



Ocean Waves

If you were spun round three times and dropped in the middle of an ocean, would you be able to work out where you were using traditional navigation? Ocean master training with Aigua can provide you with the knowledge and skills to find your way home.

There's something wonderfully evocative about ocean navigation, don't let the numbers and tables put you off, it's really pretty basic arithmetic. Join an Aigua class and learn these amazing skills, find out how to use inventions and discoveries made in the 1700s. You'll learn how to use a sextant, calculate your findings and plot your position, often finding your location within a matter of just a mile or two.

Many experienced navigators consider

using astro-navigation alongside electronics to be good seamanship, just think how satisfying it would be to find Antigua by traditional methods.

Ocean training is sometimes considered to be a bit tricky, so we concentrate our efforts on small group sizes, expect to find around six students on an Aigua ocean class to ensure you have lots of personal attention to build your confidence and help you succeed. We like to include 'hands on' time, checking sextants, taking sights in real time and doing compass checks using the sun. We'll make it as real as possible to provide you with a better understanding.

A shorebased theory course provides you

with the knowledge (your own experience of ocean crossings will be of great use here). If you haven't done any ocean sailing as yet, then the theory course is a perfect way to give you the skills to be used on your first trip.

The examination is an interview; you submit your own independently-taken sights to present to the examiner. The 'sights' usually take the form of a sun-run-sun; this is where you take a sight of the 'sun', 'run' on a course and then take another 'sun' sight. Armed with the two sights and the course run, you can plot your position.

You must be qualified to Offshore level before achieving Ocean. A Yachtmaster Motor candidate can take sights on a sailing yacht and vice versa. An examiner looks for a sound understanding of the skills needed to captain a vessel across oceans.

There was an urban myth that you could take your sights from the breakwater, drive along the coast road then take another sight. Just to put the record straight, this is a load of nonsense. Aigua adheres to the strict guidelines set by the RYA and MCA; when you take your sights you must be out of sight of land. Sure, it will be a long day but the sights will qualify.

The holder of a Yachtmaster Ocean qualification is "experienced and competent to skipper a yacht on passages of any length in all parts of the world". Now how would that look on your CV?

Inside ...



Training Schedule

Find the dates to suit you



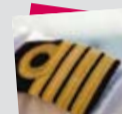
Yachtmaster Conversions

Sail to motor to sail; time to switch?



FREE Theory Workshops

Be prepared



Commercial Endorsements

Your responsibilities



Dr Ken

The ENG1, what it's all about



Charity Begins Onboard

How we can help



Aigua Nights Out

Meet the team over a beer

An Aigua special: free theory workshops

ONLY AIGUA SEA SCHOOL provides a series of theory workshops for their Yachtmaster candidates that help the student understand the Yachtmaster programme and its requirements.

The workshops are free of charge and were established to ensure the students have the correct level of knowledge in place to begin their studies in the five day shore-based theory course. The informal group sessions also ensure the candidates are spending their free time studying the correct subjects and to understand that Yachtmaster is not a course completion certificate!

Past, present and future Aigua students are invited to join in, indeed OOW candidates have been known to pop in to keep their skills refreshed. The workshops usually run from 1600hrs to 1800hrs, over three days, in advance of the Yachtmaster theory courses. Check online at www.aiguaseaschool.com for the dates of the next sessions.



Push the RED button without calling out the helicopter!

So, the radio set onboard? Do you know how to use it? Do you know what the red button does? Join Aigua on one of our weekend marine radio courses and we'll show you the capacity of this great piece of equipment.

The more members of the crew who have the knowledge and licence to operate a marine radio and understand its uses, increases the safety of your crew and vessel at sea. A marine radio is a piece of life saving equipment.

Spend a Saturday with Aigua and you'll play with training radio sets (Simrad and Icom), use DSC technology to make distress calls (mayday), routine calls using the MMSI, urgency calls and safety calls; radio language and correct voice procedures. You learn about the technology of the GMDSS system, EPIRBs, SARTS and Navtex, and above all will be able to use a marine radio with confidence.

The yacht gains an additional member of crew who understands the marine radio system, the GMDSS safety system and who has the licence to operate marine radio equipment.

The student gains a Short Range Certificate that is valid for life, extremely useful on your CV and a mandatory requirement for Yachtmaster and higher qualifications.

