

- Information for RYA recognised training centres testing candidates for the International Certificate for Operators of Pleasure Craft (ICC)

Ref **ICCTC – 1 NZ & AUS**

Guidance Notes

For

RYA ICC Test Centres

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THE INTERNATIONAL CERTIFICATE FOR OPERATORS OF PLEASURE CRAFT

The UK Government has accepted the United Nations Economic Commission for Europe (UNECE) Inland Transport Committee Working Party on Inland Water Transport's Resolution 40 which regulates the issue of the International Certificate for Operators of Pleasure Craft (commonly referred to as the International Certificate of Competence - ICC) and has authorised the RYA to issue the ICC on its behalf. This Resolution stipulates to whom the ICC can be issued, the syllabus requirements and the layout of the certificate.

Why have an ICC?

The United Nations Convention on the Law of the Sea (UNCLOS) provides a framework for the use of the oceans. It is this convention which specifies the territorial limits of a country and which defines whether a vessel is under the laws of its flag state or those of the state whose waters it is lying in.

Vessels are free to navigate the High Seas within the laws of their flag state and only a warship of their own nation has the right to intercept them (other than to confirm the nationality of the vessel) unless they are committing an international crime such as piracy.

Vessels also have a right of passage through the territorial waters of another country but vessels exercising this right of passage must undertake a continuous and expeditious passage through territorial waters and may not engage in any activity which does not have direct bearing on the passage.

Many recreational boats cruising along a coast will make frequent stops, and may visit several ports within the visited country (the Coastal State). These activities, along with launching or operating a vessel from a foreign port, bring pleasure boaters under the jurisdiction of the Coastal State, and they can be required to comply with the Coastal State's national legislation.

As a matter of "comity" – courteous recognition accorded by one nation to the laws and institutions of another – the Coastal State's laws may not be applied to visitors in full, but it is common for the skipper of the vessel to be required by the Coastal State to prove that he or she is competent to be in command of the vessel. This is where the ICC can be useful.

What is the ICC?

The RYA has been working hard to correct the misconception that the ICC is of EU origin. It is frequently but wrongly thought to be the boating equivalent of the EU driving licence for road vehicles, which all EU member states are obliged to accept. The ICC is in fact of United Nations (UN) origin and although the ICC allows the holder to voyage internationally this is only where the country to be visited has chosen to accept it and subject to any prescriptions made by the visited country.

As the ICC's validity is determined by the visited country it is not a truly international qualification. However, the ICC is the only international evidence of competence that exists for pleasure boaters in Europe. Through attendance at the UNECE in its role as Secretariat of the European Boating Association, the RYA continues to work to get the ICC more widely accepted in Europe.

What validity does the ICC have?

The UK is one of only a few countries which have fully accepted Resolution 40. Many countries have not adopted Resolution 40, some still apply Resolution 14 which Resolution 40 was intended to replace and others only apply Resolution 40 in part or with caveats attached.

This means that although acceptance of the ICC by the visited country should be because the visited country itself has adopted Resolution 40, quite often this is not the case and the ICC may either be recognised as an acceptable certificate in the visited country's national legislation or be accepted on a purely informal basis.

In addition, the ICC does not replace the need to comply with any manning requirements imposed by the country in which the boat is registered, wherever in the world the boat may be. Where evidence of competence is required by the country of registration (the Flag State), pleasure boaters must comply with those regulations and they must also comply with any requirements of the visited country (the Coastal State).

Once a vessel is in the territorial or internal waters of the Coastal State, it is up to the authorities of the Coastal State to decide whether or not an ICC is “valid”, which could be restricted by their national maritime legislation. The onus is on ICC holders to determine its acceptability. The ICC may be acceptable for visiting foreign flagged vessels, foreign flagged vessels being kept in the Coastal State and / or vessels flagged in the Coastal State.

As far as the UK is concerned, exemptions to the Merchant Shipping Regulations provide that UK flagged pleasure vessels of less than 24m (load line) length or less than 80GT need not comply with any manning requirements, therefore no evidence of competence is required by the UK national authorities for the skippers of such vessels. The skipper of such a UK flagged pleasure vessel will only need to provide evidence of competence if required to do so by the Coastal State, in which case it will be up to the Coastal State to specify what evidence of competence will suffice.

