



অতিরিক্ত সংখ্যা  
কর্তৃপক্ষ কর্তৃক প্রকাশিত

বৃহস্পতিবার, জানুয়ারী ২৪, ১৯৯১

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
নৌ-পরিবহন মন্ত্রণালয়  
প্রজ্ঞাপন

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S.R.O. No. 21-L/91/JAHAJ-2/BIDHI-1/89—In exercise of the powers conferred by section 95 of the Bangladesh Merchant Shipping Ordinance, 1983 (Ordinance No. XXVI of 1983), the Government is pleased to make the following rules, namely:—

1. **Short title :** These rules may be called the **Bangladesh Merchant Shipping (Certification of Deck Officers) Rules, 1991;**
2. **Definitions:** In these rules, unless there is anything repugnant in the subject or context:-
  - (a) "Convention" means the International Convention on Standards of Training, Certification and Watchkeeping for seafarers, 1978;
  - (b) "Certificate of Competency" means a certificate of any grade issued under these rules;
  - (c) "Chief Examiner" means the Chief Nautical Surveyor, Department of Shipping or any other qualified person appointed by the Government to act as Chief Examiner of the examinations conducted under these rules.
  - (d) "Examination" means Written, Oral, Practical, Signal or any other examination or part thereof conducted under these rules.
  - (e) "Examiner" means a person appointed as such by the government and includes Nautical Surveyors and any other persons whose services may be employed for conducting examinations of deck officers under these rules;
  - (f) "Seafarer" means a person other than a pilot employed or engaged for service in any capacity on board a ship;
  - (g) "Sea-Service" means employment on a trading ship duly recorded in Continuous Discharge Certificate (C.D.C) and supported by testimonials, provided the ship was not idle or laid up in port for a period exceeding 30 days. Service on a ship under construction, modification or repair may be treated as sea-service for a period not exceeding 45 days, provided the concerned seafarer sails on the same ship and the service is continuous. No sea-service shall be credited unless a person sails on the ship he is employed on.
  - (h) "Watch-keeping service" means such period of service on board a ship during which the seafarer is in effective charge of navigational watches on the Bridge for not less than six hours a day. Where the watches are

doubled the officer not being in effective charge of the watch shall be entitled to watch-keeping service at one-half the rate of the officer holding effective charge.

- (i) "Schedule" means a Schedule to these rules.

### 3. Classes of certificates to be issued etc.

- (1) 'Certificates of Competency' to be issued under these rules, and the functions of a Deck Officer of whom the holder of such a certificate shall be qualified to perform aboard a ship engaged in an unlimited trade shall be as follows:

Classes of Certificates to be Issued	Qualified to perform functions of
Deck Officer Class 1 (Master Mariner)	Master
Deck officer Class 2	Chief Officer/Chief Mate
Deck Officer Class 3	Second Officer/Second Mate
Deck Officer Class 4	Third Officer/Third Mate
Coastal Master	Master on vessels operating solely within territorial waters of Bangladesh

- (2) The capacity and functions of a certificated officer may vary depending on the size of the ship and the nature and duration of voyages she is engaged on. All cases, where a certificated officer is required to serve in a capacity higher than what he is qualified for, shall be referred to the Director General for necessary approval and documentation.

#### 4. Command Endorsement:

Persons holding certificates of Competency as Deck Officer Class 2 or as Deck Officer class-3 are entitled to appear at an examination for command endorsement. Subject to limitations, as referred to in Rule 7, persons having command endorsements may be deemed qualified to serve as Master on certain ships.

#### 5. Special requirements for Tankers:

- (1) No person may be employed as Master, Chief Officer/ Chief Mate or in any capacity with the immediate responsibility for loading, discharging and care in transit or handling of cargo on an Oil Tanker, Chemical Tanker or Gas Tanker unless his certificate is duly endorsed for such service.
- (2) An endorsement required under sub-rule 1. may be granted by the Chief Examiner on production of certificate to the effect that the candidate has successfully passed/attended an approved familiarisation and safety course for the required type of vessel and that he has relevant experience of service or supervised service on similar ship for no less than 3 months.

#### 6. Requirement for Coastal Master:

A Person in command of a vessel registered under the Merchant Shipping Ordinance, 1983 and engaged within Exclusive Economic Zone or Coastal Waters of Bangladesh as a bay-crossing coaster, must be in possession of a Certificate of Competency as a Coastal Master.

#### 7. Requirement of qualified Deck Officers:

The minimum requirement of certificated Deck Officers required to be carried on board various ships is shown in the table below, but that

requirement may be substituted provided that the owner may employ an officer having higher certificate.

Certificate of Competency as Deck Officer	Type of ships				
	Unlimited 1600 & above GRT	Unlimited under 1600 GRT	Limited 5000 & above GRT	Limited 1600 & above but less than 5000 GRT	Limited under 1600 GRT
Class 1	1	1	1	-	-
Class 2 *e	-	-	-	1	-
Class 2	1	1	1	-	-
Class 3 *e	-	-	-	-	1
Class 3	1	1	1	1	-
Class 4	1	-	-	1	1
Radio Operator	1	1**	1	1	1**

e means with Command Endorsement

A separate Radio Operator may not be needed on ships under 1600 GRT provided the ship is fitted with R/T equipment and the Master or the Mate is a qualified R/T operator. With effect from 1.1.1992 Radio Operators must be in possession of a GMDSS certificate of endorsement and a certificate of Proficiency in Survival Crafts.

#### 8. Dispensation:

- In circumstances of exceptional necessity, the Director General may relax the requirements of necessary certificate of competency for a seafarer to serve on a specific ship for a specified period not exceeding six months at a time in a particular capacity.
- A dispensation for a post may be granted only to a person properly certificated to fill the post immediately below. Where certification for the post below is not required, a dispensation may be issued to a person whose qualification and experience are, in the opinion of the Director General, of a clear equivalence to the requirements for the post to be filled, provided that, if such person holds no appropriate certificate he shall be required to pass a test conducted by an Examiner.

#### 9. Revalidation of certificate:

A certificate issued under these rules shall become invalid for sea-service unless revalidated once every five years from the date of issue. The Chief Examiner may make an endorsement to revalidate a certificate issued under these rules provided-

- the person concerned served on a ship for not less than twelve months in the preceding five years; or-

- (b) attended an approved refresher course; or-
- (c) served as a Surveyor or Instructor or Marine Superintendent for a reasonable period and the Chief Examiner is satisfied that attendance of a refresher course is not necessary.

**10. DOS (Department of shipping) Notices:**

The Director General may declare examination schedule through publication of notices to be known as DOS Notices. DOS Notices may also contain matters related to maritime safety and occupational hazard.

**11. Requirements of Certificates:**

- (1) No person shall act in the capacity of a Master or second in command unless he holds an appropriate certificate of competency as per the classes of certificates under rule 3 or the table of requirement under rule 7 or issued with a dispensation.
- (2) In the event of death or incapacity of the Master or Second-in-command, while the ship is at sea, the deck officer next in seniority may act in the capacity of Master or second-in-command, as the case may be, until the ship reaches the next intended port.
- (3) The Master of the ship shall not permit any person to be incharge of navigational watch unless he holds a certificate of competency or holds an appropriate dispensation.

**12. Remission of Sea-service:**

Pre-sea training in the Marine Academy, Chittagong, may be counted at one half of the rate of sea-service subject to a maximum of nine months. Attendance of a preparatory course exceeding ninety days shall be treated equivalent to thirty days sea-service. Pilotage of sea-going ships in the ports of Chittagong and Mongla shall be counted at the rate of 1/4 of service at sea to a maximum of 1/2 of the total requirement of sea-service for the required class of examination. The Chief Examiner may review and consider remission of sea-service against training or service on other institutions or organizations on a case to case basis. However, a minimum of six months sea-service on trading ships shall be required for issuance of a certificate of competency.

**13. Persons serving in the Navy:**

Persons serving in the Bangladesh Navy, subject to fulfilment of requirements laid down in these rules, may appear at an examination on production of a "no-objection" certificate from appropriate naval authority.

**14. Provisional document on passing examination:**

- (1) Any part of the examination such as written, oral or signals once passed shall remain valid for a maximum period of twelve months. A candidate who passes all the parts of examination for a particular class of certificate within a period of twelve months shall be issued with a provisional certificate of Competency.

- (2) The provisional certificate of competency shall remain valid for a maximum period of six months within which it must be exchanged with certificate of competency.
- (3) Where a candidate passes all parts of examination, but requires to fulfil the requirement of sea-service on a trading ship, he shall be issued with a document accordingly. The candidate shall be required to serve on trading ships for the required sea-time as supernumerary or in a capacity lower than that corresponding to the class of certificate concerned to qualify for eventual issuance of certificate.
- (4) A candidate who passes all but one of his written subjects and the shortfall is not more than ten marks shall be allowed to appear at a referral examination of the concerned subject only.
15. **Surrender of the lower class of Certificate:**  
Where the holder of a certificate of a particular class issued under these rules is issued with such a certificate of a higher class, he shall surrender the first mentioned certificate to the issuing authority.
16. **Use of Calculators etc.**  
Candidates may be permitted to use a slide Rule or an electric calculator (other than a programmable calculator) having four basic functions and a single memory. In either case, the candidate shall be required to show the full working.
17. **Conduct of a candidate:**  
A candidate found guilty of any misconduct, including insolence to examiner or staff, or improper or disorderly conduct including adoption of any unfair means, or a breach of any examination rules or instructions to candidates may be liable for punishment in one or more of the ways specified hereunder, namely-
- where the examination has not commenced or is not completed the candidate may be debarred from appearing or as the case may be to take further part therein by the Chief Examiner;
  - Where the result of any examination is declared, the result of the candidate may be varied as deemed appropriate by the Chief Examiner;
  - Where the candidate has been declared successful in the examination, but has not been granted the certificate, the same may be withheld for such period as may be decided by the Chief Examiner.
  - The candidate may be debarred from appearing at any examination under these rules for such period as may be specified by the Chief Examiner;
18. **Physical & Mental deficiency:**  
If a candidate suffers from any such physical or mental deficiency or disability which the examiner thinks may hamper in discharge of duties on a ship, he shall report the same to the Chief Examiner. The Chief Examiner shall decide on the matter of allowing the candidate to take further examination or not.
19. **Medical Certificate:**  
No person who qualifies in the certificate of competency examination shall be issued with a certificate unless he produces a certificate of medical fitness in a prescribed form by a Medical Officer acceptable to the Director

General and such certificate of physical fitness shall be required by all Officers and Ratings prior to being engaged on a ship.

**20. Entry requirement of Cadets:**

A person to be employed as Cadet must be within age group 17 to 23 and have passed Higher Secondary Certificate in Science group with atleast 50% marks in Physics and Mathematics. He must be of sound physical and mental health with perfection of hearing and eye- sight. The candidate will be required to pass a new entrant sight test.

**21. Sight Test:**

- 1) Every candidate appearing at an examination under these rules shall have the eye-sight tested by a Nautical Examiner and the sight test certificate shall be submitted with the application for examination.
- 2) New entrant test shall include the letter test without any aid and a lantern test for colour vision and shall be done for those joining as Deck Cadet or a pre-sea cadet training centre or appearing at the first certificate of competency examination.
- 3) All other tests which may be taken with or without aids to vision are referred to as Standard test. Those who already hold a certificate of competency are exempt from Lantern test.
- 4) Letter Test- British Standard Institute letter Chart BS 4274 of 1968 or equivalent with reverse printing is used with a mirror placed 3.05m away. The plain of the mirror is vertical to the floor base of the room and the centre of the mirror 1.2m above the floor. The room is darkened with thick curtains and air- conditioned, if so necessary. The box containing letter cards is placed on the wall opposite to the mirror with the base of the box 0.963m above the floor. Lighting is done by 2x 60w pearl lamps directly focussed on the cards. The candidate is seated beside the letter card with the head resting against the wall. A standard eye shade is used. A new entrant test will require the candidate to read with the better eye as well as both eyes together upto and including all alphabets on the 7th line correctly and with the other eye upto and including 6th line with the cards being changed frequently. No aids to vision will be allowed for new entrant test. Candidates for standard test with aids to vision shall also be required to reach the same standard, but are first required to read correctly upto and including 5th line with better eye and 3rd line with other eye without the use of aids to vision.
- 5) Lantern test-The lantern developed by Imperial College of Science and used by Department of Transport, United Kingdom or equivalent shall be used. The lantern shall be mounted on a plinth which is attached to a heavy duty table placed on permanent marks directly in front of the lantern test mirror with the distance from aperture face to mirror being 3.05m. The lantern shall be of approved type & will show 3 colours- Red, White and Green in singles and then Red and Green in pairs. There are 2 shades of Red and Green each. The lights are changed by rotating a horizontal disc at the rear of the lantern. The corresponding code

number appears on a small illuminated dial at the back of the lantern. The candidate is seated on any side of the lantern with the eyes as far as possible at horizontal level of the aperture. After getting the candidate used to darkness, first the single lights will be shown and then the pairs which are to be read from left to right.

