



Department of Transport

Certificates of Competency in the Mercantile Marine

Directions as to the Examination of Deck Officers and Ratings under the Merchant Shipping Acts

The 'Exam Directions'

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Revision Log

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Corrections, Errors and Omissions

Errors, omissions and suggestions for alteration of this document should be submitted in writing to the **Chief Surveyor, Marine Survey Office, Department of Transport, Leeson Lane, Dublin 2 (mso@transport.gov.ie)**.

Acronyms

COC	Certificate of competency
CEC	Certificate of equivalent competency
ENS	Electronic Navigation Systems
GT	Gross Tonnage
INS	Irish Naval Service
IMO	International Maritime Organisation
MASS	Maritime Autonomous Surface Ship trials conducted in accordance with MSO approval.
MMO	Mercantile Marine Office, Department of Transport
MSO	Marine Survey Office, Department of Transport
NAEST	Navigation Aids, Equipment & Simulation Training
NMCI	National Maritime College of Ireland
OOW	Officer in Charge of a Navigational Watch
SIS	Seafarers Information System
SIN	Seafarer Identification Number
S.I. No. 242/2014	European Union (Training, Certification and Watchkeeping for Seafarers) Regulations 2014, as amended.
STCW	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
NCA	Near Coastal Area
Department	Department of Transport

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CHAPTER 1

Introduction

- 1.1 These directions, issued under Statutory Instrument No. 242/2014 European Union (Training, Certification and Watchkeeping for Seafarers) Regulations 2014 as amended, and the Merchant Shipping (Certification of Seamen) Act, 1979, specify the standards of competency and the conditions to be satisfied before Certificates of competency or Certificates of Proficiency are issued. These directions give particulars of: -
- 1.1.1 the conditions of entry for examinations and the approval of training by the Department of Transport for Deck Officer Certificates of competency (COC), Able Seafarer Deck Certificates and Navigation Watch Rating certificates for service in seagoing ships
- 1.1.2 the conditions for the issue of Certificates of equivalent competency (CEC) by the Department of Transport for service on Irish seagoing ships
- 1.2 These directions should be read in conjunction with the guidelines on the website www.seafarers.ie.
- 1.3 Statutory Instrument No.242/2014 European Union (Training Certification and Watchkeeping for Seafarers) Regulations 2014, as amended, provide for the issue and revalidation of Certificates of competency as defined in STCW 1978 as follows:

Capacity	Gross Tonnage Limitation	STCW Regulation
OOW	500gt or more	II/1
	Less than 500gt Near Coastal Area	II/3
Chief Mate	500 – 3000gt	II/2
	3000gt or more	II/2
Master	500 – 3000gt	II/2
	3000gt or more	II/2
	Less than 500gt Near Coastal Area	II/3
Master or OOW	Less than 500gt, 300gt or 200gt Domestic or Domestic Passenger Ships less than 100 passengers ¹	II/3

- 1.4 Certificates of competency may be subject to limitations relating to a geographical area or tonnage

¹ For the purpose of revalidation only

for any given capacity. Further limitations may also be applied as directed by the Minister.

Certificates of competency or Certificates of equivalent competency for Deck Officers shall be issued with the following functions & levels of responsibility.

- Navigation
- Cargo handling & stowage
- Controlling the operation of the ship and care for persons onboard
- Radiocommunications
- Management level: Master or Chief Mate
- Operational level: OOW

1.5 Statutory Instrument No. 314/2023 – Merchant Shipping (SOLAS V – Safe Manning and Watchkeeping) Regulations 2023 provide that every Master and Officer assigned to an Irish ship holds an appropriate certificate in respect of any function they are to perform on that ship.

1.6 Valid Certificates: means: -

- A Certificate of competency issued by the Department of Transport, in accordance with Statutory Instrument No. 242/2014 European Union (Training, Certification and Watchkeeping for Seafarers) Regulations 2014 as amended of the appropriate class for the capacity in which the holder is to be carried in the ship.

1.7 Any Certificate of competency or Certificate of equivalent competency referred to in these Directions is a Certificate issued by or on behalf of the Minister for Transport. Such Certificates may only be issued when all the conditions relating to the issue of the Certificate have been met in accordance with these Directions. Certificates are issued on behalf of the Minister by the Chief Surveyor of the Marine Survey Office.

1.8 Statutory Instrument No. 242/2014 European Union (Training, Certification and Watchkeeping for Seafarers) Regulations 2014, as amended (and therefore these Directions), do not apply to Masters and Seafarers serving onboard a warship, naval auxiliary or other ship owned by the State and engaged only in non-commercial government service, fishing vessels and pleasure yachts not engaged in trade and wooden ships of primitive build except in so far as equivalent training schemes or sea service may be accepted.

1.9 Fees for Examination: Fees are as listed on SIS Form 9. www.seafarers.ie.

1.10 Miscellaneous: Any reference in these rules to "he" includes "she" and to "him"/"his" includes "her"/"hers".

1.11 Approved: means approved by the Minister or under the authority of the Minister.

1.12 Where these exam directions refer to applications for a certificate, unless otherwise specified, all applications must be made to the Mercantile Marine Office, Dublin.

Applications

1.13 **How to Apply.** Applicants should complete the appropriate application form available from the

1.14 Mercantile Marine Office, Dublin or downloaded from www.seafarers.ie

1.14.1 **By Post:** The completed form, together with the supporting documents and appropriate fee should be forwarded to: **Examiner of Masters and Mates, Mercantile Marine Office, Department of Transport, Leeson Lane, Dublin 2, D02 TR60.**

- It is recommended that applicants should use a registered postal service when sending original documents to the Mercantile Marine Office. Candidates may opt to have certificates posted out to a designated address within Ireland. The registered postal service will be used for delivery of Certificates.
- Certificates will not be posted to addresses outside of Ireland except at the written request of candidates and on the written undertaking that they accept all responsibility for the certificate in transit. The normal postal service will be used, and no responsibility will be taken for lost certificates. Certificates claimed lost in this way will be dealt with as per Chapter 4 Section 4.18. Overseas candidates may request that their Certificate is sent by registered post or courier and in this case, they shall bear the cost of such postage.

1.14.2 **In person:** Candidates may deliver application forms and documents to the Mercantile Marine Office during business hours. Certificates may be collected in person or by a designated agent of the candidate at the Mercantile Marine Office, Dublin. Candidates are recommended to make an appointment prior to calling to the office to ensure that someone will be available to deal with their application.

Correspondence

1.15 All correspondence with the Examiner of Masters and Mates should be made, in the first instance, through the Mercantile Marine Office, Dublin. Telephone +353 1 6783480 Fax +353 1 6783409. Email: admin@seafarers.ie

1.16 **Seafarer's Identity Number.** All seafarers holding certificates or other documents issued by or under the authority of the Department of Transport are required to have a unique identity number.

1.16.1 A seafarer identity number can be obtained by logging onto www.seafarers.ie and following the instructions

CHAPTER 2

Certificates of competency and their requirements

- 2.1 **Regulation II/1** Officer in charge of a Navigational Watch (**OOW**) on ships of 500 gross tonnage or more. A candidate shall.
- 2.1.1 be not less than 18 years of age,
 - 2.1.2 have approved seagoing service on board a ship relevant to the issue of a certificate as OOW (refer Chapter 3) of not less than 12 months as part of an approved training programme, recognised by the Department of Transport, that includes on-board training which meets the requirements of section A-II/1 of the STCW Code and which is documented in an approved training record book or otherwise have approved seagoing service of not less than 36 months,
 - 2.1.3 have performed, during the required seagoing service, bridge watchkeeping duties under the supervision of the master or a qualified officer for a period of not less than six months and provide documentary evidence of those duties,
 - 2.1.4 meet the applicable requirements of the regulations in STCW Chapter IV, as appropriate, for performing designated radio duties in accordance with the radio regulations,
 - 2.1.5 have completed approved education and training and met the standard of competence specified in section A-II/1 of the STCW code,
 - 2.1.6 possess ancillary certification and other certification as per Annex A of these directions, and
 - 2.1.7 hold a valid Medical Fitness Certificate STCW Reg. I/9
- 2.2 **Regulation II/3** Officer in charge of a navigational watch (**OOW**) of a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall²;
- 2.2.1 be not less than 18 years of age,
 - 2.2.2 have approved seagoing service on board a ship relevant to the issue of a certificate of not less than 36 months; and have completed education and training approved by the Department of Transport, and met the standard of competence specified in section A-II/3 of the STCW code for officers in charge of a navigational watch on ships of less than 500 gross tonnage engaged on near-coastal voyages, Or
 - 2.2.3 have completed an approved training programme recognised by the Department of Transport including 12 months of approved seagoing service and met the standard of competence specified in section A-II/3 of the STCW Code.

² An OOW serving on a seagoing ship of less than 500gt **not** engaged on near coastal voyages shall hold a COC as OOW for ships of 500gt or more.
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- 2.2.4 Meet the applicable requirements of the regulations in STCW Chapter IV, as appropriate, for performing designated radio duties in accordance with the radio regulations,
- 2.2.5 possess ancillary certification and other certification as per Annex A of these directions, and
- 2.2.6 hold a valid Medical Fitness Certificate STCW Reg. I/9

2.3 **Regulation II/3 Master** of a seagoing ship of less than 500 gross tonnage engaged on near coastal voyages shall³;

- 2.3.1 be not less than 20 years of age,
- 2.3.2 have approved seagoing service of not less than 12 months⁴ as an officer in charge of a navigational watch on seagoing ships,
- 2.3.3 have completed education and training approved by the Department of Transport and met the standard of competence specified in section A-II/3 of the STCW Code for Masters on ships of less than 500 gross tonnage engaged on near coastal voyages,
- 2.3.4 possess ancillary certification and other certification as per Annex A of these directions, and
- 2.3.5 hold a valid Medical Fitness Certificate STCW Reg. I/9.
- 2.3.6 Every deck officer who is qualified to serve as Chief Mate on ships of 3,000 gross tonnage or more may serve as Master on ships of less than 500 gross tonnage engaged on near coastal voyages provided the certificate is so endorsed.

2.4 **Regulation II/2 Master & Chief Mate** on ships between 500 and 3,000 gross tonnage.

