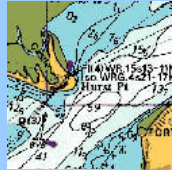


## RYA Powerboat Level 2 ~ Powerboat Scheme



The RYA Powerboat Level Two course is also known as the *National Powerboat Certificate* and is the most popular course that we run. Those attending the course range from those starting out in boating and wanting to ensure they get the basics of navigation and handling at close quarters right through to those that have boated for a while and want to develop and hone their skills. Pleasingly, we find that whatever level of experience a student starts out with they feel that they have been able to really develop their skills during the two days that the course lasts. We run these courses every week on our boats and at any time on clients own craft.

Fundamentally, the aim of the course is to help you to become a safe and competent powerboater with a good grounding in boat handling and navigation coupled to the knowledge of how to further develop the skills you have acquired during the course. Our Instructors' aim when working with you is to help you develop at a pace that suits you having fun in a safe and professional environment. Our feedback suggests we achieve our aim.

Some of the topics that your instructor will cover with you during your course include:

- Launching & recovery
- Boat Handling
- Securing to a buoy
- Anchoring
- Leaving and coming alongside
- High speed handling
- Man overboard
- Navigation – charts, tides etc
- Passage planning
- Types of craft and their respective advantages/disadvantages
- Engines & drives, use of power tilt & trim tabs.
- Safety checks & personal buoyancy
- Awareness of other water users & application of the collision regulations
- Emergency action, distress signals; fire precautions and fire fighting and rope work.

Many of those attending the course do so to be able to apply for their International Certificate of Competence ('ICC'). The ICC is an essential requirement if you intend boating in many overseas locations – particularly France & Spain.

Once you have your Level 2 Certificate you can go on to apply for your ICC from the RYA. The ICC form is available from our website, print this out, attach a copy of your Level 2 certificate, a passport photo and the relevant fee and send your application to the RYA. If you are a member of the RYA then your ICC is free else it cost approximately £40. Coincidentally, joining the RYA costs about the same so we would generally advise that you join then get the ICC free. If you intend travelling abroad shortly after your course and thus require your ICC to be issued quickly you can pay an additional fee to ensure a quick turnaround. If you are going to use the ICC on the Inland Waterways of Europe then you will need to take an additional short test – CEVNI. Call us to discuss this. *(See our document – Course Info ~ ICC for more information)*

**Own boat tuition:** We undertake the Level 2 course either on one of our vessels or we can do so aboard your boat – we can even do one day on our boats then the second on yours if that suits. If we are training on your craft then we will need it to meet certain basic standards of safety kit – we will provide a list for you. You will also need to ensure that is insured for the training that will be undertaken on it. *(See our document – Course Info ~ Own Boat Tuition for more information)*

**Bespoke training:** Sometimes we find that a bespoke course will better address your needs and allow a greater concentration on the areas of particular interest to the individual concerned. For example, you may have just bought a boat and want an expert to be with you as you explore its capabilities, or perhaps you now want to undertake longer passages after many years of cruising in waters you know well and would prefer someone to be with you as become familiar with planning and undertaking longer journeys. For others it may be that they make less use of their boat because launching/recovery always seems to go wrong or because the challenges of mooring in a crowded marina simply spoil an otherwise wonderful day. In short, we can construct a course that suits your precise needs – call us to discuss this.

**Direct Assessment:** In certain situations the Level 2 certificate can be attained without attending the full course. This is known as Direct Assessment, does not include any training and typically takes half a day. To discuss your suitability for this assessment please call us.

**Inland Vs Coastal:** A further consideration when attending a Level 2 course is where you take it. Coastal based schools award certificates with a *Coastal endorsement*. This means that the student has learnt in conditions where tides and currents must be considered. Generally speaking if you intend using your boat in coastal waters ensure that you undertake a course with a coastal school.

**Pre course requirements:** No prior boating experience is necessary. The course equally suits those new to the sport and those who have been boating for years. Most people take Level 2 and bypass Level 1 as it is not a requirement that you have Level 1 before you take Level 2.

## Reading material

There is no need to undertake any preparation before the course however for those that do want to the books below are those that we recommend.

