



Arrangements for:

National Certificate Award in Shipping and Maritime Operations at SCQF level 6

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1 Introduction

This is the Arrangements Document for the National Certificate Award in Shipping and Maritime Operations at SCQF level 6, which was validated in June 2009. This document includes: background information on the development of the Group Award, its aims, guidance on access, details of the Group Award structure, and guidance on delivery.

2 Rationale for the development of the NC Shipping and Maritime Operations

2.1 The role of the key organisations concerned with shipping and maritime operations.

The shipping and maritime industry makes a significant contribution to the economy of the UK. The industry decided to develop a range of training schemes in order to protect the industry from a shortage of qualified personnel and to ensure the quality of the educational provision available to entrants into the industry. It is essential that programmes designed to allow candidates to work on merchant navy vessels comply with internationally agreed criteria.

For the safety of life at sea and the protection of the marine environment, it is essential that seafarers have a level of competence that enables them to carry out their duties safely and effectively. Accordingly it is a requirement of the International Maritime Organisation (IMO) that merchant vessels are operated by seafarers who hold a 'Certificate of Competency' which attests to their competence at the level or rank for which they are employed. The current requirements are detailed in the IMO 'Standards of Training, Certification and Watchkeeping' convention as amended in 1995, commonly referred to as 'STCW 95'.

As a signatory to IMO, the UK Government is responsible for ensuring compliance with STCW 95 on board UK registered merchant vessels and by seafarers seeking to gain UK Certificates of Competency. This task is undertaken by the UK Maritime and Coastguard Agency (MCA), which is part of the Department of the Environment, Transport and the Regions (DETR).

The Key organisations and regulatory and professional bodies relevant to the sector are

- ◆ The **Maritime and Coastguard Agency (MCA)** — an executive agency of the Department for Transport (DfT), has responsibility for enforcing internationally agreed standards on UK-registered vessels, including standards of competence and occupational health and safety. The MCA administers arrangements for issuing and re-validating UK **Certificates of Competency**. These are awarded at various grades to those who meet specified standards of medical fitness and competence, including minimum periods of experience at sea and approved education and training.
- ◆ The **Chamber of Shipping** - the trade association for British shipowners which co-ordinates the actions of its members on training and related issues.

- ◆ **Nautilus UK** and the **National Union of Rail, Maritime and Transport Workers (RMT)** are the two seafarers' organisations representing the interests of sea-going officers and ratings respectively.
- ◆ the **Merchant Navy Training Board (MNTB)** - the industry's central organisation for co-ordinating the development and promotion of relevant education, training and qualifications for seafarers.
- ◆ **Maritime colleges and universities** are linked together by two voluntary networks – the International Association of Maritime Institutions (**IAMI**) and the Association of Marine Electronic and Radio Colleges (**AMERC**).
- ◆ **Professional bodies: The Institute of Marine Engineering, Science and Technology (IMarEST)** provides opportunities for professional recognition of marine engineering qualifications (including MCA certificates of competency). **The Nautical Institute** provides a professional focus for deck and navigating officers in the Royal Navy and Merchant Navy.

2.2 Level of the award

During 2004–2006 the Merchant Navy Training Board undertook a review of the training requirements for the shipping industry and in particular how the marine sector could attract higher level, academically able candidates into the industry. This led to the introduction of the Foundation Degree, in England, and the Scottish Professional Diploma training programmes. These qualifications were specifically designed for entrants with at least 120 UCAS points in terms of either Scottish Highers or English 'A' Level subjects

In 2007–2008 the MNTB carried out a further review of Deck Officer training requirements for new entrants into the marine industry. The 2007 review was specifically aimed at new entrants holding only either GCSE or Standard Grade qualifications. It also encompassed entry for graduate students from a non maths/science background and from the fishing and other maritime sectors. As a result of this review the need for an NC award at SCQF level 6 was identified.

2.3 Target market

The award is aimed primarily at school leavers who possess GCSE/Standard grade qualifications who wish to enter the shipping industry and progress towards a career at sea as either a Deck or Engineer Officer of the Watch (OOW/EOOW). However it would also be suitable for the training of Merchant Navy ratings and also for existing seafarers who wish to transfer from either the Royal Navy or fishing industries. The Merchant Navy entrants will primarily include candidates from the UK; however candidates from Nigeria will also be enrolled onto the award.

It would also be of interest to anyone wishing to obtain knowledge of marine shipping operations such as shore based employees in the wider marine sector.

2.4 Progression

The main purpose of the NC Shipping and Maritime Operations award is to prepare Merchant Navy Officer trainees for progression onto higher level SQA awards which form part of current and proposed deck and engineer officer training programmes.

In the case of Deck trainees the NC provides a sound platform from which candidates can progress towards completion of HNC/HND training programmes and allows them to progress to higher Merchant Navy Certificates of Competency in a number of ways.

In the case of Engineer trainees the NC provides the basic knowledge required for progression on to existing SQA HNC/HND Marine/Mechanical engineering awards and also a new HNC/HND Marine engineering award.

Professional recognition and relationship between the NC Shipping and Maritime Operations and existing SQA awards will facilitate access to merchant navy officer training programmes. The NC also replaces some of the underpinning knowledge required for the current SVQ level 2 Marine Vessel Support awards for deck and engineer trainees.

2.5 Links to National Occupational Standards

The Standard Industrial Classification (SIC) codes for the Merchant Navy are:

- ◆ SIC 61101 — Passenger sea and coastal water transport
- ◆ SIC 61102 — Freight sea and coastal transport

The Standard Occupational Classification (SOC) codes for the Merchant Navy are:

- ◆ SOC 3513 — Ship and hovercraft officers
- ◆ SOC 8217 — Seafarers (Merchant Navy)
- ◆ SOC 1135 — Personnel, training and HR staff (sea and shore staff)
- ◆ SOC 1611 — Transport and distribution managers (marine, engineering and catering superintendents)

The suite of National Occupational Standards (NOS) developed for the marine industry is fully addressed within the underpinning knowledge contained within the following SQA awards;

HNC Nautical Science: *All NOS required for Officer of the Watch Certification*

HND Nautical Science: *All NOS required for Chief Officer of the Watch Certification.*

HNC Marine/Mechanical Engineering: *All NOS required for Engineer Officer of the Watch Certification*

HND Marine/Mechanical Engineering: *All NOS required for the 2nd Engineer Officer of the Watch Certification*

Whilst there is no direct correlation between the Units in the NC Shipping and Maritime Operations and the Marine NOS the following Units will contribute to the development of the required NOS in the relevant HNC/HND awards as they provide an introduction for Units in the relevant HNC awards of each of the two disciplines. The table in section 5 shows how the NC Units map onto the current Marine NOS Units.

