



ISA Powerboat Instructor Pre-entry Assessment

In order to qualify for entry onto an ISA Powerboat Instructor-training course you must first successfully complete the Powerboat Instructor Pre-entry Assessment. This assessment ensures that you have the pre-requisite skills and knowledge necessary to teach the National Powerboat Certificate in the ISA National Powerboat Training Scheme.

The assessment itself reviews those skills and knowledge covered in The ISA's National Powerboat Certificate. The assessment has two parts. Part 1 - being an assessment of your boat handling skills, with Part 2 - being an assessment of your background knowledge.

The assessment must be conducted by an ISA Powerboat Instructor Trainer. Contact details for these Trainers are published on the ISA's website.

The assessment may be conducted in any planing powerboat listed with the ISA for powerboat tuition by an ISA Powerboat Training Centre.

Candidates must demonstrate competency in both console controls and tiller outboards.

Details of all programmed ISA Powerboat instructor Training Courses are available on the ISA's website www.sailing.ie

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Part 1 - Skills Assessment

During the skills assessment you will be asked to complete the following tasks. While doing so you should demonstrate the ability to safely and competently manoeuvre the boat, organise the crew and complete the required tasks. As potential Instructors, candidates will be expected to undertake and successfully complete all of the manoeuvres in a variety of conditions some of which may be quite challenging. The Assessor is looking for well developed, innate boat handling skills and an awareness of the boating environment.

Through this section the term on the first attempt should not be taken to mean that you cannot make a seamanlike decision to break off at a reasonably early stage and try again. It means that once you have become a committed to a task, it should be successfully completed.

During all manoeuvres candidates will be expected to communicate effectively with their crew and demonstrate appropriate awareness of their crew and other water users

Preparing the boat for use

You will be asked to prepare the boat for use.

During this you will be expected to:

- Determine the boats fitness for use and explain criteria used
- Determine what equipment should be carried and explain rational used
- Stow equipment appropriately
- Fit and remove an outboard engine from a boat
- Conduct pre-start engine checks and explain criteria used

Launch & Recovery

You will be asked to launch and recover the boat from a road trailer. These tasks may be completed at the start and end of the session respectively.

When launching the boat you will be expected to:

- Launch the boat in safe and efficient manner
- Recover the trailer and park it appropriately

When recovering the boat you will be expected to:

- Recover the boat onto its road trailer in safe and efficient manner
- Prepare the boat & trailer for towing on the road

Start & stop the engine

During the course of the assessment you will need to start and stop the engine.

When starting the engine you will be expected to:

- Conduct Check gear/throttle/choke before starting
- Start engine successfully
- Check engine is operating correctly after starting
- Warn crew before moving off
- Demonstrate appropriate use of engine kill cord

When stopping the engine you will be expected to:

- Shift into neutral before stopping engine
- Stop the engine

Low speed manoeuvring ahead and astern

You will be asked to manoeuvre the boat at low speed around figure of eight courses set both with and across the wind / current.

While manoeuvring ahead you will be expected to:

- Complete the manoeuvre, keeping close to the buoys and maintaining a figure of eight course.
- Demonstrate an awareness of the effects of wind & current on the boat and compensate accordingly

While manoeuvring astern you will be expected to:

- Complete the manoeuvre, keeping close to the buoys and maintaining a figure of eight course.
- Demonstrate awareness of the effects of wind & current on the boat and compensate accordingly
- Control the boat speed to avoid flooding over transom

Turn in a confined space

You will be asked to turn the boat in a confined space.

During this you will be expected to:

- Turn the boat within a square equivalent to 2 boat lengths, using a combination of throttle and steering. (The size of this square may be extended where the assessor feels that wind and current dictate)
- Demonstrate appropriate use of helm and throttles

Note that the use of differential throttling on boats with twin engines is not permitted during this manoeuvre.

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Holding off

You will be asked to maintain the boats position relative to a fixed object while manoeuvring against significant wind or current or both:

During this you will be expected to:

- Maintain position to within 1/2 boat length of starting position
- Demonstrate effective use of helm and throttle

Pick up a mooring

You will be asked to pick up a mooring.

During this you will be expected to;

- Demonstrate the correct direction and speed of approach
- Stop the boat dead in the water next to the buoy
- Pick up the mooring on the first attempt
- Secure the boat to the mooring
- Depart the mooring in a seamanlike manner

Man overboard

You will be asked to drop off and then pick up an MOB dummy. The dummy will be of sufficient weight so as to represent a person in the water.

During this you will be expected to;

- Demonstrate the correct direction and speed of approach
- Stop the boat dead in the water alongside the MOB at the first attempt and without the use of reverse gear
- Make suitable contact with MOB
- Stop engine before attempting retrieval
- Recover the MOB into the boat

Coming alongside

You will be asked to come alongside a moored boat, jetty or pontoon. You may be asked to do so in a variety of conditions.

