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Dear Principal/Advanced Powerboat Instructor/Powerboat Trainer

Powerboating Scheme Review

Since its introduction the RYA Powerboat scheme has gone from strength to strength and developed into a discipline in its own right which is delivered both in clubs and commercially around the world.

The Advanced Powerboat course was conceived in the mid-90s to fulfil the need for further education for those skipping small, open planing craft by day and night, the pressure for which came from, amongst others, the British Military and several Police Forces.

In the last few years, the Advanced Powerboat course has become increasingly popular as part of the route to working commercially on a wide range of vessels.

Over the past year, the Powerboat Scheme has been reviewed. In general terms, at Powerboat Level 1, 2 and Safety Boat level, the scheme has stood the test of time and the vessels being used for delivery remain appropriate.

The application process for new Intermediate and Advanced powerboat recognition has been extended in relation to both to the depth of supporting information required in the proposal and the vessel to be used. This is in line with the RYA's guidance notes on Passenger Safety on Small Commercial High Speed Craft. Since early 2011, new applications for Intermediate or Advanced Powerboat have only been accepted from centres whose training vessel has appropriate seating for all 4 participants (instructor and three candidates) to maintain postural stability with good hand holds, and which is situated so that all persons on board can maintain an effective lookout. In some cases this may be helm and navigator positions with bolster seats/back rests with lateral support rather than actual seat.

For the past 18 months, we have also been raising awareness and encouraging existing centres to consider the seating layout of their vessels and advising them that new centre vessels will need to comply with the new guidelines.

Advanced Powerboat-recognised centres were contacted by email in the first half of 2012 regarding vessels being used for Advanced courses, this highlighted the scope and variety of provision.

Until now, existing centres have been able to continue with their current set-up.

The RYA has been working closely with the MCA to formalise their agreement as to the exemption from the Red code for RYA RTCs. The maximum extent of the RYA's exemption is confined to Area Category 6: to sea, within 3 miles from a

nominated departure point(s) and never more than 3 miles from land, in favourable weather and daylight (Area Category 6 is defined in the Red Code and MGN280).

As such, the exemption encompasses all RYA training courses within Dinghy, Windsurf, Keelboat, Personal Watercraft, and Powerboat Levels 1, 2, Intermediate and Safety Boat. However, Powerboat Advanced is not covered by the exemption due to the night-time navigation requirement.

Strictly speaking, therefore, all powerboats used for delivering the Advanced syllabus at sea should be certificated under the MCA Codes of Practice for Small Commercial Vessels. However, the RYA has negotiated with the MCA a reduced coding specification for night-time operation for RIBs, see attached OAN 678.

This situation will be reflected in the Guidance Notes for RYA Training Centres.

Vessels operating under other flag states should comply with a comparable commercial standard under their national regulations. Records of vessel compliance must be kept by the training centre. All vessels must be equipped as per the Powerboat Vessel checklist, attached.

It will be possible for centres to continue to offer the Intermediate Powerboat course without a coded vessel after this time as they may operate under the RYA exemption for Area Category 6. Applications for Intermediate Powerboat will be considered on a case-by-case basis with regard to the suitability of the proposed operating area to effectively deliver all aspects of the syllabus.

Vessels for the RYA Powerboat Scheme

Vessels for Powerboat Level 1, 2 and Safety Boat remain unchanged.

They may be tiller or console steering, with or without dedicated seating for each student and the instructor. Vessels used at this end of the training spectrum are often used for multiple disciplines, such as safety craft for dinghy and windsurfing. To insist that these centres add seating could prevent the vessels being used effectively as safety boats.

Vessels for Powerboat Intermediate and Advanced

All planing vessels are likely to be a minimum of 6m LOA, and have at least 4 dedicated seats aft the console. The seats must allow all participants to maintain postural stability with good handholds. The positioning of the seating must allow for participants to maintain an all-round look out and to fully participate in the learning.

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.

