



# End Point Assessment Specification

Apprenticeship standard: ST0621 Boatmaster

Link to apprenticeship standard: [Boatmaster / Skills England](#)

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# 1. Qualification objective

To determine an apprentice's competence in:

- Ensuring safe operation and passage of a vessel
- Responsibility for commercial passenger or non-passenger vessels and all those onboard.

The EPA assesses whether an apprentice has passed the apprenticeship and is based on the same professional KSBs as the occupational standard.

## 2. Prior qualifications

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

The apprentice must complete training towards English and maths qualifications in line with the apprenticeship funding rules. (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:

- Manual Handling half day
- STCW Personal Survival Techniques
- MCA Approved Fire Safety Course
- STCW Elementary First Aid
- STCW Proficiency in Security Awareness
- STCW Personal Safety and Social Responsibility
- RYA/MCA GMDSS Short Range Certificate
- RYA Powerboat Level 2
- RYA Helmsman's Course
- RYA Professional Practices and Responsibilities
- RYA Day Skipper Shore-based Certificate (Invigilated exam)
- RYA Day Skipper Practical Course Completion Certificate
- MCA Approved Stability Course Certificate
- MCA Approved Engine Course 1
- MCA Small Ships Navigation and Radar
- RYA Intermediate Powerboat course
- RYA/MCA Yachtmaster Coastal Skipper Certificate of Competence
- STCW Crisis Management and Human Behaviour Certificate
- STCW Human Element, Leadership and Management at Operational level "HELM(O)"
- SQA Diploma in Maritime Studies: Rivers, Inland Waterways and Limited Distances to Sea

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:** All Health and Safety Law that pertains to the safe management and passage of a commercial vessel, including certification

**K2:** All appropriate terminology uses and applications of rope work, access, egress, safe movement and lifting gear.

**K3:** How a passage plan is executed with all the leadership skills necessary for that voyage to be undertaken safely, securely, and with consideration to the environment.

**K4:** The processes for safely and securely anchoring a vessel.

**K5:** All International Maritime Organization Conventions e.g. SOLAS, MARPOL, COSWP and IRPCS needed so that a passage plan may be executed appropriately. Company procedures on the bridge. IALA Buoyage 'A'

**K6:** Find a position and plan a route using chart work, electronic navigational aids, publications and navigational tools. To appraise available information, plot, execute and monitor progress whilst recognising when pro-active actions are most suitable.

**K7:** Understand relevant regulations and company policies to follow in the event of an emergency. The role of the M.A.I.B, HSE and Local Port procedures

**K8:** All aspects of ship manoeuvrability including steering systems and their functions, steering by compass and the responsibilities and implications of locks, docks and bridges

**K9:** How the use of propulsion and steering systems varies in different tidal, fluvial and sea-going conditions including poor weather.

**K10:** How to use maritime publications and charts to plan a voyage. Know how to access the digital resources available to keep such publications up to date.

**K11:** A basic understanding of the principles of IT on board including electronic chart systems, GNSS, and Radar, including their limitations, performance checks and other supporting navigational aids that are commonplace. Principles of communication between vessels and amongst crews.

**K12:** Legislation, codes and guidance in vessel operations and vessel construction. To know how to keep and execute maintenance plans in regard to deck machinery and to affect ship stability. To understand factors that affect seaworthiness and survivability.

**K13:** General engineering practice and procedures, including pumping and associated control systems and electrical equipment, including digital reporting and recording systems for planned and ongoing maintenance. Shows awareness of UK clean maritime plan as part of the government's Maritime 2050 long-term strategy. Including awareness of new technologies relating to hybrid vessels and alternative fuels.

**K14:** How to apply legislation and guidance to prevent pollution of the marine environment and has knowledge of policies and procedures for vessel operations.

**K15:** Equity, diversity and inclusion legislation in the workplace.

**K16:** Business objectives considerations: Efficiency, costs, customer satisfaction, Minimising risks to operation.

**K17:** Forecast weather, recognise and interpret deteriorating conditions and review a passage plan accordingly whilst taking action on board to be able to complete the voyage or reach a safe haven.