The future's bright, the future's Aigua

Like the new look? The autumn/winter 2011 training season kicks off with a new look for Aigua Sea School: a colourful new logo, bright new website, sparkling new edition of The Wave and great energy for the new training season. Does it grab your attention? We hope so and we look forward to working with you in your training and future careers.



Day Skipper: great training to get started on the career ladder

At Aigua, we think the Day Skipper course is one of the RYA's finest. It's a great course to teach and it provides future skippers and captains with a solid foundation from which to continue their studies towards Yachtmaster. It also provides you with the first of your skipper licences.

The Aigua Approach is to run concentrated nine-day Day Skipper/Watch Leader courses, combining both the theory syllabus with the practical training. The courses start on a Saturday morning for two days of theory; on the Monday morning you will join the yacht for five days practical training, then return to the classroom the next weekend to complete the theory syllabus*. You need only five days off work and you complete the full course.

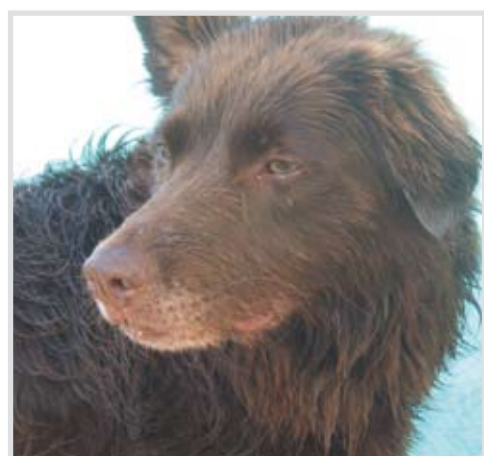
You may be a seasoned deck-hand or stew so life onboard is nothing new, but as part of a Day Skipper training programme you will look at the yacht and your crew in a new light. Taking turns to be the 'skipper' you will learn how to manage a crew; manoeuvre the yacht in close quarters for berthing, anchor or secure to mooring buoys, navigate to lovely places

around the coast and to sail (or motor cruise) keeping a safe and happy yacht. You'll run daily engine checks, prepare warps and fenders for mooring (to be a good skipper you have to be a good crew), run through safety equipment and drills and discuss and practice man overboard drills.

The yacht gains a more competent, more aware member of crew with an ignited interest in the activities onboard and an enhanced understanding of the navigation and handling of a vessel, bridge duties and watch keeping responsibilities.

The student gains the first of their commercial skipper licences and a solid foundation to build on for future courses and career development. The G15 sail cruising, and the G18 motor cruising log books, detail the syllabus to be covered and Aigua has a supply in the school office.

* In order to complete the full Day Skipper theory syllabus you will study some exercises during the practical week: for example, sections on safety and parts of the boat. These subjects are much better presented onboard.



Holly, The Aigua Sea School Mascot

Win a WOWee ONE™

Congratulations to Cissi Carlsson of Bluewater who won a WOWee in 'The Wave' summer issue.



Aigua offers you another chance to win a fab portable speaker that works with all iPod, iPad, mp3, mp4, mobile phones... The WOWee is the only portable speaker that turns any surface into a subwoofer; it's compact, portable and it's GREAT.

Answer the question below and email your answer to: training@aiguaseachool.com before midnight on Christmas Eve.

Q: What does 'STCW' stand for?

Enter a free prize draw to win by joining Aigua Sea School on Facebook.



Note from Linda: I loved my WOWee during my summer holiday, however it was only due to a nice security man at the airport that I didn't get it confiscated. The WOWee uses gel technology so avoid a scare and put it in your hold luggage when travelling!

The Aigua office has a supply of WOWee's in a range of colours for sale.



Charity Begins Onboard

Many captains and crew look forward to the winter season, following a busy summer. It's time to check in with our favourite haunts on the island, try out the new fish and chip shop in La Llonja or enjoy a beer at The Escape Bar. Work is still busy but easier in the cooler temperatures. Perhaps it's time for a winter refit?

Can we hold your attention there for a moment? As you prepare to replace certain items onboard can we direct those items towards hospitals, schools and nurseries? The old bed linen you are going to throw out could provide a more comfortable night for a homeless person on the streets of Palma; the worn towels can be invaluable in a children's hospital; sun bleached crew clothing, no longer any good for a smart yacht, could provide a whole new outfit for a volunteer worker trying to build a fresh water well for an isolated village. The scatter cushions, no longer liked by the owners' wife, could brighten up a day care centre for under-privileged children, and you know you need to replace the First Aid kits this season, where better to send them than to a hospital rather than to the bin at the end of the dock.

