**Guidance notes for centres applying for Intermediate / Advanced Powerboat recognition**

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 tidal coastal waters with which the candidate may be familiar.

For a centre to extend their powerboat recognition to gain advanced recognition they must apply in writing to the Chief Instructor Motor Cruising and Power, enclosing the following documents:

1. A photograph and specifications of the vessel size, engine type and size and a description of the seating positions for all candidates and the instructor.

   Planing vessels for Intermediate and Advanced recognition are likely to be a minimum of 6m LOA and must have 4 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 look out 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 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 they may operate under the RYA exemption for MCA Area Category 6.

2. A detailed plan comprising their intended course programme including but not limited to:

- Timings
- How each aspect of the course will be taught (what learning activities/opportunities will be used)

3. Define the intended training area and clearly plot proposed routes on to an up-to-date paper chart. The following information should also be:

- 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:

  - Transits
  - Back bearings / head bearings / cross bearings

    - Leading lights / bearings
    - Clearing lines and bearings
    - Contours
    - Depth
    - Speed, time and distance
    - Radar ranges and bearings (if the vessel is fitted with one)
    - 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

It should be noted that 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 summertime change in the categorisation of waters whereby the operating area becomes very restricted - refer to MCA document MSN 1827 Categorisation of Waters http://www.dft.gov.uk/mca/1827.pdf

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