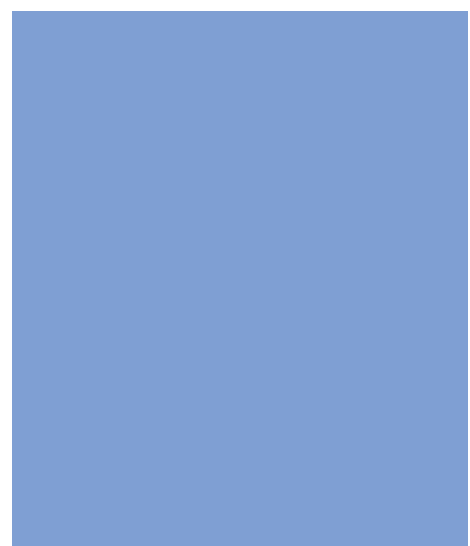




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*HAMBLE*  
School of Yachting



PST

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SOLENT

PROFESSIONAL  
SAIL TRAINING



*HAMBLE*  
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 BACKGROUND

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# BACKGROUND

Thankyou for taking the time to read this brochure. Maybe you are considering a career at sea involving worldwide travel, responsibility and a fantastic quality of life? Maybe you just want to build up your skills prior to taking that lifelong adventure of sailing off into the sunset.

Got a career break or just retired and fancy completing a life changing experience and becoming a competent sailor? Whatever your age, background or motive the Hamble School Of Yachting Professional sail Training Programme will progress you from limited experience through to the Yachtmaster Offshore qualification with a commercial endorsement.

The RYA Yachtmaster qualification and training program is recognised Internationally as the most reliable testimony of competence for a yacht skipper. Consequently this qualification is widely sought after by those who wish to become professional skippers.

Prior to the advent of the PST course, progress to Yachtmaster

was necessarily a protracted, interrupted undertaking, frequently spread over several years of weekends and holidays fitting around other commitments. Such fragmentation led to inefficiencies and loss of continuity. Lessons are forgotten during the long gaps between training sessions. A student might learn with several different instructors, often from different sailing schools. Such an approach is unacceptable, and impracticable to anyone seeking a Yachtmaster certificate as a professional qualification, particularly in the case of foreign students visiting the UK for this express purpose.

The PST course enables a student to progress smoothly to Yachtmaster, without interruption, following a fully integrated, "seamless" program. The intensity and efficiency of such a course is such that students learn faster and learn more. Whereas a PST graduate should be aware of his/her (probable) limited sea experience, it is nonetheless likely he/she will be as competent a yacht skipper as another with more sea-miles who

has not benefited from such a focused, intensive training program.

The Hamble School of Yachting's PST students come from Britain, Europe, Australia and America and we now have regular contact with potential employers who seek our current and past students because they recognise the very high quality of training received. Our Yachtmaster pass rate has never been lower than 98%.

Though intended primarily for career Yachtmasters, the PST course is probably the best way to obtain a Yachtmaster certificate whatever the motive, and so it is increasingly popular with sports and leisure sailors. Students who already have a day skipper practical qualification and approximately 700 miles can join at Module 2, the Coastal Skipper module. Those with a Coastal Skipper Certificate and approximately 1500 miles can join module 3, the Yachtmaster module. Students are more than welcome to join for just one module at a time.

If you are really interested we would be pleased to invite you out sailing with us free of charge to give you a chance to see what we offer and for us to offer you advice on your best plan of action.

I very much hope you find this prospectus of interest and would encourage you to take the opportunity to talk to myself or one of the team here at Hamble.

*Rob Gaffney Principal*



# worldwide



# INDUSTRY OPPORTUNITIES


The marine industry offers huge opportunities for employment around the world. With a turnover in the UK alone in excess of two billion pounds Yachting is big business! At Hamble School Of Yachting we train people from all walks of life to become Yacht Skippers. Skippering Yachts is a unique and rewarding career. As a Yacht Skipper you have ultimate responsibility for the vessel and everyone aboard. This means being able to turn your hand to many tasks aside from just driving the vessel. If the engine fails you need to be able to identify and solve the problem as there aren't many mechanics 50 miles offshore! If the marine radio stops working you need to be able to sort out the electrical problem and get it operational. Add to this you need to be able to lead and motivate your crew in sometimes adverse conditions you soon get the picture that a Yacht Skipper needs to be able to draw upon a large number of technical and personal skills. As a skipper the rewards in terms of personal satisfaction are also huge.

There are many avenues available to the newly qualified Yacht Skipper and many will work in several different areas during the course of their careers. Broadly speaking the industry is split into two sectors the Yacht Sector (that's Yachts up to 24metres in length) and the Superyacht sector (that's Yachts over 24 metres ). Work within the smaller yacht sector can include worldwide yacht deliveries, Corporate entertainment, being a Flotilla Skipper for holiday companies, or even training to become a sailing instructor teaching various courses to students at sea schools such as ours. The common theme is that you will spend time away from home possibly abroad, have the opportunity to sail a varied range of boats and meet a huge variety of people. In the Superyacht sector you would start off as a Deckhand and work your way up to Skipper over a period of time. Increasingly the super yacht sector is demanding a certain number of MCA/STCW qualifications. Those qualifications are granted by the MCA as opposed to the RYA. Four basic qualifications are required to

obtain the Basic Safety Training required on a super yacht. They are Elementary First Aid, Personal Survival Techniques, Personal Safety and Social Responsibilities, Fire Prevention and Fire Fighting. We include the first two within our standard PST programme. The other two are available as an extra module upon completion of the normal programme. The Basic Safety Training week qualification also enables you to sit the MCA oral for the Yachtmaster 200 Tonnes qualification, which is becoming increasingly in demand on a commercial qualification.

Working on multi million pound superyachts in exotic locations such as the Caribbean and the Mediterranean can be a fantastic way of life and pay is generally very good with good career prospects. However you will need to be prepared to work extremely hard and to have very high personal standards. The basic qualification required for any of these careers is the MCA/RYA Yachtmaster Offshore qualification and this is what students on our 17 week Professional Sail Training course achieve. The qualification involves sitting a ten to twelve hour practical exam which looks at the candidates skippering and boat handling skill under sail and power. The examiner will also check out the candidates knowledge of collision regulations, weather and passage planning. The minimum requirements before sitting the exam are 2500 miles logged under sail, 5 passages of 60 miles or over, two of which must be as skipper, a first aid at sea qualification, sea survival certificate and a radio licence. Our Professional Sail Training course provides all of this and much more.



 WHY CHOOSE THE HAMBLE SCHOOL OF YACHTING

 THE SAILING GROUND



# WHY CHOOSE THE HAMBLE SCHOOL OF YACHTING?

People complete our Professional Sail Training Programme for a wide variety of reasons. Past students have included those wanting a career in the industry, those taking a gap year or a career break or people who have just retired and want a new challenge such as long distance sailing. Whatever your reason the Hamble School Of Yachting is your best choice.

## **Hamble School Of Yachting is the leading independent sea school in the UK**

The Hamble School Of Yachting was established in 1980 and is highly regarded. For 25 years now the school has been providing quality tuition from its base at Mercury Yacht Harbour on the River Hamble. Our reputation within the industry for the quality of students we produce is second to none and this has certainly given them a head start in securing employment. Past students have gone on to achieve success in many areas of yachting such as delivery skippers, instructors, flotilla skippers and corporate entertainment. One of our ex students has just completed skippering one of the Global Challenge yachts around the world....and won....not bad!!

## **Hamble School Of Yachting employs the highest calibre instructors**

We employ only the best. Our instructors receive ongoing professional development from the school via a structured programme delivered by the chief instructor. Very few schools adopt this policy. This ensures they remain at the highest standard. Our instructors are among some of the most senior in the industry and include the likes of Alison Noice who was a founder of the RYA cruising scheme as we know it today. All our instructors are handpicked for their ability to communicate, their knowledge and sense of humour!

## **Hamble School Of Yachting strictly limits the number on each intake**

The school has grown to a point where it can offer a choice of thirteen different yachts on which to sail and a dedicated modern teaching block equipped with the latest computer and audio visual technology. Despite this we remain a small and dedicated team and numbers of students on the PST course are strictly limited to maximum of nine or ten on each intake. This allows incredibly close supervision and

monitoring of your training and enables you to get much more out of that vital contact time with each instructor.

## **We have developed the best possible program over the last 15 years**

The programme is organised in such a way that each week has a dedicated purpose and within those weeks each day has set learning tasks. Students are debriefed after each task and at the end of each week by the instructor and chief instructor. This enables us to identify very early on both your strengths and weaknesses and ensure an action plan is put into place to build up your skills.

We do not try to embark you on a ticket collecting exercise for a bewildering array of different courses. Our course is carefully designed to turn out high quality sailors with a good degree of all round seamanship skills. To this end our students spend 73 days of the total 98 days tuition at sea learning the skills of their trade. There really can be no substitute for hands on practical experience.

The weeks spent on practical sailing are carefully divided between mileage building to destinations such as France, Holland and Ireland, and



Meet the staff



“drills and skills” weeks closer to home. Any Yachtsman will tell you that pilotage in busy or shallow waters coupled with close quarters boat handling is challenging and plenty of time will be spent here honing your skills.

Getting the balance right between close quarters work and offshore sailing is crucial and we firmly believe we have the right mix here. An all round Yachtsman has got to be a good sailor, man manager and able to repair and maintain a complex sailing boat often far out at sea.

Our students attend a dedicated Yacht maintenance training week at a specialist marine training centre. This fully hands on course will equip you to carry out maintenance and repair in areas such as Diesel engines, 12v electrics, GRP repair and construction, plumbing systems and rigging set up and maintenance.

Our students complete the MCA/STCW Elementary First Aid and MCA/STCW Personal Survival Techniques (Sea Survival) courses within the PST programme. The MCA/STCW qualifications are highly sought after for candidates looking to work on a larger super yacht.

There is an option at the end of a standard PST course to complete the MCA/STCW Fire Prevention and Fire Fighting and MCA/STCW Personal Safety and Social Responsibilities course which will give you all 4 elements needed for the MCA/STCW Basic Safety Training week.

A unique feature of our programme is that students during the last

module will embark on a 12 day self sail programme during which they will gain approximately 600 miles. This session is an essential part of building the real skippering experience and passages required prior to sitting the exam. Our students stand head and shoulders above others in terms of their confidence and real experience by the end of the programme.

### **With Hamble School Of Yachting we strive to give you the best possible value for money**

As with every thing else in life it is true that you get what you pay for. Whilst we are not the cheapest or most expensive around we firmly believe that we offer the highest quality of training and support to be had. We understand that you are investing a large sum of money in your future and you want to be sure it's the best possible training you can buy. We are so committed to ensuring you make the right decision that if you are really interested in embarking on this course then we will invite you out for a weekend of sailing with us free of charge which will give you a real chance to see the team, how we operate and chat to an instructor about your ambitions. It will also allow us to ensure that the course is right for you. For those with more experience it might be suitable to start at module two or three.

### **We offer you 100% support throughout**

We are a small and dedicated team here at Hamble and once you sign up you are guaranteed to become

“one of the family”. If you need extra help you will get support from the chief instructor to ensure you get back on track. We make a commitment that we are always here for you even to the extent of being at the end of a phone 24 hours a day ! At the end of the course our students find it very hard to leave the Hamble team so we must be doing something right!