For UK flagged pleasure vessels of up to 200 GT which exceed 24m and 80GT a Yachtmaster® Offshore or Ocean Certificate of Competence (or higher qualification) is required under the Merchant Shipping Regulations. As the ICC issued by the RYA is not subject to an upper length or tonnage limit, it can be used in conjunction with these qualifications in order to provide evidence of competence to the Coastal State. However, the ICC is not in itself a certificate of competence for the purposes of UK Merchant Shipping Regulations and it is not therefore a substitute for these qualifications. On its own, an ICC is not sufficient for the skipper of a UK flagged pleasure vessel which exceeds 24m and 80GT.

Skippers of vessels registered in one of the Crown Dependencies, will need to comply with the regulations applied by that Dependency’s administration, which may differ from the UK.

As the validity of the ICC is frequently misunderstood, RYA recognised training centres, affiliated clubs and instructors should ensure that their customers’ intended use of the ICC falls within its scope, especially if they want the ICC to charter a boat or to use a boat which is flagged in the country in which it is to be used or the country in which they are resident.

Training Centres and instructors are welcome to contact the RYA Cruising Team which holds information on where the ICC is required or recommended (email: cruising@rya.org.uk) however the applicant may need to contact the authorities of the country in question for definitive advice.

General information on pleasure boating abroad including information on individual country requirements for the more commonly visited countries and translations of many RYA certificates can be found on the RYA web-site www.rya.org.uk/infoadvice/boatingabroad. Access to the pages with individual country information is restricted to RYA members only.

The UNECE publishes an annual report on the acceptance of the Working Party on Inland Water Transport resolutions – including Resolution 40. The latest report is published at <http://www.unece.org/trans/main/sc3/sc3res.html>

The ICC is a pleasure boating certificate and as such should not be used as proof of competence for commercial activities.

ELIGIBILITY

Who can the RYA issue the ICC to?

It is essential, if candidates are taking an ICC direct-assessment or are taking a course because they want to use it subsequently to obtain an ICC, RYA recognised training centres, affiliated clubs and instructors first ensure that candidates are eligible for the ICC to be issued to them.

For the RYA to issue an ICC the applicant must be over the age of 16 and must be a British national or resident, a national of the USA or Canada or a national of any country that is not a member of UNECE (A list of UNECE countries appears on the ICC application form). A British national can be a British citizen, British Overseas Territories citizen, British overseas citizen, British national (overseas), British subject or British protected person.

To help applicants, instructors and training centres establish whether or not applicants are eligible for an ICC, a simple flow diagram is included within the ICC application form. It can also be found in Appendix 1.

Evidence of eligibility is required with every application. If the applicant is eligible for the ICC because they are resident in the UK (or a country whose citizens are British nationals) proof of residency is required. This will usually be a copy of a utility bill, bank statement, driving licence or recognised national identity card showing their address, however further authenticated evidence may be required. Applications based on the certificate holder's nationality must be supported by a copy of the photograph page of the applicant's passport or of a recognised national identity card.

EVIDENCE OF COMPETENCE

The UK (RYA) ICC has six categories:

- Coastal Waters
- Inland Waters
- Power up to 10m length overall (LOA)
- Power 10m LOA and over
- Sail
- Personal Watercraft

In order to comply with the requirements of UNECE ITC Resolution 40, the RYA must ensure that anyone who is issued with an ICC is competent in accordance with the resolution. The certificate holder must prove their competence for each category they would like to be validated.

Inland Waters

Code Européen des Voies de Navigation Intérieure (CEVNI) is the code governing navigation on the interconnected European inland waterways and is the basis of the various countries' own regulations. Signs, rules and procedures for navigating the European inland waterways are all included within CEVNI and in the same way as pleasure craft on coastal waters are expected to abide by the COLREGS, pleasure craft on the inland waterways of Europe, which in places are heavily utilised by commercial traffic are expected to know and follow CEVNI.

If an ICC valid for inland waters is required, as well as proving his or her practical ability the holder must pass the CEVNI Test. The CEVNI test was introduced in April 1999. Holders of ICCs issued prior to April 1999 wishing to renew their certificate will need to take the CEVNI test, if they want their new ICC to be valid for inland waters.

Practical course completion certificates and certificates of competence

The following certificates of satisfactory completion of practical courses and certificates of competence are acceptable as evidence of competence for the issue of an ICC. The list is not comprehensive and other certificates of a similar standard may also be accepted.