### **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. Given free with our Level 2 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.

### **RYA Start Powerboating(G13)**

This book accompanies the Powerboat Level 2 course and is given free with Level 2 Courses.



## Other courses to consider

Most people taking Level 2 also chose to undertake their VHF Course to enhance their ability to use the marine radio and particularly to be able to call for assistance. Another course really worth considering is the 2 day Basic Safety & Navigation Course which takes the theory knowledge imparted during Level 2 and takes it onto the next level – a great course.

As a family run, professional school we pride ourselves on being totally honest with you when deciding what course best serves your needs. If that means a shorter course that costs less then that's what we suggest. Please feel free to call/email us to discuss your particular situation we can be reached on 01202 686666 – *Vivien & Paul Glatzel*

## The full syllabus

**Aim:** To teach boat handling and seamanship in powerboats. Minimum age 12, those aged 12 to 16 will receive a Level 2 Certificate endorsed *"The holder should only use powered craft under the supervision of a responsible adult"*.

**Launching and recovery:** Use of a trailer or launching trolley; Consideration of launching and sea conditions, including hazards and obstructions; Number of persons required to launch/recover; Construction, width and condition of slipway; Steep/slippery slipways, beach launching, lee shores; Care of trailer bearings, hitch, lashings, ties, lights and winch; Trailer parking; Prepare the boat, lines, fenders, safety equipment, fuel tanks, lines and secure gear on board

**Boat handling:** Loading: effect on handling and performance, effect on balance and trim, CE Plate and manufacturer's recommendation; Displacement boats: handling ahead and astern, carrying way; Crew members: minimum number in high speed craft, keeping a look-out; Awareness of other water users, including effect of wash; Steering, controls, effect of current or tidal stream; High speed manoeuvring: planing, trim tabs and power trim; Planing boats: propeller angle and immersion, shallow drive, high/low speed handling, tiller/console steering; Carry out pre-start checks, engine starting and stopping; Demonstrate the use of an appropriate length kill cord at all times; Carry out low speed manoeuvres including: turning in a confined area, effect of wind on bow and holding off. Demonstrate an awareness of the danger of flooding when going astern; Carry out high speed manoeuvres including S-turns and U-turns

**Securing to a buoy:** Preparation of mooring warp; Use of a boat hook; Method of approach; Crew communication; Making fast; Procedure when overshooting; Approach and secure to buoy

**Anchoring:** Method of approach in various conditions; Taking way off; Crew communication; Check holding; Depth of water, holding ground, scope required; Types of anchor; Stowage and attachment to boat; Preparation of anchor, chain and warp; Weighing anchor; Approach and anchor correctly; Weigh anchor correctly

**Leaving and coming alongside:** Preparation and use of painter, lines and fenders, attachment to boat, stowage under way; Speed and angle of approach; Wind effect; Method of approach in tidal stream or current; Make fast alongside; Use springs; Leave - ahead or astern

**Man overboard:** Recovery or man overboard; Take immediate action; Observe the man overboard; Carry out the correct return with awareness of propeller; Approach and recover the man in the water

**Theory:** Types of craft: advantages and disadvantages of different hull forms with respect to sea keeping ability; Engines and drives: advantages and disadvantages of outboard, inboard and outdrive units, single and twin screws, choice and use of fuels; Siting of fuel tanks, fuel lines, batteries, wiring, fire extinguishers; Routine engine maintenance checks, basic fault diagnosis; Close down procedure; Advice to inland drivers about coastal waters; Use and limitations of GPS; Application of local byelaws, especially around commercial shipping; Sources of weather information; Awareness of other water users; Communication with other craft - hand and sound signals; Disabled craft; Emergency action, preventing sinking; Adrift - alternative means or propulsion; Towing and being towed; Fire precautions and fire fighting ; Ropework; Distress signals and the Mayday call; Apply IRPCS, principally rules 5,7,8,9,12-19

**Coastal:** Pilotage and passage planning; CG66 Small Craft Safety Scheme; Charts, chart symbols, buoyage systems; Tides and tidal streams; Use steering and hand bearing compasses