

Specifications of minimum standard of competence for coxswain hire craft command of a vessel less than 200 gross tonnage engage in operating under 60 Nautical Miles

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competency	Criteria for evaluating competency
<b>Vessel Handling</b>	<ul style="list-style-type: none"> <li>(a) Maneuvering characteristics of small power-driven vessels.</li> <li>(b) Maneuvering characteristics of small sailing vessels.</li> <li>(c) Berthing and Unberthing</li> <li>(d) Handling of small vessels in bad weather and heavy swell</li> </ul>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>1. Approved in-service experience</li> <li>2. Approved simulator training where appropriate</li> </ul>	<p>All decisions concerning berthing and anchoring are based on a proper assessment of the ship's maneuvering and engine characteristics and the forces to be expected while berthed alongside or lying at anchor.</p>
<b>Coastal Navigation</b>	<ul style="list-style-type: none"> <li>(a) Laying off safe courses and fixing positions on chart</li> <li>(b) The use of deviation card</li> <li>(c) Finding variation from chart</li> <li>(d) Measuring distance on a chart</li> <li>(e) Understanding various symbols on chart use of soundings, in determining position</li> <li>(f) Care, maintaining and sitting of magnetic compasses</li> <li>(g) General knowledge of anchoring at islands, isolated dangers navigational aids.</li> <li>(h) Ability to calculate distance, course and speed.</li> </ul>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> <li>1. Approved in-service experience,</li> <li>2. Approved training ship experience</li> <li>3. Approved simulator training where appropriate.</li> <li>4. Approved laboratory equipment training</li> </ul> <p>Using charts, electronic navigation equipment, echo-sounding equipment, compass</p>	<p>The information obtained from navigational charts and publications is relevant, interpreted correctly and properly applied. All potential navigational hazards are accurately identified</p> <p>The primary method of fixing the ship's position is the most appropriate to the prevailing circumstances and conditions. The position is determined within the limits of acceptable instruments/system errors.</p> <p>The reliability of the information obtained from the primary method of position fixing is checked at appropriate intervals</p> <p>Calculations and</p>

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			<p>measurements of navigational information are accurate.</p> <p>The charts selected are the largest scale suitable for the area of navigation and charts are corrected in accordance with the latest information available.</p> <p>Errors in magnetic compass are determined and correctly applied to courses and bearings.</p>
<b>Emergency and Safety</b>	<p>(a) Action to be taken in an emergency situation.</p> <p>(b) Steps to be taken after collision, grounding or other marine casualty</p> <p>(c) Action to be taken in the event of loss of rudder</p> <p>(d) Rendering assistance to others in distress</p> <p>(e) Man, overboard procedures</p>	<ol style="list-style-type: none"> <li>1. Approved in-service experience,</li> <li>2. Approved training ship experience</li> <li>3. Approved simulator training where appropriate.</li> <li>4. Practical training</li> </ol>	<p>The type and scale of the emergency is promptly identified</p> <p>Initial actions and , if appropriate maneuvering of the ship are in accordance with contingency plans and appropriate to the urgency of the situation and nature of the emergency.</p> <p>The distress or emergency signal is immediately recognized.</p>
<b>Collision and Port Regulation</b>	<p>(a) And adequate knowledge of the collision regulations with special emphasis on those sections relevant to small vessel operation</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p>	<p>A proper look-out is maintained at all times and in such a way as to conform to accepted principles and</p>

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	<p>(b) Knowledge of Port Regulations applicable</p> <p>(c) Understand buoyage system A</p> <p>(d) Knowledge of laws relating to the precaution of the environment including the pollution of the sea by oil and dumping</p>	<ol style="list-style-type: none"> <li>1. Approved in-service experience,</li> <li>2. Approved training ship experience</li> <li>3. Approved simulator training where appropriate.</li> <li>4. Approved laboratory equipment training</li> </ol>	<p>procedures</p> <p>Light and shapes conform with the requirements contained in the COLREG.</p> <p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed.</p>
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Particular Requirements —

(a) Hire Craft Coxswain

if hire craft under 2 miles – 4 months’ sea service and successful completion of aforesaid maritime studies;

if hire craft under 10 miles – 4 months’ sea service after holding of a hire craft under 2 miles certificate of competency; or

if hire craft under 60 miles – 4 months’ sea service after holding of a hire craft under 10 miles certificate of competency.

(b) Minimum Age: 20 years.

(c) To qualify for the issue of the certificate of competency -

(i) In addition to obtaining a satisfactory pass in the oral and/or practical examination candidates must, produce a medical certificate to indicate physical and medical fitness including hearing, eyesight and colour vision.

NB: Coxswain Certificate of Competency endorsed for use on Hire-Craft and Plying Boats may be granted. Certain of the requirements for the endorsed Certificate may be omitted. Endorsement for navigational watch shall be according to experience and to the satisfaction of the Board.