	Changes	Instructor Qualification required
PB 1, 2	No change to seating	PBI (Powerboat Instructor)
Safety Boat	No change to seating	PBI + Safety Boat
PB Intermediate Operating within category 6	<ul style="list-style-type: none"> • Minimum likely LOA 6m • Minimum 4 forward-facing seats, abaft the console • Seating must have adequate handholds and individual back rests to allow each student and the instructor to sit correctly • Fixed echo sounder • Fixed chartplotter/GPS • Fixed VHF radio 	PAI
PB Intermediate Operating outside category 6	As above criteria, and additionally: <ul style="list-style-type: none"> • Conform to the MCA Codes of Practice for Small Commercial Vessels 	PAI (Powerboat Advanced Instructor) + Commercially endorsed Advanced Powerboat or Yachtmaster Coastal (Power) or Yachtmaster Offshore (Power)
PB Advanced	<ul style="list-style-type: none"> • Minimum likely 6m LOA • Minimum 4 forward-facing seats, abaft the console • Seating must have adequate handholds and individual back rests to allow each student and the instructor to sit correctly • Fixed echo sounder • Fixed chartplotter/GPS • Fixed VHF radio • Conform to the MCA Codes of Practice for Small Commercial Vessels for category 3 area of operation: <ul style="list-style-type: none"> ○ Cat 5 + 3(R) or 4 + 3(R) – open RIBS ○ Cat 3 – other planing and displacement vessels Vessels operating under other flag states should comply with a comparable commercial standard under their national regulations	PAI + Commercially endorsed Advanced Powerboat or Yachtmaster Coastal (Power) or Yachtmaster Offshore (Power)

Repercussions

To teach the Advanced Powerboat course, all Advanced Powerboat Instructors will need an in-date commercial endorsement (an Advanced Powerboat, Yachtmaster Coastal (Power) or Yachtmaster Offshore (Power) would be acceptable).

To teach the Intermediate Powerboat course, an Advanced Powerboat Instructor would not need to hold a commercial endorsement, so long as the vessel remained within Category 6 water for the duration of the course.

Centres that decide not to continue to offer Advanced Powerboat, may wish to continue to offer Intermediate training. This will be acceptable so long as the vessel to be used for training complies with the equipment and specification list and there are sufficient training opportunities within the planned operating area to effectively deliver the entire syllabus.

Any centre without a commercially coded vessel and/or which fails to meet the stipulations for vessel specification for the Advanced Powerboat course or who's Advanced Powerboat Instructor does not hold a valid commercial endorsement will have their recognition for Advanced suspended until rectified.

The reshaping of the Powerboat Scheme in the terms described above will have a number of positive knock-on effects:

- Intermediate recognition will now be available to centres without Advanced recognition, subject to the normal application process
- Ensuring a consistent standard vessel and equipment is used to deliver the Intermediate and Advanced courses effectively
- Vessel seating should help educate against and minimise the possibility of back injuries
- Vessels and instructors will comply with their obligations under the codes of practice

I appreciate that this is a significant change for the Powerboat Scheme, therefore I wanted to provide instructors and Training Centres as much information as possible and I am here to support you should you have any questions. I will be attending a number of conferences at the start of next season if anybody wants to discuss this in person.

Yours faithfully,



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Frequently Asked Questions

1. Does my centre need to fit seats to carry on providing Powerboat Level 2?

No, the seating arrangements for Powerboat Level 1, Powerboat Level 2 and Safety Boat remain unchanged. This is to allow those centre who predominantly train their safety boat helms to continue to do so on equipment that is deployed in a variety of roles and to facilitate the accessibility of introductory powerboat training.

2. My training boat is 5.85m, does this mean I have to stop delivering Intermediate and Advanced?

Not necessarily, 6m LOA is normally the minimum size of vessel that could have 4 individual seats and carry all of the equipment necessary for Cat 3(R) coding. It would be best to seek advice from a Coding Authority regarding your individual case.

If your centre operates exclusively in Categorised Waters and wishes only to deliver the Intermediate course, so long as the vessel can comply with all other requirements it is likely to prove acceptable, however all applications will be assessed individually.

3. What if my training centre is operating a UK-flagged vessel abroad?

Vessels operating overseas may be UK-flagged and comply with the UK rules, if allowed by the country of operation. Vessels should also comply with the rules applied by the country in which they are operating.

4. Do I need a commercial endorsement if delivering Intermediate courses only, within category 6?

No, as this is a daylight operation within area category 6, it is covered by the RYA exemption.

