

Specifications of minimum standard of competence for: Deck Officer Class IV

- (a) Command of vessels of up to 1000 Gross tons engaged in operations in "Appendix A & b of Schedule IV
- (b) Chief Mate vessels of less than 1600 Gross tons engaged in operations in "Appendix B" of Schedule VI;
- (c) Officer in charge of a navigational watch of vessels up to 1600 Gross tons operating in "Appendix A, B, C" of Schedule IV

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competency	Criteria for evaluating competency
<p align="center">BRIDGE EQUIPMENT</p> <p align="center">(Oral and Practical Examination)</p>	<p>The knowledge required will not go beyond that considered necessary for the correct and full use of the following equipment:</p> <ul style="list-style-type: none"> (a) Magnetic Compass: Use and care of magnetic compasses. Location and names of correctors. Magnetic and non-magnetic materials and their effects on the compass. Avoidance of electrical interference. Checking compasses. Practical limitations of the magnetic compass. (b) Bearing instruments: Use of bearing instruments. (c) Electronic Navigational Aids: Use and care of electronic navigational aids including echo sounders, direction finders, and GPs. Interpretation of results obtained. (d) Signalling Equipment. Use and operation of light signalling equipment, including pyrotechnics. (e) Navigation Lights: Correct positioning and maintenance of navigation lights referred to in the collision regulations. (f) Logs: Use and care of modern towed and bottom logs. 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> 1. Approved in-service experience <p>Approved simulator training where appropriate</p>	

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<p style="text-align: center;">RADAR</p> <p style="text-align: center;">(Two and a half hours written paper : Pass mark 60%)</p> <p style="text-align: center;">(and an Oral and Practical Examination)</p>	<p>Candidates will be expected to have a sound practical knowledge of the collision regulations as they apply to the use of radar at sea; determine the course, speed and nearest approach of other vessels by radar plotting; determine the effect of an alteration of course/or speed and select a safe line of action.</p> <p>In addition to the radar syllabus laid down for Deck Officer Class V:</p> <p>(a) The non-technical principles of marine radar;</p> <p>(b) Factors affecting performance and accuracy;</p> <p>(c) Detection of misrepresentation of information, false echoes sea return;</p> <p>(d) The recognition of substandard performances and mal-adjustment;</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate 4. Or Assessment of evidence obtained from approved radar simulation and ARPA simulator plus in-service experience. 	<p>The information obtained from radar and ARPA is correctly interpreted and analyst, taking into account the limitations of the equipment and prevailing circumstances and conditions</p> <p>Action taken to avoid a close encounter or collision with other vessels is in accordance with the COLREG.</p> <p>Adjustments made to the ship's course and speed maintain safety of navigation</p>

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	<p>(e) Knowledge of the limitations of a radar set with respect to -</p> <p>Range and bearing discrimination;</p> <p>Ability to detect certain targets;</p> <p>Effect of meteorological conditions;</p> <p>(f) Knowledge of correct technique to be employed when using radar as-</p> <p>A navigational aid;</p> <p>A collision avoidance device.</p>		
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<p style="text-align: center;">SHIP KNOWLEDGE</p> <p>(Two and a half hour Written Paper: Passmark 60%)</p> <p>Candidates will be required to have a more detailed and higher standard of knowledge of the subject specified in the Ship Knowledge syllabus for Deck Officer Class V.</p> <p style="text-align: center;">Section 1 - Design and Construction</p>	<p>A practical knowledge of the conditions of assignment of load lines;</p> <p>(b) Purpose of different types of valves use in pumping arrangements and their positioning and maintenance;</p> <p>(c) Testing of tanks and other watertight work;</p> <p>(d) An appreciation of electrical distribution systems, with particular reference to safety and safety devices;</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. 4. Approved laboratory equipment training 	

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<p>Section 2 - Stability</p>	<p>(a) A general understanding of:</p> <p>Centre of gravity. Centre of Buoyancy. Metacentric height. Range of stability. Stiff and tender vessels. Free surface effect;</p> <p>(b) Simple calculations involving displacement, deadweight, changes of draught and trim, fuel consumption;</p> <p>(c) Practical knowledge of the effect on stability of:</p> <p>Adding and removing weights;</p> <p>Slack tanks.</p> <p>Also an appreciation of the changes in stability of a vessel during a voyage.</p>	
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<p>OFFSHORE NAVIGATION</p> <p>(Three hour Written paper: Pass Mark 70%) (and a Practical test on electronic position fixing aids)</p>	<p>Candidates will not be required to have a knowledge beyond that necessary for the simplest form of obtaining position lines and plotting them on a chart, with the use of precomputed tables if preferred.</p> <p>(a) The use of charts or plotting charts to obtain the position of the vessel at any time given compass course, compass error (or variation and deviation) and the run recorded by log (or calculated by time and estimates speed) allowing for the effect of wind and current, if any.</p> <p>(b) (i) From an observation of the sun on the meridian, to find the latitude;</p> <p>(ii) From an observation of the sun, to find the direction of the position line and a position through which it passes;</p> <p>(iii) From an observation of selected star, to find the direction of the position line and a position</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. 4. Approved laboratory equipment training 	

