

ISAF Recognized Training Programme

Recognition Yachting

A submission from South African Sailing

Purpose or Objective

For ISAF to recognize the Yacht Sail Training and Certification Programmes of an MNA within the ISAF Recognized Training accreditation scheme.

Proposal

The proposal is that ISAF should define an ISAF standard for the international certification for skippers of cruising yachts. MNA's that meet the standard could then have their national certification recognised by ISAF.

This would go a long way towards creating an international standard for training and certification of cruising skippers.

Current Position

At the present time there is no appropriate international certification of competence for the cruising yachtsman. However governments are increasingly requiring an appropriate certificate of competence from the recreational cruising skipper. And the cruising skippers themselves are increasingly looking for an appropriate certificate of competency because they want to be responsible and also because they want assurance that their qualification will be recognised in as many countries as possible.

MNA's in smaller countries are at a disadvantage because their national certificates of competence are inevitably not as well recognised as those from larger first world countries. The result is that it is easy for larger first world countries to dominate the market for training and certification, thereby disadvantaging smaller third world countries.

We do not believe that it appropriate that the national certification systems of one or more large first world countries should dominate the world of cruising certification. Countries with national certification schemes that meet appropriate international standards should be able to get their certification schemes accredited by an international body. That body should be ISAF.

Reasons

1. The lack of an appropriate international scheme of training and certification of cruising skippers is resulting in one or two major first world countries dominating the world market. The costs of these training schemes are significant and there is inevitably a suspicion that the first world is charging the third world a royalty to learn to sail. An international scheme
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under the auspices of an international body would short circuit these concerns and be seen to set an appropriate international standard supported by the appropriate international body.