EVIDENCE OF COMPETENCE (Please send photocopies, not original certificates)	CATEGORIES ICC MAY BE VALIDATED FOR					
	POWER		PWC	SAIL	COASTAL WATERS	INLAND WATERS (CEVNI test required)*
	Up to 10m LOA	10m LOA and over				
RYA National Powerboat Certificate (Inland) Level 2 or higher	✓		✓			✓*
RYA National Powerboat Certificate (Coastal) Level 2 or higher	✓		✓		✓	✓*
Advanced Powerboat RYA/MCA Certificate of Competence	✓	✓	✓		✓	✓*
RYA Inland Waterways Helmsman Certificate	✓	✓				✓*
RYA Helmsman's Course Completion Certificate	✓	✓				✓*
RYA Day Skipper / Coastal Skipper Practical Course Completion Certificate (Power)	✓	✓			✓	✓*
RYA Day Skipper / Coastal Skipper Practical Course Completion Certificate (Sail)	✓			✓	✓	✓*
Coastal Skipper / Yachtmaster® Coastal or higher RYA/MCA Certificate of Competence (Power)	✓	✓			✓	✓*
Coastal Skipper / Yachtmaster® Coastal or higher RYA/MCA Certificate of Competence (Sail)	✓			✓	✓	✓*
MCA Deck Officer Certificate of Competence [Any Grade]	✓	✓			✓	✓*
RN, Army or RAF Bridge Watchkeeping Certificate	✓	✓			✓	✓*
MCA or Local Authority Boatman's Licence	✓	✓			✓	✓*
MCA Boatmaster Certificate	✓	✓				✓*
RYA Dinghy Instructor and National Powerboat Certificate Level 2 or higher	✓			✓	✓	✓*
RYA Personal Watercraft Proficiency Certificate			✓		✓	

Note: candidates who are tested onboard a sailing cruiser will receive an ICC validated for sail and power up to 10m LOA. This is because part of their practical test will be carried out whilst handling the boat under power and will ensure that they are able to use a motorised tender.

ICC Assessment

Experienced skippers can also qualify for the ICC by taking an assessment through a RYA recognised training centre or a RYA affiliated club authorised to carry out the test, rather than having to attend a full RYA training course.

The assessment must be conducted on the correct type of vessel for the categories required. This may mean that two vessels are required for example if the applicant requires both the 'power 10m and over' and the 'sail' categories.

How to apply for an ICC

Applications forms are available from the RYA or can be downloaded from the website www.rya.org.uk/go/iccform.

The ICC is issued by the RYA Certification Department on receipt of a completed application form. The completed application form must be sent to Yachting Australia or Coastguard Boating Education, New Zealand with:

- Evidence of nationality or residency
- A passport size photo with the applicant's name printed on the back
- RYA membership number or the ICC fee (see application form for current fees)
- Evidence of competence
- CEVNI certificate if test taken on-line

The minimum age for ICC applicants is 16.

Details of the fees can be found on the ICC application form. Applicants should allow 21 days for the certificate to be issued, but a fast track service is available at an additional cost if the certificate is required sooner.

ICC Renewal Form

The ICC is valid for 5 years. If the ICC is then renewed, the new certificate will be issued with the same categories validated as the existing certificate had. The only exception to this is for certificates issued prior to 1st April 1999, where the inland category will not be re-validated unless the RYA has proof that the holder has passed the CEVNI test.

If the certificate holder requires any additional categories validated, they will need to provide acceptable evidence of competence or pass the appropriate ICC assessment.

An ICC renewal form will be sent shortly before the certificate is due to expire, therefore it is important that certificate holders keep the RYA informed of any changes to their address.

WHO CAN RUN THE ICC ASSESSMENT?

RYA Recognised Training Centres

Training Centres can only conduct ICC Assessments for the disciplines in which recognition is held. Authority to assess for the ICC will be given automatically to centres recognised for the following disciplines:

- Power Boating
- Inland Waterways Helmsman
- Motor Cruising
- Sail Cruising

ICC assessments for sail may be issued by RYA Training Centres recognised for sail cruising.

ICC assessments for power categories can be run by Powerboat, Motor Cruising and Inland Waterways training centres as follows:

TYPE OF TRAINING CENTRE	ICC Assessment on the centre's vessel	ICC Assessment on the customer's own boat under 10m LOA	ICC Assessment on the customer's own boat 10m LOA and over
Powerboat Centre vessel, regardless of size or type	Power - up to 10m LOA	Power - up to 10m LOA	Power - Yes
Motor Cruising Centre vessel up to 10m LOA	Power - up to 10m LOA	Power - up to 10m LOA	Power - Yes
Motor Cruising Centre vessel length 10m LOA and over	Power - Yes	Power - up to 10m LOA	Power - Yes
Inland Waterways Centre vessel up to 10m LOA	Power - up to 10m LOA	Power - up to 10m LOA	Power - Yes
Inland Waterways Centre vessel length 10 m LOA and over	Power - Yes	Power - up to 10m LOA	Power - Yes

Training centre recognition is not granted purely for running ICC assessments. The primary business of the centre must be in running one or more of the training schemes.

