LIHUANIAN MARITIME ACADEMY

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METHODICAL INSTRUCTIONS FOR DEVELOPMENT OF SEAGOING PRACTICE REPORTS

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CONTENT

INTRODUCTION

Professional activities and final seagoing training practice are an integral part of the study program “Marine Navigation”, the purpose of which is to apply the acquired theoretical knowledge in practical activities on board, independently and under the guidance of a practice supervisor, to collect material for the final work for obtaining a bachelor's professional qualification.

After acquiring theoretical knowledge and having completed the professional seagoing practice on board, the student will be able to:

- to plan the voyage by selecting charts and navigational publications for the intended voyage;
- to determine and apply magnetic and gyrocompass errors;
- use English and specialty languages to read the ship documentation;
- to communicate by means of on-board communication;
- use the ship information systems to calculate stability, trim, during loading operations;
- apply the survival at sea technique, including first aid procedures;
- apply procedures to ensure the safety of persons and the ship;
- comply with fire safety requirements.
- analyze meteorological information;
- to operate the ship propulsion equipment;
- apply stability and trim diagrams when performing loading works;
- comply with environmental protection requirements;
- use survival / rescue equipment;
- carry out emergency procedures;
- carry out firefighting.

First seagoing training practice is carried out in semesters IV and V (for full-time and part-time students)

After acquiring theoretical knowledge and having completed the final seagoing practice on board, the student will be able to:

- to perform current work on board;
- to carry out the ship voyage in accordance with the established ship routeing;
- determine the position of the ship, using shore landmarks and other navigation facilities;
- use the ship heading control and positioning equipment;
- calculate tides;

- to navigate in various conditions acting on the ship;
- monitor and master procedures using ship control equipment;
- monitor and learn the procedures for the preparation of a ship for stowage and its carriage by sea;
- monitor and learn the procedures for controlling the main structural parts of the ship to maintain the safe navigation of the ship;
- to monitor and learn the application of basic procedures for the implementation of environmental protection requirements;
- monitor and learn the procedures relating to the management of ship crew members in various work and emergency situations;
- plan the ship voyage;
- to carry out safe navigation;
- to ensure the safety of persons and the ship;
- comply with environmental requirements;
- to perform cargo stowage works, their securing and maintenance during the voyage;
- to maintain measures and equipment for the protection of human life and the environment;
- to manage the crew and passengers.

The final seagoing training practice is carried out in semesters VI and VII (for full-time students) or in semesters IX and X (for part-time students).

1. TASKS FOR SEAGOING TRAINING PRACTICE

1.1. Professional (first) seagoing practice

Tasks of study program	Criteria for Evaluation	Record's Book filling clauses (Clause No, page)
1. Plan a passage		
1.1. Use nautical publications	Extensive knowledge of charts and navigational publications such as sailing directions, tidal tables, "Notices to Mariners", radio messages for navigation and ships' routeing data, as well as a comprehensive ability to apply this knowledge. Nautical publications suitable for navigation area are selected – sailing directions, manuals and almanachs, other publications. The information taken from charts and nautical publications is directly relevant to the task, is correctly assessed and properly applied. Update (correction) of publications is carried out according to the latest available information, the procedure of updating. All possible navigation hazards are precisely identified. In order to obtain the information necessary for navigation, the appropriate calculations and measurements are performed and they are accurate.	1.1 (p. 22)
1.2. Select charts of adequate scale, Notices to Mariners, nautical publications – Sailing directions, Manuals, almanachs and other publications describing the accuracy of the vessel's position.	The charts selected are the largest at the appropriate scale for this sailing area. Charts and nautical publications are updated according to the latest available information. Reading of charts and understanding of chart information (navigational hazards, understanding the chart symbols and abbreviations, magnetic variation and its calculation). Understanding of measurement units used in navigation (nautical mile, cable, m / s, fathom, foot, rhumbs, etc.)	1.2 (p. 22)
1.3. Set courses. Route planning	Depending on the size, draft and maneuverability of the vessel, appropriate courses have been established, maintaining a sufficient distance to shallows, banks and other places dangerous to navigation. Due account was taken of currents, ice, prevailing meteorological conditions, recommended routes and vessel movement routes. Understanding of course definition: Magnetic course, Compass course, Gyrocompass course, True course. Correct drawing and measurement of the course on the chart. Calculation of the course due to a drift. To plot the position (coordinates) correctly on charts of different scales.	1.3 (p. 22)
1.4. Calculate Estimated Time of Arrival (ETA), ship speed, determine the distance	Correctly calculated or measured total distance, speed, sailing time, ETA, change of the course at the turning point according to the calculated time shall not exceed the permissible time error. Correct distance measurement and plotting on charts of different scales.	1.4 (p. 22)
2. Conduct a passage and determine position		