Anything you no longer need can be given a new lease of life, helping people. Crockery, cutlery, pots and pans help to feed hungry people; first aid kits improve health and well being; towels, clothing, bed linen and soft furnishings can make a hard life more comfortable.

The charity, Mediterranea, is a humanitarian aid, non Governmental organization founded

in 1999 in Mallorca. The organization is non-political, non-denominational, impartial, independent, and primarily dedicated to alleviating the suffering of children, improving their life expectancy and assisting their development, education and quality of life.

The projects are funded through private donations, fund-raising organizations and events, and membership quotas. This is where we can help, can't we?

We work in a luxury industry; we work with beautiful yachts, where expenses can be generous, wages considered excellent, conditions are often superb and generally money is no object. Can we offer some assistance to people who are not as lucky as we are; whose life has not dealt them the same good fortune?

To promote the 'charity begins onboard' project, Aigua is inviting captains to contact the school when items are ready for collection, Aigua will call the Mediterranea charity on your behalf and arrange collection. The school is also available as a drop off point. Ideally situated between Club de Mar and Real Club Nautico with free parking in front of the school office, it's an easy drop-off. We are also trying to work out a food drop off point, so at the end of the charter or as you prep the new provisions for a crossing, we can take any surplus food to feed the hungry in Mallorca.

There's a saying that 'charity begins at home'; consider that 'charity begins onboard'. Let's see what difference we can make.

Sailor's Favourite

Chatting with the Aigua team over a 'Sailors' Favourite' pizza in Diablito's one evening, we were considering the frustration many yachties feel when they are cooped up in the yard over winter. Out of season, our training yachts are often available for long weekends, so we devised the 'sailor's favourite' project with the aim to get sailors out of the yard and on to the water during the winter season.

Why don't you get a group of friends together and, following a check in on the Friday afternoon, set sail for a long weekend? Return on Sunday evening and you can be back to work on Monday morning. Stock the yacht with food and wine and spend the weekend in Cabrera or one of the many delightful calas on the east coast; perhaps sail over to Andratx and go dolphin spotting off Dragonera.

The feedback from people who took weekends on the water last year was really positive. Not only had the crews re-connected with smaller yacht sailing, but they were refreshed from the fresh air and beautiful scenery and tranquillity of the islands' coastline.

We look forward to running the 'Sailor's Favourite' weekends again from September this year. Choose from a 33', a 40' and a 44' sailing monohull for your weekend treat.



Fitness certification for seafarers – ENG 1 Medical Certificates

ENG 1 stands for Examination Nautical Grade 1 and is UK Civil Service-Speak for a piece of stationery and not to be confused with ENG 2, which is the sheet used by the doctor for recording the findings, and definitely not to be confused with ENG 3 which is the notice of significant restriction or of failure to meet the fitness requirements for seafarers.

The fitness requirements are established by the UK Maritime & Coastguard Agency and are under constant review and revision. The MCA approves doctors in the UK and abroad and supplies them with detailed guidelines, as well as organising regular newsletters and an annual London conference to fine tune the guidance and to share areas of difficulty as they arise.

This level of professional activity is designed to keep the doctors well informed and to seek to standardise the handling of assessments by individual doctors.

The medical takes about 45 minutes and covers a detailed medical history and a general physical examination, including a urine analysis for diabetes or other medical conditions but, interestingly, does not include testing for drugs. The MCA regard drug testing as a policing matter rather than a medical concern unless there is some clear suspicion of a drug-related impact on the fitness of an individual. Maintaining a legal boat, with a drugs-free environment,

is left to the captain and/or management.

Each candidate is asked to bring photo ID, usually their passport, and also their most recent ENG1 certificate so that the doctor can see if the previous doctor made any restrictions or duration of the certificate – this is very important if candidates see different doctors each time as, unfortunately, is often the case in yachting due to pressure of circumstances.

A seafarer who satisfies the MCA medical guidelines is entitled to a two year certificate without any restrictions and the certificate is widely recognised around the world.

Dr Ken Prudhoe
Club de Mar Medical, Palma de Mallorca

Ken is an MCA approved doctor and undertakes ENG1 certification for seafarers. He and his wife Rosemary are ex-British GPs providing a medical service to the yachting population. Rosemary has a particular interest in women's medicine. Most months they also teach their MCA approved medical courses on Medical First Aid and Medical Care Onboard Ship (Ship Captain's).