### **We are able to further your development after the course**

We have very close links with Europes largest yacht delivery company and have developed a programme which will give you the opportunity to get real industry experience working as a mate on delivery trips around the world which could lead to employment for those reaching the high standards required. This development programme will give you the opportunity to gain thousands of extra sea miles including some Ocean experience. All of this will vastly increase your employability. All of our ex students who have the right attitude have been very successful in getting work within the industry with many of them, such as Andy Forbes the Global Challenge winning skipper 2005, going on to reach the very pinnacles of success.



# team work

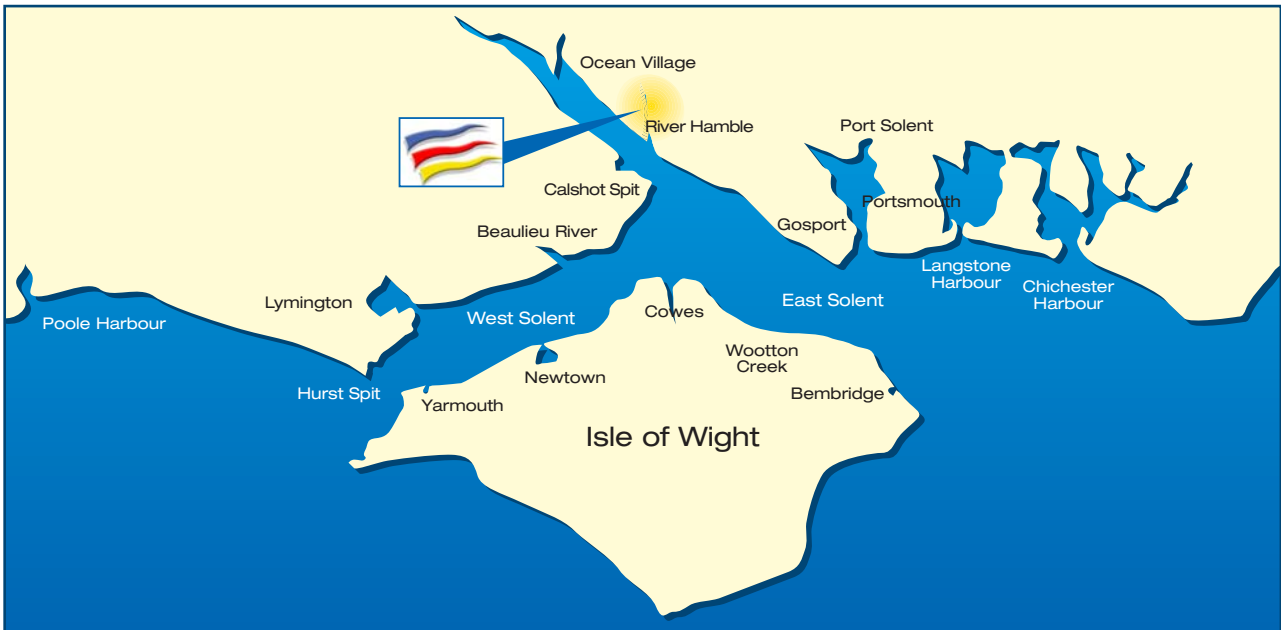
# THE SAILING GROUND

The Hamble School of Yachting's Hamble base is convenient for Southampton Water and the Solent, providing sheltered waters where training can continue in almost any weather conditions. In addition the Solent can offer a sample of almost every type of harbour and anchorage giving a rich variety of pilotage exercises.

The Solent is also an excellent base for the distance sailing segments of the programme giving access to either around the Isle of Wight or across the Channel to France and the Channel Islands, and with the Dorset, Devon and Cornish harbours to the West and Sussex and Kent to the East.

With easy access to these sheltered waters combined with cruising grounds in 3 directions, sailing programs are rarely constrained by weather and wind direction, so that interesting, varied and challenging sailing can be assured.

Due to the complex nature of the tides, and currents around the Isle of Wight, if you can safely navigate the Solent waters you can navigate anywhere in the world. The Needles Channel on a full spring ebb, with a south westerly force eight is one of the most dangerous places in the world.



To view the sailing area click on the place name you wish to see





COURSE STRUCTURE  
MODULES OVERVIEW



MODULE 1:  
**DAY SKIPPER**

AIMS  
MAIN SUBJECTS COVERED  
SCHEDULE



MODULE 2:  
**COASTAL SKIPPER**

AIMS  
MAIN SUBJECTS COVERED  
SCHEDULE



MODULE 3:  
**YACHTMASTER WITH COMMERCIAL  
ENDORSEMENT**

AIMS  
MAIN SUBJECTS COVERED  
SCHEDULE



# COURSE STRUCTURE

## GENERAL

The PST course is divided into 3 Modules, each of 5 weeks with at least a 7-day break between each Module. The total course spans 17 calendar weeks. This enables a system of short periods of intensive tuition with no time wasted, followed by brief rest periods to permit consolidation and avoid staleness.

Splitting the course into 3 Modules also permits greater flexibility. Students can join the Course for the start of any of the 3 Modules. For example a student who already has a Day Skipper certificate and about 700 miles can start the Course at Module 2. Students who already have a Coastal Skipper Qualification and about 1600 miles can join the course at module 3.

Although this course is intensive, the Hamble School of Yachting's aim is to build a student's confidence as well as his/her knowledge and

experience. It is not a competition. If you are not ready to take your exam at the end of the course the Hamble School of Yachting will be as accommodating as possible and try to organise additional training.

Each Module comprises a mixture of shore-based theory taught in the Hamble School of Yachting's purpose-built, onsite classroom, and practical sailing. It is an important aim of the Course to accumulate the sea miles, including skippered passages, necessary for the final Yachtmaster qualification. Therefore each practical session is ascribed a Target Mileage. Practical sailing sessions are specifically detailed as dedicated distance sailing weeks or "drill and skills" weeks close to home in the Solent area. It is a very important feature of a course such as this that there is a good mix of both types of sailing. Distance sailing exposes the student to longer passage offshore that will involve watch keeping routines, crossing

busy shipping lanes and advanced passage planning. The "drills and skills" weeks will concentrate on short passages involving lots of pilotage exercises in to and out of different harbours coupled with lots of close quarter handling under sail and power. Time will also be spent on emergency routines, fog navigation, rudderless sailing, spinnaker handling and sail trim. During all these practical sessions skippering skills are developed and the students confidence grows. The student: Instructor ratio on board the yachts will be 5:1 or better. The practical sessions at sea represent an opportunity for the classroom theory to be consolidated through individual interaction with the Instructor.

Instructors will hold detailed, personal de-briefing sessions with each student on completion of each exercise. Through this system the pace and emphasis of the course can be regulated for each individual student. Your progress will be logged and monitored in the PST workbook you will receive at the start of the course.



# MODULES

This course is split into three modules each of five weeks duration with a week off between each.

## MODULE 1 DAYSKIPPER MODULE

Upon successfully completing module one you will be at DAY SKIPPER level albeit with a higher mileage than the average DAY SKIPPER (remember that mileage needs to be accumulated throughout the course to achieve the 2500 required for the Yachtmaster). The module includes, Day Skipper Theory, VHF/SRC Radio Course and MCA/STCW Elementary First Aid. Practical sailing involves two weeks based in the Solent area and one week distance sail. One week will be spent on a yacht maintenance course carried out at a dedicated marine apprenticeship training centre.

Total 19 days practical and 14 days shorebased.

## MODULE 2 COASTAL SKIPPER MODULE

Upon successfully completing module two you will be at COASTAL SKIPPER level. It includes Yachtmaster Theory, MCA/STCW Personal Survival Techniques and the Radar Course. The module has four weeks of practical sailing, including a distance sail and culminating in the Coastal Skipper assessment. The assessment will be in-house unless the student is leaving at the end of this module.

Total 24 days practical and 9 days shorebased.

## MODULE 3 YACHTMASTER MODULE

Upon successfully completing module three you will be at YACHTMASTER level. Mileage is built via a 19 day distance cruise. The first seven days will be with an instructor with the remaining 12 days dedicated as a self sail period without an instructor enabling each student to acquire the 60 mile passages they require prior to the exam. You will then return to the Solent area for two weeks intensive tuition followed by the Yachtmaster examination.

Total 30 days practical followed by your exam over the final weekend.

For each Module, the following summaries define:

- Aims.
- Previous experience required.
- Schedule.
- Target sea miles.
- Summary of the subjects covered.
- Certificates awarded.



# experience



# MODULE 1

## DAY SKIPPER

The aim of this module is to get the student to Dayskipper level by the end of the module. A Day Skipper should be able to take charge of a yacht for short, day passages in familiar waters and fair weather. The emphasis is on boat handling and “line-of-sight” pilotage. The student will be introduced to the basic principles of navigation, chartwork, tides and practical meteorology.

### PREVIOUS EXPERIENCE REQUIRED:

- At least 200 tidal sea miles as crew of a yacht.

### MAIN SUBJECTS COVERED

#### 1. Preparation for Sea

- Engine checks
- Selection of sails
- Securing of gear on deck and below

#### 2. Deck Work

- Reefing sails
- Preparation for anchoring / mooring / berthing

#### 3. Navigation

- Basic chartwork
- Fixes
- DR and EP

#### 4. Basic GPS

#### 5. Tidal heights and streams

- Course to steer
- Buoyage
- Keeping a log
- Use of echo sounder and lead line

#### 6. Pilotage

- Preparation of pilotage plans for entering and leaving harbour
- Use of leading / clearing / transit lines
- Use of soundings

#### 7. Emergency Situations

- Man overboard
- Distress signalling
- Use of liferaft
- Securing a tow

#### 8. Boat Handling Under Power

- Mooring to and leaving pontoons and buoys in various conditions

#### 9. Boat Handling Under Sail

- Sail trim on all points of sailing
- Mooring to and leaving buoys

#### 10. Passage Making

- Plan and make a short coastal passage

#### 11. Meteorology

- Sources of weather information
- Basic interpretation of shipping forecasts
- Use of barometer

#### 12. Rules of the Road

- Basic working knowledge of the International Regulations for Preventing Collisions at Sea



This module starts with a full induction followed by week 1 completing the RYA Competent Crew Course which will enable all students to go right back to the basics of crewing and living onboard a yacht along with basic seamanship and sailing skills. Week 2 is spent ashore completing the VHF/SRC course, the Elementary First Aid Course and the 5 day Day Skipper Theory Course which introduces students to the basic navigation and meteorology. Week 3 involves 7 days of sailing in the Solent area and putting the theory into practice and starting to learn the basics of skippering a yacht. Week 4 involves a distance sail to France or the West Country exposing students to longer passages, watch keeping and crossing shipping lanes, possibly at night. The final week involves students completing the seven day Yacht Maintenance course where vital skills will be obtained in fixing and maintaining the yacht.



# MODULE 1 Schedule



Period		Activity	Target Miles
Week 1	Mon-Fri	Competent Crew	150
Week 2	Sat Sun	SRC VHF Radio STCW Elementary First Aid	
	Mon-Fri	Dayskipper Theory	
		Weekend Off	
Week 3	Mon-Sun	Day Skipper Practical Sailing	150
Week 4	Mon-Sun	Distance Sail	400
Week 5	Mon Tue Wed Thu Fri Sat-Sun	Yacht Maintenance    Electrics Engines Engines Plumbing Rigging and Splicing Grp, Paints & Varnish	
Week 6		7 days off.	
		<b>Total Mileage</b>	<b>700</b>

- = Shorebased
- = Practical drills and skills training in the Solent area
- = Distance Sail

### CERTIFICATES AWARDED

- Competent Crew
- Day Skipper Shorebased
- Day Skipper Practical
- RYA / Dti SRC Radio licence
- Yacht Maintenance Certificate
- MCA/STCW Elementary First Aid Certificate
- International Certificate of Competence (UK citizens only) Fee of £40 if not a member of the RYA.

