

The aim of the Advanced Powerboat Day and Night course is to teach boat handling, seamanship, pilotage and navigation up to the standards required to drive a planing powerboat safely by day and night in coastal waters with which the candidate may be familiar.

For a centre to extend their powerboat recognition to gain Tender Operator, Intermediate or Advanced recognition they must submit the online application form uploading the following documents:

### **1. The training vessel**

- **Upload up to 5 clear images of the boat ensuring they clearly show the seating and handhold arrangements for the students and instructor.**
- **Upload a description of the vessel, to include: specification of the vessel including size, engine type & power and age of the vessel.**
- **Upload a copy of the vessel's commercial coding certificate, showing the daytime category as well as it's night-time category. This would normally be an MCA SCV certificate, however in certain circumstances, the RYA will consider a certificate issued by a local port authority.**

Planing vessels for Intermediate and Advanced recognition are likely to be a minimum of 6m LOA and must have four dedicated seats (for instructor and three candidates) aft the console.

In line with the RYA's guidance notes on Passenger Safety on Small Commercial High-Speed Craft, all training vessels for Intermediate and Advanced Powerboat training must have appropriate seating to maintain postural stability with individual backrests and good hand holds. The positioning of the seating must allow for participants to maintain an all-round lookout and to fully participate in the learning.

In some cases, this may be helm and navigator positions with wing seats (back rests with lateral support possibly without actual seats).

An RTC's vessel for Advanced Powerboat tuition must be either a RIB coded to Category 4 or 5 + 3(R) or other vessels coded to Category 3. If operating exclusively within categorised waters, contact RYA Training for additional information.

It is possible to offer Intermediate Powerboat without a coded vessel as the RTC may operate under the MCA/RYA Code Equivalence agreement for Area Category 6 waters.

### **2. Course program**

- **Upload a document. This should be your course program that your instructors will follow. It should include the following: Course timings and how each aspect of the course will be taught (what learning activities/opportunities will be used). Please do not send a version of the syllabus taken directly from the logbook.**

### **3a) for Tender Operator recognition only**

Define the intended training area and clearly plot the proposed routes for the night pilotage exercise onto an online chart plotter such as Navionics. Alternatively, plot the route on to an up-to-date paper chart, photograph and upload images here.

When preparing this, instructors should bear in mind that although the primary means of navigating on the PTO course is the chartplotter, waypoints should be verifiable by sight (and this marked on the chart).

If the operating area includes drying heights to be crossed, specify what the window of opportunity to cross the drying heights is and what the alternative route is in the event that you miss the tidal window.

### **3b) for Advanced and Intermediate recognition**

Define the intended training area and clearly plot the proposed routes for the night pilotage exercise onto an online chart plotter such as Navionics. Alternatively, plot the route on to an up-to-date paper chart, photograph and upload images

- In addition to the chartplotter or GPS, there needs to be at least 3 other ways of confirming the position from but not limited to this list:
  - o Transits
  - o Back bearings / head bearings / cross bearings
  - o Leading lights / bearings
  - o Clearing lines and bearings
  - o Contours
  - o Depth
  - o Speed, time and distance
  - o Radar ranges and bearings (if the vessel is fitted with one)
  - o 3 point fix
- If the operating area includes drying heights to be crossed, specify what the window of opportunity to cross the drying heights is and what the alternative route is in the event that you miss the tidal window
- The operating area needs to be suitable to be able to teach the course syllabus in its entirety, to operate effectively in most weather conditions and give all students ample opportunity to practice the skills being taught.

### **4. An emergency procedures plan for the hours of darkness**

Recognition will not be granted if routes take the training course over areas marked as 'changeable depth', uncharted or unsurveyed areas or those with a wintertime change in the categorisation of waters whereby the operating area becomes very restricted. Refer to MCA document MSN 1837 Categorisation of Waters.

Please click [here](#) to apply