All assessments must be authorised by the Principal of the RYA recognised training centre.

WHO CAN RUN THE CEVNI TEST?

In addition to the Recognised Training Centres shown above, RYA recognised shorebased training centres can run the CEVNI multiple choice test. Anyone offering this test must themselves be familiar with the CEVNI rules.

QUALIFICATIONS OF TESTERS

RYA Recognised Training Centres

Testers must be qualified according to the table 'Qualifications for Testers', and must attend a Tester Briefing if applicable. All tests must be authorised by the Principal of the RYA recognised training centre. Testers are not allowed to operate on a freelance basis.

The following people can run ICC assessments through their centre after receiving a Tester Briefing and approval.

QUALIFICATION HELD BY TESTER	POWER Up to 10m LOA	POWER 10m LOA and over	SAIL	INLAND WATERS ***	COASTAL WATERS
Powerboat Instructor or higher	✓	✓**		✓	✓
Powerboat Instructor or above holding Coastal Skipper Certificate of Competence (Sail) or higher		✓**	✓	✓	✓
Yachtmaster Instructor (Sail)	✓		✓	✓	✓
Yachtmaster Instructor (Power)	✓	✓		✓	✓
Yachtmaster Examiner	✓	✓	✓	✓	✓

The following people can run ICC assessments through their centre after receiving a Tester Briefing and approval.

QUALIFICATION HELD BY TESTER	POWER Up to 10m LOA	POWER 10m LOA and over	SAIL	INLAND WATERS ***	COASTAL WATERS
Yachtmaster (Sail) and Dinghy Senior Instructor or Coach			✓	✓	✓
Cruising Instructor (Sail)	✓		✓	✓	✓
Cruising Instructor (Power)	✓	✓		✓	✓
Inland Instructor		✓**		✓	

The following people can run CEVNI tests:

RYA Shorebased Instructors working within RYA recognised shorebased training centres. Anyone offering this test must themselves be familiar with the CEVNI rules.

** Assessment can only be carried out on vessel over 10m LOA and the tester should be familiar with the type of craft

*** The ICC applicant must pass the CEVNI test for the ICC valid for Inland Waters to be issued.

CONDUCT OF TESTS

CEVNI TEST

Two test papers are available, which should be used in circulation. These are based on the rules set out in the RYA Book 'European Waterways Regulations' (order code G17), which also contains a sample test paper to give candidates an indication of the level of knowledge required. A knowledge of the IRPCS would also be an advantage for your students.

Answer papers are not available - for obvious reason we do not wish to have such answer papers in general circulation.

If offering the CEVNI test on paper, please do not allow candidates to take away the test papers. It is recommended that you give each candidate a separate blank sheet of paper on which to write their answers.

- The recommended exam fee is £25, although you may wish to charge for tuition.
- You may examine as many candidates as you wish.
- Pass mark: 22 correct answers out of 30.
- Use an alternative paper for re-sits.

There is a practise test paper available, and an online practise test that is available for anyone to try on www.ryainteractive.org.

Whether taking the test on paper or online, candidates automatically have two chances to pass the CEVNI test. If they don't pass, the tester may offer some tuition before they try the test again.

When the candidate has successfully completed the test, the tester and Training Centre Principal must sign section 5 of the ICC application form.

Please contact RYA Training if you want to become recognised to offer the online CEVNI test.

ICC ASSESSMENT

The syllabus and tasks to be completed during ICC assessment are detailed on the ICC application form. The aim of the test is to give the candidate the opportunity to show that he or she is capable of handling a boat safely and considerately.

Some coaching is permitted during the test to help the candidate achieve the required standard.

The candidate can reasonably expect politeness and good humour from the person carrying out the test.

The biggest barrier to a successful test is the candidate's nerves. This can be overcome by the following:

- Having a friendly and relaxed manner yourself.
- Getting the candidate involved in an activity as quickly as possible (without putting pressure on them).
- If the candidate has carried out a manoeuvre well, then say so.
- Don't be inscrutable, talk to the candidate and the rest of the crew.