The NOS identified are Units which would generally apply to the support level function under STCW 95 although some of the operational level Units will also be considered, as the content of the NC Units will help in the development of the fundamental principles required for both deck and engineer trainees preparing for the role of a fully qualified watch keeping officer.

Unit title	Unit number
Shipboard Operations: An Introduction	F7HB 12
Ship Construction and Stability: An Introduction	F7HC 12
Nautical Science: An Introduction	F7HD 12
Bridge Watchkeeping: An Introduction	F7HK 11
Seamanship: Efficient Deck Hand	F7HE 12
Proficiency in Survival Craft and Rescue Boats	F7HF 12
Safety Training for Seafarers	F7HJ 11
Statics	F5K8 12
Strength of Materials	F5K9 12
Marine Heat Engines	F7HG 12
Engineering Dynamics	F5K7 12

3 Aims of the Group Award

3.1 Principal aims of the Group Award

The NC has a number of aims which can be summarised as follows:

- (a) Meeting the identified needs of employers within the marine sector with particular reference to the shipping industry.
- (b) Providing new entrants to the Marine Industry with relevant basic safety training prior to going to sea.
- (c) Developing Core Skills in maths, communications and IT to allow trainees to progress smoothly to higher level awards such as HNC/HND programmes.
- (d) Developing an awareness of the importance of the marine sector to both the UK and world economy.
- (e) Developing knowledge about the various types of organisations within the wider marine sector and how these interact with each other.
- (f) Developing knowledge of the types of careers available within the marine sector and the different routes for progression available within the sector.
- (g) Developing an understanding of typical operations on board vessels across both engineering and deck disciplines.
- (h) Introducing a commonality between initial training for deck and engineer trainees.
- (i) Introducing the purpose and design features of a variety of different vessels to enable trainees to be better prepared for their first sea phase.
- (j) Preparing deck and engine trainees for working on board ship by introducing them to the basic principles of marine navigation and engineering.

3.2 General aims of the Group Award

The NC has a number of generic aims which can be summarised as follows:

- (a) Developing an evaluative and reflective approach to work and studies.
- (b) Developing the ability to work and communicate effectively with others.
- (c) Developing the ability to plan and organise studies and research.
- (d) Developing skills for employability and progression to higher qualifications.
- (e) To enable the candidate to consolidate knowledge and skills to enhance career progression.
- (f) To enable the candidate to develop skills to enhance their own personal development.
- (g) To develop Core Skills which are capable of being transferred to any type of employment.

The principal aims of the qualification are those identified by the MNTB and the marine industry as being a pre requisite for new officer trainee programmes, which should be designed to maximise the achievement of candidates and produce qualified and competent officers at the end of the programme.

They will prepare the candidates for the role they play on initially joining a vessel and allow for a formal training structure to be built around the knowledge and skills developed in the NC.

The other aims in the NC are important in developing the candidate's ability to communicate with others, as in the modern fleets of today many vessels sail with multinational crews and communications can be difficult. The formal structure of the NC should assist candidates in setting goals and deadlines and improving study skills prior to enrolling on higher level awards.

The NC will allow candidates to develop these skills prior to going to sea and use them for subsequent study.

3.3 Target groups

The award is targeted at new entrants holding only either GCSE or Standard Grade qualifications. It is also aimed at graduate students from a non maths/science background and from the fishing and other maritime sectors.

3.4 Employment and progression opportunities

The award will be aimed primarily at those who wish to enter the shipping industry and progress towards a career at sea as either a Merchant Navy rating, Deck or Engineer Officer of the Watch OOW/EOOW).

It would also provide opportunities in the wider field of marine shipping operations such as shore based employees in the wider marine sector. in the following areas

- ◆ Ship Management
- ◆ Port and Harbour Operations
- ◆ Freight and Transportation Operations
- ◆ Marine Insurance Industry
- ◆ Ship Broking and Chartering

- ◆ The wider Maritime Safety Industry, eg Safety Equipment Manufacturers, Meteorological Services. Pollution Prevention Services etc.

A recent external study by Oxford Economics demonstrates that the shipping and maritime industry supports 237,000 jobs in the UK.

4 Access to Group Award

4.1 Recommended access

The majority of candidates will be new entrants to the Shipping Industry who hold the requisite school leaving qualifications.

Candidates with existing sea service and qualifications who wish to transfer to the Merchant Navy will also be considered and may be able to gain exemptions from some Unit in the NC depending on their initial qualifications. For candidates wishing to follow a seagoing career in the merchant navy advice should always be sought from the UK Maritime and Coastguard Agency. Candidates should be aware of the medical requirements for seafarers the details of which can be obtained from the following address or alternatively from one of the main UK Nautical Colleges.

Training and Certification Department
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

4.2 Minimum academic requirements

The minimum requirement academic requirement will be as follows:

Standard Grade passes at Grade 3 or better
or GCSE passes at Grade C or better
or a pass at Intermediate 2 in:

- (i) Mathematics.
- (ii) English or a subject involving the use of English.
- (iii) A Science based subject.
- (iv) One other subject.

4.3 Mature entrants

This group of candidates will comprise mature serving seafarers who will be mainly transferring from either the Royal Navy or the fishing industry and looking to gain STCW 95 Merchant Navy qualifications.

Centres are strongly advised to contact the UK MCA regarding advice on these candidates with regard to possible criteria which may allow APL of some of the NC content for these candidates

4.4 Core Skills

The recommended entry Core Skills profiles for the Group Award are given in the table following.

Core Skills	Recommended Entry Profile
Communication	SCQF level 4
Information and Communication Technology	SCQF level 4
Numeracy	SCQF level 4
Problem Solving	SCQF level 4
Working with Others	SCQF level 4

4.5 Recruitment procedures for the NC Shipping and Maritime Operations award

It is expected that the vast majority of potential candidates will wish to follow a seagoing career and will either be recruited by shipping companies directly or they may apply in the first instance to training providers.

