

RYA Wavelength

keeping RYA instructors and coaches in touch

Bisham Abbey Sailing & Navigation School



Dates for the Diary

1 April: First aid certificates required for Powerboat Level 2, Advanced Powerboat and Day Skipper Commercial Endorsement applicants

1 April: No more paper certificates to be issued for Inland Waterways or practical Day Skipper and Coastal Skipper courses

1 April: Changes to acceptable first aid certificates take effect (see page 16)

8 April: Recognition Guidance Notes version 1.1 available to download

1 July: Closing date for articles and job ads in September's *Wavelength*

31 July: Closing date for Powerboat Trainer Course selection applications (see page 6)

25 October: SRC Assessors and Principals conference (see page 5)

January 2014: new Cruising Instructor training starts (see page 2)

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It just keeps getting bigger and better

Demand for RYA training from students and potential new training centres has never been stronger. While in surveys customers have identified several areas that they would like to see us develop, they are delighted with the training they receive.

The last couple of years have

seen many developments across our training schemes. The next couple of years promise even more opportunity, with changes to our SRC course, improvements to Cruising Instructor training, further development of eLearning and improvements in communications being just some of the exciting things we

have planned.

Change is inevitable if we wish to keep our training in the world-leading position it occupies. But for change to be effective we need every one of our 24,500 instructors to be up to date with all elements of the schemes in which they teach. *Wavelength* is an important part of this.

If there is ever anything you are not sure of, don't hesitate to pick up the phone or email RYA Training.

Richard Falk
RYA Training
Manager and
Chief
Examiner





The future of Cruising Instructor training

Once upon a time, Competent Crew and Day Skipper practical courses were delivered by holders of the RYA Yachtmaster™ Offshore certificate following induction by the centre's Principal. This induction often took the form of the new recruit shadowing the Principal for a weekend course while being shown the ropes.

In the late 90s, discussion with RYA training centres led to the

development of the RYA Cruising Instructor (CI) qualification. The main driver was to formalise the training at centre level for 'new' instructors. Since then the CI guidance has been updated several times, and it has become a qualification in its own right. Gone were the days when all CIs were expected to become full Yachtmaster™ Instructors.

The current guidelines allow a Principal or Chief Instructor

to assess CIs, with a strong recommendation for a training course to take place. The RYA then issues the CI endorsement on the Yachtmaster™ Offshore certificate and the newly qualified CI is able to instruct until their update, five years later. This system means that the CI is the only instructor award issued by the RYA that does not have a recognised instructor trainer delivering the training, which does not accurately reflect its status in the RYA training schemes.

Most Cruising Instructors are well trained and are a credit to the scheme, but the standard can be variable.

Our vision is for centres to be able to employ instructors safe in the knowledge that they have been trained to a consistent standard. This in turn should ensure the standard of delivery of our Competent Crew, Helmsman's and Day Skipper courses, and may also even raise the pass rate in Yachtmaster™ Instructor training.

The first task was to define the CI course. The second task is to train and appoint trainers who will go on to deliver the new course. This process has just begun and will continue over the next year or so.

So that the running of CI training can stay with centres, we will appoint a team of Cruising Instructor Trainers (CITs) who may be employed by any cruising centre wishing to run CI training. All centres will be able to host a CI course and use internal or external CITs.

A CIT will be a Yachtmaster™ Instructor (YMI) who has been identified as having potential to train instructors. In the first round of training the focus will be on those who have delivered significant amounts of CI training over the last two years, and these people will be contacted directly by RYA Training. Beyond this first tranche, we will primarily identify potential candidates from YMI courses or updates.

Over the next year a number of other CIT courses will be run, so there will be a large enough pool of CITs for centres to call upon when the new CI course goes live.

We recently ran a pilot course to test these ideas, and below are some comments from Doug Innes who attended the course.

'The first morning was spent ashore covering many of the areas generic to sail and motor instructor training before we divided into our two crews and headed to the boats.'

'We spent the rest of the course practising short sessions with one of us playing the student, one the instructor candidate and another playing the role of the trainer. After each debrief from the trainer candidate the group discussion opened up. Generally we were all singing from the same hymn sheet although it was interesting to hear some of the variations the others used. The overriding message throughout the course was that the RYA does not want to create clones and that there is more than one way to "skin a cat".'

'Training followed a similar method to the Powerboat Trainer or Dinghy Coach Assessor course, albeit with a different vehicle. There has clearly been a lot of thought gone into the new system and the sail and motor cruising schemes are borrowing the best bits from the small boat schemes.'

'At the end of the course we each received our individual debriefs and left – some of us happier than others. Having passed the CIT course we need to run a CI course, moderated by one of the existing YMI Trainers.'

The new process for CI training will come into effect from **January 2014**. Until then the current system remains valid.



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Great response to pilot courses

At the Yachtmaster™ Conference in January we announced our plans for two new motor cruising courses and asked for help from centres wanting to run pilot courses. Thanks for the very positive response - almost 30 training centres signed up the very next day!

There has been a lot of interest, particularly in the Start Motor Cruising course and how this can be used to teach younger crew. If your client base includes youngsters, families or groups of mixed abilities, this could be a great course to add to your range.

It's good to see those looking

to teach the Advanced Pilotage course marketing it in a variety of ways. Some are concentrating on students who have completed a Day Skipper course and would like to gain confidence at night pilotage, while others are seeing the opportunities for those considering taking the Yachtmaster™ Coastal or Offshore conversion exam. Both approaches are valid uses of the course and we look forward to seeing the feedback from those students.

If you are interested in offering either of these courses at your centre, please email michelle.weston@rya.org.uk.

Changes afoot!

Congratulations to Craig Burton who has recently been promoted into a newly created role, RYA Training Resources Manager. Craig will now focus on the ongoing development of training materials and resources with particular emphasis on the integration of eLearning, ePublications and instructor training across all RYA Training disciplines.

This is an exciting new role that is very much focused on the continued ongoing improvement and development of our various training schemes in an effort to

continue to focus on quality and consistency in course materials and delivery.

Craig's promotion has obviously created the need to recruit a new Chief Instructor for Sail Cruising and I am delighted to announce that Vaughan Marsh has been appointed to take up the role of RYA Chief Instructor Sail Cruising. He has been working at Joint Services in Gosport and will start in his new role with us in May. We welcome Vaughan to the RYA Training team. We anticipate a start date of mid May.

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Teaching Sail Trim

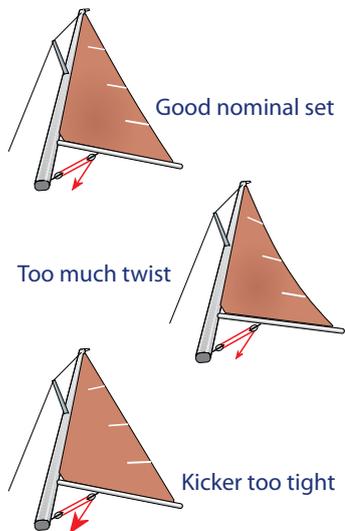
At some point in a student's progression they need to develop a deeper understanding of sail trim. Good Day Skipper candidates may be ready for this, but it would be easy to over-complicate an already full week, so only cover it in more detail if you feel your students can cope. At Coastal Skipper level they should certainly be getting to grips with sail trim.

Assuming that your students understand the use of tell-tails to judge over or under-sheeting, here are a few ideas for moving on to the next level of sail trim.

A good starting point is to help students understand the bigger picture by introducing 'twist' and 'camber'. This will help them think in terms of the sail shape they want rather than simply learning a list of controls and actions.