2.1. Determine and apply compass error for courses and compass bearings	The errors of magnetic and gyroscopic compasses are correctly determined and used to correct the ship course and bearings. Deviation table and its application.	2.1 (p. 23)
2.2. Recognize conspicuous objects and other terrestrial aids to navigation in daylight and at night	The information taken from charts and nautical publications is directly relevant to the task, correctly assessed and properly used. All possible hazards to navigation are precisely identified. Selection of appropriate landmarks and their identification in the area and on the chart	2.2 (p. 23)
2.3. Determine position by terrestrial observations, e.g., lighthouses, buoys and beacons	The position of the ship is within acceptable device / system error limits. The position of the vessel shall be checked at regular intervals. Ability to perform and explain vessel positioning in a variety of ways (by bearing and distance, by three bearings, by horizontal angles, by two bearings and distances using radar, by double bearing (running fix) and by GNSS and by assessing their accuracy and reliability.	2.3 (p. 23)
2.8. Steer the ship and carry out helmsman orders in English	The course shall be maintained within the tolerances, taking into account the navigation area and the conditions of the sea. Course changes are made gently and calmly. All reports are clear and accurate, and orders are conducted in accordance with established marine practices. Knowledge of helmsman orders in English and their correct execution.	2.8 (p. 24)
2.9. Operate the steering control systems. Knowledge of operational procedures and change-over from manual to automatic control and vice versa	The most suitable steering mode for the prevailing meteorological, wave and ship traffic conditions and for the intended maneuvers shall be selected.	2.9 (p.24)
2.10. Able to use and interpret information obtained from shipboard meteorological instruments	Meteorological measurements and observations are accurate and meet the needs of the voyage.	2.10 (p.25)
3. Maintain a safe navigation watch		
3.2 Through knowledge of the principles to be observed in keeping a navigational watch	Watch keeping, handover and acceptance of shifts shall be in accordance with accepted principles and procedures. Responsibility for the safety navigation of the ship is clearly defined at all times, including when there is a captain on the bridge and when the ship is being piloted. Knowledge of the duties of a helmsman in the acceptance and handover of watch. Performance of helmsman duties during the watch.	3.2 (p.26)
3.4. The use of information from navigational equipment for maintaining a safe navigational watch.	Maneuvers and activities directly related to navigation shall be properly recorded. Bridge equipment and its purpose (compasses and their repeaters, radars, echo sounder, log, clinometer, bearing, NAVTEX, motion sensors, VDR, consoles, etc. Proper preparation of bridge equipment - adjustment before departure. Control and monitoring of navigation devices.	3.4 (p.27)
3.8 Effective communication	The information is provided and received in a clear and unambiguous manner. Doubtful decisions and / or actions are verified and responded to appropriately.	3.8 (p. 28)
8. Use the IMO Standard Marine Communication Phrases and use English in written and oral form		
8.2. Understand meteorological information and messages concerning ship safety	Su laivo saugumu tiesioginį ryšį turintys pranešimai teisingai suprantami arba sudaromi.	8.2 (p.39)
9. Transmit and receive information by visual signaling		
9.1. Ability to transmit and receive Morse codes by light,	The successful exchange of information under the operator's responsibility.	9.1 (p.40)

distress signal SOS as specified in Annex IV of the International Regulations for Preventing Collision at Sea, 1972 as amended and Appendix 1 of the International Code of Signals	Knowledge of Morse code, use of signal lamp and signal recognition Knowledge and recognition of distress audible, visual and visual signals.	
9.2. Ability to use visual signaling of single letter signals as specified in the International Code of Signals	The successful exchange of information under the operator's responsibility. International Code of Signals, its content and ability to apply in practice. The meanings of single-letter flags and combinations of multi-letter flags and their meanings are recognized correctly.	9.2 (p.40)
10. Ship maneuvering and handling		
10.1. Use available information as to the ship turning circles and stopping distances when maneuvering taking into account the effects of deadweight, draught, trim, speed and under keel clearance on turning circles and stopping distances.	Under normal circumstances, make proper use of information with respect to draft and trim. During normal maneuvers, the safe limits for the operation of the propulsion, steering and energy systems are not exceeded. Changes in the course and speed of the vessel maintain the safety of the vessel. The ship maneuverable information shall be properly and correctly understood and interpreted. Pilot Card and Wheelhouse Poster shall be properly and correctly understood and interpreted.	10.1 (p.41)
10.4. Demonstrate proper mooring procedures	Quickly fastens or takes mooring ropes to the ship while carrying out orders. The ship is moored safely without wasting time.	10.4 (p.42)
11. Cargo handling, stowage and securing		
11.2. Knowledge of safe handling, stowage and securing of cargoes, including dangerous, hazardous and harmful cargoes, and their effect on the safety of life and of the ship.	Work with dangerous and harmful cargoes is carried out in accordance with international rules and recognized guidance and codes of safe practice. Knowledge of and compliance with Safety work rules.	11.2 (p.43)
11.3. Ability to establish and maintain effect communication during loading and unloading	Report any accident or incident during loading immediately and take appropriate action. Information is exchanged in a clear, comprehensible and reliable manner.	11.3 (p.43)
12. Inspect and report defects and damage to cargo spaces, hatch covers and ballast tanks		
12.1. Supervise the preparation of holds and deep tanks for loading	Before entering to holds or enclosed spaces, take precautions to make sure that the air is suitable for breathing. The holds and deep-tanks are in good condition, they are clean enough, the carpets of the new cargo are properly laid. All heating devices are operating normally. Hull bilge dry, drain access free.	12.1 (p.44)
12.2 Supervise the operation of the ship cargo gear	Devices operate safely within the permissible safe load. Notices damaged or worn ropes, wires and equipment parts and replaces them.	12.2 (p.44)
12.3. Ability to explain where to look for damage and defects most commonly encountered due to loading and unloading operations, corrosion and severe weather condition.	The inspection shall be performed in accordance with established procedures and in accordance with approved practice.	12.3 (p.44)
12.4. Ability to state which parts of the ship shall be inspected each time in order to cover all parts	The inspection shall be performed in accordance with established procedures and in accordance with approved	12.4 (p.45)