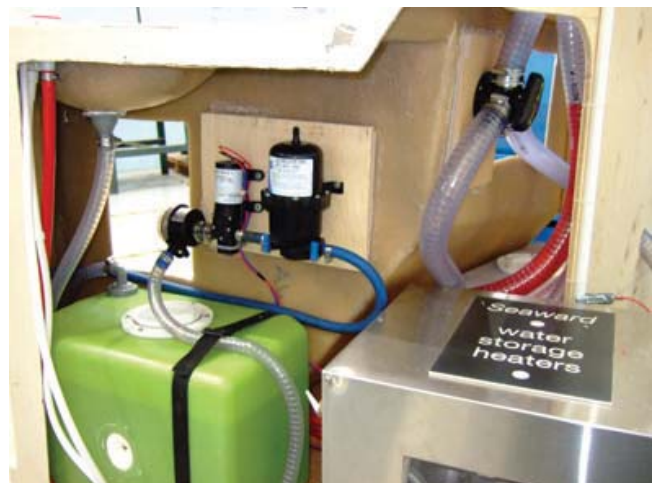
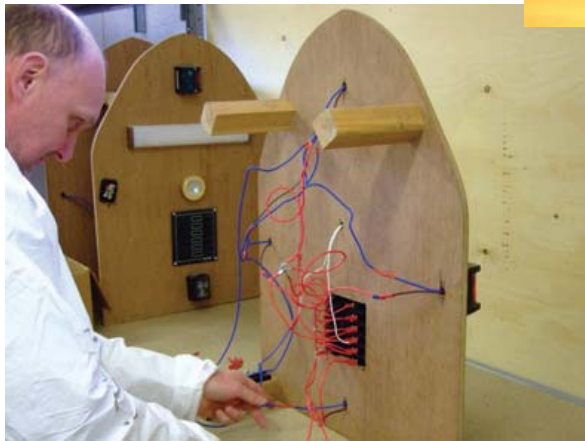


# MODULE 1 Yacht Maintenance

This course is run in conjunction with ITE Ltd. who are the second largest provider of maritime engineering training in the UK. The course is an intensive seven day hands-on practical course which will equip each student with the basic faultfinding and problem-solving skills needed by a skipper together with knowledge to carry out routine maintenance tasks such as painting, antifouling, varnishing and GRP repairs.

## MAIN SUBJECTS COVERED

- Plumbing
- 12 Volt Electrical Systems
- More advanced diesel engine maintenance and winterisation
- Rigging, splicing and whipping
- GRP construction and repair
- Painting, antifouling and varnishing



# MODULE 2

## COASTAL SKIPPER

The aim is to get the student to Coastal Skipper level by the end of module 2. A Coastal Skipper should have acquired the level of theoretical knowledge (shore-based) necessary for Yachtmaster. He / she will have progressed beyond Day Skipper mainly in the sense of being capable of planning and skippering extended coastal passages of approximately 20 – 30 miles, using navigational (as opposed to pilotage) techniques, and at night if necessary. A Coastal Skipper should be reasonably competent at boat handling in confined waters under power or sail.



### PREVIOUS EXPERIENCE REQUIRED

- Day Skipper Shorebased Certificate
- Day Skipper Practical Certificate
- Short Range Certificate
- At least 700 sea miles under sail, in tidal waters

### MAIN SUBJECTS COVERED

1. Passage planning (Including navigational and meteorological considerations) Electronic Navigation Systems.	Anchoring and mooring in various conditions of wind and tide	of a yacht on passage including direction of the crew
2. Preparation for sea  Consideration of victualing Delegation of responsibilities Safety briefing Watch keeping Equipment checks	4. Yacht handling under sail Sailing in confined waters Anchoring and mooring in various conditions of wind and tide	7. Adverse weather conditions Preparation for heavy weather and yacht handling in strong winds  Navigation and general conduct in restricted visibility
3. Yacht handling under power  Berthing, Unberthing	5. Pilotage  Port entry by day and night	8. Emergency situations  Recovery of man overboard under power and sail Action to be taken in distress situations
	6. Passage making and ability as skipper  Navigation and general organisation	


The module starts with the shorebased Coastal /Yachtmaster theory course which takes the student beyond Day Skipper theory level and onto the next level. More emphasis is placed on offshore passage planning, advanced tidal calculations and more indepth knowledge of meteorology. Following this week 8,9 and 11 are practical drills and skills sailing weeks in the Solent and the South coast area that progressively build and develop the students skippering, close quarter handling and pilotage/navigation skills. As the weeks progress more demanding tasks will be covered such as sailing onto pontoons, anchors, mooring buoys, fog navigation, steering loss and the like. There is also a big increase in the amount of night entries and departures from harbours. Week 10 is another dedicated distance sailing week. More emphasis is placed on the students planning and executing offshore passages as skipper with extensive debriefing from the instructor upon completion. Towards the end of week 11 there will be an in-house assessment from either the Principal or the Chief Instructor. Two shorebased weekends see students complete the Powerboat level 2 course and Personal Survival techniques and Radar courses.



# MODULE 2 Schedule

Period		Activity	Target Miles
Week 7	Mon-Sun	Coastal/Yachtmaster Theory	
Week 8	Mon-Fri	Coastal Skipper Practical Sailing	150
	Sat-Sun	Weekend Off	
Week 9	Mon-Sun	Distance Sail	400
Week 10	Mon-Fri	Coastal Skipper Practical Sailing	150
Week 10	Sat Sun	STCW Personal Survival Techniques Radar Course	
Week 11	Mon-Fri	Coastal Skipper Practical Sailing	150
	Sat-Sun	Powerboat level 2	
Week 12		Off	
<b>Total Mileage</b>			<b>850</b>

 = Shorebased

 = Practical drills and skills training in the Solent area

 = Distance Sail

## CERTIFICATES AWARDED

- RYA/MCA Coastal Skipper / Yachtmaster Theory
- RYA/MCA Coastal Skipper Practical
- RYA/MCA Yachtmaster Coastal Skipper Qualification Examination (for those finishing at Module 2)
- MCA/STCW Personal Survival Technique
- RYA Radar Course
- RYA Powerboat Level 2



# MODULE 3

## YACHTMASTER WITH COMMERCIAL ENDORSEMENT

The aim is to get the student to Yachtmaster level by the end of the third module. A Yachtmaster is essentially a more experienced and more capable Coastal Skipper. He / she should be able to do all those things expected of a Coastal Skipper better, for longer and under more adverse conditions. A Yachtmaster should be capable of extended offshore passages around European waters, by day or night, coping with adverse weather conditions if necessary.



### PREVIOUS EXPERIENCE REQUIRED

- Coastal Skipper Certificate
- SRC/VHF
- Sea Survival Certificate/Personal Survival Technique
- First Aid Certificate/Elementary First Aid
- At least 1500 sea miles under sail, in tidal waters

Students joining the course for the first time for Module 3 only, who do not have all these ancillary certificates, will be able to fit at least one into the Module by arrangement with the Hamble School of Yachting.

### MAIN SUBJECTS COVERED

There are two main objectives in module three. The first is the accumulation of sea miles through extended offshore sailing and the second is two weeks of intense exam preparation with a Yachtmaster Instructor back here in the local area. The extended sailing is achieved by means of an 19 day distance cruise. The first seven days will be with an instructor with the remaining 12 days dedicated as a self sail period without an instructor. This sailing experience is crucial in allowing students to gain real offshore skippering experience and the all important qualifying passages for the final examination. Examiners have consistently noted that our students are far more



confident due to this real life experience. There really is no substitute for real skippering experience at this stage in the course. Each student will take it in turn to skipper several passages of over 60 miles and most courses have so far achieved between 500 and 600 miles in an area stretching between Southern Ireland and Holland.

Following two days leave students return to start an intensive twelve day exam preparation period prior to sitting the Yachtmaster Offshore exam on the final weekend. This twelve day period will take the student right back through all areas of the syllabus and will focus very much on "skills and drills" involving lots of close quarters work under power and sail, night exercises, pilotage and skippering skills.



# MODULE 3 Schedule

Period		Activity	Target Miles
Week 13	Mon-Sun	Distance Sail with Instructor	300
Week 14	Mon-Sun	Distance Self Sail	
Week 15	Mon-Fri	Distance Self Sail	500
	Sat-Sun	2 Days Off	
Week 16	Mon-Sun	Yacht Master Prep	200
Week 17	Mon-Tue	Yacht Master Prep	120
	Wed-Thurs	Assesment	
	Fri-Sun	Yacht Master Exam	
		<b>Total Mileage</b>	<b>1120</b>
		<b>Overall Total</b>	<b>2670</b>








- = Practical drills and skills training in the Solent area
- = Distance Sail

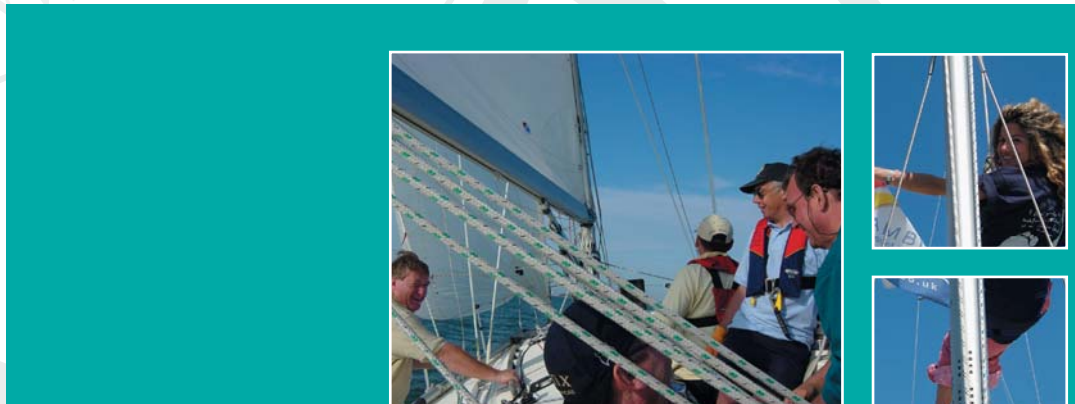
### CERTIFICATE AWARDED

- RYA/DoT Yacht Master Offshore with Commercial Endorsement



# PREPARATION FOR THE COURSE

-  HEALTH
-  PREVIOUS EXPERIENCE
-  BOOKS AND EQUIPMENT
-  CLOTHING
-  DOCUMENTS AND MONEY
-  ACCOMMODATION
-  PHOTOGRAPHS



## HEALTH

It is important that all students appreciate that the PST course is an intensive program. The practical sessions at sea will be physically arduous and students need to satisfy themselves that they are sufficiently fit to take up sailing as an occupation, vocation or way of life. In particular it is recommended that each student check he / she does not suffer from any medical condition that would preclude him or her from obtaining their Commercial Endorsement. The MCA Boatman's medical form (ML5) is included in this prospectus. It should be noted that the ML5 is only valid for 3 months so will have to be completed no more than 3 months prior to the exam taking place. Therefore candidates who have any doubts about their medical fitness may benefit from a examination before they start the course to ensure they will achieve their commercial endorsement at the end. Students who only intend

to use their qualification for pleasure do not require a commercial endorsement and hence do not need a ML5 medical. Students who intend to go on and get their Ocean Yachtmaster Commercially Endorsed will require an ENG1 medical. Please call for further help.

## PREVIOUS EXPERIENCE

Whereas acceptance for the course does not require any formal sailing qualifications, it is required that students have a minimum of 200 logged, tidal miles. These should ideally have been accumulated within a period reasonably close to the date when the PST course commences.