5. Where can I find the MCA's Code of Practice?

This can be downloaded from the MCA website http://www.dft.gov.uk/mca/mgn_280-2.pdf

6. Where can I find information about the MCA's Categorisation of Waters?

This can be downloaded from the MCA website <http://www.dft.gov.uk/mca/1827.pdf>

7. Is there an opportunity to hear more about this and ask questions?

Yes, the RYA's Technical Manager will be at the Training Conference at Wyboston on 2 February co-leading a workshop called "Coding for Advanced Powerboat". This conference is open to RTC Centre Principals and Powerboat Trainers, Coach Assessors and Windsurf Trainers. Bookings for this conference are being taken now: www.rya.org.uk/go/RYATrainingConference

8. Does the RYA have any training available to help understand working commercially?

Yes, the Professional Practices and Responsibilities (PPR) course is available online to anybody who wants to learn more. You can find out more about this here: <http://www.rya.org.uk/coursestraining/professional/Pages/ProfessionalPracticesandResponsibilities.aspx>

9. How do I obtain a commercial endorsement?

You can find information on how to apply and the application form to do so here: <http://www.rya.org.uk/coursestraining/professional/commercialend/Pages/commercialendorsements.aspx>

10. How can I get my boat “coded”?

The MCA approve a number of Certifying Authorities to carry out surveys and inspections in order to be able to issue a SCV certificate, of the RYA is one of these.

The principles and processes behind how any Certifying Authority operates are generally the same and will vary slightly in the journey for each customer.

When considering which CA to code your vessel with, there are a number of influencing factors such as price, surveyor availability and convenience. Some CA's will require you to find your own surveyor and negotiate a price whilst others like the RYA are able to nominate a surveyor and an upfront total cost.

Nearly all CA's will look to provide some sort of consultancy service for owners giving guidance on the suitability of their vessel, what equipment they may need and also some of the extended policies of each CA. It is important to note that coding a boat is for SAFETY and that certain CA's will insist on a higher standard than the code based on their own experiences.

Once you have selected a CA, you will be asked to complete an SCV1 which is a request for survey. This covers some basic boat details and also the level of operation you wish to go for as well as the number of persons on board.

The SCV1 will also enable the CA to arrange for a surveyor to visit the vessel to complete their initial examination. This will be done both out of the water and in the water. It will cover all aspects of the code and will enable the surveyor to complete the SCV2 form on which the certificate is based. You will also be asked to complete a stability application dependant on the type of vessel and the level of operation.

Once the completed SCV2 has been received by the CA they will normally issue a certificate. If there are any defects or outstanding issues with the survey of the vessel, these will be noted on the SCV2 and will require proof of completion before the CA issues the certificate. Only in certain circumstances will the surveyor need to revisit the vessel.

An SCV2 is valid for five years but you will need to revalidate your certificate annually. For your level of operation this will require an owner's declaration stating that the vessel has been maintained to the code and that all equipment has been properly serviced. A mid-term inspection by the CA will also be required to ensure that the vessel is still within code.

After five years, a new SCV2 will need to be completed.

11. Does my boat need to be coded if my centre Advanced Powerboat tuition is conducted exclusively within categorised waters?

You will need to check with your local authority and comply with their requirements.

12. I am Advanced Powerboat Instructor, but I don't hold a commercially endorsed Advanced Powerboat, how do I do this?

You require a commercially endorsed Advanced Powerboat, or a Yachtmaster Coastal Power or Yachtmaster Offshore Power.

The information about how to gain a commercial endorsement is here:

<http://www.rya.org.uk/coursestraining/professional/commercialend/Pages/commercialendorsements.aspx>

13. I have looked at the commercial endorsement part of the website and I seem to fall between the gaps. I am an Advanced Powerboat Instructor which I passed before April 2011. I hold an Advanced Powerboat certificate which I gained after 1 January 2005, but I have not taken the exam as it was not a pre-requisite for the Advanced Powerboat Instructor course until April 2011. I do not hold a Yachtmaster Coastal or Offshore Power certificate of competence. How do I get a commercial endorsement?

There are a small number of Advanced Powerboat Instructors who fall into this category. In a one-off agreement with the MCA, the RYA will endorse their post January 2005 Advanced Powerboat course completion certificate. This one-off agreement only applies to holders of the Advanced Powerboat Instructor certificate. The requirements to gain the commercial endorsement remain the same as in question 12.