During this you will be expected to:

- Maintain complete control of the boat during the approach.
- Stop alongside in the requested position at the first attempt.
- Remain in control of the boat once you are alongside.
- Secure the boat
- Leave the berth in a seamanlike manner

High speed manoeuvres (if appropriate)

You will be asked to conduct a series of manoeuvres with the boat in planing mode

During this you will be expected to:

- Choose a suitable area
- Effectively bring the boat onto the plane
- Trim the boat properly
- Use appropriate, safe speed through the manoeuvres while;
 - keeping the boat on the plane and
 - avoiding propeller aeration.

Anchoring

You will be asked to anchor the boat.

During anchoring you will be expected to;

- Anchor in the area designated by the Assessor
- Anchor successfully on the first attempt
- Prepare and set the anchor correctly
- Raise the anchor and depart in a seamanlike manner

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Part 2 – Assessment of Background Knowledge

This part of the Instructor Pre-entry assessment will assess the knowledge, understanding and skills necessary to become an Instructor teaching up to ISA National Powerboat Certificate.

Method:

The assessment may be in the form of;

- 1) Aural interview with the Assessor.
- 2) Written answers / calculations done during the assessment.

Original copies of ISA Training Chart 1 will be used for all of the assessment / calculations where a chart is required. Tables used will be the ISA Practice Navigation Tables. Candidates must be informed of this prior to the assessment to allow them to familiarize themselves with the chart.

The assessor will provide sufficient charts and PNTs. Candidates must provide their own stationary, calculators and navigation instruments.

Subject	Method	
Basic engine fault-finding	Using an outboard engine, candidates will be asked to describe how they would resolve a number of basic engine faults.	Engine will not start. Engine starts but stalls when put into gear Engine runs but keeps cutting out Engine running but is rough & lacks power
Compass	The candidate will be asked to; Take a course to steer from a chart and apply it to a compass Plot a magnetic bearing onto a chart	Having been given two points on a chart the candidate should be able to plot a course between the two points onto the chart, Convert this course to a course to steer by applying the appropriate variation and deviation from the compass card provided. Having been given three compass bearings the candidate should be able to plot a position fix onto a chart.
Chart symbols	The candidate will be asked to identify a number of common symbols and features from a chart.	Latitude & longitude, Depth contours, Tidal diamonds, Rocks, Drying areas, Port & Starboard Lateral marks, North, East, South & West Cardinal marks, Special marks, Isolated danger mark & Safe-water mark.
Tides	For a primary port, the candidate will be asked to either; <ul style="list-style-type: none"> • Predict the depth of water at a given time and place. • Predict the time at which the water will reach a particular depth at any given time or place. For a position on the coast or in a channel adjacent to a primary port the candidate should be able to <i>estimate</i> the time and direction of maximum and minimum tidal flow.	Given a position on a chart, a time and a set of tide tables for a primary port the candidates should be able to calculate the depth of water at that point. Given a required depth at a position on a chart and a set of tide tables for a primary port the candidates should be able to calculate the time at which the water will be at the depth given. Given a position on a chart, a set of tide tables and a set of tidal charts the candidate the candidate should be able to estimate the time and direction of maximum flow and time of minimum tidal flow.

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Collision Regulations	Using either an aural interview, written questions or models the candidate will be asked to; From colour pictures, identify a number of common navigation day marks and described their relevance to candidates.	Port & Starboard Lateral marks, North, East, South & West Cardinal marks, Special marks, Isolated danger mark & Safe-water mark
	Correctly identify who has priority and correct action by stand on vessel in a number of simple scenarios.	Sail v's sail Port / starboard, overtaking, windward / leeward Sail v's power Meeting vessels, overtaking, restricted manoeuvrability Power v's power Meeting vessels, overtaking, towing.
Weather	During an aural interview; The candidate will be asked to describe the prevailing weather patterns and effects for a period of 2 days prior to the assessment. The candidate will be asked to provide a synopsis of the expected weather for the day of the assessment and describe how it might be expected to affect the sailing area used for the assessment. The candidate will be asked to describe the cause of, effects of and features of at least two common weather conditions / features. The candidate will be asked to identify two types of cloud from colour photographs The candidate will be asked to describe identify the prevailing wind speed and direction.	Sea breeze, Radiation Fog, Sea Fog, Thunderstorms, Line squalls, Warm front, Warm sector, Cold front, Cold sector, Occluded fronts, Depressions, Anti cyclones. Cirrus, Cirrostratus, Altostratus, Altocumulus, Stratus, Cumulus, Cumulonimbus, Nimbostratus, Fractostratus, Stratocumulus.
Ropework	The candidate will be asked to tie and describe the appropriate use for three knots	Reef Knot, Bowline, Clove hitch, Round turn & two half hitches, Sheet bent and Rolling hitch.