- 6) If for some reason the lantern is not available for colour vision then Ishihara Test will be conducted.
- 7) A candidate who fails the sight test may be re-examined after 1 month.
- 8) A candidate who fails the sight test twice is not to be re-examined except for an appeal test which will be conducted by the Chief Examiner and his decision will be final.

**22. Assessment of Sea- service:**

Every candidate appearing at an examination under these rules, shall have the sea-service and other requirements checked by a Nautical Examiner and the same shall be submitted with the application for examination.

**23. Parts of Examination and Passing Standard :**

(1) Coastal Master Certificate examination

a) Part 1-written.

Shipboard operation & knowledge- 50%

Coastal Navigation & Chartwork-60%

b) Part II-Oral examination

The candidate shall satisfy the examiner by passing an appropriate Examination that he possesses adequate theoretical and practical knowledge which shall also include the subject contained in the syllabus.

(2) Deck Officer Class 4 Examination:

(a) Part I- Written:

General ship knowledge -60%

Practical Navigation -70%

Chart Work & Coastal Navigation -70%

Meteorology -50%

(b) Part II - Oral and Practical

The Examiner must be satisfied with the knowledge of the candidate.

(c) Part III - Signal :

The Candidate must not make any mistake in meaning and identification of single letter flags and coding and decoding from the International Code of Signals. The candidate must also score 80% on sending and receiving Morse Code.

(3) Deck Officer Class 3 Examination :

(a) Part I - Written

Principles of Navigation - 60%

General Science - 50%

Mathematics - 50%

(b) Part II - Oral and Practical :

As required for Deck Officer Class 4 Examination.

- (c) Part III - Signals :  
As required for Deck Officer Class 4 Examination.
- (4) Deck Officer Class 2 Examination :
- (a) Part I - Written :
- |                                   |       |
|-----------------------------------|-------|
| Navigation                        | - 70% |
| Chart Work & Coastal Navigation   | - 70% |
| Shipboard Operation & Maintenance | - 60% |
| Ship Construction & Stability     | - 50% |
| Meteorology                       | - 50% |
| Business & Law                    | - 50% |
- (b) Part II - Oral & Practical :  
The Examiner must be satisfied with the knowledge of the candidate.
- (c) Part III - Signals :  
As required for Deck Officer Class 4 and 3 Examinations.
- (5) Deck Officer Class 1 (Master Mariner) Examination :
- (a) Part I - Written :
- |                                 |       |
|---------------------------------|-------|
| Business & Law                  | - 60% |
| Navigation                      | - 60% |
| Navigational Aids & Instruments | - 60% |
| Ship Construction & Stability   | - 50% |
| Engineering & Control System    | - 50% |
- (b) Part II - Oral & Practical :  
The Examiner must be satisfied with the knowledge of the candidate.
- (6) Command Endorsement Examination:
- (a) Part I - Written :  
Business and Law - 60%
- (b) Part II - Oral :  
The Examiner must be satisfied with the knowledge of the candidate.
24. **Requirements for appearing at an examination :**  
Requirements in respect of sea-service, ancillary course and other requirements are set out in schedule-1
25. **Ancillary Courses :**  
These are such subsidiary training, courses, examination and certification which may be required as pre-requisites for appearing at a deck officer's examination or for issuance of a certificate of competency. Details of such courses are given in schedule-II and a table of requirements of such courses for various grades of certificate of competency examinations is set out below:



**TABLE OF REQUIREMENTS OF  
ANCILLIARY COURSES**

ANC. COURSE	COASTAL MASTER	CLASS 4	CLASS 3	CLASS 2
FAAS	L	L	-	-
FFC	L	L	-	-
CPSC	L	L	-	-
EDH	X	L	-	-
R/T	L	L	-	-
ENS	X	L	-	X
NCC	X	X	X	L
SCMC	X	X	X	L
GMDSS	X	X	X	L
WPCP	X	X	X	L
SMC	X	X	X	L

L - must do

x - not required

- must already have

- FAAS - First Aid at Sea;  
 FFC - Fire Fighting Course;  
 CPSC - Certificate of Proficiency in Survival Crafts;  
 EDH - Efficient Deck Hand;  
 R/T - Radio Telephony;  
 ENS - Electronic Navigation System;  
 NCC - Navigational Control Course;  
 SCMC - Ship Captain Medical Course;  
 GMDSS - Global Maritime Distress & Safety System;  
 WPCP - Word Processing & Computer Programming;  
 SMC - Shipping Management Course.

**26. Syllabus :**

The syllabuses for various classes of certificate of competency examinations are set out in Schedule III.

**27. Standard of Watch :**

The minimum standard of watch to be maintained by the Deck Officer on duty is given in Schedule-IV.

**28. Specimen of Forms and Certificates :**

The specimen of Forms and Certificates to be used under these rules are set out in schedule-V.

**29. Personal Survival Techniques :**

Every prospective seafarer trained by the Marine Academy or the Seamen Training Centre or the Marine Fisheries Academy is to be issued with a certificate to meet the requirements of Resolution 19 of the Convention. A specimen copy of the certificate is given in Schedule-VI.

**Schedule I**  
(see rule 24)

**REQUIREMENTS FOR DECK OFFICERS**

The requirements to be met for appearing at various classes of certificate of competency examinations or for being issued with such certificates are given below :

**1. COASTAL MASTER :**

The candidate must have minimum three years' post certificate service experience after having obtained Inland Master Class 1 certificate.

**2. DECK OFFICER CLASS 4 EXAMINATION :**

The candidate must be atleast twenty years of age and have served on a trading ship as a Deck Rating for five years (of which at least two years as AB) or as Deck Cadet for 30 (thirty) months or in the Navy Seamen Branch for ten years or on sea-going fishing vessels for six years of which at least two years after obtaining Fishing Vessel Deck Officer Class 1 certificate, or having three year's post certificate service experience in a bay crossing vessel after obtaining Coastal Master Certificate. A minimum of six months sea service on a trading ship shall be required for issuance of certificate to those candidates who did not have such experience.

**3. DECK OFFICER CLASS 3 EXAMINATION :**

The candidate must have served on trading ship after obtaining Deck Officer Class 4 certificate for at least eighteen months of which at least six months in the capacity of an watch-keeping officer or served in the Navy for seven years and attained the rank of a Lieutenant in the Executive Branch and be in possession of Naval Watch-keeping certificate. The candidate must have certificates relating to Ancillary courses required for Deck Officer Class 4 examination. A minimum of six months sea-service on trading ship shall be required for issuance of certificate to those candidates who did not have such experience.

**4. DECK OFFICER CLASS 2 EXAMINATION :**

The candidate must have served on trading ship after obtaining Deck Officer Class 3 certificate for atleast two years of which twelve months must be watch-keeping service or served in the Navy for ten years and attained the rank of Lt. Commander in the Executive Branch with a Naval Watch-keeping certificates. The candidate must have also done the Ancillary courses as required under rule 25. A minimum of six months sea-service on trading ship shall be required for issuance of certificate to those candidates who did not have such experience.

**5. DECK OFFICER CLASS 1 (MASTER/MARINER) EXAMINATION :**

The candidate must have performed sea-service for at least eighteen months after obtaining Deck Officer Class 2 certificate.

**6. COMMAND ENDORSEMENT EXAMINATION :**

The candidate must have Deck Officer Class 3 Certificate.

**Schedule II**  
(see rule 25)

**ANCILLIARY COURSES**

1. **FAAS (First Aid At Sea) :** A two-three weeks course shall be conducted by the Marine Academy, Chittagong. The course shall include- basic anatomy of human body, bandages splints, pressure point bandage; treatment for heat stroke, electric shock, burn, bleeding, shock, unconsciousness, drowning, fever, colds, loose motion etc., administration of artificial respiration, heart massage, intermuscular injection; general care of a sick person, health and hygiene on board a ship specially those relating to stores and provision; care and maintenance of a medical chest; ability to consult WHO/IMO medical guide and act accordingly.
2. **FFC (Fire fighting Course) :** A five - six days course shall be conducted by the Marine Academy, Chittagong. The course shall deal with various risks of fire on board ships and good practices by which such fire risk and hazards can be reduced; the equipment and appliances that a ship is supposed to carry, their use and maintenance; the theory of oxygen supply, removal of combustible material, cooling of surrounding; sources of fire-electrical, oil and chemical, gaseous explosions; special care on tanker and gas carriers; typical fire on jute, coal, phosphorus; Fire in Engine Room; Fire in pump room; types of extinguishers - water, foam, dry powder, CO<sub>2</sub> - their uses; pump, hoses and hydrants; use of jets and spray specially use of spray wall for approaching seat of fire; emergency fire pump, Isolation valve, International shore connection; use of breathing apparatus; Fixed installation- CO<sub>2</sub>, Halon - their use and precautions; sufficient practical training to withstand heat and develop mental and physical ability to fight fire. Knowledge of fire detection system.
3. **CPSC (Certificate of Proficiency in Survival Craft) :**  
At least six months sea-service or eligibility to appear Coastal Master or Deck Officer (D. O.) Class 4 Examination will be required to take up this course. The course will be conducted by the Marine Academy and shall deal with life Jacket, Immersion suit/survival suit, Thermal Protective Aid, Life buoy, Life Raft, Life Boat, helicopter rescue etc. and shall comply with the requirements laid out in Reg. VI/I of the Convention.
4. **EDH (Efficient Deck Hand) :**  
Twelve months sea-service as Deck Rating or Deck Cadet or eighteen months service as GP Rating or eligibility to appear Deck Officer (D. O.) Class 4 Examination will be required to take up this course or Examination to be conducted in a manner as may be specified by the Chief Examiner. The test will deal with bends, hitches and splices; sail work and awning; rigging of ship side stage and self-lowering bosun's chair; sounding by lead lines and sounding of tanks and bilges; dangers and precautions of entering empty tanks; ship's steering; operation of winch, windlass and capstan; preparation for anchoring; mooring, stopper, backspring and slip wire; closing, rigging and securing derricks; securing for rough seas; care and maintenance of ropes, wires, blocks and shackles; securing containers; use and preparation of cement box, use of

paint, oil, lubricant, grease and bituminous substances on a ship; identification of alphabetic numerals and substitute flags; use of LSA and FFA: safe and good practices of seamanship specially those on tankers and familiarity with nautical terms and vocabulary.

5. **R/T (Radio Telephony)** : Marine Academy may run preparatory courses but test must be conducted and certificates issued by the National Maritime Radio Communication Administration that is, Telegraphy and Telephone Board ( T & T Board). The course will deal with use of VHF set, Radio Telephony on MF and HF bands; ship position reporting system and procedure, weather bulletin, maritime traffic, and accounting system; the use of the International Code of Signals, IMO Standard Marine Navigational Vocabulary, phonetic pronunciation of alphabets and numbers; familiarity with safety, urgency and distress signals; auto-key and auto-alarms; knowledge of IMO-SAR and MERSAR; use of life-boat Radio set and EPIRB; Radio medical service; silence period; misuse of Radio Communication devices; secrecy of message etc.
6. **ENS (Electronic Navigation System)**: Twelve months sea-service or eligibility for appearing at Deck Officer Class 4 Examination is required for taking up ENS course. A 4-5 weeks course will be conducted by the Marine Academy and the course will deal with electronic navigational system & equipment as follows:-
  - (a) **Radar** - General principle of operation of a Marine Radar; how to switch on and off; various ranges; use of sea-clutters, rain clutters and their effect; ghost-echo, blind zone; performance monitor; Radar Reflector; Raymarc and Racon; taking range and bearing; fixing position; solving WOA triangle; finding course, speed, aspect and CPA of a target; true motion and relative motion display; basic knowledge of ARPA.
  - (b) **Echo Sounding Machine**- General principle of operation of Echo Sounder; how to switch on and off; various ranges; chances of false echo, multiple echo or no echo; draft adjustment; various corrections specially those related to temperature and salinity; importance of sounding recording; how sounding assists in finding position and how to adjust for height in tidal regions.
  - (c) **D.F. (Direction Finder)**- General principle of operation of a Marine Radio Direction Finder; list of stations and signals; QTC Service; stations transmitting in series; calibration table, half convergency correction; automatic and manual sets; homing device for distress signals; obtaining DF bearing and plotting true bearing and fixing position of the ship; activating Automatic DF to Auto-Alarm.
  - (d) **Auto-Pilot and Course Recorder**- Danger and precautions with respect to switching over to Autopilot and vice-versa; use of a course recorder with synchronised date and time .

(e) **Radio-Electronic Position fixing Devices-**

Practical use of shipboard receiving sets for Decca, Loran-C, Omega and Satnav.

7. **NCC (Navigational Control Course) :** Only those eligible to take Deck Officer Class 2 Examination may attend this course. Marine Academy shall conduct 2-3 weeks course on N. C. C. It shall comprise of-

(a) **Radar-** More in details than in ENS course. Simulation on ARPA (Automated Rader Plotting Aid) with emphasis on guard rings, alarm, risk of collision or close quarter situation, trial manoeuvre, assessment of tide effect etc.

