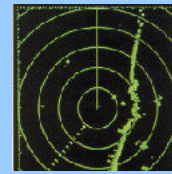
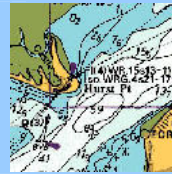


## RYA Yachtmaster Theory ~ Shorebased Scheme



The RYA Yachtmaster Theory course is an intensive theory course run over 5 days aimed at either serious leisure boaters or professional users. Whilst not a pre-requisite it is strongly advised that you complete the course before a Yachtmaster Offshore Examination. You would also do well to consider undertaking the course if you are considering a Yachtmaster Coastal Examination (Was known as Coastal Skipper) or becoming an Advanced Powerboat Instructor. It is essential that if you are to attend the course that you are at the right level already in respect of your theory knowledge – please see below.

As you will see from the syllabus there is a considerable amount to cover during the course. Our Instructors are all extremely experienced boaters and look to teach the various sessions ensuring that it is clearly understood how to use the skills that are being developed practically. The course is taught via a mixture of discussions and exercises and you need to budget for every evening of the course being taken up with homework and revision.

The full syllabus is to be found on Page 2 of this document.

Those attending the course should ensure that they have their own plotting instruments and would do well to undertake a spot of revision ahead of the course. If you are keen to read a book or two then we can recommend the *RYA Navigation Handbook* by Tim Bartlett and *Yachtmaster for Sail & Power* by Allison Noice.

### Are you at the right level for the course?

The assumed level of knowledge before starting this course is success on the Dayskipper Theory Course. For those that haven't pursued this route consider the following questions:

1. Can you use an Almanac to extract tidal information in order to determine tidal height and tidal stream flow at any time for a standard port?
2. Can you use tidal atlases and diamonds to work up simple Estimated Position (EP) and Course to Steer (CTS) solutions and execute them at sea with confidence?
3. Are you practiced at basic pilotage with the ability to work up a simple plan and execute it at sea with confidence?
4. Do you have a working knowledge of the basic rules for collision avoidance?
5. Can you understand a simple weather forecast as usually displayed by Marinas and broadcast on VHF by the UK coastguard?

If you can't answer a firm yes to all of the above questions then we would have to ask whether you are at the right level for this course – can we suggest that you contact us to chat through things.

## The full syllabus

This is an advanced course in navigation and meteorology for candidates for the Yachtmaster Coastal (Formerly Coastal Skipper) and Yachtmaster Offshore Certificates. The syllabus makes some provision for the revision of subjects in the Day Skipper course but those who have not acquired the knowledge set out in the Day Skipper course are unlikely to be able to assimilate all the subjects covered in this advanced course in the time available.

**Position:** Dead reckoning and estimated position; Satellite-derived position; Use of waypoints to fix position; Radar fixes; Techniques of visual fixing; Fixes using a mixture of position lines; Relative accuracy of different methods of position fixing; Area of uncertainty.

**The magnetic compass:** Allowance for variation; Change of variation with time and position; Causes of deviation; Swing for deviation (but not correction); Allowance for deviation; Different types of compass.

**Tides:** Causes of tide – Springs and Neaps; Tide tables – sources; Tidal levels and datum; Standard and secondary ports; Tide anomalies (Solent, etc.).

**Tidal Streams:** Sources of tidal information; Tidal stream information in sailing directions and Yachtsmen's Almanacs; Allowance for tidal streams in computing a course to steer; Tide rips, overfalls and races; Tidal observation buoys, beacons etc.

**Buoyage:** IALA system buoyage in Region A; Limitations of buoys as navigational aids.

**Lights:** Characteristics; Ranges – visual, luminous and nominal; Rising and dipping distances; Light lists.

**Pilotage:** Harbour regulations and control signals; Methods of pre-planning; Clearing lines; Use of soundings; Transits and leading lines.

**GPS and chartplotters:** Principals of operation and limitations of use; Raster and vector charts; Datum; Importance of confirmation of position by an independent source and keeping a separate record of position; Importance of paper charts.

**Echo sounders:** Principals of operation and limitations of use.

**Logs (Speed and distance measurement):** Principals of operation and limitations of use.

**Deck log:** Importance of the log as yacht's official document; Layout of log, hourly and occasional entries.

**Meteorology:** Basic terms, the Beaufort Scale; Air masses; Cloud types; Weather patterns associated with pressure and frontal systems; Sources of weather forecasts; Ability to interpret a shipping forecast; weatherfax and weather satellite information; Land and sea breezes; Sea fog; Use of barometer as a forecasting aid.

**Rule of the road:** A sound knowledge of the International Regulations for Preventing Collisions at Sea, except annexes 1 and 3.

**Safety at sea:** Personal safety, use of lifejackets, safety harnesses and lifelines; Fire prevention and fire fighting; Distress signals; Coastguard and boat safety scheme; Preparation for heavy weather, Liferafts and helicopter rescue; Understanding the capabilities of the vessel and basic knowledge of stability.

**Navigation in restricted visibility:** Precautions to be taken in fog; Limitations to safe navigation imposed by fog; Navigation strategy in poor visibility.

**Passage planning:** Preparation of charts and notebook for route planning and making, and use at sea; Customs regulations as they apply to yachts; Routine for navigating in coastal waters; Strategy for course laying; Use of waypoints and routes; Use of weather forecast information for passage planning strategy; Sources of local and national regulations.

**Marine environment:** Responsibility to minimize marine pollution and protect the marine environment.