

*Learn with the experts!
Sail in Asia*



Tying a bowline



Engine Checks!

**International
Yacht
Training®**

IYT Watchleader / Flotilla Skipper Certificate (Power)

*Learn to become a competent Watchleader and
Motor Yacht Skipper in only 5 days*





Learn Navigation

ADMIRALTY CHART SYMBOLS		
THE COASTLINE	MAN-MADE FEATURES	RADIO AND RADAR
Coastline surveyed	Sea wall	Non directional radiobeacon
Coastline unsurveyed	Breakwater	Radar direction finding station
Steep coast, cliffs	Detached breakwater	Coast radar station providing range and bearing from station on request
Sandy shore	Slopes, Patent slip, Ramp	Radar transponder beacon, with more identification, responding within the Search (S) band
Island heights	Lock, non-tidal basin, wet dock	Radar transponder beacon, with more identification, responding within the Search (S) band
Coastline mud	Fulk	Coast radio station providing QTC service
	Island station	Radar range
		Radar reference line

Watchleader / Flotilla Skipper IYT (5 day Course) on Power Boats / Motor yachts.

A course designed for students who wish to learn simple coastal navigation and seamanship skills to skipper a motor yacht in daylight conditions. This course provides both a theoretical and practical understanding of simple navigation as well as seamanship and boat handling skills. The course trains you to become a skipper who can handle a crew, navigate safely and take command of a vessel in fair weather in safe coastal waters. The 5 day course is structured to ensure the novice skipper become proficient and confident. This is a serious but fun course with quality IYT teaching in an idyllic location.

The course is taught by IYT Instructors who have many years of boating experience, all over the world. Sail in Asia is unique in that the Chief Instructor is both RYA and IYT qualified. This guarantees that teaching standards and delivery is the highest in Asia.

Class size minimum two persons, Maximum (5 persons). Theory will be taught in both classroom and on the vessel, as appropriate. Course outline below or on www.sailinasiatraining.com

Course Content

Meteorology, Nautical terminology, Marina berthing, MOB, Simple navigation, Safety and preparation, Wind Awareness, Sail Handling, Crewing techniques, Rope work and knots, Helming the yacht in clear waters and restricted channels. Use of Engine, Simple maneuvers, anchoring and mooring a boat. Rules of the Road and Victualling a Motor yacht.

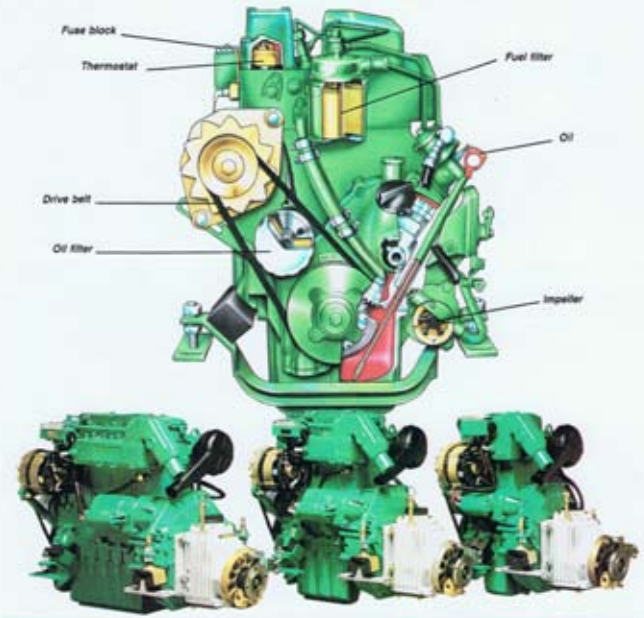
Watchleader responsibilities: Chart work, Emergency procedures, IRPCS, Tides, IALA Buoyage, Compasses

This is a course that is 50% practical, on the sea and 50% theory on a boat and in the classroom.

Courses can be conducted on a range of boats starting with large RIBs, Power Boats and Motor Cruisers.

Students who complete the course successfully are encouraged to sign up for the IYT Bareboat Captain course.