within a given period of time. Knowledge of procedures on how the inspections shall be carried out.	practice, and deficiencies and damages shall be identified and properly reported.	
12.5. Identify those elements of the ship structure which are critical to the safety of the ship	The inspection shall be performed in accordance with established procedures and in accordance with approved practice, and deficiencies and damages shall be identified and properly reported.	12.5 (p.45)
13. Prevention of pollution of the marine environment and antipollution procedures		
13.2. Knowledge of the precautions to be taken to prevent pollution of the marine environment.	All procedures for the supervision of the operation of the ship and the requirements of the MARPOL Convention shall be complied with. In case of pollution, properly assess the situation, report to the responsible person. Identification of SOPEP stations and use of equipment. Use of special measures to prevent pollution.	13.2 (p.46)
13.3. Anti-pollution procedures all associated eąuipment and importance proactive measures to protect the marine environment.	Actions to ensure that a positive environmental protection is maintained. Inspection before and after loading, monitoring during loading, bunkering the ship. SOPEP plan, purpose. Identification of SOPEP stations and proper use of equipment. In case of pollution, properly assess the situation, report to the responsible person. Use of special measures to prevent pollution. Understanding of MARPOL requirements, their correct implementation.	13.3 (p.46)
14. Ship stability and construction		
14.1. Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating eąuipment.	The stability conditions comply with the IMO intact stability criteria under all conditions of loading. Analysis of the provided stability calculation examples (different trips) and interpretation of obtaining the results. Ability to analyze stability results and ability to show/ explain IMO stability criteria.	14.1 (p.47)
14.3. Understanding of the fundamentals of wvatertight integrity.	Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice.	14.3 (p.47)
14.4. Arrange for regular control measures to ensure watertight integrity.	Peaks, bilges, tanks and other compartments are inspected regularly, the results recorded and any irregularities reported and examined further. Understanding, analysis and interpretation of the ship hull and superstructure sketches and layout plan.	14.4 (p.47)
14.5. General knowledge of the principai structural members of a ship and the proper names for the various parts	Communications are clear, understood and consistently successful.	14.5 (p.47)
15. Fire prevention and fire-fighting appliances		
15.1. Operate fire and smoke detecting eąuipment	The eąuipment is tested and operated in accordance with manufacturer's manuals and ship specific instructions. Location and detection of smoke and temperature sensors and sensor panels.	15.1 (p.48)
15.2. Ensure that all persons on watch are able to detect and correct hazardous situations and actions and keep the ship clean and tidy	Watch personnel make regular inspections in areas exposed to ignition. Easily inflammable material is put in safe places and the watch demonstrate an attitude of alertness and readiness to respond to fires	15.2 (p.48)
15.3. Ensure the watch locates and uses fire-fighting appliances	Every person on watch can use portable or otherwise adeąuate fire extinguishers for small fires, demonstrate	15.3 (p.48)