**K18:** Demonstrates a knowledge of the content and application of the International and National Regulations for Preventing Collisions at Sea as appropriate for vessels in inland waterways, harbours and coastal sea waters (as would be applicable to Boatmasters Licence (BML)

**K19:** Information Technology systems including word processing and email software

## **Skills**

**S1:** Take responsibility for the preparation of the vessel prior to going to sea including safe means of access to and egress from the boat and Life saving and fire fighting equipment checks.

**S2:** Respond and manage all emergency situations on board including the operation of emergency equipment coordination with the coastguard and other vessels (Sarco) and the liaison with DP and third party organisations.

**S3:** Handle a vessel in a high traffic density environment in tidal or non-tidal conditions including in locks and in the vicinity of weirs, bridges and other fixed infrastructure.

**S4:** Manoeuvre vessels safely with a variety of propulsion systems including single screw, twin screw, variable pitch, Schottel and other propulsion configurations

**S5:** Ensure vessels are operated and remain in a safe and seaworthy condition in accordance with regulations and company procedures. Maintain machinery including main engines, deck equipment and lifesaving and firefighting equipment in full operational condition.

**S6:** Uses information and digital technology within own organisation. Complies with GDPR and Cyber Security Regulations and policies.

**S7:** Apply team working principles.

**S8:** Comply with International, National and local regulations, and health and safety regulations, standards and guidance

**S9:** Build, manage and lead your team onboard, developing work relationships and performance management skills.

**S10:** Uses verbal communication techniques both at sea and onshore, adapting style and use of terminology to suit the audience.

**S11:** Lead procedures including planning and communications in the event of an emergency situation.

**S12:** Able to manoeuvre a vessel in all conditions to respond to all types of emergency (e.g. man overboard).

**S13:** Use appropriate mooring configurations and equipment in relation to the prevailing tidal, weather conditions and vessel design characteristics.

**S14:** Select a suitable anchorage and executing the procedure as required. To use an anchor(s) to aid in manoeuvring.

**S15:** Prepare for meteorological impacts affecting the safe management and passage of a commercial vessel.

**S16:** Navigate shallow and height restrictive navigations using knowledge of depths, air drafts, vessel dimensions and tide predictions in tidal waters.

**S17:** Offer emergency assistance to help another vessel running into danger. To arrange an emergency tow or offer some powered assistance to reach safety.

**S18:** Adjusts appropriately the passage plan of the vessel under their command, taking account of safety, time and business objectives.

**S19:** Take charge of navigational watch, be able to establish risk of collision and take effective action to avoid collision.

**S20:** Monitors business objective considerations and commercial issues, adjusting actions accordingly.

### **Behaviours**

**B1:** Follows safe working practices and promotes a safety culture.

**B2:** Committed to continued professional development (CPD) to maintain and enhance competence in their own area of practice.

**B3:** Takes ownership of work.

**B4:** Calm and effective under pressure

**B5:** Actively protects the marine environment from pollution.

**B6:** Role-models own organisations equity and diversity requirements

**B7:** Actively protects the marine environment from pollution.

### **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:

#### **SQA Diploma in Maritime Studies: Rivers, Inland Waterways and Limited Distances to Sea.**

**Mandatory Units:** Learners must complete all FIFTEEN Mandatory units to achieve 45 credits

| <b>SQA Unit Code</b> | <b>Unit Title</b>   | <b>Regulator's Unit code</b> | <b>Level</b> | <b>Credit value</b> | <b>GLH</b> | <b>TQT</b> |
|----------------------|---|------------------------------|--------------|---------------------|------------|------------|
| FA5M 54              | Maritime Employment, Environmental and Health and Safety Practice | D/616/6877                   | 2            | 2                   | 18         | 20         |
| FA69 54              | Maritime Sector Overview  | R/616/6777                   | 2            | 3                   | 26         | 30         |
| FA5N 54              | Survival in the Water during Maritime Emergencies                 | Y/602/3071                   | 2            | 1                   | 8          | 8          |
| FA5P 54              | Maritime Security   | K/602/3866                   | 2            | 1                   | 8          | 8          |

