



End Point Assessment Specification

Apprenticeship standard: ST0842 Officer of the Watch (near coastal)

Link to apprenticeship standard: [Officer of the watch \(near coastal\) / Skills England](#)

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1. Qualification objective

To evidence competence to take charge of a vessel's safety, security and navigation during operations both at sea and when in harbour; the OOW must make key decisions on these issues, often in rapidly changing situations. Their work directly impacts the safety of all those onboard and also impacts protection of the marine environment.

The end-point assessment (EPA) assesses whether apprentices have also passed the apprenticeship and is based on the same professional knowledge, skills and behaviours as the occupational standard.

2. Prior qualifications

a. Qualifications which a learner must have completed before taking the qualification

Prior to undertaking this end-point assessment, apprentices must have obtained the following qualifications/certificates as required by the Apprenticeship Standard and EPA plan:

- Level 2 English and Maths

(The English and maths exit requirements will be optional for apprentices who are aged 19+ at the start of their apprenticeship training.)

The apprentice must also obtain the following qualifications/certificates as required by the EPA plan:

- STCW Personal Survival Techniques (PST)
- STCW Fire Prevention & Fire Fighting
- STCW Elementary First Aid
- STCW Personal Safety and Social Responsibility (PSSR)
- STCW Advanced Firefighting
- STCW Proficiency in Medical First Aid
- STCW Proficiency in Survival Craft and Rescue Boats
- STCW Navigational Watch Rating Certificate
- MCA Efficient Deck Hand Certificate
- AMERC GMDSS General Operators Certificate
- Navigation Aids, Equipment and Simulator Training course at operational level (NAEST (O))
- Human Element, Leadership and Management at Operational level “HELM(O)” certificate
- Signals Certificate

Mandatory Qualification: A suitable academic qualification as approved by the MCA, this may include a level 3 diploma in Maritime Studies, for example, the SQA and Open Awards Officer of the Watch on Merchant Vessels of less than 500 Gross Tonnage (Near Coastal). It is the responsibility of the training provider and the employer to ensure this qualification is

suitable for gaining the required Certificate of Competency as per MSN 1856 Amendment 1 Section 6.

Apprentices must have completed their training record book (TRB) for assessment method 1 and 2 using the format agreed between the MCA and the training provider.

IAMI do not stipulate any additional qualifications that an apprentice must have completed prior to taking the qualification, additional qualifications are at the discretion of the individual employers.

b. Prior knowledge, skills or understanding which the Learner is required to have before taking the qualification

IAMI do not stipulate any additional knowledge, skills or understanding beyond those outlined in the Apprenticeship Standard that an apprentice must have completed prior to taking the qualification. Required prior knowledge, skills or understanding is at the discretion of the individual employers.

Knowledge, skills or understanding as required by this apprenticeship:

Knowledge

K1: The importance of maintaining a watch when in harbour and when at sea.

K2: The ways in which watch-keeping contributes to the safety of the vessel and all of those onboard.

K3: The principles of teamwork.

K4: Different vessel types and structure

K5: Techniques for determining a vessel's capability. This includes, for example, ship stresses, the impact of external forces on a vessel such as sea state, swell and wind.

K6: Principles and regulations for manoeuvring a vessel in near coastal waters (An area of operation restricted to 150 miles from a safe haven on the coast of the UK and 30 miles from Ireland)

K7: The different types of cargo operations

K8: The range of internationally used cargo codes, their meaning and impact on operations. For example, codes indicating dangerous goods.

K9: The methods for calculating tide conditions and obtaining meteorological forecasts.

K10: The purpose of a passage plan and how it is created.

K11: Methods for finding vessel position or other location.

K12: The different types and purposes of chart work, electronic navigational aids, maritime publications and navigational tools.

K13: Methods for plotting, executing and monitoring vessel progress.

K14: Relevant maritime legislation and regulation, the bodies responsible and the legal consequences for transgression. This covers COSWP (Code of Safe Working Practices), IRPCS/COLREGS (International Rules for the Prevention of Collisions at Sea), class and flag state requirements, health and safety and environmental protection such as SOLAS (International Convention for the Safety of Life at Sea), MARPOL (the International Convention for the Prevention of Pollution from Ships) and LOLER (the Lifting Operations and Lifting Equipment Regulations).

