree with you. Interestingly, that was part of the Skills Model that I explained in the last edition.

However, I think being prescriptive (or generating good guidelines) can be useful to identify routines that people need to start the process, and save them time having to discover the best method. Once they have the idea, they do need to focus on the boat's performance and allow for experimentation.

The other part of this argument is giving guidance for the lowest common denominator. Many instructors don't have the experience to teach good technique but with some good teaching ideas they can help people on the water.

I agree that all 'coaches' need to develop their own ideas but the RYA is in the business of generating good practice, not best practice. These ideas and vocabulary get people sailing in an organised way in a relatively supported and safe environment, where there were chaotic and often silly ideas about how to do it before.

They can discover their own technique later with a solid grounding. If you use a different method, great! But let your sailors choose their own too. Give them the tools and let them discover. I'm sure you agree.

Accessing your safety kit

Gary Workman of Workman International Marine School has written in response to the "It shouldn't happen to an instructor" article in our Spring edition.

I was out in the Bristol Channel some years ago in some very severe weather when the RIB I was in, a very well-found boat, nearly turned over. This made me think long and hard about how I would have reached the grab bag, having almost certainly been separated from the boat.

From that day on I have always carried, attached to my lifejacket, a handheld VHF, a knife and a set of flares (miniflare 3). This actually gives me eight flares in total, all attached by not only their own clips but also fishing line. This gives me peace of mind, knowing that even if I was separated from the boat, I would be able to summon help by at least two methods.

I hope this helps anyone who may be unlucky enough to find themselves in a similar position one day.



How not to attach your kit

Response from Paul Mara, RYA
Chief Powerboat Instructor

Further to Gary's comments and following a recent incident, you may wish to consider the following advice when deciding where to store your essential personal kit.



The end result – a lop-sided and ineffective lifejacket

As instructors, we all need to carry additional items of equipment – first aid kit, handheld radio, rescue knife, flares etc. All need to be easily accessible and, more importantly, available in an emergency.

Many buoyancy aids come with a multitude of pockets and attachment points. However, generally speaking, gas inflated lifejackets do not have any.

So where should we attach our kit? If you have to attach anything to an inflatable lifejacket, keep in mind

the overriding factor that it should not impede the safe operation of the inflatable bladder. A common mistake made by instructors is to attach a handheld radio to the stole of the lifejacket with velcro straps, or similar. A great idea, easy to hear and operate, but is this really a safe place of attachment? The answer is a definite 'no' as the restriction caused by the strap prevents the bladder from inflating correctly. A knock on effect could be that the casualty will not be turned upright and may end up face down in the water.

So, where should we attach our kit. If it has to be attached to your lifejacket make use of the waist band around the sides. Consider what might happen if your jacket is inflated - will you be able to get to it? In the first picture you will see a knife at the front. When both sides of the bladder are inflated it is almost impossible to access.

Thanks to Baltic for providing kit for this article.

Pre-entry assessments

A quick request for Dinghy Coach Assessors running pre-entry training and pre-entry assessments.

You will all be aware that we have slightly modified the guidance concerning the minimum windspeed for conducting the pre-entry assessment by removing the 11 knot minimum. The reason for this has been the problem of candidates having difficulty completing the assessment prior to the instructor course due to both time constraints and lack of wind on pre-arranged assessment dates, often involving much travelling and return visits.

However, candidates are still turning up at instructor courses having no pre-entry assessment at all, which creates quite a problem for coaches. They not only have no idea of the personal sailing ability of the candidate, but they also have to try and fit the assessment into an already busy week.

Therefore, barring a completely zero wind situation, you should feel confident to make a decision on the candidate's sailing ability one way or the other and sign off the logbook accordingly at the time of the pre-entry assessment. Please don't leave the problem to the coach running the instructor course.

Introduction of a powerboat instructor skills assessment

The subject of whether we should introduce an assessment process for potential powerboat instructors was discussed at this year's national conference. The overwhelming response was that we should introduce a system similar to that used by the other training disciplines.

As with all changes, there are arguments against. In particular, the introduction of an additional step will mean added time and cost. However, when you balance this against the current level of candidates leaving their instructor course with an action plan to gain more experience before re-taking the course, then the balance tips in favour of the introduction of an assessment.

Interestingly, one of the top three reasons for failing a powerboat instructor course is poor personal

boat handling skills. The aim of the assessment day will be to assess the candidate's personal skills in boat handling, depth of knowledge and experience.

Conducted by a Powerboat Trainer, the format will follow that of a Level 2 powerboat direct assessment. It will include practical boat handling and cover most elements of the Level 2 course. Primarily this is an assessment rather than a coaching session, and candidates should therefore have practiced their skills prior to arrival.

However, it should be noted that the Trainer will give the candidate pointers to improve any weaknesses.

Successful completion of the skills assessment will allow the candidate to attend an instructor course and should help to increase the number of first time passes.

The requirement to attend a skills assessment will be introduced in April 2008, after which candidates will only be accepted for instructor training if they have passed the skills assessment.

Running a course?

If you or your centre are running instructor courses, please advise us of the dates once they are authorised by the Regional Coach/RDO

Power

New PW line-up for 2008

What makes a good PW for training?

- It goes slow enough that the student will feel safe, but fast enough to make the instructor grin
- It can be used every day of the season and only burns one tank of fuel a year
- It loves being capsized on numerous occasions and never needs to visit the workshop
- It's so quiet that riders shout at sailors to keep the noise down

"If only", I hear you say! However modern skis are no longer the gas guzzling, noisy monsters that

get such bad press. The latest models are quiet, fuel efficient and exceptionally reliable.

Most manufacturers offer a complete range from entry level through to high performance machines. In reality they are probably all suited to tuition, however the most appropriate purchase that a training centre could make is an entry level ski.

Yamaha have just announced their 2008 Waverunner line-up with their VX Deluxe being most suited to training centre use. Its 1052cc, 4 stroke, 4 cylinder engine is capable of up to 50mph and is ideal for

basic tuition. It comes with reverse as standard and, with the click of a remote transmitter, you can reduce the top speed and rpm.

Most manufacturers offer similar models and there are special discounts available to RYA training centres. Contact your nearest dealer for further details.



Teaching IRPCS for PWs – keep it simple!

Teaching IRPCS on a PW course can be a bit of a challenge. Keeping it simple is the key to success. Paul Mara outlines the main pointers to pass on to your students.

The most important rule has to be:

KEEP A GOOD LOOKOUT by all means possible. Whilst looking ahead is a natural function when flying along at 45 knots, don't forget to regularly check behind you – there could easily be someone overtaking at 60knots! Take a good look around before making any change of direction.



Once you are aware of other craft around you, you need to decide which way to go in order to avoid them:

RIDE ON THE RIGHT at sea and in channels marked with navigation buoys – the opposite side to driving a car in the UK.

When in the vicinity of other craft, you need to consider:

- Does the risk of collision exist?
- What action should I take?
- What action should the other vessel take?

There are three main ways in which collisions occur, so let's apply the above to each scenario:

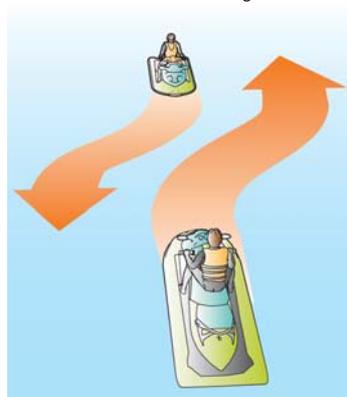
Head on collisions

Does the risk of collision exist? Relatively easy to establish as both craft will be heading towards each other, head on.

What action should I take? Don't assume that you will not collide. If there

is any doubt you must alter your course by turning to the right, making it very obvious to the other craft what you have done. The sooner you do this the better.

What action should the other vessel take? In this situation he should also turn to his right, therefore placing you both on the correct side of the road – remember: ride on the right.



REMEMBER! Right is right. Give way to the right, turn to the right. Think – RIGHT

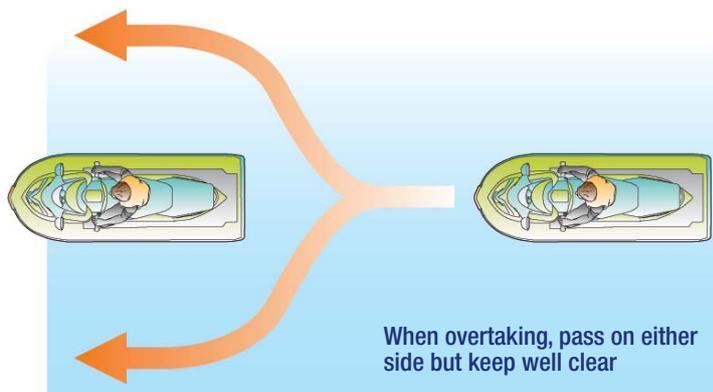


Running into the back (overtaking)

Does the risk of collision exist? Let's assume that you are the overtaking vessel. You should easily be able to tell if you are going to run into the back of the one ahead. Likewise, if the vessel ahead is keeping a good look out he will know that you are behind him.

What action should I take? You can pass on either side, but keep well clear. Do not force the other craft to alter course and, if you have not seen him looking behind, assume that he doesn't know you are there.

What action should the other vessel



When overtaking, pass on either side but keep well clear

take? The vessel being overtaken must keep on a steady course and avoid unnecessary alterations. If he is keeping a good lookout he will know that you are there and let you pass. Bear in mind that you can close in on other craft very quickly, so they may not see you until it's too late.

