

Council of the Isles of Scilly - Boating licence framework

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Boating

The Council is recognised by the Maritime Coastguard Agency (MCA), as a Competent Authority. As such, the authority is responsible for licensing skippers and crews working within the Isles of Scilly.

Before any owner can operate commercially, the skipper (and crew if necessary), must have passed a Certificate of Competency for the appropriate area in which they wish to operate.

There are six levels of certification -

- EE - Crew's Licence. This certificate allows the holder to work as a crew member on the Class VI and Class VI A vessels.
- Main licence channel - the holder of this licence may take a commercial pleasure boat or vessel, duly licensed, into and out of St. Mary's Harbour via the North Channel and St Mary's Sound and St. Mary's Roads.
- DD - Quay to Quay. Following a successful navigation test, this licence will allow skippers to operate a commercial passenger vessel between the various quays within the Islands.
- CC - This area covers the Eastern Isles and around St.Mary's.
- BB - The second highest level allows skippers to operate anywhere within the Islands, but not the Western Rocks further than Annet Head.
- AA - All Areas down to Bishop Rock Lighthouse.

The progression from EE to AA generally takes around 7 years and each step is subject to a thorough practical examination at sea around the appropriate area.

Full details of the Licensed areas for operating commercial vessels within the Isles of Scilly are given in the attached document: **Boating areas within the Isles of Scilly**

For further information about certification, please contact: **etourism@scilly.gov.uk**

St Mawes Harbour Guidelines Pamphlet
(reproduced by kind permission of St Mawes Harbour Master)

- Visitors moorings
- Private & Harbour moorings

If there are no visitor moorings available please contact the Harbour, we have use of other moorings within the area.

- Bathing marks no vessels to enter the land ward side of these marks. (Rowing Tenders/Dingys excepted.).

- ⚓ Recommended anchoring areas. There is no anchoring in the inner harbour.

- St Mawes Sailing Club race start line, please keep clear.

- Tresanton Hotel bathing platform.

- ⊘ **Rafting.** Please do not Raft on any mooring

- ⊘ **Water-skiing, jet skiing, wind surfing, or towing of any watersports equipment is not allowed.**

There is designated areas within the estuary for these sports.

- ⊘ **The largest number of complaints to the harbour relate to speeding and inconsiderate helm.** All vessels travelling out side the orange hatched area should be travelling at low speed and not creating a large bow wave. Within the hatched area vessels can travel at a speed that takes into consideration the safety of other vessels in the area.

If you require more information or have any queries please do not hesitate to contact the Harbour.

www.stmawesharbour.co.uk

St Mawes Pier & Harbour Company

Harbour Guidlines

Harbour contact: 01326 270553 or VHF Channel 12

All vessels (Tenders/Dinghys excepted) are asked to contact the harbour office before entering the inner harbour.

Tenders/Dinghys can land free on Summers beach, the inner harbour area north of the Idle Rocks around to the Free steps. All other areas within the inner harbour are chargeable.

