



RYA powerboat courses

[Powerboat Level 1 Course](#)

[Powerboat Level 2 Course](#)

[Powerboat Level 2 Direct Assessment](#)

[ICC Power Assessment \(under 10m LOA\)](#)

The Ionian islands are the ideal place to learn to drive a powerboat or to expand your skills. Beautiful scenery, warm weather and lots of islands to navigate around combine to make a truly enjoyable and informative few days on the water.

Contact Katie or James training@sailionian.com.



Powerboat Level 1 Course (an introduction to power-boating, ideal for kids 8–11)

Previous experience required; None

Duration; 1 Day

Minimum age; 8 (candidates under 16 will be issued with an endorsed certificate)

Cost; £150 per person

A fun way to get afloat for the day, ideal if the kids are bored on a sailing boat or if you are staying ashore somewhere and wish to see more of our beautiful islands. You'll get to drive our powerboat with tuition from one of our instructors, and learn basic skills and safety measures. On completion of the course you will be able to drive a powerboat under the supervision of an experienced helmsman, and be a useful crew on any powerboat.

All you need to bring is a passport sized photo and suitable clothing (normally a hat, sunglasses, suncream and perhaps a lightweight jacket for the high speed manoeuvres) and we'll provide the rest.

This course normally runs over 1 day. For an example of what happens during the day [click here](#).

To view the full RYA Powerboat Level 1 Syllabus [click here](#).

Example Powerboat Level 1 Course at Sail Ionian.

0900–0930 welcome to Sail Ionian, paperwork and safety briefing.

0930–1000 use of lifejackets and safety equipment, introduction to the boat.

1000–1200 power handling at low speeds. Coming alongside, leaving a berth, picking up and securing to a mooring buoy and control in tight spaces.

1200–1300 high speed manoeuvres.

1300–1330 lunch break.

1330–1400 theory covering safety features and IRPCS.

1400–1630 students planning and executing a trip around the islands, possibly a trip to a snorkelling spot.

1630–1700 return to base, debrief and issue of certificates.

As we often have family groups wishing to take this course we are able to tailor the day to suit, with either a lunch stop at a taverna on a local island or at one of the many idyllic beaches in the area. Although you do gain a qualification from this course, it can be thought of as a fun day out for the family rather than an intensive teaching session. The course may be extended to cover two days depending on the number of students who wish to take part (3 maximum).

RYA Powerboat Level 1 Syllabus.

Course aim: To provide a practical introduction to boat handling and safety.

Launch and recovery

Considerations to be taken during the launch

The use of a trailer or launching trolley

Considerations to be taken regarding sea conditions and hazards

Construction, width and condition of ramp/slipway

Preparation of boat and crew

Personal buoyancy and appropriate clothing

The use of the following equipment: lines, fenders, anchor and warp, bailer, fire extinguisher, pump, paddles or oars, compass, flares, torch, whistle, charts, first aid kit, sharp knife.

Perform the following: fasten a cleat and stow an anchor

Boat handling

Planning of boats: propeller angle and immersion, use of shallow drive

Low speed handling: ahead and astern

Displacement boats: handling ahead and astern, carrying way in neutral

How to carry out pre-start checks, including fuel tank and fuel bulb

Steering controls and windage

Steer and control boat speed

Start and stop the engine

Demonstrate the use of an appropriate length kill cord at all times

Picking up and securing to a mooring buoy

Preparation of mooring warps

Use of a boat hook

Method of approach

Crew communication

Making fast

Leaving and coming alongside

Wind effect

Approach in tidal stream or current

Leaving – ahead or astern

Demonstrate the use of painter, lines and fenders, attachment to boat, stowage under way

Control speed and angle approach

Make fast alongside

Being towed

Preparing own lines for towing

Accepting a tow

Securing tow lines

Trim and balance under tow

Theory

Loading and balancing the boat and the effect on handling and performance

Local bylaws and insurance

Crew numbers: minimum number in the boat, keeping a look-out

Awareness of other water users, including effect of wash

Application of IRPCS. Understands rules 5 & 6, and conduct around commercial shipping in confined waters

Powerboat Level 2 Course

(The national powerboat course and basis for the ICC)

Previous experience required; None

Duration; 2 days (0900–1700)

Minimum age; 12 (under 16s will be issued with an endorsed certificate)

Cost; £280 per person

This is the perfect introduction to power boating. On completion you'll be able to safely and confidently drive a power boat up to 10m long during daylight hours. You will learn how to launch and recover a boat, handling the craft at high and low speeds, knots, the use and care of safety equipment, man overboard recovery, anchoring and mooring techniques. We'll also cover some basic navigation and passage planning, how to plan a safe and enjoyable voyage with all the new skills you'll learn. The Level 2 license is recognised in many countries, and you can use it to apply for an ICC, which allows you to operate or hire a powerboat anywhere in Europe. Your powerboat license can be commercially endorsed if you complete a basic sea survival course and have a personal medical.

All you need to bring is a passport sized photo and suitable clothing (normally a hat, sunglasses, suncream and perhaps a lightweight jacket for the high speed manoeuvres) and we'll provide the rest. You'll also be given a Start Power-boating handbook from the RYA, which can be a very helpful resource for you future boating.

The course runs over 2 days, starting at 0900 and finishing at 1700. For an example of how the course runs [click here](#).

To view the full RYA Powerboat Level 2 Syllabus [click here](#).

Example Powerboat Level 2 Course at Sail Ionian.

Day 1;

0900–0930 welcome to Sail Ionian, paperwork and safety briefing.

0930–1000 use of lifejackets and safety equipment, introduction to the boat.

1000–1200 power handling at low speeds. Coming alongside, leaving a berth, picking up and securing to a mooring buoy and control in tight spaces.