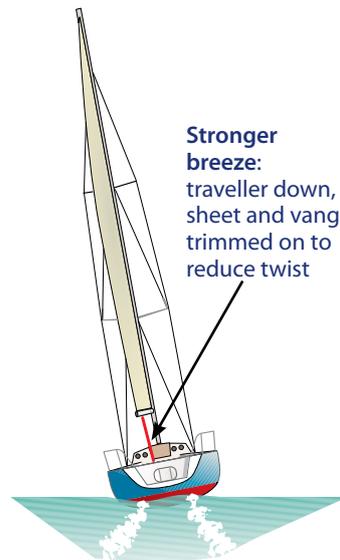
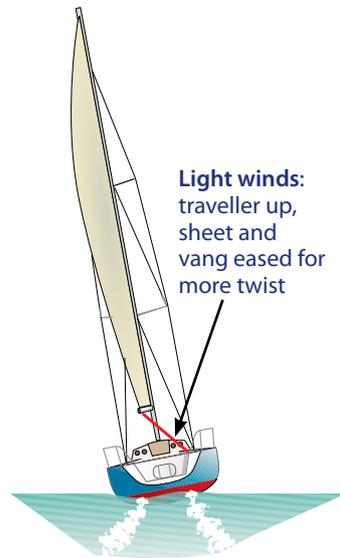
Twist

I personally like to start with twist, introducing it as the changing angle of the sail in relation to the wind as you move higher up the sail. The more the top of the sail is 'sheeted out' compared to the bottom of the sail, the more twist you have. This can be easily demonstrated on a reach using the kicker, as seen in the diagrams.



Because in most cruising boats the kicker will have limited effect on twist in stronger winds or when going upwind, the next step is to move swiftly on to the effect of mainsheet and traveller

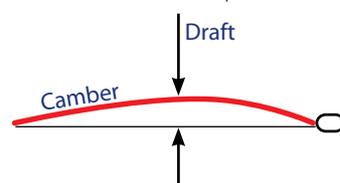
position on twist. This can be a very effective demonstration while sailing upwind, highlighting the effect on boat speed and pointing ability as you mess with the shape.



Camber

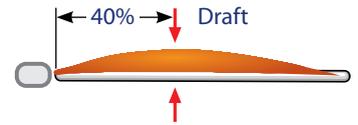
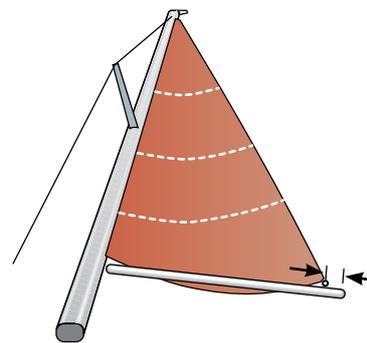
Camber can seem a little more complicated, particularly if an aerodynamicist tries to explain it, but we'll simply say it is the curve of the sail. We are interested in two parameters:

1. the draft, or fullness of the sail (how curved is it)
2. where the maximum curve is (ie. the maximum draft position)

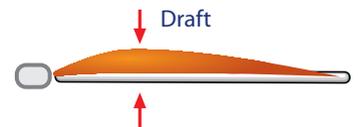


If we talk about reducing camber we mean less curve, or flattening the sail. If we talk about moving it forward, we are moving the maximum draft position closer to the luff of the sail.

Easing the clew outhaul is the easiest way to demonstrate increasing the draft but the effect of this adjustment on the position of maximum draft is less obvious.



Nominal halyard/cunningham tension - draft at 40%



Increased halyard/cunningham tension - draft moves forward

To really understand this, students need to be thinking sail shape throughout the course, and they need the opportunity to experiment to see the effects of various controls on the boat's performance. That's how they can begin to develop an idea of what shape they are looking for in certain wind strengths or sea states.

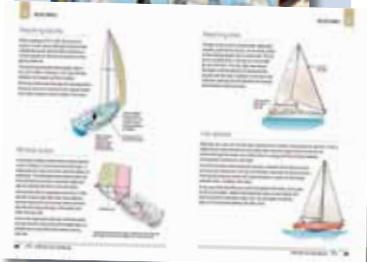
Sail trim is a huge subject. In fact you could write a book about it, which we did!

RYA Sail Trim Handbook for Cruisers

Price: £13.99

Order code: G99

The RYA Sail Trim Handbook for Cruisers is crammed with useful tips and pointers on one of the fundamentals of good seamanship: sail trim. The book focuses on the needs of the cruising sailor.



RYA Interactive

Professional practices and responsibilities

As I write, we are in the final stages of rebuilding this course in new software that will bring with it improved compatibility across more web browsers, devices and operating systems. With this change we have taken the opportunity to tidy up the course a bit and will be trying a new approach to the glossary,

with the aim of making navigation through the course more straightforward for your students.

PPR centres will be notified when we are ready to go live with this.

Site upgrade

We have also started work on upgrading the RYA Interactive site, bringing improved functionality and a cleaner look and feel to the site. Our main intentions are to strengthen the link between training centres and their part of the site, tighten up the procedure for students signing up to courses and make the journey through the site more intuitive for them.

All RYA Interactive centres will be kept informed by email as the upgrade progresses.



Early stages design for how the new site might look. Subject to change!

SRC update

Work on reviewing the SRC radio course continues with the need to ensure compliance with regulations in terms of course timing, content and delivery paramount in our minds. We have also started the development of the new online version of the course, using the same company that put together the PPR course for us, and are looking at the provision of a student pack to accompany the course whether taken online or in the classroom.

SRC training centres will be kept fully informed and there will be an opportunity for instructors and assessors to hear about changes first-hand at our conference on 25 October. If you are not able to attend the conference, there will be other opportunities to make sure you don't miss out on any information. Please note the change of date since the provisional date published in January's **Wavelength**.

New Icom micro site

Icom has launched a microsite dedicated to handheld DSC radios, explaining what they are, where they can be used and why boat owners may want one. It also answers several

questions about ownership and registration of DSC handheld radios, which could provide a handy resource for instructors and students alike.

www.dschandheld.com



Craig Burton
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RYA e-canal Ltd IW Training Conference 2013

What a great day, despite the late spring snowy weather, there was a good turnout for the Inland Waterways conference, with many centres represented by a mix of principals and instructors.

There was a great buzz about the day with many people taking the opportunity to catch up with old friends and network with new ones. The day was packed full of presentations, workshops and updates with a keynote speech delivered by Simon Salem, Marketing and Fundraising Director for the Canal and River Trust. This talk focussed on the transition from British Waterways to the Canal and River Trust and their work recruiting and motivating a new army of volunteers.

Presentations and discussion workshops included:

e-canal mapp

- » Effective briefing and reviewing
- » Marketing your training centre
- » Keeping your head above water
- » Disability awareness
- » IWHC pass or action plan?
- » Principals' course and on-going support
- » Demand for higher level course
- » What resources can the RYA provide for instructors?
- » Inland Waterways Crew course (see page 7)
- » Inland Waterways Scheme update

For a full insight into the day and to download presentations please see the conference reports section of www.rya.org.uk/coursestraining/resources

We won't leave it so long until the next one!

Take your training to the next level

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

Applications are invited from experienced Advanced Powerboat Instructors. It is important that you show a range

of experience and, when it comes to the actual selection course, that you are up to date with current teaching methods, well versed in navigation theory and possess good skippering, communication and instructing skills.

The closing date for applying for selection training is 31 July 2013. Details on how to apply are on www.rya.org.uk in the Coaches, Trainers and Instructors section.

