

Throttle and kill cord position for RTC training vessels for Powerboating Level 1 and Powerboat Level 2 courses

Applies to:

- **RYA Powerboat Trainers, RYA Powerboat Advanced Trainers**
- **RYA Powerboat Instructors**
- **RYA Recognised Training Centre Principals and Chief Instructors**
- **RYA Centre Inspectors**

From 1 April 2024 all RTC-operated training vessels used for Powerboat Level 1 or Powerboat Level 2 courses should have the throttle and kill cord directly accessible to both the instructor and the candidate.

This is not a new requirement, but rather a reminder of the expectations for the instructor position for teaching powerboating, as detailed in the Power Schemes Instructor handbook (G19) for many years. It appears that over the years some vessels have been listed for use for teaching novice powerboaters which do not allow the instructor to easily take full control of the vessel in an emergency.

The required set up for teaching up to and including Powerboat Level 2 (inexperienced powerboaters) is for the instructor to be positioned in such a way as to have unhindered access to the throttle(s) and kill cord. They should not reach over, or through the helm position to take control of the throttle or kill cord in an emergency.

Vessels using tiller steer require the instructor to be seated in the best position to take the controls should safety be compromised.

For courses more advanced than Powerboat Level 2, course participants can reasonably be expected to understand basic boat handling. Because of this the controls may be in a position which is less accessible to someone else, such as on the offside of a console.

Centres with a variety of powerboats should use the vessels that comply with the accessible configuration for Powerboat level 1 and 2 courses other vessels can be used for safety boat or more advanced powerboat tuition and other club/centre duties as appropriate.

Summary:

Teaching novices is a key part of the Powerboat Instructor's role. The instructor should position themselves where they can easily reach the two main controls of kill cord and throttle quickly. They may never need to take the controls, but it is important that they can, if required to.

Related documents:

Recognition Guidance Notes will be updated. Training Checklist Powerboat will also be amended.

For guidance on other areas of RYA Training see www.rya.org.uk/club-centre-support/training

Until 1 April 2024, centres which only have vessels with a less accessible throttle and kill cord configuration may continue to use these for powerboat training, but the operations procedures document will need to be updated to include details of:

- i) the briefing to be given to students about how the instructor will access the throttle and kill cord should a safety situation arise
- ii) any mitigations in place, such as use of a dual kill cord

Own boat tuition can continue beyond 1 April 2024 on vessels which do not fully meet these requirements, but the RTC must evaluate each vessel individually and consider the dynamics of the setup. The specific throttle and kill cord set up may result in a conversation about the practicalities should the instructor need to take control by leaning over the student. Note that own boat tuition from anywhere other than the RTC's marina or slipway must be delivered by a Powerboat Advanced Instructor.

The idea of changing a powerboat so it meets the requirements may sound daunting but altering a training boat could be straightforward. For example, the control arm on an outboard control box can simply switch sides, allowing the control box to be mounted on the opposite side of a console close to the instructor position as shown in this example below.



When planning changes, consideration should be given to the refitting of cabling and wiring to minimise trip-hazards and maintain clear deck space for students rotating positions and working. Any alterations should be conducted by a suitably competent person.

As referenced in the RYA Recognition Guidance Notes, it is the Principal's responsibility to ensure that staff and volunteers have received appropriate induction training which may include specific in-house training for the centre's training vessels and procedures.

The Training checklist for Powerboat courses has been updated to reflect these requirements.