The reasons for this requirement are:

1. The student will have some idea whether he / she is likely to enjoy sailing and so will enlist of the Course with "eyes open".
2. The Yachtmaster qualification

requires 2,500 logged sea miles. The course is designed to provide this mileage as a minimum, but a 200 miles pre-course requirement provides an additional "cushion".

The Hamble School of Yachting will be happy to organise these qualifying miles as preparation for a PST course, and this will also provide an opportunity for discussions with the student regarding his / her suitability for the PST course. It will normally require approximately 2 weeks of typical sailing school cruising to accumulate 200 sea miles.

Students who would like to gauge their suitability for the course can enlist on a Hamble School of Yachting training weekend, at the end of which the Instructor will offer a "friendly but honest" assessment. The school will not charge for this weekend and it will give you an opportunity to see what we have on offer and really gauge exactly what you want from your training.



## BOOKS AND EQUIPMENT

All books required for the course will be supplied at the start of each module with the G15 Log Book and Competent Crew Course Notes being supplied on registration. However should you already have a G15 log book please bring it with you as it will outline your experience. The purchase of a Bretton Plotter, navigational dividers and drawing instruments is the student's responsibility. We will provide you with a list of additional books which are recommended background reading.

## CLOTHING

Clothing should be packed in a soft crew-bag (or sports-bag). Each student should bring a sleeping bag, however the school can provide this if you are traveling from afar. The school provides quality wet weather gear however you can of course bring your own. We are able to offer substantial discounts on wet weather gear from manufacturers such as Musto and Gill. Please seek our advice before spending money on this expensive kit. You should bring warm clothing including thermal layers, wooly hat and sailing

gloves. You will also need to have a pair of deck shoes and sailing boots. Please feel free to call for advice if you would like more information on any of the above items. The marina has laundry and drying facilities.

# preparation





## DOCUMENTS AND MONEY

The practical cruising will include trips to France so students should bring a current passport.

Money will be needed for:

1. No catering is provided on the shorebased courses except for lunches.
2. Mooring and marina fees. The decision where your yacht will moor up for the night will be a democratic one based on discussions between skipper and crew. The costs for the mooring fees will be met by the School with the exception of the self-sail weeks in module 3. This cost will be divided between the crew. Students should allow approximately £20 per cruising week.
3. Occasional visits to pubs / restaurants while cruising, are at the crew's discretion. There really is no where to spend money at sea so don't bring too much!
4. Exam Fees (see Section 5).

## ACCOMMODATION

During shore-based parts of the Course accommodation is not available, however we do have a list of local B & B's in the village which is included in this manual. Alternatively there is a holiday park next to the school which offer cabins and caravans for rent which might be suitable for a group of 3 or 4 to share.

## PHOTOGRAPHS

You will need 4 passport-sized photos.



 FEES AND BOOKING DETAILS

 EXAMINATION FEES

 ADDITIONAL COURSES

 PST CALENDAR

 FAXBACK BOOKING FORM

 TERMS AND CONDITIONS

 B&BS

 MEDICAL REPORT FORM



# FEES AND BOOKING DETAILS

For information on financial assistance to support your learning, please visit [www.direct.gov.adultlearning](http://www.direct.gov.adultlearning) or contact **0800 100 900**

	TOTAL	DEPOSIT If booking more than 28 days from start date	BALANCE Full amount due if booking within 28 days from start date
PST All Modules 1, 2, 3	£8,470	£500	£8,470
PST Module 1	£3,200	£500	£3,200
PST Module 2	£3,000	£500	£3,000
PST Module 3	£2,800	£500	£2,800

## THE BALANCE OF ANY COURSE FEES ARE THEN DUE WITHIN 28 DAYS OF THE START DATE

Students may join the course at the beginning of any of the three modules.  
The cost of joining for 2 modules only will be the sum of the individual modules.

For information regarding Cancellatons please refer to the terms and conditions on the reverse of the PST booking form. We strongly recommend that Personal Travel Insurance is taken out which covers cancellation. Bishop Skinner are specialists in this type of insurance and can be contacted on 0207 5665800



# EXAMINATION FEES

Students will be required to pay the following examination fees (these are subject to change):

Short Range Radio Certificate	£ 30	
RYA /MCA DoT Yachtmaster Coastal	£160	Required for module 2 only clients
RYA /MCA DoT Yachtmaster Offshore	£185	
Commercial Endorsement	£ 32	

## EXTRA COURSES AVAILABLE

### **MCA/STCW Basic Safety Training Week**

This training includes all of the components for you to complete the basic safety training which is now required on many superyachts. Together with your Yachtmaster Offshore certificate for both theory and practical exams and ROC or GOC radio qualification you will be eligible to sit the MCA oral examination for the new Yachtmaster 200 tonnes which is becoming increasingly in demand.

Personal Safety and Social Responsibilities  
Fire Prevention and Fire Fighting  
Personal Survival Techniques  
Elementary First Aid

The last two courses mentioned are already included within the PST course meaning you would only have to go on and complete the first two which take 3 days in total.

### **RYA Shorebased Ocean Course**

This course provides all of the theoretical tuition on ocean passage making and astro navigation needed prior to setting off on an ocean passage as mate or skipper.

### **GMDSS Restricted Operators Certificate (ROC)**

This course provides the necessary knowledge to pass the ROC Operators Licence which will enable the user to operate communications equipment in sea area A1. The ROC is required to upgrade to a Master of Yachts 200gt (up to 150mn from a safe haven) along with a Yacht Master Offshore Certificate of Competence, the basic training week and satisfactory completion of MCA oral examination.

### **GMDSS General Operators Certificate (GOC)**

This course provides the necessary knowledge to pass the GOC Operators Licence which will enable the user to operate communications equipment in sea areas A1, A2, A3 and A4 (worldwide). The GOC is required to upgrade to a Master of Yachts 200gt (unlimited area) along with a Yacht Master Ocean Certificate of Competence, the MCA/STCW proficiency in Medical Care Onboard Ship, the basic safety week and satisfactory completion of MCA oral examination.





### MCA/STCW Proficiency in Medical First Aid

This is a three day course covering diagnostics and medical management. This course cannot be undertaken without successful completion of MCA/STCW Elementary First Aid which is included in the PST programme.

### MCA/STCW Proficiency in Medical Care On Board Ship

This is a five day course which moves on from the Medical First Aid course in that you will be introduced to the diagnosis, nursing and minor surgical procedures commonly required on a vessel offshore. The course cannot be undertaken without successful completion of the MCA/STCW Proficiency in Medical First Aid.

Medical Care On Board Ship is a mandatory requirement for Ocean Yacht Masters operating in Category 1 (over 150 NM from a safe haven) and Category 0 (unrestricted) under the MCA Code of Practice.

## PST CALENDAR

The PST course is run throughout the year on a rolling modular basis. The start / finish dates in the following table are for guidance only. Contact the Hamble School of Yachting for final dates.

Course Dates 2010/2011

Course	Dayskipper		Coastal Skipper		Yachtmaster	
	Module 1		Module 2		Module 3	
	Start	Finish	Start	Finish	Start	Finish
54	05/06/11	10/07/11	18/07/11	21/08/11	29/08/11	02/10/11
55	02/10/11	06/11/11	14/11/11	18/12/11	02/01/12	05/02/12
56	05/02/12	11/03/12	19/03/12	22/04/12	30/04/12	03/06/12
57	03/06/12	08/07/12	16/07/12	19/08/12	27/08/12	30/09/12
58	07/10/12	11/11/12	19/11/12	23/12/12	07/01/13	10/02/13

## CONTACT DETAILS

Hamble School of Yachting  
Mercury yacht harbour  
Satchell Lane  
Hamble  
Hampshire SO31 4HQ

Tel: 023 8045 2668  
Email: [tuition@hamble.co.uk](mailto:tuition@hamble.co.uk)  
Web: [www.hamble.co.uk](http://www.hamble.co.uk)





# PST BOOKING FORM

Name:

Date of Birth:

Address:   
  
Post Code:

Daytime Tel:

Evening Tel:

Email:

Experience to Date:

Shoreside Contact in Case of Emergency:

HEALTH: Are you, to the best of your knowledge, fit to take this course?  
Do you suffer from epilepsy, diabetes, heart disease, asthma or similar ailment? Please specify:

SPECIAL DIETARY REQUIREMENTS:

Course	Cost	Deposit due over 28 days before start date	Booking within 28 days of start date, full fees are due
PST Modules 1,2,&3	£8470	£500	£8470
Module 1	£3200	£500	£3200
Module 2	£3000	£500	£3000
Module 3	£2800	£500	£2800

## DATE OF COURSE AND PAYMENT

1st choice commencement date

Full Course fee.....£ \_\_\_\_\_

2nd choice commencement date

Fee enclosed.....£ \_\_\_\_\_

Balance Due.....£ \_\_\_\_\_

I wish to pay by access/visa/debit card please charge to my account:

My card number is:

I have read the terms and conditions overleaf and fully understand and accept them. I agree to pay the balance at least 28 days before the commencement of the course.

Expiry date:  Issue Number\*:   
(\*debit cards only)

Start date:  Last 3 digits of security code

Date / / Signature \_\_\_\_\_

Date / / Signature \_\_\_\_\_



# TERMS & CONDITIONS

**1 BOOKING PROVISIONAL:** Either verbal or by telephone, will be held for 3 days only. It will not be deemed binding upon the School until confirmed.

If a completed Booking Form and Deposit/Balance is not received within 3 days the school shall reserve the right to sell the vacancy to another Student and no liability shall attach itself to the School whatsoever, beyond a refund.

**2 FIRM BOOKINGS:** Will be deemed firm once the Booking Form is received, completed in full and signed, with one per Student with the minimum Deposit/Balance.

**3 CONFIRMATION:** The School will confirm the booking, in writing, within 5 days of receiving the Booking Forms.

**4 DEPOSIT AND FEES:** a) A £500 deposit is required if the booking is over 28 days from the date of the course as per the enclosed literature. b) If within 28 days of the start date of the course then the full fee is required.

c) If within 28 days prior to the course the Student has not paid the balance of the fee, on the 28th day a reminder letter will be sent to the address overleaf. If 21 days from the date of the course the balance has not been received the School reserves the right to sell the Student's berth, named overleaf.

d) If the School is successful in selling this berth and mitigating its costs the student overleaf will only forfeit the deposit.

e) If the School fails to sell the berth, the Student will be liable for the full fee. If the Student fails to remit the balance due, it is agreed that 3% per month can be added to the outstanding amount, on compound interest rates, from the twenty eighth day, prior to the course until paid.

**5 COURSE DURATION:** The Professional Sail Training Course has a full duration of 17 weeks although students may opt to complete one or more of the three modules that it is split in to.

**6 DELAY/NON ARRIVAL/CANCELLATION:**

a) If you are likely to be delayed beyond the start of your course, please inform us as early as possible.

b) A student who cannot attend their course through illness or commitments elsewhere is requested to contact the school as soon as possible. If it is necessary for the student to cancel the course between 28 and 60 days before commencement of the course the student will lose any deposit paid. If it is necessary to cancel the course 28 days or less prior to the course starting the student will lose the entire course fees unless the school can resell the position in which case only the deposit will be forfeited. **Travel and cancellation insurance is strongly recommended.**

c) Any Student who fails to arrive, for any reason whatsoever including illness and has not notified the School, will automatically forfeit the total monies paid and no liability by doing so shall attach to the School whatsoever.

**7 LATE RETURN OF SAILING VESSEL:** For whatever reason beyond the date of the course. The Students can stay onboard at the company's victualling expense or return home if they wish at their own expense. No liability shall extend beyond this.