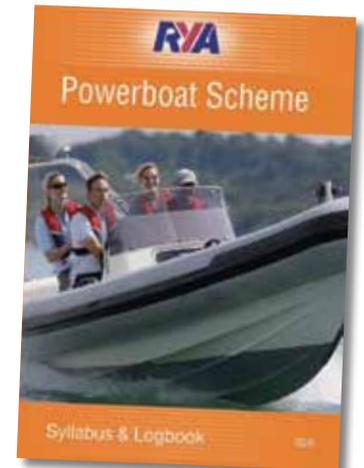
Powerboat Logbook new edition

A new edition of the RYA Powerboat Scheme Syllabus and Logbook (G20) is now available.

We have improved the layout and increased the content to make it more useful for instructors and students alike. It now includes information on relevant shorebased, navigation and short courses and shows how they fit alongside the courses of the RYA Powerboat Scheme.

There is also a section on commercial endorsements and the courses required to work commercially at sea.

Overall the look is more modern with updated pictures



showing the different facets of RYA powerboat training.

There is no need for you to return or stop using any stock you

have of the previous edition – please just use those up. When your stock runs out you will automatically receive the new edition in your next order.

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Rachel Andrews
Chief Instructor, Motor Cruising & Power

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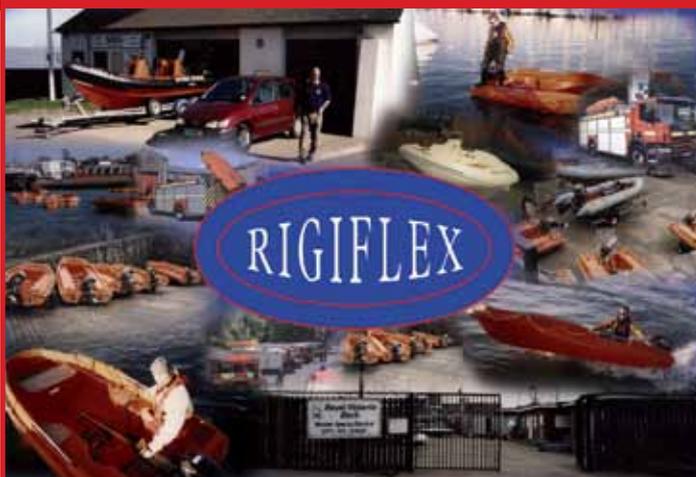
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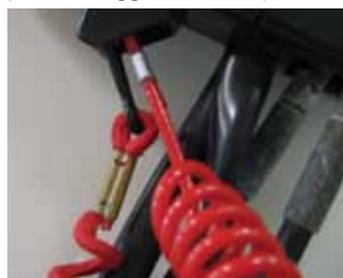


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Dual killcords for kids

When teaching 8 to 11 year olds, both the instructor and the student must wear a killcord. The following series of pictures deals with the two common types of kill switch encountered on powerboats and how to attach two separate killcords in each instance.

If you have the toggle switch system it is possible to place two loops over the toggle and then push the toggle to the run position.



If you operate the other type of switch which uses the prong type connector, the following series of pictures shows an effective method of attachment:



Add a key ring loop to one of the lanyards



Place the ring over one of the prongs of the other lanyard



Locate the kill switch and attach the two lanyards as above

The key point to remember is that the two lanyards will separate if either is used to stop the engine. Above all, avoid directly connecting the two lanyards together as this could cause injury.

Normally, students aged 12 or over should wear the sole killcord when on the helm, although if the instructor deems it necessary for a particular individual or group, they may also wear one, using the dual killcord arrangement described above.

Check your kit

Don't forget to familiarise yourself with the Powerboat checklist in the new consolidated Recognition Guidance Notes.

You will find the list for powerboats in Appendix 13.

Inland Waterways Crew course

As announced at the RYA e-canal Ltd Inland Waterways Training Conference we are piloting a new course, the Inland Waterways Crew course.

We would appreciate help with running this pilot from as many Inland Waterways centres as possible. No new equipment or training is necessary to offer this course. To register an interest to deliver the course email tricia.leeson-smith@rya.org.uk

Full details, including the syllabus can be seen in the 'keeping current' page on www.rya.org.uk/coursestraining/resources

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Training schemes review

Youth Sailing Scheme

During the 2012 regional and national conferences we gathered feedback on your thoughts on the National and Youth Sailing Schemes.

For the youth scheme, we discussed how to inspire new and current sailors and looked at what other sports provide to encourage children to join or stay in their sports. Extra 'incentives' might be the best word to use!

As a child I was a keen recreational and competitive swimmer. As I progressed I gained badges, certificates and trophies that encouraged me along the way. Had I been into horse riding or dancing, medals and rosettes would have been pinned to my bedroom walls instead. Regardless of the sport, these definitely help encourage and focus young participants, while making it fun and challenging.



It was clear from the feedback you provided, that you also thought we needed to introduce a few little extras. As a result, throughout 2013 and into 2014, we will be working with our Publications and Sport Development departments to see what we can introduce in the way of new accompaniments to the Youth Scheme. We will also give the logbook a facelift.

National Sailing Scheme

Early last year a survey was circulated regarding the current layout of the National Sailing Scheme logbook. Thanks to everyone who answered this questionnaire and also took the time to provide us with a little more information about the courses you deliver.

This feedback was encouraging and supported the need for a change in the current layout to a more modular 'bite size' approach for Levels 1 to 3. This change will enable the students to monitor their progress in smaller chunks and should help centres and clubs to structure shorter sessions, perhaps over evenings or a weekend day, with the ability to sign small sections off at the end of each session.

We hope this will keep adults engaged and encouraged to continue in sailing, and make it easier for them to fit sailing into their busy lives.

The new layout is currently being worked on and we hope to introduce it later this year.

Watch this space for more news!

Thank you

From all here at RYA Training a big thank you goes to Laurence West for the sterling job he did in caretaking the dinghy and windsurfing schemes in Amanda's absence.

Welcome Back to Amanda Van Santen, and congratulations on your new arrival.

Check your safety boats

Don't forget to check the new consolidated Guidance Notes to make sure you have the correct kit on board your safety boats.

The lists you need are in Appendix 13.

Help for university sailing



In the recent Sport England push for participation, universities were identified as a priority for national governing bodies to work with. We've actually been working on this for several years now and have increased sailing opportunities at a number of universities.

If you are a dinghy instructor, windsurfing instructor or senior instructor who is at a university which offers sailing or windsurfing, then we may be able to help you. Help could be in the form of setting up learn to sail courses, running instructor training or even help with funding.

As a university sailing club, you are entitled to apply for a Sport England Small Grant of £10k to go towards the purchase of equipment for your club. The aim must be to increase sailing, rather than to buy a fleet of new Fireflies

for your team racing, but many universities should be able to benefit. For more information go to the funding section of www.sportengland.org.

You will need to have a development plan in place and be looking to actively increase your membership and the amount of tuition you are able to offer. For guidance on writing a development plan, go to www.rya.org.uk/infoadvice and follow the links to 'clubs and associations' and then 'club development'.

If you are interested in increasing sailing opportunities at your university, or at a club who actively works with a university, please contact your Regional Development Officer for further information and guidance. Their details can be found on page 18.

RYA Dinghy Show a triumph

The RYA Dinghy Show, in association with Yachts and Yachting and Suzuki, proved as popular as ever this year with dinghy enthusiasts from across the country and as far afield as Australia flocking to Alexandra Palace, London.

The show, the only one in the world dedicated to dinghy sailing, was attended by some 8,200 people.