The existence of any test implies that there must be people who will not be up to standard. The tester's most difficult job is to break the bad news as gently as possible.

This can be made easier by:

- Making sure the candidate knows that his overall performance has been below standard. In many cases it will be obvious because of the failure to complete an exercise. Try to set practical tests which can be failed without requiring the tester to stop the exercise or take control.
- De-brief constructively. Praise what was done well. Suggest ways of improving what was done badly rather than simply stating that it was below an acceptable standard.
- If possible, organise a re-test of the tasks that were not achieved. A deferment is always more palatable than a straight fail.
- Ensure that the unsuccessful candidate understands what needs to be done in order for them to be successful when they next attempt the assessment.

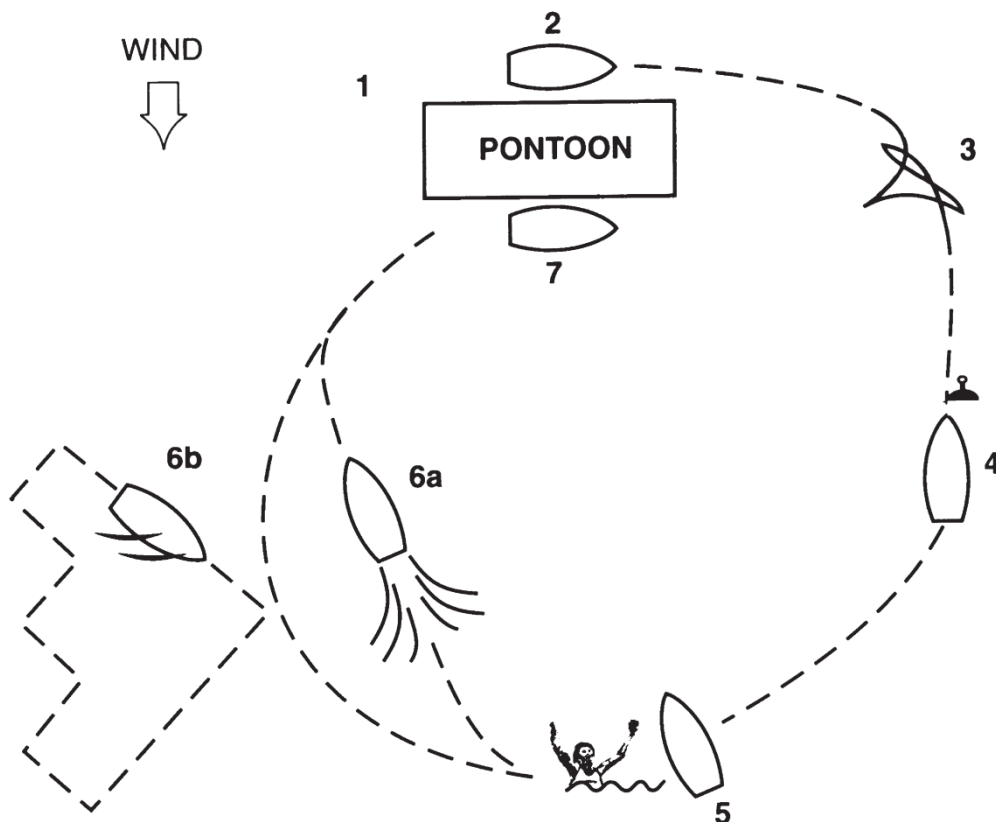
The test has two parts:

Practical The purpose of the practical test is to give every candidate the opportunity to show that they are capable of skippering a boat without endangering or damaging other people, boats or the marine environment.

Oral/Written Tests knowledge of regulations, safety, navigation and pilotage

THE PRACTICAL ELEMENT

The diagram shows the seven exercises / manoeuvres to be carried out within which a number of elements must be assessed.



1. Start

- Give safety briefing including use of safety equipment
- Has listened to weather forecasts
- Pre start engine checks
- Start engine
- Check cooling
- Knows fuel range

2. Depart from Pontoon

- Understands use of springs to depart from lee wall/pontoon
- Communicate with crew
- Position fenders correctly

3. 360° Turn in Confined Space

4. Securing to Buoy

- Communicate effectively with crew
- Prepare warp
- Choose correct angle of approach
- Control speed of approach
- Secure boat effectively
- Depart from mooring safely

5. Man Overboard

- Observe MOB or instruct crew to do so
- Demonstrate correct direction and speed of approach
- Make suitable contact with MOB

6a. High Speed Manoeuvres [if appropriate]