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	<p style="text-align: center;">through which it passes;</p> <ul style="list-style-type: none"> (c) To obtain a position by the combination of any two observations as in (b), with or without a run; (d) To find the true bearing of a celestial body, hence the compass error and, for a magnetic compass, the deviation for the direction of the vessel's head; (e) To calculate the approximate time to the nearest minute of the meridian passage of the sun; From a sequence of observations of the same celestial body to find the most accurate time/altitude combination for use in computations; (f) Electronic position fixing aids - use of radio direction finding equipment and other electronic position fixing aids available; 		
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<p style="text-align: center;">CHARTWORK (Pass Mark 70%)</p>	<p>To find the course steered between two positions allowing for a current and/or leeway. The effect of current on speed;</p> <p>(b) Given the course steered, the speed of vessel and the current and/or leeway, to find the true course made good;</p> <p>(c) Determine the vessel's position taking into account wind, tide, current and speed by propeller R.P.M or log;</p> <p>(d) To find the actual set and drift of a current experiences;</p> <p>(e) Use of horizontal and vertical sextant angles;</p> <p>(f) To fix the vessel's position on a chart by two simultaneous position lines, or position circles obtained from any practical combination of terrestrial bearings, radio D.F. bearings, radar ranges and bearings, vertical sextant angles and depth contours;</p> <p>(g) To fix the vessel's position from any two position lines as in (f) with a run</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. 4. Approved laboratory equipment training 	<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>

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	<p>between allowing for current and/or leeway. The reliability of this method;</p> <p>(h) The information given on a chart or plan, particularly about hazards to navigation. Recognition of the coast and radar responsive targets. Precautions when approaching anchorages and entering narrow waters, making landfalls in thick weather and clear weather.</p>		<p>Calculations and 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>
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<p>NAUTICAL KNOWLEDGE</p> <p>(Orals and Practical Examination)</p> <p>Section 1 - Marine Legislation</p>	<p>A working knowledge of the laws relating to the following with reference to small vessels:</p> <p>Life-saving appliances. Fire appliances. Distress. Safety Signals. Master and Drills.</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. 4. Approved laboratory equipment training 	

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<p align="center">Section 2 - Meteorology</p>	<ul style="list-style-type: none"> (a) The Beaufort scale; (b) A knowledge of basic meteorological terms; (c) To read and use and aneroid barometer.; (d) An outline knowledge of the weather associated with the passage of a front; (e) An outline knowledge of the weather associated with a tropical revolving storm and its probable movements. The recognition of the approach, and rules for the avoidance of such storms; (f) An understanding of the weather systems and seasonal patterns common to the Seychelles waters; 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. 4. Approved laboratory equipment training 	<p>Data Meteorological information is correctly interpreted and applied. The likely weather conditions predicted for determined period are based on all available information</p> <p>Action taken to maintain safety of navigation minimize any risk to safety of the ship</p> <p>Reason for intended action are backed by statistical and observations of the actual weather conditions</p>

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<p>Section 3 - Protection of the Environment</p>	<p>A working knowledge of the laws relating to the protection of the environment including the pollution of the sea by oil and other dumping.</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. 4. Approved laboratory equipment training 	<p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed.</p>

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<p>Section 4 - Cargo Operations</p>	<p>The safe handling, stowage and carriage of common cargoes including hazardous goods;</p> <p>(b) Precautions to be taken before entering holds, tanks and void spaces;</p> <p>(c) Loading, discharging, carriage and care of common cargoes, including liquid cargoes. Fire and safety precautions;</p> <p>(d) An understanding of the precautions to be taken during the carriage of hazardous cargoes in conventional vessels.</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. 4. Approved laboratory equipment training 	<p>Stowage and securing of cargoes ensures that stability and stress condition remain within safe limits at all times during the voyage</p>