| <b>SQA Unit Code</b> | <b>Unit Title</b>  | <b>Regulator's Unit code</b> | <b>Level</b> | <b>Credit value</b> | <b>GLH</b> | <b>TQT</b> |
|----------------------|--|------------------------------|--------------|---------------------|------------|------------|
| FA5R 54              | Emergency First Aid in Response to Maritime Accidents or Medical Emergencies | A/602/3872                   | 2            | 1                   | 7          | 7          |
| FA68 54              | Communicate Using Equipment and Visual Means                                 | J/602/4023                   | 2            | 2                   | 19         | 21         |
| FA6C 54              | Maintain Your Own Work Practice  | M/602/4436                   | 2            | 2                   | 16         | 20         |
| FA60 54              | Vessel Ropework, Anchoring and Mooring Operations                            | K/602/3897                   | 2            | 5                   | 46         | 50         |
| FA61 54              | Securing a Vessel for Passage  | H/602/3901                   | 2            | 3                   | 26         | 28         |
| FA62 54              | Vessel Construction and Stability  | T/602/3904                   | 2            | 5                   | 44         | 50         |
| FA63 54              | Assist with a Vessel's Navigational Watch                                    | J/602/3907                   | 2            | 3                   | 30         | 34         |
| FA5W 54              | Basic Vessel Engineering System  | H/602/3882                   | 2            | 3                   | 26         | 30         |
| FA5X 54              | Maintaining Vessel Machinery for Safe Operation                              | R/602/3893                   | 2            | 3                   | 32         | 34         |
| FA5Y 54              | Vessel Repair and Maintenance  | D/602/3895                   | 2            | 5                   | 50         | 53         |
| H4AE 70              | Vessel Navigation and Tides  | H/504/7959                   | 3            | 6                   | 55         | 60         |

**Optional Units:** Learners must achieve a minimum of 1 credit from ONE of the Optional units

| <b>SQA Unit Code</b> | <b>Unit Title</b>                              | <b>Regulator's Unit code</b> | <b>Level</b> | <b>Credit value</b> | <b>GLH</b> | <b>TQT</b> |
|----------------------|--|------------------------------|--------------|---------------------|------------|------------|
| FA5T 54              | Vessel Fire Prevention and Firefighting (STCW) | T/502/5920                   | 2            | 2                   | 20         | 22         |
| FA5V 54              | Maritime Fire Prevention and Fire Actions      | D/602/2378                   | 2            | 1                   | 8          | 10         |

**Additional Optional Units:** Learners may complete any of the following units, however, the credit will not count towards achievement of the qualification

| <b>SQA Unit Code</b> | <b>Unit Title</b>   | <b>Regulator's Unit code</b> | <b>Level</b> | <b>Credit value</b> | <b>GLH</b> | <b>TQT</b> |
|----------------------|---|------------------------------|--------------|---------------------|------------|------------|
| H6R7 57              | Control Dry Cargo Operations on Domestic Vessels                                      | J/616/6856                   | 3            | 4                   | 38         | 40         |
| H6R8 57              | Control Large Domestic Passenger Vessel Operations                                    | T/616/6884                   | 3            | 3                   | 28         | 30         |
| H6R9 57              | Control Oil and Chemical Cargo Operations on Domestic Vessels                         | R/616/6858                   | 3            | 4                   | 38         | 40         |
| H6RA 57              | Control Passenger Operations on Domestic Vessels                                      | R/505/9329                   | 3            | 2                   | 20         | 20         |
| <b>SQA Unit Code</b> | <b>Unit Title</b>   | <b>Regulator's Unit code</b> | <b>Level</b> | <b>Credit value</b> | <b>GLH</b> | <b>TQT</b> |
| H9HP 60              | Dredging Operations on Domestic Vessels   | A/507/3385                   | 3            | 2                   | 20         | 20         |
| H6RB 57              | Use of Radar for Safe Navigation and Collision Avoidance on Domestic and Code Vessels | K/506/0079                   | 3            | 2                   | 20         | 22         |
| H9HR 60              | Towing and Pushing Operations on Domestic Vessels                                     | J/507/3390                   | 3            | 2                   | 20         | 20         |
| H9HT 60              | Liquefied Gas Tanker Cargo Operations on Domestic Vessels                             | T/507/3451                   | 3            | 4                   | 40         | 40         |
| H9HV 60              | Oil Tanker Cargo Operations on Domestic Vessels                                       | F/507/3453                   | 3            | 4                   | 40         | 40         |
| H9HW 60              | Roll On – Roll Off Operations on Domestic Vessels                                     | H/507/3459                   | 3            | 2                   | 20         | 20         |
| H9HX 60              | Chemical Tanker Cargo Operations on Domestic Vessels                                  | M/507/3447                   | 3            | 4                   | 40         | 40         |

