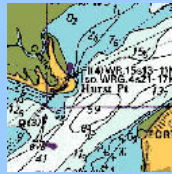


RYA Advanced Powerboat ~ Powerboat Scheme



The Advanced Powerboat Course is ideal for experienced amateur powerboaters or commercial users keen to develop their competence and knowledge across a range of more advanced subjects. The stated aim of the course is to teach boat handling, seamanship, pilotage and navigation up to the standards required to drive a planning powerboat safely by day and night in tidal coastal waters with which the candidate is familiar. It's a fun, challenging and beneficial course.

This is an intensive two day (plus one night) course which aims to build on the already capable skills of the experienced powerboater. As you will see on our website the Instructors that teach the Advanced Course are massively experienced across many types of craft. The real value of this experience when delivering the Advanced Course cannot be overemphasised and the Instructors will share their experiences and knowledge in addition to of course covering the full syllabus.

We start the course with a refresher on navigation and boat handling which allows us to work with you to develop your skills in these areas, we look in detail at various elements of navigation in the context of a fast powerboat and address the responsibilities of the skipper in respect of his boat and crew and we then extend this to passage planning. We spend time looking at the various realistic methods usable in small fast boats for day and night pilotage and planning and then you plan a passage and we execute it. We then have a break (the Instructors not you!!) whilst you revise your plan so that you can execute it in the dark - you then do so. We tend to finish the day at about 10 – 12pm depending on the time of year.

Day 2 starts with a recap of day one followed by a look at meteorology, rough water handling, helicopter recovery techniques and search techniques (an Advanced powerboater is much more likely to find themselves out in conditions that merit the rescue of others than an inexperienced powerboater). During the day we execute one or two surprise exercises – just to keep you on your toes!!

During the course you will usually use a couple of RIBs including our 7.8m Ribcraft which is an awesome large RIB. We often run two boats on the course and certainly always have a backup boat available at night as safety cover. Whilst the RYA only require one Instructor per six students per two boats we will always run with one Instructor per three students throughout as we find this makes the course more valuable for everyone, else 50% of your on water time is spent without an Instructor – which rather defeats the point in our view!

The Advanced Powerboat Certificate that you receive upon successful conclusion of the course cannot be commercially endorsed. If you wish to work commercially you will need to take an Advanced Powerboat Examination. It is not a requirement to undertake the Advanced course before attending an exam but it does count towards the mileage/hour requirements. See our separate document on the examination. Please see below for the Advanced Powerboat Examination Syllabus.

For those keen to work commercially undertaking the advanced course is a great 'work up' to the Advanced Exam and our Instructors will give you a clear idea of where they feel you are relative to the standard required to pass the examination.

Pre course requirements: Candidates should be very experienced powerboaters with knowledge of navigation and chartwork to the level of the Dayskipper Shorebased Certificate. It is strongly recommended that candidates hold a First Aid Certificate and a VHF Operators Licence. It is always worth chatting with us before booking your course to ensure that this course best suits your needs and that your theory and boat handling skills are of the required level as we do not want to book you if you would be better served by a different course so do please feel free to call and arrange a chat with one of our Instructors if you are at all unsure.

Reading material

It is important that you are up to speed with your theory before attending the course. There are a range of books that could support the advanced course however logically it makes real sense to ensure that you have the RYA Powerboat Handbook which was written to support the scheme.

RYA Powerboat Handbook (G13) – Paul Glatzel **NEW VERSION FOR 2009!** Written by our very own Paul Glatzel this is the book to accompany the various RYA Powerboat courses. £13.99

RYA Powerboat Logbook (G20/04) The Logbook to accompany the scheme. Essential reading for anyone training under the RYA Powerboat Syllabus. £4.95 from PTUK or the RYA.

Advanced Powerboat Course ~ The full syllabus

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.

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 Dayskipper Shorebased Certificate.

Preparation for sea: Prepare the powerboat; Carry our fuel and engine checks; Stow and secure gear;

Boat handling: Differences for a twin engine vessel; Characteristics of various hull forms and propeller configurations; Action to be taken in rough weather; Demonstrate a practical understanding and correct use of power trim and trim tabs; Demonstrate an awareness of the effects of wind and tide when manoeuvring, including: Steering in transits and in buoyed channels; Turning in a confined space; Berthing in various conditions of wind and tide; Picking up and leaving a mooring buoy; Demonstrate the use of an appropriate length of kill cord at all times.

Passage making and responsibility as Skipper: The importance of pre-trip planning; Planning and making coastal passages, taking into account the relevant navigational hazards, the type of boat and the strengths of the crew; Chart plotters and radar, their advantages and limitations; Organise the navigation, safety and welfare of the crew during a powerboat passage; Navigate at higher speed using time / distance; Use electronic navigational equipment for planning and undertaking a passage, including the use of waypoints, routes and XTE, SOG, COG, BTW, DTW.