- 2.4.1 For certification as Chief Mate, candidates shall.
 - 2.4.1.1 meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more,
 - 2.4.1.2 have approved seagoing service of not less than six months in the capacity of officer in charge of a navigational watch on ships of 500 gross tonnage or more,
 - 2.4.1.3 have completed approved training and meet the standard of competence specified in section A-II/2 of the STCW Code for Chief Mates between 500 and 3000 gross tonnage, and
 - 2.4.1.4 have training in leadership and managerial skills
 - 2.4.1.5 hold a NAEST certificate at management level

³ Every Master serving on a seagoing ship of less than 500gt **not** engaged on near coastal voyages shall hold a COC as Master for ships of between 500 and 3,000gt.

⁴ Remission of sea service of not more than 6months may be offered to holders of Second Hand Full or Skipper Limited certificates

2.4.2 For certification as Master candidates shall.

2.4.2.1 hold a valid Chief Mate II/2 Certificate of competency,

2.4.2.2 have approved seagoing service of not less than 36 months as OOW, however this may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served in the capacity of Chief Mate,

2.4.2.3 have completed approved training and meet the standard of competence specified in section A-II/2 of the STCW Code for Masters on ships between 500 & 3000 gross tonnage,

2.4.2.4 possess ancillary certification and other certification as per Annex A, and

2.4.2.5 hold a valid Medical Fitness Certificate STCW Reg. I/9

2.4.3 Every deck officer who is qualified to serve as Chief Mate on ships of 3,000 gross tonnage or more and, has approved seagoing service in the capacity of Chief Mate for not less than 12 months, may serve as Master on ships of less than 3,000 gross tonnage provided the certificate is so endorsed.

2.5 Regulation II/2 Master and Chief Mate on ships of 3,000 gross tonnage or more

Every Master & Chief Mate on a seagoing ship of 3,000 gross tonnage or more shall hold an appropriate certificate. Every candidate for certification shall.

2.5.2 meet the requirements for certification as an officer in charge of a navigational watch on ships of 500 gross tonnage or more & have approved seagoing service in that capacity,

2.5.3 for certification as Chief Mate, not less than 12 months in the capacity of OOW, or

2.5.4 for certification as Master, not less than 36 months in the capacity of OOW, however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served in the capacity of Chief Mate,

2.5.5 have completed education and training approved by the Department of Transport, and met the standard of competence specified in section A-II/2 of the STCW code for Masters and Chief Mates of ships of 3,000 gross tonnage or more,

2.5.6 possess ancillary certification and other certification as per Annex A, and

2.5.7 hold a valid Medical Fitness Certificate STCW Reg. I/9

CHAPTER 3

Certificate of competency - Seagoing Service

Approval of seagoing service

3.1 Sea service shall be relevant to the qualification being applied for. The purpose of sea service is to allow the seafarer to be instructed in and to practice under appropriate supervision, those safe and proper seagoing practices, procedures, and routines which are relevant to the qualification applied for.

3.2 Sea Service

3.2.1 Approved seagoing service for Certificates of competency must be performed in the deck department.

3.2.2 Where a period of approved seagoing service is specified for a Certificate of competency this is the **minimum** amount that shall be accepted.

3.2.3 A minimum of 6 months of the approved seagoing service shall be performed within the five-year period immediately preceding an application for examination.

3.2.4 **Seagoing service means service onboard a ship relevant to the issue or revalidation of a certificate or other qualification.** In general, approved seagoing service required for all Certificates of competency or Proficiency shall be served on seagoing⁵ ships of 80 gross tonnage or more and are actively engaged in commercial trading. Service in non-trading vessels may be accepted in exceptional circumstances and will be considered on a case-by-case basis.

3.2.4.1 Approved seagoing service will be reckoned from the date of engagement to the date of discharge from a ship inclusive of both dates, subject to verification by the Superintendent of the Mercantile Marine Office as required.

3.2.4.2 Discharge book entries⁶ shall be provided as a record for all approved seagoing service, these entries may be supported by company letters and watchkeeping certificates where required.

3.2.4.3 Holders of a COC will be required to produce watchkeeping certificates when applying for a superior COC. An example shall be found in Annex F.

3.2.4.4 The Examiner may use appropriate databases to cross check and verify seagoing service. It shall be the responsibility of the candidate to prove seagoing service to the satisfaction of the examiner.

3.2.4.5 For calculating seagoing service, a month shall be defined as a calendar month or 30 days if made up of a period less than a month.

⁵ Seagoing: beyond the limits of smooth, partially smooth, or other categorised waters

⁶ Or other record of employment on-board in accordance with MLC 2006 Reg. 2.1

3.2.4.6 Seagoing service on domestic passenger ships or domestic cargo ships of less than 500gt which proceed **beyond** the limits of smooth or partially smooth waters shall be accepted for an STCW Reg. II/3 Certificate of competency.

3.3 Bridge Watch-keeping duties (OOW)

3.3.1 Candidates for an Officer in charge of a Navigational Watch Certificate of competency are required to produce a statement from the Master(s) under whom the candidate has served or from their employer(s) that during the final 12 months of their sea service at least 6 months have been spent on duties associated with bridge watchkeeping under the supervision of a certificated officer.

3.3.2 Watchkeeping service shall be defined as the time spent as duty officer in full charge of a navigational watch for a period of not less than 8 hours in every 24 hours whilst the ship is at sea or navigating to/from a port.

3.3.2.1 Where watchkeeping service is required, candidates shall provide watchkeeping certificates signed by the Masters of the vessels in which they have served verifying that they have acted as Watchkeeping Officers for not less than 8 hours out of every 24 hours service claimed.

Seagoing Service on Yachts & Specialised ships

3.4 Non-Trading Service

3.4.1 Service performed in fishing vessels greater than 24m in registered length will count towards the 36 months approved service for Officer in Charge of a Navigational Watch Certificates of competency up to a maximum of 30 months. In addition, candidates must have served for at least 6 months on a ship engaged in commercial trade and relevant to a Regulation II/1 Certificate of competency. Service performed in fishing vessels of more than 15m in length may count towards the approved seagoing service for Officer in Charge of a navigational watch on ships of less than 500gt in the near coastal area only, up to a maximum of 30 months. In addition, must have served for at least 6 months on ships engaged in commercial trade relevant to a Regulation II/3 Certificate of competency.

3.4.2 Service in Irish Naval Service ships which proceed to sea will count in full towards the approved seagoing service for applicants following an approved OOW training programme, provided that the ship has been at sea for at least two-thirds of the total period of service on board. A minimum of **six** months of the 12 months seagoing service required under the approved training program shall be served on ships to which the STCW Convention applies and relevant to the Certificate of competency. Candidates shall be required to produce a statement from the INS showing the actual time spent at sea on an Irish Naval ship in addition to discharge book entries. *Service on Irish Naval Ships shall be considered for the purpose of revalidating an existing Certificate of competency for officers in charge of a navigational watch.*

- 3.4.3 Seagoing service in cable ships, sail training vessels, research ships, salvage vessels, navigational aids tenders and other vessels engaged in similar activities which proceed to sea will be counted in full if the time spent at sea constitutes or exceeds two-thirds of the total period of service on board ship. If the actual sea service falls below this proportion, half of the period of service will be counted as qualifying seagoing service. Candidates will be required to produce, in addition to the evidence of sea service required of all candidates, a statement or certificate from the owners or managers of the ship showing the amount of time spent at sea.
- 3.4.4 Service in a MODU (Mobile Offshore Drilling Unit) will not be considered as qualifying seagoing service for cadets following an approved training programme. Service in MODUs will be considered on a case-by-case basis for Chief Mate and Master. Service on MODUs may be considered for the purpose of revalidating an existing Certificate of competency. It is important that an applicant with such sea service can document the periods when the MODU was underway.
- 3.4.5 Service in FPSO (Floating, Production, Storage and Offloading vessels) will not be considered in relation to seagoing service during an approved training programme. Service in FPSOs will be counted at half time up to a maximum of three months for Chief Mate and Master and at half time up to a maximum of three months for Master. Service on an FPSO may be considered for the purpose of revalidating an existing Certificate of competency up to a maximum of 3 months only.
- 3.4.6 Seagoing service in yachts of 80 gross tonnage or more **shall** count in full only when the yacht is operating under the international maritime conventions and holds the relevant certificates and documents as specified in Part 2 Annex 1 to the SOLAS Convention 1974 as amended. Seagoing service in yachts **may** be considered whereby the Flag State has notified the IMO of an equivalence as per SOLAS Chapter 1 Reg.5. and to which Article III of the STCW convention applies. Seagoing service on yachts meeting the criteria shall be counted in full if the time spent at sea constitutes or exceeds two thirds of the total service period on board the yacht. If the actual time at sea falls below this proportion, half of the period of service shall be counted as qualifying sea service.
- 3.4.7 Applicants for a Certificate of competency may claim up to a maximum of 3 months approved seagoing service for time spent in port, in warm lay-up, or in a repair yard, when employed in duties appropriate to the role of deck officers for:
- OOW where 36 months sea service is required.
 - Any subsequent Certificate of competency.

Claims for approved seagoing service under this paragraph must be accompanied by a letter or Certificate issued by the ship's Master or Superintendent, which specifies the precise nature of the duties performed and the periods concerned. Other supporting evidence may be required to support any application.

Remission of Sea Service

3.5 Remission of Sea Service

- 3.5.1 The specified periods of sea service (36 months) for an Officer in charge of a

Navigational Watch Certificate may be reduced by remissions granted in respect of attendance at approved courses of training, and in recognition of certain higher academic qualifications.

3.5.2 Candidates may qualify for remission under more than one heading, but in no case will the total sea service for remission be more than 24 months.

3.5.3 Cadets or trainee deck officers shall be allowed to spend up to one month⁷ of the required 12 months of seagoing service on board a ship that is in drydock, undergoing repair or in warm lay-up.

3.6 Sea Service Table:

Certificate of competency	Minimum Sea Service Required
OOW as part of an approved training programme	12 months
OOW	36 months
Chief Mate & Master Written Exams/Master <500gt NCA, Chief Mate >3000gt oral examination	12 months in the capacity of OOW
*Master < 3,000 GT	24 months, <u>if</u> 12 months of such seagoing service is served in the capacity of Chief Mate OR 36 months in the capacity of OOW
*Master >3,000 GT	24 months, <u>if</u> 12 months of such seagoing service is served in the capacity of Chief Mate OR 36 months in the capacity of OOW

*A pro rata calculation may be applied if a person serves in the capacity of Chief Mate for less than the required 12 months.