(b) **Echo Sounder, D.F., Auto Pilot and Course Recorder-** more in details than in ENS course.

(c) **Radio-Electronic Position Fixing Devices-**

Principle and operation of Decca, Loran-C, Omega & Satnav; conditions determining degree of accuracy, more probable position when more than one system in use;

(d) **Electronic Chart-** use, advantage disadvantage, precautions.

8. **SCMC (Ship Captain's Medical Course) :** Three weeks course to be conducted by the Marine Academy for those eligible to take Deck Officer Class 2 Examination. More in details than FAAS course; use of Penicillin, Tetracycline and other anti-biotics and precautions; use of oxygen; intravenous injection, use of saline; Fever-colds, flu, pneumonia, virus, T.B., Bronchitis, typhoid, malaria, rheumatic, hepatitis etc. pain associated with Apendicitis; Radio Medical Service with use of International Code of Signal; Emergency child birth ; Symptoms related to Aids. *Aids*.

9. **GMDSS (Global Maritime Distress & Safety System) :**

2-3 weeks course to be conducted by the Marine Academy for those eligible to take Deck Officer Class 2 Examination. Persons holding Maritime Radio Communication General Certificate may also take this course. Candidates must produce a certificate from any Trade Institute of being conversant with operation of telex machine. Test must be conducted and certificate issued National Maritime Radio Communication Administration (T&T Board). The course will include (a) revision of R/T course, (b) ITU Regulations, (c) IMO Requirements contained in SOLAS, STCW, SAR and International Code of Signals, (d) ITU Publications, Manual for Maritime Mobile and Maritime Mobile Satellite Service-List IV, V and VII, (e) Admiralty list of Radio Signals, (f) Shipboard equipment under GMDSS, (g) INMARSAT System and ship's earth station, (h) COSPAS-SARSAT, (i) EPIRB and Radar transponders (121.5 & 243), (j) Telex Services NAVTEX, MARITEX, (k) Devices for DSC (digital selective calls), (l) Inspection and service of emergency source of power.

10. **WPCP (Word Processing & Computer Programming) :**

Marine Academy will conduct 2-3 weeks course when facilities are available. Until such time candidates will be required to produce certificate from an approved Trade Institute to confirm his ability to type 20 w.p.m. correctly, use p.c. as a word processor, insert, delete or correct as necessary and get a printout; storing information with use of code and retrieving same at a later stage; filing and calling a file and inserting new information; Simple Basic Programming; use of computer to give survey status of ship etc.

11. **SMC (Shipping Management Course) :**

Marine Academy will conduct 2 weeks course for those eligible to take Deck Officer Class 2 Examination. The course will deal with - (a) Organisation-International-regional-national-public-private, (b) Information and communication, (c) Personnel Management-human relationship-motivation, (d) Financial Management-Authorised Capital -Reserve capital -shares and equity, (e) Budget-Revenue-Development-Deficit financing - Audit, (f) Balance Sheet-Assets-Liabilities-premium-bonus-dividend, (g) Balance of trade-surplus-deficit-effects-GNP/GDP, (h) Invisible Income-Overseas investment-banking-insurance-shipping-aviation-personal remittances, (i) Reserve-Gold Reserve-foreign exchange reserve-debt servicing-value of currency, (j) Evaluation - NPV (Net Present Value)- IRP (Internal Rate of Return)- Voyage analysis-cash flow statement-statement of Port Account, (k) Shipboard Management-Committee-meetings-operational efficiency-Social and Recre-ational activities, (l) Business Management-Letter of intent - Invoice-letter of credit (L/C)- Bill of Lading (B/L) - FOB-CIF etc.

12. **TSFC (Tanker Safety and Familiarisation Course) :**

In order to obtain a tanker endorsement it will be necessary to attend TSFC in addition to appropriate period of supervised shipboard service. Marine academy shall conduct a two weeks course on Tanker Safety and Familiarisation. The course shall include general construction features of tankers (crude and product carriers). Knowledge of COW (Crude Oil Washing), IGS (Inert Gas System), Pressure-Ventilation system, risk of fire and explosions on tankers, gas freeing procedures, entering empty tanks, principle and procedure of fighting fire on tankers; Pumproom operation, loading, discharging including ship to ship operation; ullage of tanks and oil calculations; LOT (load on top) system, cleaning of tanks, preparing for different grade of oil, characteristics of various types of oil; prevention and control of pollution; good seamanship and safe practices on a tanker. The course shall include one or two visits to tankers.

**Schedule III**  
(see rule 26)

**SYLLABUS FOR DECK OFFICERS**

**1. COASTAL MASTER CERTIFICATE**

**1.a. PART-1 WRITTEN:**

**1.a.1. SHIPBOARD KNOWLEDGE AND OPERATION:**

Principal structural members of a ship and proper names of main/ important parts; basic shipborne meteorological instrument & their application working knowledge and application of stability, trim & stress, Fundamental action to be taken in the event of partial loss of intact stability, Knowledge of the ability to operate radio direction finder and echo sounder, Knowledge of the fundamental of radar, and ability in the operation and use of radar and ability to and analyse information obtained by use of radar, principles of magnetic and gyro compasses including errors & corrections, Basic knowledge of IMFC Code, Ship's power plants knowledge of precaution to be observed for preventing oil pollution.

**1.a.2. COASTAL NAVIGATION & CHARTWORK:**

Ability to determine the ships position by the use of Land marks, Aids to navigation including Light house, beacons & buoys, Dead reckoning, taking into account winds, tides, current and speed by propeller revolutions per minute and by log. Thorough knowledge of and ability to use navigational charts and publication such as tide tables, notices to mariners, radio navigational aids.

**1.b. PART-II-ORAL EXAMINATION:**

Regulation for Preventing Collisions at Sea, Buoys System, chart notations, use and operation of distress signals, SAR, Life Saving Appliances, Fire -fighting system & appliances, Emergency procedure, Ship manoeuvring and handling, Navigational aids, Identification and meaning of international code flag of signal, understanding of meteorological ship board instrument, English language knowledge.

**2. DECK OFFICER CLASS 4 EXAMINATION:**

**2.a. PART-I - WRITTEN:**

**2.a.1. GENERAL SHIP KNOWLEDGE:**

General ideas on ship construction and on plans available on board ship; names, definitions of main dimensions and principal parts of a ship-framing beams, brackets, knees, bulkheads, hatchways and closing appliances, Rudder Steering Gear, Tanks and Bilges, Sounding pipe, Air pipe, propeller, shaft, stern tube, General pumping arrangement, prevention of erosion and maintenance of ship's structure; Meaning and general understanding of Block Co-efficient, Displacement, Deadweight; use of displacement and TPC Immersion scales to determine weight of cargo or ballast from draughts or freeboard Load line marks,

Density, Relative Density, Archimedes principle; FWA and change of draft with density; Marine hydrometer and its uses; Buoyancy, Reserve buoyancy, understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy; Centre of gravity, Centre of buoyancy, Metacentric height, Righting lever and Moment, 3 stages of equilibrium; use of stability and hydrostatic data; effect of adding and removing of weights danger of slack tanks and shift of cargo; Blocks and Purchases; standing rigging and running rigging; use of derrick, winches and cranes; 'Lining up' pipelines on oil products carriers; cargo plans; the stowage I.M.D.G. Code, separation and dunnaging of cargo including bulk cargoes; sweating safety precautions on loading discharging and carriage of oil, chemicals and other dangerous commodities; ventilations; precautions for entering enclosed spaces, tanks and void spaces; balancing up weight capacity with space availability; drawing and sketch; calculations.

### 2.a.2. PRACTICAL NAVIGATION:

Practical problems on plain and Mercator sailing the use of traverse tables to obtain estimated position of the ship at any time, given compass courses, variation, deviation and the run recorded by log or calculated by time and estimated speed, allowing for the effects of wind and current, if any; to find latitude by Meridian altitude of a heavenly body above or below the Pole, latitude by observation of Polaris, from the observation of any heavenly body near or out of the Meridian to find the direction of the position line and a position through which it passes; Finding Noon position of the ship by Sun-Run-Sun method that is to obtain P/L by sun or Moon, run it up to Noon, obtain Latitude by Merpass and find Noon position; to obtain a position by the use of position lines obtained from two or more observations with or without run; to find the true bearing of a heavenly body, the compass error and thence the deviation of the Magnetic compass for the direction of the ship's head; to find Compass error by Amplitude; to find approximate time for sun-set and sun rise; to calculate the approximate Altitude for setting on the Sextant to obtain the Meridian altitude of a heavenly body.

### 2.a.3. CHART WORK AND COASTAL NAVIGATION:

Given variation and the deviation of the magnetic compass or Gyro error, to convert true courses into compass courses and vice versa; given a sample of deviations, to extract the deviation thence to convert true courses into magnetic and compass courses; to find the compass courses between two positions; the effect of current on speed of the ship and direction and leeway; given compass course steered, the speed of the ship and direction and rate of the current, to find the true course made good; to find the course to steer allowing for a current; given the course steered and distance run, to determine the set and rate of the current experienced between two positions; to fix a position on a chart by simultaneous cross bearings, by bearing and range, by positional information from Radio aids to Navigation or by any combination, applying the necessary corrections, the use of lattice charts, to fix the position by bearings of one or more objects with the run between, allowing for a current and to find the distance at which the ship will pass off a given point; the use of position lines obtained by any method including terrestrial position lines and position circles; use of four point bearing and transit bearings; use of 3 shore compass bearings with a transferred P/L to find ship's position and compass error on that heading; use of rising and dipping bearing, use of Soundings; elementary knowledge of



passage planning and execution, landfalls in thick and clear weather; the selection of suitable anchorages, approaching anchorage and entering narrow channel waters; the use of clearing marks and horizontal and vertical danger angles; to find the time and height of high and low water at standard Ports and at secondary ports by tidal differences, using Tide Tables; the use of tables and tide curves to find the time at which the tide reaches a specified height or the height of the tide at a given time and thence the approximate correction to be applied to Soundings or to charted heights of shore objects; the interpretation of a chart or plan particularly the information given about Buoys, Lights, Radio Beacons and other navigational aids; depth and height contours; tidal streams; traffic lanes and separation zones; recognition of the coast and the Radar responsive target; chart correction; depths and nature of bottoms; the use of Gnomonic charts; operation of ECDIS (Electronic Chart Display and Information System); corrections to ECDIS.

2.a.4. **METEOROLOGY:**

- a) General idea of the atmosphere-Insolation, terrestrial radiation, temperature zones of the world. Diurnal variation and seasonal variation of the atmospheric temperature over land and over sea (DALR, SALR).
- b) Atmospheric pressure semi-diurnal variation, seasonal variation, Barometric tendency. Storm prediction by observation of atmospheric pressure. The use of barometric observations and weather signs at a single station to predict the onset of a depression or storm.
- c) Water vapour in the atmosphere Evaporation, condensation precipitation, relative humidity, saturation, dew point, Fohn wind effect, formation of dew, hoar frost, glazed frost, rime. The differences between drizzle, rain, snow, hail.
- d) Visibility- definition, judging, and reporting visibility. Meaning of mist, fog, haze spray and their effect on visibility. Types of fog such as radiation fog, advection fog, smog, arctic sea- smoke orographic fog.
- e) Clouds- Formation by turbulence, orographic lifting, convection currents and frontal lifting. Classification due to height and appearance of the ten basic types commonly seen and their abbreviations.
- f) Pressure gradient and wind-Isobars, pressure gradient, Coriolis (geostrophic) force, geostrophic Wind Scale, angle of drift; meaning of veering, backing, gust, squall, Buys Ballot's Law and cautions when applying it; Beaufort wind scale and Beaufort Weather notation.
- g) True and apparent wind-Their meaning and difference. Methods of estimating direction and force of wind at sea. Simple problems on true and apparent wind.
- h) Isobaric patterns- the recognition of and the weather associated with straight isobars, depression or cyclone, anticyclone, ridge, col and trough ( frontal and non- frontal).
- i) General pressure and wind distribution-The ideal condition; the actual situation season-wise; prevailing winds.

- j) Periodic and local wind- Land and sea breezes, monsoons, anabatic and katabatic winds, Norwesters and Elephantas.
- k) Knowledge of the weather messages available for shipping as adopted by the World Metheorological Organisation Decoding of forecasts by the use of Maritime Forecast Code and International Analysis Code.
- l) Knowledge of the structure of the weather reporting system; weather ships, selected ships, supplementary ships. Auxiliary ships and coastal Land - stations. Coding of ship's reports using the Codes in current use as accepted by the World Meteorological Organisation including the SPESH Code.
- m) Knowledge of meteorological instruments used on ships.

