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## Standard in development

### L4: Ship's Master – Less than 500 Gross Tonnage Near Coastal

#### Title of occupation

Ship's Master – Less than 500 Gross Tonnage Near Coastal

#### UOS reference number

ST1333

#### Core and options

No

#### Level of occupation

Level 4

#### Occupational maps data

**Route:** Transport and logistics

**Pathway:** Transport

**Cluster:** Captain

#### Typical duration of apprenticeship

48 months

#### Target date for approval

08/05/2024

## Resubmission

No

## Would your proposed apprenticeship standard replace an existing framework?

No

## Does professional recognition exist for the occupation?

Yes

## Professional recognition

The UK maritime regulator, the MCA, defines the occupation. The professional body, The Nautical Institute, represents this occupation and welcomes Ship's Masters as members.

## Occupation summary

This occupation is found in a wide range of specialist vessels, both commercial and military, carrying cargo or passengers, notably Royal Navy landing craft, tugs, fishing boats, commercial yachts and workboats. These vessels work close to the shore, in waters designated by the Maritime and Coastguard Agency (MCA) as "Near Coastal": "an area of operation restricted to 150 miles from a safe haven on the coast of the UK and 30 miles from Ireland". Vessels vary considerably in their size, type and use, therefore the responsibilities of a Ship's Master – Less than 500 Gross Tonnage Near Coastal will also vary between different vessels.

The broad purpose of the occupation is to take charge of a vessel's safety and navigation at sea and in harbour as the most senior rank on board a vessel. This is achieved by making decisions about the safe navigation, collision avoidance and security of the vessel, ensuring both the safety of anyone working on the outside decks or in the engine room, and for the protection of the environment. The Ship's Master – Less than 500 Gross Tonnage Near Coastal is also responsible for keeping an accurate record of notable events. All activities undertaken comply with the International Maritime Organization (IMO) Standards for Training and Certification of Watchkeepers convention (STCW) through the acquisition of a Maritime & Coastguard Agency (MCA) Master Certificate of Competence. Safety and navigational responsibilities of the Ship's Master – Less than 500 Gross Tonnage Near Coastal will need to be balanced with the business priorities of the vessel's owner, whether they are commercial or other (e.g. public protection in the case of the Royal Navy). A Ship's Master – Less than 500 Gross Tonnage Near Coastal can have a varied work pattern, they can work for several weeks at a time on board or at sea, working at any time of day or night, or may be on board for shorter periods, returning home each week or even each night. Depending on the operation and type of vessel, the day may be split into daywork or watches (shifts) or may be determined by hours of rest requirements when the vessel has a smaller crew or non-continuous operations, for example towage. A Ship's Master – Less than 500 Gross Tonnage Near Coastal may work both day and night at sea and in port seven days a week, in all weathers, and sleeping on board, followed by a similar length of time on

leave, though the detail varies between different types of vessels, and different employers. The role of the Ship's Master – Less than 500 Gross Tonnage Near Coastal includes the command management function with responsibility for the safety of the vessel, its personnel, tasks to be performed and the environment. It covers the assurance of the full range of statutory and relevant industry codes compliance. Even when not on duty (off watch) the Ship's Master – Less than 500 Gross Tonnage Near Coastal has the responsibility to act during emergencies to ensure the safety of the crew, vessel and cargo. A Ship's Master – Less than 500 Gross Tonnage Near Coastal also has responsibilities for the supervised maintenance of navigational and safety equipment, and life-saving and fire-fighting appliances and to maintain and operate the vessel in support of the owner's objectives.

In their daily work, an employee in this occupation interacts with the other navigational and engineering officers and crew (depending on the size of the vessel) onboard. They may also interact with other professionals onboard their own vessel who are not members of the crew, such as armed forces on board a Royal Navy vessel, technicians or industrial personnel on an offshore wind Crew Transfer Vessels (CTV), and also seafarers on board other vessels, including pilots. Aside from onboard colleagues, the Ship's Master – Less than 500 Gross Tonnage Near Coastal may interact with colleagues on fixed structures at sea (e.g. oil platforms or offshore wind turbines) and ashore, including owners and their representatives, organisation senior managers, port and navigational authorities, coastguard officers and other Search and Rescue professionals, Classification Societies, insurers, and the regulator. The Ship's Master – Less than 500 Gross Tonnage Near Coastal also interacts with other stakeholders about vessel position, for instance with regional maritime authorities' Port and Vessel Traffic Service interfaces and with other shipping and marine users nearby. They may also liaise with other organisations that receive services provided as part of operations. This could mean, for instance, co-ordinating with the team aboard a renewable, oil or gas platform, or assisted vessel in respect to a tug.