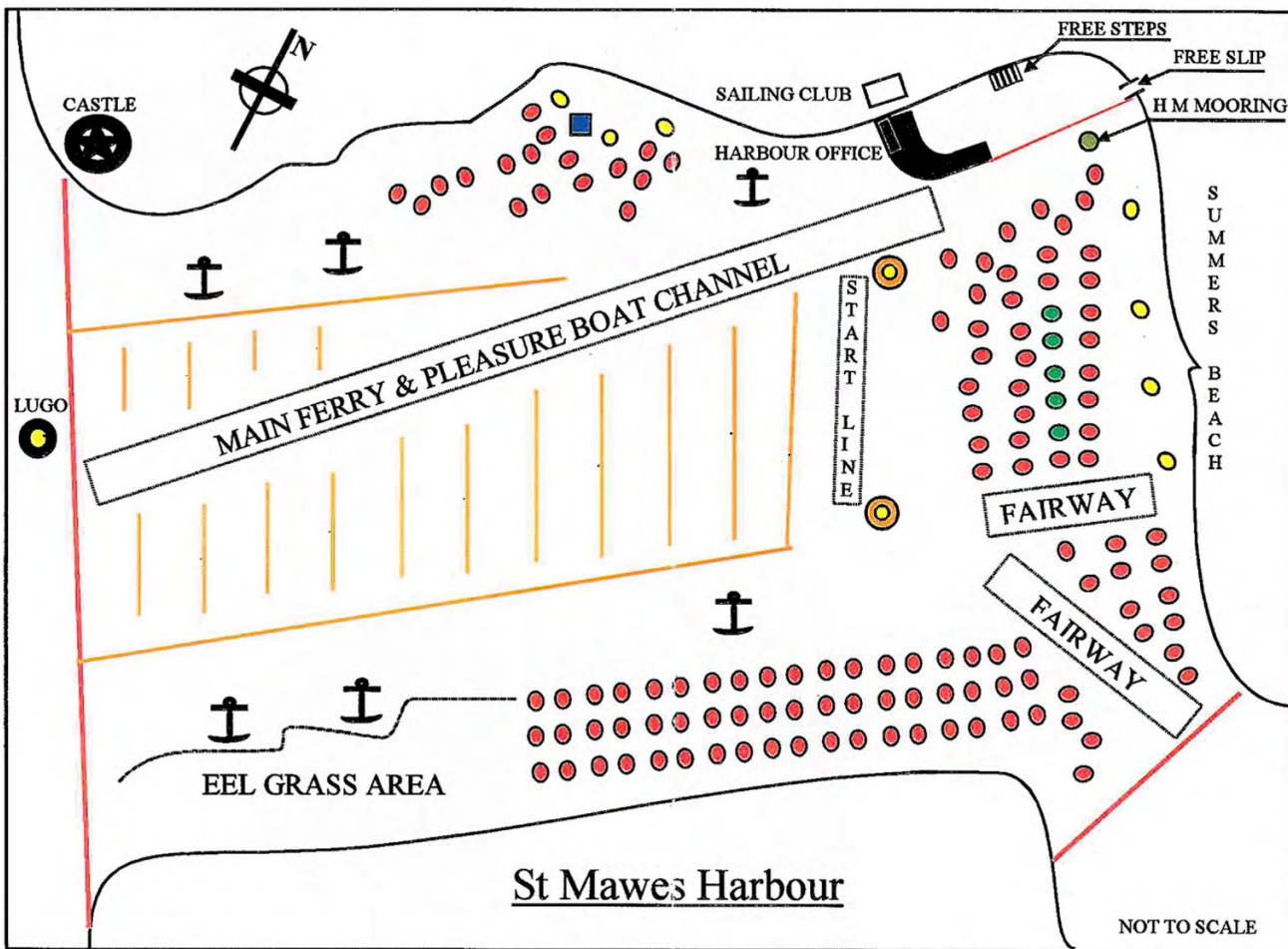
Water is available from a tap at the harbour office and from a public tap outside Lloyds Bank.

The Cash point is in the post office.

Telephone box is outside Lloyds Bank alongside the Tap!

Fuel is available in Falmouth or at Mylor Harbour the nearest garage is approx. 7 miles out of village.

St Mawes Harbour along with the rest of the Fal Estuary is designated a special area of conservation, so we would ask all boat users to treat the harbour with respect. There is sanitation waste disposal points in Falmouth, Truro and Mylor. There is a small skip on the quay for general rubbish



Falmouth Harbour Recreational Activities Guide
(reproduced by kind permission of Falmouth Harbour Master)

Byelaws and rules of the road

Vessels to navigate with care

The master shall navigate his vessel with such care and caution and at such speed and in such manner as not to:

- endanger lives or cause injury to persons;
- interfere with the navigation, manoeuvring, loading or discharging of vessels;
- cause damage to, or interference with, banks, moorings or other property.

Speed of vessels

- Except with the permission of the Harbour Master, and subject to the byelaw above and the Collision Regulations, the master of a vessel shall not cause or permit the vessel to proceed at a speed greater than 8 knots through the water in the specified part of the Harbour.
- In this byelaw "the specified part of the Harbour" means so much of the Harbour as lies west of an imaginary straight line drawn from the light on the Northern Arm of Falmouth Docks Basin to Trefusis Point, which line is shown by a broken black line on the annexed map.