**8 UNDER 18'S:** Under 16's accepted when sailing with parent or guardian. Unaccompanied children accepted at 16-18 but all Booking Forms for children under 18 to be signed by parent or guardian, stating this fact after the signature.

**9 FOREIGN PORTS:** Please take your passport on any course in the event of calling into any foreign country, whether intended or not. A Student must seek permission from the Skipper for anything he brings on the School vessel whilst in a foreign port. He shall indemnify the Hamble School of Yachting, its employees and staff, against any actions that may result from breach of this rule.

**10 SKIPPER'S/PRINCIPAL'S DECISIONS:** The Principal's decision is final at all times, on any of the School's property and the School's vessels, until the Skipper takes over.

a) Skipper's Decisions: From the moment the Skipper steps onboard the instruction vessel in accordance with marine practice, the Skipper's decisions are final always.

b) All crew/students will accept all orders and decisions given to them by the Skipper at all times whilst onboard the School's vessel or ashore,

for the duration of the course until the course is complete and the Skipper is no longer onboard the vessel. The Skipper's authority is total day and night in accordance with Marine Law.

c) If for any reason whatsoever a Student does not accept an order from the Skipper or his designated substitute, whether the Student considers it to be reasonable or not, the Student shall be considered to be in breach of his Articles of sailing. The Skipper shall take any action or decision he considers fit for the well being of the vessel and crew. If The Student is placed ashore at the nearest port no liability whatsoever shall attach itself to the School and neither shall the Student have redress for any expenses or unused portion of the fee. Neither any redress against the Skipper or School as a result of actions taken by the Skipper.

**11 SEA TIME:** Every attempt will be made to give pupils maximum sea time. However, if in the Skipper's opinion weather conditions, safety or any other consideration renders it imprudent, the Skipper's decision is final.

**12 VESSEL CHANGE:** If the School changes vessels, due to any vessel becoming unsuitable, for any reason whatsoever, or delay in this in no way affects the validity of the booking of the Terms and Conditions stated herein they remain good.

**13 SCHOOL CANCELLATION:** If, for any reason, the School is unable to fulfil a booking or a vessel becomes unseaworthy for any reason whatsoever, the School will inform the Student immediately the knowledge is available. No liability shall attach itself to the School beyond the refund of the full fee paid by the student(s) or unused portions thereof.

**14 SCHOOL INSURANCE:** The School is insured for Instruction. However Student's needs vary. The School strongly advises that the Student obtain their own insurance for Sickness, Illness, School Fees, Illness or Accident onboard, or any other reason the Student considers prudent for his personal life style or well being. The Student agrees the School Insurance Policies are adequate and the Policy is available, on request, for inspection at the Hamble School of Yachting.

**15 DISCLAIMER:** No liability is accepted for any Student's vehicles parked in the Marina grounds, or Student's Possessions in the vehicle, on the pontoons or in the Schools vessels or accommodation. a) No liability is accepted for Students whilst on School grounds, in any of the School properties, on ladders, pontoons or vessels and all Students participate in any aspect of any course at their own risk. **Travel and cancellation insurance is strongly recommended.**

**16 BREAKAGES OR DAMAGES:** Howsoever caused must be immediately notified to the Skipper or Principal for safety. Students shall be liable for any loss or damage to School equipment, vessel's equipment, up to and including the first £100 per item

**17 CERTIFICATES:** The School's standards of instruction are high and certificates will only be issued at the end of a course if, in the opinion of the School's Instructors and Principal, the Student has reached the necessary standard. The School's Principal and Instructor's decision shall be final and accepted by all Students.

**18 DUTIES ONBOARD:** All Students will be expected to participate in cooking, cleaning vessel and routine maintenance as required by the Instructor. At the end of the course all Students will be expected to clean the vessel from stem to stern.

**19 DISPUTE:** Any dispute should be brought to the attention of the skipper or principal at the earliest opportunity to be resolved. In the event of a dispute not being settled by mutual agreement, it is agreed that this agreement (contract) shall be governed by the laws of England and the parties submit to the non-exclusive jurisdiction of the courts of England in respect of and dispute or difference between them arising out of this agreement (contract). It is further agreed all agreements between customers, clients and Students and staff of the Hamble School of Yachting shall be governed by English Law, even when the dispute occurs outside British territorial waters.

# Accommodation



Whilst we do not include overnight bed and breakfast accommodation in the cost of our shorebased courses, below is a list of establishments offering various types and grades of accommodation in the local area. All of these are within easy distance of our classrooms at Mercury Yacht Harbour. Prices start from around £30.00 per person per night upwards.

Riverside Caravan Park  
Satchell Lane, Hamble, SO31 4HR  
(Not B&B but does pitches for tents and mobile homes to rent)  
Tel: 023 8045 3220  
Web: [www.riversideholidays.co.uk](http://www.riversideholidays.co.uk)  
0.2 Miles

Cheryl & Nick  
24 Satchell Lane, Hamble, SO31 4HH  
Tel: 023 8045 8219  
0.8 Miles

Mrs Murlo Primrose  
13 Satchell Lane, Hamble, SO31 4HF  
Tel: 023 8045 8358  
Mobile: 0779 5107 158  
1 Mile

Shuna Nicholson  
25 Satchell Lane, Hamble, SO31 4HF  
Mobile: 0780 8717 454  
Tel: 023 8045 3232  
1 Mile

Royal Southern Yacht Club  
Rope Walk, Hamble, SO31 4HB  
Tel: 023 80450 300  
1 Mile

Compass Point  
High Street, Hamble, SO31 4HA  
Tel: 07850 775 020  
1 Mile

David Marsdon  
Yachtsman Loft, Meadow Lane, Hamble,  
SO31 4RD  
(Self Catering)  
Tel: 023 8045 3216  
Mobile: 07741 007 518  
1 Mile

RAF Yacht Club  
Rope Walk, Hamble, SO31 4HD  
Tel: 02380452208  
1.1 Miles

**Lesley Thompson\***  
1 Farm Close, Hamble, SO31 4RZ  
Tel: 023 8045 5292 – evenings  
Mobile: 07742320161  
Email: [lesleythompson@talktalk.net](mailto:lesleythompson@talktalk.net)  
1.3 Miles

**Jim & Judy Barham\***  
6 Liberty Row, Hamble, SO31 4RR  
Tel: 023 8045 8778  
Email: [barhamassociates@aol.com](mailto:barhamassociates@aol.com)  
1.3 Miles

Sheila Hulme  
Long Reach, School Lane, Hamble,  
SO31 4JD  
Tel: 023 8045 4525  
1.3 Miles

Jo & Ian Straker  
Farthings, School Lane, Hamble, SO31 4JD  
Tel: 023 8045 2009  
Web: [www.farthingsinhamble.co.uk](http://www.farthingsinhamble.co.uk)  
1.3 Miles

Regatta Rooms  
Paula Saunderson  
32 Cirrus Gardens, Hamble, SO31 4RH  
Tel: 023 8045 7830  
Mobile: 07775 540 021  
Web: [www.stayinhamble.com/accom.asp?0203](http://www.stayinhamble.com/accom.asp?0203)  
Email: [paula@regattarooms.com](mailto:paula@regattarooms.com)  
1.5 miles

Kathy Cole  
43 Tutor Close, Hamble, SO31 4RU  
Tel: 023 8045 2286  
Mobile: 0780 2276 468  
1.9 Miles

Alyson Garrett  
30 Denzil Avenue, Netley Abbey, SO31 5BA  
(Self contained annex, self catering)  
Tel: 023 8056 0987  
Email: [aly.garrett@ntlworld.com](mailto:aly.garrett@ntlworld.com)  
2 Miles

\*Highly recommended for Fast Track students



## Accommodation continued

### Hotels

Botleigh Grange Hotel  
Grange Road, Hedge End, Southampton,  
SO30 2GA  
Tel: 0845 456 6399  
Web: [www.botleighgrangehotel.co.uk](http://www.botleighgrangehotel.co.uk)  
4.6 Miles

Abshot Hotel & Country Club  
Little Abshot Road, Fareham,  
PO14 4LN  
Tel: 01489 573 936  
6.6 Miles

Express By Holiday Inn  
Botley Road, West End, Southampton,  
SO30 3XH  
Tel: 0870 400 9670  
Web: [www.hiexpress.com](http://www.hiexpress.com)  
4.9 Miles

Holiday Inn Fareham  
2-8 Cartwright Drive, Fareham,  
PO15 5RJ  
Tel: 0870 400 9028  
Web: [www.holiday-inn.com](http://www.holiday-inn.com)  
6.7 Miles

Serviced Apartments by Town or Country  
60 Oxford Street, Southampton,  
SO14 3DL  
Tel: 023 8088 1000  
Web: [www.town-or-country.co.uk](http://www.town-or-country.co.uk)  
5.1 Miles

The Solent Hotel & Spa  
Rookery Avenue, Whiteley, Fareham,  
PO15 7AJ  
Tel: 01489 880 000  
Web: [www.solenthotel.com](http://www.solenthotel.com)  
7.0 Miles

Macdonald Botley Park Hotel  
Winchester Road, Boorley Green, Southampton,  
SO32 2UA  
Tel: 01489 780 888  
Web: [www.macdonaldhotels.co.uk](http://www.macdonaldhotels.co.uk)  
5.4 Miles

The Bugle Hotel  
The Square, Titchfield, Fareham,  
PO14 4AF  
Tel: 01329 841 888  
Web: [www.thebuglehotel.co.uk](http://www.thebuglehotel.co.uk)  
7.3 Miles

De Vere Grand Harbour Hotel  
West Quay Road, Southampton,  
SO15 1AG  
Tel: 023 8063 3033  
Web: [www.devere.co.uk](http://www.devere.co.uk)  
5.8 Miles

Ellington Lodge Hotel  
Stoneham Way, Eastleigh, Southampton,  
SO50 9HQ  
Tel: 023 8065 1478  
Web: [www.theconcordeclub.com/hotel](http://www.theconcordeclub.com/hotel)  
4.9 Miles

Southampton Park Hotel  
12-13 Cumberland Place, Southampton,  
SO15 2WY  
Tel: 0845 456 6399  
Web: [www.southamptonparkhotel.com](http://www.southamptonparkhotel.com)  
6.2 Miles

The Old House Hotel  
The Square, Wickham, Fareham,  
PO17 5JG  
Tel: 01329 833 049  
Web: [www.oldhousehotel.co.uk](http://www.oldhousehotel.co.uk)  
4.9 Miles

Novotel Southampton  
1 West Quay Road, Southampton,  
SO15 1RA  
Tel: 023 8033 0550  
Web: [www.novotel.com](http://www.novotel.com)  
6.3 Miles

Chilworth Manor Hotel  
Chilworth, Southampton,  
SO16 7PT  
Tel: 023 8076 7333  
Web: [www.chilworth-manor.co.uk](http://www.chilworth-manor.co.uk)  
11.2 Miles

# SEAFARER MEDICAL REPORT FORM (ML5) AND ML5 CERTIFICATE

## WHO MAY USE THIS FORM

This form is for use by the following applicants. Please tick why you need this form/certificate:

- applicant for a new style MCA Boatmaster's Licence or Certificate (for carriage of passengers and/or freight)  
New applicant  Revalidation (age 45+)  Conversion from existing non MCA licence (age 45+)
- applicant for an RYA commercial endorsement for working on Code vessels i.e. those operating under the MCA Codes of Practice for small commercial vessels and the Large Yacht Code (LY2), no more than 60 miles from shore;  and
- anyone working on a Code vessel operating no more than 60 miles from shore;
- any other reason (please specify)  \_\_\_\_\_

**Note:** applicants for a seagoing (up to 3 miles) Boatmaster's Licence for work on a seagoing passenger ship require a full seafarer medical certificate (ENG 1) following examination by an MCA Approved Doctor. An ENG 1 is always an acceptable alternative to an ML5 certificate. Details of the procedure for obtaining an ENG 1 and a list of approved doctors is available in Merchant Shipping Notices MSN 1765 (M) and MSN 1797 (M) and can be consulted on the MCA's webpage at:

[www.mcga.gov.uk/Seafarer Information / Health and Safety / Seafarer Medical Advice](http://www.mcga.gov.uk/Seafarer%20Information/Health%20and%20Safety/Seafarer%20Medical%20Advice)

Further details of medical requirements for all Boatmasters and those working on Code vessels are available from the website above, or any MCA Marine Office.