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**

| <b>KNOWLEDGE</b>   | <b>ASSESSMENT METHODS</b> |
|--|---------------------------|
| <b>K1</b><br>All Health and Safety Law that pertains to the safe management and passage of a commercial vessel, including certification<br><br><a href="#">Back to Grading</a>   | MCA BML oral assessment   |
| <b>K2</b><br>All appropriate terminology, uses and applications of rope work, access, egress, safe movement and lifting gear.  | MCA BML oral assessment   |
| <b>K3</b><br>How a passage plan is executed with all the leadership skills necessary for that voyage to be undertaken safely, securely, and with consideration to the environment.   | MCA BML oral assessment   |
| <b>K4</b><br>The processes for safely and securely anchoring a vessel.   | MCA BML oral assessment   |
| <b>K5</b><br>All International Maritime Organization Conventions e.g. SOLAS, MARPOL, COSWP and IRPCS needed so that a passage plan may be executed appropriately. Company procedures on the bridge. IALA Buoyage 'A'   | MCA BML oral assessment   |
| <b>K6</b><br>Find a position and plan a route using chart work, electronic navigational aids, publications and navigational tools. To appraise available information, plot, execute and monitor progress whilst recognising when pro-active actions are most suitable. | MCA BML oral assessment   |

| KNOWLEDGE  | ASSESSMENT METHODS      |
|--|-------------------------|
| <b>K7</b><br>Understand relevant regulations and company policies to follow in the event of an emergency. The role of the M.A.I.B, HSE and Local Port procedures   | MCA BML oral assessment |
| <b>K8</b><br>All aspects of ship manoeuvrability including steering systems and their functions, steering by compass and the responsibilities and implications of locks, docks and bridges   | MCA BML oral assessment |
| <b>K9</b><br>How the use of propulsion and steering systems varies in different tidal, fluvial and sea-going conditions including poor weather.  | MCA BML oral assessment |
| <b>K10</b><br>How to use maritime publications and charts to plan a voyage. Know how to access the digital resources available to keep such publications up to date.   | MCA BML oral assessment |
| <b>K11</b><br>A basic understanding of the principles of IT on board including electronic chart systems, GNSS, and Radar, including their limitations, performance checks and other supporting navigational aids that are commonplace. Principles of communication between vessels and amongst crews.  | MCA BML oral assessment |
| <b>K12</b><br>Legislation, codes and guidance in vessel operations and vessel construction. To know how to keep and execute maintenance plans in regards to deck machinery and to affect ship stability. To understand factors that affect seaworthiness and survivability.  | MCA BML oral assessment |
| <b>K13</b><br>General engineering practice and procedures, including pumping and associated control systems and electrical equipment, including digital reporting and recording systems for planned and ongoing maintenance. Shows awareness of UK clean maritime plan as part of the government's Maritime 2050 long-term strategy. Including awareness of new technologies relating to hybrid vessels and alternative fuels. | MCA BML oral assessment |
| <b>K14</b><br>How to apply legislation and guidance to prevent pollution of the marine environment and has knowledge of policies and procedures for vessel operations.   | MCA BML oral assessment |