- Use kill-cord if appropriate
- Choose suitable area
- Show awareness of other water users
- Warn crew before each manoeuvre
- Look around before S and U turns
- Control speed on U turns

6b. Handling Under Sail [if appropriate]

- Sail triangular course with one leg to windward
- Choose suitable area for hoisting/lowering sails
- Use sails suitable for prevailing conditions
- Show awareness of wind direction
- Trim sails correctly on each point of sailing
- Warn crew before manoeuvres
- Look round before tacking and gybing
- Control sails during tacking and gybing

7. Coming Alongside Windward Pontoon

- Communicate effectively with crew
- Show awareness of other water users
- Prepare warps/fenders
- Choose correct angle of approach
- Control speed of approach
- Stop boat in place required and secure to pontoon
- Stop engine

The most important points to be demonstrated by the candidate are safety and consideration for others.

The criteria for passing this section of the test are that the candidate successfully completed all the required exercises / manoeuvres safely and that:

- There was no danger to own boat or crew
- The candidate demonstrated an understanding of the principles of boat handling, including the effect of wind and, if appropriate, tidal stream
- The candidate showed a considerate attitude to other boats
- The candidate did not cause damage to the environment by excessive speed or wash.

ORAL / WRITTEN ELEMENTS

ORAL / WRITTEN TEST FOR INTERNATIONAL CERTIFICATE OF COMPETENCE

ALL CANDIDATES

REGULATIONS

1. Knows responsibility for keeping a proper lookout
2. Can determine a 'safe speed'
3. Can recognise a potential collision situation
4. Can identify 'give way' vessel in a collision situation
5. Knows what action to take as 'give way' and 'stand on' vessel
6. Knows responsibilities of a small vessel in a narrow channel
7. Can recognise manoeuvring signals (1.2.3 & 5 short blasts)
8. Can make and recognise visual distress signals

SAFETY

1. Is able to use and instruct crew on the use of:
 - Lifejackets
 - Distress flares
 - Fire extinguishers
 - 'Kill cord' (if fitted)
2. Can prepare a boat for use and take sensible precautions before setting out, including:
 - Engine checks
 - Check fuel for range/duration of trip
 - Obtain weather forecast
 - Avoid overloading boat

ADDITIONALLY, FOR CANDIDATES FOR COASTAL WATERS

REGULATIONS

1. Knows rules relating to Traffic Separation Schemes
2. Knows requirements for navigation lights and shapes to be displayed by own vessel
3. Can recognise the following from the lights:
Power driven, sailing vessel, vessel at anchor, tug and tow, fishing vessel, dredger
4. Knows sound signal to be made by vessels as in Q3

PILOTAGE

1. Can recognise, by day and night, and understand significance of buoys of the IALA system
2. Knows sources of information on: local regulations, port entry and departure signals. VTS and Port Operations Radio
3. Can plan a harbour entry/departure, taking account of possible presence of large vessels and avoiding navigational hazards

NAVIGATION

(Chart & Plotting Instruments required)

1. Can interpret a navigational chart, understand significance of charted depths and drying heights and can identify charted hazards
2. Can plot position by cross bearings and by Lat/long
3. Can determine magnetic course to steer, making allowances for leeway and tidal stream
4. Can use a tide table to find times and heights of high and low water at a standard port
5. Can determine direction and rate of tidal stream from a tidal stream atlas or tidal diamonds on a chart
6. Understands basic use of GPS

SAMPLE QUESTION FORMATS

REGULATIONS

- 1 'Why should there always be two people in a ski-boat?'
'Is it permissible to have nobody on deck or in the wheelhouse of a cruiser?'

Ensure that the candidate knows that a good lookout must be kept at all times.