Visitors had the chance to check out the 201 boats, both old and new designs, kit, gear, books and much more, as well as pick up some top tips from a host of British



Sailing Team sailors including Paralympic Gold medallist Helena Lucas, double Olympic Silver medallist Joe Glanfield and London 2012 Olympic Silver medallist Luke Patience, to name just a few.

Watch the video of this year's show at www.rya.org.uk/go/dinghyshow2013

We hope everyone who visited the show this year had a great time and we look forward to seeing you there next year, 1-2 March 2014.

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Tackle the tack

This simple task can cause novices untold angst. We try our best to put their minds at ease by breaking down the skill and running pressure-free land drills, so that when the moment arrives they stand a fighting chance of succeeding.

Whether you are a windsurfing or dinghy instructor, help is on hand for those times when a little more help is needed

First Lawrence West, RYA Coach and Trainer, gives us a shopping list of ideas for dinghy sailors.

Training boats with aft mainsheets are less common now, but still have a valid place in the scheme. Students often find tacking with an aft mainsheet easier to master, as all the difficult 'hand swapping' business takes place in front of them before the tack, leaving them to concentrate on sailing the boat on the new course after the tack. The snag is that the student will momentarily be facing backwards, so won't be looking where they are going. A good look around beforehand and clear landmarks to aim for before and after the tack can rectify this.

Tacking a centre mainsheet boat provides students with a different set of problems. These may include a long tiller extension and the complicated business of steering the boat with the tiller extension

behind their back. Generally, people choose not to carry out any task with their hands behind their back, so it's little wonder that students can find it difficult.

Regardless of the type of boat, in addition to all the usual teaching points, you can help students tack successfully early on with a few key pointers. Try some ideas from the list below.

- » Use a land drill if the students will benefit from it.
- » Begin teaching beam reach to beam reach as there's no need to re-trim the sails on the new tack.
- » Ensure the dinghy has sufficient momentum to carry it through the wind and onto the new course.
- » Identify clear landmarks at either end of the beam reach course to give students a guide for when to straighten up after tacking.
- » When sailing towards the landmark, and not before, straighten the tiller. On tidal waters and to avoid confusion, watching for the sail to stop



No rush to change hands



Up and over the back shoulder

- flapping can provide a trigger for straightening up.
- » Extend the tiller arm, (the back one) away from the body. If it's not too cringe-making, describe this as the Superman stance.
- » Move across the dinghy with the back foot first, but try to move forward too. (Students seem to naturally move aft unless corrected).
- » Once on the other side, 'waving at the fishes' with the tiller hand can encourage the student to place the tiller extension into the correct position, clear of the gunwale with the end facing forwards.
- » The helmsman should sit on the new side, facing forwards and initially 'side-saddle' on the forward buttock (excuse the bluntness!).
- » Only change hands behind the back when sailing comfortably on the new beam reach course. There's no rush.
- » The 'old' mainsheet hand, which will become the 'new' tiller extension hand, should have the thumb pointing up the extension during the hand change.

- Many training boats are supplied with long tiller extensions, which allow the helm to hike comfortably but may cause problems during tacking and gybing if they won't fit through the gap aft of the mainsheet falls. This can be solved by the following variation, which is perfectly acceptable under the National Sailing Scheme 'method'.
- » Prepare for the tack by pointing the tiller extension up and over the back shoulder and holding it with palm facing up – a bit like opening a book.
- » While steering and crossing the dinghy, slide the tiller hand down the extension towards the universal joint but keep the extension low.
- » As the midline is crossed, rotate the extension towards the back of the boat and around to the new side.
- » Move to sit on the new gunwale, while sliding the tiller hand back towards the top of the extension.
- » Change hands in the usual way.
- » If the extension is too long even for this, once the mainsheet is in the 'new' front hand, take



Superman!

the extension over the back shoulder with the 'new' back hand.

The Instructor Handbook is probably the best source of information on the preferred tacking methods for aft or centre mainsheet dinghies. In addition, instructors can use some, all or none of the extra points above to help students tackle the technique of tacking. Whatever methods you use, providing they work, they should all be valid.

Next, RYA Trainer **Sam Ross**, explains why tackling tacking in windsurfing is a slightly simpler process.

If you only ever had to learn one way of turning around on a board it would have to be the tack. In the early stages it's what keeps us upwind and able to get home, and this really doesn't change right through to advanced level. It's also a good measure of how comfortable we feel with a certain size of board and sail, or in particular conditions.

So, if it's a good measure of success, we want our students to be as successful as possible.

Although it's the first turn we ever teach, students don't always master it as the bright lights of other more snazzy moves are always there to draw their attention. Whether it's learning to carve gybe, freestyle or do something in the air, there is always something drawing them away from what, on the face of it, is quite a basic move.

Where it goes wrong comes down to a few similar faults at almost every level. We get stuck on the wrong side of the sail, the board loses all speed and the nose of the board doesn't go through the eye of the wind. Everything else is most likely a result of these initial problems.

So, if similar things go wrong at every level there must be a similar problem at every level. Ask anyone how they tack and the most common response will be 'lean the rig to the back of the board'. This specific statement could be



the downfall of our students when learning to tack.

If we lean the rig to the back of the board, yes it will turn into wind but it may also produce some unwanted side effects. The board will most likely lose speed and stall, trapping our sailor on one side of the sail. On a long beginner board the sail will feel very powered up and uncomfortable to hold in this position.

If we look at the actual coaching notes, the phrase 'lean the rig to the back of the board' doesn't really exist. Instead it says '*lean the rig back extending the back arm*'. If

we lean the rig back on a diagonal, we give the board time to turn, give ourselves time to move and can maintain the speed of the board through the turn. If the board has good speed it means it's still flat and therefore more stable.

So if you were to get rid of one phrase in your coaching it should be 'lean the rig to the back of the board' when teaching tacking. This

should give our beginners more time and success. It should also work with those progressing down the board sizes and heading out in stronger winds.

RYA Go Windsurfing!

This is the seventh book in the RYA Go! series. It takes the reader from understanding the basics to starting to race or learning how to do tricks. Its informative but fun format is perfect for children wanting to become involved in the sport.

Order code: G76
Retail price: £9.99



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AEDs: are they for you?

An Automated External Defibrillator (AED) is a portable, computerised, battery operated device that checks the heart rhythm and delivers a potentially lifesaving shock, if it is required. They will not deliver a shock when it is not necessary, even if the button is pressed. Voice prompts direct the operator through each step, making them safe and easy to use. They form the third link in the chain of survival from the recognition of cardiac arrest, through CPR to advanced care.

Following the 2011 syllabus update, an awareness of AEDs became part of the RYA First Aid Course. Some clubs and marinas have bought them, they are commonly seen at airports, railway stations and on TV, but are they for you?

When and why are AEDs needed?

The heart pumps blood to the lungs to pick up oxygen and circulate it round the body. To do this, the heart muscle requires a good blood supply itself, provided by the coronary arteries. If these arteries have become narrowed there may be insufficient blood flow, which causes the pain of angina. Typically angina occurs during exercise or exertion when the heart is working harder and therefore requires more oxygen rich blood. It should ease with rest. Glycerol Trinitrate (GTN) is available in the Category C Medical Stores if required.

In a heart attack a coronary artery becomes blocked, an area of heart muscle is deprived of oxygen, and dies, and the pain persists. The damaged heart muscle may not be able to create the co-ordinated electrical impulses necessary and sudden cardiac death may occur. Initially the heartbeat may become dangerously fast, as in VT, (ventricular tachycardia) or more commonly, chaotic, as in VF (ventricular fibrillation). The chaotic, often irregular heart rhythm of VF means that the heart stops pumping blood effectively, rapidly starving the brain and other vital organs of blood and oxygen. If the patient survives they may have permanent damage to the heart, brain and other organs.