Running into the side (crossing)

Does the of risk of collision exist? This situation requires a little more thought. Keeping a good lookout in this situation is the most important part in deciding if you will collide. If two craft are approaching at an angle and their relative speed and angle of approach does not change, they will collide.

Let's consider two skis are approaching the same buoy. They can see each other and appear to be running on a parallel course. However, as they get closer to the buoy they will also be getting closer to each other, eventually colliding. Avoiding action needs to be taken.



What action should I take? It depends upon whether you are on the right or left. Remember we ride on the right so if you are on the right you should hold your course and speed, but keep a good lookout to check the vessel on your left.

What action should the other vessel take? The vessel on the left should give way to the one on the right. This can be done by slowing down and allowing the other one to pass ahead, or by altering course to run behind the other vessel. In either case your action should be early and obvious.

Crossing at sea is just like driving round a UK roundabout

Imagine that you are driving on the road in the UK, approaching a roundabout. What do you do? Slow down, look to your right and allow any traffic already on the roundabout to pass ahead of you. If you are already on the roundabout and see a vehicle approaching ahead of you, you would expect him to stop at the white line and allow you to pass. If he doesn't, you have to slow down.

So there it is – basic collision avoidance in three easy steps. If you remember to teach your students these three main ways to collide and the three main steps for avoidance, you shouldn't go too far wrong.

A full explanation of these rules can be found in the RYA publication International Rules for Preventing Collisions at Sea (G2), available from the RYA priced £4.99.

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Jet Skier & PW is the UK's only personal watercraft magazine. It is packed full of news, ski tests and reviews, events coverage, places to ride, beginners' guides, race reports, freestyle tips, wakeboarding instruction, PW club news, technical advice, competitions and lots more. The publication has a close relationship with the British PW industry, from manufacturers and dealers to harbour masters and, most importantly, the skiers themselves. Full of high-quality action photography and informed writing from the most knowledgeable marine journalists in the world, JS&PW delivers extensive coverage of the sport both nationally and internationally.

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New Powerboat Instructor Handbook

The G19 Powerboat Instructors Handbook is in its final stages of production and will be in stock shortly. Here is a taster of what to expect.

The book is split into two basic sections, one concentrating on learning styles and teaching techniques, the other being a fantastic step-by-step guide to what to include in each session of the powerboat syllabus.

In addition there is a CD containing useful video clips and all the pictures and illustrations, so that you may use them in your presentations.



Introduction to PW Safety Course

Following the introduction of our new PW course for guests on superyachts, we are pleased to announce that the first yacht to sign up to this program was MY Kogo, based in Antibes in the south of France.

There has been a great deal of interest, with a number of similar yachts becoming recognised and many more applications in the pipeline.

Robin Cowie, 1st Officer and Principal of RYA courses onboard MY Kogo



commented "We are very proud to be the first yacht to be able to certify their guests to use the yacht's PWs. Allowing guests to use the craft after completing a short course will enhance their enjoyment and improve their safety. We are very grateful for the help provided by the RYA."

A welcome spin-off from this success is the increased opportunity for other PW training centres (primarily in the UK and the Med) to provide instructor training for the PW instructors who will be working on board these superyachts.



Paul Mara
Chief Powerboat Instructor

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

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.

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Ray54E can be purchased on your RYA Discount Scheme from any one of Raymarine's UK Service Dealers. A full list can be found online at www.raymarine.com. Call Raymarine Sales on 02392 693611 for further details.

* Terms apply – please call for further details about the discount scheme or for a copy of the terms and conditions.



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Lifestyle Photos: Oyster and Cranich

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A model for learning

Have you ever considered using radio-controlled models to help beginners learn to sail? Before stepping into a dinghy, sailing can be experienced at first hand with a radio boat without the normal safety or fear factors. With just a little instruction on transmitter controls, anyone can be radio sailing within minutes, well enough to sail a simple course. **Roger Stollery**, Technical Secretary of the Model Yachting Association explains.

The basic principles of sailing can be picked up very quickly and learning by experience is surely one of the best ways to learn. Taking full responsibility for sailing a boat usually comes at the end of a course, but putting this first with a radio boat is not only fun, but can create the enthusiasm to learn more and give confidence when actually stepping into a dinghy.

As an example of how this can work, when my son was six years old he was able to sail a foot long RC Footy boat competently. He learned the principles of setting the sails for the course being sailed, the impossibility of sailing straight into the wind, the idea of tacking and gybing relative to the wind direction etc. One day on holiday, immediately after he had been sailing his Footy up and down the river next to the beach, he was lent an Optimist. After a short briefing he stepped aboard on his own and was immediately able to apply all the principles he had learned on the Footy. From that point on he was only seen ashore for comfort breaks!

As an instructor you will find it very easy to demonstrate key principles as you can show and discuss how to do

something correctly, and show the effects of doing it incorrectly, right in front of your students. Small, light models are very sensitive and can easily show, for example, how the over-sheeting of sails slows a boat down or creates the risk of gybing on a run. Not only is radio sailing an ideal teaching tool for the initial stages of learning to sail, but it can also be excellent for improving the skills of competent sailors by racing to hone tactics, strategy and rules knowledge etc. Radio racing is unique in the ability to cram in a lot of races, giving plenty of opportunity to practise.

Radio sailing boats may be small but, like any boat, time and care is needed to look after both boat and electrics, to charge batteries, set up and store carefully. Suitable boats for teaching are the smaller and cheaper classes on the Model Yachting Association's racing programme. In order of cost to get sailing (from £50 to £330), these are: Footy Class (MYA BUG 3, MYA 12 inch Yacht kit and others), BOTTLE boat, Micro Magic, Fiesta, RC Soling and RC Laser. These require varying degrees of DIY construction, but some are available



Micro Magics on the pool at the RYA Dinghy Sailing Show

ready to sail. Information about these can be obtained via the MYA website www.mya-uk.org.uk – go to the 'Forum (new for 2007)' and scroll down to the MYA class descriptions.

The choice of boat may depend on the

sailing water and wind conditions. Open tidal waters may require the larger and faster boats such as the BOTTLE boat and RC Laser, whereas at the other end of the scale the Footy boats are ideal for small areas of water close to the control area. These are very manoeuvrable and ideal for children to 'learn by playing' and, like the Micro Magics seen on the RYA pool at Alexandra Palace, go well when fan assisted!

In February Hamish Stone and Aaron Wolkff became the Eastern Regional winners of the RYA Young Sailor of the Year award. Both boys are keen BOTTLE boat radio sailors – proof indeed that learning by play has obviously paid off.

Welcome to the new National Sailing Coach

RYA Training welcomes John Thorn into the post of National Sailing Coach.

John started at the RYA in May, bringing with him an extensive background in watersports, ranging from the commercial sector, charitable trust, and most recently Director and RYA Principal for two large local authority sailing and canoeing centres.

Though now based with his family in Cowes on the Isle of Wight, John comes originally from Plymouth and enjoys most water activities from swimming and water polo to scuba diving, kayaking and of course dinghy sailing and yachting. He is a Coach/ Assessor, Powerboat Trainer and Yachtmaster® Instructor and Examiner.

In what little spare time he has, John sails and races regularly, both inshore and offshore, and belongs to Gurnard Sailing Club and the Island Sailing Club.

When asked what he thought about his first few months in the hot seat, he replied that he was "absolutely thrilled with the move, and to be working with such a motivated and talented team. When the difficult enquiries come in you know that you can rely on colleagues to help. How

we pull together and respond is a real team effort."

John has been getting out and about to as many regions, centres and clubs as possible in his first few months and hopes to continue with this. He is spending time listening to what people have to say about the current dinghy and keelboat training schemes, instructor training and where you want them taken in the future.

Please email questions, comments or ideas to John on john.thorn@rya.org.uk



John Thorn
National Sailing Coach

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



Learning by play

Laser 4000 fatality

Many of you will have heard about the tragic loss of a Laser 4000 crew in July during the national championships at the South Caernarfonshire Yacht Club. The RYA were asked to investigate the accident, and **John Thorn** outlines his findings and the recommendations that followed.

On Monday July 30, 2007 a competitor from Northern Ireland taking part in the Laser 4000 National Championships died as a result of being unable to free himself from the rigging when the boat capsized and inverted.

The weather on the day was fair with a moderate NW force 3-4.

The helm and crew of the Laser 4000 had known each other for approximately a year but did not usually sail together. However when the helm's usual crew could not make the event, the new pairing teamed up to travel to Abersoch to compete with 38 other boats.

On day two of the event, having just had their best result so far of 34th in the morning race, the crew had just finished the downwind leg on lap one of a three lap race, when they capsized near the committee boat.

They had been having difficulty recovering the spinnaker just prior to this capsize and the crew had gone forward in the boat to sort it out. Whatever had caused the problem with the spinnaker was soon sorted and the crew attempted to return to the cockpit by stepping around the outside of the shrouds, when the boat capsized. The helm immediately climbed up on to the dagger board but soon became aware that there was a problem as the crew called out several times for help.