Plastic bags: the curse of our oceans

The world's oceans are under serious threat from plastic bags. So much so, that China and Italy have stopped giving them away, prompting the USA and Australia to move towards a total ban. In just 25 years our annual global consumption of thin single use plastic bags, has gone from almost nothing to over 500 billion!! The human race use one million plastic bags every minute of every day and far too many of them end up in our oceans.

The damage the plastic causes to the marine environment is severe. Every square mile of ocean is reported to have about 46,000 pieces of plastic floating in it. How many of you reading this article has suffered with a plastic bag caught around the prop? It happened to me twice this summer. What about bags being sucked up the cooling water intake pipe? We had one exhaust pipe almost melting as a black bin liner had wrapped itself inside it. When you saw a piece of plastic floating in the Atlantic on a crossing, how did you feel? As well the inconvenience it causes to us and the damage to our boats, let us also consider the impact on marine life that chokes to death on the plastic we generate.

The average family accumulates 60 plastic bags in just four trips to the supermarket, so can you imagine the amount of bags required for the standard yacht provisioning run?

Re-usable bags are becoming more and more common, and each high quality re-usable bag that you use has the potential to eliminate at least 1,000 single use plastic bags over its lifetime. Supermarkets offer a range of 'bag for life' products, please take advantage.

Every time we use a re-usable bag we are doing something to help protect the world's oceans and marine life. Please consider this on your next provisioning run. As Tesco, a leading UK supermarket states in their tag line 'every little helps'.

Sea-Things
www.sea-things.eu

We can do better than plastic... So can you!
Reusable, eco-friendly bags for yachting.

WENDY FOSTER

Reiki
Deep Tissue,
Sports &
Remedial Massage
Pilates
Yoga

+34 664 012 710
wenfoz@hotmail.com

RIS RAPID TRANSIT SERVICE, S.L.

Worldwide transport Admiralty chart agents
Customs agents Chart corrections service
Courier/Road service Admiralty digital/paper public
Sea containers worldwide SOLAS/IMO/RYA/MCA public.
Yacht transport Stitched flags/ensigns
Warehousing / Packing Logbooks / Cruising guides

Paseo Marítimo, 44 – Edf Torremar, 07015 Palma
T. 971 401 210 aurelie@rapidtrans.com
Hours: 9.30-19.00 (non stop)

IT // Marketing // Design
Translation // Print

conectado

971 458 083 // Soler 21A. 07013. Palma
info@conectado.biz // www.conectado.biz

AIGUA SEA SCHOOL TRAINING SCHEDULE

October November December January February March April May

Workshops	4-6 & 11-13	1-3		17-19	07-09	28-01	10-12	08-10
VHF/DSC Marine Radio	8 & 15	12	10	21	11	03 & 10	14	12
Yachtmaster Theory	10-14 & 17-21	7-11	5-9	23-27	13-17	05-09 & 12-16	16-20	14-18
YM Practical: Sail/Motor	16-21 & 23-28	13-18	11-16	29-03	19-24	11-16 & 18-23	22-27	20-25
Yachtmaster Exams	1-2 & 22-23 & 29-30	18-21	17-18		23-27	16-19 & 23-26	27-30	25-28
Yachtmaster Ocean	3-7 & 24-28 & 31-4	21-25			27-02	26-30	30-04	
Day Skipper Combo	8-16	26-04		07-15	25-04	10-18	28-06	26-02

This schedule is subject to change as new courses are added according to demand. Please contact the school for current information or check online at www.aiguaseaschool.com



From one to the other – do you need to convert?

There are many captains out there who are quite happily running motor yachts, blissfully unaware that their Yachtmaster sail licence is not the required ticket for the job in hand. Take a moment and check your licence. What does it say? (Actually whilst you are checking it, just take a look at the expiry date for your commercial endorsement as well and, if out of date, read the article below).

There are two types of Yachtmaster licence, sail and motor. Yes, it does state

‘Sailing Vessel with Auxiliary Engine’ on the endorsements page but that does not cover you as you skipper a beautiful motor cruiser. Perhaps it’s time for you to convert from sail to motor, or vice versa.