An AED is designed to reverse VF and allow an effective heart rhythm to be re-established, but the chance of success decreases rapidly. Every second counts.

Of course CPR is a vital step in

the lifesaving process, and can keep some blood circulating. It must be started immediately, maintained until the AED arrives and quickly resumed between shocks.

How to use an AED

When the AED is opened the voice prompts begin immediately. Some machines require switching on and the pads to be plugged in, while others are ready to go. Once the pads are in place, the AED automatically analyses the

heart rhythm and determines if a shock is needed. If it is, the machine instructs the user to push a flashing button to deliver the shock, and then continue CPR if necessary. The process can be repeated as needed until the emergency crew takes over.

The case of the footballer who survived to be fit and well after over an hour of CPR and shocks should encourage all rescuers to continue resuscitation for as long as possible.

Who can use an AED?

An AED can be used safely and effectively without training, and their use should not be restricted to trained personnel only. However practical training is recommended when there is an AED on site. Many short courses are on offer and video demonstrations can be found on the British Heart Foundation's DVD 'Skills for Life' and on the DVD included in the Resuscitation Council book 'CPR and AED', among many others.

Do you need one?

The presence of an AED at a club or centre where there may be hundreds of people on site, where staff or members can be trained and when an ambulance can arrive quickly, makes a lot of sense. But afloat you must take into account some practical considerations:

- » Will the AED be usable in your craft? Consider the lack of space, the possibility of excessive movement, and the presence of water and fumes.
- » Will its use delay transport ashore where an ambulance could be waiting?
- » If the boat is offshore, successful defibrillation will not ensure the patient's survival, as advanced cardiac care may not be available for many hours.
- » The relatively low number of people on most boats makes the probability of its use low, in contrast to more highly populated areas.
- » Like most safety equipment, the cost of AEDs is relatively high, so priorities will have to be made.

AED procedure

1. Check for dangers to self, bystanders and casualty.
2. Check for response. If unresponsive shout for help.
3. Open the airway. If not breathing normally send for assistance and an AED.
4. Start CPR, and maintain until AED arrives.
5. Switch on the AED immediately and attach pads to the patient's bare chest without delay. Place and stick the pads with care:
 - Place** one below the right collar bone and the other 10cm below the left armpit in a vertical axis. Many pads are labelled left and right but reversal does not matter.
 - Dry** the chest to ensure the pads stick firmly and dry across the chest between the pads if necessary.
 - Shave** small areas of the chest if required so the pads will stick.
 - Avoid** placing the pads over jewellery or an implanted pacemaker or defibrillator.
 - Remove** any medicinal patches.
6. Follow the voice prompts. The AED will assess the heart rhythm. Do not touch the patient or allow movement.
7. If a shock is advised, do not touch the patient as the shock is delivered. Avoid kneeling in water or on a metal surface if possible.
8. Consider the presence of fumes. Do not use if petrol fumes are present.
9. Resume CPR immediately, and continue for two minutes when the AED will analyse again.

Continue CPR and shocks until the casualty shows signs of regaining consciousness such as coughing, opening their eyes or moving purposefully AND breathing normally, until someone else takes over or you are too exhausted to continue.

Changes to CRB checks

The Criminal Records Bureau (CRB) has changed its name to the Disclosure and Barring Service (DBS). The DBS still issues Criminal Records checks in England and Wales and now also maintains the lists of people barred from working with children or adults (the 'Barred Lists') and makes barring decisions.

There have been a number of changes to the Disclosure process:

- » The old CRB application forms can no longer be used.
- » The Police will only disclose information that they reasonably believe to be relevant to the post, so minor or juvenile offences may not be disclosed.
- » It is still a criminal offence for a barred individual to work in Regulated Activity, or for an organisation to knowingly allow someone who has been barred to do such work. However the definition of Regulated Activity has been narrowed, so fewer people are likely to require a

check. The new definitions can be found in the DBS Guidance download on the RYA website. See link at the end of this article.

- » Only those undertaking Regulated Activity can be asked to apply for a Barred List check. Others working in close and regular contact with children or vulnerable adults may still apply for an Enhanced DBS check.

Future changes:

- » From late Spring/early Summer, when an applicant applies for a DBS check, they will also have the option of joining the Update Service, meaning future employers or voluntary organisations will be able to confirm online that their Barred status has not changed without having to fill in another form. This is not the completely 'portable' disclosure we were hoping for, but should be useful for people who work for several organisations.
- » From the same date, only one Disclosure Certificate will be issued to the applicant. The RYA will not receive a copy. We are considering how to manage this as it could have a serious impact on the level of service we currently provide.
- » It is likely that it will become a legal requirement for **new entrants** to roles involving Regulated Activity in the private and voluntary sector to apply for a Disclosure at some time in the next two years.

A Disclosure is only one part of a safe recruitment process.

Organisations should also ask applicants to provide information about their previous experience, check their qualifications where relevant, take up references and explore their attitudes to children and young people or vulnerable adults.

For the most up to date information and to find out how to use the RYA as your Registered Umbrella Body with the DBS, see the Criminal Records Disclosures section of www.rya.org.uk/infoadvice/childprotection, email disclosure@rya.org.uk or call 023 8060 4104/05.

Photo ID certificates

We have now completed the transition from paper to photo ID for a range of certificates, so it seems a good time to summarise the subject and make sure everyone knows what needs to be done.

The certificates that are now only available as photo ID certificates are:

- » Powerboat Level 2
- » Powerboat Advanced
- » Personal Watercraft
- » Inland Waterways
- » Day Skipper sail and power (practical)
- » Coastal Skipper sail and power (practical)

The deadline for centres using up their stock of paper Inland Waterways, Day Skipper and Coastal Skipper certificates passed at the end of March. For all other certificates mentioned above, that deadline passed some time ago. So for the list above, the only acceptable certificates for centres to issue are the photo ID ones and they must be registered online or will be deemed invalid.

To enable a full audit trail for each certificate, it is only possible for you register certificates that have been bought by your centre.

There is plenty of help available if you haven't yet registered your first certificate. We can send you instructions and assist over the phone or by email – just ask.

There is also a comprehensive FAQ document answering any questions you might have during your ongoing use of the registration system.

Endorsements on certificates

Many of our certificates carry either a tick box or a space for a statement to be included if a student has needed help to complete their course, but can essentially complete the syllabus.

The tick box on the photo ID certificates has recently been re-labelled 'Assistance required to complete the course', and the wording on the paper certificates will be changed to match. This

change will take time to filter through to the stock that you hold at your centre.

Don't forget if a student needs an endorsement on their certificate, you also need to record it in the student's logbook in case their certificate goes missing.

When is an endorsement not an endorsement?

When registering certificates online there is a space for you to complete the details of any endorsement that should apply to a certificate, and we have had some weird and wonderful statements added there!

We have a surprising number of students with certificates supposedly limited to a certain engine size or allowed only to drive in certain areas. These are not correct uses of the endorsement facility and are not judgements that instructors should be making. At the end of the course, has the student passed or not?

The only time this endorsement facility may be used is in relation to medical conditions (or similar) that affect the student's ability to complete their course or operate the vessel in question. A good example would be 'Partially sighted - requires a sighted crew member at all times'.



For photo ID and paper certificates, endorsements must be indicated on the certificate and full details entered in the student's logbook.

Guidance Notes corrections

The first update for the RYA Recognition Guidance Notes (RGNs) is now available and can be found in the resources section of the RYA website.

New to the RGNs is a section on how centres can deliver the Duke of Edinburgh Award.