⁷ This period may be extended at the discretion of the examiner for a period not exceeding two months if the duties are consistent with the shipboard programme of training.

CHAPTER 4

Certificates of competency - Conditions

- 4.1 To serve on a ship as a deck officer the seafarer must be qualified and hold the relevant Certificate of competency for the position being held on board. Certificates of competency are issued by the Marine Survey Office of the Department of Transport.

Medical Fitness

- 4.2 CANDIDATES ARE ADVISED TO ENSURE AS EARLY AS POSSIBLE THAT THEY WILL BE CAPABLE OF MEETING THE REQUIREMENTS FOR THE ISSUE OF A MEDICAL FITNESS CERTIFICATE. FAILURE TO OBTAIN SUCH A CERTIFICATE WILL MEAN THAT THE CERTIFICATE OF COMPETENCY CANNOT BE ISSUED.

- 4.2.1 It is important that every person who contemplates becoming a deck officer should realise that the ability to reach the required standard in Medical Fitness and in particular Eyesight when he/she first goes to sea, does not guarantee that he will be able to pass the test when he presents himself for examination for a Certificate of competency. It is possible that there may be certain latent defects in their eyesight, which may result in a candidate being unable to meet the specified standard in visual acuity. These defects can only be discovered by a more thorough examination. It is recommended that before embarking upon a seagoing career in a deck capacity that every person should, in their own interests, undergo a thorough examination of their eyesight by an Ophthalmologist.

- 4.3 A Medical Fitness Certificate may be obtained from a recognised Medical Practitioner by meeting the medical fitness requirements of the Merchant Shipping (Medical Examination) Regulations, 2014, or recognised equivalent, acceptable to the Department of Transport. As the standards may change from time-to-time candidates should check with the Marine Survey Office, Examinations Department regarding the most recent regulations.

- Information concerning Medical Fitness Certificates, medical examinations and approved doctors may be obtained on <http://www.seafarers.ie>.

Examination Procedure

- 4.4 Examinations for Certificates of competency consist of various examination formats which include but are not limited to, written examinations, oral examinations, and ancillary courses. All modules and written examinations for Certificates of competency will be set and marked entirely by the National Maritime College of Ireland (NMCI) and shall be subject to the examination procedures and regulations of Munster Technological University (MTU). The Minister may approve other training institutes for this purpose. The required modules for each examination are set out in this chapter.

- 4.4.1 All examination modules must be passed prior to entry to the oral examinations.

- 4.4.2 Oral examinations shall be conducted by an Examiner of Masters and Mates at the Department of Transport.

- 4.4.3 Candidates for Deck Officer examinations may be required to produce documentary evidence of satisfactory attendance at college. An attendance rate of at least 90% must be shown. Documentary evidence may be in the form of college attendance records or a letter from the NMCI Department of Transport Coordinator verifying satisfactory attendance throughout the course. Further sea service may be imposed on a candidate whose college attendance is below the required level without valid explanation.
- 4.5 Cadets or trainee deck officers must produce satisfactory evidence that a training programme has been followed throughout the specified period of sea service. Candidates who fail to produce satisfactory evidence that they have followed a training programme approved by the Department will be required to perform an additional period of sea service as may be stipulated by the Examiner of Masters and Mates, before being admitted to the examinations.
- 4.5.1 The proper maintenance of Record Keeping books/journals is essential; due to the short sea service involved in following approved courses, it is the implicit duty of the person involved to ensure that the appropriate tasks listed in the Record Book are satisfactorily completed, the full data for each ship is filled in properly, and that the Master of each ship served on signs the record book in the appropriate place.
- 4.5.2 Record Books are required to be made available to the Examiner at time of Oral Examination. Failure to satisfactorily complete the training record book and associated tasks and projects will in all cases mean that further seagoing service as decided upon by the Examiner of Masters and Mates will need to be undertaken by the person involved. The training record book shall demonstrate of completing tasks and duties in the following areas as a minimum.
- Steering systems.
 - General seamanship.
 - Mooring, anchoring and port operations.
 - Lifesaving and firefighting appliances.
 - Systems and equipment
 - Cargo work
 - Bridge work and watchkeeping; and
 - Engine-room familiarisation.
- 4.6 Cadets or trainee deck officers, following an approved programme, must provide evidence from NMCI indicating that they are exempt from Department written examinations on successful completion of a Degree in Nautical Science at the required marks for such an exemption.
- 4.7 NMCI shall provide a list of candidates who have attained the pass mark in the required modules to the Examiner of Masters and Mates/Mercantile Marine Office. In the event of failing to attain the pass mark set by the Department in any of the modules, candidates should decide to retake the failed module(s) set by the Department directly with the NMCI and pay the appropriate NMCI fee.

Notice of Eligibility & Application

- 4.8 **Application procedures:** Candidates shall make an application to the Department for a Notice of Eligibility, which permits entry to the written and oral examination. Candidates utilising the experienced seafarer route of 36 months seagoing service shall make an application for an NOE at least six weeks in advance of any written examination.
- 4.8.1 **Fees.** Each candidate will be required to pay the appropriate fee on each occasion of making an application for examination. Details of the current fees may be obtained from the Examination Clerk, Marine Survey Office, Dublin.
- 4.8.2 **Determination of Eligibility.** Each candidate enquiring as to their eligibility for admission to an examination will be required to make formal application and pay the appropriate fee before assessment of their application will be made.
- 4.9 Candidates seeking admission to the written and oral examinations should apply for a Notice of Eligibility as follows:
- 4.9.1 An application will only be accepted by the Department if the candidate has satisfactorily completed the relevant training and the qualifying sea service requirements for the grade of certificate applied for.
- 4.9.2 Candidates for examinations should complete a form of application (SIS Form 9) obtainable on www.seafarers.ie
- 4.9.3 The completed form, together with the appropriate fee and testimonials, discharges, proof of nationality, Certificate of competency or service, if any, and other watchkeeping certificates as required, should be addressed to the Examiner of Masters and Mates, Marine Survey Office, Leeson Lane Dublin 2, DO2 TR60
- 4.9.4 When a candidate's application has been approved a Notice of Eligibility will be issued by the Department of Transport. This notice will specify which modules and training are required to be completed and it will authorise the candidate's admission to the written exams at NMCI and the oral examination as appropriate.
- 4.10 A Notice of Eligibility is valid for two years from the date it is issued.
- 4.11 Candidates agree arrangements for the oral examination with the Exam Clerk, Department of Transport, Dublin, either by telephone or email.
- 4.12 Certificates are progressive from grade to grade. The knowledge, understanding and proficiency for a higher grade in both written and oral examination is always regarded as including the knowledge, understanding and proficiency for the corresponding subject, if any, for certificates of a lower grade.

- 4.13 Oral examinations shall be as follows.
- 4.13.1 Officer in charge of a navigational watch on ships greater than 500gt
 - 4.13.2 Chief Mate on ships of 3000gt or more
 - 4.13.3 Master on ships of 3000gt or more
 - 4.13.4 Chief Mate on ships of between 500gt & 3,000gt
 - 4.13.5 Master on ships of between 500gt & 3,000gt
 - 4.13.6 Officer in charge of a navigational watch on ships less than 500gt Near Coastal Area
 - 4.13.7 Master on ships less than 500gt Near Coastal Area
- 4.14 A candidate who is unsuccessful in orals at their first attempt will be required to pay separate fees in respect of his second and subsequent attempts at this part of the examination.
- 4.14.1 A candidate who is unsuccessful in the oral examination is required to wait at least 30 days before attempting a repeat examination. A candidate must wait at least three months before attempting a third or further re-sits of an oral examination.
- 4.15 A candidate who fails to appear for any written or oral examination at the appointed time, without reasonable excuse, may be failed by default. In the absence of reasonable proof that the failure to attend was unavoidable, the examination fee shall be forfeited.
- 4.16 A pass in each of the written examination modules listed on the notice of eligibility required for a Certificate of competency will remain valid for a period of five years.
- 4.17 **Forgery & Fraud.** The European Union (Training, Certification and Watchkeeping for Seafarers) Regulations 2014, as amended, provides for penalties and fines in respect of forgery relating to Certificates of competency and to documents required for the issue of a certificate. A prosecution or a fixed penalty may be issued to candidates alleged to have committed an offence under those regulations.
- 4.18 **Proof of Identity.** Each candidate for a Certificate of any grade will be required to produce proof of name, nationality, and place and date of birth. Proof of nationality will in general involve the production of a passport, birth certificate or of a certificate of naturalization.
- 4.19 **Knowledge of English.** Written and Oral examinations shall be conducted in the English language. Each candidate must prove to the satisfaction of the Department of Transport that they are competent in the use and understanding of English in both the written and oral form and have adequate knowledge of the English language to enable them to use nautical publications and perform navigation duties in an Irish ship. Candidates who are unable to communicate effectively in the English language will not be issued with a Certificate of competency.

Prior to undertaking an approved course, non-native English-speaking candidates may provide, or be required to provide, evidence of their competence in the English language by providing a Test Report Form from the International English Language Testing System (IELTS) or equivalent. This test report should show that the applicant has achieved at least academic level 6 in the four modules: - listening, reading, writing, and speaking with an overall band score of at least 6.5 in the academic modules.

Certificate Issue

4.20 **Issue of Certificate.** Certificates of competency are issued at the Mercantile Marine Office, Dublin, when all parts of the examination and all other mandatory conditions governing the Certificate are successfully completed or met.

Before the holder of a Certificate of competency of a particular grade is issued with a certificate of a higher class, that person shall surrender the first mentioned certificate to the Minister for Transport or to such person as the Minister directs, for cancellation.

4.21 A holder of a Certificate of competency may apply, paying the appropriate fee, for replacement for a lost Certificate of competency at the Mercantile Marine Office, Leeson Lane Dublin 2, DO2 TR60. A declaration as to the circumstances in which the Certificate was lost must be made by the applicant before the Superintendent. The Superintendent will then refer the application to the Examiner of Masters and Mates.

- No fee is chargeable, if the applicant can show that the certificate was lost through a shipwreck, fire on board or other shipping casualty.

Oral Examinations

4.22 Oral Examinations

4.22.1 The oral examination is intended to ascertain a candidate's competency in the practical aspects of a deck officer's duty.

4.22.2 Oral examinations will predominantly be based upon the operational duties of a Master or Navigation Officer in the following functions and at the level appropriate to the examination that they are taking. However, the examination may include aspects of the syllabus normally covered in written examinations.