In the former case, companies and providers must work together to ensure that those recruited meet the academic standards established by the FEC/HEI. Arrangements between providers and shipping companies for ensuring all aspects of training are covered usually takes the form of a Memorandum of Understanding (MOU) which is mutually agreeable between both parties. (An example is given in **Appendix 2**)

In the latter case, candidates wishing to pursue an approved training programme leading to STCW certification would be referred by providers to companies with a view to securing sponsorship and/or placement for sea service.

Alternatively those candidates who do not wish to go to sea and achieve STCW certification may be admitted at the discretion of individual centres.

5 Group Award structure

5.1 Award Structure of the NC Shipping and Maritime Operations

The award consists of seven mandatory units and nine optional Units as indicated in the Framework shown in the table 5.1

The seven mandatory Units will be compulsory for both deck and engineer officer trainees. The optional Units can be selected to fit the particular needs of the candidate, however for those wishing to progress to deck/engineer officer certification at OOW/EOOW level in the Merchant Navy the relevant pathway with regards to which Units must be undertaken is shown in the right hand columns of the framework.

It should be noted that the Core Skills Unit; *Numeracy* is undertaken by both deck and engine office trainees as this will give them a firm grounding in mathematics, particularly algebra, for the higher level Units containing mathematics within the HNC/HND awards.

The core Units were selected such that should at a future time other additional Units be included in the award, eg fishing, tugs etc, then all candidates using the award will have a good Core Skills exit profile plus the relevant specialist knowledge to enable them to start a career in their chosen sector of the marine industry.

TABLE 5.1: STRUCTURE OF NC INTRODUCTION TO SHIPPING AND MARITIME OPERATIONS

UNIT TITLE	UNIT CODE	SQA CREDIT VALUE	SCQF Level	SCQF CREDIT VALUE	DECK Pathway	DECK CREDIT	ENGINEER Pathway	ENGINEER CREDIT
Mandatory Units								
Core Skills Unit: Communication	F3GB 12	1	6	6	✓	1	✓	1
Safety Training for Seafarers	F7HJ 11	1	5	6	✓	1	✓	1
Mathematics for Science	F3T8 11	1	5	6	✓	1	✓	1
Computing: Office and Personal Productivity Applications	F1K8 11	1	5	6	✓	1	✓	1
Maritime Industry: An Introduction	F7HH 12	1	5	6	✓	1	✓	1
Shipboard Operations: An Introduction	F7HB 12	1	6	6	✓	1	✓	1
Ship Construction and Stability: An Introduction	F7HC 12	1	6	6	✓	1	✓	1
Total Credits Mandatory Section						7		7
Optional Units								
Core Skills Unit: Numeracy	F3GF 12	1	6	6	✓	1	✓	1
Nautical Science: An Introduction	F7HD 12	1	6	6	✓	1		
Bridge Watchkeeping: An Introduction	F7HK 11	1	5	6	✓	1		
Seamanship: Efficient Deck Hand	F7HE 12	1	6	6	✓	1		
Proficiency in Survival Craft and Rescue Boats	F7HF 12	1	6	6	✓	1		
Statics	F5K8 12	1	6	6			✓	1
Strength of Materials	F5K9 12	1	6	6			✓	1
Marine Heat Engines	F7HG 12	1	6	6			✓	1
Engineering Dynamics	F5K7 12	1	6	6			✓	1
Total Credits Optional Section						5		5
						*****	*****	
TOTAL CREDITS FOR NC AWARD						12		12

5.2 Mapping information: Table 5.2 showing mapping of aims of the award to individual Units

AIMS	Principal Aims										Other Aims						
	a	b	c	d	e	f	g	h	i	j	a	b	c	d	e	f	g
Mandatory Units																	
Core Skills Communication	✓		✓					✓		✓	✓	✓	✓	✓		✓	✓
Safety Training for Seafarers	✓	✓						✓				✓		✓	✓		✓
Mathematics for Science	✓		✓					✓		✓	✓		✓	✓		✓	✓
Computing: Office and Personal Productivity Applications	✓		✓					✓		✓	✓		✓	✓		✓	✓
Marine Industry: An introduction	✓			✓	✓	✓		✓						✓			✓
Shipboard Operations: An Introduction	✓						✓	✓		✓				✓	✓		
Ship Construction and Stability: An Introduction	✓						✓	✓	✓	✓				✓	✓		

Optional Units																		
Core Skills Numeracy	✓		✓								✓		✓	✓		✓	✓	
Nautical Science: An Introduction	✓									✓	✓		✓	✓	✓			
Bridge Watch Keeping: An Introduction	✓						✓			✓	✓			✓	✓			
Seamanship: Efficient Deck Hand	✓											✓		✓	✓			
Proficiency in Survival Craft and Rescue Boats	✓											✓		✓	✓			
Statics	✓						✓			✓	✓		✓	✓	✓			
Strength of Materials	✓						✓			✓	✓		✓	✓	✓			
Marine Heat Engines	✓						✓			✓	✓		✓	✓	✓			
Engineering Dynamics	✓						✓			✓	✓		✓	✓	✓			

5.3 Table 5.3 showing mapping of NC Units to Marine National Occupational Standards

Marine NOS Units	A 0 1	A 0 2	A 1 1	A 1 2	A 1 5	A 1 6	A 2 1	A 2 2	A 3 1	A 3 2	A 3 3	A 3 4	A 3 5	B 0 1	B 0 2	B 0 4	B 1 1	B 1 3	B 1 4	B 1 5	B 2 1	C 0 1	C 0 2	C 0 3	C 1 1
NC Units																									
Ship Construction and Stability: An Introduction	✓						✓				✓								✓						
Shipboard Operations: An Introduction	✓									✓								✓							
Nautical Science: An Introduction															✓										
Bridge Watch Keeping: An Introduction	✓		✓	✓					✓		✓	✓	✓	✓	✓				✓						
Seamanship: Efficient Deckhand							✓		✓	✓											✓				
Certificate Of Proficiency in Survival Craft and Rescue Boats					✓																				
Safety Training For Seafarers						✓			✓		✓						✓					✓	✓	✓	✓
Statics																						✓	✓	✓	✓
Marine Heat Engines																						✓	✓	✓	✓
Engineering Dynamics																						✓	✓	✓	✓
Strength of Materials																						✓	✓	✓	✓

5.4 Articulation, professional recognition and credit transfer

The qualification has been designed to provide the relevant mix of competencies to enable career progression whilst at the same time providing an articulation route to HNC/HND courses currently used in training programmes for merchant navy officers.