K15: Procedures to be followed in the event of an emergency (for example fire, flooding), and crew roles. This includes contingency plans such as the use of distress signals and evacuation procedures.

K16: The international code of signals, its purpose and usage.

K17: A range of verbal and written communication methods and techniques for choosing a method to fit the audience.

K18: Methods for using digital platforms to access and complete reports.

K19: The range of OOW stakeholders, their roles and responsibilities and how the OOW interacts with them.

K20: The importance of their own organisations commercial or operational priorities.

K21: How the OOW occupation fits in the wider digital landscape including the impact of automation and artificial intelligence.

K22: Types of propulsion system(s), their features and uses.

K23: the procedures and techniques for applying emergency first aid to others.

K24: The principles for completing a ships log that accurately describes key internal/external factors that occur during a Watch.

K25: Recognise signs of fatigue

K26: Procedures for maintaining the security of a vessel and its contents

Skills

S1: Keep watch over the vessel and crew.

S2: Co-ordinate your team in order to provide constant watch cover.

S3: Manoeuvre a vessel in near-coastal waters, taking account of compliance requirements, vessel type, capability, loading and external factors like tide and weather.

S4: Select a mooring or anchoring solution that is relevant to the circumstances, including compliance, vessel type, capability, loading and external factors like tide and weather.

S5: Avoid collisions by using chart work and situational awareness, anticipating and responding to all potential threats to a safe navigation. This includes (but is not limited to) both the physical surroundings and other vessel traffic.

S6: Perform calculations and give necessary direction to your team to ensure the vessel has suitable load stability. This applies both when the vessel is moored and also when at sea.

S7: Create a passage plan that meets operational objectives, is safe and compliant and has due regard to the external environment and other vessels.

S8: Execute and adapt a passage plan taking account of the prevailing conditions at sea.

S9: Handle a range of vessel types in near coastal waters. This may include as examples single screw, twin screw, variable pitch, Schottel and other propulsion configurations.

S10: Monitor and respond to data provided by navigation and other equipment available on-board

S11: Cross-compare different data sources to reach an accurate conclusion. (For example, VHF reports).

S12: Support the Master in meeting the legal, regulatory, environmental, and organisational requirements of the vessel and crew.

S13: Coordinate the response in the event of an emergency. Operate emergency equipment and deploy contingency plans appropriate to the situation. (This will range, for example, from recovery of a man overboard through to evacuation of the vessel).

S14: Administer emergency first aid and coordinate with the coastguard in the event of a medevac if required.

S15: Communicate externally deploying the international code of signals when required. This includes for example using the flag system and Morse code as appropriate to the circumstances.

S16: Communicate effectively at different seniority levels of the organisation, selecting an appropriate communication method for the audience.

S17: Develop working relationships with crew, officers and other impacted maritime stakeholders to support the delivery of required performance standards.

S18: Recognise your own limitations and escalate decisions where appropriate to another member of the bridge team, including the Master

S19: Take charge in the event of the Master's incapacitation and take suitable contingency action such as getting the vessel to shore and alerting relevant authorities.

S20: Complete an accurate ship log

S21: Identify skills gaps across the team and deliver coaching and mentoring to less experienced staff.

S22: Identify and respond to all internal/external factors that provide for a consistent watch following a handover.

S23: Check that life-saving appliances and other safety equipment is functioning and assess any remediation needed.

S24: Identify the signs of crew, and one's own, fatigue.

S25: Implement own organisations security procedures, instructing the crew accordingly.

Behaviours

B1: Follows safe working practices and promotes a safety culture

B2: Seeks to continuously improve and develop

B3: Takes ownership of work

B4: Calm and effective under pressure.

B5: Actively protects the marine environment from pollution.

B6: Role-models own organisations equality and diversity requirements

c. Units which a Learner must have completed before the qualification will be awarded and any optional routes

IAMI do not stipulate any additional units beyond those listed in the Apprenticeship Standard that an apprentice must have completed prior to taking the qualification. Additional required units are at the discretion of the individual employers.