- Navigation
- Cargo Handling and Stowage
- Controlling the operation of the ship and care for the persons on board
- Radiocommunications

4.22.3 The content of the oral exam shall be appropriate to the relevant Certificate of

competency and as set out in the examinations for Certificates of competency deck officer syllabus and the relevant table in the STCW Code. A pass mark for the oral exam is not specified, however, an inability to adequately answer questions relevant to the capacity of Certificate of competency being examined may lead to failure.

- 4.22.4 Candidates for management level certificates are expected to prepare themselves thoroughly for oral examinations. In addition to other elements the oral examination is an assessment of a candidate's ability to manage personnel and emergency situations.
- 4.22.5 During the oral examination the Examiner will test a candidate's knowledge of the sense and intention of the Regulations for Preventing Collisions at Sea. Mere ability to repeat the Regulations word for word will not suffice to ensure a candidate passing, nor will the lack of it necessarily entail failure, provided that the Examiner is satisfied that the candidate grasps the full significance, content and practical application of the Regulations. Examiners will not ask for the content of the Regulations by number, but by the subject with which they deal, and they will discourage the use by candidates of verses as aids to memorising the regulations. Examiners will not place a candidate in the position of handling a sailing ship but may test the candidate's ability to recognise a sailing ship's lights and the candidate's knowledge of a sailing ship's possible manoeuvres according to the direction of the wind.
- 4.22.6 The Examiner may, if they deem it necessary, ask the candidate questions arising from the written work produced by the candidate, and in the case of an OOW candidate, issues relating to the completion of the Cadet Record Book.
- 4.22.7 A candidate who is unsuccessful in the oral part of the examination for any Certificate of competency through serious weakness in knowledge relevant to the duties of a deck officer at the level subject to examination may, at the Examiner's discretion, be required to perform further sea service before being re-examined. Such sea service will not exceed six months and may be performed in any capacity on deck in a seagoing ship relevant to the Certificate of competency being sought.

Appendix I Course modules and overall assessment pass mark

Navigational Officer of the Watch Reg. II/1			
Bsc Nautical Science (ord) Modules	MTU Module Code	Overall Assessment Pass %	Recognised Prior Learning
Navigation & meteorology	NAUT6004	40	--
Introduction to Coastal Navigation	NAUT6003	40	--
Advanced Coastal Navigation*	NAUT7001	70	--
Ocean Navigation*	NAUT7004	70	--
NAEST – O⁸ Marine Radar*	NAUT6029		Yes
NAEST – O⁷ Watchkeeping*	NAUT6030		Yes
Meteorology for Mariners*	NAUT7003	50	--
Emergency Procedures & RoR	NAUT6016		--
Creativity Innovation & Teamwork	CMOD6001		--
Shipping Management	NAUT6001		--
Marine Communications	NAUT6024		--
Bridge Watchkeeping	NAUT6002		--
Ship Stability & Construction*	NAUT7006	50	--
Shipboard Operations*	NAUT7007	50	--
General Ship Knowledge	NAUT6020		--
Safety & Security	NAUT6034		--
Shipboard Support	NAUT6040		--
Seamanship	NAUT6006		--
Introduction to Shipboard Safety	NAUT6009		--

⁸ 12 months approved seagoing service required prior to commencing this module.

- Examination modules required for the experienced seafarer route (36 months seagoing service)

Chief Mate / Master Reg. II/2			
BSc (Hon) Nautical Science Modules	MTU Module Code	Assessment Pass %	Recognised Prior Learning
Advanced Maritime Meteorology	NAUT8001	60	--
Navigation Command	NAUT8008	60	--
Navigation Management	NAUT8010	60	--
Advanced Seamanship	NAUT8002	40	--
Ship Stability (M)	NAUT8017	60	--
Shipboard Operations	NAUT8018	60	--
Human Resource Management	NAUT8013	60	--
Ship Construction	NAUT8015	60	--
Ship Stability	NAUT8017	60	--
Ship Masters Business & Law	NAUT8016	60	--
Engineering for Deck Officers	NAUT8003	60	--

CHAPTER 5

Special Training for Personnel on Tankers

The Regulations provide that Officers and Ratings assigned specific duties and responsibilities related to cargo or cargo equipment on tankers shall hold a certificate in basic training for tanker cargo operations and masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging, care in transit, handling of cargo, tank cleaning or other cargo-related operations on tankers shall hold a certificate in advanced training for tanker cargo operations.

- 5.1 Oil tanker means a ship constructed and used for the carriage of petroleum and petroleum products in bulk.
- 5.2 Chemical tanker means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in Chapter 17 of the International Bulk Chemical Code.
- 5.3 Liquefied gas tanker means a ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in Chapter 19 of the International Gas Carrier Code.
- 5.4 Basic Training for Tanker Cargo Operations
 - 5.4.1 Every candidate for a certificate in basic training for oil and chemical tanker cargo operations and/or liquefied gas tanker cargo operations must have completed basic safety training within the previous 5 years prior to application in accordance with provisions of section A-VI/1 of the STCW Code in:
 - Personal survival techniques,
 - Fire prevention and firefighting,
 - Elementary first aid, and
 - Personal safety and social responsibilities.
 - 5.4.2 Basic oil and chemical tanker training may be completed by attendance at an approved basic tanker training course for oil and chemical tanker cargo operations and meeting the standard of competence specified in section A-V/1-1, paragraph 1 of the STCW Code.
 - 5.4.3 Basic liquefied gas tanker training may be completed by attendance at an approved basic training course for liquefied gas tanker cargo operations and meeting the standard of competence specified in section A-V/1-2, paragraph 1 of the STCW Code.
 - 5.4.4 A Certificate of Proficiency in basic tanker training will be issued to those candidates that have completed the relevant basic tanker training.
- 5.5 Advanced training for oil tanker cargo operations

5.5.1 Every candidate for a certificate of proficiency in advanced training for oil tanker cargo operations shall meet the requirements for certification in basic training for oil and chemical tanker cargo operations and, while qualified for certification⁹ in basic training for oil and chemical tanker cargo operations, every candidate shall have:

5.5.1.1 At least three months of approved seagoing service on oil tankers, which includes one load and one discharge operation, or

5.5.2 At least one month of approved on board training on oil tankers in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1 of the STCW Code and.

5.5.3 Completed approved advanced training for oil tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 2 of the STCW Code and hold documentary evidence of this training.

5.5.4 A Certificate of Proficiency in advanced oil tanker training will be issued to those candidates who have completed the relevant training.

5.6 Advanced training for chemical tanker cargo operations

5.6.1 Every candidate for a certificate of proficiency in advanced training for chemical tanker cargo operations shall meet the requirements for certification in basic training for oil and chemical tanker cargo operations and, while qualified for certification in basic training for oil and chemical tanker cargo operations, every candidate shall have:

5.6.1.1 At least three months of approved seagoing service on chemical tankers, which includes at least one load and one discharge operation or,

5.6.2 At least one month of approved onboard training on chemical tankers in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1 of the STCW Code and.

5.6.3 Completed approved advanced training for oil tanker cargo operations and meet the standard of competence specified in section A-V/1-1, paragraph 3 of the STCW Code and hold documentary evidence of this training.

5.6.4 A Certificate of Proficiency in advanced chemical tanker training will be issued to those candidates that have completed the relevant training.

5.7 Advanced training for liquefied gas tanker cargo operations

5.7.1 Every candidate for a certificate of proficiency in advanced training for liquefied gas

⁹ Hold a certificate in basic training for oil and chemical tanker cargo operations

tanker cargo operations shall meet the requirements for certification in basic training for liquefied gas tanker cargo operations and, while qualified for certification¹⁰ in basic training for oil and chemical tanker cargo operations, every candidate shall have:

5.7.1.1 At least three months of approved seagoing service on liquefied gas tankers, which includes at least one load and one discharge operation, or

5.7.2 At least one month of approved on board training on liquefied gas tankers in a supernumerary capacity, which includes at least three loading and three unloading operations and is documented in an approved training record book taking into account guidance in section B-V/1 of the STCW Code, and.

5.7.3 Completed approved advanced training for liquefied gas tanker cargo operations and meet the standard of competence specified in section A- V/1-2, paragraph 2 of the STCW Code and hold documentary evidence of this training.

5.7.4 A Certificate of Proficiency in advanced liquefied gas tanker training will be issued to those candidates that have completed the relevant training.

5.8 Testimonials

5.8.1 Testimonials of service on board tankers for which the certificate is being sought must be provided with each application for a certificate. A sample testimonial is shown at Appendix 4. Each application for a certificate of proficiency must include the following documents:

- Completed application form,
- Fee,
- Current Certificate of competency (if any),
- Valid medical fitness certificate,
- Certificate(s) of training in basic and/or advanced tanker training relevant to the type of certificate being applied for,
- Discharge book, and
- Tanker sea service testimonials.

¹⁰ Hold a certificate in basic training for liquefied gas tanker cargo operations

CHAPTER 6

Continued Proficiency and Updating of Knowledge

6.1 Revalidation of Certificates

- 6.1.1 The endorsement attesting the issuance of a Certificate of competency shall be revalidated or renewed, at intervals not exceeding five years, if the holder wishes to continue to be able to serve at sea. The endorsement attesting the issuance of a Certificate of competency is incorporated in the format of the certificate issued by the Department. All certificates issued to Masters and Deck Officers will have a maximum validity of five years and will become due for revalidation on or before the expiry date shown in the certificate.
- 6.1.2 When a certificate is revalidated, the certificate incorporating the endorsement will be reissued as a new document.
- 6.1.3 Certificates may be revalidated up to six months prior to the expiry date. In such cases the expiry date of a new certificate will be five years from the date of expiry of the previous certificate.