and emergency escape routes and sounds alarm.	ability to find emergency escape routes and raise the alarm; is able to use (read) the ship Fire Plan. knows the arrangement of fire bulkheads on board and is able to explain the characteristics of these bulkheads.	
15.4. Locate fire-stations and demonstrate proper ūse of fixed installations and other fire-fighting appliances and agents.	All stations are located and the most suitable one selected in the event of a fire. Proper eąuipment and extinguishing agents selected for the various materials on fire. Analysis and interpretation of emergency, fire plan, understanding of symbols	15.4 (p.48)
15.5. Locate and use fire protective eąuipment (fireman's outfit, including breathing apparatus)	The eąuipment is quickly prepared and used in a way that no accidents are likely to occur	15.5 (p.49)
15.6. Demonstrate ability to act in accordance witch the fire-fighting plan during fire-drills	During debriefing after an exercise or a real fire extinguishing action the reasons for each action taken, including the priority in which they were taken, are explained and accepted as the most appropriate.	15.6 (p.49)
15.7. During relevant drills carry out recue operations wearing breathing apparatus	The breathing apparatus is tested and used in accordance with manufacturers manual and the rescue operation is successful.	15.7 (p.49)
15.8. Knowledge of action to be taken in the event of fire, including fires involving oil systems	The type and scale of problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship. Knowledge of the location of fire-resistant bulkheads (vertical and horizontal) and detection in the ship plan. Knowledge of fire bulkheads and their properties.	15.8 (p.49)
16. Operate life-saving appliances. Life-saving		
16.1. Organise abandon ship drills	On souding the alarm all persons meet at the designated muster station vvearing life jackets or immersion suits and carry out their duties on reąuest.	16.1 (p.50)
16.2. Demonstrate the ability to organize and supervise the launching, handling and recovery of lifeboat	Correct orders for embarkation, launching, immediately clearing the ship side, safely handling the boat under motor, oars or sail as appropriate, and safe boat recovery	16.2 (p.50)
16.3. Demonstrate the ability to organize and supervise the launching or throwing overboard a liferaft, and manoeuvre it clear of ship side	The duties for the persons designated for the raft are clealy allocated and orders efficiently executed.	16.3 (p.50)
16.5. Ensure that all survival craft launching eąuipment on board is functioning	Eąuipment is maintained in accordance with manufacturer's instructions and regulatory reąuirements	16.5 (p.51)
16.6. Ensure rations on board survival craft are adequate.	Food and water are sufficient for the survival craft designated complement	16.6 (p.51)
16.7. Ensure that equipment on board survival craft is adeąuate	Eąuipment such as pyrotechnics, signalling eąuipment, all meet regulatory reąuirements. Pyrotechnics are used in accordance with all safety requirements All life-saving equipment is used for its intended purpose.	16.7 (p.51)
16.8. Knowledge of survival techniques at sea	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards.	16.8 (p.51)

	Actions to rescue people from the water, assisting ships in distress in the event of a port emergency	
17. Apply elementary first aid on board ship		
17.1 During relevant drills stop excessive bleeding, ensure breathing and put injured persons in proper position	The actions demonstrated are in compliance with accepted recommendations given in International medical first aid guidance.	17.1 (p.52)
17.2 During relevant drills detect signs of shock and heat stroke and act accordingly	The identification of probable cause, nature and extent of injuries or conditions is prompt, and treatment minimizes immediate threat to life	17.2 (p.52)
17.3. During relevant drills treat burns, scalds, fractures and hypothermia	Recommended guidelines for proper actions are explained and the hypothermia are demonstrated	17.3 (p.52)
17.4. During relevant drills, locate and access shipboard medicine and eąuipment	Ability to access the medical cabinet in a timely way.	17.4 (p.52)
17.5. Practical application of medical guides and advice by radio	Ability to reąuest medical advice by radio using International Code of signalsis demonstrated	17.5 (p.52)
20. Contribute to the safety of personnel and ship		
20.1. Knovvledge of personai survival techniques	Appropriate safety and protective eąuipment is correctly used. Procedures and safe working practices designed to safeguard personnel and the ship are observed at all times.	20.1 (p.57)
20.2. Knowledge of elementary first aid	Properly used drugs and medical tools	20.2 (p.57)
20.3. Knowledge of personai safety and social responsibilities	Initial and follow-up action on becoming aware of an emergency conforms with established emergency response procedures.	20.3 (p.57)

1.2. Professional (first) seagoing training report content

After completion of the First Seagoing training, it is necessary to prepare the Seagoing Training Report, which should consist of following clauses:

1. Understanding about ship, her architecture and equipment:

1.1. Ship type and class, her history, date of keel laid down, date of delivery, ship builder (name, country), ship purpose, trading area, capacity, basic dimensions: length, breadth, draught, ship general draft, draught marking, loading mark.

1.2. Ship superstructure and decks drafts (schemes), layout of watertight and fire zones boundaries and their presentation on the schemes, layout of decks, living and industrial accommodations, layout and description of tanks (drafts and schemes).

1.3. Description of ship mooring, anchorage, steering, thruster, cargo, towing equipment and layout (drafts and schemes); fish finding, fishing and fish treatment equipment (training on board fishing vessel).

1.4. Ship buoyancy and stability. Produce ship stability calculations (not less than two examples related to voyages during practice on that vessel) and able to explain.

1.5. Safe working practices and fire prevention on board.

1.6. Shipboard familiarization, instructions, inner rules.

2. Ship systems and their description and schemes:

2.1. Drying, pouring, discharging systems.

2.2. Ballast water, trimming, heeling systems.

2.3. Domestic water supply systems.

2.4. Sewage water systems.

2.5. Ventilation, heating, conditioning systems.

2.6. Auxiliary systems.

3. Ship maintenance:

3.1. Maintenance of ship hull, decks, superstructure.

3.2. Cargo compartments/holds cleaning and their preparation for loading.

3.3. Maintenance of cargo hatch covers, ramp, hermetic doors, portholes, holes and other covers.

3.4. Painting works (preparation for painting, painting procedure). Painting works had been done during the period of the seagoing training.