Uncertain what the problem was, the helm waved to alert the nearby committee boat that help was needed, before climbing off the dagger board and swimming around the boat to try and assist the crew. Unable to release

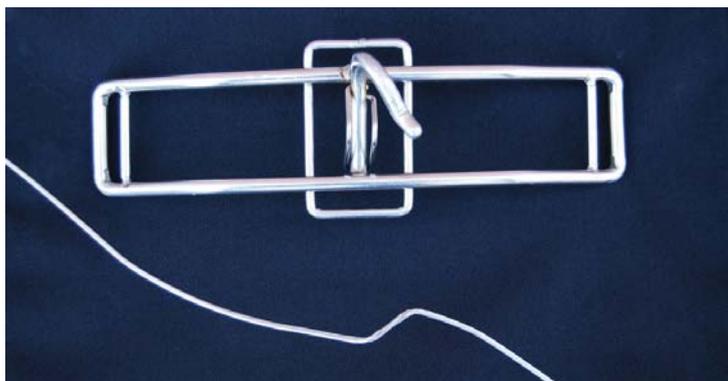


himself, and despite the helm's best efforts to support him in the water, the boat quickly inverted and the crew was dragged under.

Meanwhile the race management team on the committee vessel had seen the helm waving and, realising there was a problem, immediately sent out a VHF call to all safety boats to attend the capsized boat. The safety boats quickly arrived on scene and the helm, with the help of the first safety boat crew, managed to bring the boat back up to a near horizontal position and the crew reappeared. The helm then went over the bow of the dinghy to render assistance and the third safety boat was quickly manoeuvred into a position where the casualty could be reached and pulled out of the water and onboard.

Sadly, despite CPR being performed en route to the beach, and the best efforts of all concerned, the casualty was pronounced dead at the scene.

Subsequent examination of the boat and personal equipment found a 40° bend in the crew's trapeze hook and a matching twist in the port lower shroud. The post mortem examination determined the cause of death as drowning.



Lessons learned and recommendations

- Some dinghies can invert very quickly after an initial capsize. The speed of inversion reduces the time available to release any crew who might be trapped.
- Dinghy trapeze harness hooks have been involved in several near miss incidents of entrapment and two previous fatalities, one of which also involved a Laser 4000.
- The RYA, manufacturers and class associations should raise awareness of the risks and hazards surrounding capsize and inversion, the use and wearing of dinghy trapeze harnesses, and issues surrounding the risk of entrapment.
- The RYA should determine and recommend an ISO standard or set of requirements for harness equipment in order to assist manufacturers in the design and production of effective, suitable quick release systems for dinghy trapeze harnesses.
- The RYA should highlight the need for organisations and investigating authorities to preserve all evidence on scene, including the vessel connected with an accident, until after an investigation has taken place.

How to become a Coach/Assessor

If you are interested in the RYA's programme of coach personal development (CPD) and would like to know more about becoming a Coach/Assessor, then please read on...

A Coach/Assessor is, for many people, the pinnacle of their dinghy coaching career. A common scenario is that you may have started as an assistant instructor at your local club or centre, passed your instructor course, instructed for a few seasons or even a gap year. Then came the opportunity to step up and take more responsibility as a Senior Instructor. You enjoy this, but after several years (ideally in a variety of centres or clubs), you may feel ready to take the next step towards sharing your experience and knowledge with others, and help them join in the fun.

The Coach/Assessor course is for experienced Senior Instructors who also hold the Advanced Instructor endorsement. To be eligible for the course selection you should be a thoroughly competent sailor with good communication, motivation and leadership skills, good fleet management and coaching, with a positive, enthusiastic approach.

If you think this description fits you, and we hope it does, contact your Regional Development Officer or RYA Training to discuss your application.

There is usually one Coach/Assessor course each year, preceded by two or three selection weekends, of which you need to attend one.

Don't talk about it, just do it!

New handbooks coming soon

Just a quick note to let you know that the Beginners' Handbook (G3) and the Advanced Handbook (G12) are both undergoing the publishing version of a nip and tuck with a bit of a facelift! The new issues should be available this winter.

The content will remain the same so all existing copies are still good to use and there is no need to replace them. You will simply receive the new versions when existing stocks run out.

Trapeze harness near misses

This summer has been notable for several near misses and one fatality involving entrapment under inverted dinghies.

The fatality is reported opposite, but here are brief details from two other near misses.

Entrapment incident in the Solent

An entrapment under a modern asymmetric trapeze dinghy occurred in the Solent in July. Three instructors from a small watersports centre operating in the central Solent asked permission from their centre principal to take out the dinghy and support boat on their afternoon off. They would operate in the same sailing area as another group from the centre and would take it in turns to sail and man the support boat.

The centre uses trapeze harnesses with quick release hooks. However on this occasion all of the usual harnesses were already in use. The principal therefore issued a

new harness that had just arrived, equipped with a different type of quick release hook. As the mechanism for the hook release was different to the other harnesses the principal briefed the instructors on the use of the new harness.

Conditions were perfect for spinnaker and trapeze sailing with a force 3 to 4, wind against tide. All the instructors enjoyed a turn, occasionally getting things wrong and going for a swim.

When they had been sailing for just over an hour the boat capsized and the crew on trapeze at the time scrambled into the boat intent on unhooking. As he did this the boat turned turtle on top of him. His harness hooked onto the lower shroud and his buoyancy aid made it almost impossible to free himself. The helm had started to right the boat but then realised that his crew was missing and started to look for him.

The crew did manage to get his head clear of the water briefly and the

helmsman reminded him of the quick release. The crew then pulled the release toggle and was free to swim out. Together they righted the boat.

In the meantime the support boat was on its way to the upturned hull and arrived on the scene around 30 seconds after the crew had freed himself.

Entrapment incident at Cumbrae

A further incident occurred in August. Two sailors from a local sailing club hired a modern asymmetric trapeze dinghy from a training centre. They were intermediate level sailors, more than capable of handling the 12 knot conditions. They had been well briefed about making sure they were able to swim free if the boat inverted.

The boat capsized during a tack and the crew's trapeze harness became hooked on the starboard side shroud plate as the boat inverted. The rescue boat had seen the capsize and was on the scene in a few seconds. Two instructors from the rescue boat

jumped into the water, while the third radioed for help.

One of the instructors in the water tried to free the trapped crew, whilst the other tried to right the boat. The crew indicated that he had found a small air pocket and was able to breathe. He still could not free the harness hook from the shroud plate, but had managed to undo the harness and was pulled clear by one of the instructors. He had swallowed some water and was slightly shocked but, thankfully, was otherwise unhurt.

The boat remained inverted throughout the incident.

Our findings from a 2003/04 online survey on entrapments is shown on the web. In light of the incidents detailed here, we have reinstated the survey and would welcome any data that you have. The report and survey can be found at www.ryatraining.org/runningcourses/trainingcentres.

Racing progression

For many training centres the busiest time of the year has come to an end, and we can reflect on the success of the summer's courses.

Many centres will have been running flat out all summer, and clubs will have run their annual youth sailing camps too. This always creates a peak of demand for courses from the Young Sailors Scheme, with many young sailors returning for their second or third summer course. So how can we keep those young people interested beyond Stages 1 to 4?

There are, of course, the five advanced modules which can be tailored to run as young sailors' courses with more emphasis on the fun and games element, as well as on the skills. For those who have completed the Start Racing Course, there are now the Intermediate and Advanced Racing courses. Details can be found by going to www.ryatraining.org/leisure and selecting dinghy from the list on the left.

One problem when trying to run these courses has been finding suitably

qualified coaches – either a Club Racing Coach or Class Racing Coach. The solution is for Principals to identify a suitably experienced and competent Racing Instructor on their team, and for them to be permitted to instruct all courses from Start Racing to Advanced.

So, who would be considered as suitably experienced and competent? The answer lies in the existing criteria for completing the CRC training course, which states that participants should have five year's racing experience including open/national

experience within the last three years.

There is a precedent for this type of flexibility – Principals or Chief Instructors already allow suitably experienced instructors to teach sailing with spinnakers, even though they may not be advanced instructors. In the same way, Principals and Chief Instructors can now allow suitable Racing Instructors to run the Intermediate and Advanced Courses.

Club Racing Coaches and Class Racing Coaches can also now run all three courses.



Look out – look up!

In recent years there have been several incidents where people have been killed or injured when their boat's mast came into contact with overhead power lines.

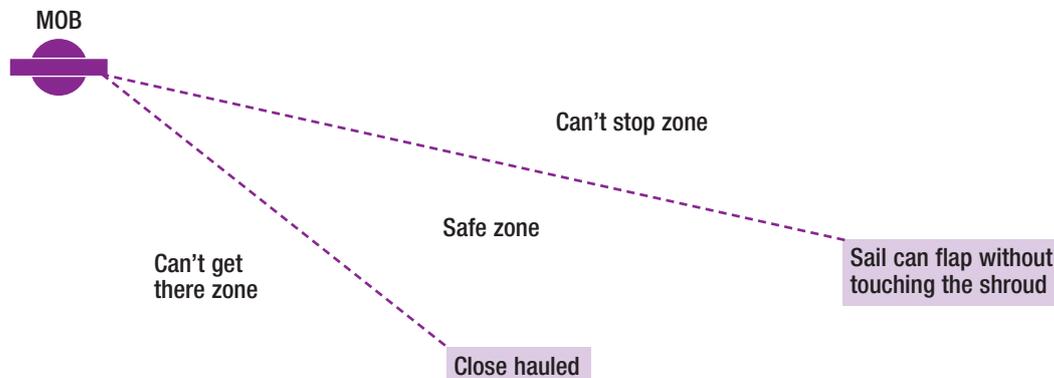
ALWAYS check for overhead lines when rigging or moving boats with tall masts. Always assume that all overhead lines carry live electricity.