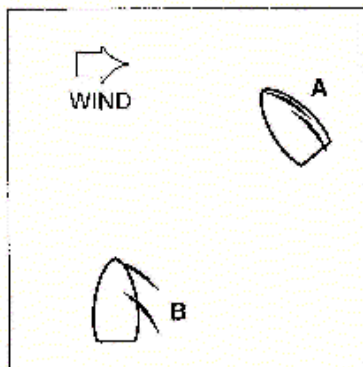
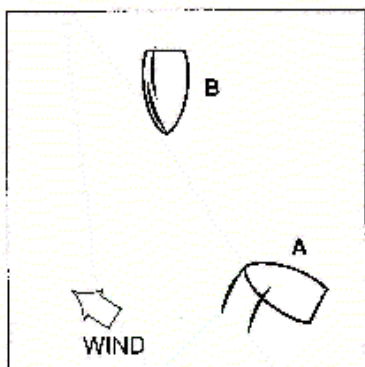
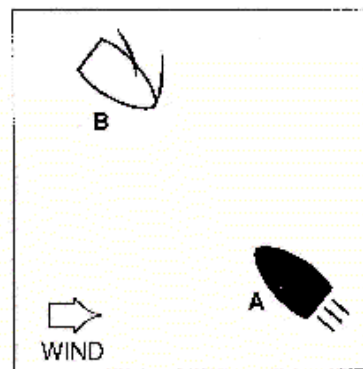
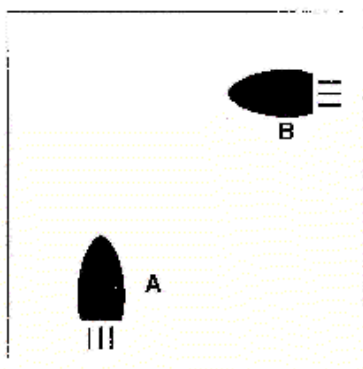
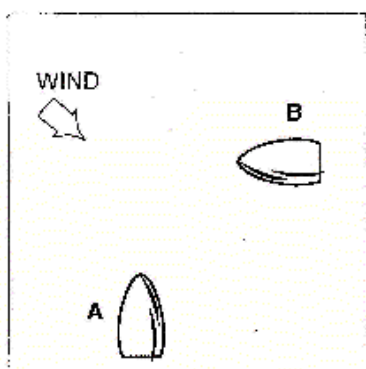
- 2 'In thick fog, how fast should you go?'
'If you were taking a motor cruiser through a group of racing dinghies, how fast would you go?'

Ensure that the candidate knows that speed must be slow enough to give full control in all circumstances.

- 3 'How could you establish whether there was a risk of collision with an approaching vessel?'

Ensure that the candidate knows that a steady compass bearing indicates a risk of collision.

- 4/5 Use diagrams such as these, ensure that the candidate knows which is the 'give way' and 'stand on' vessel, and what action each should take, including action by 'stand on' vessel if 'give way' vessel is not taking sufficient action.



- 6 'You are in a narrow channel and a large ship approaches, what action should you take?'
'What should you do before crossing a narrow channel?'

Ensure that the candidate knows that small boats must not impede the passage of large vessels in narrow channels.

- 7 'What are the meanings of the following signals:
1 short blast
5 short blasts?'

Ensure that the candidate understands the meanings of manoeuvring signals.

- 8 'If you had no radio on board, how would you signal distress?'
 'What does an orange smoke signal mean?'

Concentrate on the most commonly used signals.

- 9 'On the Dutch inland waters, what books must you have on board?'

Ensure that the candidate knows that on most European inland waterways the rules require every boat to have a copy of the National regulations on board.

SAFETY

- 1 Ask the candidate for a crew brief or practical demonstration.
- 2 Ask the candidate to tell you what they would do before setting out on a particular trip. (This duplicates part of the practical test).

ADDITIONALLY FOR CANDIDATES REQUIRING A CERTIFICATE FOR 'COASTAL WATERS' AND 'ALL WATERS'.

Regulations

- 1 'If you had to cross a traffic separation scheme, how would you do so?'

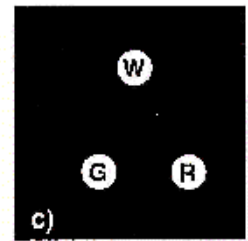
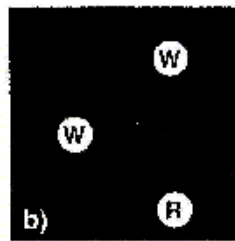
Ensure that the candidates know the basic rules for following and crossing traffic separation schemes.

- 2 'What lights should you show on your own boat at night?'

Restrict questions to the candidate's own type of boat.

'What types of vessel are indicated by the following lights? What aspect is shown?'

Concentrate on the vessels shown below, 4 vessels minimum. You need not test all the possible types.

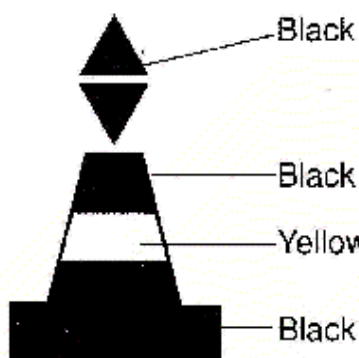


- 3 'What sound signal would you make in your own vessel in fog?'
'What is the meaning of one long and two short blasts?'