An employee in this occupation will be responsible for controlling the vessel throughout their duty onboard, having overall responsibility, though may delegate authority to other members of the crew on occasion. The Ship's Master – Less than 500 Gross Tonnage Near Coastal will effectively delegate duties and monitor successful completion of all tasks, working with a small team or alone on the bridge, and on the rest of the vessel, depending very much on its size and purpose. Responsibilities include the safe embarkation or mooring / anchorage of a vessel and the safe handling of a vessel while it is engaged in other tasks, such as towing or pushing other vessels, fishing, or landing/transfer of personnel. Successful conduct of the vessel includes effective delegation of duties, conducting of briefings and toolbox talks, and de-briefings with positive feedback monitoring following completion of tasks. Regarding safety and protection of the marine environment the Ship's Master – Less than 500 Gross Tonnage Near Coastal must work with the legal requirements set by both national and international bodies. During normal operations, and in emergencies the Ship's Master – Less than 500 Gross Tonnage Near Coastal has full responsibility for safety on board. They must undertake suitable responses as a result of their applied knowledge in relation to vessel manoeuvring, anticipations and reactions to a range of routine, non-routine and contingency scenarios, for example man-overboard recovery, fire-fighting, engine failure.

## Typical job titles

**Master Ship's captain Skipper**

## Are there any statutory/regulatory or other typical entry requirements?

Yes

### Entry requirements

This is a regulated occupation. The Maritime and Coastguard Agency (MCA) are the regulatory body.

Training Provider must be approved by regulatory body.

EPAO does not require approval by regulatory body.

### Occupation duties

DUTY	KSBS
<p><b>Duty 1</b> Take charge as Master of a navigational watch at sea, ensuring the safety of the vessel and its crew by taking decisions on navigation such as avoidance of collision with other vessels, and safe navigation of natural hazards</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 K34 K35 K36 K37 K38 K39 K4 0 K41 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30 S31 S32 S3 3 S34 S35 S36 S37 S38 B1 B2 B3 B4 B5 B6</p>
<p><b>Duty 2</b> Ensure a proper watch (i.e. lookout) is kept at all times during the watch</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>
<p><b>Duty 3</b> Take charge as Master in harbour, ensuring the safety of the vessel and its crew, including when embarking and disembarking, and loading and unloading stores / equipment / cargo</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>
<p><b>Duty 4</b> Ensure the vessel maintains a safe course and all orders and directions are carried out effectively</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>

DUTY	KSBS
<p><b>Duty 5</b> Direct operations in addition to navigation and safety, such as cargo operations where the Master is responsible for delegating duties to pursue these aims and takes responsibility for the actions of the crew</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>
<p><b>Duty 6</b> Manoeuvre the vessel safely, commonly in busy waters, taking account of weather, sea state and the need to provide effective support to the vessel's business</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>
<p><b>Duty 7</b> Maintain effective communications with all parties onboard and ashore throughout the watch</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 K35 K37 K38 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30 S32 S34 S3 5 S36</p>
<p><b>Duty 8</b> Comply with all relevant laws and regulations, and with organisational procedures, including completing records as required</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 K34 K40 K41 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30 S31 S33 S3 7 S38 B2 B5 B6</p>
<p><b>Duty 9</b> Monitor crew fatigue throughout the watch and take action to ensure that those on duty are capable of performing their duties</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 K36 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>
<p><b>Duty 10</b> Take charge of a response team during an emergency, including communication with emergency services, search and rescue coordinators and crew. Emergency response will be led by the Master. Use the Safety Management System processes where instructed</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>

