

Considering chartering a bareboat in Europe like one of our club members did last year? If you are chartering a vessel abroad, you will generally need evidence of your competence. It is a requirement in most European countries that boaters hold the International Certificate of Competence, (or the ICC as it is more commonly known), when using both the coastal and inland waterways. The unnamed club member didn't know that until a few days before leaving.

The ICC is the nearest we have to an international driving license for boaters. In very general terms an ICC is required for the inland waterways of Europe and for the inland and coastal waters of Mediterranean countries. The unnamed club member didn't have one and his honeymoon was at risk as a result. Be prepared sign up and get your ICC at the San Francisco Yacht Club. This is not a training course more of an assessment of what you already know. You will no doubt learn a lot in the process however, you should already be competent in boat handling and navigation.

Club member Paul Cunningham will be doing assessments with up to four people over two evenings in the classroom and on the water. If you have a boat at the club and want to be assessed on that (and are willing for other people to be assessed on it at the same time) please email Ashley Perrin at training@sfyc.org. Sign up at <http://www.sfyc.org/training>

Dates and Times: 6 – 9pm on 14th November and 2 - 5pm on 15th November

Cost: \$150 plus the licensing fee of 45GBP

A second class will be opened up if the first class is filled up and it will run 6-9pm on 16th and 2- 5pm on the 17th November.

Why do I need it?

The requirement for evidence of competence varies from country to country. Sometimes it is required for coastal waters, sometimes for inland waters, sometimes for neither and sometimes for both.

When you visit another country, in most circumstances (as detailed in the [United Nations Convention on the Law of the Sea](#)) you can be required to comply with the maritime legislation of the visited country (the Coastal State) in addition to that of your vessel's Flag State.

The most common requirement is evidence of competence where this is mandatory for a local boat. Whether this is stipulated in the national legislation, required under local rules or the local port authority making unilateral decisions is often not clear.

Experiences differ greatly. Inconsistency from province to province and port to port means many boaters are never asked to provide evidence of their competence abroad. However, those that are asked and do not have a suitable document can find themselves in an uncomfortable situation.

The **ICC** (or to give it its full title **International Certificate for Operators of Pleasure Craft**) is a certificate which is intended to provide evidence of competence when requested by officials in foreign countries. The ICC has evolved into a document which enables boaters to evidence their competence when visiting both the inland waterways of Europe and European coastal waters.

ICC is an assurance from one government to another that the certificate holder is sufficiently competent to be driving a pleasure craft, despite not holding the visited country's national certificate.

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

Want to know more about the ICC see <http://www.rya.org.uk/knowledge-advice/boating-abroad/icc/Pages/hub.aspx>

What does the assessment entail? See page 3 of 4

<http://www.rya.org.uk/SiteCollectionDocuments/cruising/Web%20Documents/Boating%20Abroad/ICC%20Form.pdf>

Want to study at home before your assessment purchase an Ebook for the ICC

[http://www.rya.org.uk/shop/pages/product.aspx?pid=E-G81\(RYADefaultCatalog\)](http://www.rya.org.uk/shop/pages/product.aspx?pid=E-G81(RYADefaultCatalog))