## TO THE APPLICANT

### WHAT TO DO

- First read the Notes about Fitness below. Then take the form to any doctor registered with the UK General Medical Council (preferably your GP), for completion of **Part B** of the form and the certificate at **Part C**. He/she may charge you a fee for this purpose. If you have doubts about any aspect of your fitness (including eyesight), you may wish to discuss these with the doctor before you ask him/her to complete the form.
- Applicants for RYA commercial endorsements are advised to be medically assessed **before** starting any lengthy period of training, to ensure they meet the fitness standards.
- If you are based abroad and are unable to access a UK registered doctor, you are advised to obtain an ENG1 certificate (or recognised equivalent) issued by an MCA approved doctor.
- Complete **Part A** of the form (but do not sign the declaration until you are with the doctor).

### NOTES ABOUT FITNESS

You are unlikely to be issued with an unrestricted ML5 certificate in the following circumstances:

- you do not meet the MCA's requirements for colour vision/visual acuity (See Part B, Section 5)
- you are liable to epileptic seizures or sudden disturbances of the state of consciousness
- you have had a coronary thrombosis (heart attack) or have undergone heart surgery
- you suffer problems with heart rhythm, or have a disease of the heart or arteries
- your blood pressure is not well controlled with drugs
- you need insulin treatment for diabetes
- you have had a stroke, or unexplained loss of consciousness
- you have had severe head injury with continuing impairment
- you suffer from Parkinson's Disease or Multiple Sclerosis
- you are being treated for mental or nervous problems
- you have had alcohol or drug dependency problems within the last 2 years
- you have profound deafness and cannot communicate clearly on the radio/telephone
- you suffer from double or tunnel vision
- you have any other condition which would/could cause problems regarding your fitness to navigate a vessel.

- It is your personal responsibility not to work when you are temporarily unfit to do so from illness or injury. You must tell the issuing authority (MCA or RYA) if during the validity of your ML5 certificate, you have a serious health problem or injury where you do not fully recover or you develop any of the above conditions or any other disability or illness which affects your fitness to work, in particular your ability to navigate safely and to be able to undertake emergency duties. For instance if you have diabetes and your treatment changes from diet or tablets to insulin, you must immediately cease work and inform the issuing authority.

6. If you are not applying for a BML/RYA commercial endorsement you do not need to have your ML5 certificate endorsed by the RYA or MCA Marine Office, but should retain it for inspection as necessary, noting the 5 year validity. Anyone in this category who has a tick in a "YES" box on the ML5 form indicating a medical condition affecting their fitness, may apply to the MCA for review by a Medical Assessor, via the RYA or any MCA Marine Office. - see **Part D**

## PURPOSE OF THE ML5 REPORT AND CERTIFICATE

The purpose of the ML5 form is to obtain a factual report of your state of health and medical history and to indicate your fitness for working on board a boat. The form is designed so that, if **Part B** of the report shows ticks in "NO" boxes only, without any qualifying remarks by the doctor, he/she will also complete **Part C** which is an **ML5 certificate** indicating you are medically fit to hold a BML or RYA endorsement or to work on vessels listed on the front of this form. You should then submit the whole form to an MCA Marine Office or the RYA in support of your application for a BML or RYA endorsement. Your ML5 certificate will be endorsed and returned to you to retain as evidence of your fitness.

## MEDICAL REVIEW

If the doctor is unable to complete the ML5 certificate at **Part C** because a medical condition is indicated, please complete **Part D** of this form so that it can be sent for review by an MCA Medical Assessor, before a decision is made on whether your licence/ endorsement can be issued.

### PART A - PERSONAL DETAILS

*(to be completed by the APPLICANT)*

(Please PRINT and use black ink)

Surname \_\_\_\_\_ Forename(s) \_\_\_\_\_

Home Address \_\_\_\_\_

Postcode \_\_\_\_\_

Date of Birth \_\_\_\_\_ Place of Birth \_\_\_\_\_ Sex M/F \_\_\_\_\_

Work Tel. No \_\_\_\_\_ Home Tel. No \_\_\_\_\_

Mobile Tel. No \_\_\_\_\_

Date of first BML/RYA endorsement (if applicable) \_\_\_\_\_

### YOU MUST SIGN THIS DECLARATION WHEN YOU ARE WITH THE DOCTOR WHO WILL BE FILLING IN PART B OF THIS REPORT

I authorise my doctors and specialists to release confidential medical information to the MCA's Medical Assessor, if any matter affecting my fitness arises during the validity period of the BML/RYA endorsement or in connection with this application.

I also authorise the MCA's Medical Assessor to advise the MCA of my fitness.

Signature of Applicant \_\_\_\_\_ Date \_\_\_\_\_

### PART B - MEDICAL REPORT

*(to be completed by the EXAMINING DOCTOR)*

#### Notes for the Doctor

1. You should not complete this form and certificate unless you are a Medical Practitioner registered with the UK General Medical Council.
2. This medical report and certificate is required for applicants who are working on commercially operated boats including passenger boats, either on inland waters or at sea up to 60 miles from shore. In completing the form, you are asked to take account in broad terms of the environment in which the applicant will be working and to keep in mind that he or she is likely to have to fulfil some or all of the following duties:
  - to navigate the boat safely
  - to safely berth and unberth the boat
  - to help passengers on and off the boat
  - to move and lift objects up to 30 kg
  - to operate equipment such as winches and to handle ropes
  - to climb access ladders

In an emergency the applicant may be required to

- rescue persons from the water
- tackle a fire
- provide first aid
- carry out an evacuation of the boat
- climb in and out of a liferaft at sea

3. In completing this form you should be aware that the safety of fare paying passengers may depend on the fitness of the applicant to operate the vessel in adverse sea and weather conditions. They need also to be capable of responding reliably and effectively to emergencies, such as breakdown, collision or capsizes that call for physical and mental resilience and should therefore not be subject to any increased likelihood of sudden incapacity that could prevent them returning the boat safely to its moorings.

You should establish the nature of the duties undertaken, as these may vary from work on calm inland waterways to the open sea and may be on a vessel with a number of crew members or as the sole competent person on whom the safety of passengers depends.

4. **IF, HAVING COMPLETED THE FOLLOWING REPORT THERE ARE NO TICKS IN A "YES" BOX AGAINST ANY OF THE QUESTIONS, AND YOU HAVE NO OTHER MEDICAL CONCERNS, PLEASE COMPLETE THE CERTIFICATE PROFORMA AT PART C AND RETAIN A COPY FOR VERIFICATION PURPOSES. OTHERWISE PLEASE LEAVE BLANK.**

If any medical concerns are indicated on the form, you may be contacted in due course by an MCA Medical Assessor.

## SECTION 1 - CARDIAC

*Tick as appropriate*

### Coronary artery disease

a) Is the applicant suffering from, or having attacks of angina of effort, or receiving continuous treatment to prevent angina from manifesting itself? YES  NO

b) Has the applicant suffered from myocardial infarction, unstable angina, or undergone coronary artery bypass surgery or coronary angioplasty? YES  NO

*If YES - please answer the following:*

i) What was the nature of the event? \_\_\_\_\_

ii) When was the most recent episode? \_\_\_\_\_

iii) If the applicant remains on medication, give details \_\_\_\_\_

iv) Give details of any continuing symptoms / clinical signs of heart disease \_\_\_\_\_

### Arrhythmias

c) Has the applicant uncontrolled complete heart block? YES  NO

d) Has a cardiac pacemaker been implanted? YES  NO

*If YES, when did the applicant last attend a pacemaker clinic? \_\_\_\_\_*

e) Has a cardioverter / defibrillator device been implanted? YES  NO

f) Is there currently a serious or disabling disturbance of cardiac rhythm? YES  NO

g) Is the applicant in need of medication to prevent paroxysmal arrhythmia (except for beta blockers, verapamil and digoxin)? YES  NO

### Other

h) Is there evidence of serious congenital heart disease requiring continuing consultant cardiological review? YES  NO

i) Is there any history or evidence of heart failure or cardiomyopathy? YES  NO

j) Has the applicant undergone heart transplant or heart / lung transplant surgery? YES  NO

k) Has the applicant evidence of an aortic aneurysm that has not been successfully treated by surgery? YES  NO

l) Is today's resting systolic blood pressure 180 mm Hg or greater? YES  NO

Is today's resting diastolic blood pressure 110mm Hg or greater? YES  NO

## SECTION 2 - DIABETES MELLITUS

a) Is the applicant a diabetic requiring insulin treatment? YES  NO

## SECTION 3 - NERVOUS SYSTEM

a) Has the applicant had any form of epileptic attack? YES  NO

i) If **YES**, please give date of last attack \_\_\_\_\_

ii) Is the applicant still being treated? YES  NO

iii) If **NO**, please give the date when treatment ceased \_\_\_\_\_

b) Is there a history of blackout or impaired consciousness within the last 5 years?  
If **YES**, please give date(s) and details in Section 8 YES  NO

c) Does the applicant suffer from narcolepsy/cataplexy or any obstructive sleep apnoea?  
If **YES**, please give details in Section 8 YES  NO

d) Is there a history of, or evidence of any of the conditions listed 1-8 below?  
If **YES**, please give details in Section 8

(1) Stroke / TIA (delete as appropriate) YES  NO

(2) Sudden and disabling dizziness/vertigo within the last year with a liability to recur YES  NO

(3) Subarachnoid haemorrhage YES  NO

(4) Serious head injury within the last 10 years YES  NO

(5) Brain tumour, either benign or malignant, primary or secondary YES  NO

(6) Other brain surgery YES  NO

(7) Chronic neurological disorders e.g. Parkinson's disease, Multiple Sclerosis YES  NO

(8) Dementia or cognitive impairment YES  NO

## SECTION 4 - PSYCHIATRIC ILLNESS

a) Is there a history of, or evidence of any of the conditions listed 1-6 below?