2.b. **PART-11-ORAL AND PRACTICAL**

- (a) (i) To read and understand a barometer, thermometer, hydrometer and hygrometer. The instruments supplied by the Meteorological Office will be taken as standard.
- (ii) To use an azimuth mirror, pelorus ( bearing plate) or other instrument for taking bearings.
- (iii) To use a sextant for taking vertical and horizontal angles; to read a sextant both on and off the arc.
- (iv) To correct a sextant which has one or more of perpendicularity, side or index errors.
- (v) To find the index error of a sextant.
- (vi) The care, winding, rating and comparing of chronometer.
- (vii) Use, care and limitations of the magnetic and gyro compass and associated equipment, including automatic pilot.
- (b) (i) The rigging of ships, methods of ascertaining the proof and safe-working Loads of ropes including synthetic fibre and wire ropes.
- (ii) Stowage and securing of cargoes. Regulations and recommendations affecting their carriage.
- (c) (i) Preparations for getting underway. Duties prior to proceeding to sea, making harbour, entering a dock. Berthing alongside quays, jetties, or other ships and securing to buoys with special reference to the after end of a ship.
- (ii) Helm orders. Conning the ship. Effects of propellers on the steering of a ship. Stopping, going astern; manoeuvring in the vicinity of pilot vessels and other craft. Picking up a pilot. Turning short round.

Emergency manoeuvres. Bringing a ship to single anchor in an emergency. Man. overboard.

- iii) A proper knowledge of the basic principles of navigational watch-keeping at sea and at anchor as laid down by IMO and outlined in Schedule iv. Duties and responsibilities of Deck Officers in Port.
  - iv) Drills and musters. Organisation of emergency parties.
- (d) (i) Anchors, cables; their use and stowage.
- ii) Elementary knowledge of ship's machinery. Knowledge of the use of all deck appliances including emergency steering gear.
- iii) The use and care of rocket and line throwing apparatus.
- iv) Use and upkeep of logs and sounding appliances.
- (e) (i) The use and care of life- saving appliances. Recovering boats at sea. Beaching or landing. Survival procedure in lifeboats and liferafts. SAR procedures.
- ii) The use and care of fire appliances including the smoke helmet and self- contained breathing apparatus.
- (f) (i) Familiarity with publications required for safe navigation;
- (ii) Distress and pilot signals; penalties for misuse.
- (iii) A knowledge of the contents and use of M-Notices, " Notices to Mariners" and DOS Notices.
- (iv) Code of Safe Working Practices for the Safety of Merchant Seamen.
- (g) Basic Principles in keeping Navigational watch as set out in Schedule iv
- (h) All matters covered in the written syllabus and Ancillary courses.
- (i) Rules of the Road and IALA Buoyage System.
- 2.c. **PART-111 -Signals:**
- i) To send and receive signals in Morse Code by flash lamp up to 6 words per minute;
  - ii) To know the Alphabetic, Numerical and Substitute flags with their meaning;
  - iii) Distress signals: Audio- Visual, Radio and other means.

- iv) Coding and Decoding groups as per International Code of Signals-to be fully conversant with chapters on Medical and the one between Ice breakers and assisted vessel;
- v) ITU Publications and Admiralty List of Radio Signals;
- vi) Operation of auto- key, EPIRB and Survival Craft Radio equipment.

### 3. DECK OFFICER CLASS 3 EXAMINATION:

#### 3.a. PART-1-WRITTEN:

##### 3.a.1. PRINCIPLES OF NAVIGATION:

- a) The shape of the earth. Poles, equator, meridians, parallels of latitude. Position by latitude and longitude. Direction bearing, distance, units of measurement. Difference of latitude, difference of longitude, departure, mean latitude, difference of meridional parts and the relationship between them.  
Great circle, great circle course and distance, small circles on a sphere.
- b) The celestial sphere; definitions on the celestial sphere, apparent motion on the celestial sphere. Declination, Azimuth, Sidereal hour angle. The rising, culmination and setting of heavenly bodies.
- c) Solar system, earth- moon system, planetary motion. Earth's rotation and movement in orbit mean sun, ecliptic, first point of Aries. Equinox and solstice, sunrise, sunset, twilight.
- d) Time; Greenwich and other standard time, zone time, mean time, apparent time, sidereal time, equation of time, relationship between longitude and time.
- e) Local hour angle of a heavenly body in time and arc. Greenwich angle of Sun, Moon, planets and Aries.
- f) Correction of sextant altitudes; dip, refraction, horizontal parallax, parallax in altitude, semi-diameter and augmentation.
- g) Geographical position of a heavenly body. A circle of position and its practical application, i.e. position line. Intercept.
- h) Three basic assumptions which are required for working of normal sights with reasons there of.
- i) Simple properties of Mercator and Gnomonic charts. Latitude and Longitude scales; measurement of distance. Rhumb lines. great Circles and composite tracks.
- j) The relationship between the tides and the phases of the moon.

- k) Principle of position fixing by measurement of difference of distance from two or more fixed points. The hyperbolic lattice on navigational charts.
- l) Properties of the free gyroscope. Relationship between applied force and precession, drift and tilt. Outline principle of developing a North-seeking instrument by gravity control.
- m) Basic principles of position fixing by satellite.

3. a.2. **GENERAL SCIENCE:**

a) **Heat**

- (i) Measurement of temperature: thermometers, thermocouples. Transference of heat: conduction, convection, radiation.
- (ii) Expansion of solids and liquids, co-efficients of expansion, specific heat, latent heat.
- (iii) Properties of gases: Boyle's Law, Charles's Law, a simple treatment of isothermal and adiabatic expansion and compression of gases; principles of refrigeration.

b) **Light**

- (i) Laws of reflection; plain mirror, rotating mirror, spherical mirror.
- (ii) Laws of refraction; index of refraction, total internal reflection. Prisms, thin lenses; a graphical treatment of the formation of images by lenses.

c) **Sound**

- (i) Wave motion; frequency; velocity, wavelength and their relationship. Production and propagation of sound.
- (ii) Effect of wind and temperature on the velocity of sound. Factors influencing the velocity of sound in gases and liquids.
- (iii) Reflection, echoes, Doppler effect.

d) **Magnetism**

- (i) Theory of magnetism. Laws of magnetism. Intensity of magnetisation, permeability, retentivity, hysteresis curves for ferromagnetic material.
- (ii) Pole strength, field strength. Magnetic moment and couple; deflection of a magnetised needle.
- (iii) Terrestrial magnetism and magnetic elements. Variation.

e) **Electricity**

- (i) The nature of an electric current; e.m.f., current, resistance, their effects and relationships, electric potential. Insulators and insulation, electric potentials and currents, Capacitance.

- (ii) Heating effect of a current; power and its relationship with current and resistance. The magnetic field caused by a current and the resulting effects. The effect on a current-carrying conductor in a magnetic field.  
Chemical effects; passage of current through a conducting solution.
- (iii) Primary and secondary cells; batteries.
- (iv) Alternating voltages and currents in outlines; frequency phase relationship, peak, instantaneous and r.m.s. Values, reactance, impedance, power dissipation. Resonance. Rectification.
- (v) Simple a.c. and d.c. circuits. Fuses and circuit breaker devices. The effects of open circuits, short circuits and leakage; the effects of dirt and moisture. Principles of Electric Generators and Motors. Outline of shipboard power supplies. Emergency sources. Safety precautions to be observed when handling electrical equipment, including spares carried on board.

f) **Principle of Radio**

Concept of electromagnetic radiation and the need for a high frequency carrier wave. Propagation, polarisation and wavelength/frequency relationship. Ground and sky waves. Functions of typical marine communications transmitters and receivers. Typical aerial system.

g) **Applied Chemistry**

- (i) Corrosion; action between dissimilar metals.
- (ii) Combustion; induced and spontaneous. Flash and ignition temperatures. Explosive mixtures, chemical change due to overheating.
- (iii) Fire extinguishing: powder, foam, inert gases.

3.a.3. **MATHEMATICS:**

(a) **Algebra**

Definitions and processes. Theory of indices. Simple equations, problems leading to simple equations. Developments of formulae, transposition and evaluation. Fractions. Factors. Simultaneous equations. The solution of the quadratic equation problems leading to quadratic equations. Graphs. Axes of reference. Rectangular and polar Co-ordinates. Construction and reading of statistical graphs and diagrams. Graphs of functions, liner, algebraic and trigonometric  $0-360^\circ$ , gradient, rate of change, maximum and minimum points. Ratio, proportion and variation; simple problems.

(b) **Common Logarithms**

The use of logarithms to any base. Calculations involving multiplication and division by logarithms, powers and roots, exponential equation.

**(c) Mensuration**

Areas and perimeters of rectangle, triangle and circle. Volume and surface area of wedge, cylinder, sphere and rectangular block and problems thereon.

**(d) Geometry**

The construction of plain triangles; congruence of triangles; similarity of triangles. The right-angled triangle. Angle-sum properties of triangles and polygons. Exterior angle property. Parallel lines and transversal. Properties of circles, chords and tangents. Angle in a semi-circle; angles subtended by any chord of a circle. Forces, resultant forces and their components. The use of vectors to indicate magnitude and direction; vector addition, use of the vector triangle. Properties of the eclipse and hyperbola of navigational importance.

**(e) Trigonometry**

Measurement of angles. Circular measure. Trigonometrical ratios up to one revolution. Haversine. Relationship between ratios. Complementary, Supplementary angles and their ratios. Simple identities and trigonometrical equations. Solution of right-angled and oblique plain triangles including practical problems.

**(f) Spherical Trigonometry**

Properties of spherical triangles. Solution of oblique, right-angled and quadrantal spherical triangles.

**(g) Statics**

Composition and resolution of forces. Principle of moments. Stress, strain, shear forces and bending moments of simply supported beams with and without load. Simple machines; lever, screwjack, pulley systems; mechanical advantage, velocity ratio, efficiency, pressure at a depth, thrust.

**(h) Dynamics**

Composition and resolution of velocities and accelerations. An understanding of Newton's laws of motion, motion under gravity, work, power, kinetic and potential energy, momentum, friction, and coefficient of friction including simple illustrative calculations.

**3.b. PART II ORAL AND PRACTICAL:**

Same as required for Deck Officer Class 4 Examination

**3.c. PART III-SIGNALS:**

Same as required for Deck Officer Class 4 Examination.

**4. DECK OFFICER CLASS 2 EXAMINATION:****4.a. PART I - WRITTEN:**

**4.a.1. NAVIGATION:**

Astronomical navigation and included in the syllabus for Class 4 and 3 examination; great circle and composite sailing; position fixing; fixed and variable errors; area of probability; obtaining a position from two or more observations of any type, with or without run; the use and understanding of Aids to Navigation including all Radio and Electronic aids such as Radar, D.F. Decca, Loran-C, Omega, Satnav etc.

**4.a.2. CHART WORK AND COASTAL NAVIGATION:**

In addition to the Syllabus for chart work and coastal navigation of Class 4 examination-

- (a) Approaching the coast under any circumstances.
- (b) Planning a coastal passage or entry into harbour. Verification of position. Selection of suitable anchorages.
- (c) Execution of a passage. Monitoring progress. Effect of constraints such as weather and tide, traffic, and state of ship's equipment.
- (d) The use of sailing directions and of the publications relevant to coastal Navigation which are required to be carried by Bangladesh Merchant Ships, including admiralty Tide Tables.
- (e) The use of aids to navigation, including Radar, Echo Sounder and pilotage, including the use of Radar in collision avoidance.
- (f) ECDIS (Electronic Chart Display and Information System); use-entering ship's position, changing scale, interface with Log, Gyro, Satnav etc; Radar overlay; corrections to ECDIS.

**4.a.3. SHIPBOARD OPERATION AND MAINTENANCE:**

- (a) Organisation and training of crew both for routine and emergency duties. Damage control and fire-fighting plans; Emergency Station lists.
- (b) Inspection and maintenance of the ship and her equipment. General repairs, preparation of repair lists. Drydocking routine. Properties and uses of paints, resins and other protective coverings.
- (c) General principles of the stowage and handling of all types of cargo, in greater depth than is required at the lower grades, including preparations for their carriage and care in transit. Calculations relating to stowage (both of dry and liquid cargoes) and to the use of cargo gear.
- (d) Ballasting. Tank cleaning and gas freeing. Bilge and ballast line systems. Piping arrangements in bulk liquid carriers.
- (e) Knowledge of the regulations relating to the carriage and handling of cargo. A general knowledge of the relevant Merchant Shipping Notices and of Bangladesh and International Codes of Practice.



- (f) A knowledge of the requirements of the Load Line Rules as they affect the working of the ship; the significance of the various zones and seasonal areas; preparation for annual survey.
- (g) Preparation for Safety Equipment, Safety Construction and Classification surveys; and outline knowledge of the significance of the certificates issued.
- (h). Principle and operation including hazards and safe practices relating to I.G.S. and C.O.W.
- (i) I.M.D.G. Code and handling of dangerous goods.