Navigation in moorings areas

- The master of a vessel shall not navigate in the moorings areas, except to such extent as may be necessary to navigate to or from a mooring or a landing place inside such areas.
- The master of any vessel shall navigate it with care and caution and at slow speed in and near such areas.

Narrow channels

A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.



Falmouth Harbour
Commissioners

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Falmouth Harbour
Commissioners

Falmouth Harbour Recreational Activities Guide



Commercial shipping

Falmouth is a busy port and commercial shipping movements are common in the Bay, Carrick Roads and approaches to Falmouth Docks. Please ensure that you remain well clear of these movements which may have tugs in attendance.

Sailing races/regattas

Organised sailing races are common at weekends and during some weekday evenings in the Summer. Please give these events a wide berth and be prepared for the craft involved to make unexpected alterations of course.

Diving

Diving is popular in Falmouth Bay and Carrick Roads and may occur in other parts of the Harbour. Please make sure that you are familiar with the signals displayed by craft attending divers, keep well clear and pass at slow speed. Popular diving areas are shown by but divers may be encountered anywhere within the harbour area.

Water-skiing

There is a marked water-ski area in the Carrick Roads. Transiting vessels should keep well clear of water-skiers using this area. Please avoid anchoring in this area even if there is no water-skiing going on at the time.

Bathing

There are protected bathing areas at Swanpool and Gyllyngvase Beaches marked by buoys. Vessels navigating within this area should do so at slow speed and keep a sharp lookout for bathers.

Speed limits and wash

There is a mandatory speed limit of 8 knots within the Penryn River. The zone is marked by yellow buoys displaying the limit. Persons in charge of vessels exceeding this limit are liable to be prosecuted. Ensure that your wash is not adversely affecting other vessels even if you are navigating within the speed limit.

Mooring areas

Navigation is generally prohibited in mooring areas. Keep speed to a minimum when navigating in close proximity of other vessels. At anchor or at moorings keep a sharp lookout for tenders.

Personal watercraft

Personal watercraft may operate in the Water Sports Area in Falmouth Bay or in a special area within the Carrick Roads designated by the Truro Harbour Master. Permit schemes are in operation for personal watercraft using these areas.



Zoning

Extract from MSN 1781 (M+F) - COLREGS

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

(as amended by Resolutions A464(XII), A626(15), A678(16), A736(18) and A.910(22))

PART A - GENERAL

Rule 1

Application

- (a) These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.
- (b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these Rules.
- (c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorised elsewhere under these Rules.
- (d) Traffic separation schemes may be adopted by the Organization for the purpose of these Rules.
- (e) Whenever the Government concerned shall have determined that a vessel of any special construction or purpose cannot comply with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel.

Rule 2

Responsibility

- (a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.
- (b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

Rule 3

General definitions

For the purpose of these Rules, except where the context otherwise requires:

- (a) The word “vessel” includes every description of water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water.
- (b) The term “power-driven vessel” means any vessel propelled by machinery.
- (c) The term “sailing vessel” means any vessel under sail provided that propelling machinery, if fitted, is not being used.
- (d) The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict manoeuvrability.
- (e) The word “seaplane” includes any aircraft designed to manoeuvre on the water.
- (f) The term “vessel not under command” means a vessel which through some exceptional circumstance is unable to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel.
- (g) The term “vessel restricted in her ability to manoeuvre” means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel. The term “vessels restricted in their ability to manoeuvre” shall include but not be limited to:
 - (i) a vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;
 - (ii) a vessel engaged in dredging, surveying or underwater operations;
 - (iii) a vessel engaged in replenishment or transferring persons, provisions or cargo while underway;
 - (iv) a vessel engaged in the launching or recovery of aircraft;
 - (v) a vessel engaged in mine clearance operations;
 - (vi) a vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.
- (h) The term “vessel constrained by her draught” means a power-driven vessel which, because of her draught in relation to the available depth and width of navigable water, is severely restricted in her ability to deviate from the course she is following.
- (i) The word “underway” means that a vessel is not at anchor, or made fast to the shore, or aground.
- (j) The words “length” and “breadth” of a vessel mean her length overall and greatest breadth.
- (k) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.