The text on the RYA website reads ... **Holders of a Yachtmaster Coastal or Yachtmaster Offshore sail Certificate of Competence may take a conversion exam to obtain the equivalent power certificate of competence. Candidates may also convert from power to sail.**

You are already a Yachtmaster so the exam time is greatly reduced to around three to four hours per candidate. The examiner may ask questions or set tasks on any part of the Yachtmaster syllabus but will concentrate on those sections which are markedly different in a motor cruiser, for example boat handling, passage planning, radar and high speed navigation. Your knowledge of engines must be thorough. If the examiner is assessing you for a conversion from motor to sail, it will be your sail handling and trimming that will be thoroughly tested, as well as man overboard drill under sail and boat handling with one engine. When it comes to pre-exam requirements, the RYA provides the following guidelines:

- The mileage shown below must be in the type of boat that you are converting to;
- All qualifying sea time must be within ten years prior to the exam;
- Half of the qualifying sea time must have been conducted in tidal waters.

For Yachtmaster Coastal conversion exams:

- minimum of 400 miles
- 12 days living on board
- two days as skipper
- 12 night hours

For Yachtmaster Offshore conversion exams:

- minimum of 1,250 miles
- 25 days living on board
- three days as skipper
- three passengers over 60 miles including one overnight and one as skipper

Depending on the experience of the skipper who wishes to make the conversion, Aigua recommends three days of conversion training. For experienced candidates, one day of tuition may be taken. It is essential that time is spent onboard the training vessel to familiarise the candidate with the operational systems onboard, engines, boat handling, safety features and to get to know the other candidates who will, together, be the crew for the assessments. **It is better to meet with the Aigua team to discuss your experience, requirements and dates available.**



Going commercial: what does it mean and what are your responsibilities?

A commercial endorsement on your RYA certificate of competence shows that you have undergone additional training (minimum of Sea Survival and First Aid as you need the latter before taking Yachtmaster anyway) and a medical fitness test (ENG1), enabling you to work on board commercial vessels. There are two types of commercial endorsement:

The **standard commercial endorsement** allows you work on board British flagged vessels which are subject to the MCA’s codes of practice for small commercial vessels.

The following wording would appear on your Yachtmaster certificate:

“This certificate is valid for use as a Master of yachts of up to 200gt on commercially and privately registered yachts until (date of expiry)”

The **STCW endorsement** is for holders of the RYA Yachtmaster® Offshore and Ocean certificates of competence working under non-UK maritime authorities. You must provide the following certificates:

- Personal Survival techniques (STCW A-V1/1-1)
- Personal Safety and Social Responsibilities (STCW A- V1/1-4)

- Elementary first aid (STCW A-V1/1-3)
 - Fire fighting and fire prevention (STCW A-V1/1-2)
- The following wording would appear on your certificate:

“The certificate holder complies with STCW 95 regulations V1/1 Sections V1/1-4. This certificate is valid for use as a Master of yachts of up to 200gt on commercially and privately registered yachts until (date of expiry)”

The following certificates can be commercially endorsed:

- Yachtmaster Ocean and Offshore (STCW can be applied here)
- Yachtmaster Coastal
- Day Skipper (non-tidal), if supported by Day Skipper shorebased. See Aigua’s Day Skipper COMBO course.
- Advanced Powerboat
- Powerboat Level 2

From April 2012, the RYA will operate an online training course to prepare commercial endorsement holders for the extra responsibilities of being a professional skipper or crew. The course will cover the legal requirements, regulations, guidance and processes for managing the vessel and its crew. This will become a pre-requisite for

anyone applying for their first commercial endorsement, and for those renewing their endorsement. Please bear this in mind if your endorsement is due for renewal.

Aigua asked Craig Burton, Chief Instructor (Sail Cruising) of the RYA for a heads-up on the new course. We have summarized his points:

1. To understand that your primary purpose is the safety of the vessel and people on-board. May sound a little obvious but people often miss the point and confuse it with the headline title of their job e.g. as an instructor: my job is to teach them how to sail, or on a charter: my job is to keep them happy. Anyway, you get the point.
2. To understand Duty of Care to the passengers. Ignorance is no defence, so you need to keep up to speed on what is required of you by law. A really obvious one is that a leisure sailor will equip his boat with an eye for good seamanship and safety whereas a commercial vessel will have compulsory carriage requirements, which may not be the same as what you would like to carry. The bizarre thing about duty of care is that even if you only need to carry X, Y, and Z items, but good practice suggests carrying V and W items, then as a commercial skipper you will be criticised for only

carrying the minimum if you only have X,Y and Z.