The award forms part of a scheme of training approved for professional certification by the Merchant Navy Training Board.

Credit transfer can be given where there is broad equivalence between the subject-related content of the Unit (or combination of Units).

It is recommended that centres consult current SQA Credit Transfer Arrangements. Candidates who are given credit transfer must still satisfy all the other conditions of the award including the mandatory Units and the correct number of credits at the correct SCQF level.

6 Approaches to delivery and assessment

6.1 Content and context

Throughout the design and development of the NC Shipping and Maritime Operations award a high priority was placed on producing a coherent award that allows candidates to develop appropriate technical and practical skills, to meet the requirements of employers, prepare candidates for their first sea going phase on board ship and allow future progression to higher rank within the industry or to enter Higher education.

The award provides a solid foundation of theory and practice upon which candidates can build new knowledge, understanding and skills.

Transferable skills and Core Skills have been built into the award to allow easy progression onto HNC and HND awards that deliver the required underpinning knowledge required for professional certification.

Information Technology has been included into the NC Shipping and Maritime Operations in order that the requirements of ship owners can be met. This will also aid candidates in dealing with modern technologies found on board modern vessels and assist with later studies requiring the use of computing skills such as stability and navigation software.

The majority of Units are compulsory to allow the award to be used as part of a training programme that may give rise to exemptions from MCA Written examinations.

Centres should also seek opportunities to integrate Core Skills within their teaching and learning programmes. The mapping of Core Skills in the award is shown in Appendix 3.

Such opportunities may include the following:

Communication

- ◆ Providing candidates with opportunities to develop their communication skills by allowing them to give full answers to questions asked by the lecturer and by giving responses to certain assessment situations.
- ◆ Develop complex, vocationally specific reading skills (eg Nautical Publications, Statutory Instruments, Nautical tables)
- ◆ Develop report writing skills in a number of Units (Introduction to the Marine Industry, Core Skills communication)
- ◆ Allowing candidates to develop their Communication skills in group work activities (eg Safety Training for Seafarers, Proficiency in Survival Craft and Rescue Boats)

Numeracy

- ◆ Developing and reinforcing Numeracy and Mathematical skills when teaching navigation and engineering topics (eg Introduction to Nautical Science, Statics, Thermo Fluids, Engineering Dynamics, Mathematics for Science and Core Skills Numeracy)
- ◆ Developing Using Graphical information skills by use of a range of graphical representations (eg Core Skills Numeracy, Engineering Dynamics, Statics, Introduction to Nautical Science and Introduction to Bridge Watch Keeping)

Information and Communication Technology

- ◆ Develop Information Technology skills through the application of IT within a Maritime context (eg Computing: Office and Personal Productivity Applications)

Problem Solving Skills

- ◆ Develop Critical Thinking Skills through the application of navigational, stability and engineering principles and technologies to solve typical problems encountered on board a ship
- ◆ Develop reviewing and evaluation skills through, for example, the review and evaluation of the problems and solutions to typical shipboard situations (Core Skills Numeracy, Engineering Dynamics, Statics, Introduction to Nautical Science and Introduction to Bridge Watch Keeping)

Working with Others

- ◆ Develop Working with Others skills through group discussion on the solution to operational procedures (eg Safety Training for Seafarers, Proficiency in Survival Craft and Rescue Boats)

6.2 Assessment

An assessment strategy was developed for the award and is shown below:

Aims

To ensure that:

- ◆ consistent, rigorous and efficient approaches are adopted to the development and administration of NC Shipping and Maritime Operations
- ◆ assessment instruments set at levels, which satisfy nationally agreed standards and are used nationally to ensure a valid assessment regime for all trainees regardless of which training provider is delivering the award.
- ◆ the assessment load on candidates and staff is sensible and that assessment does not unduly detract from teaching and learning.
- ◆ as far as possible reliable and rigorous moderation processes are put in place in order to ensure that consistent national standards are achieved for all NC Shipping and Maritime Operations assessments.

Listed are the objective measures that have been put in place to meet the aims:

- ◆ Adopt a holistic approach to Unit assessment. The implications of this are as follows:
 - 1 Assessment instruments will normally be designed only to sample knowledge and skills in a Unit in line with the new SQA design rules.
 - 2 A Unit assessment strategy will be adopted, where possible, to produce a single assessment instrument for the whole Unit. Where this is not possible the assessment strategy will seek to ensure that the minimum number of assessment instruments required is consistent with maintaining agreed national standards.
 - 3 Whilst not seeking to be entirely prescriptive with regard to the time spent on assessment in each NC Unit, over assessment should be avoided.
 - 4 Ensure that consistent and rigorous internal and external moderation procedures operate throughout the Unit Assessment processes. This places a clear responsibility on both centres and the SQA.

The above measures should be adhered to when developing assessment materials for this qualification.

It should be noted that in the following Units additional assessment criteria should be borne in mind if used for the purposes of issuing STCW certificates.

Safety Training for Seafarers
Efficient Deck Hand
Proficiency in Survival Craft and Rescue Boats

These Units can be delivered and assessed as individual Units, however if they are being used by a centre to deliver underpinning knowledge for an MCA approved STCW course then the guidance on assessment which is contained within the Unit descriptor should be followed exactly. Centres having any doubts about how these assessments should be conducted should seek advice from the MCA directly.

6.3 Re-assessment

6.3.1 Re-assessment procedures

The way in which centres reassess candidates is integral to the way they manage the assessment process as a whole. Re-assessment should be subject to rigorous internal verification in exactly the same way as assessment.

Candidates may require to be reassessed on only a part of an assessment where their evidence has been generated over a period of time and/or a discrete part of the Unit, such as an Outcome, has been assessed originally.

On other occasions it may not be possible to reassess candidates on parts of their performance which are unsatisfactory. Situations where candidates may have to re-do a whole assessment include:

- ◆ assessments which test knowledge and understanding and where it may
- ◆ not be possible to extract some of the items for re-assessment purposes
- ◆ where parts of several Outcomes are involved
- ◆ where a project has been designed as an integral assessment and there is requirement to complete the project as a single complex task

6.3.2 Re-assessment opportunities

Re-assessment should operate in accordance with a centre's assessment policy and the professional judgment of the assessor. SQA advises that there should normally be at least one re-assessment opportunity. Please refer to SQA's *Guide to Assessment*.

