

## ICC Refresher Course Syllabus

This Saturday one day course will be followed by an **exam on the Tuesday night** giving time for revision over the weekend and Monday.

The course starts in the clubhouse at 0900. You need to be there a good half hour before to park and get yourself sorted and enrolled.

Finish circa 16:30 hrs.

This is not so much a course as a revision session. There is an assumption that candidates are already good sailors of cruising boats with experience, and just need to “brush up.’ That said, you can do the theory course if you are familiar with Collision Regs and buoyage and associated topics but have simply not used any of this for a long time. It is all covered on the day.

If you are not in this category then you should enrol with one of our two sailing schools in the Bay , Irish Offshore Sailing or INSS, who carry out Day Skipper courses (5 days afloat) upon completion of which you will get an ICC automatically.

An **International Certificate of Competence (ICC)** is a certificate, which may be issued to anyone who has successfully completed certain *national boating licenses* or has passed an *examination* to prove the necessary competence for pleasure craft operation. ICC is the only sailing license approved by United Nations as a legitimate recreational sailing license. You must be a citizen of Ireland to undertake the ICC test here. Other ICCs are not interchangeable.

Persons wishing to be tested in Ireland need to be tested by an approved ICC test centre, either a commercial school or a Yacht Club Training Centre. These are listed on the Irish Sailing Website. And in Appendix A to this document.

Although only guaranteed to be accepted in countries that have adopted the relevant UN Resolution, the ICC is a useful document to carry and will generally be accepted where proof of competence is required.

### Area of Acceptance

In very general terms an ICC is required for the inland waterways of Europe and for inland and coastal waters of Mediterranean countries. For the coastal waters of Northern Europe the ICC is generally not required, however to all of

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these generalisations there are exceptions. Always seek advice before “going foreign” to see if your qualifications are acceptable in the jurisdiction.

### **Description of the ICC**

The ICC is a product of the United Nations Economic Commission for Europe Inland Water Committee (UN ECE IWC) Resolution 40 (hereafter called Resolution 40).<sup>[2]</sup> This states that the ICC may be issued by a government of one state to its nationals and residents who may be on the waters of a foreign state, on condition that both accept the requirements and conditions set out in Resolution 40.

Governments may appoint competent authorities to issue ICC on their behalf. Globally International Yacht Training Worldwide (IYT) has been delegated such authority by both Ireland and the UK. In Ireland I.S. issues ICC certificates.

The ICC provides documentary assurance from one government to another that the holder meets the levels of competence laid down in Resolution 40. Most countries you are likely to visit and most charter companies accept the ICC but you must check before booking a holiday overseas as to what documentation they require.

### **Yachtmaster , Day Skipper Certificates and similar courses**

An Irish or UK Yachtmaster Certificate does **not** entitle you to charter craft overseas. Only the ICC is accepted even though YM qualifications are much higher. You can however “trade in” your higher qualification with Irish Sailing for and ICC – Day Skipper of higher. Your YM certificate is usually acceptable as proof of competence on your own registered vessel, but an ICC is a good document to have as well as it is accredited by the national authority.

### **Ireland**

Irish Sailing is uniquely authorized by the Irish Department of Transport to issue ICC's to only Irish Citizens. Holders of the ICC license are able to operate recreational vessels for recreational use in European waters where an ICC is required, and proves to local authorities that the skipper has the required Irish qualifications for skippering the vessel.

### **What lever of experience do I need to obtain an ICC**

The level of experience and knowledge is around Day Skipper Level on the I.S./ RYA syllabus. **You should not apply for an ICC unless you feel you could safely (after practice sessions) take out a 35 foot sailing vessel with an inboard engine in moderate weather by day.** This would include undocking under

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engine with an onshore breeze, sailing a triangular course including tacking and gybing, picking up a mooring, and likewise a man overboard (a fender). It includes being able to anchor and un-anchor and return to the dock with an offshore breeze blowing you off the pontoon. A three point turn in a confined space is also part of the exam.

It is more about managing the vessel and its crew than actually pulling on sheets or actively working different parts of the boat. That work is accomplished by the crew on your command and direction as skipper. This is the big difference between being a crew, and being a skipper with ICC qualifications.

Even years of sailing as crew or thousands of miles at sea, but being restricted to certain functions such as working the jib, main or spinnaker and not being allowed to take the helm and command the vessel do not really qualify you to take the ICC. The ICC requires a basket of skills which you bring together to manage a series of quite simple regular manoeuvres.

On top of this practical experience you are required to have a good knowledge of chartwork, tides, buoyage, sound and light signals and other elements of seamanship as covered in Appendix B. These do not need to be known in advance of the exam since the one day course covers these well. Most people pass the associated two hour test. What cannot be taught in less than a matter of weeks is the ability to command, manage and sail a medium sized cruiser with a crew of 2-5 on board. Therefore this document will only address those candidates who comply with the abilities outlined in these two paragraphs.

### **Getting the ICC in Practice**

If you are unsure, you can approach a commercial school, pay the fee and take the Day Skipper Course of five days. Alternatively, some schools run the two ICC exams – the theory and the practical. This all assumes of course that you are competent to pass. Most schools do not run specific ICC practical refresher courses and do not offer short theory revision courses to pass the theory exam. Moreover they do not have that many slots annually in their busy schedule of other courses. But they do offer Day Skipper courses.