| KNOWLEDGE  | ASSESSMENT METHODS           |
|--|------------------------------|
| <b>K15</b><br>Equity, diversity and inclusion legislation in the workplace.  | Professional discussion      |
| <b>K16</b><br>Business objectives considerations: Efficiency, costs, customer satisfaction, Minimising risks to operation.   | Professional discussion      |
| <b>K17</b><br>Forecast weather, recognise and interpret deteriorating conditions and review a passage plan accordingly whilst taking action on board to be able to complete the voyage or reach a safe haven.  | MCA BML oral assessment      |
| <b>K18</b><br>Demonstrates a knowledge of the content and application of the International and National Regulations for Preventing Collisions at Sea as appropriate for vessels in inland waterways, harbours and coastal sea waters (as would be applicable to Boatmasters Licence (BML)) | MCA BML oral assessment      |
| <b>K19</b><br>Information Technology systems including word processing and email software  | Professional discussion      |
| SKILL  | ASSESSMENT METHODS           |
| <b>S1</b><br>Take responsibility for the preparation of the vessel prior to going to sea including safe means of access to and egress from the boat and Life saving and fire fighting equipment checks.  | MCA BML practical assessment |
| <b>S2</b><br>Respond and manage all emergency situations on board including the operation of emergency equipment coordination with the coastguard and other vessels (Sarco) and the liaison with DP and third party organisations.   | MCA BML practical assessment |
| <b>S3</b><br>Handle a vessel in a high traffic density environment in tidal or non-tidal conditions including in locks and in the vicinity of weirs, bridges and other fixed infrastructure.   | MCA BML practical assessment |
| <b>S4</b><br>Manoeuvre vessels safely with a variety of propulsion systems including single screw, twin screw, variable pitch, Schottel and other propulsion configurations  | MCA BML practical assessment |

| KNOWLEDGE   | ASSESSMENT METHODS           |
|---|------------------------------|
| <p><b>S5</b><br/>Ensure vessels are operated and remain in a safe and seaworthy condition in accordance with regulations and company procedures. Maintain machinery including main engines, deck equipment and lifesaving and firefighting equipment in full operational condition.</p> | MCA BML practical assessment |
| <p><b>S6</b><br/>Uses information and digital technology within own organisation. Complies with GDPR and Cyber Security Regulations and policies.</p>   | Professional discussion      |
| <p><b>S7</b><br/>Apply team working principles.</p>   | Professional discussion      |
| <p><b>S8</b><br/>Comply with International, National and local regulations, and health and safety regulations, standards and guidance</p>   | Professional discussion      |
| <p><b>S9</b><br/>Build, manage and lead your team onboard, developing work relationships and performance management skills.</p>   | Professional discussion      |
| <p><b>S10</b><br/>Uses verbal communication techniques both at sea and onshore, adapting style and use of terminology to suit the audience.</p>   | Professional discussion      |
| <p><b>S11</b><br/>Lead procedures including planning and communications in the event of an emergency situation.</p>   | MCA BML practical assessment |
| <p><b>S12</b><br/>Able to manoeuvre a vessel in all conditions to respond to all types of emergency (e.g. man overboard).</p>   | MCA BML practical assessment |
| <p><b>S13</b><br/>Use appropriate mooring configurations and equipment in relation to the prevailing tidal, weather conditions and vessel design characteristics.</p>   | MCA BML practical assessment |
| <p><b>S14</b><br/>Select a suitable anchorage and executing the procedure as required. To use an anchor(s) to aid in manoeuvring.</p>   | MCA BML practical assessment |
|   | MCA BML practical assessment |