1200–1300 example of passage planning and navigation, planning a route for the afternoon.

1300–1330 lunch break.

1330–1615 a trip to a local island following the passage plan, with high-speed manoeuvres and man overboard recovery, as well as mooring practice.

1615–1630 discussion of launching and recovery techniques.

1630–1700 debriefs and setting homework.

Day 2 ;

0900–0930 introduction to meteorology and how it effects us.

0930–1015 students passage planning for day trip.

1030–1245 navigating around the islands with stops to practice techniques from the first day of the course.

1245–1330 lunch stop.

1330–1530 more navigation exercises and anchoring techniques. This includes deploying and recovering the anchor, and factors to take into account when choosing an anchorage.

1530–1615 towing and being towed. Dealing with unexpected situations such as equipment failure or reduced visibility.

1615–1700 securing the boat, debrief and issue of certificates.

This itinerary is flexible and can be tailored to suit the type of group or the individual student's abilities. Please contact us before hand if you have any specific requirements.

RYA Powerboat Level 2 Syllabus

Course aim: To teach boat handling and seamanship in powerboats.

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 of springs
Leave – ahead or astern

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
Advice to inland drivers about coastal waters
Use and limitations of GPS
Application of local bylaws, especially around commercial shipping
Sources of weather information
Awareness of other water users
Emergency action, preventing sinking
Fire precautions and fire fighting
Distress signals and the Mayday call
Apply IRPCS, principally rules 5,7,8,9,12–19

RYA Powerboat Level 2 Direct Assessment (for experienced power boaters who require a license)

Previous Experience required; Knowledge and practical experience of everything on the Level 2 Syllabus

Duration; 1/2 day approx..

Minimum Age; 12 (under 16s will be issued with an endorsed certificate)

Cost; £150 per person

If you have sufficient experience, usually at least one season of power-boating, and a sound knowledge of day time navigation and the International Regulations for the Prevention of Collisions at Sea, you may undertake an assessment of your skills with a view to gaining your powerboat level 2 certificate. This usually takes around half a day, depending on the candidates ability. There is also an element of theory to be assessed, with various questions on navigation, rules of the road, launching and recovery, use of safety equipment and meteorology. It is essential that you are totally confident to answer questions or demonstrate the skills in the power boat level 2 syllabus if you wish to take the assessment.

All you need to bring is a passport sized photo and suitable clothing (normally a hat, sunglasses, suncream and perhaps a lightweight jacket for the high speed manoeuvres) and we'll provide the rest. You'll also be given a Start Power-boating handbook from the RYA, which can be a very helpful resource for you future boating.

To view the full RYA Powerboat Level 2 Syllabus [click here](#).

To view an example of the practical test [click here](#).

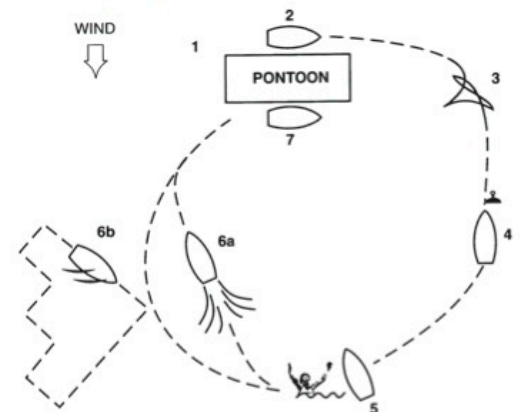
RYA Powerboat Level 2 Direct Assessment – Practical.

PRACTICAL ELEMENTS - ALL CANDIDATES

- 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 the 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



ICC Power Assessment (under 10m LOA) (An examination for those who require an ICC certificate)

Previous experience required; Knowledge and practical experience of everything required for the ICC.

Duration; 4 hours approx..

Minimum age; 16.

Cost; £150 per person.

It must be explained that the ICC assessment is exactly that, a test. It is not a teaching course so candidates presenting themselves must be confident that they have the required knowledge and experience. Your examiner will be there to assess how you skipper a boat, taking into account the conditions, ability of the crew, passage plan and safety equipment.

Generally speaking, at least two seasons of practical experience and theory up to the Day Skipper Motor Cruising standard are required. If you are not able to bring crew with you it is not a problem, the assessor will assist you.

The ICC (International Certificate of Competence) is essentially a European driving licence for boats. If you hold the certificate you are allowed to operate, or hire, a powerboat up to 10m long. The test is standardised across Europe, so even though you are taking the test in Greece, where there is no tide, you must be prepared to demonstrate tidal navigation techniques, as well as a good understanding of meteorology, the IALA regulations and the IRPCS.

The assessment is in two parts, a practical test and a written or oral examination.

Full details of what is required on the assessment can be found [here](#).

An excellent resource to help you prepare is the RYA ICC Handbook G81 by Rob Gibson.

If you have any questions relating to an ICC assessment please contact Katie or James, training@sailonian.com.

ICC Assessment of Competence

4. ASSESSMENT OF COMPETENCE (NOT APPLICABLE TO PERSONAL WATER CRAFT)

ORAL / WRITTEN ELEMENTS 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

ORAL / WRITTEN ELEMENTS FOR CANDIDATES FOR COASTAL WATERS ONLY

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

PRACTICAL ELEMENTS - ALL CANDIDATES

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 the 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

SAFETY

1. Is able to use and instruct crew on the use of:

- Life jackets
- Fire extinguishers
- Distress flares
- 'Kill cord' (if fitted)

2. Can prepare a boat for use and take sensible precautions before setting out, including:

- Engine checks
- Obtain weather forecast
- Check fuel for range/duration of trip
- Avoid overloading boat

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

- 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

