

Working commercially – a guide

Every year we are approached by numerous individuals keen to work commercially within the marine industry both in the UK or overseas. Equally we train many individuals working full time within the marine industry to develop their skills onto the next level. Over the course of the next few pages we'll look at:

- What to consider if working commercially
- The Courses we run that could assist you do so.

I want to use my RIB/Motor Cruiser to take out passengers in the UK – what qualifications do I need?

Assuming that your vessel is 24m or less and carrying up to 12 passengers (over 24m and/or 12 passengers you are looking at a very different ball game) then you will need to achieve a variety of qualifications.

- One of: Advanced Powerboat Commercial Endorsement, Coastal Skipper (Power) Commercial Endorsement or Yachtmaster (Power) Commercial Endorsement. (See note 1)
- First Aid, Sea Survival, VHF and Diesel Engine maintenance course. (See note 2)
- You will also need a Medical

Which of Advanced Powerboat Commercial Endorsement, Coastal Skipper (Power) Commercial Endorsement or Yachtmaster (Power) Commercial Endorsement. Is appropriate?

It depends really on where you wish/need to operate.

Advanced Powerboat & Coastal Skipper allow you to operate a vessel up to 24m by day or night up to 20 miles from a 'Safe Haven'. In MCA terms this is a vessel 'coded' up to 'Category 3'

A Yachtmaster (Power) Commercial Endorsement allows you to operate up to Category 1 – up to 150 miles from a Safe Haven.

As stated these qualifications are valid up to 24m, however those operating commercially in RIBs or in single engine motor cruisers up to c33ft will tend to pursue the Advanced Powerboat route whereas those intending using single or twin engine motor cruisers in the 10m – 24m size bracket would do best to consider either Coastal Skipper or Yachtmaster commercially endorsed qualifications. There is no difference between the Coastal Skipper & Advanced Examinations but the latter tends to be acquired by pursuing courses through the National Powerboat Scheme whereas Coastal Skipper is part of the Motor Cruising Scheme.

How do I get qualified?

Via an RYA Training Centre. Not all TCs are set up to run the full range of courses

Are these qualifications recognised overseas?

RYA qualifications are without doubt recognised the world over as the foremost qualifications relevant to vessels up to 24m. Whether they allow you to work in a particular part of the world is a different matter though and really depends on the rules in place in those locations. The RYA's Training Department are far more knowledgeable than we are but also speak to the maritime authorities in the countries that you are considering. You might also consider contacting operators in those countries to see what their view is.

I want to open a Dive School, Charter operation in Spain, Greece, Cyprus, Australia etc etc – what boating qualifications do I need?

As per the previous question this really depends on the country concerned and you must investigate this at a local level. Previously where we've faced this question we've suggested that, subtly, you contact operators in that country and see what requirements are placed on them. Be careful though not to assume they are right or necessarily operate legally as some countries appear somewhat 'flexible'. You might also find that rather than your qualification satisfying a particular requirement that you need to 'show' that your qualifications are suitable for the business you intend running. In many ways this is where the value and credibility of RYA qualifications works so well.

In short acquiring RYA qualifications is a valid way forward but investigate the specific needs of that country.

What does 'Coded' or 'Category 3' mean?

In addition to you needing to be qualified to a certain level then so too the vessel needs to be certified for use in a particular location. This is done by the Maritime & Coastguard Agency ('MCA') through one of their appointed representatives. For more information on Coding check out the links at the end of this document.

The Courses we run that you are likely to need include:

- Advanced Powerboat Course & Examination
- Coastal Skipper Courses & Examination
- Yachtmaster preparation course & Examination
- Sea Survival
- VHF
- First Aid
- Diesel Engine

We are also in a position to arrange the following for you:

- MCA 4 day Advanced Engineering Course (in effect a 4 day Diesel Engine course)
- MCA Long Range Radio Certificate
- MCA First Aid

Specialist training

Jet boat training: For 2006 we are able to offer specialist training on a 30ft Ocean Dynamics RIB. These RIBs are exceptional craft and the chance to operate with a jet driven craft (Hamilton Jet driven via a Caterpillar engine) is not to be missed. We can either run dedicated jet boat courses or bolt on additional days to existing courses.



Similar vessel

Security training: A number of our Instructors have Military and/or Marine Police experience. We are in a position now to offer additional specialist training to individuals and organisations needing to operate in a marine environment.

Bespoke Courses: If you are keen to operate in the marine world commercially or already do so and wish to develop your skill set further then talk to us about our bespoke courses.

Information on standard RYA Courses is available from us or via our website, call or email to discuss specialist courses

NB: In this document we have concentrated on the most common questions and the most commonly acquired qualifications to achieve a particular purpose. This document cannot be relied upon as 100% accurate and we strongly advise you undertake your own research to ensure that

Links:

http://www.mcga.gov.uk/c4mca/mcga-survey___certification/mcga-dqs_st_cvs_code_vessel_safety.htm
<http://www.spareribs.info/coding/index.html>

Notes:

- 1) Technically speaking both Powerboat Level 2 and Dayskipper Practical can be commercially endorsed (subject to a minimum level of experience) however both give a very limited area of operation and are considered my most commercial operators of limited value.
- 2) At the time of applying for your Commercial Endorsement there is no need to prove that you hold an engine qualification. The only qualification that appears to satisfy the MCA requirements is actually the 4 day Advanced Engineering Course (effectively a long diesel engine course) however we are unclear whether the MCA insists on this – particularly for petrol outboard powered vessels.

Do not hesitate to call Paul Glatzel with any questions on 01202 686666 or email him at paul@powerboattraininguk.co.uk