3. You must understand the importance of IMO conventions (STCW, SOLAS, MARPOL, COLREG) and the roles of national authorities as your Flag State or Coastal (or Port) State dictates.

4. You must understand how to assess risk and avoid complacency; when you have a moment search online for MAIB reports they really highlight complacency and the dangers caused by it.

The date of expiry of a commercial endorsement is given as five years from the date of issue. Don’t panic! You don’t have to take all your training and assessment again, but you do have to revalidate. Aigua can provide you with a revalidation of endorsement application form where you itemise your sea time over the last five years, provide a new medical report, pay a renewal fee to the RYA and take the opportunity to update your photograph.





Free Wi-Fi in Palma!

That's right, it's no mistake, there will be a FREE Wi-Fi zone on the Paseo Marítimo beaming out from Aigua Sea School. The range should even reach the Aigua boats on Marina Naviera Balear. You can surf the web, make free Skype calls, facebook your mates and even stream films! Save hundreds, even thousands, of € £ \$ per year on phone data charges.

Digame and Wizzfone have teamed up with Aigua to deliver a Free Wi-Fi zone on the Paseo Marítimo in Palma. If you want to get a sneak peek at a free Wi-Fi zone, head on over to Puerto Andratx to check out their existing zone; Wi-Fi is free along the front line as well as extending way out into the harbour so you can get access from the land as well as onboard!

Today most mobile phones have Wi-Fi as standard. Smart phones like the iPhone are small computers and at the click of a button you can get access to anything you might need, want to know or just to check the sea school website! Simply search for the free Wi-Fi signal and connect your phone straight to the internet. The new zones are better, quicker, cheaper and faster than a regular mobile internet connection.

Turn off data roaming and search for FREE Wi-Fi... there are lots of new sites being developed around the island.



Yachtmaster Preparation – Who needs it?

You do. Let's prove it to you. In a few days time, you're going to step aboard a boat you've never been on before, with a crew you've never met and an independent examiner from the RYA. Over the following 24 hours, you're going to run that boat and that crew as if it was your own, plus impress an examiner in order to achieve the qualification of Yachtmaster. How are you going to do that without any preparation?

The Aigua Approach is to ensure you reach a level where you will pass your practical Yachtmaster examination, and more. To slowly build up your knowledge base, and refresh your long dormant memory so that the answers to any questions you might be asked during your exam, trip instantly off your lips. We also want you to have fun, making those all important new contacts and friends.

At Aigua we know the RYA Yachtmaster syllabus intimately and what is expected of you. We know what the RYA and MCA are looking for in a Yachtmaster. We can't guarantee that you will pass your exam, but we can guarantee you that we'll work tirelessly to get you to the stage where you *should* pass it.

We recommend you take the theory course prior to the practical training; it is time well spent to refresh your chart work expertise. You'll perfect your Course to Steer and Secondary Port Tidal Height calculations. You'll amaze yourself with your ability to memorise all the chart symbols, collision regulations, lights, shapes and sound signals

you need to know for your exam. You'll bond with your fellow students and crew and hopefully make some new friends. The Aigua Approach to teaching is that it should be relaxed and fun. You will learn better and achieve more.

The practical training is all onboard. You will start with getting to know the boat, each other, i.e. the crew you will be training and assessed with, and the systems onboard. Within a few hours, you'll be berthing the boat with expert advice from your experienced instructor; you'll be working with and managing your crew and deciding how best to complete the tasks you will be assessed on.

As the week proceeds you will continue to refresh your all important theoretical knowledge and get as much hands on experience running the boat as possible. Man overboard drills, sailing onto a buoy, accurately finding "X" in the middle of the bay, anchoring, berthing every-which-way you can ... preparing you for all eventualities. You'll learn the use of transits and contours to navigate remarkably accurately without the need for a GPS. We challenge you, remind you, make you better. That's our aim and that's what we promise to do. When your instructor steps off the boat at the end of the week, and your examiner steps on, you should be feeling confident, and ready for your Yachtmaster Offshore exam and a brighter future.

Thanks to John O'Hara who wrote this article for The Wave issue 1 (cropped for current issue).

Fancy an upgrade?