6.2 Certificates of competency. To fulfil the requirements for revalidation, Certificate holders will be required to demonstrate medical fitness and continued professional competence by:

- 6.2.1 Holding a valid Medical Fitness Certificate (maximum validity two years), and
- 6.2.2 Having attended approved training or update training as applicable in personal survival techniques, proficiency in survival craft and rescue boats, fire prevention and firefighting and advanced firefighting within the previous five years, and
- 6.2.3 Having approved sea going service on ships, performing the functions relevant to the revalidation of the certificate held, for a period of at least 12 months in total during the preceding 5 years or;
- 6.2.4 Having completed at least three months seagoing service in total during the preceding six months immediately prior to revalidating; or
- 6.2.5 Having approved seagoing service of at least three months, on ships performing the functions relevant to the revalidation of the certificate held, in a supernumerary capacity, or in a lower capacity than that for which the certificate is issued, immediately prior to application for revalidation; or
- 6.2.6 Applying to the Examiner of Masters and Mates for an assessment of relevant working experience which may result in the candidate being required to undertake additional update training, revalidation interview, and/or passing an approved test, training course; or
- 6.2.7 Have performed functions considered to be equivalent to the seagoing service such as Flag

State Surveyor, Harbour Pilot, Marine Surveyor, Maritime Lecturer, Marine Superintendent, which ensures an adequate updating of marine knowledge. Applications for waiving the revalidation sea service should be made only by certificate holders who wish to go to sea in the highest capacity appropriate to their certificate. Such applicants will have been actively involved in the inspection, operation or survey of sea-going ships or other duties for a substantial proportion (at least half) of the 5 years preceding the date of application for revalidation. Certificate holders in other occupations not specifically mentioned will also be considered on application.

6.2.8 Functions performed by Maritime Autonomous Surface Ships (MASS) operators engaged in operations in Ireland may be considered equivalent to seagoing service for the purpose of revalidating an existing Certificate of competency only. The applicant shall provide evidence of the period involved in MASS operations during the preceding five years.

6.3 Any relevant refresher and updating training courses required shall be approved and include changes in relevant national and international regulations concerning the safety of life at sea, security and the protection of the marine environment and take account of any updating of the required standard of competence.

6.4 The Medical Care Onboard certificate is valid for five years. This must be valid when applying to revalidate a Certificate of competency. If serving on an EU-registered ship as a Master or person in charge of medical care, an applicant needs to have undertaken approved training in medical care onboard within the previous five years.

6.5 There will be no time limit on applications for the revalidation of an expired Certificate of competency for sea-going service, irrespective of the date on which the endorsement attesting recognition ceased to be valid for such service.

6.6 Holders of certificates that have not been revalidated on or before the expiry date may apply to have a certificate revalidated or reissued by:

6.6.1 Holding a valid Medical Fitness Certificate for Sea Service (medical cert may be issued for less than two years), and

6.6.2 Having attended approved training¹¹ in personal survival techniques, proficiency in survival craft and rescue boats, fire prevention and firefighting and advanced firefighting within the previous five years, and

6.6.3 Having attended approved training in medical first aid or medical care on-board as applicable within the previous five years, and

6.6.4 Passing an interview conducted by the Examiner of Masters and Mates who may then either:

6.6.4.1 Issue a Certificate of competency permitting the certificate holder to serve in a capacity lower than that for which the original certificate was issued for a minimum period of three months, following the completion of the required

¹¹ Evidence of update training or certificates of proficiency

period of seagoing service the holder may apply to have the original capacity reinstated, **or**

6.6.4.2 Re-instate the original Certificate of competency.

6.7 Certificates of Proficiency (tanker endorsements)

6.7.1 Separate Certificates of Proficiency (tanker endorsements) are required for oil tankers, chemical tankers and for liquefied gas tankers.

6.7.2 STCW defines continued professional competence for seafarers revalidating tanker endorsements under Regulation I/11 as:

6.7.2.1 Approved seagoing service, performing duties appropriate to the tanker certificate or endorsement held, for a period of at least three months in total during the preceding five years, or

6.7.2.2 Successfully completing an approved relevant training course or courses.

6.7.3 Seafarers revalidating certificates of proficiency (tanker endorsements) must provide evidence of approved minimum sea service appropriate to each of the types of tanker that they want to remain qualified for.

6.7.4 If evidence of sea service cannot be provided the Certificate of Proficiency (tanker endorsement) will not be renewed. Before it can be re-issued, the applicant will be required to complete:

6.7.4.1 The relevant advanced tanker training programme, or

6.7.4.2 14 days approved supervised ship-board training (which must include at least one loading and one discharge operation) in a supernumerary capacity in the relevant type of tanker.

CHAPTER 7

Certificates of equivalent competency

- 7.1 All applicants
- 7.1.1 A Certificate of competency issued by another country which is party to the convention and with which Ireland holds a mutual agreement¹¹ may be recognised for the purpose of serving on an Irish Ship, in the form of a Certificate of equivalent competency.
- 7.1.2 The Irish Maritime Administration shall only issue a Certificate of equivalent competency to a person who is going to work on an Irish ship and has an offer of employment.
- 7.2 When an application for a Certificate of equivalent competency has been received, the Department will check the validity and authenticity of the Certificate of competency with the country that issued it. If it is authentic and valid, Confirmation of Receipt of Application shall be issued, which is valid for a period of 3 months. This will allow an applicant to sail on an Irish ship while the application is processed. See **Annex E** for details of English Language requirements.
- 7.3 A CEC shall not be issued with a limitation for service in the Near Coastal Area of the country that issued the original Certificate of competency unless Ireland has entered an undertaking with that party specifying the details of both involved trading areas and other relevant conditions¹².
- 7.4 An applicant shall fulfil the following criteria prior to applying for a Certificate of equivalent competency:
- 7.4.1 Hold a Seafarer ID Number.
- 7.4.2 have an offer of employment on an Irish ship or be employed on an Irish ship.
- 7.4.3 hold a Certificate of competency from a country¹³ with which Ireland has a mutual agreement.
- 7.4.4 The Certificate of competency issued in accordance with Reg. II/1, Reg. II/2 or Reg. IV, is valid, and that the capacity and any limitations imposed are appropriate for the position on board **and in accordance with the applicable safe manning requirements of the Administration**¹⁴.
- 7.4.5 Applicants for a CEC at management level shall have appropriate knowledge of Irish maritime legislation relevant to the functions they are permitted to perform.
- 7.4.6 Evidence of sufficient command of the English language to sail on an Irish ship; see **Annex E** for further information.
- 7.4.7 hold a valid Medical Fitness Certificate.

¹² Near Coastal Area as specified by the UK shall in general be recognised

¹³ Current list of countries may be found on www.seafarers.ie

¹⁴ A CEC shall not be issued with a limitation that is not issued to an Irish COC holder.

CHAPTER 8

Fishing Vessel Deck Officers to Mercantile Marine.

8.1 Skipper Full to Reg. II/3 Master less than 500 gross tonnage Near Coastal Area

All applicants must hold the following:

- 8.1.1 A valid Skipper Full, fishing vessel Certificate of competency,
- 8.1.2 A valid medical fitness certificate,
- 8.1.3 A Certificate of Proficiency in Advanced Firefighting, STCW Regulation VI/3, issued within the previous five years,
- 8.1.4 A Certificate of Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats, STCW Regulation VI/2 issued within the previous five years,
- 8.1.5 A Certificate of Proficiency in Medical Care, STCW Regulation VI/4, issued within the previous five years,
- 8.1.6 The following Certificates of Proficiency issued within the previous five years, in Basic Training in accordance with STCW Regulation VI/1 in:
 - Personal Survival Techniques, as set out in table A-VI/1-1,
 - Fire Prevention and Firefighting, as set out in table A-VI/1-2,
- 8.1.7 A Certificate of Proficiency in Elementary First Aid as set out in table A-VI/1-3
- 8.1.8 A Certificate of Proficiency in Personal Safety and Social Responsibilities, as set out in table A-VI/1-4.
- 8.1.9 A Certificate of Proficiency for seafarers with Designated Security Duties, STCW Reg. VI/6, or a Certificate of Proficiency as Ship Security Officer, STCW Reg. VI/5
- 8.1.10 GMDSS General Operator's Certificate
- 8.1.11 One of the following:
 - 8.1.11.1 A Navigation Radar & ARPA Simulator Training (NARAS operational) certificate of training and an ECDIS Certificate, **or**
 - 8.1.11.2 Navigation Aids and Equipment Simulator Training (NAEST operational) certificate of training, or
 - 8.1.11.3 An ENS certificate issued in Ireland and evidence of completion of the NAEST Watchkeeping module at NMCI.

8.1.12 An Able Seafarer Deck Rating Certificate of Training.

8.1.13 Evidence of 6 months' seagoing service in the capacity of Skipper or 3 months in the capacity of Master Reg. II/3 <500gt Domestic ships within the previous 5 years

8.1.14 Confirmation of having successfully completed an approved training course and having passed the following STCW 78, as amended, examination modules:

Module Code	Module Title	Overall Pass
NAUT6016	Shipboard Emergency Procedures	Pass
NAUT6029 ¹⁵	NAEST-O Marine Radar ¹⁶	-X-
NAUT6030 ¹⁵	NAEST-O Watchkeeping	Pass
NAUT6072	Ship Knowledge <500gt	60%
NAUT6073	Shipboard Management	60%

8.1.15 All applicants must pass the STCW 78, as amended, Regulation II/3 Master Near Coastal Area Oral examination conducted by a Department of Transport Examiner of Masters and Mates.

8.2 Second Hand Full to Reg. II/3 OOW less than 500 gross tonnage Near Coastal Area

All applicants must hold the following:

8.2.1 A valid, Second Hand Full or Skipper Limited, fishing vessel Certificate of competency,

8.2.2 A valid Medical Fitness Certificate

8.2.3 A Certificate of Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats, STCW Regulation VI/2, issued within the previous five years,

8.2.4 A Certificate of Proficiency in Medical First Aid, STCW Regulation VI/4, issued within the previous five years.

8.2.5 The following Certificates of Proficiency, issued within the previous five years, in Basic Training in accordance with STCW Regulation VI/1 in;

- Personal Survival Techniques, as set out in table A-VI/1-1,
- Fire Prevention and Firefighting, as set out in table A-VI/1-2,

¹⁵ Candidates who complete both modules NAUT6029 & NAUT6030 at NMCI only, will be issued with a NAEST O Certificate from NMCI

¹⁶ Module shall be exempt for those who hold an ENS certificate

- 8.2.6 A Certificate of Proficiency in Elementary First Aid, as set out in table A-VI/1-3
- 8.2.7 A Certificate of Proficiency in Personal Safety and Social Responsibilities, as set out in table A-VI/1-4
- 8.2.8 A Certificate of Proficiency for Seafarers with Designated Security Duties, STCW Regulation VI/6
- 8.2.9 A GMDSS General Operator’s Certificate (GOC),
- 8.2.10 One of the following.
 - 8.2.10.1 A Navigation Radar & ARPA Simulator Training (NARAS operational) certificate of training and an ECDIS Certificate, **or**
 - 8.2.10.2 Navigation Aids and Equipment Simulator Training (NAEST operational) certificate of training, **or**
 - 8.2.10.3 An ENS certificate issued in Ireland and evidence of completion of the NAEST Watchkeeping module at NMCI.
- 8.2.11 An Able Seafarer Deck Rating Certificate of Training,
- 8.2.12 Confirmation of having successfully completed an approved training course and having passed the following STCW 78, as amended examination modules:

Module Code	Module Title	Formal Exam
NAUT6016	Shipboard Emergency Procedures	Pass
NAUT6029¹⁷	NAEST-O Marine Radar ¹⁸	X
NAUT6030¹⁷	NAEST-O Watchkeeping	Pass
NAUT6072	Ship Knowledge <500gt	60%
NAUT6073	Shipboard Management	60%

All applicants must pass the STCW 78, as amended, Regulation II/3 OOW Near Coastal Area Oral examination conducted

¹⁷ Candidates who complete both modules NAUT6029 & NAUT6030 at NMCI only, will be issued with a NAEST O Certificate from NMCI

¹⁸ Module shall be exempt for those who hold an ENS certificate.

by a Department of Transport Examiner of Masters and Mates.