- (l) The term “restricted visibility” means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes.
- (m) The term “Wing-in-Ground (WIG) craft” means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.

PART B - STEERING AND SAILING RULES

Section I - Conduct of vessels in any condition of visibility

Rule 4

Application

Rules in this Section apply in any condition of visibility.

Rule 5

Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Rule 6

Safe speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

- (a) By all vessels:
 - (i) the state of visibility;
 - (ii) the traffic density including concentrations of fishing vessels or any other vessels;
 - (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
 - (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;

- (v) the state of wind, sea and current, and the proximity of navigational hazards;
 - (vi) the draught in relation to the available depth of water.
- (b) Additionally, by vessels with operational radar:
- (i) the characteristics, efficiency and limitations of the radar equipment;
 - (ii) any constraints imposed by the radar range scale in use;
 - (iii) the effect on radar detection of the sea state, weather and other sources of interference;
 - (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
 - (v) the number, location and movement of vessels detected by radar;
 - (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

Rule 7

Risk of collision

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.
- (b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
 - (i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;
 - (ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

Rule 8

Action to avoid collision

- (a) Any action taken to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.
- (b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.
- (c) If there is sufficient sea-room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.
- (d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.
- (e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.
- (f)
 - (i) A vessel which, by any of these Rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea-room for the safe passage of the other vessel.
 - (ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Rules of this Part.
 - (iii) A vessel the passage of which is not to be impeded remains fully obliged to comply with the Rules of this Part when the two vessels are approaching one another so as to involve risk of collision.

Rule 9

Narrow channels

- (a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.
- (b) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.
- (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.

Rule 14

Head-on situation

- (a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.
- (b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she would see the mast head lights of the other in a line or nearly in a line and or both sidelights and by day she observes the corresponding aspect of the other vessel.
- (c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

Rule 15

Crossing situation

When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

Rule 16

Action by give-way vessel

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

Rule 17

Action by stand-on vessel

- (a)
 - (i) Where one of two vessels is to keep out of the way the other shall keep her course and speed.
 - (ii) The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.
- (b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

Section III - Conduct of vessels in restricted visibility

Rule 19

Conduct of vessels in restricted visibility

- (a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.
- (b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.
- (c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of Section I of this Part.
- (d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:
 - (i) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken;
 - (ii) an alteration of course towards a vessel abeam or abaft the beam.
- (e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.

PART C - LIGHTS AND SHAPES

Rule 20

Application

- (a) Rules in this Part shall be complied with in all weathers.
- (b) The Rules concerning lights shall be complied with from sunset to sunrise and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.
- (c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.
- (d) The Rules concerning shapes shall be complied with by day.
- (e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I to these Regulations.

Rule 21

Definitions

- (a) "Masthead light" means a white light placed over the fore and aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel.
- (b) "Sidelights" means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from the right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centreline of the vessel.
- (c) "Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.
- (d) "Towing light" means a yellow light having the same characteristics as the "sternlight" defined in paragraph (c) of this Rule.
- (e) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.
- (f) "Flashing light" means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.

Rule 22

Visibility of lights

The lights prescribed in these Rules shall have an intensity as specified in Section 8 of Annex I to these Regulations so as to be visible at the following minimum ranges:

- (a) In vessels of 50 metres or more in length:
 - a masthead light, 6 miles;
 - a sidelight, 3 miles;
 - a stern light, 3 miles;
 - a towing light, 3 miles;
 - a white, red, green or yellow all-round light, 3 miles.
- (b) In vessels of 12 metres or more in length but less than 50 metres in length:
 - a masthead light, 5 miles; except that where the length of the vessel is less than 20 metres, 3 miles;
 - a sidelight, 2 miles;

- a sternlight, 2 miles;
 - a towing light, 2 miles;
 - a white, red, green or yellow all-round light, 2 miles.
- (c) In vessels of less than 12 metres in length:
- a masthead light, 2 miles;
 - a sidelight, 1 mile;
 - a sternlight, 2 miles;
 - a towing light, 2 miles
 - a white, red, green or yellow all-round light, 2 miles.
- (d) In inconspicuous, partly submerged vessels or objects being towed:
- a white all-round light, 3 miles.