The Energy Networks Association produces a Safety Information for Sailors leaflet which can be downloaded from www.energynetworks.org

Wanted

Oppies and Toppers plus spares for a charitable project in Romania. Contact: David Ritchie 07788 412562 ds@dsritchie.fsnet.co.uk

MOB recovery Basic steps to success



This is the first in a series of articles which looks at some of the finer points of instructor and senior instructor training. I hope that you will all feel able to contribute to this. The first contribution is from experienced RYA Coach/Assessor, Colin Ridley.

MOB recovery is an exercise that appears on a number of RYA dinghy sailing courses from Level 1 to the instructor pre-entry test. It is an important safety exercise, but there's a bit more to it than that – it brings together a variety of aspects of boat handling, boat control and wind awareness.

Whilst a suggested method is outlined in the Instructor Handbook and Logbook and in both the Start Sailing and Advanced Sailing Handbooks, it is apparent that a number of other methods are commonly taught, with differing degrees of success. Even at instructor pre-entry level candidates seem to struggle. The two most common faults are trying to approach from within the no-go-zone, or being unable to stop.

To deal with these problems we'll start by looking at the end result and then work out how to get there...

Basically we need to approach in the safe zone, shown above. From within that zone we need to steer a straight line to the MOB and control our speed at a steady pace (by "filling and spilling" the mainsail). A steady but slow speed is preferable to a gradual slow down as slowing down the wind gradually has an increasing

effect, and tends to push the dinghy sideways. Adopting a slow but constant speed ensures the wind has a fairly constant effect throughout. So, with that as the end result, how do we get there? The Instructor Handbook and Logbook (G14) outlines the basic essentials as follows:

- 1 Regain control of the boat and turn onto a beam reach. Let the jib flap.
- 2 Maintain visual contact.
- 3 Sail away on the beam reach for about 10 boat lengths, or enough to get the boat under control.
- 4 Tack and point the boat at the MOB.
- 5 Check the main will flap.
- 6 Bear away slightly if necessary so that the final approach is on a close reach. Spill and fill the mainsail to control boat speed.
- 7 Stop to leeward and immediately beside the MOB.
- 8 Helmsman goes forward and retrieves the MOB by the windward shroud.
- 9 A flick of the tiller helps prevent the boat tacking on top of the MOB and keep it in the basic lying-to position.

Look at steps 5 and 6 very carefully as these are critical. After tacking, point the boat at the MOB. If you let the mainsail out, will it flap or touch the shroud? If it touches the shroud you are in the "can't stop zone" and so need to bear away sharply and then point at the MOB once again. Repeat this bear away and point exercise until you can point at the MOB with the main flapping clear of the shroud.

If you overdo the bear away and point up a little there's no problem so long as you are still in the "safe zone". As soon as you have to be close hauled to point at the MOB you are on the edge of the "can't get there zone" and should consider your escape route and go around again!



SailLaser has created a new benchmark in sailing tuition from the 2012 venue in partnership with the Weymouth & Portland National Sailing Academy.

We are currently looking to recruit for the following positions:

(long and short contracts and affordable accommodation available)

- Senior Dinghy Instructors
- Powerboat Instructors
- Dinghy Instructors
- Expert Laser Sailors
- SB₃ Coaches
- Asymmetric Instructors
- Children's Instructors
- Teenage Instructors

If you are committed to introducing others to the sport, passionate about sailing and you would like to train the next Olympic champion, then send a CV and covering letter indicating your previous instructor experience to: Matt Bridge, Centre Manager, SailLaser, WPNSA, Portland, Dorset DT5 1SA. Email: matt.bridge@sail-laser.com

SailLaser

Keelboat Senior Instructors

One question I have been asked since taking up the post of National Sailing Coach is 'why don't we have a senior instructor course for keelboats?' In trying to answer this question I examined some of the issues.

Who might want the award? There are some training centres who only operate keelboats, either on inland waters or tidal waters. Their instructors may have little or no dinghy sailing experience, but having passed the Keelboat Instructor course, should be perfectly competent instructors with

good communication skills and the potential to organise effective group sailing on the water. This kind of instructor would never pass a standard dinghy SI course, which is currently the only option open to them.

The question has come from a variety of organisations ranging from sailing clubs who use Broads cruisers, to Sailability groups who use a variety of accessible keelboats.

If you have a view on this subject why not let me know. You can email me on john.thorn@rya.org.uk.

Speaking from experience

Hazel Wilson joined RYA Training almost two years ago as administrator to Simon Jinks, Chief Cruising Instructor. Whilst we always try to recruit staff who 'know their stuff', here is proof of the level of commitment that we have. In Hazel's own words...

When I joined RYA Training I was already a Cruising Instructor. I decided to keep my qualification up to date, to prove to myself that I can talk with some credibility about the scheme that has allowed me to do so much.

I must have been mad, but I decided to go for my Yachtmaster® Instructor ticket, well aware that I would suffer the same nerves and apprehension faced by students on RYA courses every week.

I saw it as an opportunity to be on the receiving end of being taught, gather as much information as possible and gauge my skills as an instructor.

I am now the proud owner of my Yachtmaster® Instructor certificate, happy in the knowledge that I can speak and teach from experience.



Looking for potential Yachtmasters® of the Year

At the end of each year our team of Yachtmaster® Examiners nominate their top exam candidates for the prestigious RYA Yachtmaster® of the Year Award. The winner must possess outstanding skills and knowledge as a skipper and will have demonstrated their expertise and experience during their Yachtmaster® exam.

The winner is awarded a perpetual trophy donated by the Royal Institute of Navigation, presented by HRH The Princess Royal at the London International Boat Show. An additional prize of £500 of gear is given by Gul.

If you are an Examiner who has seen an exceptional candidate this year, please contact James Stevens on james.stevens@rya.org.uk



Reminder for Examiners

We are experiencing an increasing number of delays in processing exam paperwork due to incomplete applications. Currently we have around 50 outstanding, which is highly frustrating for us and for the candidates who are eagerly awaiting their certificates.

When you accept a candidate for an exam, please make sure that they have completed their application fully. Common omissions include:

- Missing photographs, first aid or VHF certificates
- Incorrect payments
- Incomplete ML5 medical forms (we need the entire form, not just the declaration at the back)
- Incorrect STCW paperwork for candidates wanting the new STCW commercial endorsement

Please take a few moments to go through your candidates' paperwork with them prior to the exam so that we can avoid any unnecessary delays.

Answering your radio queries

If you have any queries or problems whilst running radio courses, or you wish to update your instructional materials please email Alison Noice at radio@noice.info.

Non-tidal certificates

At the various conferences this last year, we discussed new approaches to converting non-tidal certificates.

Following the debate, the G15 and G18 (Cruising Logbooks) and G27 (Instructor Handbook) will be amended along the following lines:

Conversion of non-tidal Day and Coastal Skipper Certificates

To convert a non-tidal certificate to a tidal certificate, students can attend a two day conversion course, at a centre recognised to issue tidal certificates. It is recommended that students have a theoretical knowledge to the standard of the relevant Day Skipper/Coastal Skipper Shorebased Course. Due

to the complexity of the conversion, some students may require more than two days to achieve the tidal course certificate. A tidal certificate will be issued on successful completion of the conversion.

The G27 will also include: Although not an exhaustive list, Instructors should concentrate on the following:

- Close quarters handling under power and sail (if applicable)
- Navigation and pilotage using tidal calculations
- Using tidal heights and tidal streams
- Working out course to steer to allow for tidal stream, leeway and drift

Mileage and tidal experience for Certificates of Competence do not change.

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Amendments to shorebased papers

All amendments to the shorebased papers can be found by going to: www.ryatraining.org/runningcourses/instructors and selecting 'instructor resources' on the left.

The RYA Basic Navigation and Safety Course



Record-breaking sailing superstar Dame Ellen MacArthur DBE joined us to launch the new RYA Basic Navigation and Safety course at the Southampton Boat Show in September.

A huge crowd gathered on the RYA stand to celebrate the launch, hearing from course author, Ian Jinks and RYA Training Manager, James Stevens.

James Stevens said: *"The course has been designed for anyone new to boating from sailing, motor boating and RIB driving to sea angling, diving and in-shore racing. It's perfect for those who want to get the basic knowledge before getting out on the water. It's the ideal first course to take, providing the essentials in basic safety and navigation."*

"Being just a two day course it's perfect for people who don't have time for anything longer. It can be fitted in to a weekend or even through evening courses or distance learning."

It was then over to Dame Ellen MacArthur DBE to say a few words: *"This new course is fantastic, it gives users a first view of exactly what it's like out on the water. It teaches you what things mean in an interesting and straightforward fashion. You learn without really realising it."*

"Exams make me nervous so it's nice to know that there is no exam at the end of this course, telling you if you've passed or failed. You simply work your way through the book. This really is a great course."

Feedback from students on the pilot course

"I now feel more confident in my abilities and can't wait to get on the water and put the theory into practice."

"..an excellent introduction that all new boat users should be encouraged to complete. It gives you confidence to get the most out of your boat, whilst being aware of the risks."

"..to be recommended for newcomers, but also very useful for those who want to do more than pull ropes and tie on fenders."

"Useful to all, regardless of experience. Good background knowledge to enhance your enjoyment of being afloat."

"..a great mix of information with a good hands-on feel."

An observer's view of the new Basic Navigation and Safety Course

Caroline Bews of Capital Sailing was a representative of the Marine Leisure Association, observing a pilot course in April. These are her thoughts following the course.

The RYA's new course is designed to fill a big gap in the market. A few instructors were invited along to observe a pilot course run earlier this year and, I have to say, I was very impressed.