6.3.3 Developing alternative assessments

The design of original assessments should inform the re-assessment process to a large extent, as the original determines the type of assessment instruments used and the purpose of the assessment. It is normal practice for centres to build up a bank of assessments which can be used in whole or in part for re-assessment purposes.

Assessment writers should always refer to the Unit Specification when developing an alternative assessment to ensure that it is of equal demand to the original assessment and that it covers all the necessary criteria. Where candidates have not provided satisfactory evidence for knowledge and/or skills items which have been sampled, they should be reassessed on a different sample.

6.4 Mode of delivery

This award has been designed for use in national training programmes leading to professional qualifications. Where this is the case candidates will be required to attend an FE/HE college/university for the duration of the award. The length of time required at the educational institution will be at the discretion of the centre involved but will typically vary between 18 and 24 weeks.

Delivery of the award should consist of a mixture practical and theoretical lessons and extensive use should be made of multimedia resources, including VLEs and the internet for research.

6.4.1 Use of resources, practical activities and workplace experience

In certain Units such as Safety Training for Seafarers specialist marine equipment will be required to demonstrate certain aspects of the Unit content.

Ideally activities such as ship/port visits or lectures from visiting speakers with a wide knowledge of the industry should be carried out wherever possible, although not all centres will have the option of a ship visit.

An alternative may be to organise a trip for students on board a ferry. Many ferry operators will be more than willing to show candidates round the vessel in such cases.

There is a vast resource of marine related areas available on the internet and candidates should be encouraged to do some self study with regard to the different agencies such as the International Maritime Organisation (IMO), The Merchant Navy Training Board (MNTB), Maritime and Coastguard Agency (MCA) as well as other organisations in the UK which promote the maritime industry eg Seavision UK.

Practical activities such as chartwork, workshop skills, boat handling and practical skills required for the Efficient Deck Hand Unit should be taught throughout the programme and as such careful consideration should be given to the timing and order of Unit delivery.

In the case of dedicated core/key skills Units as far as possible the content of the Unit should be contextualised for the marine sector, eg calculations should use examples which the candidates will be able to put into practice when they join their first vessel.

An example could be the calculation of the displacement of a vessel, using geometry and basic hydrostatic principles.

Such an approach may allow for integration of assessment across Units such as Core Skills *Numeracy* and *Nautical Science: An Introduction and Mathematics for Science*.

6.4.2 Sequence of Unit delivery

The order that Units are delivered in is at the discretion of individual centres, however the QDT would recommend the following.

- 1 Core Units are delivered either before or in conjunction with the optional Units.
- 2 Safety Training for Seafarers is delivered as soon as practicable after enrolment on the course and before candidates are enrolled on the Proficiency if Survival Craft and Rescue Boats and EDH Units.
- 3 Core Skills Unit. *Numeracy* and *Mathematics for Science* are delivered either before or in conjunction with any of the following Units

Nautical Science: An Introduction
Statics
Strength of Materials
Engineering Dynamics
Marine Heat Engines

To comply with the requirements of the UK Maritime and Coastguard Agency a minimum attendance of 80% will be required.

6.5 Open Learning/Online Learning

The NC Shipping and Maritime Operations could be delivered by Open/Distance learning as well as on an online basis. However for candidates following the MNTB approved training programmes leading to STCW certification, there will be a defined college based portion of delivery.

It would be expected that centres delivering this award would deploy a blended solution which might include elements of e-Learning or other flexible methods of delivery.

In this context, planning and resources will be required for candidate support, assessment and quality assurance. A combination of new and traditional authentication tools may have to be devised for assessment and re-assessment purposes.

6.6 Candidates with disabilities and/or additional support needs

The additional support needs of individual candidates should be taken into account when planning learning experiences, selecting assessment instruments or considering alternative Outcomes for Units. For information on these, please refer to the SQA document *Introduction to Assessment Arrangements for Schools and Colleges*, which is available on the SQA's website www.sqa.org.uk.

For candidates not wishing to proceed to professional certification an open learning delivery mode may be preferable, especially for those students undertaking the award whilst still in employment with a view to changing careers or as a means of obtaining continuing professional development to enhance their current career. Centres are encouraged to use innovative means of delivery such as VLEs, multimedia and audio visual formats to enhance candidates learning.

6.7 Employment prospects

It is expected that approximately 60% (approx 400 per annum) of all new entrants to the Merchant Navy will enrol on the NC Shipping and Maritime Operations. Most candidates are supported through their training by employers/sponsoring companies and upon satisfactory completion all gain employment as sea going Officer Trainees. All overseas students, upon returning to their own country usually gain seagoing employment and some have managed to gain employment on board UK registered or managed vessels.

Certainly the demand for highly qualified Officer Trainees such as those holding UK MCA Certificates of Competency and the HND Nautical Science is very high. The 'Ships Telegraph', the monthly paper issued by Nautilus, the Shipping Officers' Trade Union, regularly has in excess of 20 advertisements from Ship Owners/Operators/Manning Agencies actively recruiting ships Officers.

With respect to new recruits, these are expected to rise to meet the perceived demand. Part of this demand has arisen due to the introduction of a ship taxation system which encourages employers to support and employ cadets. Currently recruitment throughout the UK is approximately 400 Officer Trainees per year. The aim is to increase this significantly to satisfy not only the demand for well qualified seafarers but also that from other sectors of the industry; bearing in mind that shipping companies usually fill shore based managerial positions by bringing seagoing staff qualified to Masters/Chief Engineer level ashore.

This is clearly borne out from research and is one of the main reasons why additional management and soft skills have been requested by employers.

6.8 Additional MCA requirements for candidates with Dyslexia

The NC Shipping and Maritime Operations is part of a suite of qualifications which have been designed to deliver the underpinning knowledge required by STCW 95 for the issue of watch keeping certificates of competency for deck, engineer and electrotechnical officers.

Candidates enrolling on the NC will at some future date be required to sit professional examinations prior to obtaining a certificate of competency.

MCA policy is that candidates with dyslexia will be given the following additional assistance when sitting MCA Examinations provided that they have been assessed as per MCA requirements.

15 minutes of additional time per scheduled hour of examination
Use of coloured plastic sheets

The following will not be permitted under any circumstances:

Use of a scribe, reader, laptop or audio visual aids

Further details may be obtained from the Certification and Training department of the MCA.

7 General information for centres

7.1 Disabled candidates and/or those with additional support needs

The additional support needs of individual candidates should be taken into account when planning learning experiences, selecting assessment instruments, or considering whether any reasonable adjustments may be required. Further advice can be found on our website www.sqa.org.uk/assessmentarrangements.