Rule 23

Power-driven vessels underway

- (a) A power-driven vessel underway shall exhibit:
- (i) a masthead light forward;
 - (ii) a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 metres in length shall not be obliged to exhibit such light but may do so;
 - (iii) sidelights;
 - (iv) a sternlight.
- (b) An air-cushion vessel when operating in the non-displacement mode shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit an all-round flashing yellow light.
- (c) A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.
- (d)
- (i) A power-driven vessel of less than 12 metres in length may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and sidelights;
 - (ii) a power-driven vessel of less than 7 metres in length whose maximum speed does not exceed 7 knots may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and shall, if practicable, also exhibit sidelights;
 - (iii) the masthead light or all-round white light on a power-driven vessel of less than 12 metres in length may be displaced from the fore and aft centre line of the vessel if

centreline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centre line of the vessel or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light.

Rule 24

List of Mandatory Safety Equipment for Commercial Vessels

LIFE-SAVING APPLIANCES

Area of Operation category	4	3	2	1	0
M = Nautical miles from safe haven	<20m daylight & favourable weather	<20m	≥ 20m & < 60m	≥ 60m & < 150m	≥ 150m
Liferafts Note 1	Yes	Yes	Yes	Yes	Yes
Lifebuoys Note 3	< 15 pers 2; ≥ 15 pers 4	< 15 pers 2; ≥ 15 pers 4	< 15 pers 2; ≥ 15 pers 4	< 15 pers 2; ≥ 15 pers 4	< 15 pers 2; ≥ 15 pers 4
Lifebuoy – Light & drouges	2 Note 3.2	2	2	2	2
Lifebuoy – Dan-buoy Note 2	None	None	None	None	None
Buoyant Line Note 3.1	1 or 2	1 or 2	1 or 2	1 or 2	1 or 2
Lifejacket Note 4	100% Note 4.2	100%	100%	100%	100%
Parachute Flares	0	4	4	6	12
Red hand Flares	2	6	6	6	6
Smoke Signals	2 buoyant or hand held	2 buoyant or hand held	2 buoyant or hand held	2 buoyant	2 buoyant
Thermal Protective Aids (TPA) Note 5	100%	100%	100%	100%	100%
Portable VHF	1 Note 6	1	1	1	1
406MHz EPIRB Note 7	None	None	None	1 MPT 1278 or 1259	1 MPT 1278 or 1259
SART	None	None	None	1 Note 8	1 Note 8
General Alarm ≥ 15 persons	None	None	Yes	Yes	Yes
Life-Saving Signals Table 2 x SOLAS No.2 or 1 x SOLAS No. 1	Yes	Yes	Yes	Yes	Yes
Line Throwing Appliance	None	None	None	None	None
Training Manual	Yes	Yes	Yes	Yes	Yes
Instructions For onboard Maintenance	None	None Note 9	None Note 9	Yes	Yes

Table taken from code of practice for the construction, machinery, equipment, stability, operation and examination of motor vessels, of up to 24 metres load line length, in commercial use and which do not carry cargo or more than 12 passengers. NOTE - REFER TO THE SCV CODE FOR GUIDANCE ON APPLICABILITY.

RYA National Power Boat Scheme
(reproduced by kind permission of the RYA)

RYA National Powerboat Scheme Course Summaries

Level 1 National Powerboat Course-

Aim: To provide a practical introduction to boat handling and safety in powerboats

The course may be conducted in a variety of boat types, both planing and displacement, and the certificate issued will be endorsed to show the type(s) of boat in which the training took place. The ratio of students to instructors should not exceed 3:1.