I think it will be an excellent course with wide appeal, that will be fun to teach and to learn. It touches on all the important subjects, but just that – enough to give the student an awareness, 'basic' understanding and appreciation of the subject. It can be a stand-alone course, or used as a springboard for those students whose appetites have been whetted to learn more.

The key for us instructors is that we have the right students on the course. It must be explained to potential students at the time of booking that it is an entry level course to navigation.

Also, keep in mind what NOT to teach! It will be tempting to give more detailed explanations, but to impart too much information, given the time constraints, will only confuse.

For students wanting more information this course is the perfect launch pad for further theory courses such as Day Skipper, radio, first aid, and diesel engine, and practical courses such as Start Yachting, Competent Crew and Helmsman.

While students don't need any previous experience before taking the Day Skipper theory course, it would certainly serve them well to do this course first. This would help consolidate and improve their learning curve when on the Day Skipper course, which in turn will add more weight and prestige to the Day Skipper qualification.

The new course is designed to be informative and, most importantly, lots of fun! The course workbook helps instructors to promote discussion and group participation.

The order in which you teach this course is entirely up you. In the test run, pilotage and passage planning were left to the last afternoon, with the students working in groups and putting into practice what they had learned. Everyone really seemed to enjoy this aspect.

In summary, this is a course for those with little or no navigation experience. They may have been on the water, but have no awareness of the significance of what they, or others, are doing around them. Given in a relaxed atmosphere, with no assessments and in a short time frame, the new course increases awareness and will hopefully stimulate the desire to learn more.

All in all this is a great entry level course that I think will appeal to many.

SRC Exam papers

A reminder that the current SRC Exam papers A, B, C and D should have 11/06 printed in the top right hand corner of the front page. Please check that your centre is not photocopying material which refers to the Radio Communications Agency instead of Ofcom!

Our Certification Department will send the new papers and application forms free of charge, so just call 02380 604356 if you need a new batch.

Some SRC Assessors use the small G26 for student revision. This book has not been updated with the new questions, so remember to correct your copies to avoid confusion.

Cruising logbook

The new editions of the G15 and G18 Cruising Logbooks are now available and include information on the new Basic Navigation and Safety Course, along with the new system for converting non-tidal certificates.

An instructor's view of the Basic Navigation and Safety Course

Roger Seymour gives us a few pearls of wisdom, having experimented with the new course.

At first glance, an elementary course would appear the easiest to teach. Don't be fooled – it requires meticulous planning and preparation.

Take yourself back to the first time you ever took a boat out or drew a line on a chart. Your task is to condense all those years of experience since then into 16 hours, resulting in a student who is confident and eager to learn more, rather than shell-shocked and confused.

Throw all those aging text books away and start again. This new course needs to be interactive and practical, full of group discussions, instructor-led demonstrations and lots of toys to play with.

My approach to the course was to consider how I undertake a short passage with friends. Friends, like students, have differing interests which need to be taken into account. First I would collect all the charts and pilot books, and check the weather and tides. Would I need to worry about how the chart was made or the causes of tide? Probably not, but I do need to be able to interpret the chart, know which side of the channel to stay, make sure there is somewhere to stay at the destination, whilst not frightening myself or the crew en route.

Be very clear on the course aims and objectives.

Charts

- Your introduction to charts should include various types such as racing, Imray and foreign. The plotter is useful as an electronic example, even if displayed and not mentioned.
- Which type of chart do you use travelling at 30 knots?
- Show the latest edition of 5011 along with other examples of sources of symbols and abbreviations found on charts or in the training almanac.
- The most important hazard is the one you are about to hit.

Navigation

- Keep it simple.
- What is that bearing to the

lighthouse? Guess, NW or about 300°.

- **Naughty Elephants Squirt Water.**
- Distance can often be measured using finger and thumb and then confirmed with a manual or electronic plotter.
- Plotting lat and long (East does not exist). Where possible use a whole number of minutes and definitely no more than one decimal place. How can you plot to three decimal places?
- Why, when and how do we fix or confirm our position? Check the name on the buoy, check its position with the GPS and note it in the log. Show them your logbook complete with coffee stains and sketches.
- Variation – it's on the chart 7° W. Mark in on the plotter – that's it!

Safety

- Discuss and show the difference between buoyancy aids and lifejackets. Show them your state of the art lifejacket with spray hood, 406 EPIRB, flare, LED torch and compare it with your Grandad's buoyancy aid.
- Demonstration flares and radios are always good value. Remember CG66.
- Use discussion groups:
 - 1 Pre-voyage or safety checks on a boat with an outboard.
 - 2 Pre-voyage or safety checks on a boat with an inboard diesel engine.
 - 3 Pre-voyage or safety checks on a planing boat with outdrives.

Compare the similarities and differences.

- What is a killcord?
- If everything goes wrong, who and how do you attract attention.
- Call Dad on the mobile.

Anchoring

- How, when and where? Use of a small dinghy anchor may help.
- Why do I need to know the time of high water?
- How much water do I need to stay afloat?

Tides

- The tidal curve and choice of tidal hour should be done as a group worked example to show best practice.

- A demonstration using the RYA plotter should cover all the electronics and mop-up any tidal awareness problems.

IRPCS

- Keep to the right. Demonstrate using model boats.

Weather

- Drip feed it continually.
- Talk about the weather of the day, your favourite internet sites, Met office, BBC, Windfinder, XC Weather.

Pilotage

- Draw a sketch on the whiteboard with lots of colour and imagination. Be an artist.
- Passage planning together with



pilotage – the whole of the final afternoon as a group exercise.

- Where could we anchor en route for a swim or cup of tea?

**What can you leave out?
Nothing - except the theory!**

Applicants for VHF direct exams

Holders of the old VHF licence often need to convert their certificate for DSC. Some have no wish to attend a course – they aim to study at home and just take the exam at a centre. The training scheme allows them to do this but some find it difficult to find a centre willing to conduct an exam.

There are very few of these candidates, but your centre is obliged to examine them when requested. No tuition should be given, but time must be allowed for the candidates

to familiarise themselves with the instruction book for the training radio. The candidate should complete the whole exam paper, whether applying for a conversion or the full exam, and the practical part of the conversion exam should concentrate on the DSC functions of the radio.

The direct exam fee is £25.00 for a conversion and £38.00 for a full exam. A small portion of this fee is paid to the Assessor by the RYA and the rate for this is currently under review.

Electronic plotter system requirements

The system requirements for the RYA training plotter have changed. 97MB of spare disk space is required for the plotter and 600MB for the tutorial. This increase is due to an enhancement of the tutorial, which may also take longer to load.

To coincide with the launch of Windows Vista, we have also made it Vista compatible.



Simon Jinks
Chief Cruising Instructor

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

Teaching equipment update

One of the most frequently asked questions from our windsurfing centres is 'What equipment is suitable for each level of the scheme?'. With windsurfing manufacturers unveiling their 2008 equipment, what better time to take a look and assess what's suitable for our training centres.

Start windsurfing

To ensure students get the best start, most average adults will need a board of around 200-230 litres (L), providing them with stability to concentrate on learning rather than wobbling! Many manufacturers use Eva foam decks for comfort under foot and when climbing on the board.

From **Starboard**, the Start range remains short and wide giving stability, ease of turning and a very comfortable ride. Models available in 210L and 230L.

The new **Rio** is more slender for 2008. A great all-round progression board, ideal for light wind cruising and rapid progression towards more advanced manoeuvres. Three models to choose from: the Rio L and M for beginners, and Rio S for intermediates.

The **Naish Kailua**, available in 230L and combined with a flat deck concept, provides stability to make learning fun and easy.



Naish Kailua Vantage Scout

From **RRD** comes the Easyride, available in two sizes – M and L. The M is more suitable for intermediates, being easier to plane, accelerate and power gybe. Both come with a daggerboard and EVA decks.

The **Hifly** Primo and Motion are widely used by centres in the UK and overseas. Ideal for a newcomer's first

taste of windsurfing. Both are made from polyethelene, providing durability and value for money.



Hifly Motion

Intermediate windsurfing

Intermediate boards should be approximately 190L or below. Take off the handbrake and bring on the acceleration! With so many intermediate boards available today, the world really is our oyster. Most manufacturers have an extension of their beginner range, providing models with lower volume which can also double up as great kids' boards.



Tushingham T'bird



Hifly Matrix

Made of the same durable material as the Primo, the **Hifly Mambo** (175L) and **Matrix** (149L) with daggerboards are aimed at intermediate and progressive windsurfers.

The **Naish Kailua** has three further models in the range, with the 180L and 160L providing an excellent introduction to harness and footstraps. They have EVA soft deck grip, giving a softer feel underfoot, added protection to the board, and front rails for a smooth glide. The 180s are fitted and supplied with retractable daggerboards.

Starboard have replaced the Carve and S-type freeride ranges, combining their characteristics to create the Futura – a board with great speed and early planing. The 2008 GO boards have been upgraded and offer more performance, available in wide range of models 177L to 114L. They are the same shape as the Futura but in a "Tufskin" construction providing extra durability.

Naish have also added the Free Wide, providing early planing and easy handling for intermediate and advanced windsurfers.



RRD Evolution

RRD have the 360 Evolution with sharp rails for improving upwind performance, an extended flat section rocker line for better planing and stability, and an increased tail volume for easier footsteering when underpowered. Available in 133L and 155L with or without a daggerboard.

Sails

Most equipment providers have a range of sails to suit their boards. Lightweight, ease of use and durability are key for Start Windsurfing, whereas optimal power and control whilst remaining robust is important for Intermediate and Advanced.