3.5. Maintenance and control of a sanitary condition. Ship sanitation control certificate. Combat with rodent and pest.

4. Maintaining ship vitality and measures of saving lives at sea:

4.1. Ship emergency supply, equipment and placing on board. Methods of ship survival and firefighting.

4.2. Life-saving appliances and placing on board.

4.3. Crew emergency preparedness. Drills, exercises and training and their execution frequency.

4.4. Fire prevention equipment, stationary firefighting systems and placing on board.

5. Ship handling and basics of navigation:

5.1. Plotting on a chart procedure. Charts used for the voyage (number, title and scale). Charts selection for intended route. Correction of charts and nautical publications (describe procedures).

5.2. Ship position fixing using two, three bearings, distances (produce three examples for each position fixing type in different positions – copies/pictures of the chart with explanation/calculation/objects data.

5.3. Watchkeeping organization at sea and in a port. Safety manning certificate. Hours of work and hours of rest and control.

5.4. Ship mooring operation Produce mooring schemes used in the ports.

5.5. Ship maneuvering characteristics/information. Pilot Card. Wheelhouse Poster. Able to explain how to use them.

5.6. Helmsman duties changing over the watch at sea.

5.7. Procedures changing-over steering control from manual to automatic and vice versa.

6. Marine environment pollution prevention, procedures and means according to MARPOL Convention.

1.3. Final seagoing practice

Programos studijų užduotys	Užduoties įvykdymo vertinimo kriterijai	Dienyno pildymo punktai
1.1. Use nautical publications	Extensive knowledge of charts and navigational publications – Sailing directions, tidal tables, "Notices to Mariners", radio messages for navigation, and ships routeing route data, as well as a comprehensive ability to apply this knowledge. Nautical publications – sailing directions, manuals and almanacs, other publications, suitable for this navigation area are properly selected. The Information obtained from navigational charts and publications is relevant, interpreted correctly and properly applied. All potential navigational hazards are accurately identified. Update of publications is carried out according to the latest available information, and according to update procedures. All potential shipping hazards are precisely identified. In order to obtain the information necessary for navigation, the calculations and measurements performed are accurate.	1.1 (p.22)
1.3. Set courses. Route planning.	The courses are suitably set in respect of the ship size, draft and manoeuvrability and sėt with sufficient distant off shallow waters, banks and other dangers to navigation. Due considerations are given to current, ice prevailing meteorological conditions and are routing and traffic separation schemes.	1.3 (p. 22)
2. Conduct a passage and determine position		
2.3. Determine position by terrestrial observations e. g. lighthouses, buoys, and beacons, etc.	The position is determined within the limits of acceptable instrument/system errors. The position of the vessel shall be inspected at regular intervals. Ability to perform and verify vessel positioning in a variety of ways (bearing and distance, three bearings, horizontal angle, two bearings and distance, using ship radar, double bearing (cruise bearing) and using GNSS and their accuracy and reliability assessed.	2.3 (p. 23)
2.4. Determine position by use of electronic navigational eąuipment	The position is determined wvithin the limits of acceptable instrument/system errors.	2.4 (p. 23)
2.6. Operate electronic position fixing and navigational eąuipment	Performance checks and tests to navigation systems comply with manufacturer's recommendations and good navigational practice.	2.6 (p. 24)
2.7. Use celestial bodies to determine the ship position	The fix is within acceptable accuracy, with due regards taken to possible errors of the position lines and the meteorological conditions.	2.7 (p. 24)
2.11. Ability to apply the meteorological Information available	Meteorological Information is correctly interpreted and applied.	2.11 (p. 25)
3. Maintain a safe navigational watch		
3.1. Through knowledge of the content, application and intent of the International Regulations for Preventing Collision at Sea, 1972, as Amended	A proper lookout is always maintained and in such a way as to conform to accepted principles and procedures. International Regulations for Preventing Collisions at Sea" are duly cited and explained	3.1 (p. 26)
3.3. The use of routeing in accordance with the General Provisions on Ship Routeing	The freąuency and extent of monitoring of traffic, the ship and the environment conform with accepted principles and procedures.	3.3 (p. 26)
3.5. Knowledge of blind pilotage techniques.	A proper lookout is always maintained and in such a way as to conform to accepted principles and procedures. The freąuency and extent of monitoring of traffic, the ship and the environment conform with accepted principles and procedures.	3.5 (p. 27)