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<p style="text-align: center;">Section 5 – Navigation Safety</p>	<p>(a) A working knowledge of the content and application of: Collision regulations. Distress signals. Buoyage systems.</p> <p>(b) A working knowledge of the content of publications and marine notices with respect to:</p> <p style="padding-left: 40px;">Search and Rescue. Navigational warnings (including firing practices). Precautions concerning submarine cables and pipelines. Other information relating to the safe navigation of a small vessel in coastal waters.</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. <p>Approved laboratory equipment training</p>	<p>A proper look-out is maintained at all times and in such a way as to conform to accepted principles and procedures</p> <p>A proper look-out is maintained at all times and in such a way as to conform to accepted principles and procedures</p> <p>Appropriate to the urgency of the situation and nature of the emergency.</p> <p>The distress or emergency signal is immediately recognized</p>

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<p style="text-align: center;">Section 6 - Practical Seamanship.</p>	<ul style="list-style-type: none"> (a) Knots, hitches and bends in common use; (b) Eye splice, short splice and back splice of fibre and synthetic ropes; (c) Eye splice in wire rope; (d) Care in use of rope, wire and chains. Determination of breaking strain and S.W.L; (e) Rigging stages, bosun's chairs and rope ladders; (f) Knowledge of the gear used and an understanding of its safe use. Maintenance of wires, blocks and shackles. Rigging derrick and appreciating the maximum load that may be handled as rigged; (g) Use of the windlass in anchor work; (h) Safe handling of moorings; (i) Stowage of cable and securing anchors for sea; (j) Securing hatches, doors, skylights, air pipes, etc; (k) Lashing and securing cargo, particularly deck cargo. 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. <p>Approved laboratory equipment training</p>	

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<p>Section 7 - Instruments</p>	<p>A working knowledge of the use of the bridge equipment including: compass azimuth mirror, hand lead-line, bottom and streamed logs;</p> <p>(b) Care, maintenance and setting of magnetic compasses. Precautions against magnetic and electrical disturbances;</p> <p>(c) The marine sextant - to read a Vernier or micrometer sextant on or off the arc. To find the index error. To use a sextant for taking altitudes and vertical angles</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. <p>Approved laboratory equipment training</p>	

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<p>Section 8 - Vessel Handling</p>	<ul style="list-style-type: none"> (a) berthing and unberthing; (b) Anchoring and clearing and anchorage: precautions while at anchor; (c) Conning the vessel: effect of propellers on the steering of a vessel: turning a vessel short round; (d) Effect of current, wind and shallows on manoeuvring; (e) Manoeuvring a small vessel in harbours; (f) Dangers of manoeuvring and passing too close to vessels in a narrow channel; (f) Emergency manoeuvres: Emergency stops, beaching, 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> 4. Approved in-service experience, 5. Approved training ship experience 6. Approved simulator training where appropriate. <p>Approved laboratory equipment training</p>	

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	<p>anchoring and man overboard;</p> <p>(g) Towing and being towed;</p> <p>(h) Management of a small vessel in heavy weather, use of oil;</p> <p>(i) Handling of a small vessels in swell and breakers;</p> <p>(j) Duties at sea, at anchor, and in port;</p> <p>(k) Beaching of specially designed vessels;</p> <p>(l) Mooring to buoys. Use of slip wire;</p>		
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<p>Section 9 - Safety Equipment and Emergency Procedures.</p>	<ul style="list-style-type: none"> (a) Use and care of lifesaving appliances; (b) Use and care of firefighting appliances; (c) Prevention of fire, firefighting, the fire triangle; (d) Action to be taken in the event of fire, collision, grounding and damage to the vessel; (e) Precautions for the protection and safety of passengers and crew in emergency situation; (f) Abandoning the vessel; (g) Rescuing survivors from the water, another vessel or ditched aircraft; (h) Survival procedures in lifeboats and life rafts; (i) Ability to organise: <ul style="list-style-type: none"> (i) Emergency drill; (ii) Abandon ship drill. (j) Assisting a vessel in distress. 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> 1. Approved in-service experience, 2. Approved training ship experience 3. Approved simulator training where appropriate. <p>Approved laboratory equipment training</p>	

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Particular Requirements:

- (a)
 - (i) Holder of a Deck Officer Class V Certificate of Competency including twelve months of approved watchkeeping service since obtaining Class V Certificate of Competency Deck Officer; or
 - (ii) holder of an unlimited Class IV Deck Officer Certificate;
- (b) Minimum Age: 21 years;
- (c) A medical certificate of physical and medical fitness including hearing and form and colour vision;
- (d) A restricted radio-licence as issued by a competent authority.