RYA Training Checklist - Powerboat

All vessels used for RYA Training must comply with these requirements plus the equipment requirements or Code of Practice of their flag state and/or country of operation

Name of boat		Inspection date	
Boat type		No. of persons	
Inspection place		Inspector's name	

Ref	Item	Check
	EQUIPMENT	
	Paddles or oars (or alternate means of propulsion)	
	Bucket or bailer	
	Towline	
	Throwline	
	Tool kit	
	Survival bag or TPA (thermo protective aid)	
	Waterproof first aid kit containing (minimum) 2 large wound dressings, 2 medium wound dressings and triangular bandages	
	Anchor and chain or warp	
	Distress flares (2 orange smoke, 2 pinpoint red, or 2 day/night flares) (coastal RTCs)	
	Sharp knife, preferably serrated	
	Spare kill cord (except heavy displacement craft)	
	1 Fire extinguisher 5A/34B serviced annually, in line with manufacturers' recommendations, discharge test @ 5yr	
	VHF fixed or handheld	
	Radio emergency procedure card	
	Radar reflector must be carried on vessels fitted with an A-frame	
	Efficient fog sound signal	
	Laminated charts, in date	
	Tide tables	
PB2	compass (coastal), fixed or handheld	
PB2	Chartplotter or GPS, fixed or handheld	
SB	Bridle secured to suitable strong points	
SB	Sufficient modern dinghies and windsurfers available for use	
INT/PA	Fixed steering compass	
INT/PA	chartplotter or GPS – fixed	
INT/PA	VHF – fixed and handheld	
INT/PA	Fixed echo sounder	
INT/PA	Torch	
INT/PA	Navigation lights	

Ref	Item	Check
	ENGINES AND SAFETY SYSTEMS	
	Engines serviced regularly and in good order	
	Outboards securely mounted	
	Throttle/gear changing mechanisms positive and reliable	
	Outboard engines must not slip out of gear or start in gear*	
	Outboard engines must be capable of being locked down and raised	
	Fuel tanks must be securely fastened to boat	
	Spare petrol containers clearly marked and readily jettisoned	
	ENGINE COMPARTMENT (if inboard – if petrol, consult RYA Training)	
	Fuel cut off outside engine space	
	Sea cocks functioning	
	Seacocks piping fire resistant	
	Soft wood bungs for seacocks	
	Oil drip tray or containment	
	Bilge alarm fitted	
	BATTERIES AND ELECTRICS	
	Batteries secure & ventilated	
	SAFETY SYSTEMS	
	Kill switches fully functioning	
	<ul style="list-style-type: none"> • Kill cords used at all times • Effective kill cord for student and instructor if teaching 8-11 year olds 	
	All equipment suitably secured/stowed	
	Steering mechanism free, easy to use	
	Hydraulic steering checked for leaks	
	TRAILER/LAUNCH TROLLEYS	
	<ul style="list-style-type: none"> • Serviceable condition • Winch strap fully operational 	

*engines which, by design, may start in gear must be clearly labeled to state this

Key: PB2 – Level 2 SB – Safety Boat
INT – Intermediate PA – Advanced

Additional equipment required for Intermediate Powerboats operating outside of MCA Area Category 6 or outside the UK and all Advanced powerboats

SAFETY EQUIPMENT	
2 pin point red flares	
Thermo Protective Aid (TPA) for each person	
Searchlight with Morse capability	
1 fire extinguisher 5A/34B	
Engine space extinguisher (inboards)	
Servicing annually /discharge test @ 5yrs	
First Aid Kit (Cat C) see MSN 1768	
First aid manual	
LIFERAFT	
<ul style="list-style-type: none"> • Capacity - sufficient? • SOLAS B or approved ISAF part II or ISO 9650 Part 1 - In date? • SOLAS "B" Grab bag 	
LIFERAFT STOWAGE	
<ul style="list-style-type: none"> • Stowed on deck (GRP only) • Hydrostatic release if on deck – in date • Valise - dedicated locker accessible to the deck annual service recommended 	
MAN OVERBOARD EQUIPMENT	
<ul style="list-style-type: none"> • 1 Lifebelt with vessels Name • Drogue on belt • Light on belt • Buoyant line(s) 18m min • Means of re-boarding vessel 	
BOWER + KEDGE ANCHOR (VISUAL CHECK)	
<ul style="list-style-type: none"> • Weight • Chain size • Warp size • At least 10 meters of chain 	
Towing warp. Kedge warp can be used as towing line	
MEANS OF DRAINAGE	
Method of self draining whilst moving ahead	
2 buckets with lanyards	
HATCHES	
Non skid	
Sufficient locking devices	
Weathertight	
LOCKERS	
<ul style="list-style-type: none"> • Positive catches • Personal gear stowage • Emergency steering (paddle) 	
INSTRUMENTATION AND PUBLICATIONS	
Compass light	
Radio emergency procedure card	
Hand bearing compass	
Up to date deviation card	
Log	
Almanac or sailing directions	
Training manual	
SOLAS No. 1 x 1 or No 2 x 2 Cards	