DUTY	KSBS
<p><b>Duty 11</b> Work within the organisation's business constraints, while ensuring the safety of the vessel and its crew</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>
<p><b>Duty 12</b> Ensure that safety equipment is in good order ready for immediate use, and in compliance with appropriate regulations</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30 B1</p>
<p><b>Duty 13</b> Prepare to transfer the watch responsibility at handover by briefing the incoming officers to provide them situational awareness and identification of navigational and operational hazards</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>
<p><b>Duty 14</b> Prepare to accept the watch responsibility at handover by attaining good situational awareness and identification of navigational and operational hazards before formal transfer</p>	<p>K1 K2 K3 K4 K5 K6 K7 K8 K9 K10 K11 K12 K13 K14 K15 K16 K17 K18 K19 K20 K21 K22 K23 K24 K25 K26 K27 K28 K29 K30 K 31 K32 K33 S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11 S12 S1 3 S14 S15 S16 S17 S18 S19 S20 S21 S22 S2 3 S24 S25 S26 S27 S28 S29 S30</p>

## KSBS

### Knowledge

**K1:** Master's over-riding authority as defined by the International Safety Management (ISM) code.

**K2:** Flag state and international regulations: International Convention for the Safety of life at sea (SOLAS), International convention for the Prevention of Pollution from Ships (MARPOL), Maritime Labour Convention (MLC), International Regulations Prevention of Collision at Sea (IRPCS), International Ship and Port Facilities Code (ISPS), International Aeronautical and Maritime Search and Rescue (IAMSAR), Life Saving Appliances (LSA) Code, Fire Safety Systems Code (FSS), Lifting Operations and Lifting Equipment Regulations (LOLER), Code of Safe working practices for merchant seafarers (UK only) (COSWP).

**K3:** Audit requirements, including, port state control, flag states and classification society.

**K4:** Company's safety management procedures: Safety Management System (SMS), reporting procedures, and internal audit requirements.

**K5:** Crew certification, composition, and requirements by rank or position.

**K6:** The vessel particulars as outlined in the Officer of the Watch Training Record Book (TRB).

**K7:** Official documents and requirements for their maintenance: Official Log Book, Oil Record Book, Garbage Record Book, Radio Log, Crew list, Muster list.

**K8:** Crew Welfare & Wellbeing.

**K9:** Fatigue and Hours of Rest Regulations and how this relates to the working patterns and requirements of the small vessel sector.

**K10:** Emergency situation responses on board a vessel.

**K11:** Conflict management techniques.

**K12:** The commercial influences and priorities of the operation.

**K13:** Principles and techniques of watchkeeping: requirements at sea, requirements at anchor, requirements in port, limitations of watchkeeping responsibility & crew's authority to call Master whenever deemed necessary, Competent Harbour Authority (CHA) regulations and requirements.

**K14:** Navigation considerations: operations in restricted visibility, weather routing, tidal and meteorological conditions, navigational features including restricted areas & hazards, buoyage, situational awareness of other traffic: proximity, speed.

**K15:** Passage Planning including Emergency Contingencies: passage planning and navigational considerations for all conditions, their importance, and legal application, application and safe usage of autopilot systems, ports of refuge and safe havens, emergency steering and communications, emergency command and control

**K16:** Under keel clearance and contributing factors: squat, heave, pitch, roll, list.

**K17:** The different types and purposes of navigational systems: paper charts, electronic navigational aids (ECS, ECDIS), and maritime publications.

**K18:** Marine notices and their purpose: Notices to Mariners, Temporary & Preliminary Notice to Mariners, ALRS, and Navigational Aids.

**K19:** Routine and emergency communications equipment, including maintaining appropriate radio watch.

**K20:** Speed & manoeuvring including in restricted conditions.

**K21:** Mooring Plans: using shoreside assistance, self-mooring, buoys and anchoring, adjusting moorings and anchors as required and according to tide and prevailing weather conditions.