Amendments and corrections to hard copies of the RGNs can be made either by small annotations added by hand or by gluing complete sections over superseded sections.

Alternatively an updated version of the guidance notes can be downloaded from the website. The current version of the Guidance Notes is now Version 1.1.

For a copy of the updates or to download the latest version of the Recognition Guidance notes visit www.rya.org.uk/coursestraining/resources/Pages/Keepingcurrent

Duke of Edinburgh Award partnership



We are pleased to announce a new partnership with the Duke of Edinburgh Award as a National Operating Authority. This partnership will help promote and inspire more young people to participate in sailing and windsurfing.

The Duke of Edinburgh Award (DofE) is a voluntary, non-competitive programme of activities for anyone aged 14 to 24, giving them the opportunity to experience new activities or develop existing skills. There are three progressive levels of programmes which, when successfully completed, lead to a Bronze, Silver or Gold Award.

There are currently 275,000 young people participating in a DofE award programme in the UK, with over 80,000 achieving a Bronze, Silver or Gold Award each year.

Within an RYA club or training centre, there are many activities young people could take part in which can count towards their award. These could range from:

- » **Volunteering:** At their local centre, club or Team15 night on a regular basis.
- » **Physical:** Regular sailing or windsurfing activity, either learning or racing.
- » **Skill:** Developing practical, social or personal skills.
- » **Residential and Expedition:** Adventuring with boats or boards.

How can training centres get involved?

Centres can now apply to become a DofE Centre recognised to offer the awarding programmes through the RYA's Operating Licence. Interested centres must meet specific standards laid out by DofE.

In addition you may also be eligible to become an Approved Activity Provider, offering the residential and expedition parts of the award.

If you want to set up as a DofE centre, please contact RYA Training.

How can instructors get involved?

Within an expedition there is a considerable amount of interaction between the participants and the adults who are supporting them. If you are interesting in getting involved or becoming an assessor, take a look at the 'Leaders' section of www.dofe.org.

For further information or advice, please contact RYA Training on training@rya.org.uk or see the section on setting up a training centre on www.rya.org.uk

Further information:

www.dofe.org
www.rya.org.uk - see section on setting up a training centre
www.rya.org.uk/go/DofE - general information and the leaflet 'A guide to completing your DofE programme with the RYA'
or email training@rya.org.uk

Get Wavelength via our app

Don't forget, you can now opt out of receiving the printed and emailed editions of **Wavelength**, and view them via the RYA eBook app instead. Just email wavelength@rya.org.uk with your name, membership number and postcode and the next edition can be delivered straight to your Apple or Android mobile device.

RYA Training conference summary

This year's conference for those working in the dinghy, windsurfing, powerboat and PW schemes started off remarkably smoothly. There were no traffic delays or adverse weather to speak of - a radical departure from previous years! It was almost a sell-out, with numbers down just a handful from last year.

In answer to last year's feedback, we allocated more time to presentations and discussion workshops this year, which seemed to go down well.

There was a great buzz about the weekend, lots of smiley faces catching up with old friends and plenty of first-timers getting the feel for a national conference and seeing the benefit of catching up with centre principals and RYA personnel face-to-face.

A full report is available in the conference reports

section of www.rya.org.uk/coursestraining/resources but briefly the subjects discussed on the first day included:

- » RYA Sports Development Plan
- » The Telling Tales
- » Learning styles
- » CPD within centres
- » Effective briefing and reviewing skills
- » Coding for advanced powerboats
- » Duke of Edinburgh Award Scheme
- » Disability awareness
- » Publications 'Suggest Fest'
- » Powerboat Instructor and Advanced Powerboat course
- » Olympic legacy
- » RYA Principal Course and ongoing support
- » Child protection in instructor training
- » Inspiring the youth
- » PW Instructor course and resources

Sunday, was an RYA update day, with a general training and organisational update by RYA Training Manager, Richard Falk, followed by scheme specific presentations by Rachel Andrews and Amanda Van Santen.

We would like to extend special thanks to Gallagher Heath Insurance Services for once again supporting our conference. Without their support the conference would be very different. Also thank you to the exhibitors showing their dedication and to all the delegates for travelling to be with us.

This year's exhibitors were: Duke of Edinburgh Award, Hartley Boats, Mast High Ltd, North/Fanatic, Ocean Safety, Personal Watercraft Partnership, Rigiflex, RS, Spinlock, Topper International, Total Option, Tushingam and Zero Gravity Distribution.



CPD webinars

As announced in the last issue of **Wavelength**, we are implementing a programme of webinars for cruising and shorebased scheme instructors. These are to help instructors keep up to date and avoid the need to travel to face-to-face briefings. Our trial will start soon with the first two dates being set for late May.

Details will be announced a month ahead of each webinar via Facebook, Twitter and email. If you would like to book a place please email bethan.jenkins@rya.org.uk.

Spaces are limited - first come first served.

Be sensible socially

We recently received an email from Paul McRae highlighting a trap that is easy to fall into in these days of everyone knowing what everyone else is up to. Paul wanted to share his experience in the hope of preventing others falling into the same trap. Here is an extract from his message:

'I published on our sailing club's website some pictures with a caption of the person's name. The website has a particularly high search ranking and I did not realise that typing that individual's name into Google resulted in our website being number one, clearly showing him in a boat on a specific day, together with an article in the club's newsletter. This was used as evidence against him in a fraud case and he had to plead guilty as a result. His solicitor pursued me for damages.'

For various reasons there was no case, but it made me think. I usually take loads of photos when running a course and publish the good ones on Facebook and the like. If you operate in a similar manner, I would make absolutely sure that you have not published any names or done anything (such as a friend link) that identifies your students. I have changed the standard form that we all use to include a small piece that says that their photograph may be taken and may appear on the internet but their full name will not be published.'

This is just one of the potential pitfalls when using the vast array of social media sites available. We've all heard stories of footballers getting into trouble for ill-judged Tweets, and don't often have a lot of sympathy. But with the instant nature of posting and Tweeting, it is easy to unwittingly make a mistake.

A few pointers for sensible social media:

- » Have 'house rules' for the use of your social media site, forum, blog etc. These show your audience how you expect them to behave, but make sure you stick to them yourself too! You can take a look at the RYA house rules on the RYA Training Facebook page.
- » Seek permission from your customers or members if you wish to publish photos of them online (or in print). Specifically, don't publish a picture of a child without their parent's consent, and don't include details that would enable someone with the wrong motives to contact the child. For more information see the RYA Child Protection and Safeguarding Policy and Guidelines at www.rya.org.uk/go/childprotection.
- » Ensure that the content and language you use, including

contributions to blogs, forums etc, is appropriate for everyone including younger visitors, and does not link directly to unsuitable material on other sites.

- » Provide a clear process for readers to report inappropriate content or online bullying, and to request that content is removed. Have a procedure for handling such a report and acting promptly to remove any offending content.
- » Always remember, even though your nice friendly membership might be the ones predominantly using your site, usually anyone can see it and use the information in ways that you might not have intended.

There is more advice available in our 'Guide to using Social Media' available from www.rya.org.uk. Ponder before you post. Think before you Tweet.

RYA

Are you absolutely sure that your training centre insurance policy delivers your requirements? Probably not.

To find out more call us today on **01384 822279** or email **RYA@ajg.com**

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Reasons to join the RYA

Exclusive benefits for our instructor members:

- » Discounts on Musto, Bollé and Spinlock products.
- » Special instructor membership card, car and boat stickers.
- » Discounts on selected instructor courses.
- » Access to the RYA's Partners Programme, giving you the opportunity to earn commission when you sign up new RYA members.