- Seafarers who qualify as OOW II/3 on ships engaged on near coastal voyages as per the requirements of this Chapter shall meet the seagoing requirements of Chapter 2 Section 2.3 and pass the relevant oral examination to serve as Master Reg.II/3 on ships engaged on near coastal voyages.
- Seafarers may qualify for a remission in qualifying sea-service up to a maximum of six months of the 12-month period required, if they hold a valid Certificate of competency as Master with a Domestic limitation and a minimum of 6 months service in that capacity, or hold or eligible to hold a Skipper Limited <100m Certificate of competency.

	Original Certificate of competency		
	Second Hand Full	OOW II/3 NCA <500gt	Skipper Full
1		12 months approved seagoing service as OOW (may be reduced to 6 months as per 8.2.14)	6 months seagoing service as Skipper or 3 months seagoing service as Master II/3 Domestic <500gt
2	Maritime Education and Training Programme at NMCI including assessment ¹⁹		Maritime Education and Training Programme at NMCI including assessment ¹⁹
3	Ancillary Training	Ancillary Training	Ancillary Training
4	DoT Oral Examination OOW II/3 syllabus	DoT Oral Examination II/3 Master Syllabus	DoT Oral Examination II/3 Master Syllabus
	↓	↓	↓
Outcome	OOW II/3 COC Near Coastal Area on ships less than 500gt	Master II/3 COC Near Coastal Area on ships less than 500gt	Master II/3 COC Near Coastal Area on ships less than 500gt

¹⁹ Candidates are required to hold a notice of eligibility issued by the Department prior to attending for written, practical or oral examination.

CHAPTER 9

Certificate of Proficiency Ratings

9.1 Certification as Able Seafarer Deck

The requirements to obtain a Certificate of Proficiency in the capacity of Able Seafarer Deck in accordance with STCW Regulation II/5 are set out below:

Every candidate for certification shall:

- 9.1.1 Be not less than 18 years of age,
- 9.1.2 Have completed the four elements of STCW basic training:
 - Personal Survival Techniques (STCW A - VI/1-1),
 - Fire Prevention and Fire Fighting (STCW A-VI/1-2),
 - Elementary First Aid (STCW A-VI/1-3), and
 - Personal safety and social responsibilities (STCW A-VI/1-4),
- 9.1.3 Have gained not less than 12 months seagoing service in the deck department whilst holding a Regulation II/4 navigation watch rating certificate,
- 9.1.4 Have attended an approved programme of training for Able Seafarer Deck,
- 9.1.5 Hold an STCW Certificate of Proficiency in Survival Craft and Rescue Boats (other than fast rescue boats),
- 9.1.6 Hold a valid Medical Fitness Certificate, STCW Reg I/9.

9.2 Certification as Ratings forming part of a navigational watch

Every rating forming part of a navigational watch on a ship of 500 gross tonnage or more, other than ratings under training or whose duties while on watch are of an unskilled nature, shall hold a navigation watch rating certificate. Navigation Watch Rating Certificates STCW 1978, as amended, Regulation II/4 may be issued to ratings who can meet the qualifying conditions set out below, by Companies approved and authorised to issue Watch Rating Certificates or by the Minister. Companies should ensure that a Master holding a Certificate of competency STCW Regulation II/2, ships of 500 gross tonnage, or more has certified that the candidate meets the qualifying conditions.

Every candidate for certification shall:

- 9.2.1 Be not less than 16 years of age,
- 9.2.2 Have completed the four elements of STCW basic training within the previous 5 years:

- Personal Survival Techniques (STCW A - VI/1-1),
- Fire Prevention and Fire Fighting (STCW A-VI/1-2),
- Elementary First Aid (STCW A-VI/1-3), and
- Personal safety and social responsibilities (STCW A-VI/1-4).

9.2.3 Hold a valid Medical Fitness Certificate STCW Reg I/9,

9.2.4 Have completed approved:

- Seagoing service including not less than six months of training and experience, or
- Special training either pre-sea or on-board ship, including an approved period of seagoing service which shall not be less than two months; and

9.2.5 Have successfully completed the relevant parts of an approved on-board training record book such as the International Shipping Federation (ISF) On Board Training Record Book for Ratings forming part of a Navigational Watch, or equivalent, and submit the book to the Master for evaluation on the vessel(s) on which the training was carried out; and

9.2.6 Have been assessed by a certificated deck officer of the ship as appointed by the company, and has been found to have met the requirements and performance standards specified in STCW Code A-II/4,

If it is established that a rating meets the requirements of paragraph 1 to 6 then that rating may be issued with a Navigation Watch Rating Certificate using the Seafarer Information System.

Annex A

Ancillary certification

Ancillary and other Certification	Master >3,000GT	Master <3,000GT Chief Mate >3,000GT	Chief Mate <3,000GT	Master <500GT Near Coastal Area	OOW >500GT 36 Months	OOW >500GT Approved Training Programme	OOW <500GT Near Coastal Area
Basic Training PST	√	√	√	√	√	√	√
Basic Training FF	√	√	√	√	√	√	√
Basic Training EFA	√	√	√	√	√	√	√
Basic Training PSSR	√	√	√	√	√	√	√
Medical Fitness	√	√	√	√	√	√	√
GMDSS GOC	√	√	√	√	√	√	√
Able Seafarer Training	√	√	√	√	√	√	√
Advanced Fire Fighting	√	√	√	√	√	√	
PSCRB	√	√	√	√	√	√	√
NAEST (O) including ECDIS	√	√	√	√	√	√	√
NAEST (M)	√	√	√				
Medical First Aid at Sea	√	√	√	√	√	√	√
Medical Care on Board	√	√	√	√			
Designated Security Duties	√	√	√	√	√	√	√
Medical Fitness (ENG II)	√	√	√	√	√	√	√

Annex B

Domestic Certificates of competency

From the date of implementation of these directions, applicants for a new Certificate of competency as Master or Officer in Charge of a Navigational watch on ALL seagoing ships less than 500 gross tonnage operating in the near coastal area shall comply with Chapter 2 or Chapter 9.

Annex C

Syllabus for Reg. II/3 Master & OOW and for Reg. II/2 Chief Mate & Master

Table A-II/3 Officers in charge of a navigational watch & master's on ships less than 500 gross tonnage engaged on near coastal voyages	
Competence	Knowledge, Understanding and Proficiency
Navigation at the operational level	
<p>Plan and conduct a coastal passage and determine position</p> <p>Note: Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS. These limitations shall be reflected in the endorsement issued to the seafarer concerned</p>	<p style="text-align: center;"><i>Navigation</i></p> <p>Ability to determine the ship's position by the use of:</p> <p style="padding-left: 40px;">.1 landmarks</p> <p style="padding-left: 40px;">.2 aids to navigation, including lighthouses, beacons and buoys</p> <p style="padding-left: 40px;">.3 dead reckoning, taking into account winds, tides, currents and estimated speed</p> <p>Thorough knowledge of and ability to use nautical charts and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings and ships' routing information</p> <p>Reporting in accordance with General Principles for Ship Reporting Systems and with VTS procedures</p> <p style="text-align: center;">Note: This item is only required for certification as master</p> <p style="text-align: center;"><i>Navigational aids and equipment</i></p> <p>Ability to operate safely and determine the ship's position by use of all navigational aids and equipment commonly fitted on board the ships concerned</p> <p style="text-align: center;"><i>Compasses</i></p> <p style="padding-left: 40px;">Knowledge of the errors and corrections of magnetic compasses</p> <p>Ability to determine errors of the compass, using terrestrial means, and to allow for such errors</p> <p style="text-align: center;"><i>Automatic pilot</i></p> <p>Knowledge of automatic pilot systems and procedures; change-over from manual to automatic control and vice versa; adjustment of controls for optimum performance</p> <p style="text-align: center;"><i>Meteorology</i></p> <p>Ability to use and interpret information obtained from shipborne meteorological instruments</p> <p style="padding-left: 40px;">Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems</p> <p style="text-align: center;">Ability to apply the meteorological information available</p>
<p>Maintain a safe navigational watch</p>	<p style="text-align: center;"><i>Watchkeeping</i></p> <p>Thorough knowledge of content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Knowledge of content of the Principles to be observed in keeping a navigational watch</p> <p>Use of routing in accordance with the General Provisions on Ships' Routing</p> <p>Use of reporting in accordance with the General Principles for Ship Reporting</p>

	Systems and with VTS procedures
Respond to emergencies	<p>Emergency procedures, including:</p> <ul style="list-style-type: none"> .1 precautions for the protection and safety of passengers in emergency situations .2 initial assessment of damage and damage control .3 action to be taken following a collision .4 action to be taken following a grounding <p>In addition, the following material should be included for certification as master:</p> <ul style="list-style-type: none"> .1 emergency steering .2 arrangements for towing and for being taken in tow .3 rescuing persons from the sea .4 assisting a vessel in distress .5 appreciation of the action to be taken when emergencies arise in port
Respond to a distress signal at sea	<p><i>Search and rescue</i></p> <p>Knowledge of the contents of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual</p>
<i>Cargo handling and stowage at the operational level</i>	
Monitor the loading, stowage, securing and unloading of cargoes and their care during the voyage	<p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of safe handling, stowage and securing of cargoes, including dangerous, hazardous and harmful cargoes, and their effect on the safety of life and of the ship</p> <p>Use of the International Maritime Dangerous Goods (IMDG) Code</p>
<i>Controlling the operation of the ship and care for persons on board at the operational level</i>	
Ensure compliance with pollution prevention requirements	<p><i>Prevention of pollution of the marine environment and anti-pollution procedures</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment Anti-pollution procedures and all associated equipment</p>
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p>Understanding of the fundamentals of watertight integrity</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Ability to organize fire drills</p>