#### 4.a.4. SHIP CONSTRUCTION AND STABILITY:

- (a) A fuller knowledge of the fundamentals of ship construction that is required in class 4, General Ship knowledge; types of ships and their design features; Midship sections of single deck and tween deck ship, including bulk carriers, container ship and specialised carriers. Functions, construction and stiffening of watertight bulk-heads, including collision bulkhead structure at the stern; construction, stiffening and closing arrangements of hatchway and superstructures, tank openings, watertight and hull doors.
- (b) General ideas on welding processes in construction and repair work, types of weld, common faults, visual examination of welded work. Testing of tanks and other watertight work. Methods of corrosion control.
- (c) Shear forces and bending moments. Stresses produced by shear and bending. To produce simple curves of load, shear force and bending moments. Modern methods of determining the effect of different conditions of loading and ballasting on the ship's structure. Methods of compensating for discontinuity of strength, local and special stiffening.
- (d) The use of Simpson's rules in the computation of areas, volumes and centroids.
- (e) Determination of the position of the centre of gravity of a ship for different conditions of loading and ballasting. The effect on the position of the centre of gravity of adding, removing, shifting or suspending weights. To determine the virtual rise in the position of the centre of gravity due to slack tanks. Transverse and longitudinal metacentres, metacentric height. Initial stability and its limitation to small angles of inclination. Changes in stability during a voyage. Effect of a shift of cargo or solid ballast. Stiff and tender ships.
- (f) Changes of trim and draught due to loading, discharging and shifting weights. Effect of list and trim on stability. Stability and trim when drydocking.

- (g) Use of the stability, hydrostatic and stress data supplied to ships. An understanding of the factors affecting the shape of a curve of statical stability and the significance of the area under the curve, including its calculation. Use of simplified stability data. Grain shift moments.

#### 4.a.5. **METEOROLOGY:**

- (a) Air masses; general ideas on source-regions, classification and properties. Structure of depressions, general distribution of weather in a depression. Fronts: the frontal theory of the formation of depressions, occlusions, occluded depressions, secondary depressions, families of depressions.
- (b) Adiabatic changes in the atmosphere. Dry, saturated and environmental lapse rates, stability instability and conditional instability, the development of thunderstorms.
- (c) A full knowledge of the development and decay of tropical revolving storms; their localities, names, seasons, tracks and associated weather; forecasting the probable movement. Navigation in the vicinity of and the rules for avoiding tropical storms. Reports to be made under international conventions.
- (d) A knowledge of the information available in the Ship's Code and Decode Book. Use of a synoptic chart to deduce the weather at specified points and to forecast the probable changes over sea areas.
- (e) Principal ocean currents; their names and Characteristics. Causes of ocean currents, general surface circulation of the oceans, direct and indirect effect of prevailing winds, gradient currents, seasonal changes in the general circulations.
- (f) The main types of floating ice and their origins. General limits of ice in both hemispheres, seasonal development and recessions, movement of icebergs. Navigation in the vicinity of ice, Reports to be made under international conventions.
- (g) Voyage planning; the selection of ocean routes. Principles of weather routing, use of prognostic surface weather and wave charts, use of current atlases and other charts and navigational publications relevant to ocean navigation.

#### 4.a.6. **BUSINESS AND LAW:**

This paper covers aspects of a Chief Officer's commercial duties not examined elsewhere, and also includes sufficient introduction to Shipmaster's Business and Maritime Law to enable the Chief Officer to take temporary command of the vessel in the event of the Master's incapacity or death.

- (a) A working knowledge of:-
- (i) the action to be taken on assuming command;

- (ii) the certificate of registry and its legal significance.
  - (iii) certificates and other documents required to be carried on board ship by Bangladesh Legislation and by International Conventions;
  - (iv) the Official Log Book and entries to be made therein;
  - (v) current legislation as it affects the day-to-day running of merchant ships, in respect of safety of crew and discipline.
- (b) Documentation of cargo, including mate's receipts, bills of lading, dangerous goods lists, waybills and cargo plans.
- (c) The Master's duties and obligations with respect to:-
- (i) stranding, collision or other casualty;
  - (ii) the reporting of dangers to navigations;
  - (iii) traffic separation schemes;
  - (iv) navigation in port areas.
- (d) Crew accommodation. Hygiene of the ship and welfare of the crew. Inspection and reports. Procedures in cases of illness or accident. The nature and source of medical assistance available to a ship at sea. Fumigation and pest control. Bangladesh and International Health Regulations.
- (e) The Prevention of pollution and the keeping of records.

4.b. **PART-II-ORALS AND PRACTICAL:**

- (a) (i) The handling of heavy weight with special reference to type and strength of gear used.
  - (ii) The use and care of all deck and above deck appliances and fittings including winches, capstans, windlasses, davits, fairleads, emergency steering gear and fittings used between anchor and cable locker.
- (b) Anchors: different types of anchors and their advantages and disadvantages.  
 Cables and their care.  
 Preparation for anchoring.  
 Operation of anchoring with a single anchor and use of a second anchor.  
 Clearing a foul anchor and hawse.  
 Anchoring in a tideway and in confined water.  
 Mooring  
 Hanging off an anchor.

Breaking and slipping cables.  
Getting under way.  
To carry out anchor with boats.

- (c) (i) Effect of current, wind, shallows and draught on manoeuvring.  
Manoeuvring in rivers and harbours.  
Berthing alongside and leaving quays and oil terminals with or without the use of tugs.
- (ii) Management of ships in heavy weather.  
Means to employ to keep a disabled or unmanageable, ship out of the trough of the sea and to lessen the lee drift.  
Handling a disabled ship.  
Extra precautions to be taken before the onset of heavy weather.
- (d) (i) Knowledge of the regulations concerning life saving and fire fighting appliances.
- (ii) Measures to be taken following accidental damage including collision, grounding, heavy weather damage and leaks.  
Methods of dealing with fire on board ship. The organisation and direction of fire fighting; lifeboat and liferaft preparation parties; use of EPIRB.
- (iii) A thorough knowledge of search and rescue procedures.
- (iv) Preparation for drydocking and undocking. Use of shores, bilge blocks and bilge shores.
- (v) Measures to be taken to prevent the spillage of oil during cargo work, bunkering or oil transfer.
- (e) All matters covered in the written syllabus and Ancillary Courses, including those covered in lower grade examinations.
- (f) Rules of the Road and IALA Buoyage System.

4.C.

**PART-III-SIGNALS:**

Same as required for Deck Officer Class 4 Examination.

5.

**DECK OFFICER CLASS I (MASTER MARINER) EXAMINATION :**

5.a.

**PART-I-WRITTEN :**

5.a.1.

**BUSINESS AND LAW :**

- (a) Banking and insurance terms relating to shipping.
- (b) Registration : Certificate of Registry and its legal significance.

- (c) Mortgage
- (d) Duties and functions of various organisations-IMO and other international bodies and organisations dealing with shipping industry-Ministry, Department, Shipping Office, Port Authority, Custom House, Port Health, Seamen's Welfare, Classification Society, Lloyds Agents, Salvage Association, P and I Club, Major Conventions relating to Maritime Safety and Protection of marine environment, Act/Law/Ordinance, Rules/Regulations, M. Notice/-DOS Notice, Notices to Mariners etc.
- (e) Certificates and documents to be carried onboard, how issued, validity etc.
- (f) Tonnage Certificate, Suez Tonnage, Panama Tonnage.
- (g) Load Line marks, calculations involving their use, entries and reports in respect of freeboard, draught and allowance.
- (h) The safety of ship, crew and passengers; assistance to vessels in distress-stranding, collision or other casualty-towage and salvage.
- (i) Safety of Navigation-gears and equipment, charts and publications-dangers to navigation-pilotage.
- (j) Accommodation, health, hygiene and cleanliness-Rounds and inspections of accommodation, stores and provision.
- (k) Musters and drills; LSA, FFA and W/T doors.
- (l) Log book, entries; disciplinary measures.
- (m) Engagement, discharge, wages, repatriation, etc.
- (n) General knowledge of shipping practice-FOB, C&F, CIF, Bills of Lading, Waybills, Charter, clauses in a contract of afreightment; lay day, demurrage, despatch and calculations relating to same; carriage of goods, shipowner's liabilities and responsibilities; protest, cargo survey, draft surveys, general average, port of refuge, etc.
- (o) Pollution prevention-records and documents.
- (p) Grain Rules and IMDG Code.
- (q) Shipboard training and management.

#### 5.a.2. NAVIGATION :

The syllabus covers all aspects of Navigation incorporated in Class 4, 3 and 2 examinations and further includes :

- (a) Voyage planning-The selection of ocean routes. Shore bases weather routing and self-routing.
- (b) Planning and executing a coastal passage. Approaching the coast. Approaching and entering harbour.
- (c) Navigation in pilotage water, whether with or without a pilot on board.
- (d) Approaching and passing through traffic separation schemes and adjacent area.
- (e) The optimum course and speed for two ships wishing to rendezvous for any purpose.
- (f) Search and rescue procedures.
- (g) Navigational procedures when approaching off-shore installation, and when working with helicopters or small craft.
- (h) Navigation in extreme weather conditions.
- (i) Bridge procedures at sea, in harbour, and whilst berthing or anchoring.
- (j) The interpretation and use of navigational and meteorological information.
- (k) The interpretation and use of information from navigational aids, including the use of radar in collision avoidance.
- (l) The effects of systematic and random errors in position fixing by any method.
- (m) Advantages and disadvantages of various navigation systems and methods; considerations underlying the choice of navigational systems for differing trades and geographical regions.
- (n) Electronic Chart-Principles, Operation, advantage.

#### 5.a.3. NAVIGATIONAL AIDS AND INSTRUMENTS :

- (a) The construction, siting, care and maintenance of the magnetic compass and associated equipment. Causes of deviation, the production of a table of deviations. Co-efficients, A, B, C, D and E. The evaluation of the approximate co-efficients from given data and their relationship with the deviation. An appreciation, without calculations, of the effects of permanent magnetism and induced magnetism. Principles of compass adjustment and methods of adjustment. Heeling Error, Gaussing error and retentive error.
- (b) Principle of the gyro compass. Errors associated with the gyro compass, including latitude, course and speed error and correction; ballistic

deflection and its relation to change of speed error; rolling error and how it is minimised. The principal parts of a gyro compass; fundamental differences in the construction and operation of the better known gyro compasses.

- (c) Principles, operation and use of gyro and transmitting magnetic compass repeater systems; automatic pilot; projector compasses; rate of turn indicators.
- (d) Navigational and collision avoidance radar; characteristics, application, capabilities and limitation, Assessment of performance. Knowledge of the Radar Rules, Marine Radar performance Specification and of Merchant Shipping Notices relating to radar. Secondary radar systems. Doppler radar.
- (e) Decca, Loran, Omega, direction - finding and satellite navigation systems; the characteristics, applications, capabilities and limitations of each system. The comparative accuracy of position fixing systems of all types, including non-radio systems and methods. Errors associated with various systems. Knowledge of relevant Merchant Shipping Notices.
- (f) Principle and practical application of echo-sounding devices, logs and speed indicators.
- (g) Working procedures of ECDIS.
- (h) An outline knowledge of recent development in navigation aids.

#### 5.a.4. **SHIP CONSTRUCTION AND STABILITY:**

- (a) Types of ships-features, strength and construction of specialised carriers. The use of special steels, aluminum and fire resistant material in ship construction. Knowledge of structural fire protection.
- (b) Stability requirements as stipulated in SOLAS and L.L. Convention for passenger ships, tankers and other cargo ships; stability information required to be carried on ships.
- (c) A working knowledge of classification of ships, conditions of class, continuous survey and special survey, periodic survey for retention of class. Tonnage certificates and their purpose. Requirements of U.K. Load Line rules, period and conditions of validity of certificate, an understanding of those aspects of the conditions of assignment which affect the stability and seaworthiness of a ship. The cargo ship construction and Survey Rules of U. K. and surveys required under these Rules.
- (d) Permeability of a compartment. The effect of bilging and flooding (end or midship compartment, on or off the centre line)

- (e) Stability at moderate to large angles of heel; assessment of dynamical stability from GZ curve; angle of Loll; shifting or adding weights with zero GM; effect of wind and wave excitation.
- (f) Ship stability at sea; dangers to a ship with heavy list; precautions when righting, FSE (free surface effect); Deck cargo, homogeneous cargo liable to shift. Ballasting for stability consideration. The effect of beam and freeboard on stability.
- (g) The inclining experiment -purpose and procedure; knowledge of hydrostatic, stability and stress data supplied to ship.
- (h) Shallow water effect. Ship to ship and ship to shore interaction. The turning circle, angle of heel when turning, effect on stability.
- (i) A more detailed knowledge than is required for class 2 of bending stresses in the ballast and loaded conditions at sea. Torsional stress. Use of stressload indicator.