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	Maritime and Coastguard Agency	Document number:
	OPERATIONAL ADVICE NOTE	OAN 678
Revision: 01	Code Vessels: Alternative compliance standards for Rigid Inflatable Boats certified under the Small Commercial Vessels Codes of Practice wishing to operate outside the hours of daylight within area Category 3.	Date: 5 March 10
Distribution	HQ, Marine Offices, MCA Small Commercial Vessel Certifying Authorities	
Target document	The Small Commercial Vessel and Pilot Boat Code	
Expiry date	The coming into force of the Small Commercial Vessel and Pilot Boat Code	

1. Introduction

- 1.1 *The Safety of Small Commercial Motor Vessels – a Code of Practice* and the *Code of Practice for the Safety of Small Workboats and Pilot Boats*, section 4.5.1.5 in both Codes, require **rigid inflatable boats to have a substantial enclosure for the protection of persons onboard if they wish to operate in area Categories 2 or 3 subject to approval by a Certifying Authority.**
- 1.2 Further guidance is provided in *MGN 280 (M) - Small Vessels in Commercial use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards*, section 4.5.1.2 requires a **permanent substantial enclosure for the protection of persons onboard, and purpose designed, subject to approval by the Certifying Authority.**
- 1.3 Additionally MGN 280, 4.5.1.2, allows for area **Category 3 operation only, alternative provision for enclosures to be considered, with operational/seasonal limitations. Such cases are to be agreed by the Administration.**
- 1.4 Further guidance was provided by MCA in January 2005, which indicated that “**a substantial enclosure can be a permanently secured solid structure, or one that can be removed in harbour, provided when in place it is through bolted to the deck and adequately stressed to meet the designed vessel limitations**”. The guidance also stated that “**portable canopies that are secured by lines/Velcro are not acceptable**”.

2. Alternative Provisions

- 2.1 Increasing numbers of applications for the use of rigid inflatable boats without (permanent) substantial enclosures outside the hours of daylight are being received by MCA for agreement. To streamline this process, a matrix (figure 1) has been developed to guide Certifying Authority surveyors on the requirements that MCA would consider to be acceptable to allow vessels to operate outside the hours of daylight.
- 2.2 The use of the standards provided in this OAN is an equivalent provision to those provided by the Codes of Practice which requires the endorsement of the Secretary of State. This OAN provides the MCA's endorsement of use of these standards on behalf of the Secretary of State. However, whenever this standard is used, Certifying Authorities must notify the MCA Vessel Policy Branch/Codes Unit of its use and

provide their assurance that the vessel is suitable for operation outside of the hours of daylight. The name of the vessel and identification number, if available, the restriction to be put on the vessel and the means of compliance with the matrix should be forwarded to the MCA Vessel Policy Branch/Codes Unit as part of that notification.

- 2.3 If it is not possible for the vessel to comply with the guidance provided by the matrix, then other alternative provisions may still be considered on a case by case basis by the MCA, though the necessity for this provision should be much reduced by this guidance.
- 2.4 *The Safety of Small Commercial Motor Vessels – a Code of Practice 22.7.1 and the Code of Practice for the Safety of Small Workboats and Pilot Boats 22.6.1 and the Annex to MGN 280 (M) 22.9.1* require the owner/managing agent to ensure that each person on board a vessel should have protective clothing appropriate to the prevailing air and sea temperatures. In all cases, waterproof clothing must also be carried for all of those onboard the vessel, at all times. This requirement for waterproof and warm clothing to be carried for all onboard should be stated on the Certificate issued to the vessel, and may be met by the requirement to carry suitable personal exposure protection clothing.

3. Interpretations of the guidance provided by Figure 1.

- 3.1 The following are interpretations of the guidance provided by Figure 1:

‘a secondary means of propulsion with totally independent systems’ means a second means of propulsion should be provided that can be used to enable the vessel to return to a safe haven. This could mean a small outboard motor, provided it has adequate power to propel the vessel through the anticipated conditions likely to be encountered and while laden with the maximum certified persons and/or cargo.