If you have either of the following:



You may be able to apply for a commercial endorsement and receive this:



AIGUA Sea School is here to help. Please bring copies of the following to the Aigua school office:

- Your powerboat level II course completion certificate
- Your Sea Survival course completion certificate
- Your MCA approved medical report (for example, the ENG1 or ML5)
- A good quality, passport sized photograph
- Payment to cover the RYA fee

Complete a Commercial Endorsement Application form and we will post your application to the UK on your behalf. Your licence will be received and checked by the school. When your licence arrives, we will scan it and email you an electronic copy. The licence will be held safely, ready for collection at your convenience.



What do you mean DOCKWALK?

Ok, so if you're new to the superyacht industry, or even if you're not, nine times out of ten the best way to get your first job on a yacht is to hit the docks and network your shiny new deck shoes off. Although if you're already experienced you're probably wearing flip flops by now having lost two pairs of deck shoes during the last season as payment for getting someone else to do your watch so you can have a sleep...

First thing you need to do is consider your location. In the spring time, the best places to put yourself would be Antibes or Palma. That's quite simply where the action is. In the Autumn, early days you could put yourself in the Med to find a crossing, but come November if you're still jobless, then it's best to base yourself in the Caribbean or Fort Lauderdale. Busy marina towns are the key; being available for face to face interviews, trials and daywork, will put you streets ahead of those who aren't right there in the thick of things. Crew who can be met in person for junior roles will always be hired over those who can't.

Make sure you're up early and out on the

docks with a smile on your face, and well presented. A simple (clean and ironed) polo shirt and shorts are all we're looking for. Someone that looks ready to jump onboard and do some daywork if required. Be keen and enthusiastic! You've got to outshine the rest!

Don't turn up to the yachts looking anything else than prepared. If you're on a bike then bring a chain for it – turning down a day's work because you left it at home isn't cool. And also... skateboards... ok so they're a good method of transport but quite a lot of captains have been overheard saying it drives them nuts when people roll up on one. And where are you going to put it? If you can't take it on board, it'll more than likely disappear... and I know a captain who refers to them as "firewood" and has accidentally nudged a few off the dock into the water. So be careful.

Take your CVs or business cards with you and keep them neat. A folder to stop the edges getting dog-eared is all you need in your bag. First impressions are key: a screwed up CV from someone in a creased shirt looking a bit jaded will probably get recycled.

Thanks to Erica Lay of YCO for this article.

A pristine CV from someone in a pressed shirt with a happy expression probably won't.

Dare we say it, socialising is also an important part of networking. Hanging out at crew bars meeting other like-minded crew seeking work, as well as seasoned workers, is a good way to pick up day work and recommendations. Not to mention it gets you out of the crew house. Ok it might hurt your funds a little but you don't have to get completely smashed on every outing. Save that for the weekends so you don't risk a stinking hangover in the 30+C heat the next morning when you're trying to walk the docks but have to stop every third pace due to blurred vision and the jagermeister sweats.

Dockwalking can be the key to your next job. Yes, it can also be rather soul destroying, hearing "no" several times in a row isn't really a great motivator but keep smiling. Whatever you do, don't take it personally – something will come up eventually! Competition is always tough at the start of the season so get out there with a smile on your face and be positive! Good luck!

Aigua Nights Out

At Aigua we want to meet you, get to know you: captains, crew and students alike. Palma is such a vibrant place, with so much going on and great places to be, so we launched our 'Aigua nights out' where we come and hang out with you: we chose Plaça Drassana as a base.

Based in the bustling square, there is a choice of your favourite places, the exciting 'Escape Bar' with amazing food and great staff; the cool 'Corner Bar' with terrific beer bucket offers and spacious terrace; the chilled Bar Coto for tables in the sunshine and comfy cushions and now there's even the old English favourite of 'fish n chips Palma' for when we're peckish.

We want to meet with you in a relaxed atmosphere and, whilst enjoying a cold beer together, answer your questions about training and career opportunities. Last winter, we invited the lovely Erica from YCO to join the 'Aigua nights out' so now, together, we can provide pretty much all the answers to your queries.

The Aigua YCO team will take a look at your CVs, advise on certificates and licences, where your next training or career move should take you and generally be on hand to help and assist wherever we can.

Follow Aigua on Twitter and Facebook and we will keep you informed of dates and times of our next visits. The new Aigua web site will also tell you where and when.



AIGUA SEA SCHOOL

T. +34 871 230 373
M. +34 600 834 697
Paseo Marítimo 16a 1º, Palma
training@aiguaseaschool.com