



Yachting Under the Red Ensign

Antibes Yacht Show, Sunday 10th April at 15:30
Sponsored By Blue Water Yachting and JPMA

- Welcome from Andrew Schofield, President of the PYA



- **Richard Falk** (RF) - RYA Training Manager and Chief Examiner presented the new changes coming at the RYA.

- Their image has changed dramatically.
- They now have a new CEO and a largely new management team . They want to continue moving forward in a positive direction.
- They have 23,000 instructors spread across 2300 training centres in the UK and across 45 countries around the world.
- They are focusing on international growth and the Yachtmaster qualification.
- Commercial endorsement is high on their radar.
- The RYA used to offer a largely leisure focused qualification, but continue now to ensure that the Yachtmaster qualification in particular satisfies the needs of the commercial sector. Planned changes to the commercial endorsement are aimed at assisting in this.
- In 2012, an online e-learning module will be introduced for commercial endorsement. An RYA e-learning interactive platform (educational tool) means international users. They can deliver training across the world. It's a reasonably cheap, accessible and painless process. The module will take 3.5 - 4 hours to complete and candidates can do it in their own time frame. There is an incorporated method of assessment with an exam and result for completion. The RYA is presently working on the development of this new course and further information will be released in late 2011 as to what the course will entail
- *Question: How will the RYA prevent cheating?* Their intention is to protect yachtsmen and prevent them from getting themselves into tricky situations through ignorance. Their knowledge of this course is in their own interest. In order to sit the exam the candidates will be provided with an authorisation code that will identify them. The unique code generated from their completion of the course will need to be included with their commercial endorsement application.

Other news from the RYA:

Personal Watercraft - this course was developed at the request of the industry and of the PYA: A yacht can become a training centre for guests and the certificate is valid for the duration of the charter (110 yachts are currently certified to deliver Personal Watercraft training).

International Certificate of Competence's - The RYA can now issue these not only to UK citizens but also to non-UNECE countries (list available on the RYA website)

Last comment from RF: When you are recruiting make sure you are asking for the correct qualifications required for the position. The RYA is happy to help and answer any questions.



- **Roger Towner - UK Registrar General of Shipping and Seamen at the MCA**

Manila Amendments: Refresher training will be required on short STCW courses such as Personal Survival Techniques, life boat course, basic Fire Fighting and Advanced Fire Fighting (for some candidates); a 1 day 'wet' course and a 1 day 'hot' refresher course to be developed. First Aid will not need to be refreshed. However the Master and the person responsible for First Aid on board an EU & UK ship must hold an in valid Medical Care Aboard Ship

Security training for all crew will be required (but there will be a 'grandfather' clause exempting those with than 6 months experience onboard initially). It has not yet been decided who will enforce it however it will become effective from January 2012.

Leadership and management training will be required for all officers.

ECDIS: not for use on ECDIS ship will be written on certificates where applicable. MGN405 will list what training is required if ECDIS is used on board as the primary method of navigation (effective from 2017).

From 2013 environmental training will be required.

ETO (Electrical Technical Officer) - if the yacht decides to take on board an electrician (this is not obligatory) they will need yachting training / onboard awareness and safety.

Sea service - there are different definitions of sea service in different countries. For revalidation the MCA will accept sea service on all types of vessels.

Italian officers are experiencing difficulties with sea service recognition as authorities want signatures from harbour masters. The MCA are thinking of giving Masters this authority to resolve this issue.

1336 code - for yachts of more than 12 passengers (+3000gt) officers will have to hold full unlimited certification.

Maritime Labour Convention - MCA expects a signature on this mid-2012. The tripartite group have discussed how MLC building regulations could be adapted to yachting. A list of 'substantial equivalents' was drawn up by the MCA so that MLC requirements can be enforced without too many changes and complications. These are published in Chapter 21 of the Large Yacht Code. The MCA is running 2-days seminars with the PYA about MLC requirements on the 10th & 11th October.

Port State Control - all vessels may be subject to inspection. A safe manning document is not obligatory however having one on board could prevent problems and detentions by inspectors. Those who believe that they are being detained unfairly should contact the flag state of the vessel. The MCA will try to help as well.

The Nautilus SRB: to clear the confusion that has arisen as a result of Nautilus' newsletter to members, the PYA SRB is still running and there is nothing 'superior' in the Nautilus SRB to that of the PYA. Nautilus will be subject to the same checks/audits as the PYA and both SRB's will run in tandem. It was unfortunate the way that the newsletter was handled... Jorg from Nautilus replied to clarify what they meant by the word 'superior form of record keeping for Nautilus members' and pointed out that this was not a press release but a newsletter to members.

- Q&A session with the audience

An exchange took place between a representative from the Marshall Island Shipping Registry and Roger Towner regarding the Marshall Island Shipping Registry's application of the MLC to yachts...

John Percival to Richard Falk regarding the recognition of the Yachtmaster: It is up to each flag state to decide what they accept. The RYA is hoping that the Yachtmaster of yachts over 24m will be accepted and recognised everywhere, however the RYA cannot control this.

Jorg to Richard Falk regarding modules with the RYA: the RYA will not force everyone down the path of commercial endorsement

Cyd Mansell regarding obligatory safety training onboard, is that for any person working onboard the yacht? Roger Towner answers that it is obligatory for anyone with less than 6 months experience onboard a vessel.

Norma Trease on Port State Control: there is a big problem with this in the Med at the moment. There will be a seminar on this subject at the Yacht Club of Monaco on 28th April from 9:00 to 12:00.

Audience member: will the MCA do a 350gt licence? Roger Towner said that at present there were no requests for this, and that 350gt is not an obvious breakpoint for IMO so they probably would not consider it. The Yachtmaster Offshore is recognised in the Med however crew must have experience in tidal waters as well.

- Andrew Schofield closes the seminar by thanking Roger Towner and Richard Falk for their presentations and the audience for their attendance.