If **NO**, go to Section 5

If **YES**, please give details including date(s), prognosis, period of stability and details of medication, dosage and any side effects in Section 8

**NB.** If applicant remains under specialist care ensure details are given in Section 8.

(1) Significant psychiatric disorder within the past 6 months YES  NO

(2) A psychotic illness within the past 3 years, including psychotic depression YES  NO

(3) Persistent alcohol misuse in the past 12 months YES  NO

(4) Alcohol dependency in the past 2 years YES  NO

(5) Persistent drug misuse in the past 12 months YES  NO

(6) Drug dependency in the past 2 years YES  NO

## SECTION 5 - SENSORY

- a) Is there any evidence of a colour vision defect as assessed using Ishihara plates?  
*When testing, please ensure that aids to colour vision are not being worn.* YES  NO
- b) Is the applicant **unable** to read 6/6 on the Snellen Chart at six metres distance in at least one eye even with glasses or contact lenses? YES  NO
- c) Is the applicant **unable** to read 6/60 with at least one eye without any visual aid? YES  NO
- d) Has the applicant any defects in their field of vision in either eye? YES  NO
- e) Is there evidence of any progressive disease in either eye? YES  NO
- f) Does the applicant have any other eye condition which could limit vision, either now or within the next 5 years? YES  NO
- g) Is there profound deafness that prevents communication by radio/telephone? YES  NO

## SECTION 6 - MALIGNANT DISEASE

- a) Does the applicant suffer from malignant disease likely to impair physical or mental fitness to undertake duties in the foreseeable future? YES  NO
- b) Is there a history of bronchogenic carcinoma or other malignant tumour, for example, malignant melanoma, with a significant liability to metastasise cerebrally?  
*If YES, please give details (dates, diagnosis and whether there is current evidence of dissemination) in Section 8* YES  NO

## SECTION 7 - MUSCULOSKELETAL LIMITATIONS AND OBESITY

- a) Has the applicant **insufficient** strength and flexibility to:
- 1) perform their normal duties such as mooring and lock operations and YES  NO
  - 2) to physically assist other people who have fallen overboard or who need to evacuate the vessel in an emergency? YES  NO
- b) If applicant works at sea, do they have **insufficient** strength and flexibility to get in and out of a moving liferaft? *Leave blank if not applicable* YES  NO
- c) Is excessive obesity likely to interfere with the activities listed above or prevent access to areas of the vessel with size restrictions? *If YES, please give details in section 8* YES  NO
- d) Is there currently any disability of the spine, limbs or hands likely to limit duties or safety procedures while working? YES  NO

## SECTION 8 - OTHER MEDICAL CONDITIONS / ADDITIONAL INFORMATION

- a) If you have marked **YES** to any of the above questions and so are not able to issue a certificate, this form may be referred to one of MCA's Medical Assessors. Please provide any additional information on the conditions identified, (or any other relevant medical conditions not specified above) including the dates and nature of any treatment etc which may help the Assessor to decide on fitness, and where relevant, risk factors such as diabetes, smoking, family history of heart disease, BP, urinalysis, height, weight and BMI.

b) If the applicant currently is taking any medication which may impair safe discharge of duties (e.g. sedating agents) or which may increase their own risk in the event of an injury (e.g. anticoagulants such as warfarin -acceptable for inland waters but not for work at sea)? *If so, please give details, including dosage, below.*

**SECTION 9 - CERTIFICATION**

I certify that:

- a) I have examined the applicant named in **PART A** and that my findings are recorded above in **PART B** of this report.
  - b) \* There are no ticks in any "YES" box and I have completed the ML5 certificate proforma at **PART C** and retained a copy.
  - c) \* There are ticks in the "YES" boxes specified below, and I have not completed the ML5 certificate proforma.
- \* *Delete b or c as appropriate.*

Section (s)								
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Signature of Examining Medical Practitioner

---

Date of Examination

---

GMC Registration Number

---

Name and Address  
(Please PRINT)

---

---

Official Stamp

Tel. No

---

Are you the applicant's General Practitioner ?

YES

NO

***If you are not the applicant's GP, you should ask for photographic ID to confirm the identity of the person examined.***

**Usual Medical Practitioner or Medical Adviser (if different from above)**

Full Name

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Address

---

Postcode/County

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**PART C - ML5 CERTIFICATE**

***(to be completed by the EXAMINING DOCTOR)***

**Notes for the completion of Part C**

1. If you have not ticked any "YES" Box in **Part B** of this form and have not made comments in Section 8, please complete the following certificate proforma at **Part C, OTHERWISE IT SHOULD BE LEFT BLANK.**
2. Copy of certificate should be retained by the Doctor for verification purposes.

**ML5 CERTIFICATE OF MEDICAL FITNESS  
based on the  
MARITIME AND COASTGUARD AGENCY ML5 REPORT**

**This is to certify that**

Surname \_\_\_\_\_

Forename(s) \_\_\_\_\_

Date of Birth \_\_\_\_\_

Home Address \_\_\_\_\_

Postcode \_\_\_\_\_

has been assessed by me for medical fitness in accordance with the criteria specified by the Maritime and Coastguard Agency (MCA) in the ML5 form and all assessment ticks are in the "NO" Box (right hand column). I have not included any comments affecting fitness in Section 8.

A practical test of capability for current duties has not been carried out.

Signed (Medical Practitioner) \_\_\_\_\_

Name (Block Letters) \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Doctor's Official Stamp

GMC Registration Number

\_\_\_\_\_

Certificate valid until \* \_\_\_\_\_

\*maximum 5 years from date of issue or 65th birthday, whichever comes soonest. 1 year for those over 65 years of age

Date issued \_\_\_\_\_

Name of RYA / MO Endorsing Officer \*\* \_\_\_\_\_

Signature \_\_\_\_\_

RYA or MO Stamp

Signature of Holder \_\_\_\_\_ Date \_\_\_\_\_

\*\* Endorsement only required for those applying for a BML or RYA Endorsement (See Note 6 of Notes to Applicant on Page 1 of ML5 form)

## NOTES TO THE HOLDER OF THIS CERTIFICATE

- It is your personal responsibility not to work when you are temporarily unfit to do so because of illness or injury. You must therefore tell the issuing authority (MCA or RYA), if during the validity of your ML5 certificate, you suffer from or develop any of the following:
    - a) a serious health problem or injury where you do not fully recover;
    - b) any of the conditions listed below:
      - epileptic seizures or sudden disturbances of consciousness
      - coronary thrombosis (heart attack) or heart surgery
      - problems with heart rhythm
      - disease of the heart or arteries
      - uncontrolled blood pressure
      - diabetes requiring insulin treatment
      - stroke or unexplained loss of consciousness
      - head injury with continuing loss of consciousness
      - Parkinson's Disease or Multiple Sclerosis
      - mental or nervous problems
      - alcohol or drug dependency problems
      - profound deafness
      - serious deterioration in vision or long term eye disease
    - c) any other disability or illness (mental or physical) which affects your fitness to work, in particular to navigate safely and to be able to undertake emergency duties. For instance if you have diabetes and your treatment changes from diet or tablets to insulin.
- Your BML/RYA endorsement will not be valid during your illness and you will need to obtain a new ML5 report/certificate once you have recovered.
- Those not requiring a BML or RYA endorsement do not need to have their ML5 certificates endorsed by the RYA or MCA Marine Office, but should retain them for inspection as necessary, noting the 5 year validity.

**Notes for applicant**

1. If there are ticks in any "YES" Box in Section B, or if the doctor has made qualifying remarks in Section 8, he/she cannot complete the ML5 certificate proforma, and the Marine Office/RYA cannot issue your BML/RYA endorsement. However, in these circumstances you have the right to have your case reviewed and the Marine Office/RYA can refer your form to an MCA Medical Assessor for a decision on your fitness to work on a boat.

**ANY FORM SENT FOR REVIEW SHOULD NOT BE MORE THAN 3 MONTHS OLD AT THE TIME OF APPLICATION.**

2. For the purposes of medical review, you may wish to provide further information. This may include medical evidence from your GP or a specialist consultant, if appropriate, or optometrist in relation to vision testing, as to your fitness to hold a BML/RYA endorsement. Medical evidence should be submitted with this form to your local MCA Marine Office or the RYA in an envelope marked "Private and Confidential" for forwarding to the MCA's Medical Assessor.

3. To assist the Medical Assessor in making a decision, he will need to know about the type of work you will be carrying out.

4. Based on all the evidence the MCA Medical Assessor will decide whether or not you meet the necessary requirements and if so, will issue an ML5 certificate restricting duties and/or type of operation, if necessary. It will then be for the MCA Marine Office/RYA to decide whether the BML/RYA endorsement can be issued.

Please complete the following, giving as much detail as possible: (continue overleaf if necessary)

**a) Details of vessel**

Type of Vessel  Size

**b) Proposed area of operation**

Up to  miles from point of departure Up to  miles offshore

Area of Operation (including Category of Water) \_\_\_\_\_

**c) Type of operation involved (e.g. duration of voyage; if daylight operations only; etc)**


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**d) Other relevant risk factors**


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**e) Minimum number of paid crew (other than applicant)**

holders of BMLs  holders of RYA commercial endorsements  other crew  trainees/others

**f) Passengers (where applicable)**

Maximum number of fare-paying passengers carried

**g) Medication**

Please list all prescribed medication you are currently taking including dosage.

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Empty continuation box for text input.

# THE SAILING GROUND



## LYMINGTON HARBOUR



LYMINGTON is a bustling market town with a wide variety of shops from picturesque boutiques on the cobbled quay to the larger supermarkets. The Georgian and Victorian architecture and the varied and colourful history helps to create a distinctive quaintness drawing visitors back time and again.

Places to eat;

Limpets .....01590 675595  
Kings Head .....01590 672709

## POOLE HARBOUR



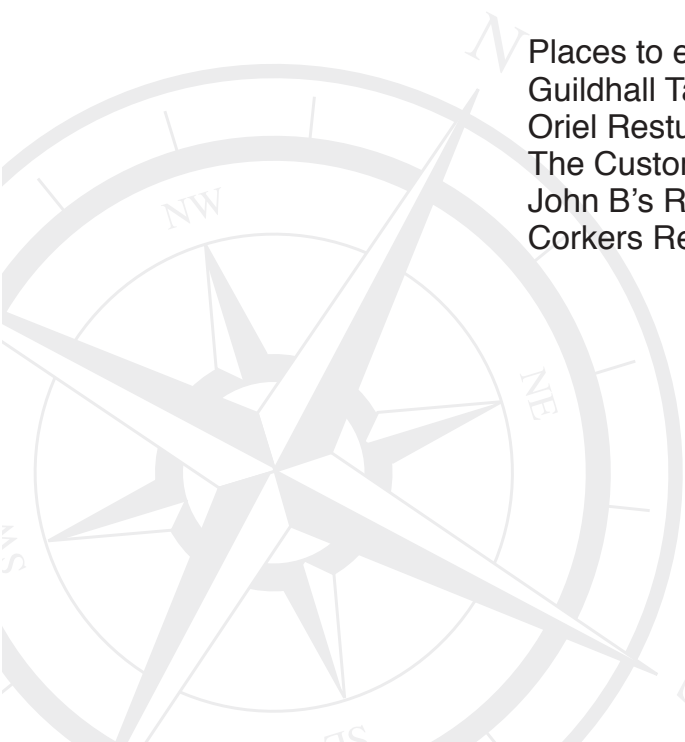
Poole Harbour is one of the world's largest natural harbours and its extensive sheltered waters provide a magnificent haven for recreational sailing and water sports. The mudflats and salt marshes are of great

ecological value for feeding and roosting birds.

Sharing the navigation channels with yachtsmen are cross-channel ferries and cargo vessels proceeding to and from the busy commercial port. The local fishing fleet also arrives and departs at all hours. All this activity results in a very busy waterway, particularly during the summer months and care must be taken when navigating, particularly in the harbour entrance.

Places to eat;

Guildhall Tavern .....0120 671717  
Oriol Resturant.....0120 679883  
The Custom House.....0120 676767  
John B's Resturant .....0120 672440  
Corkers Resturant.....0120 681393



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# THE SAILING GROUND



## BEAULIEU RIVER



The Beaulieu River and the 18th century shipbuilding village of Buckler's Hard occupy a superb location surrounded by oak woodland within the Beaulieu Estate. Buckler's Hard has been in the private ownership of the Montagu family since it was founded in 1724. It was here that wooden

ships for the English Fleet were built and the village today retains much of the atmosphere of its shipbuilding origins.