To get around this issue the CAI and local yacht clubs in Dun Laoghaire, , with the help of Irish Sailing decided to start a fast-track “one stop shop” service to getting the ICC – available year round. The courses are run as and when needed and are aimed only at cruising members who have no need of a Day Skipper course of 5 days. These exams are not intended as a short cut to any of the

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formal IS/RYA qualifications which are separate and usually to a far higher standard than a basic ICC. All members are encouraged to get a higher qualification if they wish to progress to Yachtmaster and beyond.

### **Experience Required**

To begin you always need start with enough experience to be able to take out a medium cruiser with an engine. If you cannot already do this you need to get practice doing so on your own boat, or with the permission of your skipper, or on other boats where you can do this. There is not time on our short courses to teach sailing and in particular “wind awareness” which only comes with practice. We can and do teach you all the theory for the 2 hour paper exam. We do teach certain complex manoeuvres like springing off and MOB, but these always assume a level of competence already in basic sailing.

### **A Typical Course**

#### **Theory**

Normally a Saturday 0900-1700 with a short break covers all the theory. Sunday for homework and revision. The two hour theory exam on Tuesday evening 1800-20:00.

#### **Practical**

We teach this as a one day classroom exercise where we go over the syllabus and how to cope with the several different required manoeuvres. Depending on who owns the cruiser and how many crew they can accommodate, the candidates go out and prepare for a few days when weather permits. When they are ready they all go forward for the practical exam which takes about one hour per candidate. If you don't own a boat and are not crew on a regular basis we will try to team you up with other boats who are short of crew. This all takes teamwork and a lot of coordination but it works pretty well.

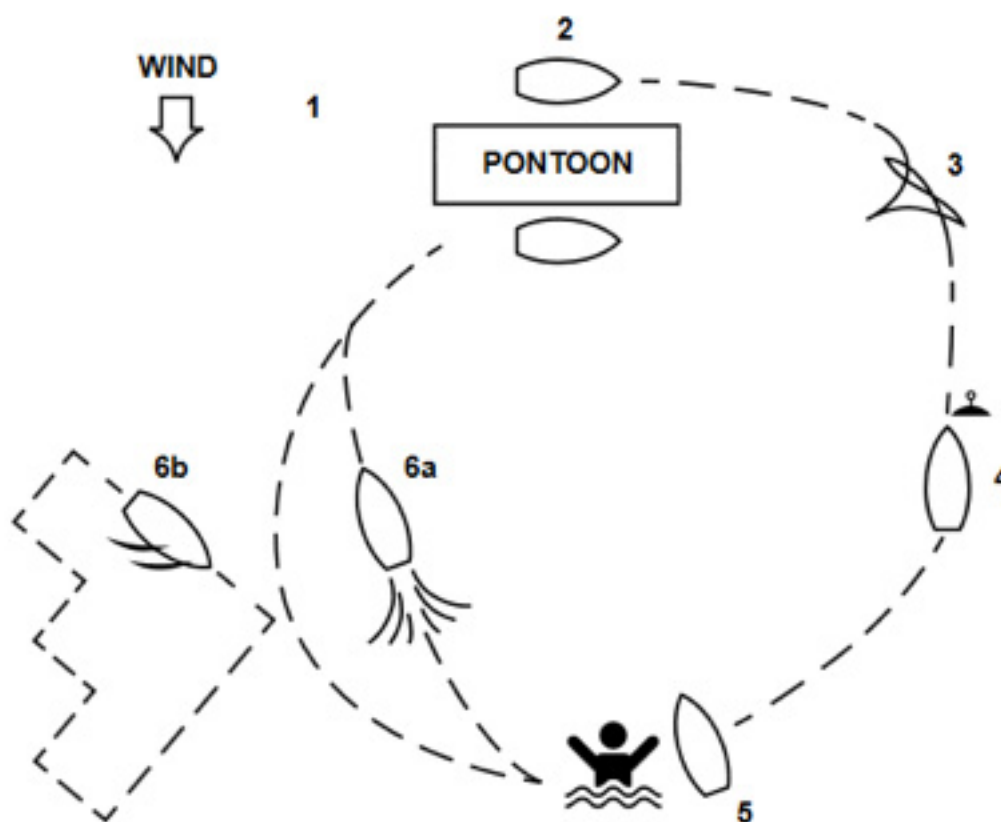
### **These courses are vocational**

These are not commercial courses taking place on predefined dates, paid for weeks or months in advance and which are weather dependent. The clubs provide the refreshers at cost price as part of your membership.

We work with our students and with the weather and very much with the help of boat owners who are prepared to join in the training and allow fellow candidates to work as crew on their own boat.

### **I am a boat owner – what's in it for me?**

You will get a lot of practice with your own crew and one or two crew from other boats in all the manoeuvres set down until you are extremely proficient yourself as will your crew be. This is something that no other course can really provide to the same level. You will also enjoy the social aspect of the on the water activity including anchoring for lunch and generally getting to grips with complex situations You will also be helping fellow sailors less fortunate than yourself.



- 1/2 Start from pontoon and depart safely
- 3 Figure of 8 three point turn under engine
- 4 Pick up mooring
- 5 MOB fender
- 6a Anchor
- 6b Tacking and gybing under sail

Return to pontoon safely and park alongside even with fresh wind blowing off