7.2 Maritime and Coastguard Agency (MCA) Requirements for candidates wishing to pursue a seagoing career.

The MCA have strict medical requirements for anyone wishing to go to sea. These include general fitness and in the case of deck officer trainees, eyesight standards.

Candidates wishing to pursue a seagoing career are strongly recommended to obtain a medical examination prior to apply to come on the course.

Further details of the medical standards required for seafarers are available at the following address:

Training and Certification Department
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

7.2 Additional MCA Requirements for candidates with Dyslexia

These are contained in Section 6 of this document.

7.3 Internal and external verification

All instruments of assessment used within this/these Group Award(s) should be internally verified, using the appropriate policy within the centre and the guidelines set by SQA.

External verification will be carried out by SQA to ensure that internal assessment is within the national guidelines for these qualifications.

Further information on internal and external verification can be found in *SQA's Guide to Assessment* (www.sqa.org.uk).

8 General information for candidates

8.1 General information

The NC Shipping and Maritime Operations (SCQF level 6) is designed to equip you with the knowledge, understanding and skills required for success in current and future employment and for progression to further academic and/or professional qualifications within the marine industry. It aims to help you to raise your sights and ambitions to achieve excellence within your chosen field.

The award provides a framework within which you can develop your attitudes, values, knowledge and skills in the area of maritime operations relating to Deck and Engineering disciplines in the Merchant Navy.

The award will also be relevant to the wider marine sector of employment. Regardless of the maritime sector in which you are employed, the award will recognise and develop your personal and work experiences.

An important subsidiary aim of the award is to enable you to progress to further academic and/or professional qualifications. The qualification has been designed to provide you with the relevant mix of competencies to enable career progression whilst at the same time providing you with an articulation route to HNC/HND programmes currently used in marine training programmes and will be a nationally recognised award in Scotland, England, Wales and Northern Ireland.

Through participation in the NC Shipping and Maritime Operations, you will work through practical and applied professional development activities directly relevant to your chosen field at a level that will provide a real challenge. You will work on initiatives with the aim of sharpening your capabilities and maximising performance.

These will include development of clear insights into how excellence can be achieved within your professional practice. The vehicle for this is the development of knowledge and the practical application of enterprising thinking and activities based on personal discovery and learning. Learning will be individually driven and characterised by your level of personal effectiveness. These will include development of ideas and concepts, problem solving, application of originality and creativity, reflection on and application of sound professional practice, critical analysis and making informed judgments and decisions. The overarching aim is to develop your personal and professional capacity and capability.

8.1.1 Employability skills

The award will enable you to:

- 1 Develop autonomy and self direction in learning and to take personal ownership of the process of planning and reviewing your own experience and development.
- 2 Develop your existing knowledge, skills and attitudes through experiential learning and to consider how you can use this development to improve your future professional and personal performance.
- 3 Improve your personal performance and interpersonal skills using a range of established techniques.

- 4 Improve your professional effectiveness by means of developing your practical skills and knowledge in analysing the value of existing information from your own professional field.
- 5 Enhance your communication, negotiation and people management skills with individuals and groups using a range of communication tools and techniques.

The choice and range of learning and assessment opportunities can be discussed with delivery centres to suit your individual circumstances and it is expected that employers will have the chance to input their requirements into the overall delivery of the award.

You will be expected to learn how to meet deadlines and will be required to carry out research both by reading and e-research through relevant literature and legislation. The award should develop your ability to be self critical of your learning experiences and to enhance your ability to analyse problems and come up with innovative and creative solutions.

The award has the support of employers and has been shown to meet their perceived needs for additional management and leadership skills and will equip candidates with transferable skills which can be used across the wider maritime sector. The inclusion of dedicated Core Skills Units at SCQF level 6 will allow you to develop skills which are transferable across a wide range of careers and are vital in today's modern world which relies heavily on information technology.

8.2 Conditions for attaining the NC Shipping and Maritime Operations

To attain the NC award you will have to successfully complete all the mandatory Units as identified in the NC Framework document.

Additionally you will have to select 5 of the optional Units to make up the full Group Award which is 72 credit points at SCQF level 6.

If you are intending to pursue a career at sea as a deck or engineering officer the choice of optional Units is limited to those identified in the relevant pathways in the framework.

The reason for this is that each of the Units identified in each of the pathways is designed to prepare you for entry onto higher level SQA awards, such as the HNC/HND Nautical science or Marine Engineering, which are already part of recognised professional training programmes.

The Units in the NC pathways have been designed to lay the groundwork required for those higher level Units. This should allow you to progress smoothly from one award the next higher award.

8.3 Entry criteria

The academic entry criteria for the award are detailed in section 4 of this document; however candidates wishing to take up a seagoing career should be aware that there are additional medical criteria that must be met by all persons who go to sea.

The details of the medical requirements for seafarers can be obtained from the following address or alternatively from one of the main UK Nautical Colleges.

Training and Certification Department
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

www.mcga.gov.uk

Additional, information is also available from the Merchant Navy Training Board, whose contact details are given below;

Merchant Navy Training Board
Carthusian Court
12, Carthusian Street
London
EC1M 6EZ

www.mntb.org.uk

8.4 Career progression

The proposed career structure for deck and engineering officers, using the NC Shipping and Maritime Operations, in the Merchant Navy is given below.

Phase	College/ Sea	Programme
1	College	Induction which may include 1 week at an Outdoor Centre and STCW 95 Elementary Courses NC Shipping and Maritime Operations Commence MNTB Workshop Skills Programme (Engineering)
2	Sea	Gain practical shipboard experience and commence MNTB Training Record Book (TRB). Commence Work based learning Units.
3	College	Assessment of WBL Units. Complete HNC Nautical Science/Marine Mechanical Engineering Units. Continue MNTB Workshop Skills Programme (Engineering) Complete GMDSS (Deck)
4	Sea	Gain further practical shipboard experience, including 6 months bridge watch keeping experience. Complete TRB
5	College	<p>All trainees CPSCRB Course Medical First Aid Course 4 Day Fire Fighting</p> <p>Engineer Trainees Complete MNTB Workshop Skills (Engineering) Preparation for IAMI EK examinations. Preparation for MCA oral examination for EOOW certificate of competency.</p> <p>Deck Trainees Preparation for MCA oral examination for OOW certificate of competency. Preparation for MCA/SQA Safety examinations. NARAST (OPS) OOW/ Certification</p>

On Completion of Phase 5 and being awarded the EOOW/OOW Certificate of Competency, there are two options available to you with regards to progressing a seagoing career.