Units required as per this standard:

Mandatory Qualification: A suitable academic qualification as approved by the MCA, this may include a level 3 diploma in Maritime Studies, for example, the SQA and Open Awards Officer of the Watch on Merchant Vessels of less than 500 Gross Tonnage (Near Coastal). It is the responsibility of the training provider and the employer to ensure this qualification is suitable for gaining the required Certificate of Competency as per MSN 1856 Amendment 1 Section 6

There are no optional routes for assessment on this apprenticeship standard.

d. Other requirements which a Learner must have satisfied before the Learner will be assessed or before the qualification will be awarded

IAMI do not stipulate any additional requirements beyond those listed in the Apprenticeship Standard that an apprentice must have completed prior to taking the qualification. Additional requirements are at the discretion of the individual employers.

3. Assessment

a. Knowledge, skills and understanding which will be assessed as part of the qualification

Assessment method 1: Practical Demonstration with questions

Knowledge

K26: Procedures for maintaining the security of a vessel and its contents

Skills

S4: Select a mooring or anchoring solution that is relevant to the circumstances, including compliance, vessel type, capability, loading and external factors like tide and weather.

S23: Check that life-saving appliances and other safety equipment is functioning and assess any remediation needed.

S25: Implement own organisations security procedures, instructing the crew accordingly.

Behaviours

B5: Actively protects the marine environment from pollution.

Assessment method 2: Professional discussion underpinned by training record book

Knowledge

K17: A range of verbal and written communication methods and techniques for choosing a method to fit the audience.

K18: Methods for using digital platforms to access and complete reports.

K20: The importance of their own organisations, commercial or operational priorities.

K21: How the OOW occupation fits in the wider digital landscape including the impact of automation and artificial intelligence.

K23: The procedures and techniques for applying emergency first aid to others.

K24: The principles for completing a ships log that accurately describes key internal/external factors that occur during a Watch.

K25: Recognise signs of fatigue

Skills

- S16: Communicate effectively at different seniority levels of the organisation, selecting an appropriate communication method for the audience.
- S17: Develop working relationships with crew, officers and other impacted maritime stakeholders to support the delivery of required performance standards.
- S21: Identify skills gaps across the team and deliver coaching and mentoring to less experienced staff.
- S24: Identify the signs of crew, and one's own, fatigue.

Behaviours

- B2: Seeks to continuously improve and develop
- B3: Takes ownership of work
- B6: Role-models own organisations equality and diversity requirements

Assessment method 3: MCA oral exam and OOW II/3 Written Examinations

Knowledge

- K1: The importance of maintaining an effective watch when in harbour and when at sea.
- K2: The ways in which watch-keeping contributes to the safety of the vessel and all of those onboard
- K3: The principles of teamwork.
- K4: Different vessel types and structure
- K5: Techniques for determining a vessel's capability. This includes, but is not limited to, ship stresses, the impact of external forces on a vessel such as sea state, swell and wind.
- K6: Principles and regulations for manoeuvring a vessel in near coastal waters (An area of operation restricted to 150 miles from a safe haven on the coast of the UK and 30 miles from Ireland)
- K7: The different types of cargo operations
- K8: The range of internationally used cargo codes, their meaning and impact on operations. For example, codes indicating dangerous goods.
- K9: The methods for calculating tide conditions and obtaining meteorological forecasts.
- K10: The purpose of a passage plan and how it is created
- K11: Methods for finding vessel position or other location.
- K12: The different types and purposes of chart work, electronic navigational aids, maritime publications and navigational tools.
- K13: Methods for plotting, executing and monitoring vessel progress.
- K14: Relevant maritime legislation and regulation, the bodies responsible and the legal consequences for transgression. This includes COSWP (Code of Safe Working Practices), IRPCS/COLREGS (International Rules for the Prevention of Collisions at Sea), class and flag state requirements, health and safety and environmental protection such as SOLAS (International Convention for the Safety of Life at Sea), MARPOL (the International Convention for the Prevention of Pollution from Ships) and LOLER (the Lifting Operations and Lifting Equipment Regulations).
- K15: Procedures to be followed in the event of an emergency (for example fire, flooding), and crew roles. This includes contingency plans such as the use of distress signals and evacuation procedures.