#### 5.a.5. ENGINEERING AND CONTROL SYSTEM :

- (a) (i) The meaning of marine engineering terms in common use.
- (ii) A general knowledge of diesel and turbine machinery, marine boilers, generators, pumps, condensers and evaporators. Transmission of main engine power. Steering systems. Manoeuvring procedures. Refrigeration System.
- (iii) Fuel consumption and economical speeds; relationship between power, speed, displacement and consumption; estimated consumption to complete a passage. Problems involving pitch and slip.
- (b) An understanding of marine applications of the properties of gases. Systems for the carriage of refrigerated cargoes and of liquified gases.
- (c) General principles of remote control systems. Types of controller and the methods used in connection with pneumatic, electric and hydraulic control systems for main engine, pumps and valves. Information systems and displays; data logging, associated alarm and fail safe systems, Bridge control of main engines. Bow thrust units and other manoeuvring aids not covered elsewhere. Tank and draught gauges. Stabilizers.
- (d) Fire detection and extinction systems and procedures; general principles and practical application; capabilities and limitations of the various systems.
- (e) Pollution prevention: Detectors and Separators; Sewage Plant; Incinerator; use of chemicals.



5.b. **PART II-ORALS AND PRACTICAL:**

- (a) (i) Exceptional circumstances.  
 Loss of rudder and/or propeller.  
 Jury steering arrangements.  
 Action to be taken following collision or sustaining damage of any kind.  
 Action to be taken on grounding; methods of refloating, surveys subsequent to refloating.  
 Beaching a ship.
- (ii) Steps to be taken when disabled and in distress.  
 Preservation of passengers and crew in the event of wreck.  
 Abandoning ship; survival procedure.  
 Abandoning a wrecked ship.  
 Communications with the shore.  
 The use of rockets and rocket apparatus.
- (iii) Assisting a ship or aircraft in distress. The use of direction finding for homing on to a casualty.  
 Rescuing the passengers and crew of a disabled ship or ditched aircraft.  
 The launching of accident/ emergency boat.
- (iv) Bad weather manoeuvres.  
 Precautions at anchor and at sea.  
 Anchoring and working anchor/and cables in all circumstances.  
 Approaching rivers and harbours and manoeuvring therein.  
 Approaching off-shore loading points under open sea conditions.
- (v) Towing and being towed; salvage conditions
- (vi) Navigation in the vicinity of ice.
- (vii) Drydocking.  
 General procedure and precautions to be observed.  
 Distribution of weight.  
 Drydocking with full cargo for inspection of propellers and shafting.  
 Bilge blocks.  
 leaving a ship waterborne.  
 Putting into port with damage to ship and/or cargo, both from business and technical points of view.  
 Safeguarding of cargo.
- (viii) Prevention of fire at sea and in port.  
 Methods used to prevent the spread of fire.  
 Action to be taken to prevent the spread of fire.  
 Full knowledge of the use of fire appliances and the precautions to be taken in their use.
- (ix) Methods of pest control; fumigation of holds and living spaces; safeguards in applying various methods.

- (x) A knowledge of personnel management, organization and training aboard ships.  
Crew representation.  
Complaints procedure.  
Routine inspections of living quarters and store rooms.
- (b) Compensation and adjustment of compasses; candidates will be questioned on the practical adjustment of the magnetic compass using a ship's binnacle and compass.
- (c) Port Radio Information Services. Knowledge of the types of service available to aid vessels entering ports and berthing as indicated in Admiralty list of Radio Signals. Port Radio Stations and Pilot vessels.
- (d) All matters covered in the written syllabus and Ancilliary Courses.
- (e) Rules of the Road and IALA buoyage system.
- (f) Knowledge of IMDG code; how to look for a particular product or cargo.
6. **DECK OFFICER COMMAND ENDORSEMENT EXAMINATION:**
- 6.a. **PART-I-WRITTEN:**
- 6.a.1. **BUSINESS AND LAW:**  
Same as required for class 1 Master Mariner examination (Ref. 5. a. 1.).
- 6.b. **PART II-ORALS AND PRACTICAL:**
- (a) Exceptional circumstances-collision, grounding and other damages.
- (b) Actions when disabled and in distress; abandoning ship, survival procedure; use of rockets and LSA.
- (c) Assistance to ships or aircraft, rescue of persons.
- (d) Bad weather manoeuvre.
- (e) Towing and being towed; salvage conditions
- (f) Dry-docking-procedures and precautions
- (g) Fire-prevention, protection and extinction; use of shipboard appliances.
- (h) Fumigation
- (i) Personnel management, training and welfare.
- (j) Rules of the Road and IALA buoyage system.
- (k) Knowledge of IMDG code and handling of dangerous goods.
- (l) Entering tanks and enclosed spaces.
- (m) Radio Medical Service.

**Schedule IV**

(see rule 27)

**BASIC PRINCIPLES IN KEEPING  
A NAVIGATIONAL WATCH (INCLUDING  
BUT NOT LIMITED TO) :****THE MASTER**

1. bears the ultimate responsibility for the safety of the ship, cargo, crew and passengers;
2. is bound to ensure that watchkeeping arrangements are adequate for maintaining safe navigational watch;
3. shall ensure that the watch system shall be such that the efficiency of watchkeeping officers and watchkeeping ratings is not impaired by fatigue. Duties shall be so organised that the first watch at the commencement of voyage and the subsequent relieving watches are sufficiently rested and otherwise fit for duty.
4. shall ensure that the officers of the watch are familiar with the navigation and safety equipment before they are given a watch of their own;
5. shall issue standing and special orders for the watch;
6. shall expressly inform the officer and others of the watch when he takes over.

**THE OFFICER OF THE WATCH :**

1. at all times responsible for the safety of navigation, despite the presence of the Master on the Bridge, until the Master informs him specifically that he has assumed responsibility;
2. shall not leave the Bridge until properly relieved and not hand over the watch to the relieving officer if he has reason to believe that the latter is obviously not capable of carrying out his duties effectively, in which case he shall notify the Master accordingly;
3. On taking over the watch he shall satisfy himself as to the ship's estimated or true position and confirm its intended track, course and speed and shall note any dangers to navigation expected to be encountered during his watch;
4. shall check the course steered, position and speed at frequent intervals, using any available navigational aids necessary, to ensure that the ship follows the planned course;
5. shall ensure that a good look out is maintained at all times and shall not hesitate to use the helm, engines and sound signalling apparatus;
6. shall not do anything that can endanger the safety of navigation.

7. shall always comply with the Masters standing and special orders for the watch.
8. shall record movements and activities during the watch relating to the navigation of the ship.
9. shall take all possible precautions under national, international and port regulations to protect the marine environment.

#### **IN REDUCED VISIBILITY :**

1. Arrange additional look-out if necessary;
2. Switch on Radar;
3. Stand by engines; change to hand steering if necessary;
4. Use sound signals;
5. Call master if in doubt.

#### **PILOT ONBOARD :**

Does not relieve the officer of the watch of the responsibility for the safety of the vessel. The officer of the watch shall see to it that the Pilot is well informed about draft, manoeuvrability and other data which can affect safe navigation; that positions are frequently plotted on the chart; that the Radar is on and properly adjusted and the Ranges are not changed without Pilot's knowledge; the Pilot's instructions are correctly understood and carried out. The Officer of the watch should cooperate closely with the Pilot. If he is in any doubt as to the Pilot's actions or intentions, he should seek clarification and, if still in doubt immediately call the Master and take whatever action necessary before the Master arrives.

#### **AT ANCHOR:**

1. Constantly check position;
2. Ensure that proper lights and shapes are shown and at restricted visibility signals are sounded;
3. Maintain a proper lookout and attend approaching boats and crafts;
4. Observe weather, tide and current;
5. At the first sign of own vessel dragging or other vessel dragging and getting closer arrange for the engine to be made ready and call Master.

#### **LOOK OUT**

A proper lookout shall at all times be maintained by sight and hearing and if necessary by Radar in order to detect in good time risk of collision, grounding or other perils. The lookout shall not be engaged in anything which may impede the lookout. It should be borne in mind that objects may be hard to discover in distracting light from shore.

**Schedule V**

(see rule 28)

**Specimen of Forms and Certificates**

- DOEC 1 : Sea- Service Assessment
- DOEC 2 : Eye-sight Test
- DOEC 3 : Watchkeeping Certificates
- DOEC 4 : Application for Examination
- DOEC 5 : Result Sheet
- DOEC 6 : Provisional Certificate
- DOEC 7 : Form of hardcover to be used with DOS (N) -  
O1 and DOEC 8,9,10&11.
- DOS(N)- 01 : Certificate of Competency as Coastal Master.
- DOEC 8 : Certificate of Competency as Deck Officer Class 4
- DOEC 9 : Certificate of Competency as Deck Officer Class 3
- DOEC 10 : Certificate of Competency as Deck Officer Class 2
- DOEC 11 : Certificate of Competency as Deck Officer Class 1  
Master Mariner
- DOEC 12 : Endorsement of Certificates (must be used with  
DOEC 8,9,10& 11)
- DOEC 13 : Certificate of Command Endorsement
- DOEC 14 : Certificate of Dispensation
- DOEC 15 : Certificate of Medical fitness
- DOEC 16 : Tanker Endorsement.
- DOEC 17 : Certificate of revalidation.

(Monogram)

DOEC 1

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH**  
**MINISTRY OF SHIPPING**  
**DEPARTMENT OF SHIPPING**

**SEA-SERVICE ASSESSMENT:**

Name :

DOB:

Candidate for :

CDC/ Passport :

Certificate held :

Pre-sea training :

Preparatory Course :

Naval/Pilotage Service :

Fishing Vessel service :

Service on trading ship :

	Name of ship	Capacity	From	To
1.				
2.				
3.				
4.				
5.				

Watch-keeping Service:

1.

2.

3.

Date \_\_\_\_\_

\_\_\_\_\_  
Signature of Candidate

DOEC 1

Mr. \_\_\_\_\_  
DOB \_\_\_\_\_  
CDC/Passport \_\_\_\_\_

This candidate is eligible/ineligible to take the Examination subject to the following conditions:

1. He needs to do all Ancilliary Courses as shown in the table under Rule 25
2. He will have to serve on trading ships for 6 months before he can be issued with a certificate.

Date \_\_\_\_\_

\_\_\_\_\_  
Nautical Surveyor/ Examiner

(Monogram)

DOEC 2

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH**  
**MINISTRY OF SHIPPING**  
**DEPARTMENT OF SHIPPING**

**EYESIGHT TEST :**

Name :

DOB :

Candidate for :

CDC/ Passport :

Certificate held :

Details of aid used :

date\_\_\_\_\_

\_\_\_\_\_  
Signature of Candidate

Result :

Letter Test\_\_\_\_\_

Colour Vision\_\_\_\_\_

Date\_\_\_\_\_

\_\_\_\_\_  
Nautical Surveyor/Examiner



## WATCH KEEPING CERTIFICATE

This is to certify that Mr. \_\_\_\_\_

DOB \_\_\_\_\_ CDC/Passport \_\_\_\_\_ holding

\_\_\_\_\_ certificate served on \_\_\_\_\_

in the capacity of \_\_\_\_\_

from \_\_\_\_\_ to \_\_\_\_\_

in the capacity of \* (1st) (2nd) (3rd) (4th) watchkeeping officer under my command.

During the period \_\_\_\_\_

Mr. \_\_\_\_\_ was an officer in full charge of a watch for not less than \_\_\_\_\_ hours out of every 24 hours whilst the vessel

was at sea on International/Coastal voyages. In addition he has regularly carried out other duties in connection with the routine and maintenance of the ship.

Bridge watches were doubled during the following periods and at no other times \_\_\_\_\_

During these periods Mr. \_\_\_\_\_

served as the \* Senior/Junior of two bridge-keeping officers.

During the above period Mr. \_\_\_\_\_

\* (a) was granted no leave of absence

\* (b) was granted leave of absence as follows \_\_\_\_\_

which period(s) \* was/were deducted from his total leave entitlement.

\_\_\_\_\_  
Name and Signature of Master

Date \_\_\_\_\_

His conduct during the period stated above has been \_\_\_\_\_

His ability has been \_\_\_\_\_

His sobriety has been \_\_\_\_\_

\_\_\_\_\_  
Master

Date \_\_\_\_\_

If the Master is unable to sign the certificate, a Superintendent or Manager or Director of the company may sign with an explanation of the circumstances.

Reasons :

Date \_\_\_\_\_

\_\_\_\_\_  
Spdt /Manager/Director

\*Delete as appropriate

**APPLICATION FOR DECK OFFICER EXAMINATION**

Name:

DOB

CDC/ Passport:

Height:

Identification mark:

Present address

Permanent address:

Certificate held:

Candidate for:

Results if appeared previously:

Status of Ancillary Courses:

Date \_\_\_\_\_

\_\_\_\_\_  
Signature of Candidate

Please enclose 3 copies of stamp size recent colour photograph.

