ASSESSMENT MAPPING

STCW Table:	**Table A – II / 4**
Title:	**Specification of minimum standard of competence for ratings forming part of a navigational watch**

Guidance Notes (Scoring)	
Terms	**Description**
Reward	Bonus points, an integer within the range of 0 to 100. The default value is 0.
Penalty	Penalty points, an integer within the range of 0 to 100. The default value is 0.
Single	A rule is triggered in the scenario only once: the first time the conditions occur.
Circular	A rule is triggered every time the conditions occur.
Time	Time dependency ruling
Weight	Multiplier of a trainee's level of competency
Levels of Simulation	
Familiarization	Familiar with the equipment, layout procedures, and routine task.
Operational	The task relates to the inputs and outputs and their relationship and has to do with the performance of a function.
Functional	The task relates to the functions or activities performed by the system without reference to which of the elements of the system perform those functions.
Management	Relates to the management of the combination of systems to perform a given job.
Communication	Relates to effective communication between human resources to report, get feedback, or to execute a task.
Emergency	Task performed in circumstances where there is variation or deviation from an expected scenario or situation.
Crisis	Task performed when the emergency has developed into a crisis.

REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF TRANSPORTATION
MARITIME INDUSTRY AUTHORITY
STCW OFFICE

COMPETENCE	KUP	ASSESSMENT OUTCOME	PERFORMANCE CRITERIA	PERFORMANCE STANDARD	SCORING PROCEDURE	LEVEL OF SIMULATION	METHOD OF ASSESSMENT
FUNCTION 1 – NAVIGATION AT THE SUPPORT LEVEL							
C1 Steer the ship and also comply with helm order in the English language	C1.1 Use of magnetic and gyro-compasses C1.2 Helm orders C1.3 Change–over from automatic pilot to hand steering and vice versa	At the end of the assessment the candidate must be able to: utilize gyro and magnetic compass to steer the ship steady on a given course, execute, repeat and comply clearly helm orders and change steering modes;	Criterion 1 A steady course is steered within acceptable limits, having regard to the area of navigation and prevailing sea state. Alterations of course are smooth and controlled Criterion 2 Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner	Steers steady course within acceptable limits having regard to the area of navigation and prevailing sea state and alters course smoothly and controllably Communicates clearly and concisely and acknowledges orders in a seamanlike manner 1. CHANGE OVER FROM AUTO TO MANUAL STEERING Report initial course/ heading: • by Gyro compass; and • by Magnetic compass; • Change auto pilot to hand steering 2. (Helm Order) • Repeats Helm Order • Executes Helm Order • Reports when Rudder angle reach the Helm Order (or) Reports steady heading/course using magnetic and gyro (+/- 2°) to intended heading / course *Helm Order should have 9 different helm orders either with a rudder angle	Checklist Pass or Fail	Operational Communication	Simulator

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				command, a course to steer or steady on a course with Repeat, Execute and Report checkboxes 3. CHANGE OVER FROM MANUAL TO AUTO STEERING Reports final course/ heading: gyro compass and • by Gyro Compass • by Magnetic compass • Changes from manual steering to auto pilot			
C2 Keep a proper look-out by sight and hearing	Responsibilities of look-out including reporting the approximate bearing of a sound signal, light or other object in degrees or points	At the end of the assessment the candidate must be able to: Report immediately sound signals, lights and other objects that are promptly detected and their approximate bearing, in degrees or points, to the officer of the watch.	Criterion 1 Sound signals, lights and other object are promptly detected and their approximate bearing, in degrees or points, is reported to the officer of the watch	Detects promptly the sound signals, lights and other objects and reports their approximate bearing in degrees or points to the officer of the watch. 1. Report the <u>SOUND SIGNAL</u> information to the OOW: • sound signal being heard; • relative bearing of the target by point system/ bearing; • type of vessel sighted/ type of vessel where the sound signal came from. (*3 sets of different sound signal, relative bearing and type of vessel) 2. Report the <u>LIGHTS SIGNAL</u> information to the OOW:	Checklist Pass or Fail	Operational Communication	

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				• type of vessel sighted and its light/shape signal being shown; • relative bearing of the target by point system/ bearing. (*3 sets of different light signal and relative bearing) 3. Report the <u>SHAPE SIGNAL</u> information to the OOW: • type of vessel sighted and its light/shape signal being shown; • relative bearing of the target by point system/ bearing. (*3 sets of different shape signal and relative bearing) 4. Report the <u>Buoy/Object</u> information to the OOW: • type of buoy/object sighted • relative bearing of the target by point system/ bearing; (*2 sets of different buoy/object signal and relative bearing) 5. Report the <u>VESSEL</u> information to the OOW: • type of vessel sighted • relative bearing of the target point system.			