- K16: The international code of signals, its purpose and usage.
- K19: The range of OOW stakeholders, their roles and responsibilities and how the OOW interacts with them.
- K22: Types of propulsion system(s), their features and uses.

Skills

- S1: Keep watch over the vessel and crew.
- S2: Co-ordinate your team in order to provide constant watch cover.
- S3: Manoeuvre a vessel in near-coastal waters, taking account of compliance requirements, vessel type, capability, loading and external factors like tide and weather.
- S5: Avoid collisions by using chart work and situational awareness, anticipating and responding to all potential threats to a safe navigation. This includes (but is not limited to) both the physical surroundings and other vessel traffic.
- S6: Perform calculations and give necessary direction to your team to ensure the vessel has suitable load stability. This applies both when the vessel is moored and also when at sea.
- S7: Create a passage plan that meets operational objectives, is safe and compliant and has due regard to the external environment and other vessels.
- S8: Execute and adapt a passage plan taking account of the prevailing conditions at sea.
- S9: Handle a range of vessel types in near coastal waters. This may include as examples single screw, twin screw, variable pitch, Schottel and other propulsion configurations.
- S10: Monitor and respond to data provided by navigation and other equipment available on-board
- S11: Cross-compare different data sources to reach an accurate conclusion. (For example, VHF reports).
- S12: Support the Master in meeting the legal, regulatory, environmental, and organisational requirements of the vessel and crew.
- S13: Coordinate the response in the event of an emergency. Operate emergency equipment and deploy contingency plans appropriate to the situation. (This will range, for example, from recovery of a man overboard through to evacuation of the vessel).
- S14: Administer emergency first aid and coordinate with the coastguard in the event of a medevac if required.
- S15: Communicate externally deploying the international code of signals when required. This includes for example using the flag system and Morse code as appropriate to the circumstances.
- S18: Recognise your own limitations and escalate decisions where appropriate to another member of the bridge team, including the Master
- S19: Take charge in the event of the Master's incapacitation and take suitable contingency action such as getting the vessel to shore and alerting relevant authorities.
- S20: Complete an accurate ship log
- S22: Identify and respond to all internal/external factors that provide for a consistent watch following a handover.

Behaviours

- B1: Follows safe working practices and promotes a safety culture
- B4: Calm and effective under pressure.

b. The method of any assessment and any associated requirements relating to it

This EPA has 3 assessment methods:

- Practical demonstration with questions – carried out onboard vessel
- Professional discussion underpinned by training record book – this is conducted in a face to face environment with an assessor.
- MCA Oral exam and OOW II/3 Written Examinations

IAMI is only responsible for the delivery and grading of the practical demonstration and professional discussion.

c. Criteria against which Learners' levels of attainment will be measured (such as assessment criteria or exemplars),

The assessment has been designed in accordance with the Apprenticeship End-Point Assessment plan found here: [st0842-v12-officer-of-the-watch-level-3-for-publication06112025.pdf](https://www.gov.uk/government/publications/officer-of-the-watch-level-3-end-point-assessment-plan-st0842-v12)

This apprenticeship has a partially integrated EPA. The EPA uses independent EPAO assessment in addition to MCA assessments and each will be completed within the EPA period, as outlined in this EPA plan.

Alignment of the integrated EPA is permitted because the following criteria are met:

1. Parliament has prescribed that the occupation (profession) must be regulated, and a statutory regulator has undisputed control of access to the occupation.
2. The partially integrated EPA meets the requirements of an apprenticeship.