Either 1

Candidates may choose the option of remaining at College for a further 26 weeks to complete the HND Nautical Science/Marine Engineering award.

These candidates then require a further 18 months sea service before returning to College to complete additional courses for Certification as either Chief Mate (Unlimited) or 2nd Engineer (Unlimited) Certificates of Competency.

Candidates who successfully achieve their Chief Mate/2nd Engineer COC then require a further 18 months sea time prior to returning to College to gain a Master/ Chief engineer Certificate of Competency.

Or 2

Candidates who do not complete the HND immediately after their OOW will then be required to obtain 18 months seetime before returning to College to complete the HND part 2 Nautical Science/Marine Engineering.

This course will be longer than those candidates who chose option 1 with a minimum of approximately 34-36 weeks at College required for the Chief Mate/2nd Engineer COC.

Subsequently they will follow the same route as option 1 above to Master/Chef Engineer Certification.

Completion of the HND Nautical Science/Marine Engineering may also allow candidates to progress onto a University degree course at a number of Universities in Scotland and England.

9 Glossary of terms

SCQF: This stands for the Scottish Credit and Qualification Framework, which is a new way of speaking about qualifications and how they inter-relate. We use SCQF terminology throughout this guide to refer to credits and levels. For further information on the SCQF visit the SCQF website at www.scqf.org.uk

SCQF credit points: One SCQF credit point equates to 10 hours of learning. NQ Units at SCQF levels 2–6 are worth 6 SCQF credit points, NQ Units at level 7 are worth 8 SCQF points.

SCQF levels: The SCQF covers 12 levels of learning. National Qualification Group Awards are available at SCQF levels 2-6 and will normally be made up of National Units which are available from SCQF levels 2–7.

Dedicated Unit to cover Core Skills: This is a non-subject Unit that is written to cover one or more particular Core Skills.

Embedded Core Skills: This is where the development of a Core Skill is incorporated into the Unit and where the Unit assessment also covers the requirements of Core Skill assessment at a particular level.

Signposted Core Skills: This refers to the opportunities to develop a particular Core Skill at a specified level that lie outwith automatic certification.

Qualification Design Team: The QDT works in conjunction with a Qualification Manager/Development Manager to steer the development of the National Certificate/National Progression Award from its inception/revision through to validation. The group is made up of key stakeholders representing the interests of centres, employers, universities and other relevant organisations.

Consortium-devised National Certificates/National Progression Awards are those developments or revisions undertaken by a group of centres in partnership with SQA.

STCW 95: Standards of Training and Certification for Watchkeepers: This is an internationally accepted standard used for training and certification of deck officers and ratings on board all merchant vessels regardless of country of origin.

MCA: The UK Maritime and Coastguard Agency

This is the UK regulatory authority regarding the issue of Certificates of Competency for ships' Officers. The MCA also regulates the survey of UK and Overseas vessels when within UK territorial waters.

MNTB: Merchant Navy Training Board This organisation is responsible for the approval and monitoring of all Officer training programmes within the United Kingdom.

MGN Marine Guidance Note: These are published by the UK Maritime and Coastguard Agency and contain guidance on matters related to safety and training of seafarers

10 Appendices

Appendix 1: List of publications giving MCA guidance on training and certification

Appendix 2: Sample MOU with a training provider

Appendix 3: Mapping of Core Skills to NC Units

Appendix 1: List of publications giving MCA guidance on training and certification

MCA certification and training guidance can be found in the following publications.
An up-to-date list is available at the MCA website.

www.mcga.gov.uk/

1	General requirements for certification and medical fitness	MGN 91 (M)	April 2000
2	Certificates of competency - deck department	MGN 92 (M)	April 2000
3	Certificates of competency - engine department	MGN 93 (M)	April 2000
4	Certificates of competency - radio personnel	MGN 94 (M)	May 2002
5	Special training requirements for personnel on certain types of ship	MGN 95 (M)	April 2000
6	Emergency, occupational safety, medical care and survival functions	MGN 96(M)	April 2000
7	Alternative certification - dual certification	MGN 7 (M)	April 2000
8	Education and training schemes	MGN 8(M)	April 2000
9	Procedure for the issue and revalidation of certificates of competency, marine engine operator licences and tanker endorsements.	MGN 9 (M)	April 2000
10	Ratings	MGN 97 (M)	April 2000
11	Conduct of MCA oral examinations	MGN 69 (M)	April 2000
12	Safety training for concessionaires working on passenger ships	MGN 120 (M)	April 2000

13	Use of fishing vessel certificates of competency in standby, seismic survey, and oceanographic research vessels – revised arrangements	MGN 121 (M)	April 2000
14	STCW 95 application to certificates of service	MGN 116 (M)	April 2000
15	Certification of inshore tug personnel	MGN 117 (M)	April 2002
16	Certification of inshore craft personnel (other than tugs)	MGN 126(M)	Not yet issued

The MCA can be contacted at:

Seafarer Standards Branch
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton SO15 1EG

Tel 023 80 329231
Fax 023 80 329252

Appendix 2: Copy of MOU with Training Provider

MEMORANDUM OF UNDERSTANDING (MOU)
between
‘GLASGOW COLLEGE OF NAUTICAL STUDIES’
and
‘Training Provider’

for delivery of the NC/HNC/HND Route to Officer of the watch Certification for Deck and Engineering cadets

Purpose

This memorandum details the agreed operational responsibilities of both Glasgow College of Nautical Studies (GCNS) and ‘Training Provider’ with respect to the NC/HNC/HND Route to OOW Certification for Deck and Engineering trainees offered in accordance with the Framework for Merchant Navy Deck and Engineering HNC and HND programmes (Nov 2008) laid down by the Merchant Navy Training Board (MNTB) and the UK Maritime & Coastguard Agency (MCA).

Period of Agreement

This memorandum will become effective from 31st August 2009 and will be subject to annual review from and including 1st April 2010.

Procedures

1. Trainee Recruitment and Selection

The primary responsibility for Officer Trainee Recruitment and Selection will lie with ‘Training Provider’. Where appropriate GCNS will provide support in the form of occasional open days, general marketing utilising the ‘Widening Horizons’ theme through the College Prospectus and website.