3.6. The use of reporting in accordance with the General Principles for Ship Reporting Systems and with VTS procedures	Communications is clearly and unambiguously given and received. Lights, shapes and sound signals conform with the reąuirements contained in the International Regulations for Preventing Collision at Sea, 1972, as amended, and are correctly recognized.	3.6 (p. 27)
3.7. Knowledge of bridge resource management principles, allocation, assignment and prioritization of resources	Resources are allocated and assigned as needed in correct priority to perform necessary tasks.	3.7 (p. 28)
3.9. Assertiveness and leadership, obtaining and maintaining situational avvareness, consideration of team experience	Effective leadership behaviours are identified. Team member(s) share accurate understanding of current and predicted vessel statė, navigation path, and external environment.	3.9 (p. 28)
4. Use of RADAR and ARPA		
4.1. Carry out operational checks and adjust the equipment to proper performance	The eąuipment is functioning properly and in accordance with the manufacturers' specifications.	4.1 (p. 29)
4.2. Able to operate, interpret and analyse Information obtained from radar and ARPA as applicable	Information obtained from radar and ARPA is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.2 (p. 29)
4.3. Interpret and analyse factors affecting performance and accuracy	Information obtained from radar and ARPA is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.3 (p. 29)
4.4. Sėt up and maintain displays	The displays are properly sėt up and maintained.	4.4 (p. 29)
4.5. Detect and be awre o f the possibility of misinterpretation of information, false echoes, sea returns, etc.	The Information obtained from the eąuipment is correctly interpreted and applied with due regards to the limitations of the eąuipment and prevailing circumstances and conditions	4.5 (p. 29)
4.6. Interpret and analyse information obtained from racons and SARTs	Information obtained from the equipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.6 (p. 30)
4.7. Detect and calculate range and bearing, course and speed of other ships, time and distance of closest approach of crossing, meeting and overtaking ships	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.7 (p. 30)
4.8. Identify critical echoes, detect course and speed changes of other ships, take into account the effect of changes in own ship course or speed or both	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.8 (p. 30)
4.9. Apply the International Regulations for Preventing Collisions at Sea	Action taken to avoid close encounter or collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea, 1972.	4.9 (p. 30)
4.10. Use plotting techniąues and relative and true motion concepts	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.10 (p. 31)
4.11. Use parallel indexing techniąues	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.11 (p. 31)
4.12. Interpret and analyse Information related to system performance and accuracy, tracking capabilities and their	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions. Calculate range and bearing, course and speed of	4.12 (p. 31)

limits and time needed for data consideration	other ships, time and distance of closest approach of Crossing, meeting and overtaking ships and take appropriate actions.	
4.13. Use of operational wamings and system tests	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.13 (p. 32)
4.14. Use methods of target acquisition and their limitations	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions.	4.14 (p. 32)
4.15. Use true and relative vectors, graphic representation of target information and danger areas	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions. Calculate range and bearing, course and speed of other ships, time and distance of closest approach of Crossing, meeting and overtaking ships and take appropriate actions.	4.15 (p. 32)
4.16. Derive and analyse Information, critical echoes, exclusion areas and trial manoeuvres	Information obtained from the eąuipment is correctly interpreted and analysed, taking into account the limitations of the eąuipment and prevailing circumstances and conditions. Calculate range and bearing, course and speed of other ships, time and distance of closest approach of Crossing, meeting and overtaking ships and take appropriate actions.	4.16 (p. 33)
4.17. Take appropriate actions to avoid accidents	Action taken to avoid a close encounter or collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea. Decisions to amend course and/or speed are both timely and in accordance with accepted navigation practice. Adjustments made to the ship course and speed maintains safety of navigation. Manoeuvring signals are made at accordance with the International Regulations for Preventing Collisions at Sea.	
5. Navigation using ECDIS		
5.1. A thorough understanding of Electronic Navigational Chart (ENC) data, data accurancy, presentation rules, display options and other chart data formats	Properly determined display options and chart data formats.	5.1 (p. 34)
5.2. The dangers of ECDIS over-reliance.	Monitors Information on ECDIS in a manner that contributes to safe navigation.	5.2 (p. 34)
5.3. Use of functions that are integrated with other navigation systems in various installations, including proper functioning and adjustment to desired settings.	Information obtained from ECDIS (including radar overlay and/or radar tracking functions, when fitted) is correctly interpreted and analysed, taking into account the limitations of the eąuipment, all connected sensors (including radar and AIS where interfaced), and prevailing circumstances and conditions.	5.3 (p. 34)
5.4. Safe monitoring and adjustment of information, including own position, sea area display, mode and orientation, chart data displayed, route monitoring, user-created Information layers, contacts (when interfaced with AIS and/or radar tracking) and radar overlay functions (when interfaced)	Safety of navigation is maintained through adjustments made to the ship course and speed through ECDIS-controlled track-keeping functions (when fitted). Communication is clear, concise and acknowledged at all times in a seamanlike manner.	5.4 (p. 35)
5.5. Confirmation of vessel position by alternative means	Safety of navigation is maintained taking into account the limitations of the eąuipment (including radar, when fitted) and prevailing circumstances and conditions. Alternative fix position and control methods shall be used appropriately, taking into account the prevailing circumstances and conditions.	5.5 (p. 35)