(Monogram)

DOEC-5

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH**  
**MINISTRY OF SHIPPING**  
**DEPARTMENT OF SHIPPING**

Result sheet :

This is to certify that \_\_\_\_\_  
 CDC No \_\_\_\_\_ DOB \_\_\_\_\_  
 appeared in \_\_\_\_\_ Examination and the  
 results are given below:

	Date & No. of attempts	Written	Oral & Pract.	Signals	Sign.
1st					
2nd					
3rd					
4th					
5th					
6th					
7th					
8th					
9th					
10th					

(Monogram)

DOEC 6

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
MINISTRY OF SHIPPING  
DEPARTMENT OF SHIPPING**

**PROVISIONAL CERTIFICATE**

This is to certify that \_\_\_\_\_  
DOB \_\_\_\_\_ Place of birth \_\_\_\_\_  
Height \_\_\_\_\_  
CDC/ Passport \_\_\_\_\_  
identification mark \_\_\_\_\_  
has passed \_\_\_\_\_  
\_\_\_\_\_

He has an endorsement for service on \_\_\_\_\_

This provisional certificate must be exchanged with the certificate of competency within a period of 6 months from the date of issue.

Date \_\_\_\_\_  
\_\_\_\_\_ Chief Examiner

**GOVERNMENT OF THE  
PEOPLE'S REPUBLIC OF BANGLADESH**

**(MONOGRAM (GOB))**

**MERCHANT MARINE  
CERTIFICATE OF COMPETENCY**

(মনোগ্রাম)  
(Monogram)

ডিওএস(এন)-০১

DOS(N)O

নং

No

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

নৌ পরিবহন মন্ত্রণালয়

MINISTRY OF SHIPPING

সমুদ্র পরিবহন অধিদপ্তর

DEPARTMENT OF SHIPPING

কোষ্টাল মাস্টার হিসাবে উপযুক্ততা সার্টিফিকেট

CERTIFICATE OF COMPETENCY

AS COASTAL MASTER

প্রত্যয়ন করা যাইতেছে যে, জনাব--

This is to certify that Mr.

জন্ম তারিখ----- জন্ম স্থান-----

Date of birth----- Place of birth-----

উচ্চতা----- জারীর তারিখ-----

Height----- date of issue-----

সনাক্তকরণ চিহ্ন-----

identification mark-----

১৯৮৩ ইং সালের মার্চেন্ট শিপিং অধ্যাদেশ অনুযায়ী এই সনদ

has been found duly qualified to hold this certificate and

লাভ এবং কোষ্টাল মাস্টার হিসাবে তার দায়িত্ব সম্পাদন করার জন্য যোগ্য

discharge his duties as COASTAL MASTER under the provisions of

বিবেচিত হইয়াছেন।

Merchant Shipping Ordinance, 1983.

মহা পরিচালক

Director General

প্রধান পরীক্ষক

Chief Examiner

সনদধারীর স্বাক্ষর

Signature of holder

স্বাক্ষর  
Photograph

তারিখ

Date

ইস্যুয়িং অফিসার

Issuing Officer

ইস্যুয়িং অফিসারের স্ট্যাম্প ও তারিখ

Stamp of issuing officer &amp; date.

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
Government of the People's Republic of Bangladesh

নৌ-পরিবহন মন্ত্রণালয়  
Ministry of Shipping

সমুদ্র পরিবহন অধিদপ্তর  
Department of Shipping

উপযুক্ততা সার্টিফিকেট  
CERTIFICATE OF COMPETENCY

ডেক অফিসার ক্লাস-৪  
Deck Officer Class-4

এতদ্বারা প্রত্যয়ন করা যাইতেছে যে,

This is to certify that  
১৯৮৩ ইং সালের মার্চের সার্টিফিকেট নির্দিষ্ট অধ্যয়ন এর প্রবিধান ও এর আওতার অধীকৃত বিধি অনুযায়ী এই উপযুক্ততা সনদ ডেক অফিসার ক্লাস - ৪  
has been found duly qualified to hold this Certificate of Competency as Deck Officer Class - 4  
সাত্তরে জন্য যোগ্য বিবেচিত হইয়াছে। বিভিন্ন ধরনের টাংকার আওতায় কাজ করার নিয়মে  
under the provision of Merchant Shipping Ordinance, 1983 and rules made there under. He must hold an appropriate  
কর্মকর্তার অবশ্যই যথোচিত টাংকার এন্ডোর্সমেন্টে থাকিতে হইবে। ইন্টারন্যাশনাল কনভেনশন অফ টাংকার  
Tanker Endorsement where such is a requirement in respect of that ship. The  
অব ট্রেনিং সার্টিফিকেটের এন্ড ওয়ারেন্টিং ফর সী-ফেয়ারার্স ১৯৭৮ এর ধারা নং ৬ এবং বিধি ১/২ এর  
Certificate of Endorsement under Article VI and Regulation 1/2 of the International Convention  
অধীনে এন্ডোর্সমেন্ট এই সনদের সাথে সংলগ্ন।  
on Standards of Training, Certification and Watch-keeping for Seafarers, 1978 is attached

তারিখ----- This ..... day of .....

সহপরিচালক  
Director-General

প্রধান পরীক্ষক  
Chief Examiner

ডি ও ই সি-৮  
DOEC-8

নং -----  
No -----



অতিরিক্ত বোধ্যতা  
Additional Qualification

সার্টিফিকেটধারীর তথ্যাবলী  
Particulars of holder

নাম-----  
Name .....  
পিতার নাম-----  
Father's name .....  
জন্ম তারিখ ও স্থান-----  
Date and Place of birth .....  
সনাক্তকারী চিহ্ন-----  
Identification marks .....  
সি ডি, সি নং ----- প্রদানের স্থান ----- তারিখ -----  
Discharge Book No ..... Issued at ..... on .....  
স্বাক্ষর-----  
(Signature of holder).....  
পরীক্ষা পানের তারিখ-----  
Examination Passed on.....  
সার্টিফিকেট প্রদানের স্থান ----- তারিখ-----  
Certificate delivered at .....on .....

সীল মোহর  
ফটো  
Seal & Photograph

সার্টিফিকেট প্রদানকারী অফিসারের স্বাক্ষর  
Signature of Officer Delivering the Certificate

বাংলাদেশ মার্চেন্ট শিপিং অধ্যাদেশ, ১৯৯৩ এর প্রতি দৃষ্টি আকর্ষণ পূর্বক সতর্ক করা যাইতেছে যে, এই সার্টিফিকেট কোন প্রত্যক্ষতার উদ্দেশ্যে ব্যবহার এবং ইহাকে জাল করা অথবা পরিবর্তন করা আইনভঙ্গ মর্মানীয়া অপরাধ।  
Attention is drawn to the provisions of the Bangladesh Merchant Shipping Ordinance, 1983 whereby the fraudulent use and forgery, or alteration of this document could constitute a criminal offence.

নোট : যাত্রানো অবস্থায় কেবল এই ডকুমেন্টখানা গাইমা ব্যাকিস জাহা নিকটই নৌ বাণিজ্য অফিসে ডাক টিকিট বিহীন এনকোপেশ পত্রাঙ্কিত অনুরোধ করা গেল। ডাক মাল্য গ্রাহক পরিশোধ করিবেন।  
Note : Any Person who finds this document is requested to send it to the nearest Mercantile Marine Office in an unstamped envelope. Postage will be paid by the addressee.

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
Government of the People's Republic of Bangladesh

নৌ-পরিবহন মন্ত্রণালয়  
Ministry of Shipping

সমুদ্র পরিবহন অধিদপ্তর  
Department of Shipping

উপযুক্ততা সার্টিফিকেট  
CERTIFICATE OF COMPETENCY

ডেক অফিসার ক্লাশ-৩  
Deck Officer Class-3

এতদ্বারা প্রত্যয়ন করা যাইতেছে যে, -----

This is to certify that -----

১৯৮৩ ইং সালের মার্চের মাসে শিপিং অধ্যাদেশ এর প্রবিধান ও এর আওতাধীন জারীকৃত বিধি অনুযায়ী এই উপযুক্ততা সনদ ডেক অফিসার ক্লাশ - ৩  
ক্লাসের জন্য যোগ্য বিবেচিত হইয়াছে। বিভিন্ন ধরনের টাকার অফিসার ক্লাস - ৩

under the provision of Merchant Shipping Ordinance, 1983 and rules made there under. He must hold an appropriate  
কর্মকর্তার অবশ্যই যথোচিত টাকার অনুভবসমূহ থাকিতে হইবে। ইন্টারন্যাশনাল কনভেনশন অন ট্যাভার্ন  
Tanker Endorsement where such is a requirement in respect of that ship. The

অব ট্রেনিং সার্টিফিকেশন এন্ড এন্ডোরসমেন্ট ফর সী-ফ্যারারস ১৯৭৮ এর ধারা নং ৬ এবং বিধি ১/২ এর  
Certificate of Endorsement under Article VI and Regulation 1/2 of the International Convention  
অধীনে এন্ডোরসমেন্ট এই সনদের সাথে সংযুক্ত।

on Standards of Training, Certification and Watch-keeping for Seafarers, 1978 is attached

তারিখ-----

Dated ..... This ..... day of .....

মহাপরিচালক  
Director-General

প্রধান পরীক্ষক  
Chief Examiner

নং  
No

ডি ও ই সি-১  
DOEC-9 ১

অতিরিক্ত যোগ্যতা  
Additional Qualification

সার্টিফিকেটধারীর তথ্যাবলী  
Particulars of holder

নাম-----  
Name .....  
পিতার নাম-----  
Father's name .....  
জন্ম তারিখ ও স্থান-----  
Date and Place of birth .....  
সনাতকারী চিহ্ন-----  
Identification marks .....  
সি ডি, সি নং----- প্রদানের স্থান----- তারিখ-----  
Discharge Book No ..... Issued at ..... on .....  
যাকর-----  
(Signature of holder) .....  
পরীক্ষা পূর্ণের তারিখ-----  
Examination Passed on.....  
সার্টিফিকেট প্রদানের স্থান----- তারিখ-----  
Certificate delivered at .....on .....

সীল মোহর  
ফটো  
Seal & Photograph

সার্টিফিকেট প্রদানকারী অফিসারের স্বাক্ষর  
Signature of Officer Delivering the Certificate

বাংলাদেশ মার্চেন্ট শিপিং অধ্যাদেশ, ১৯৮৩ এর প্রক্তি দৃষ্টি আকর্ষণ পূর্বক সতর্ক করা যাইতেছে যে, এই সার্টিফিকেট কোন প্রতারণার উদ্দেশ্যে ব্যবহার এবং ইহাকে জাল করা অথবা পরিবর্তন করা আইনতঃ দণ্ডনীয় অপরাধ।  
Attention is drawn to the provisions of the Bangladesh Merchant Shipping Ordinance, 1983 whereby the fraudulent use and forgery, or alteration of this document could constitute a criminal offence.

নোট : যারনামে অবস্থায় কেবল এই ডকুমেন্টখাল পাইন্ডা থাকিলে তাহা নিকটস্থ নৌ বাণিজ্য অফিসে ডাক টিকিট বিহীন এনভেলোপে পরাইতে অনুমোদন করা যেন। ডাক মাল্য প্রাপ্ত পরিবেশে করিবেন।  
Note : Any Person who finds this document is requested to send it to the nearest Mercantile Marine Office in an unstamped envelope. Postage will be paid by the addressee.

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
Government of the People's Republic of Bangladesh

নৌ-পরিবহন মন্ত্রণালয়  
Ministry of Shipping

সমুদ্র পরিবহন অধিদপ্তর  
Department of Shipping

উপযুক্ততা সার্টিফিকেট  
CERTIFICATE OF COMPETENCY

ডেক অফিসার ক্লাশ-২  
Deck Officer Class-2

নং -----  
No -----

এতদ্বারা প্রত্যয়ন করা যাইতেছে যে,

This is to certify that -----  
১৯৮৩ ইং সালের মার্চ মাসে নিম্ন অধ্যাদেশ এর প্রবিধান ও এর আওতায় জারীকৃত বিধি অনুযায়ী এই উপযুক্ততা সনদ ডেক অফিসার ক্লাশ - ২

has been found duly qualified to hold this Certificate of Competency as Deck Officer Class - 2  
পাতের জন্য যোগ্য বিবেচিত হইয়াছে। বিভিন্ন ধরনের টায়াকার জাহাজে কাজ করার নিমিত্তে  
under the provision of Merchant Shipping Ordinance, 1983 and rules made there under. He must hold an appropriate  
কর্মকর্তার অবশ্যই যথোচিত টায়াকার এন্ডোর্সমেন্ট থাকিতে হইবে। ইন্টারন্যাশনাল কনভেনশন অন টায়াকার  
Tanker Endorsement where such is a requirement in respect of that ship. The  
অথ ট্রেনিং, সার্টিফিকেশন এন্ড ওয়াচকিপিং ফর সী-ফেয়ারারস ১৯৭৮ এর ধারা ৯৬ ও এবং বিধি ১/২ এর  
Certificate of Endorsement under Article VI and Regulation 1/2 of the International Convention  
অধীনে এন্ডোর্সমেন্ট এই সনদের সাথে সংযুক্ত।  
on Standards of Training, Certification and Watch-keeping for Seafarers, 1978 is attached

তারিখ----- This ..... day of .....