‘daylight’ has the same meaning as provided by the Codes of Practice and MGN 280. This is “one hour before sunrise until one hour after sunset”.

‘full risk assessment’ means a written risk assessment that fully considers all risks that the vessel and persons onboard could reasonably expect to encounter during the operation outside of the hours of daylight. Mitigation to reduce the risks to the vessel, where possible, should be provided.

‘wearing of a lifejacket’ means that all persons onboard should wear an approved lifejacket in accordance with the requirements of the Codes of Practice. Where additional personal exposure protection clothing is worn, the lifejacket should be suitable to be worn with that clothing. The lifejacket should be fitted with a light.

‘carrying of personal exposure protection clothing’ means all persons onboard should have available onboard a dry suit, a floatation suit meeting EN ISO 15027-1 or other suitable foul weather clothing. MCA strongly recommends that this should not include the use of an immersion suit which is designed only for emergency situations – for example SOLAS immersion suits are not considered appropriate for this purpose. Warm head wear should be provided and where the protective clothing is not insulated but is waterproof, warm clothing should also be available to wear beneath it.

‘wearing of personal exposure protection clothing’ means all persons onboard should wear a dry suit, a floatation suit meeting EN ISO 15027-1 or other suitable foul weather clothing. MCA strongly recommends that this should not include the use of an immersion suit which is designed only for emergency situations – for example SOLAS immersion suits are not considered appropriate for this purpose. Warm head wear should be provided and where the protective clothing is not insulated but is waterproof, warm clothing should also be worn beneath it.

4. Certification

- 4.1 The Certificate that the vessel is issued with should be endorsed with "Restricted Category 3". The additional operational limitations and requirements as per Figure 1, and any further conditions considered necessary by the Certifying Authority, should be included within the 'conditions' section of the Certificate.

5. Manning

- 5.1 The minimum skipper qualification for operation outside the hours of daylight is a commercially endorsed RYA/DfT Advanced Powerboat Certificate with 12 months relevant experience for operations up to 3nm from a safe haven, and with 2 years relevant experience for operations up to 10nm from a safe haven. Minimum manning requirements should be endorsed within the 'conditions' section of the Certificate for clarity to the owner/operator.

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Figure 1. Acceptance Matrix for Restricted Category 3 RIBs without a Permanent Substantial Enclosure.

Daylight & Favourable Weather (Lower Service Area)		RESTRICTED CATEGORY 3 24/7 (without a Permanent Substantial Enclosure)				Un-restricted operation (Higher Service Area)
		Distance from a safe haven	Favourable Weather ¹ & Seasonal Restrictions ²	Favourable Weather ¹ & NO Seasonal Restrictions	NO Weather Restriction & NO Seasonal Restrictions	
From a Nominated Departure Point CATEGORY 5	From a Safe Haven CATEGORY 4	Up to 20nm	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	Up to 20nm
		Up to 10nm	1. Carrying of personal exposure protection clothing. To be worn at the discretion of the skipper. 2. Wearing of lifejackets.	1. All vessels to have a secondary means of propulsion with totally independent systems. 2. Full Risk Assessment. 3. Carrying of personal exposure protection clothing. To be worn at the discretion of the skipper. 4. Wearing of lifejackets.	NOT PERMITTED	Up to 10nm
From a Nominated Departure Point CATEGORY 6		Up to 3nm	1. Carrying of waterproof and warm clothing. To be worn at the discretion of the skipper. 2. Wearing of lifejackets.	1. Carrying of waterproof and warm clothing. To be worn at the discretion of the skipper. 2. Wearing of lifejackets.	1. All vessels to have a secondary means of propulsion with totally independent systems. 2. Full Risk Assessment. 3. Carrying of personal exposure protection clothing. To be worn at the discretion of the skipper. 4. Wearing of lifejackets.	Up to 3nm

¹ Favourable Weather – wind, sea and visibility conditions which are deemed by the skipper to be safe for a small vessel to operate within limits applied to it; or, in any other case means conditions existing throughout a voyage or excursion in which the effects either individually or in combination of swell, height of waves, strength of wind and visibility cause no hazard to the safety of the vessel, including handling ability.
In making a judgement on favourable weather, the skipper should have due regard to official weather forecasts for the service area of the vessel, or to the weather information for the area which may be available from the MCA or similar coastal safety organisation.

² Seasonal Restrictions – Between 1st April and 31st October.