The uniquely situated Yacht Harbour offers 110 berths in a beautiful and sheltered reach of the Beaulieu River. Full Marina facilities include toilets and showers and launderette, fuel. Visitor attractions nearby include the National Motor Museum, Palace House, Beaulieu Abbey and Monastic Life Exhibition.

Place to eat; The Master Builder .....01590 616253

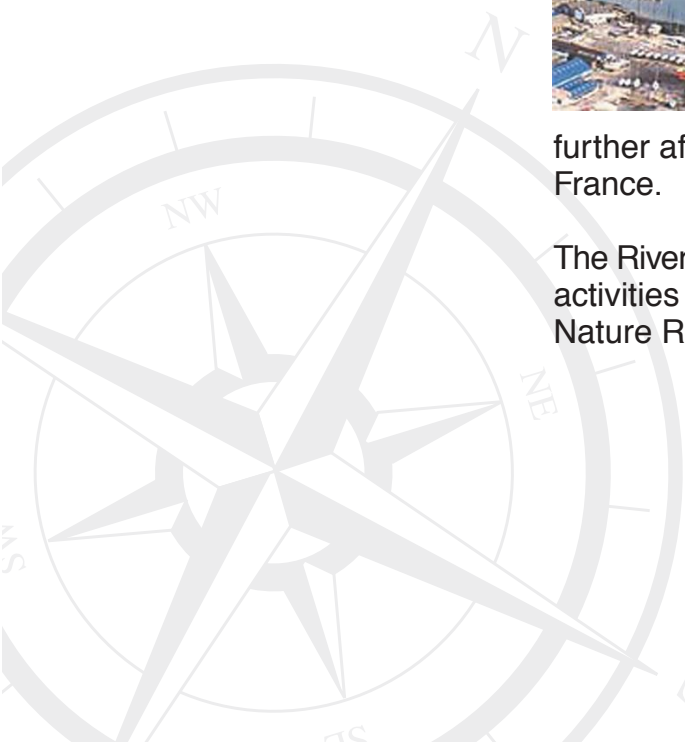
## HAMBLE HARBOUR



The River Hamble at the heart of the sheltered waters of the Solent, protected from the open sea by the Isle of Wight, and benefiting from a two hour stand at high water, is an ideal base for cruising whether one's horizons are limited to the Solent and Isle of Wight, or extend

further afield on the South Coast, the Channel Islands or France.

The River Hamble has a wide variety of leisure and commercial activities including three sites of Special Scientific Interest, a Nature Reserve Country Park and a 3km public right of way.



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# THE SAILING GROUND



## PORTSMOUTH HARBOUR



At the height of the spice trade, when its wharves and stores were thick with the aroma of exotic spices from the East, Old Portsmouth was a place of dread and danger. Throughout Europe it was infamous for its hundreds of pubs and brothels. To defend the entrance to the Portsmouth Harbour Henry V in around 1417 ordered the building of the Round Tower. The Square Tower dates from the time of

Henry VII, and was originally the official residence of the town's military governor. It later became Portsmouth's main powder magazine and in 1642, during the civil war, Governor Goring, who was loyal to the king, surrendered Portsmouth to Commonwealth troops. In order to defend the five thousand barrels of gunpowder stored inside he hurled the keys into the sea. Both Towers have become the traditional points for farewells as warships and merchantmen ease through the narrow harbour entrance. The Round Tower is such a popular vantage point that a view finder has been installed to help visitors identify landmarks.

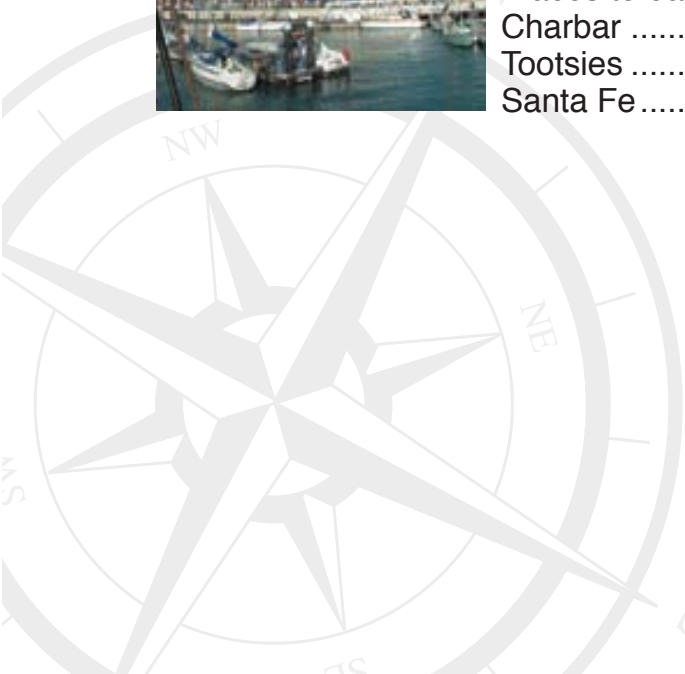
In 1545 Henry VIII's flagship the 'Mary Rose' sank and was recovered from the seabed in 1982. Now you can see her for yourself at the Historic Dockyard as well as HMS Victory the flagship of Lord Nelson, see the actual spot where Nelson died. The Dockyard is also home to HMS Warrior, The Royal Naval Museum, and the Dockyard Apprentice Exhibition. Portsmouth is crammed full of maritime history and also hosts International Maritime Events.



After dark you can set the night alight, choose from lively bars, live music, night-clubs or world class restaurants.

Places to eat;

- Charbar .....023 9278 0777
- Tootsies .....023 9283 3787
- Santa Fe .....023 9289 0070



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# THE SAILING GROUND



## YARMOUTH HARBOUR



YARMOUTH is a picturesque fishing, ferry and yachting port widely regarded as one of the jewels of the South Coast. The deepwater harbour retains its old world aura while visiting yachtsmen will find a range of amenities which are very much up to date and accepted as being among the best in the South. The Harbour Office on the South Quay provides unrivalled shower and laundry facilities, ice and gas, petrol and diesel fuel. Plentiful berths for cruising yachts augmented by 36 moorings off the Harbour.

Yarmouth Town is well stocked for provisioning and chandlery, and visitors will find no shortage of hostelrys, cafes and restaurants for inner refreshment.

With the advantage of accessibility at all states of the tide, Yarmouth has much to offer the yachtsman and makes an ideal transit point for passage-making across the Channel.

Places to eat;

Bugle Hotel .....	01983 760272
The Kings Head .....	01983 760351
Wheatsheaf Pub .....	01983 760456

## COWES HARBOUR



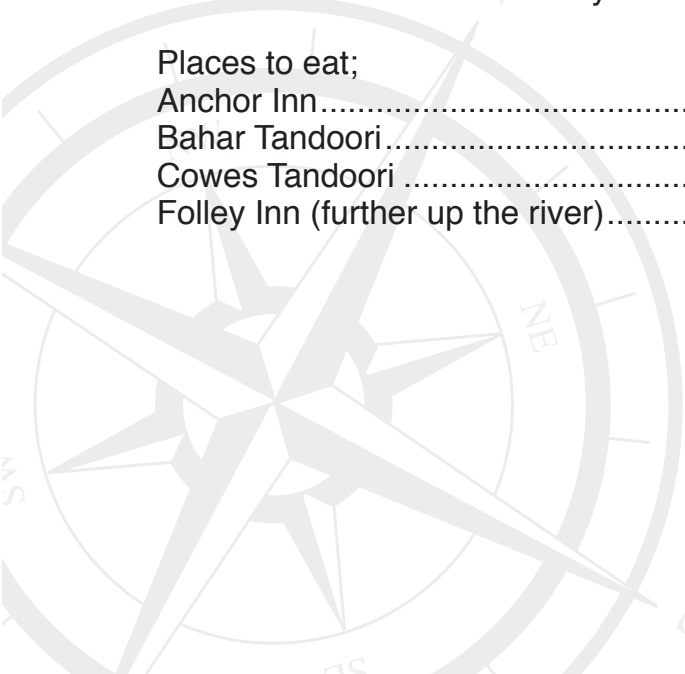
Cowes is home to the massive Round the Island Race, one of the world's largest yacht races, and of course the world famous Cowes Week.

However, Cowes is much more than just one week of sailing, its facilities and attractions are enjoyed by thousands of yachtsmen.

Cowes has earned a reputation for a wide range of support services and maintenance facilities, designed to cope with the diverse nature of modern yachting.

Places to eat;

Anchor Inn .....	01983 292823
Bahar Tandoori .....	01983 200378
Cowes Tandoori .....	01983 296710
Folley Inn (further up the river) .....	01983 297171



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# THE SAILING GROUND



## BEMBRIDGE HARBOUR



It is a large natural, sheltered picturesque harbour whose entrance is restricted by the tides. The Harbour is adjacent to two attractive villages with good restaurants and spectacular walks. It is also the home of the Bembridge Red Wing Class.

Within the harbour itself are modern shower and toilet facilities and all boatyard and marine engineering services. The Harbour is well buoyed, but not lighted, with resident, visitor and drying berths available, with deep water and

half tide pontoon moorings.

## GOSPORT MARINA



Gosport, situated on the port hand side of the busy Naval and commercial port of Portsmouth. Hazlar and Camper & Nicholsons Marinas are ideally situated as a base to explore the many places of interest in the area. HMS Victory, HMS Warrior and the Mary Rose are just 10 minutes away using the Gosport ferry. The Submarine Museum is only a short walk from the marina, as is the shopping precinct which caters for most needs. Gosport has its own outside market on Tuesdays and Saturdays.

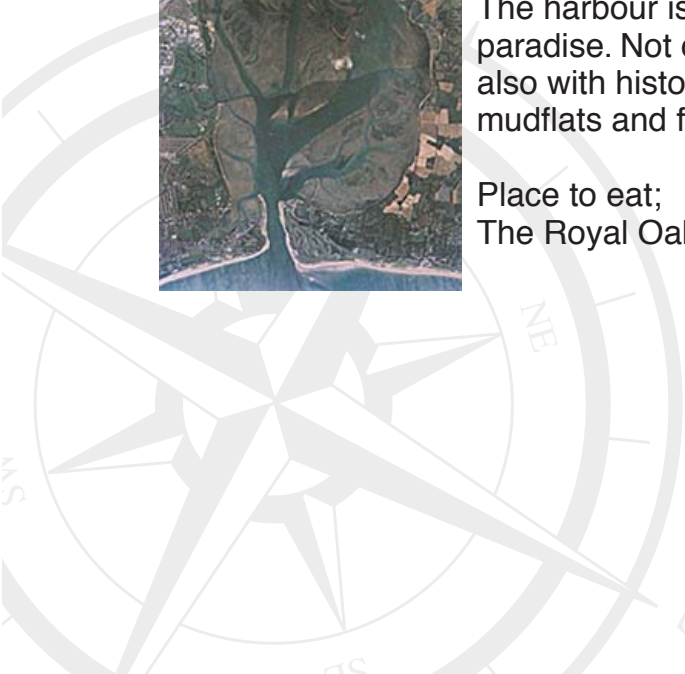
## LANGSTONE HARBOUR



The harbour is a site of Special Scientific Interest, a Ramsar Site (Wetlands of International Importance), a Special Protection Area and a designate Special Area of Conservation.

The harbour is rich with flora and fauna, and a bird watcher's paradise. Not only is the area rich in wildlife but in ancient history also with historical artefacts being found on the harbour islands, mudflats and foreshore.

Place to eat;  
The Royal Oak .....023 9248 3125



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