Pilotage: Carry out pilotage plans and pilotage entry into or departure from harbour; Use leading and clearing lines, transits, back bearings and soundings as aids to pilotage; Use GPS and understand its limitations in pilotage; Navigate using soundings.

Metreology: Terms used in shipping forecasts, including the Beaufort Scale, and their significance to small craft; Sources of forecast information and interpretation of forecasts including synoptic charts; The significance of meteorological trends; Can interpret a synoptic chart.

Rules of the Road: Apply the International Regulations for Preventing Collisions at Sea.

Use of engines: How to change a propeller; Propeller diameter and pitch; Propeller ventilation and cavitation; Checks to be made before starting, during running, and after stopping for diesel and petrol engines; Periodic checks on engines and electrical systems including spark plugs, water filters and pump impellers; How to bleed the fuel system (diesel), change filters and pump impellers Transmission belts; Spares to be carried.

Emergency situations: Correct action to take in emergency situations; Fire prevention and fighting; Hull damage / watertight integrity; What to do in a medical emergency; Towing and being towed; Helicopter rescue procedures; Use of flares; Search patterns; Pick up a man overboard in all available conditions.

Night cruising: Take charge of a powerboat at night, including leaving and entering harbour; Demonstrate ability at keeping a proper lookout and identifying lit and unlit marks by night.

Advanced Powerboat Examination Syllabus

The candidate will be examined across the range of subjects detailed below and is expected to be able to demonstrate a good level of competence and knowledge in all of them. The examination though will not necessarily cover all of these areas and will test across a selection of these subjects.

Entry requirements: 2 Years relevant experience including night pilotage (As a guide 30 days, 2 days as skipper , 800 miles, 12 night hours). If you hold a RYA Advanced Powerboat Course Completion Certificate the seetime is reduced to: 20 days, 2 days as skipper, 400 miles, 12 night hours.

Please see separate information sheet on this examination.

Preparation for sea: Preparation of vessel; Safety brief; Stowing and securing gear for coastal passages; Engine operations and routine checks, fuel systems, kill cord, bleeding, changing filters and impellers.

Boat handling: Hull forms and their handling characteristics, propeller configurations; Knowledge of action to be taken in rough weather; Significance of tidal stream on sea conditions; Steering and power control through waves; Understanding and correct use of power trim and tabs; Towing, under open sea conditions and in confined areas; Strategy up and downwind and in heavy weather; Awareness of the effects of wind and tide when manoeuvring, including: Steering to transits and in buoyed channels Turning in a confined space; All berthing and un-berthing; Picking up and leaving a mooring buoy; Anchoring; Recovery of man overboard; Awareness of ground speed and ability to hold the boat on station.

Responsibilities: Skippering the vessel with effective crew communication; Preparing the vessel for sea and for adverse weather; Tactics for heavy weather and restricted visibility; Emergency and distress situations; Customs procedures; Courtesy to other water users.

Passage making and pilotage: Your chart work and theory knowledge should include: Charts, navigational publications and sources of navigational information; Chart work, including position fixing and shaping course to allow for tide; Tidal heights and depths; Buoyage and visual aids to navigation; Instruments, including compasses, logs, echo sounders, radio navigation aids and chart work instruments Passage planning and navigational tactics; Importance of pre-planning; High speed navigation, pre-planning and execution; Use of electronic navigation (GPS & Radar); Pilotage techniques and plans for entry into or departure from harbour; Use of leading and clearing lines, transits and soundings as aids to pilotage; Navigational records; Limits of navigational accuracy and margins of safety; Lee shore dangers; You should be able to enter and depart from a charted port by day or night. Your examiner will give you a pilotage exercise and ask you to explain your planning. You will need to be aware of the problems of collision avoidance and how to determine your position by night.

Meteorology: You should be able to use weather and tidal information to predict likely sea conditions and make passage planning decisions. Definition of terms including Beaufort Scale, and their significance to small craft. Sources of weather forecasts; Weather systems and local weather effects; Interpretation of weather forecasts, barometric trends and visible phenomena; Ability to make passage planning decisions based on forecast information.

Rules of the road: Application of the International Regulations for Preventing Collisions at Sea. You should be able to identify power and sailing vessels by night including a knowledge of the lights of tugs and trawlers.

Safety: Candidates will be expected to know what safety equipment should be carried on board the vessel, based either on the recommendations in RYA booklet C8, or the Codes of Practice for the Safety of Small Commercial Vessels. In particular, candidates must know the responsibilities of a skipper in relation to: Fire prevention and fighting; Hull damage / watertight integrity; Medical emergency; Towing and being towed; VHF emergency procedures; Explanation of helicopter rescue procedures; Use of flares; Man overboard; Sector search; Lifejackets; Life rafts