**K22:** Crew competence requirements

**K23:** Requirements for safe means of access and egress: safety and monitoring of gangway, monitoring or tide and weather conditions, level access requirements

**K24:** Methods, Systems and Tools to manage and mitigate risk: Master's standing orders Code of Safe Working Practices (COSWP) Competent Harbour Authorities (CHAs) regulations, Safe systems of work, Task Risk Assessment / hierarchy of risk, Permit to work, Toolbox talks, Stop work authority, Control of Substances Hazardous to Health (COSHH), Lifting Appliance regulations (LOLER), Cargo movements, Enclosed space entry, Hot work, Isolation – electrical / liquid / gas, Working at height, Working overside, Emergency exercises, Emergency communications, Critical equipment and functions, Winches, windlass, towing hooks, cranes, lifting equipment, Defect reporting, Planned maintenance and recording

**K25:** Different types of cargoes and cargo operations: processes for the safe handling, stowage and securing of cargoes, requirements of the International Maritime Dangerous Goods (IMDG) Code

**K26:** Vessel stability: stages of loading, stability calculations.

**K27:** The operation, maintenance and servicing requirements of the safety equipment on board the vessel.

**K28:** Handling, care and aftercare of casualties.

**K29:** Role and responsibilities of the Designated Person Ashore (DPA).

**K30:** Provisioning: company requirements, number of personnel and intended voyage, calculations and specific requirements for consumables, fresh produce, potable water, dry stores, cleaning products, personal hygiene.

**K31:** Principles of managing performance on board

**K32:** Sector and organisational specific handover requirements: state of navigation equipment and machinery, vessel accounts, MLC compliance, disciplinary or grievance matters.

**K33:** Handling and propulsion characteristics of different vessel types, including hydrodynamic interaction

**K34:** Accident and incident reporting processes, including accident investigation techniques

**K35:** Information technology: Management Information Systems (MIS), spreadsheets, presentation, word processing, email, virtual communication and learning platforms. General Data Protection Regulation (GDPR). Cyber security.

**K36:** Planned and unplanned CPD and recording methods.

**K37:** Written communication techniques. Plain English principles. Industry terminology.

**K38:** Verbal communication techniques. Giving and receiving information. Matching style to audience. Industry terminology.

**K39:** Principles of effective leadership and management, including the prioritisation of resources.

**K40:** Environmental and sustainability requirements and guidance, for example, environmental management systems standard, environmental protection act, alternative fuel sources

**K41:** Principles of equity, diversity, and inclusion in the workplace. Unconscious bias. The Equality act - requirements on organisations.

## Skills

**S1:** Safely navigate vessel to meet operational and customer requirements

**S2:** Manage the safe conduct of navigation of the passage, including use of autopilot system

**S3:** Manage all aspects of navigational information

**S4:** Select steering method according to prevailing environmental conditions.

**S5:** Implement performance checks and tests of navigation systems.

**S6:** Evaluate and respond to meteorological information.

**S7:** Manage compliance with legislation and guidance on lights, shapes and sound signals aboard the vessel.

**S8:** Follow principles and procedures of vessel traffic monitoring, including in response to environmental conditions.

**S9:** Act according to collision regulations to avoid hazardous close encounters and collisions with other vessels.

**S10:** Manage crew resources and responsibilities.

**S11:** Manage crew competences

**S12:** Manage and handle cargoes, stores, bunkers and waste.

**S13:** Monitor and manage vessel stability, using load-line calculations consistent with size of vessel.

**S14:** Manage cargo operations in accordance with cargo plan or other documents.

**S15:** Manage and supervise others in handling, hazardous and harmful cargoes in compliance with international regulations and safe working practices.

**S16:** Manoeuvre a vessel in near-coastal waters, taking account of compliance requirements, vessel type, capability, loading and external factors such as tide and weather.