Both **Tushingham** and **Totaloption** have simple, hard wearing Dacron start and trainer sails, right through to the brand new re-designed Tushingham Rock (wave) and Wedge (freestyle).



Tushingham Storm

The **Naish Vantage**, like the Tushingham Thunderbird 3 gives performance and quality in a lightweight, user-friendly, early planing design to match today's freeride boards.

And for the children...

There is an enormous range available, specifically designed and dedicated to introduce and progress our next generation of windsurfers.

Children are really well catered for with **Starboard's ProKids** range of high performance shapes in a durable "kid-proof" construction.



Starboard GO

The **Naish JR** board range has three designs for all skill levels and conditions.

RRD have the Easyjoy – a childrens' beginner board of 110L. This is followed by the Twinjoy designed for the real freestyling, and the Wave Joy "Serious Ripper" – a no compromise kid-shaped wave board.

As mentioned earlier, centres often choose to buy boards that can be used for teaching both kids and adults. Considering intermediate ranges, such boards as the Hifly Mambo or Matrix, the Naish Kailua 160/120L or the Starboard RIOs and GOs, will all provide great crossovers.



Bic Techno 293

...with sails to match...

Children, like adults, require quality and performance, but on a smaller scale.

The **Tushingham Dino** is available in a variety of sizes. For a higher spec, the TK rigs would be more suitable and are



Naish Mini Ripper and Kailua Jr

currently in use by the young racers in the Techno 293 one-design class.

Nautix rigs from Hifly are available in both monofilm and Dacron, in sizes from 1.5m to 4m. Combined with aluminium masts and narrow grip Nautix booms, they provide a great rig for the young sailor.

Find out more...

- Tushingham/Starboard: Official T15 sponsors 01803 712140, email windsurfing@tushingham.com
- TotalOption; Hifly Windsurfing 01543 411333 or www.totaloption.com. (TotalOption also supply simulators necessary for RYA windsurfing centres)
- Naish UK: visit www.naishsails.com or email naishuk3@aol.com
- Seasprite (RRD): 01903 503664 email info@seaspiritsports.com
- Surf Sales: 01303 850553 or email info@surf-sales.com
- 604 Distribution: 01202 813413
- Ultra Sport: email tamzin@ultrasporteu.com

The **Naish Scout SE** is an entry-level sail ideal for centres due to its build: 100% Dacron with a PVC window. The **Naish Mini Ripper** or Ripper is 100% X-ply construction, giving lightweight durability with easy handling in sizes down to 0.8m.

Youth windsurfing boot camp

Seventeen talented young windsurfers from across the UK took to the waters off the Isle of Wight in August in the first ever RYA T15 Youth Week, hosted by UKSA. It preceded the WightAir Festival and proved to be great fun for all involved, despite some challenging wind conditions!

The week-long camp is a new initiative providing up and coming young windsurfers with the opportunity to develop their skills and learn new techniques.

The youngsters ranged between 12 and 15 years old, with differing degrees of skill and experience. For many, this was their first experience on the sea. With strong winds throughout the week, many got into their harnesses for the first time and were sailing really well. We had some fantastic feedback.



Mike Roberts, RYA T15 coach said: *"It's been a tremendous week, with all the youngsters gaining in skill and confidence. As many of them come from lake venues, this week has given them the opportunity to experience a completely new dimension to their sailing. No matter what ability they came with, all of them went away with new skills to show their friends back at home."*

Throughout the training camp the youngsters took part in coaching sessions with RYA instructors, including the RYA National Junior Squad Coach Oli Woodcock, getting tips on tacking and gybing to dealing with stance, harness work and foottraps.

Alongside the training elements there was plenty of opportunity for the kids to pit their new found skills against each other in a number of racing events. Twelve year old Sam Jenkins from the Oxford Zoomers T15 club dominated, claiming three wins from three.

When the wind did eventually drop it was time for freestyle skills. Tom Dickinson (15) from the Covenham Cyclones won this event, thanks to some smooth and complex tricks,



accompanied by a great dismount. Robert Pearce (14) from the Isle of Wight UKSA Wild Kats club, who had only three hours of windsurfing experience behind him before attending the training week said: *"I picked up loads this week, improving my skills and learning loads from the instructors. I've really loved it."* Rob was named most improved sailor at the end of the week and was racing with the others,

who had far more experience.

The Youth Week is planned to run on an annual basis. To find out more information visit the T15 website www.team15.org.uk

The Youth Week, organised by RYA T15 and UKSA, is sponsored by the Isle of Wight Economic Partnership and Wight Link Ferries.

Windsurfing with juniors

With an increase in youth participation due to initiatives such as T15 and Onboard, the information we relay to qualified and trainee instructors is imperative to keep the momentum going.

Manufacturers are researching, developing and producing more youth equipment than ever before, making it is even easier to teach and enthuse young windsurfers. Most manufacturers have an impressive range of boards, covering everything from the first experience to wave sailing, freestyle, slalom and freeride. Sails have the same construction and durability as the adult ranges, but start from just 0.8m!

Watching a young child struggle to pull a sail up with the boom way overhead, pulling them off at the slightest puff of wind, should be a scene of the past.

So how can we cater for a child's first



go at windsurfing? There are a range of options and adaptations enabling them to learn about the equipment and the wind in an enjoyable environment:

Rigging sticks

Mentioning rigging sticks to some instructors prompts a rather vague look. Very simply, they are a rectangular piece of

material and two sticks - cheap to make and incredibly effective for that initial experience or a strong wind alternative. They are easy to use, fun for all and a great way to introduce wind awareness and the basics of how a board works.

If adult equipment is your only option, ensure it is adapted to teach children. Cut down the fins to enable the board to turn more effectively with smaller sails, and use lighter materials to rig sails etc.

Check out the manufacturers' websites or speak to your equipment suppliers about their ranges of boards and rigs. The options are incredible with many being great value for money (see our feature on new equipment for 2008).

A few pearls of wisdom

Mike Roberts, an RYA Windsurfing Trainer and T15 Coordinator, shares his approach to raising awareness when teaching the junior scheme. *'It is important for instructors to understand the difference between teaching adults and children. You need a basic understanding of how people learn and therefore what*

approach is best for them. Create a hands-on experience in a fun environment. Remember, above all it's got to be safe.'

Safety considerations

When working with juniors always consider instructor responsibilities, child protection issues, and practical issues such as the increased heat loss in children when compared to adults.

Staff development

Devote time to staff training and develop several activities (on and off the water) to support the youth scheme. Try them out yourselves by becoming children for the afternoon, using rigging sticks or any other available equipment suitable for juniors. Set up various scenarios using role play or discussion.

For further information and leaflets on the RYA Youth Windsurfing Scheme or our initiatives such as T15 and Onboard please contact us

General windsurfing scheme enquiries: training@rya.org.uk
OnBoard: onboard@rya.org.uk
T15: Team15@rya.org.uk

2•4•15

The RYA is seeking to support T15 clubs by identifying more windsurfing instructors who could volunteer their time as a T15 coach to their local club.



2•hours

per week/month is the commitment we are asking for.

Two hours as a volunteer will allow clubs to expand; waiting lists can be catered for whilst working within instructor/pupil ratios.



4•coaches

per club is the target.

Four coaches per club will ensure sustainability; with only one coach the club's future is fragile. More coaches mean responsibility can be shared or pooled and if one coach leaves, the club can still continue.



15•team15

a UK-wide programme with opportunity to put something back into the sport you love.

As an RYA windsurfing instructor you could help deliver windsurfing to the next generation in an environment that is as rewarding for the coach as it is the club member.

If you would like to get involved, then you need to let us know. Training opportunities will be organised according to demand. Our aim is to keep training local. The two-day course costs £30; grants may be available. Register your interest via email: team15@rya.org.uk For information about local T15 clubs or the T15 programme in general, visit team15.org.uk Opportunities also exist for non-instructors to get involved; qualify locally as an assistant instructor.

2•4•15
Two hours • Four coaches • Team15



www.team15.org.uk

T15 coach courses – book your place now!

If you are a Start Windsurfing Instructor or higher and looking to get involved in T15, you need to get yourself onto a T15 Coach-Red course.

This is a two-day course, heavily subsidised by the RYA to enable as many instructors to access it as possible. The cost of the course, including a manual is just £30. Courses are organised based on areas of demand, so if you are interested make sure you get your name on the waiting list.

T15 Coach-Freestyle courses are also available to instructors looking to get involved with their local T15 club and expand the type of windsurfing on offer.

They are run over two days and cost £30 including a manual. You don't have to hold the T15 Coach-Red qualification to take this award, but you must be an instructor.



Every T15 club must have at least one T15 Coach-Red present when running T15 club sessions.

To book a place on either course, or to add your name to the waiting list, please email gina.lindholm@rya.org.uk.

Where were you windsurfing this summer?



There is a new windsurfing "hot spot" that not many have heard about. The Witterings? Hayling Island? The Gower? No, it's Docklands in East London.

Docklands Sailing and Watersports Centre is in the heart of London, with easy access to the water, a great view, and around 7,000,000 potential new converts to our sport.

This summer Guy Malpas, Regional Development Officer (RDO) and Steve Mitchell, OnBoard Development Officer (ODO) joined forces with the windsurfing trade (Naish UK, Tushingham, TotalOption and Ultrasport) to launch a new pilot scheme.

As part of RYA OnBoard the aim of the project was not only to reintroduce windsurfing to London Docklands, but also to demonstrate to other inner city centres that windsurfing can be used as a positive and fun activity to attract young people, schools and adults to their centres, and a whole new generation to our sport.

