



Alfer Sail Course 11

International Certificate of Competence and CEVNI

We can offer this certification as part of our practical courses from Day Skipper onwards, or it can be achieved as a stand alone training and assessment on your own vessel. If you require an ICC valid for use on inland waters, you must learn the CEVNI code and sit the CEVNI test.

Course Details

Duration: 1 / 5 days
Cost: 1 Day (Assessment only) £250
5 Days (Training and assessment) £495 (optional 10% discount for cabin share. Subject to availability)
Pre-requisites: None
Assessment: CEVNI - multiple choice paper
ICC continuous





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Syllabus ICC

A. 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

Safety

1. Is able to use and instruct crew on the use of:
 - Lifejackets
 - Distress flares
 - Fire extinguishers
 - 'Kill cord' (if fitted)
2. Can prepare a boat for use and take sensible precautions before setting out, including:
 - Engine checks
 - Check fuel for range/duration of trip
 - Obtain weather forecast
 - Avoid overloading boat

B. Inland only

1. Understands CEVNI (European Inland Waterways Regulations)

C. Additionally, For Candidates for Coastal Waters

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

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

D. Oral/Written test for International Certificate of Competence

Sailing boat may be handled under engine for all manoeuvres except 6b.

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



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Syllabus ICC

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

For Your Information

The United Nations Economic Commission for Europe Inland Water Committee Resolution 40 (hereafter called Resolution 40) International Certificate for Operators of Pleasure Craft (known in the UK as the International Certificate of Competence (ICC)) is documentary assurance from one government to another that the holder meets the levels of competence laid down in Resolution 40. It is NOT a qualification.

The resolution states that the ICC may be issued by a government to its nationals and residents who are bound for the waters of foreign countries on vessels registered by that government, on condition that it accepts the requirements and conditions set out in Resolution 40. This means that a UK ICC allows UK Citizens and bonafide UK residents in UK registered pleasure craft (up to 24m in length) to visit the waters of foreign states that participate in Resolution 40, without the need to comply with those states' Cabotage laws, particularly their national certification requirements which in many cases are compulsory.

The UK is one of only a few countries which have fully accepted Resolution 40. Many countries have not adopted Resolution 40, some still apply Resolution 14 which Resolution 40 was intended to replace. Others only apply Resolution 40 in part or with caveats attached. In reality, however, the ICC is more widely accepted as proof of the holder's competence. Spain, Greece and Portugal for example, have not adopted Resolution 40 but are still likely to ask visitors for an ICC.

Some states may accept UK (RYA) ICC as an alternative to their national qualification on their nationally flagged vessels, but this should NEVER be assumed. The onus is on ICC holders to determine its acceptability by foreign states. The ICC was never intended to be an alternative to individual national qualification requirements.

The advice to anyone planning to charter abroad is to obtain from the charter company (preferably in writing) details of the certification they require, what cruising area this is acceptable for and that this certification will also meet the requirements of the relevant authorities in the area concerned.

The RYA is working towards wider acceptance of Resolution 40 and conformity in its application. Once Resolution 40 is universally adopted, the ICC may then become more like an international driving licence in application for visitors.