| KNOWLEDGE  | ASSESSMENT METHODS           |
|--|------------------------------|
| Prepare for meteorological impacts affecting the safe management and passage of a commercial vessel.   |                              |
| <b>S16</b><br>Navigate shallow and height restrictive navigations using knowledge of depths, air drafts, vessel dimensions and tide predictions in tidal waters.   | MCA BML practical assessment |
| <b>S17</b><br>Offer emergency assistance to help another vessel running into danger. To arrange an emergency tow or offer some powered assistance to reach safety. | MCA BML practical assessment |
| <b>S18</b><br>Adjusts appropriately the passage plan of the vessel under their command, taking account of safety, time and business objectives.                    | MCA BML practical assessment |
| <b>S19</b><br>Take charge of navigational watch, be able to establish risk of collision and take effective action to avoid collision.                              | MCA BML practical assessment |
| <b>S20</b><br>Monitors business objective considerations and commercial issues, adjusting actions accordingly.   | Professional discussion      |
| BEHAVIOUR  | ASSESSMENT METHODS           |
| <b>B1</b><br>Follows safe working practices and promotes a safety culture.   | MCA BML practical assessment |
| <b>B2</b><br>Committed to continued professional development (CPD) to maintain and enhance competence in their own area of practice.                               | Professional discussion      |
| <b>B3</b><br>Takes ownership of work.  | Professional discussion      |
| <b>B4</b><br>Calm and effective under pressure   | Professional discussion      |
| <b>B5</b><br>Actively protects the marine environment from pollution.  | MCA BML practical assessment |

| KNOWLEDGE  | ASSESSMENT METHODS      |
|--|-------------------------|
| <b>B6</b><br>Role-models own organisations equity and diversity requirements | Professional discussion |
| <b>B7</b><br>Actively protects the marine environment from pollution.        | Professional discussion |

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

This EPA has 3 assessment methods:

- Professional discussion – this is conducted in a face to face environment with an assessor.
- MCA BML Oral assessment
- MCA BML practical assessment

IAMI is only responsible for the delivery and grading of the 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: [Boatmaster / Skills England](#)

This apprenticeship has an integrated EPA. The EPA uses an independent EPAO assessment alongside the MCA BML oral assessment and MCA BML practical assessment for the MCA's BML.

Boatmasters are subject to statutory regulation by the MCA. The MCA sets the standards of proficiency required for entry to the professional register and these are the occupational standards for registered boatmasters.

The MCA also has the statutory duty to set requirements of programmes necessary to support the achievement of the knowledge, skills and behaviours (KSBs) set out in the standards of proficiency and the KSBs in the occupational standard. The apprenticeship standard and the delivery of the apprentices' training must be aligned to all relevant MCA standards to ensure that apprentices are eligible for entry to the boatmaster register on completion. It is against the law for anyone to work as a boatmaster without being registered with the MCA.

For this assessment, grading decisions are made as follows:

Assessment method 1 - professional discussion:

- fail
- pass

Assessment method 2 – MCA BML oral assessment:

- fail
- pass

Assessment method 3 – MCA BML practical assessment:

- fail
- pass

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:

MCA BML oral and practical assessment: The MCA is responsible for discharging its statutory functions (and in order to meet international maritime regulations) by overseeing these assessments that affirm certification of the BML. The MCA retain control over how they meet this requirement; however they are also responsible for ensuring that the MCA BML oral assessment and MCA BML practical assessment assess all of the KSBs as mapped to them in this document.

These are:

#### **Professional discussion**

This assessment is created randomly from a bank of moderated questions contained within the IAMI question bank. The assessment contains at least 11 questions and grading is as follows:

##### 1. Individual question grading

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:

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 BML oral and practical assessment**

The MCA is responsible for discharging its statutory functions (and in order to meet international maritime regulations) by overseeing these assessments that affirm certification of the BML. The MCA retain control over how they meet this requirement; however, they are also responsible for ensuring that the MCA BML oral assessment and MCA BML practical assessment assess all of the KSBs as mapped to them in this document.

**Where any EPA cannot 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](mailto: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

Pass/Fail

### 5. Qualification level

This is a level 3 qualification