5.6. Efficient use of settings to ensure conformance to operational procedures, including alarm parameters for anti-grounding, proximity to contacts and special areas, completeness of chart data andchart update status, and backup arrangements	Safety of navigation is maintained through effective adjustment of settings and values to suit the prevailing circumstances and conditions.	5.6 (p. 36)
5.7. Situation avvareness while using ECDIS including safe water and proximity of hazards, sèt and drift, chart data and scale selection, suitability of route, contact detection and management, and integrity of sensors	Monitors information on ECDIS in a manner that contributes to safe navigation to suit the prevailing circumstances and conditions.	5.7 (p. 36)
6. Respond to emergencies		
6.2. During relevant drills demonstrate ability to take initial actions to be take follovving a collision or a grounding, initial damage assessment and control	The type and scale of the emergency is promptly identified. Initial actions and, if appropriate, manoeuvring of the ship are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency.	6.2 (p. 37)
6.3. During relevant drills demonstrate ability to act correctly when rescuing persons from the sea, assisting a ship in distress, responding to emergencies which arise in port.	The type and scale of the emergency is promptly identified. Initial actions and, if appropriate, manoeuvring of the ship are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency.	6.3 (p. 37)
7. Respond to a distress signal at sea		
7.1. During relevant drills establisch the position of a unit in distress in relation to own position	The distress or emergency signal is immediately recognised. The positions are correctly plotted in suitable charts.	7.1. (p. 38)
7.2. Knowledge of the contents of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual	Contingency plans and instructions in standing orders are implemented and complied with.	7.2 (p. 38)
8. Use the IMO Standard Marine Communication Phrases and use Englich in written and orai form		
8.1. Use IMO Standard Marine Communication Phrases (IMO SMCP)	Navigation and safety communication is satisfactorily conducted with persons unable to understand the officer's national language.	8.1 (p.39)
8.3. Fill in Standard English nautical reports and forms	All reports and forms relevant to the duties of an officer in charge of a navigational are correctly fulfilled.	8.3 (p. 39)
8.4. Communicate with other ships, coast stations and VTS centres	Communications are clear and understood	8.4 (p. 39)
8.5. Perform the officer's duties also with multilingual crew.	Communications are clear and understood	8.5 (p. 39)
10. Ship manoeuvring and handling		
10.1. Use available information as to the ship turning circles and stopping distances when manoeuvring taking into account the effects of deadweight, draught, trim, speed and underkeel clearance on turning circles and stopping distances.	The information is adeąuately used during normal situations while taking note of draught and trim. Safe operating limits of ship propulsion, steering and power systems are not exceeded in normal manoeuvres. Adjustments made to the ship course and speed maintains safety of navigation. The ship maneuvering information shall be properly and correctly understood and interpreted. The information on the Pilot Card and the Wheelhouse Poster is properly explained and use in practice.	10.1 (p.41)
10.2. Use available information as to the ship turning circles and stopping distances when	The information is adeąuately used during normal situations while taking note of draught and trim. Safe operating limits of ship propulsion, steering and power systems are not	10.2 (p. 41)

manoeuvring taking into account the effects of wind and current on ship handling.	exceeded in normal manoeuvres. Adjustments made to the ship course and speed maintains safety of navigation. The ship maneuvering information shall be properly and correctly understood and interpreted. The information on the Pilot Card and the Wheelhouse Poster is properly explained and use in practice.	
10.3. Use available Information as to the ship turning circles and stopping distances when manoeuvring taking into account the effects of Information as to the ship turning circles and stopping distances when manoeuvring taking into account the effects of sąuat, shallovv water and similar effects.	The Information is adeąuately used during normai situations while taking due regards to sąuat, shallow water and similar effects. Safe operating limits of ship propulsion, steering and power systems are not during normai situacions when taking due regards to sąuat, shallow water and similar effects. Adjustments made to the ship course and speed maintains safety of navigation.	10.3 (p. 42)
10.4. Demonstrate proper mooring procedures.	Moorings are made fast or taken onboard as ordered. Ship is safely moored without undue delay.	10.4 (p.42)
10.5. Demonstrate proper anchoring procedrures.	Anchors are lowered/heaved and secured as ordered. Ship is safely anchored without undue delay.	10.5 (p. 42)
10.6. Manoeuvre to rescue a man overboard.	The actions taken are as generally recommended and the turning manoeuvre brings the ship into its wake.	10.6 (p. 42)
11. Cargo handling, stowage and securing		
11.1. Supervise the loading. Take into account the effect of cargo inclucling heavy lifts on the seaworthiness and stability of the ship.	Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules/regulations, eąuipment operating instructions and shipboard stowage limitations.	11.1 (p. 43)
13. Prevention of pollution of the marine environment and antipollution procedures		
13.1 Ensure that procedures are agreed and observed before and during bunkering.	The operations are fully observed, all scuppers are blocked and pipes and hoses inspected before and during bunkering take place.	13.1 (p. 46)
13.4. Carry out bilge, ballast and bunkering operations.	All operations are carried out in accordance with MARPOL and due regards paid to Shipboard Oil Pollution Emergency Plan (SOPEP).	13.4 (p. 46)
14. Ship stability and construction		
14.1. Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating eąuipment.	The stability conditions comply with the IMO intact stability criteria under all conditions of loading.	14.1 (p.47)
14.2. Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy	Actions to ensure and maintain the watertight integrity of he ship are in accordance with accepted practice.	14.2 (p. 47)
15. Fire prevention and fire-fighting appliances		
15.6. Demonstrate ability to act in accordance witch the fire-fighting plan during fire-drills	During debriefing after an exercise or a real fire extinguishing action the reasons for each action taken, including the priority in which they were taken, are explained and accepted as the most appropriate.	15.6 (p. 49)
15.7. During relevant drills carry out recue operations wearing breathing apparatus	The breathing apparatus is tested and used in accordance with manufacturers manual and the rescue operation is successful.	15.7 (p.49)
16. Life-saving appliances. Life-saving		
16.4. Demonstrate proper ūse or radio lifesaving appliances, EPIRBs, AISSARTs and SARTs	Equipment is operated in accordance with manufacturer's instruction.	16.4 (p. 50)
18. Monitor compliance vvith legislative reąuirements		
18.1. State where laws, rules and regulations concerning ship	The statement given is correct and includes relevant bodies or organisations vvhich may be contacted to attain special Information or guidance which is not easily accessible.	18.1 (p. 53)