The second sample question should elicit an answer which covers some (but not all) of the vessels which might make this signal.

PILOTAGE

- 1 Questions should be in the form of 'What is this buoy and what is its significance?' rather than 'What colour/shape/light characteristic of buoy should be used here?'



- 2 'Where would you find the local regulations for harbour?'

Ensure that the candidate knows that local rules exist and can be found in Sailing Directions / Pilot Books and Nautical Almanacs.

- 3 Use a sample chart and talk through the main points in the entry or departure plan. In particular, make sure that the plan is appropriate to a small boat and not a large ship.

NAVIGATION

- 1 Use a sample chart and concentrate on the common and important chart symbols, eg rocks, wrecks and the difference between a charted depth and a charted drying height.
- 2 Prepare a 3-bearing fix and ask the candidate to plot it and give lat/long of the position.
- 3 Prepare a 'course shaping' question on the sample chart, in the form:

'You are at buoy. Assuming the tidal stream is 180(T)^o at 1 knot, what is the magnetic course to steer for harbour, with a boat speed of 6 knots and no leeway?'

A high level of precision is not necessary, the candidate should show that the principles of allowing for tidal streams is understood.

- 4 Give the candidate a tide table and ask for the times and heights of today's high and low waters.
- 5 'What is the direction and rate of the tidal stream at, two hours after high water springs at the reference port?'

Keep the question as simple as this, do not ask for interpolations.

DOCUMENT ISSUED WITH EVERY RYA ICC**ICC – the small print****Using your ICC**

The skipper of a pleasure craft often needs to carry proof of competence, even if this is not required by the vessel's flag state, when in the waters of many European countries. For the skipper of a UK flagged Pleasure Vessel the UK (RYA) ICC will usually be sufficient, presuming the necessary categories have been validated.

Some states may also accept the UK (RYA) ICC as an alternative to their national qualification on their nationally flagged vessels, but this should never be assumed.

The onus is on ICC holders to determine its acceptability by foreign states, as the ICC was never intended to be an alternative to individual national qualification requirements.

Origin

The ICC or to give it its proper title, International Certificate for Operator of Pleasure Craft, is issued under Resolution 40 of the United Nations Economic Commission for Europe Inland Transport Committee (UNECE). It is not an EU document and is therefore not automatically recognised throughout the EU.

The ICC is accepted in countries which have formally adopted Resolution 40, subject to any restrictions the country may have set. These are detailed in an UNECE document to which a link is provided in the boating abroad section of the RYA web-site. The ICC is however useful in many more countries than the formal adoption of the resolution would suggest.

Coastal State and Flag State

In the strictest sense, the ICC has no formal "validity" as such under UK law, for use on any UK flagged vessel (or any red ensign group vessel) as it is not one of the certificates of competency that satisfies the UK (or red ensign group) manning requirements.

When a UK (RYA) ICC is "valid" is up to the authorities of the Coastal State (the country in which the boat is to be used). It may be acceptable for visiting UK flagged vessels, it may be acceptable for UK flagged vessels being kept in the Coastal State and it may be acceptable on vessels flagged in that country, but this is all at the discretion of the country in question.

Chartering Abroad

If you are chartering a vessel abroad, you will generally need proof of your competence. In general the boat you are looking to charter won't be UK registered which could mean that your UK (RYA) certificates are not sufficient; there is no international requirement for another country to accept a UK qualification in place of their own - except for under certain conditions full STCW qualifications (for working aboard large commercial vessels). It will therefore be up to the country in question's maritime authority whether or not your RYA certificate is acceptable.

When planning your overseas charter, it is prudent to obtain from the charter company (preferably in writing) details of the certification they require, what cruising area this is acceptable for and that this certification will meet the requirements of their insurance. In case you are asked for proof of your competence in the places you visit during your charter you should also confirm that your proof of competence will be acceptable to the maritime authorities in the area concerned.

Certificate Translations

As Yachtsmen travel further afield, the acceptance and knowledge of RYA certification by port officials is of greater importance. The ICC often assists, but the countries to which RYA certified skippers now venture far outstrip its scope. We cannot make every country accept our qualifications, but the translations of the practical certificates provided on the RYA web-site should make it easier for port officials to understand them and make an informed decision.

Commercial use

The ICC cannot be commercially endorsed and should never be used as proof of competence for commercial activities.