Plus our standard membership benefits:

- » Fighting your corner
- » Free boating advice
- » RYA members' offers
- » Buying-and-selling advice
- » RYA Magazine
- » Boat Show benefits
- » Exclusive e-newsletters
- » World class training
- » Support your sport
- » RYA Shop discounts

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



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

COMING SOON

Exclusive Gold Instructor Benefits
Look out for these in the next issue of Wavelength

Tales of the unexpected



It was a typical day in the life of one of our instructors when the unexpected happened and his training and experience were put to the test for real during a Day Skipper course.

RYA Yachtmaster™ Instructor, Neil Armstrong, tells us how he turned a crisis into a valuable learning opportunity.

We were heading back out into the Solent in a north easterly force six, tucking in two reefs as we raised the mainsail by the Newtown entrance. We were making over six knots and the students were loving the exhilarating conditions created by the wind over flooding tide.

Suddenly the boat broached violently and despite efforts to correct it, there was no response from the steering. We tacked and, after almost being knocked down, ended up hove-to with the rudder blade floating away up the Solent. Not something I expected to see!

Things happened quickly but thankfully my training kicked in. We could have done with deploying the anchor but the wind over tide chop combined with deep water meant this wasn't an option. So we immediately dropped the sails and I issued a Mayday as I wasn't sure at this point if we were taking on water or drifting into danger.

I went below to check the rudder tube. I found the stock still in place with no signs of damage or water ingress, so at least we weren't sinking. The students were taking bearings and transits and we realised that the wind and tide were having an equal effect on the boat so we were almost stationary over the ground.

The coastguard said that another yacht was heading towards us and would tow us into Cowes, so we began setting up a bridle. Little did I know that the other yacht was from another training centre, with another Yachtmaster™ Instructor on board!

After half an hour the yacht reached us and passed us a tow line - no mean feat as we were rolling heavily. Without the rudder our yacht yawed violently. Even dragging warps and buckets didn't dampen the motion much.

A couple of uncomfortable hours later, following some very skilful driving from the towing yacht, we were safely tied up on the breakwater of Cowes Yacht Haven.

In hindsight I was very lucky this happened in relatively open water so we had time to deal with it. As an instructor I practice rudderless sailing with students but, despite this, I learned a lot having experienced it for real. Here's what I found:

It is almost impossible to stop the boat slewing around when being towed so you need to give obstacles a very wide berth. It was only skilful towing that got us safely alongside.

The motion on board the yacht is horrendous as, without a rudder, the keel acts as a pivot around which the yacht yaws unpredictably and there is no lateral stability. The towing vessel needs to be of a substantial size to cope with the motion.

We didn't attempt to sail the boat rudderless, but I can see it would be very difficult to have any directional control unless you could keep the sails perfectly balanced - not easy in any chop.

It's possible that keeping the sails up and hove-to would have stopped the rolling as we lay beam on to the waves, but we were pointing towards the shore and I wasn't confident that I had enough sea room to tack or gybe safely.

Had the wind against tide situation not held us quite so stationary, I would have been preparing the anchors and considering evacuation to the liferaft.

Despite all the articles you read about lashing locker lids to spinnaker poles for a makeshift rudder, in a confined area there is not always the time or space to do this. You have to think on your feet.

One last lesson: Don't appear



too perturbed to your crew! I got them involved with taking bearings and setting up the towing bridle and, as a result, they came away with a huge sense of satisfaction at having dealt well with the emergency. They even rated the course as excellent at the end of the week!

Almost unbelievably, the following day the Coastguard spotted our rudder floating out into the English Channel and dispatched the lifeboat to retrieve it. The cause of the failure was metal fatigue of the 2.5" steel stock within the rudder blade, which could have been deteriorating over many years.

First Aid certificates

From the beginning of April the new lists of acceptable and unacceptable First Aid certificates took effect.

These lists apply to candidates for instructor training, Certificates of Competence and commercial endorsements, and can be found in the 'First aid and medical' section of www.rya.org.uk/coursestraining/resources.

In that section there is also advice on how organisations can get certificates added to the 'acceptable' list.

Back by popular demand

Exclusive membership offer for RYA instructors

After a successful trial last year, we have brought back this fantastic offer saving you up to £130 on your RYA membership. Sign up as an RYA Instructor member for five years and you'll pay the price of just three years, saving you two years of membership costs!

Not only will you make a great saving on the price of your membership, as an RYA Instructor member you'll also have access to exclusive instructor membership benefits and offers including: discounts on Musto, Bollé and Spinlock products, a special instructor membership card, instructor car and boat stickers and discounts on selected instructor courses. You can also take advantage

of the RYA's Partners Programme, giving you the opportunity to earn commission when you sign up new RYA members.

'We introduced the RYA Instructor Membership to recognise and reward the valuable work done by RYA Instructors.' explained RYA Membership Development Manager, Conor Swift. *'By bringing back this great five years for the price of three offer we hope to further engage with RYA instructors with exclusive benefits and offers throughout the five years that their instructor award is valid.'*

If you want to take advantage of this great offer simply call the RYA membership team on 0844 556 9556 or look out for details in your membership mailing.

New offer for RYA instructors

Gill Pro Racer Buoyancy Aid

- » Pro Racer Buoyancy Aid (4916) with the RYA Instructor logo embroidered to the front pocket.
- » Available in Red, Graphite and Berry.
- » 25% off the RRP, offer exclusive to RYA Instructors

Redeem the offer through the instructor benefits section of www.rya.org.uk/joinrenew/instructormembership

Please allow 1 week for delivery.



RYA engines for sale

Suzuki DF140 X Shaft

Approx 50 hours use, new July 2012. Price £7,500

2 x Suzuki DF140 X Shaft

Just under 100 hours use, new July 2011. Price £7,000 each

Suzuki DF200 X Shaft

140 hours use, new June 2011.

Price £9,700

All include rigging, gauges and remote box.

Yamaha 150 HPDI with new gauges and remote box

652 hours use. Price on application

Contact: ed.stevens@rya.org.uk

RYA eBooks

Now on the Google Play Store

The free RYA Books app has been launched on the Google Play Store. The digital range has already proved extremely popular, with more than 80,000 downloads of the RYA Books app through the App Store.

Key advantages

The Apple and Android apps have proved to be a great teaching tool for RYA instructors. The eBooks include embedded videos and animations bringing content alive and creating a much more interactive learning experience. Instructors are also able to play clips on mobile devices and through screens in the classroom.

Coming soon

The next eBooks soon to be released will be the RYA VHF Handbook and the RYA Yachtmaster™ Handbook.

RYA Racing Rules & Cases 2013–2016 search engine

Another recent addition to our digital range is the interactive RYA Racing Rules and Cases engine, linking together the racing rules with the relevant RYA and ISAF cases.

This revolutionary step in the use of racing rules and cases means that protest meetings will never be the same again!



Future developments

We are developing the facility to sell eBooks from our webshop and incorporating them into the growing Partner Programme.

We are also investigating the feasibility of extending the app to the popular Kindle Fire and examining other options for digital delivery.

If you have an enquiry regarding RYA eBooks or an idea for what you'd like to see next, please email ebooks@rya.org.uk or visit www.rya.org.uk/go/ebooks.



NEW FROM VERSADOCK

IN SUPPORT OF RYA SAILING PARTICIPATION PROGRAMMES, VERSADOCK ARE PLEASED TO OFFER AN EXCLUSIVE 20% DISCOUNT* TO ALL RYA AFFILIATED CLUBS, RYA TRAINING CENTRES AND RYA AFFILIATED ASSOCIATIONS



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RDO news from the South West

We are pleased to announce that Tony Wood, already familiar to many of you in the South West, will be taking up a permanent role as Regional Development Officer in the South West. Tony has been working in the region for some time while Graham Manchester has been involved in other RYA projects.