	<p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Understanding of action to be taken in the event of fire, including fires involving oil systems</p>
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids</p>
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea, security and protection of the marine environment
Contribute to the safety of personnel and ship	<p>Knowledge of personal survival techniques</p> <p>Knowledge of fire prevention and ability to fight and extinguish fires</p> <p>Knowledge of elementary first aid</p> <p>Knowledge of personal safety and social responsibilities</p>

Table A-II/2 Masters & Chief Mates on ships of 500 gross tonnage or more	
Competency	Knowledge, Understanding and Proficiency
Navigation at management level	
Plan a voyage and conduct navigation	<p>Voyage planning and navigation for all conditions by acceptable methods of plotting ocean tracks, taking into account, e.g.:</p> <ul style="list-style-type: none"> .1 restricted waters .2 meteorological conditions .3 ice .4 restricted visibility .5 traffic separation schemes .6 vessel traffic service(VTS) areas .7 areas of extensive tidal effects <p>Routeing in accordance with the General Provisions on Ships' Routeing</p> <p>Reporting in accordance with the General principles for Ship Reporting Systems and with VTS procedures</p>
Determine position and the accuracy of resultant position fix by any means	<p>Position determination in all conditions:</p> <ul style="list-style-type: none"> .1 by celestial observations

	<p>.2 by terrestrial observations, including the ability to use appropriate charts, notices to mariners and other publications to assess the accuracy of the resulting position fix</p> <p>.3 using modern electronic navigational aids, with specific knowledge of their operating principles, limitations, sources of error, detection of misrepresentation of information and methods of correction to obtain accurate position fixing</p>
Determine and allow for compass errors	<p>Ability to determine and allow for errors of the magnetic and gyro-compasses</p> <p>Knowledge of the principles of magnetic and gyro-compasses</p> <p>An understanding of systems under the control of the master gyro and a knowledge of the operation and care of the main types of gyro-compass</p>
Coordinate search and rescue operations	A thorough knowledge of and ability to apply the procedures contained in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual
Establish watchkeeping arrangements and procedures	<p>Thorough knowledge of content, application and intent of the International Regulations for Preventing Collisions at Sea, 1972, as amended</p> <p>Thorough knowledge of the content, application and intent of the Principles to be observed in keeping a navigational watch</p>
<p>Maintain safe navigation through the use of information from navigation equipment and systems to assist command decision making</p> <p><i>Note: Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned</i></p>	<p>An appreciation of system errors and thorough understanding of the operational aspects of navigational systems</p> <p>Blind pilotage planning</p> <p>Evaluation of navigational information derived from all sources, including radar and ARPA, in order to make and implement command decisions for collision avoidance and for directing the safe navigation of the ship</p> <p>The interrelationship and optimum use of all navigational data available for conducting navigation</p>
<p>Maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making</p> <p><i>Note: Training and assessment in the use of ECDIS is not required for those who serve</i></p>	<p>Management of operational procedures, system files and data, including:</p> <p>.1 manage procurement, licensing and updating of chart data and system software to conform to established procedures</p> <p>.2 system and information updating, including the ability to update ECDIS system version in accordance with vendor's product development</p> <p>.3 create and maintain system configuration and backup files</p> <p>.4 create and maintain log files in accordance with established procedures</p> <p>.5 create and maintain route plan files in accordance with established procedures</p>

<p>exclusively on ships not fitted with ECDIS. This limitation shall be reflected in the endorsement issued to the seafarer concerned</p>	<p>.6 use ECDIS log-book and track history functions for inspection of system functions, alarm settings and user responses</p> <p>Use ECDIS playback functionality for passage review, route planning and review of system functions</p>
<p>Forecast weather and oceanographic conditions</p>	<p>Ability to understand and interpret a synoptic chart and to forecast area weather, taking into account local weather conditions and information received by weather fax</p> <p>Knowledge of the characteristics of various weather systems, including tropical revolving storms and avoidance of storm centres and the dangerous quadrants</p> <p>Knowledge of ocean current systems</p> <p>Ability to calculate tidal conditions</p> <p>Use all appropriate nautical publications on tides and currents</p>
<p>Respond to navigational emergencies</p>	<p>Precautions when beaching a ship</p> <p>Action to be taken if grounding is imminent, and after grounding</p> <p>Refloating a grounded ship with and without assistance</p> <p>Action to be taken if collision is imminent and following a collision or impairment of the watertight integrity of the hull by any cause</p> <p>Assessment of damage control</p> <p>Emergency steering</p> <p>Emergency towing arrangements and towing procedure</p>
<p>Manoeuvre and handle a ship in all conditions</p>	<p>Manoeuvring and handling a ship in all conditions, including:</p> <p>.1 manoeuvres when approaching pilot stations and embarking or disembarking pilots, with due regard to weather, tide, head reach and stopping distances</p> <p>.2 handling ship in rivers, estuaries and restricted waters, having regard to the effects of current, wind and restricted water on helm response</p> <p>.3 application of constant rate-of-turn techniques</p> <p>.4 manoeuvring in shallow water, including the reduction in under-keel clearance caused by squat, rolling and pitching</p> <p>.5 interaction between passing ships and between own ship and nearby banks (canal effect)</p> <p>.6 berthing and unberthing under various conditions of wind, tide and current with and without tugs</p> <p>.7 ship and tug interaction</p> <p>.8 use of propulsion and manoeuvring systems</p> <p>.9 choice of anchorage; anchoring with one or two anchors in limited anchorages and</p>

	<p>factors involved in determining the length of anchor cable to be used</p> <p>.10 dragging anchor; clearing fouled anchors</p> <p>.11 dry-docking, both with and without damage</p> <p>.12 management and handling of ships in heavy weather, including assisting a ship or aircraft in distress; towing operations; means of keeping an unmanageable ship out of trough of the sea, lessening drift and use of oil</p> <p>.13 precautions in manoeuvring to launch rescue boats or survival raft in bad weather</p> <p>.14 methods of taking on board survivors from rescue boats and survival craft</p> <p>.15 ability to determine the manoeuvring and propulsion characteristics of common types of ships, with special reference to stopping distances and turning circles at various draughts and speeds</p> <p>.16 importance of navigating at reduced speed to avoid damage caused by own ship's bow wave and stern wave</p> <p>.17 practical measures to be taken when navigating in or near ice or in conditions of ice accumulation on board</p> <p>.18 use of, and manoeuvring in and near, traffic separation schemes and in vessel traffic service(VTS) areas</p>
Operate remote controls of propulsion plant and engineering systems and services	<p>Operating principles of marine power plants</p> <p>Ships' auxiliary machinery</p> <p>General knowledge of marine engineering terms</p>
Cargo handling & stowage at management level	
Plan and ensure safe loading, stowage, securing, care during the voyage and unloading of cargoes	<p>Knowledge of and ability to apply relevant international regulations, codes and standards concerning the safe handling, stowage, securing and transport of cargoes</p> <p>Knowledge of the effect on trim and stability of cargoes and cargo operations</p> <p>Use of stability and trim diagrams and stress-calculating equipment, including automatic data-based(ADB) equipment, and knowledge of loading cargoes and ballasting in order to keep hull stress within acceptable limits</p> <p>Stowage and securing of cargoes on board ships, including cargo-handling gear and securing and lashing equipment</p> <p>Loading and unloading operations, with special regard to the transport of cargoes identified in the Code of Safe Practice for Cargo Stowage and Securing</p> <p>General knowledge of tankers and tanker operations</p> <p>Knowledge of the operational and design limitations of bulk carriers</p> <p>Ability to use all available shipboard data related to loading, care and unloading of bulk cargoes</p> <p>Ability to establish procedures for safe cargo handling in accordance with the provisions of the relevant instruments such as IMDG Code, IMSBC Code, MARPOL</p>

	73/78 Annexes III and V and other relevant information Ability to explain the basic principles for establishing effective communications and improving working relationship between ship and terminal personnel
Assess reported defects and damage to cargo spaces, hatch covers and ballast tanks and take appropriate action	Knowledge of the limitations on strength of the vital constructional parts of a standard bulk carrier and ability to interpret given figures for bending moments and shear forces Ability to explain how to avoid the detrimental effects on bulk carriers of corrosion, fatigue and inadequate cargo handling
Carriage of dangerous goods	International regulations, standards, codes and recommendations on the carriage of dangerous cargoes, including the International Maritime Dangerous Goods (IMDG) Code and the International Maritime Solid Bulk Cargoes (IMSBC) Code Carriage of dangerous, hazardous and harmful cargoes; precautions during loading and unloading and care during the voyage
Controlling the operation of the ship & care for persons on board at the management level	
Control trim, stability and stress	Understanding of fundamental principles of ship construction and the theories and factors affecting trim and stability and measures necessary to preserve trim and stability Knowledge of the effect on trim and stability of a ship in the event of damage to and consequent flooding of a compartment and countermeasures to be taken Knowledge of IMO recommendations concerning ship stability
Monitor and control compliance with legislative requirements and measures to ensure safety of life at sea, security and the protection of the marine environment	Knowledge of international maritime law embodied in international agreements and conventions Regard shall be paid especially to the following subjects: .1 certificates and other documents required to be carried on board ships by international conventions, how they may be obtained and their period of validity .2 responsibilities under the relevant requirements of the International Convention on Load Lines, 1966, as amended .3 responsibilities under the relevant requirements of the International Convention for the Safety of Life at Sea, 1974, as amended .4 responsibilities under the International Convention for the Prevention of Pollution from Ships, as amended .5 maritime declarations of health and the requirements of the International Health Regulations .6 responsibilities under international instruments affecting the safety of the ship, passengers, crew and cargo .7 methods and aids to prevent pollution of the marine environment by ships .8 national legislation for implementing international agreements and conventions
Maintain safety and security of the ship's crew and passengers and the operational	Through knowledge of life-saving appliance regulations (International Convention for the Safety of Life at Sea) Organization of fire drills and abandon ship drills