**S17:** Manage and supervise others in operating, plant auxiliary machinery and equipment.



- S18:** Select mooring or anchoring solutions in accordance with compliance, vessel type, capability, loading and external factors such as tide and weather.
- S19:** Operate vessels with a range of propulsion types in near coastal waters, for example single screw, twin screw, variable pitch, directional propulsion.
- S20:** Maintain or replace life-saving appliances and other safety equipment.
- S21:** Communicate with internal and external stakeholders using sector specific terminology through written and verbal means, for example, Master's standing orders.
- S22:** Operate within limits of role and follow escalation procedures.
- S23:** Apply the Code of Safe Working Practices for Merchant Seafarers.
- S24:** Identify skills gaps within the crew and deliver coaching and mentoring.
- S25:** Identify and manage the signs of fatigue.
- S26:** Dynamically risk assess the type and scale of an emergency situation as it develops.
- S27:** Manage coordination of emergency response, including with the emergency services in the event of a medevac.
- S28:** Administer emergency first aid
- S29:** Implement own organisation's security procedures.
- S30:** Conducts vessel handover.
- S31:** Applies accident and incident reporting processes and accident investigation techniques.
- S32:** Use vessel technology, complying with GDPR and cyber security regulations and policies.
- S33:** Carry out and record planned and unplanned learning and development activities for self and others.
- S34:** Communicate in writing with others for example, internal and external customers, colleagues, and managers.
- S35:** Communicate with others verbally for example, colleagues and stakeholders
- S36:** Manage human resources onboard.
- S37:** Satisfy environmental and sustainability requirements and guidance, for example, environmental management systems standard, environmental protection act, alternative fuel sources.
- S38:** Apply and promote policies and practices to support equity, diversity and inclusion.

## Behaviours

- B1:** Establishes a safe working environment and practices that foster a positive safety culture.
- B2:** Committed to maintaining and enhancing competence of self and others through CPD.
- B3:** Takes ownership of the Master's responsibilities and work of self and others.
- B4:** Being calm and effective under pressure.
- B5:** Actively seeks to minimise negative environmental impact and waste.
- B6:** Be a role model for the organisation and maritime sector with regards to diversity, equality, and inclusion.

## Qualifications

### English and Maths

Apprentices without level 2 English and maths will need to achieve this level prior to taking the End-Point Assessment. For those with an education, health and care plan or a legacy statement, the apprenticeship's English and maths minimum requirement is Entry Level 3. A British Sign Language (BSL) qualification is an alternative to the English qualification for those whose primary language is BSL.

## **Does the apprenticeship need to include any mandated qualifications in addition to the above-mentioned English and maths qualifications?**

Yes

### **Other mandatory qualifications**

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Personal Survival Techniques

Level: 2

STCW Fire Prevention and Fire Fighting

Level: 2

STCW Elementary First Aid

Level: 2

STCW Personal Safety and Social Responsibility

Level: 2

STCW Advanced Firefighting

Level: 2

STCW Medical First Aid

Level: 2

STCW Proficiency in Survival Craft and Rescue Boats

Level: 2

STCW Designated security duties (DSD)

Level: 2

Association of Marine Electronic and Radio Colleges (AMERC) Global Maritime Distress and Safety System (GMDSS) General Operators Certificate (GOC)

Level: 3

Navigation Aids, Equipment and Simulator Training (NAEST (O))

Level: 3

Human Element, Leadership and Management "HELM(O)" certificate (operator level)

Level: 3

Human Element, Leadership and Management "HELM(M)" certificate (management level)

Level: 3

Officer of the Watch (OOW) Certificate of Competence

Level: 3

## Professional recognition

This standard aligns with the following professional recognition:

- The Nautical Institute for Member (MNI)

## Regulated standard

This is a regulated occupation.

## Regulator body:

Maritime and Coastguard Agency (MCA)

Training Provider does not require approval by regulator body

EPAO does not require approval by regulator body

## Consultation

**WILL BE UPDATED ONCE CONSULTATION HAS TAKEN PLACE**

## Progression Routes

On completion of the apprenticeship, candidates have the opportunity to progress up the tonnage and distance ladder (stepping stones) this will include Master 3000GT and ultimately Master Unlimited. In addition, opportunities may be presented in the Superintendent (ship management (ashore)) occupation as well as in becoming wider subject matter experts.

## Supporting uploads

### Mandatory qualification uploads

[ST1333 standard regulatory-requirements-evidence ST1333 IfATE mandated qualification table - 21.03.2024.xlsx](#)

### Mandated degree evidence uploads

### Professional body confirmation uploads

[ST1333 standard professional-body-confirming-alignment Mr Andrew Proud - IfATE Mar 2024 ex NI.pdf](#)

## Involved employers

Ministry of Defence, Svitzer, Serco, SMS Towage, Sea Fish Industry Authority, Bluewater yachting, Boskalis, Brightlingsea Harbour Commissioners, Humber Workboats, Tidal Transits, Van Oord UK, Williams Shipping

## **Subject sector area**

4.3 Transportation operations and maintenance