Tony Wood

This change has come about as Graham will be moving on from the RYA. He is currently covering the position of National Sailing Development Officer while Victoria Lenz is on maternity leave, and will then leave the RYA at the end of February 2014 to pursue other sailing interests.

Graham has made a significant contribution to the RYA and sport development over nine years and will be greatly missed when he goes next year.

Regional contacts

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Why we need to spread our wings

This section of **Wavelength** usually focuses on one or two specific stories about interesting goings-on with RYA training in different parts of the world. As we cast about for stories for this edition we discovered we had a problem. There was actually just too much going on to be able to talk about it sensibly on one page. But there are a couple of points relevant to all of us.

We are sometimes asked why we have put so much effort into the development of RYA training outside the UK over the last decade or so. We are, after all, the UK 'national' governing body for the sports of sailing and power boating. The answer is actually quite simple: The more widely recognised RYA training and qualifications become, the better the prospects both for the British boating public and boating worldwide.

RYA leisure qualifications are widely recognised around the world and through the promotion and growth of RYA training internationally, better brand awareness means that holders of RYA qualifications find it relatively easy to charter boats or hire dinghies and powerboats in the most popular locations. RYA commercial qualifications (Certificates of Competence such as RYA Yachtmaster™) are also widely recognised outside the UK, meaning that employment prospects are better than they have ever been, wherever you want to work.

There is little doubt that our various RYA training schemes are the envy of many countries. By allowing our training to be delivered worldwide we are managing to spread the message of safe and competent boating to thousands of new people

every year – people who might otherwise be at risk if that training was not available.

A sign of the changing times came in January with the announcement of the winner of the 2012 RYA Yachtmaster™ of the Year Award. For the first time the award was won by someone from

outside the UK, Rainer Holtorff. Rainer hails from Hamburg in Germany and took the opportunity to undertake his RYA Yachtmaster™ exam while working on the Solent in 2012. He already held all the German sailing qualifications that it is possible to achieve, so we asked him why he had taken the time and effort to become an RYA Yachtmaster™ too. He said: *'The RYA Yachtmaster™ qualification is the most highly regarded of its type in the world. As well as proving to myself that I was up to the required standard of competence, I knew that the qualification would be highly regarded when people looked at my CV.'*

RYA training has come a long way thanks to 43 years of hard work and commitment shown by our tens of thousands of instructors, trainers, coaches, inspectors and examiners.

What does the next decade hold in store for us?



Rainer Holtorff,
RYA Yachtmaster™
of the Year 2012

PEOPLE WANTED



Herts Young Mariners Base

Hertfordshire's Outdoor Education Centre are currently recruiting part time staff for our busy centre. We require instructors with a minimum of one of the following:

- » RYA Dinghy or Windsurf Instructor
- » BCU Level 1 Coach
- » SPA or CWA climbing award

To apply Email your CV with a covering letter to:

hymb@hertsc.gov.uk

For more information

phone 01992 628403

or see our website at

www.hymb.com



Part Time / Freelance RYA Instructors - Queen Mary Sailsports

QM is a leading inland Training Centre on the outskirts of SW London and are always keen to add part-time/freelance RYA Instructors (Dinghy and/or Windsurf) to our team of enthusiastic instructors! Full induction, personal training and a competitive salary will be available. For more information or to apply (attaching your CV) please contact Vicki Thurston

(vicki.thurston@queenmary.org.uk)



Dinghy, windsurf, powerboat & kayak instructors required for summer 2013

Crystal clear water and white sand beaches offering you the UK's most stunning location to spend a season. Excellent rates of pay, plus accommodation.

Please email cv to

sailing@sailingscilly.com

www.sailingscilly.com



RYA Instructors Required

Southend Marine Activities Centre is looking to recruit Senior Instructors and Instructors for Dinghy Sailing, Windsurfing, Powerboat and PWC courses.

You will have the ability to work as a reliable member of the team, have good customer service skills and enjoy working with adults and children.

Starting 1st April 2013 to 30th November 2013.

Please call 01702 612770 for further details or send your CV along with a covering letter to

smacbookings@southend.gov.uk

@southend.gov.uk

www.southendmarineactivitiescentre.co.uk



RYA yachting instructors

40 hours per week over 5 days, with pro-rata hours for sea phases

The role will involve:

- » Teaching the RYA Sail Cruising Scheme, from Comp Crew to Yachtmaster prep
- » Teaching shorebased modules
- » Ensuring the safe running of the boat at sea in accordance with RYA and MCA regulations

You'll be an RYA Yachtmaster Instructor, with proven industry working and teaching experience. Applications considered from RYA Cruising Instructors where further training may be provided.

Benefits include:

- » Permanent, year round position
- » Working within a structured training program with the opportunity to develop skills and qualifications
- » The possibility of overseas ocean training
- » Use of extensive site facilities and subsidised meals

Please email your CV with a covering letter to

susanne.hopkins@uksa.org



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Come and join our diverse and busy team. We are looking to recruit a number of seasonal Instructors to work alongside our full time highly experienced delivery team. An enhanced CRB disclosure certificate is required. Having a criminal record will not necessarily bar you from working with us. A copy of The Trust's Recruitment of Ex-Offenders policy is also available on request.

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www.princes-trust.org.uk/jobs

Freelance Instructors. Seasonal vacancies later this season

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adventure@princes-trust.org.uk



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- » RYA Powerboat Trainer - PBI, Advanced PBI courses
- » RYA Advanced Power Examiner - Advanced Power Exams
- » Dinghy and Power course of all levels
- » Commercially Endorsed Advanced Powerboat Skipper
- » Commercially Endorsed Yachtmaster Offshore (sail)
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Advertise your jobs here...

Wavelength is the only magazine to go to all RYA instructors. What better place could there be to find your future staff? Ads for September *Wavelength* should be emailed to us by 1 July.
wavelength@rya.org.uk

Engineered for Professionals

Repowering or upgrading?

7 reasons why Yamaha should be your first choice



1 Yamaha outboards are the first and only choice for Skandia Team GBR support boats. And these boats really do get used hard. Just ask the team why they wanted Yamaha as the Official Supplier of outboard engines.



2 Yamaha outboards were selected by the RNLI to power the new fleet of Atlantic 85 inshore lifeboats. The crews rely on Yamaha power whatever the weather. With Yamaha fitted it's one less thing to worry about.



3 Yamaha is the world's largest outboard engine manufacturer and has a bigger range of engines than anyone else. You can be sure that there is an outboard model perfectly suited to your professional requirements.



4 Yamaha WaveRunner personal watercraft are used around the UK by the RNLI Beach Rescue and the Police for patrol duties. If you are a PWC school then the only choice for a dependable & economic PWC is Yamaha.



5 Yamaha quality is legendary. If you have novices driving your boat then you need a tough engine! Yamaha's ultra-durable gearcase lower units for example utilise super strong bearings, drive shafts and gears.



6 Yamaha outboards are packed with features like our unique Y-COP remote immobiliser system which is standard on most of our EFI engines. With Y-COP you can lock the engine's ignition without even being in the boat!



Commercial Discounts available to RYA Instructors and RYA Schools.

7 Right now there are some special rates available to professional RYA users whether you use outboards or PWC in your training school. Contact us at marine@yamaha-motor.co.uk to find out more and get a quote.



www.yamaha-motor.co.uk