Engine and electrical system



IYT Watchleader / Flotilla Skipper

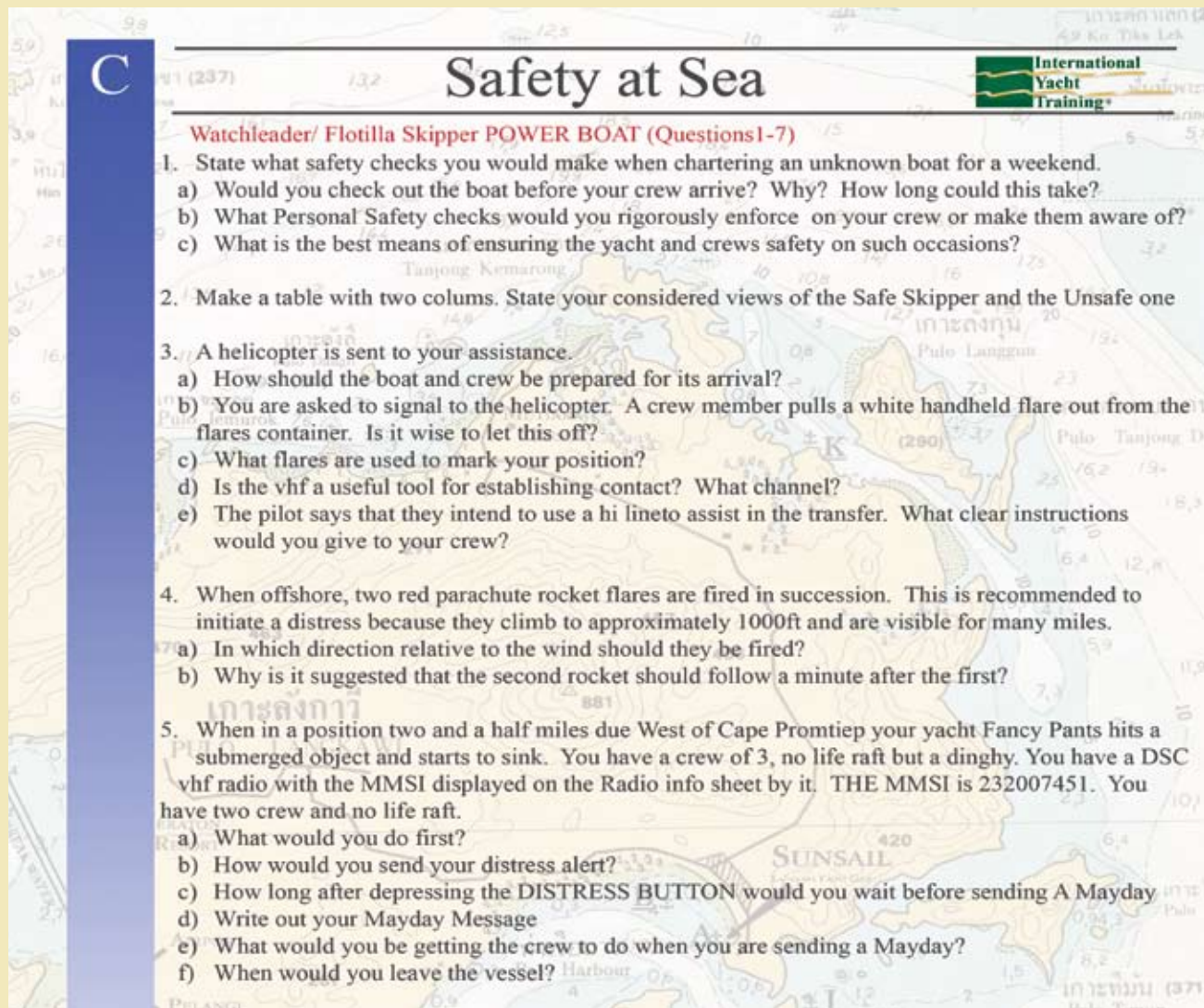
If this course interests you please review the website www.sailinasiatraining.com

The International Yacht Training System is a world renowned training standard and is also explained by simply downloading a pdf on the site.

Come Sail in Asia and sail with a company that cares!

Bookings or enquiries will be answered promptly and you will find an online Syllabus and Knowledge Base that can be easily accessed. email. info@sailinasia.com

Safety is paramount on a yacht! Quality training ensures the new skipper is fully conversant with his crews safety.



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Safety at Sea

International Yacht Training*

Watchleader/ Flotilla Skipper POWER BOAT (Questions 1-7)

- State what safety checks you would make when chartering an unknown boat for a weekend.
 - Would you check out the boat before your crew arrive? Why? How long could this take?
 - What Personal Safety checks would you rigorously enforce on your crew or make them aware of?
 - What is the best means of ensuring the yacht and crews safety on such occasions?
- Make a table with two columns. State your considered views of the Safe Skipper and the Unsafe one
- A helicopter is sent to your assistance.
 - How should the boat and crew be prepared for its arrival?
 - You are asked to signal to the helicopter. A crew member pulls a white handheld flare out from the flares container. Is it wise to let this off?
 - What flares are used to mark your position?
 - Is the vhf a useful tool for establishing contact? What channel?
 - The pilot says that they intend to use a hi line to assist in the transfer. What clear instructions would you give to your crew?
- When offshore, two red parachute rocket flares are fired in succession. This is recommended to initiate a distress because they climb to approximately 1000ft and are visible for many miles.
 - In which direction relative to the wind should they be fired?
 - Why is it suggested that the second rocket should follow a minute after the first?
- When in a position two and a half miles due West of Cape Promtiep your yacht Fancy Pants hits a submerged object and starts to sink. You have a crew of 3, no life raft but a dinghy. You have a DSC vhf radio with the MMSI displayed on the Radio info sheet by it. THE MMSI is 232007451. You have two crew and no life raft.
 - What would you do first?
 - How would you send your distress alert?
 - How long after depressing the DISTRESS BUTTON would you wait before sending A Mayday
 - Write out your Mayday Message
 - What would you be getting the crew to do when you are sending a Mayday?
 - When would you leave the vessel?