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				(*3 sets of different vessel sighted and relative bearing) * Approximate bearing must be reported +/- 2 by degrees or points from sound signals, lights and other objects to be identified			
C3 Contribute to monitoring and controlling a safe watch	C3.1 Shipboard terms and definitions. C3.2 Use of appropriate internal communication and alarm systems C3.3 Ability to understand orders and to communicate with the officer of the watch on matters relevant to watch keeping duties C3.4	At the end of the assessment the candidate must be able to: • define shipboard terms; • utilize appropriate internal communicatio n and alarm system; • communicate with the officer of the watch relevant to watch keeping duties and	Criterion 1 Communications are clear and concise, and advice/clarification is sought from the officer on watch where watch information or instructions are not clearly understood Criterion 2 Maintenance, handover and relief of the watch is in conformity with accepted practices and procedures	Communicates clearly and concisely and clarifies officer where watch information or instructions are not clearly understood. Maintains, hand overs and relieves watch in conformity with accepted practices and procedures 1. Define shipboard terms *Shipboard Terms to be defined must be 8 terminologies used onboard. 2. Identify the use of appropriate internal communication and alarm systems • General Alarm • Fire Alarm • MOB Alarm • CO_2 Alarm • Public Address system 3. Discuss the information required to maintain a safe watch and Identify the	Checklist Pass or Fail	Communica tion Operational	N/A

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	Procedures for the relief maintenance and handover of a watch C3.5 Information required to maintain a safe watch C3.6 Basic environmental protection procedures	orders are understood; • Role play practices that are accepted and procedure for relief, maintenance and hand over of a watch while at sea, in port and at anchor • acquire information required to maintain a safe watch; and • identify basic environmental protection procedures.		procedure for the relief, maintenance and hand over of a watch; **while at sea.** • Arrive in the place of hand-over at least 15 minutes before the time of actual watch. • Inform the reliever about the ships position; • speed and course; • Inform the reliever about the traffic density, Dangerous targets; • State the weather condition and visibility; and • Examine the reliever if capable of taking over the watch before handing him/her the responsibility. 4. Reiterate Handing over of watch **while in port**. • Implement security measure at the Accommodation ladder or other access to the vessel that is in use; • State the condition of the mooring lines in relation to tide and prevailing weather / sea state; and • Discuss the progress of cargo operation and ballast operation 5. State the information to be passed to the reliever for proper handing over of watch **while the vessel is at anchor:**			

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				• inform what anchor is used, portside or starboard side; • state how many shackles dropped into the water; • state the weather and sea condition; and • report the dangerous targets/objects around the ship 6. apply basic environmental procedures • State 4 kinds of garbage , segregate and discharged in color coded Garbage Bin			
C4 Operate emergency equipment and apply emergency procedures	C.4.1 Knowledge of emergency duties and alarm signals C4.2 Knowledge of pyrotechnic distress signal, satellite EPIRBs and SARTs C4.3 Avoidance of false distress alerts and action to be taken in	At the end of the assessment the candidate must be able to: • explain emergency duties and classify alarm signals • simulate operating procedure of pyrotechnics\ distress signal,	Criterion 1 Initial action on becoming aware of an emergency or abnormal situation is in conformity with established practices and procedures	Initiates action and becomes aware of an emergency or abnormal situation that conforms with established practices and procedures: **1. MOB (Man Overboard)** • Alarm bell sounds 3 long rings and ship whistle blow 3 long blasts; • Shout Man Over Board/Sound the alarm **2. General Emergency Alarm** • 7 short blasts on the ship's whistle followed by one long blast;	Checklist Pass or Fail	Operational Emergency	N/A

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	event of accidental activation	satellite EPIRBs and SARTs • cite measures to avoid false distress alerts • manage action to be taken in the event of accidental activation		• Proceed to respective boat muster station **3. Fire Alarm** • Continuous ringing of ship's general alarm bell & continuous sounding of ship's horn. • Proceed to Fire muster station **4. Abandon ship signal** • The master announces verbally Abandon ship order by means of PA system or any other means, by portable radio or megaphone. • Proceed immediately to embark in the designated Lifeboat/life raft. **5. CO2 alarm signal/Evacuation alarm** • Continuous flashing of warning lights and distinctive sound all around the engine room; • Evacuate immediately engine room and proceed to designated muster station Communicates clearly and concisely and acknowledges orders in a seamanlike manner			

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			Criterion 2 Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner Criterion 3	1. Report immediately to the proper Authority and cancel false distress alert; 2. Write the accidental activation incident in the GMDSS log book and what action is done; 3. Apply measures to avoid false distress alerts; 4. Check that the safety pin is in proper place on SART and EPIRB; and 5. Check safety cover in GMDSS distress button not damage and in proper position. Maintains integrity of emergency and distress alerting systems at all times **1. SART** • Flip the black plastic tab from left (LOCK) to right (UNLOCK); • To activate the SART, follow the instruction written/attached on the label; and Place the SART in the mounting pole. **2. EPIRB** • Locate the sliding cover / button on the EPIRB; • Slide a protective cover to one side; and			

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			The integrity of emergency and distress alerting systems is maintained at all times	• Click the switch or push the button in order to activate the EPIRB. (Once activated the EPIRB will flash and a strobe is activated). **3. Hand Flare** • To activate Hand flare, follow the instruction written/attached on the label; • Remove cap; • Pull extension (if fitted) otherwise have a leather gloves available on hand; • Pull string or tab inside away from the signaler; **4. Rocket Parachute Flare** • To activate, follow the instruction written/attached on the label; and • Hold Rocket Parachute Flare vertically with red cap upward • Remove the top and bottom cap; • Hold the center of the Signal vertically by one hand, take out ignition cord by the other end and pull it downward; • After ignition, hold the Signal with both hands firmly. Rocket is launched in 2seconds; and			

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				5. Buoyant Smoke Signal • Ignite by pulling line hidden in the safety cover; and • Throw into the water near the vessel			