‘Training Provider’ will be responsible for ensuring prospective Officer Trainees have the required entry qualifications specified by GCNS in the specific course programme information noting that a minimum of four GCSE/Standard Grade passes at level C/3 is required. The four passes should include English, Mathematics, A science based subject plus one other subject. Given the course is very intensive and requires both high ability and commitment, the ability to complete the programme is of paramount consideration.

Consideration would also be given to mature entrants with relevant seafaring experience and people wishing to transfer for the Royal Navy to a Merchant Navy career.

GCNS will provide guidance to ‘Training Provider’ on the credentials of individual applications as required.

2. Documentation

GCNS will be responsible for obtaining MNTB and MCA approval for the programme as part of the framework.

GCNS will provide ‘Training Provider’ with written details of the full course programme in advance of the course start date.

GCNS will provide Trainee Officer joining and guidance information to ‘Training Provider’ in advance of programme commencement date.

'Training Provider' will normally provide GCNS with details of recruited Trainee Officers in advance of the programme commencement. In exceptional circumstances however late acceptance onto the programme will be permissible.

'Training Provider' will be responsible for supplying trainees with a MNTB Trainee record book.

'Training Provider' will be responsible for the initial induction and the monitoring and reviewing of the TRB during each sea phase. If the *'Training Provider'* wishes to delegate any of this responsibility to GCNS, then this will be subject to a separate agreement.

Trainee Officers will be responsible for applying for support funding for the HND programme either through the Student Awards Agency for Scotland or the appropriate Local Education Authority in England. GCNS will advise Trainee Officers regarding this during induction and at the start of each phase.

GCNS will be responsible for ensuring provision of all STCW short ancillary courses required for MCA Certification. *'Training Provider'* will be responsible for all course fees.

GCNS will undertake annual reviews of the programme to ensure effectiveness in line with the GCNS course team self evaluation process.

3. Induction

All Trainee Officers will undergo College and programme induction in accordance with standard GCNS student support policies and to ensure all are fully aware of the details concerning the joint collaborative training scheme. This will take place during the first two weeks of each programme.

'Training Provider' will visit GCNS during the first two weeks of the programme to undertake Company Induction procedures.

4. Conditions of Service

'Training Provider' will be responsible for all aspects of the Trainee Officers conditions of sponsorship throughout the programme, including the provision of on board training during the sea phases.

'Training Provider' will be responsible for ensuring trainees have the required documentation and other requirements to go to sea.

5. Welfare

GCNS will be responsible for the welfare and support of Trainee Officers during College phases. This will be provided in accordance with GCNS Policies, the relevant details of which are published in the College's 'student planner' provided to all Trainee Officers during enrolment. All GCNS policies are available on line on the College Network which is accessible to all enrolled students.

'Training Provider' will be responsible for Trainee Officer welfare during sea phases.

6. Development

GCNS as an approved Scottish Qualifications Authority (SQA) centre will enroll all Trainee Officers on the programme and deliver and assess both SQA certificated awards and including any work based learning elements, in accordance with the requirements of the SQA.

GCNS will provide *'Training Provider'* with progress reports at the end of each college phase or more frequently following a formal request with respect to an individual Trainee Officer.

GCNS will provide *'Training Provider'* with weekly attendance reports.

'Training Provider' will be responsible for the arrangement and appropriate supervision of any work based learning opportunities on board suitable vessels during sea phases.

'Training Provider' will be responsible for ensuring Trainee Officers are released from sea phases in time to attend College phases.

'Training Provider' will be responsible for ensuring Trainee Officers have suitable accommodation during college phases.

'Training Provider' will be responsible for provision of transport to and from the college at the start and end of each phase or for holiday periods. The trainee will be responsible for daily transport to and from the college.

7. Certification

GCNS will record all learning Outcomes through the Unit-e system and pass such information to the SQA, who in turn will be responsible for certificating successful Trainee Officers for the HND and PDA.

GCNS will be responsible for ensuring provision of certification for all STCW courses in accordance with the requirements of the MCA.

'Training Provider' will be responsible for ensuring completion of the TRB in accordance with the requirements of the MNTB and MCA.

Signed on behalf of Glasgow College of Nautical Studies

Assistant Principal

Date

Signed on behalf of *'Training Provider'*

Trainee Officer Manager

Date

Appendix 3: Mapping of Units to Core Skills

Core Skills Mapping of NC Shipping and Maritime Operations

Unit No	Unit Name	Written Comms - Reading	Written Comms - Writing	Oral Comms	Using Graphical Info	Using Number	Using IT	Problem Solving – C T	Problem Solving – P & O	Problem Solving – R & E	WVO
F7HJ 11	Safety Training For Seafarers	5 S	5 S	6 S	6 S	6 S	6 S	6 S	6 S	6 S	
F7HH 12	Maritime Industry: An Introduction	5 S	5 S	6 S			5 S				
F7HC 12	Stability and Construction: An introduction				5 S	5 S		5 S			
F7HB 12	Shipboard Operations: An Introduction				5 S			5S			
F3T8 11	Mathematics For Science				5 S	5 S					
F1K8 11	Computing: Office and Personal Productivity Applications						5 E				
F3GB 12	Core Skills Unit: Communication	6 E	6 E	6 E							
F3GF 12	Core Skills Unit: Numeracy				6 E	6 E					
F7HD 12	Nautical Science: An Introduction	5 S	5 S		5 S	5 S					

Unit No	Unit Name	Written Comms - Reading	Written Comms - Writing	Oral Comms	Using Graphical Info	Using Number	Using IT	Problem Solving – C T	Problem Solving – P & O	Problem Solving – R & E	WVO
F7HE 12	Seamanship: Efficient Deck Hand	5 S		5 S				5 S			5 S
F7HF 12	Proficiency In Survival Craft and Rescue Boats	5 S		5 S				5 S	5 S	5 S	5 S
F7HK 11	Bridge Watch Keeping: An Introduction	5 S	5 S	5 S	5 S	5 S					
F5K8 12	Statics				5 S	5 S			5 S		
F5K9 12	Strength of Materials				5 S	5 S			5 S		
F7HG 12	Marine Heat Engines	5 S	5 S			5 S		5 S			
F5K7 12	Engineering Dynamics				5 S	5 S			5 S		

Note S means Core Skills are Signposted within the Unit
E means Core Skills are embedded within the Unit