মহাপরিচালক  
Director-General

প্রধান পরীক্ষক  
Chief Examiner

সার্টিফিকেটধারীর তথ্যাবলী  
Particulars of holder

অতিরিক্ত যোগ্যতা  
Additional Qualification

নাম-----  
Name .....  
পিতার নাম-----  
Father's name .....  
জন্ম তারিখ ও স্থান-----  
Date and Place of birth .....  
সনাক্তকারী চিহ্ন-----  
Identification marks .....  
সি ডি, সি নং ----- প্রদানের স্থান ----- তারিখ -----  
Discharge Book No ..... Issued at ..... on .....  
স্বাক্ষর-----  
(Signature of holder) .....  
পরীক্ষা পাশের তারিখ-----  
Examination Passed on.....  
সার্টিফিকেট প্রদানের স্থান ----- তারিখ-----  
Certificate delivered at .....on .....

সীল মোহর  
ফটো  
Seal & Photograph

সার্টিফিকেট প্রদানকারী অফিসারের স্বাক্ষর  
Signature of Officer Delivering the Certificate

বাংলাদেশ মার্চেন্ট শিপিং অধ্যাদেশ, ১৯৮৩ এর প্রতি দৃষ্টি আকর্ষণ পূর্বক সতর্ক করা যাইতেছে যে, এই সার্টিফিকেট কোন প্রভারনার উদ্দেশ্যে ব্যবহার এবং ইহাকে জাল করা অথবা পরিবর্তন করা আইনভঙ্গ দণ্ডনীয় অপরাধ।  
Attention is drawn to the provisions of the Bangladesh Merchant Shipping Ordinance, 1983 whereby the fraudulent use and forgery, or alteration of this document could constitute a criminal offence.

নোট : যারনো অবস্থায় কেহ এই তথ্যসংকলন পাইয়া থাকিলে তাহা নিকটস্থ লৌ বাণিজ্য অফিসে ডাক চিকিট বিহীন এনভেলোপে পঠাইতে অনুরোধ করা গেল। ডাক মাত্র গ্রাপস পরিশোধ করিবেন।  
Note : Any Person who finds this document is requested to send it to the nearest Mercantile Marine Office in an unstamped envelope. Postage will be paid by the addressee.

গণপ্রজাতন্ত্রী বাংলাদেশ সরকার  
Government of the People's Republic of Bangladesh

নৌ-পরিবহন মন্ত্রণালয়  
Ministry of Shipping

সমুদ্র পরিবহন অধিদপ্তর  
Department of Shipping

উপযুক্ততা সার্টিফিকেট

### CERTIFICATE OF COMPETENCY

ডেক অফিসার ক্লাস-১ (মাস্টার মেরিনার)  
Deck Officer Class-1 (Master Mariner)

নং  
No

এতদ্বারা প্রত্যয়ন করা যাইতেছে যে,

This is to certify that -----  
১৯৮৩ ইং সালের মার্চের শিপিং অধ্যাদেশ এর প্রবিধান ও এর আওতাধীন জারীকৃত বিধি অনুযায়ী এই উপযুক্ততা সন্দ ডেক অফিসার ক্লাস - ১  
has been found duly qualified to hold this Certificate of Competency as Deck Officer Class - 1  
লাভের জন্য যোগ্য বিবেচিত হইয়াছে। বিভিন্ন ধরনের টাংকার জাহাজে কাজ করার নিমিত্তে  
under the provision of Merchant Shipping Ordinance, 1983 and rules made there under. He must hold an appropriate  
কর্মকর্তার অবশ্যই যথোচিত টাংকার এনডোর্সমেন্ট থাকিতে হইবে। ইন্টারন্যাশনাল কনভেনশন অন চ্যাভার্ট  
Tanker Endorsement where such is a requirement in respect of that ship. The  
অব টেলিং, সার্টিফিকেশন এন্ড ওয়াচকীপিং ফর সী-ফায়ারস ১৯৭৮ এর ধারা নং ৬ এবং বিধি ১/২ এর  
Certificate of Endorsement under Article VI and Regulation 1/2 of the International Convention  
অধীনে এনডোর্সমেন্ট এই সনদের সাথে সংযুক্ত।  
on Standards of Training, Certification and Watch-keeping for Seafarers, 1978 is attached

তারিখ----- This ..... day of .....

মহাপরিচালক  
Director-General

প্রধান পরীক্ষক  
Chief Examiner

অতিরিক্ত বোধ্যতা  
Additional Qualification

সার্টিফিকেটধারীর তথ্যাবলী  
Particulars of holder

নাম-----  
Name .....  
পিতার নাম-----  
Father's name .....  
জন্ম তারিখ ও স্থান-----  
Date and Place of birth .....  
সনাতকরী চিহ্ন-----  
Identification marks .....  
সি ডি, সি নং ----- প্রদানের স্থান ----- তারিখ -----  
Discharge Book No ..... Issued at ..... on .....  
স্বাক্ষর-----  
(Signature of holder) .....  
পরীক্ষা পাশের তারিখ-----  
Examination Passed on.....  
সার্টিফিকেট প্রদানের স্থান ----- তারিখ-----  
Certificate delivered at .....On .....

সীল মোহর  
ফটো  
Seal & Photograph

সার্টিফিকেট প্রদানকারী অফিসারের স্বাক্ষর  
Signature of Officer Delivering the Certificate

বাংলাদেশ মার্চেন্ট শিপিং অধ্যাদেশ, ১৯৮৩ এর প্রতি দৃষ্টি আকর্ষণ পূর্বক সতর্ক করা যাইতেছে যে, এই সার্টিফিকেট কোন প্রতারণার উদ্দেশ্যে ব্যবহার এবং ইহাকে জাল করা অথবা পরিবর্তন করা আইনতঃ সতর্কীয় অপরাধ।  
Attention is drawn to the provisions of the Bangladesh Merchant Shipping Ordinance, 1983 whereby the fraudulent use and forgery, or alteration of this document could constitute a criminal offence.

নোট : যত্নসহ অবস্থার ক্ষেত্রে এই ডকুমেন্টখানা পাইয়া গাফিলে জমা নিকটস্থ নৌ বাণিজ্য অফিসে ডাক টিকিট বিহীন এনভেলোপে পাঠাইতে অনুপ্রোথ করা গেল। ডাক মারকাৎ প্রদানযোগ্য করিবেন।

Note : Any Person who finds this document is requested to send it to the nearest Mercantile Marine Office in an unstamped envelope. Postage will be paid by the addressee.

(Monogram)

DOEC 12

**ENDORSEMENT OF CERTIFICATES**Official  
Seal**" Issued under the provisions of the"  
INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,  
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978**

1. The undersigned certify that the present certificate \_\_\_\_\_  
 \_\_\_\_\_ is issued to \_\_\_\_\_  
 \_\_\_\_\_ who has been found duly qualified in  
 accordance with the provisions of Regulation \_\_\_\_\_  
 of the International Convention on Standards of Training, Certifi-  
 cation and Watchkeeping for seafarers, 1978 as  
 \_\_\_\_\_ with the following limita-  
 tions only.

Insert here limitations \_\_\_\_\_  
 or " none" as appropriate \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Date of issue of this endorsement \_\_\_\_\_

Official seal

\_\_\_\_\_  
Director GeneralDate of birth of the holder of this certificate \_\_\_\_\_  
Signature of the holder of the certificate \_\_\_\_\_



(Monogram)

DOEC 13

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
MINISTRY OF SHIPPING  
DEPARTMENT OF SHIPPING

**CERTIFICATE OF COMMAND ENDORSEMENT**

This is to certify that \_\_\_\_\_  
DOB \_\_\_\_\_ place of birth \_\_\_\_\_  
identification mark \_\_\_\_\_ and  
holding Certificate of Competency as Deck Officer Class..... has been  
found duly qualified and is hereby issued with this CERTIFICATE OF  
COMMAND ENDORSEMENT under the provisions of Merchant  
Shipping Ordinance, 1983.

\_\_\_\_\_  
Director General\_\_\_\_\_  
Chief Examiner\_\_\_\_\_  
Signature of holder\_\_\_\_\_  
Date\_\_\_\_\_  
Issuing Officer

Stamp of the issuing officer &amp; date

(Monogram)

DOEC 14

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH**  
**MINISTRY OF SHIPPING**  
**DEPARTMENT OF SHIPPING**

**CERTIFICATE OF DISPENSATION**

(Issued in accordance with Article VIII of the International Convention on Standards of Training, Certification and Watchkeeping, 1978)

Name of the Person \_\_\_\_\_  
CDC/ Certificate \_\_\_\_\_  
to act as \_\_\_\_\_  
on \_\_\_\_\_ port of registry \_\_\_\_\_  
for a maximum period of \_\_\_\_\_  
on the trading area \_\_\_\_\_  
provided \_\_\_\_\_

Official seal  
and date

\_\_\_\_\_  
Director General/ Chief Examiner

(Monogram)

DOEC 15

**CERTIFICATE OF MEDICAL FITNESS**

**FOR**

**A**

**SEAFARER**

Name \_\_\_\_\_ DOB \_\_\_\_\_

place of birth \_\_\_\_\_ height \_\_\_\_\_

identification mark \_\_\_\_\_

CDC No. \_\_\_\_\_

Result of medical examination:

Signature of Seafarer: \_\_\_\_\_

Place \_\_\_\_\_

Date \_\_\_\_\_

\_\_\_\_\_  
Signature of Medical  
officer with designation  
or registration number

(Monogram)

DOEC 16

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
MINISTRY OF SHIPPING DEPARTMENT OF SHIPPING**

No. \_\_\_\_\_

**CERTIFICATE OF TANKER ENDORSEMENT**

**ISSUED IN CONFORMITY WITH THE INTERNATIONAL  
CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION  
AND WATCHKEEPING FOR SEAFARERS 1978.**

This is to certify that

Mr. \_\_\_\_\_ holder of  
Continuous Discharge Certificate/ Certificate of Competency

No. \_\_\_\_\_ Date of issue \_\_\_\_\_  
has been found duly qualified in accordance with the provision of  
Regulation \*V/1,V/2,V/3 of the above convention to work on\* oil  
tanker, chemical tanker, Liquidified gas tanker in the capacity of  
\_\_\_\_\_ and is hereby issued with  
this certificate under Merchant Shipping Ordinance, 1983.

\_\_\_\_\_  
Director General

\_\_\_\_\_  
Chief Examiner

\_\_\_\_\_  
Signature of holder

\_\_\_\_\_  
Date  
Issuing Officer

Delete whichever is not applicable.

(Monogram)

DOEC 17

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
MINISTRY OF SHIPPING  
DEPARTMENT OF SHIPPING**

**CERTIFICATE OF REVALIDATION**

This is to certify that \_\_\_\_\_ Whose  
DOB \_\_\_\_\_ place of birth \_\_\_\_\_  
height \_\_\_\_\_ CDC No. \_\_\_\_\_ having  
Certificate of competency as \_\_\_\_\_  
has been subjected to the provisions of Regulation II/5 of  
the International Convention on Standards of Training,  
Certification and Watchkeeping, 1978 to ensure the  
continued proficiency and undating of knowledge and is  
hereby given this certificate of revalidation to extend the  
validity of his certificate of competency by a period of 5  
(five) years from the date of issue of this document.

Signature of holder \_\_\_\_\_

Date \_\_\_\_\_

\_\_\_\_\_  
Director General/Chief Examiner

Official Seal & date

**Schedule-VI**

(Sec rule-29)

(Monogram of the Institute)

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH**  
**MARINE ACADEMY**  
**SEAMEN TRAINING CENTRE**  
**MARINE FISHERIES ACADEMY**  
**CHITTAGONG**

**CERTIFICATE OF PERSONAL SURVIVAL TECHNIQUE/**  
**BASIC SEA SURVIVAL**

This is to certify that:-

Mr. \_\_\_\_\_

Father's Name \_\_\_\_\_

Date of birth \_\_\_\_\_ Place of birth \_\_\_\_\_

height \_\_\_\_\_ identification mark \_\_\_\_\_

has received approved training in BASIC SEA SURVIVAL/  
 PERSONAL SURVIVAL TECHNIQUES in accordance with Resolu-  
 tion 19 and Annex of the International Convention on Standards of  
 Training, Certification & Watch keeping 1978.

Commandant  
 Marine Academy

Principal  
 Seamen Training Centre

Principal  
 Marine Fisheries Academy

রাষ্ট্রপতির আদেশক্রমে

গ্রুপ ক্যাপ্টেন (অবঃ) সৈয়দ আহমাদ  
সচিব  
নৌ-পরিবহন মন্ত্রণালয়।

মোঃ সিনিকুর রহমান, তেপুটি কন্ট্রোলার, বাংলাদেশ সরকারী মুদ্রণালয়, ঢাকা কর্তৃক মুদ্রিত।  
বোলকায় মাহফুজুল করিম, তেপুটি কন্ট্রোলার, বাংলাদেশ ফরমস্ ও প্রকাশনী অফিস, তেজগাঁও, ঢাকা  
কর্তৃক প্রকাশিত।