"It's brilliant, there's lots to learn and think about - that's why it's fun"
Marc Dobkin (13)

Charlie Baxter, Water Operations Manager at Docklands Sailing and Watersports Centre (DSWC), who ran the project as part of their summer activities programme said *"It has been fantastic working with the RYA*

to run this pilot scheme. It has been the most popular activity in our youth programme, and we are now in the process of buying new windsurfing equipment, and hoping to run courses this autumn."

The impact has been immediate with two centres in the heart of the city, DSWC and Surrey Docks Watersports Centre buying equipment and offering windsurfing for 2008.

Femi Omotosho, Chief Instructor of Surrey Docks Watersports Centre, said *"we have been thinking about*



restarting windsurfing at our centre for the past three years. Hearing about this project finally convinced us we needed to do it".

So what's the future?

Richard Marsh of Naish Sails (UK) looks forward with enthusiasm: *"Well, 2012 sees London hosting the Olympic Games. Who knows, a future windsurfing Gold Medalist might be about to take their first steps to becoming champion, right here in London"*

For more information about the pilot scheme or windsurfing in London contact Guy Malpas (RDO) at guy.malpas@rya.org.uk or Docklands Sailing and Watersports Centre at info@dswc.org.

Windsurfing Instructor conversion courses

One-day conversion courses provide instructors who took Level 2 or above instructor courses prior to the introduction of Fastfwd, the only route to revalidating their qualification.

We will be reducing the number of updates run throughout 2008, as the demand diminishes. If you are unsure whether you need to attend an update, please do not hesitate in contacting Vanessa Baxter at RYA Training on 023 8060 4178 or vanessa.baxter@rya.org.uk

2008 conversion course dates:
North
Sunday, November 2 at Pugneys in Wakefield

South West
Saturday, February 23 at Roadford Lake in Devon

South/South East/Thames Valley and London
April/May at Aqua Sports in Surrey

To book or find other courses in your region, please contact your nearest RDO – contact details on page 28.

Remember – you must attend a conversion course to enable you to revalidate your certificate. The sooner you book, the easier it will be to find a date and venue to suit you.



Amanda Van Santen
Chief Windsurfing Instructor

E-mail: amanda.vansanten@rya.org.uk
Tel. 023 8060 4179

Creating skills

The majority of coaches have established the basics of good coaching and run effective sessions and training weekends. The area we now need to focus on is ensuring that we are running the right session for the skill or technique we have identified as a weakness, and then transfer these skills on to the race course. **Mike Hart** explains.

Firstly we need to look at who we are coaching:

- Have they been in the class for a while?
- Have they just moved into the class?
- Are they juniors, youths or adults?

The answers to the above questions determine at what point in their development we are coaching them – are we coaching a new technique or are we coaching a skill?

New sailors in a class will initially be learning a technique, which becomes a skill once they are confident in performing that technique under pressure. As coaches, we can increase the speed of their learning, by matching our coaching sessions to the four parts of the skills model diagram.

Starting

In this article I want to look at starting and its associated exercises.

There are a number of areas we need to look at to improve the sailors' starting skills:

- slow speed boat handling
- acceleration
- making room on the line
- use of transits
- the first 30 seconds after the gun

Let's focus on just one of these – slow speed boat handling

Component stage

Emphasis is on communication in the boat, use of sails to stop or slow the boat, and how to minimize slippage.

Exercises:

Holding station

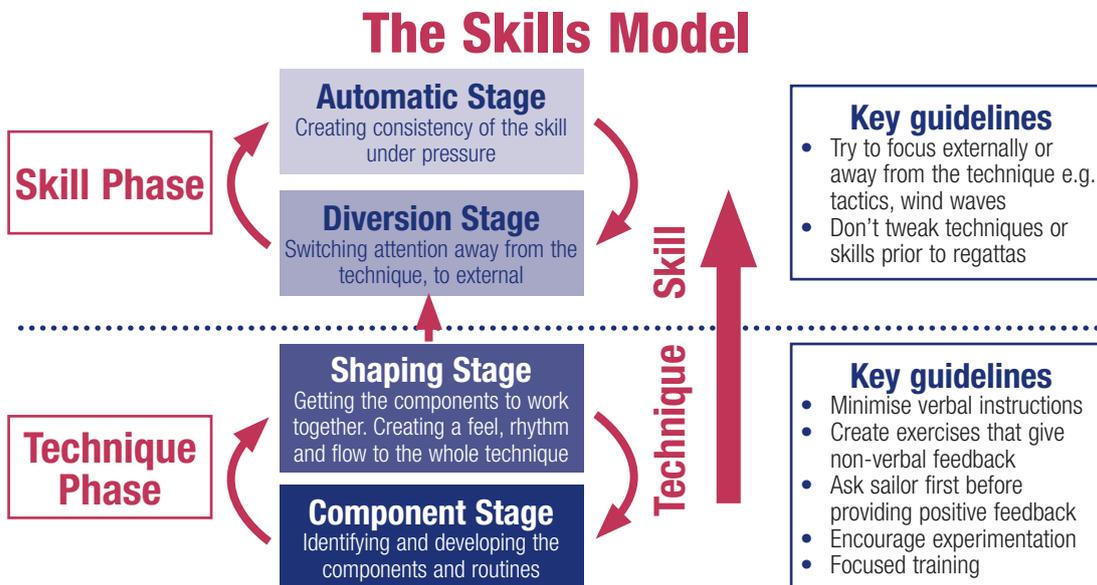
This is a non-pressure exercise. It requires one boat per buoy. The boat holds station next to the buoy for a fixed period, or for as long as possible.

The drive through

The aim of this is to sail up to the coach boat, stop and then accelerate away as fast as possible. This exercise is getting nearer to what actually happens on a start line but there is still only one boat.

Shaping stage

The emphasis now is on being able to control the boat at slow speed, and then



to accelerate away at a specific time. There should now be other variables in the training for the sailors to be aware of.

Exercises:

Basic line start

You are now bringing in a number of boats, but still keeping the pressure low. You need a line that is square with enough room for all boats to start easily.

Box start

You need to set up a box with two extra buoys behind the start line. By varying the size of the box you can create more or less pressure. This exercise puts more emphasis on slow speed boat



handling as the boats are not allowed outside the box in the last minute.

Diversion stage

The idea in this stage of training is to have the sailors focusing outside the boat whilst completing the aims of the training unconsciously.

Exercises:

Rabbit starts

The sailors now have to control their approach speed in relation to the moving 'rabbit'. They should be focusing on the approaching 'rabbit' whilst unconsciously controlling their own speed and position.

30 + 30

The aim of this exercise is to be on the line with 30 seconds to go and be prepared for the gun, which can go at any time between 30 seconds before and 30 seconds after the start time. The sailors' slow speed control must be spot on for this exercise. To make the exercise easier or harder you can either reduce the time or extend it. You can also incorporate the Box Start exercise into this for additional difficulty!

Automatic stage

When the sailors reach the automatic stage they need to practice skills that mirror real life situations as much as possible. The aim is to put pressure on the sailors to see if their techniques hold up under regatta conditions, and therefore become a skill.

The exercises to be used can be



similar to the ones above but made progressively more difficult. Another way is to run a series of short races with real starts and prizes for the winner.

However, the only real way to simulate regatta conditions is to compete in real regattas! The pressure that each sailor feels is directly related to their level of competence. Some sailors' starting skills will fall to pieces in a local open meeting, whereas others will happily perform in the medal race at the Olympics.



Alan Olive
Coaching Development Manager

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RYA coaching awards

Originally the Club Racing Coach course was designed for active sailors wanting to coach young sailors within their club. However, with the development of RYA coaching, the variety of courses now cover team racing, keelboats, coaching within a class, and windsurfing. This means the award now no longer does what it says on the tin, even though the theory and skills being taught on all of these courses are the same.

After consulting the coaching community, it has been decided that the Race Coaching Scheme needs to be renamed to encompass the variety of courses and allow for more courses in the future – hopefully making more sense to the sailing world.

We will be gradually phasing these names into publications.

All coaches are required to hold a valid first aid and powerboat certificate, and to revalidate every three years at a TopMark or SailSmart event, or at the Dinghy Sailing Show. For more information please see the website at www.rya.org.uk/WorkingWithUs/coaches/racingcoaches

Old name	New name
	Assistant Coach Level 1 (Proposed for 2008) One-day course
Club Racing Coach	Racing Coach Level 2 Two-day course. Allows coaches to run race training for any sailor
Class Racing Coach	Racing Coach Level 3 Five-day course. Higher level course aimed at Head Coaches, providing the latest techniques and coaching theory
National Racing Coach	Racing Coach Level 4 (Proposed for 2008) Ten-day course For expert coaches running national squads

Racing Coach Level 3 course

Price: £200

Aim: To provide the skills and tools to run higher level squad race training.

Content: Two residential weekends on how to coach and run advanced race training. One assessment weekend working with a national coach. Accreditation process including attendance at the Top Mark conference or RYA CPD.

Dates: January 26-27, December 6-7

Criteria: Top 20% in a class (as crew or helm).

Club Racing Coach with one year's experience.

To have assisted a Class Racing Coach or RYA Head Coach.

Recommendation from class or High Performance Manager/National Coach.

Full details from:

jessica.mappebeck@rya.org.uk

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New grass roots Coaching Development Team

The Club Racing Coach Scheme has been a major part of RYA Race Training for a number of years. The demand for coaches is on the increase as both clubs and classes realise the opportunities available to increase both participation and the racing skills of their members.