<p>condition of lifesaving, firefighting and other safety systems</p>	<p>Maintenance of operational condition of lifesaving, fire-fighting and other safety systems</p> <p>Actions to be taken to protect and safeguard all persons on board in emergencies</p> <p>Actions to limit damage and save the ship following a fire, explosion, collision or grounding</p>
<p>Develop emergency and damage control plans and handle emergency situations</p>	<p>Preparation of contingency plans for response to emergencies</p> <p>Ship construction, including damage control</p> <p>Methods and aids for fire prevention, detection and extinction</p> <p>Functions and use of life-saving appliances</p>
<p>Use of leadership and managerial skill</p>	<p>Knowledge of shipboard personnel management and training</p> <p>A knowledge of related international maritime conventions and recommendations, and national legislation</p> <p>Ability to apply task and workload management, including:</p> <ul style="list-style-type: none"> .1 planning and co-ordination .2 personnel assignment .3 time and resource constraints .4 prioritization <p>Knowledge and ability to apply effective resource management:</p> <ul style="list-style-type: none"> .1 allocation, assignment, and prioritization of resources .2 effective communication on board and ashore .3 decisions reflect consideration of team experiences .4 assertiveness and leadership, including motivation .5 obtaining and maintaining situation awareness <p>Knowledge and ability to apply decision-making techniques:</p> <ul style="list-style-type: none"> .1 situation and risk assessment .2 identify and generate options .3 selecting course of action .4 evaluation of outcome effectiveness <p>Development, implementation, and oversight of standard operating procedures</p>
<p>Organize and manage the provision of medical care on board</p>	<p>A thorough knowledge of the use and contents of the following publications:</p> <ul style="list-style-type: none"> .1 International Medical Guide for Ships or equivalent national publications .2 medical section of the International Code of Signals

The level of theoretical knowledge, understanding and proficiency required may be varied according to whether the certificate is to be valid for ships of 3,000 gross tonnage or more or for ships between 500 gross tonnage and 3000 gross tonnage.

Annex D

Trading Areas

Definition of Trading Areas

Near Coastal Area

- Area within 170 miles of the coast of Ireland & 30 miles off the coast of the United Kingdom.

Domestic

- Irish territorial sea which is a belt of coastal waters around Ireland extending 12 nautical miles to sea from the mean low water mark.

Annex E

English language requirements for Certificates of equivalent competency

Applicants for Certificates of equivalent competency (CEC) issued by the Government of Ireland are required to show an acceptable level of competency in the English language in written, oral and aural form. This is a requirement under Irish and International regulations. One of the following may be accepted as demonstrating this level of competency in English.

- Pass in the Marlins English Language Computer Test at an approved Marlins Test Centre. Approved Marlins test centres are available on the Marlin company home page <http://www.marlins.co.uk>

The minimum acceptable pass marks (to be submitted on a Marlins approved centre stamped computer printout) are as follows:

Deck Officers	Engineering Officers
Senior Deck Officers (Management level) 90%	Senior Engineering Officers (Management level) 80%
Junior Deck Officers (Operational level) 80%	Junior Engineering Officers (Operational level) 70%

In addition, as the Marlins English Language Computer Test does not cover oral English, evidence of a satisfactory level of oral English must be demonstrated. Oral English must be assessed at a centre recognised by the Department of Transport. To be recognised, assessors should forward details of their credentials, qualifications, and competency in the English language to:

Examination Section

Ph +353 1 6783400

Marine Survey Office
Department of Transport,
Leeson Lane
Dublin 2 Ireland
D02 TR60

Fx + 353 1 6783409

Email: admin@seafarers.ie

The recommended criteria in this appendix and the checklist should be used each time an oral assessment of an individual's level of competency in the English language is made. A copy of the checklist is to be retained by the company and a copy of the checklist (together with any other certificates required e.g., Marlins) is to be submitted with the application for CEC to the address above.

- Pass in the Marlins English Language Computer Test at an approved Marlins Test Centre, as outlined

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above and in addition, pass in the ISF Marlins Test of Spoken English (TOSE) at an approved Marlins Test Centre. The TOSE complements the computer-based test. Approved Marlins test centres for the English Language Computer Test and the TOSE are available on the Marlin company home page <http://www.marlins.co.uk>

The minimum acceptable pass marks (to be submitted on a Marlins approved centre stamped computer printout) for the Marlins combined test scoring system is as follows:

Level / Department	ISF Marlins English computer test	Test of Spoken English (TOSE)	Minimum acceptable combined score
	Minimum acceptable score	Minimum acceptable TOSE result (overall)	
<u>Management & Operational Level</u>			
<i>Navigational Dept.</i>			
Master	90%	Upper Intermediate	86%
Chief Officer	90%	Upper Intermediate	86%
2 nd Officer	80%	Intermediate	72%
3 rd Officer	80%	Lower Intermediate	62%

<i>Engineering Dept.</i>			
Chief Engineer Officer	80%	Intermediate	72%
2 nd Engineer Officer	80%	Lower Intermediate	62%
3 rd Engineer Officer	70%	Lower Intermediate	58%
4 th Engineer Officer	70%	Lower Intermediate	58%

- Hold an STCW Certificate of competency for which the examinations were conducted wholly in English.
- Hold an English Language test certificate that is comparable to or exceeds the level of Marlins (e.g. IELTS Level 6, Berlitz Language School level 2+ endorsed by the company, TOEFL for admission to US

University).

- Other evidence of proficiency in the English language may be dealt with on a case-by-case basis by the Examiner (e.g. evidence of degree or diploma where the course and examinations are conducted through English).

Recommended criteria for English assessments for Certificates of equivalent competency

When to use

The MARLINS English Language Computer Test for Seafarers does not cover oral or spoken English. The assessment method outlined below is for use for applicants for Certificates of equivalent competency (CECs) and is to be used in addition to the MARLINS English Language Computer Test. The checklist should be used to confirm standards of English and as an auditable record for CEC applicants.

The assessment

This is to be conducted on a one-to-one basis with a native English speaker ('the assessor'). Where possible the assessments should be tape-recorded. It should consist of three separate sections of approximately one hour in duration altogether. Where there is doubt as to whether certain criteria are being met there may be a need to retry during the assessment.

Section 1 - oral interview

This should cover general topics, for example career to date, future plans. The questions should enable and encourage discursive responses allowing the seafarer the chance to ask questions or seek clarification.

Section 2 - live listening/comprehension

The assessor should, at a steady pace, read a passage lasting 3-5 minutes of a general maritime nature, e.g. an incident or a procedure. The seafarer may take notes throughout (in their own language if preferred). They should be allowed 2-3 minutes to look over their notes and then be asked to describe the incident in their own words, summarising the main points.

Section 3 - specific/job focused communications.

This section needs to be tailored to the vocabulary relating to the specific functions to be undertaken by the seafarer. This may need to include listening to radio messages, loudspeaker announcements, and should certainly include the testing of comprehension and communication of the type of orders, statements, and requests that the seafarer is likely to hear or have to make.

Criteria checklist

These criteria are to help establish levels of listening and speaking abilities and are to be filled-in each time an assessment is made and in all CEC applications to confirm established competence. The criteria are to be used as a checklist and where the assessor decides that one/some are not met that is to be noted for the record against the criterion (a tick for met and a cross for not met). It will be for the assessor to decide whether failure to meet any of the criteria means the seafarer's level of English would not be sufficient to carry out their functions safely and effectively. The completed criteria sheet and, where available, the tape-recording will form the basis of the documentation required for audit.

Criteria Checklist

Speaking

1. Clarity - language is sufficiently clear and accurate to be understood by native and non- native speakers of English; any inaccuracies, faults in intonation or hesitation do not impede comprehension of the points being made.
2. Initiation of dialogue - there is evidence of the seafarer not simply echoing or responding, but also of taking the conversation forward, asking questions and raising other issues.
3. Vocabulary - the seafarer can speak about their main job functions and communicate in both familiar and unfamiliar situations; - their vocabulary is extensive enough to allow some flexibility of expression and is appropriate to the context/topic.

Listening

4. The seafarer shows he/she can understand the overall theme in ways other than repeating back to the examiner word for word.
5. Key points can be identified.
6. Inferences and conclusions can be drawn.
7. The seafarer can demonstrate understanding of work-related communications delivered in a variety of registers and in varying degrees of complexity.

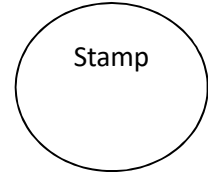
Comments

Company assessment

I can confirm that the standard of English of

.....(name)

.....(function)



was assessed today..... (date)

and was found to be acceptable/not acceptable.

by(signature).....(print name)

date

Assessor Details

Name Company

Signature Address

(insert **v** for met or **x** for not met)

Annex F

(Sample) Certificate of Watchkeeping Service and Testimonial

Name of Issuing Company

Address and Contact Details

Tel:

Phone:

Fax:

Email:

PART 1 - WATCHKEEPING SERVICE

1. This is to certify that:

Full Name of Officer

Date of Birth

Discharge Book No. or other national ID

has served on:

Name of Vessel

IMO Number

Type of Vessel

Gross Tonnage

Area of Operation

from

to

in the capacity of *(1st) (2nd) (3rd) (4th) watchkeeping officer under my command. During this period the above-named officer was in full** charge of a navigational watch for not less than hours out of every 24 hours whilst the vessel was engaged on unlimited* /near coastal* voyages.

2. In addition, the above-named officer: (include the following as appropriate)

- a. regularly carried out other duties in connection with the routine and maintenance of the ship,
- b. served as the **senior/junior of two watchkeeping officers during the following periods when bridge watches were doubled, and at no other times.
- c. was granted no leave of absence.
- d. was granted leave of absence as follows.

.
** Indicate where officer was Senior or Junior Officer on Watch

3. The above-named officer served on board the vessel from to whilst it was in *drydock /repair yard/final stages of construction.

PART 2 – TESTIMONIAL

My report on the service of the above-named officer during the period stated is as follows:

Conduct:

Experience/ability:

Behaviour/sobriety:

Signature of Master or Authorised official*

Name (in BLOCK letters) of Master / Authorised official*

*** delete as appropriate**

Company Stamp and Date