Duration: 1 day

Level 2 National Powerboat Course-

Aim: To teach boat handling and seamanship in powerboats.

The course may be conducted in a variety of boat types, both planing and displacement, and the certificate issued will be endorsed to show the type(s) of boat in which the training took place. The ratio of students to instructors should not exceed 3:1.

Duration: 2 days

Intermediate Powerboat Day Cruising Course-

Aim: To teach powerboating up to the standard required to complete a short coastal passage by day. The ratio of students to instructors should not exceed 6:1 (using two boats)

Assumed knowledge: Candidates should be competent to the standard of National Powerboat Certificate Level 2 with coastal endorsement.

The course will be conducted on a planing boat

It is strongly recommended that candidates hold a first aid certificate and a VHF operators certificate

Duration: 2 days

Advanced Powerboat Day and Night Course-

Aim: To teach boat handling, seamanship, pilotage and navigation up to the standards required to drive a planing powerboat safely by day and night in tidal coastal waters with which the candidate may be familiar. The ratio of students to instructors should not exceed 6:1 (using two boats). The course will be conducted on a planing powerboat with lights conforming to the IRPCS. Students must wear a minimum 150 Newton lifejacket with a MCA approved light for the night exercise.

Assumed knowledge: Candidates should be competent to the standard of the Intermediate Powerboat Certificate with a thorough knowledge of navigation and chartwork to the level of the Day Skipper Shorebased certificate.

You are required to hold a first aid certificate and a VHF operator's certificate

Duration: 2 days

RYA NATIONAL POWERBOAT SCHEME

LEVEL 1



INTRODUCTION TO POWERBOATING

Preparation • launching and recovering
• safety equipment

• pre-start checks • personal buoyancy

Boat handling and manoeuvres

• starting and stopping • use of kill cord
• steering controls • securing to a buoy
• leaving and coming alongside
• being towed

Theory and background

IRPCS • opework
• awareness of other water users

LEVEL 2



NATIONAL POWERBOAT COURSE

Preparation • launching and recovering
• safety equipment
• lines and fenders • fuel tanks

Boat handling and manoeuvres

• effects of current or tide • high and low speed manoeuvring • propeller controls
• securing to a buoy • anchoring
• leaving and coming alongside
• man overboard

Theory and background

• types of craft and engine
• maintenance checks • IRPCS • weather forecasts • emergency action

INTERMEDIATE



POWERBOAT DAY CRUISING COURSE

Preparation • pilotage • navigation
• fuel and engine checks

Boat handling and manoeuvres

• effect of waves and rougher conditions
• power trim and trim tabs
• berthing in differing situations
• use of GPS in high speed navigation and pilotage by day
• It is strongly recommended that candidates hold a first aid certificate and a VHF operator's certificate.

ADVANCED



POWERBOAT DAY AND NIGHT COURSE

Preparation • passage planning
• meteorology • skipper's responsibilities

Boat handling and manoeuvres

• high speed boat handling • advanced manoeuvres • manoeuvring in rough weather • chart plotters and radar
• pilotage by day and night
• emergency situations • differences for a twin engine vessel
• You are required to hold a first aid certificate and a VHF operator's certificate.

RYA/MCA ADVANCED POWERBOAT CERTIFICATE OF COMPETENCE

Pre-exam experience:

2 years relevant experience including night pilotage. As a guide: 30 days, 2 days as skipper, 800 miles, 12 night hours,

For holders of the Advanced Powerboat course completion certificate:

20 days, 2 days as skipper, 400 miles, 12 night hours.

Form of examination:

Practical exam lasting 4-5 hours for one candidate, up to 7 hours for 2 or 3 candidates.

Certification required before examination:

VHF/SRC Operator's licence, valid first aid certificate.

See pages 29-32 for full details.

SAFETY BOAT COURSE



Preparation • safety equipment • assistance with race management • crew communication

Boat handling and manoeuvres

• positioning in respect to fleet • standing off another craft • coming alongside under way
• dinghy (including high performance) and windsurfer rescue • towing
• mark laying

Theory and background

• rescue of other water users
• communication • VHF • first aid