To improve the delivery of CRC courses the Coaching Development Team has gone through a major development of its own. The number of active CRC Tutors has almost doubled and there is now better geographical coverage within the UK

so that all areas will have at least one Tutor close by.

The Tutors recently attended a development day at RYA Headquarters which was designed to improve their performance and knowledge, as well as gaining ideas and experiences from other Tutors.

To organise a Club Racing Coach (Level 2) course for your club or class, or to find one running near you, contact your High Performance Manager – details on below.



David Bickerton, Simon Davies, Duncan West



Back Row – Richard Honeyford, David Frame, Bruce Bonar, Richard Benson, Mike Hart (Coaching Development Officer), Luke Shaw, Mark Rhodes, Jill Roysse.
Front Row – James Farrell, David Clarke, Matt Grier, Clive Grant, Ian Roberts.
Missing from picture – Nic Wymer and Mark Belshaw

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Cold shock, hypothermia and drowning

Water temperature off the UK coast can be as low as 5°C in February and rarely rises above 18°C in a good summer. It is not surprising therefore that there are a substantial number of fatalities every year caused by a sudden fall into cold water.

Most of these deaths are probably caused by falling into docks near night clubs, driving into dykes in the Fens, or when walking back to the boat from the pub. But RYA courses are run throughout the year, so cold shock and drowning must be considered a risk for anyone falling into the water.

Hypothermia may overwhelm a casualty where rescue is delayed and can dangerously reduce the capabilities of crew exposed in a dinghy or yacht cockpit.

What happens during immersion?

The initial response to immersion is cold shock. It only lasts a few minutes but is the cause of many deaths. On contact with cold water the blood vessels in the skin constrict and increase the blood flow back to the heart. This, together with an increased heart rate and hydrostatic squeeze from the water, raises the blood pressure dramatically. This dangerous combination can lead to death from cardiac arrest or stroke in susceptible individuals.

In a fitter casualty the inability to breath-hold and a phase of rapid, uncontrollable breathing may lead to the inhalation of water.

Avoidance is the best defence. Simple steps such as the use of a harness on a lifejacket or wearing a drysuit in a dinghy could be enough to save a life.

In the second phase of immersion the heart and breathing rate decrease and a gradual decline of muscular strength begins. The ability to swim fades and hands become useless as the body temperature falls.

A sprayguard used with a lifejacket can reduce water inhalation by 50%, but deploying it or any other lifesaving equipment must be done before dexterity is lost. Without a splashguard the casualty in cold water is likely to drown, not living long enough to develop hypothermia.

Getting the casualty out of the water is the priority.

Hypothermia is unlikely to develop in less than 30 minutes in a fit, clothed adult if the head is out of the water. The slide into unconsciousness is gradual but once this happens, without a splashguard, drowning is likely as

the waves wash over the face of the deeply hypothermic casualty. Even out of the water, in a liferaft, the body temperature may continue to fall until cardiac arrest occurs.

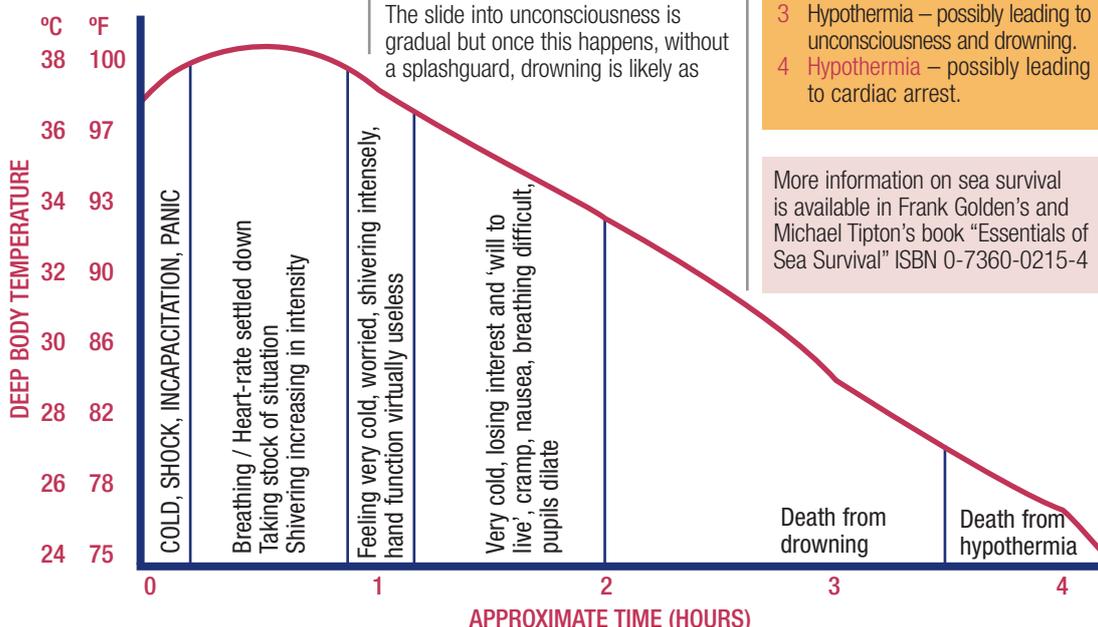
After rescue the reduction of further heat loss is vital. "Space blankets" reflect radiant body heat and are useless in this situation. A full bag type TPA (thermal protection aid) will be most effective, especially if it is possible to get the casualty inside. Insulate from any cold surface beneath the body to prevent conductive heat loss. The casualty needs to be treated gently, kept lying down to minimise the load on the heart. A rapid rise in temperature can cause re-warming collapse.

In summary

The stages of immersion:

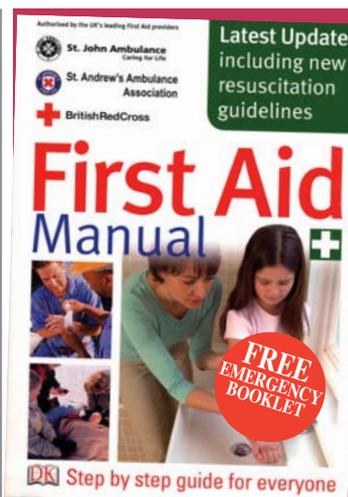
- 1 Cold shock – possibly leading to drowning or cardiovascular problems.
- 2 Muscle and peripheral nerve cooling – possibly leading to weakness and drowning.
- 3 Hypothermia – possibly leading to unconsciousness and drowning.
- 4 Hypothermia – possibly leading to cardiac arrest.

More information on sea survival is available in Frank Golden's and Michael Tipton's book "Essentials of Sea Survival" ISBN 0-7360-0215-4



Typical change in deep body temperature during immersion in stirred water at 10°C (50°F) for an average clothed individual (F. Golden).

Data from Frank Golden & Michael Tipton



Price reduction for First Aid Manuals

All RYA first aid training centres are required to provide the Red Cross/St John First Aid Manual for their course students to keep. However, we do receive complaints that the book is available cheaper elsewhere, or that no manual was provided by the centre.

To help alleviate the problem, we have now reduced our price for the manual to £8.95 for account holders.

Sea Survival Instructors Conference

This conference took place on October 13 at the RNLI's lifeboat college in Poole.

The day included speakers from the RYA Technical Unit, RNLI and the MCA giving updates on liferaft specifications, rescue procedures and equipment, search planning and new Coastguard helicopters coming into service.

Delegates saw the superb training pool, complete with waves, strong winds and lightning.

Representatives of Ocean Safety and McMurdo were there to show off their latest equipment.

A full report of the day will follow in the Spring edition of Wavelength.



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For autumn and beyond we require enthusiastic staff who are able to deliver programmes of exciting and educationally valid activities for schools, youth groups and individuals.

Activities include sailing, windsurfing, canoeing, kayaking, climbing and abseiling, archery, high and low ropes courses, mountain biking and team building. NGB qualifications are required but training is given.

This could be the opportunity of a lifetime, whether you are looking for a full time career in the outdoors, experience of working with young people or just enjoy a challenge.

Salaries for Instructors start at £219.78 per week with opportunities for overtime. Accommodation and meals are available.

This role involves working with young people and adults. GWC has a policy for safeguarding children and all applicants will be required to complete the CRB process before starting work at the centre.

For further information and an application form, please ring Grafham Water Centre, Perry, Huntingdon, Cambridgeshire PE28 0BX on (01480) 810521



www.grafham-water-centre.co.uk

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 Phone +612 9327 1166. For more info on what we do see our website www.eastsail.com.au



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SPRINGBOARD SUNDERLAND

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adventure@springboard-ne.org T 0191 526 6684 M 0776 489 6430

Job Vacancies @ Springboard Adventure

Springboard Adventure (SA) based at Hetton Lyons Country Park (HLCP) is part of Springboard Sunderland Trust (SST), providing opportunities for all members of the community.

We offer a wide range of outdoor, adventurous and environmental activity, delivering to SST, schools and youth organisations as well as offering courses to the public (adults & kids, groups & individuals, 1:1 lessons, children's parties). Current opportunities include orienteering, environment, roller blading, team building, mountain biking, canoeing, kayaking, windsurfing, raft building and powerboating.

We are looking to recruit a team of enthusiastic and qualified individuals for the remainder of the 2007 season and beyond. There are opportunities for full and part time, sessional, seasonal and freelance staff as well as the possibility of long term contracts.

If you have experience and/or qualifications in any of the activities we offer please contact Paul Hewitt, Development Manager.



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sailing@southerncrossyachting.com.au

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