For this assessment, grading decisions are made as follows:

Assessment method 1: Practical demonstration with questions

- Fail
- pass

Assessment method 2: Professional discussion underpinned by a training record book

- fail
- pass
- distinction

Assessment method 3: MCA oral exam and OOW II/3 Written Examinations

- fail
- pass

Performance in the end-point assessment methods will determine the overall apprenticeship standard grade of:

- fail
- pass

- distinction

Assessment method 1 – Practical Demonstration with questions	Assessment method 2 – Professional discussion underpinned by training record book	Assessment method 3 – MCA oral exam and OOW II/3 Written Examinations	Overall grading
Fail	Any grade	Any grade	Fail
Any grade	Any grade	Fail	Fail
Any grade	Fail	Any grade	Fail
Pass	Pass	Pass	Pass
Pass	Distinction	Pass	Distinction

For those with an education, health and care plan or a legacy statement, the apprenticeship's English and mathematics minimum requirement is Entry Level 3. British Sign Language (BSL) qualifications are an alternative to English qualifications for those who have BSL as their primary language.

The result from each assessment method is combined to decide on the overall apprenticeship grade. To achieve a pass, the apprentice must pass all 3 assessment methods. If any of the 3 assessment methods are failed, the apprentice will receive a grade of fail.

For each assessment method, the criteria against levels of attainment will be measured are:

Practical demonstration with questions – Practical demonstrations are graded at either a pass or a fail. The assessor will decide if the apprentice has demonstrated competence in each of the areas assessed. The practical demonstration with questions must take 2 hours and 15 minutes inclusive of questioning.

A practical demonstration with questions involves an independent assessor observing an apprentice undertaking a set task or a series of set tasks in a simulated environment and asking questions. The simulated tasks are delivered on board a vessel and cover vessel security, mooring/anchoring, checking lifesaving/firefighting equipment, and environmental protection. The practical demonstration with questions must occur while the vessel is moored up or alongside and therefore not in active service, meaning the EPAO must ensure the simulation closely recreates the apprentices natural working environment.

Professional discussion

This assessment is created randomly from a bank of moderated questions contained within the IAMI question bank, the assessment is underpinned by the training record book, the assessor may ask the apprentice to use this to assist with their answers. The assessment contains a minimum of 8 open response questions over 50 minutes. questions and grading is as follows:

1. Individual question grading

Distinction: 75% or over of the specimen answers provided at the pass grade plus 50% or over of the specimen answers provided at the distinction grade for that question should be given by the apprentice

Pass: over 50% of the range of specimen answers provided at the pass grade for that question should be given by the apprentice **OR** 50% of the pass grade answers plus at least one answer from the distinction grade.

Fail: less than 50% of the range of specimen answers provided at the pass grade for that question. For example, if four (4) specimen answers are provided and the apprentice provide only one (1) or less of these model answers then they will have failed that question.

2. Assessment grading:

Distinction: where over 50% of the correctly answered questions contains answers at the distinction level, and 90% or over of the questions have a pass grade, then an overall distinction grade will be awarded.

Pass: The apprentice has demonstrated competency in the required KSBs for this standard.

Fail: The apprentice has not demonstrated competency in the required KSBs for this standard.

MCA oral exam and OOW II/3 Written examinations

Provided the apprentice has attained at least a pass in assessment method 1 and assessment method 2 the EPAO, in conjunction with the apprentice and their employer, will book assessment method 3 with the MCA, using the MCA's established booking system for oral and written exams.

The MCA will then deliver and grade assessment method 3.

The MCA is responsible for discharging its statutory functions (and in order to meet international maritime regulations) by overseeing oral and written exams that affirm certification of competency for an OOW (near coastal).

The MCA must retain control over how they meet this requirement, however they are also responsible for ensuring:

- Assessment method 3 assesses all of the KSB's as mapped in this document
- That they inform the EPAO of the outcome of assessment method 3 (pass/fail) within 4 weeks
- That they work with the EPAO to ensure the overall EPA period of 6 months is not exceeded.

Where any EPA can not be completed, and therefore no grade is awarded, then this must be brought to the attention of the IAMI Secretariat at secretary@iami.org.uk

d. Specimen assessment materials

Due to the practical nature of the assessments, specimen assessment materials are not available.

4. Specified levels of attainment

Fail/Pass/Distinction

5. Qualification level

This is a level 3 qualification