operation and pollution prevention are available		
18.2. Use legislation to ascertain due approach to solve questions encountered during onboard operations	Legislative reąuirements relating to safety of life at sea and protection of the marine environment are correctly identified.	18.2 (p. 53)
18.3. Searching for stowaways	A comprehensive and thorough search is conducted and findings reported to the responsible officer.	18.3 (p. 53)
19. Application o f leadership and teamworking skills		
19.1.1. Understand that as team member everyone has different experience and has a role to play in any task	The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned.	19.1.1 (p. 54)
19.1.3. Understand communication is a twoway exchange and demonstrate this in practice both on the bridge and on deck	Communication is clearly and unambiguously given and received	9.1.3 (p. 54)
19.1.4. Maintain avvareness of changing situations	Necessary team member(s) share accurate understanding of current and predicted vessel status and operational status and external environment.	19.1.4 (p. 54)
19.1.5. Accept authority būt not be afraid to question if in doubt	The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concemed.	19.1.5 (p. 55)
19.1.6. Check own understanding of situation is shared by other team members	Decisions are most effective for the situation	19.1.6 (p. 55)
19.1.7. Participate actlively in task review and evaluation meetins involving different ranks	Necessary team member(s) share accurate understanding of current and predicted vessel status and operational status and external environment.	19.1.7 (p. 55)
19.2.1. Think ahead and plan tasks that will follow the immediate task or manoeuvre	Operations are planed in correct priority to perform necessary tasks.	19.2.1 (p. 55)
19.2.2. Sėt priorities correctly when seeing conflict betvveen immediate needs and tasks that may be held back	Operations are planed and resources are allocated as needed in correct priority to perform necessary tasks.	19.2.2 (p. 55)
19.2.3. Allocate resources effectively to achieve desired outcomes	Resources are allocated as needed in correct priority to perform necessary tasks.	19.2.3 (p. 55)
19.2.4. Check results and take corrective actions as needed/instructed	Decisions are most effective for the situation	19.2.4 (p. 56)
19.2.5. Demonstrate confidence and maturity to refer to senior officer if in doubt	Decisions are most effective for the situation	19.2.5 (p. 56)

1.4. Final seagoing training report content

After completion of the Final Seagoing training, it is necessary to prepare the Seagoing Training Report, which should consist of following clauses.

1. Ship handling and technical operation.

1.1. Organization of service on board:

1.1.1. Describe the ship. Describe the safe working practice and fire equipment instruction procedures on board. Rules of residence on board and duties.

1.1.2. Duties of the officer on watch when the ship is under way, at anchor and at the berth in accordance with the ship internal procedures and alarms (a ship alarm schedule must be attached).

1.1.3. Fire-fighting equipment and its layout - attach a fire plan of the ship. Extinguishing appliances.

1.1.4. Emergency inventory provision of the ship (if the ship is equipped) and its layout.

1.2. Ship construction and technical characteristics:

1.2.1. Hull shape and architecture. Purpose of the vessel. General layout of the ship. Main planes of the ship and their dimensions. Classification of ship 's accommodations. Vessel displacement, tonnage, cargo capacity, holds, tanks capacity. Hull construction. Vessel speed, sailing autonomy and distance.

1.2.2. Type and power of the main engine, its equipment and principle of operation. Fuel, water and lubricant stocks.

1.2.3. Practical determination of ship 's center of gravity, hull volume and metacentric height. Number of tons per 1 cm draft. It is necessary to provide several ship stability calculations (with different loads) with conclusions. Perform an additional individual practical task (Appendix 5).

1.3. Ship equipment and systems.

1.3.1. Anchor equipment. Types of ship anchors and their number. Anchor chain size, length, marking and fastening. Technical operation and maintenance.

1.3.2. Mooring equipment, its layout and technical operating rules. Mooring equipment maintenance.

1.3.3. Cargo equipment, its layout, lifting safety working load (SWL), construction. Hatch construction, opening and closing. Loading equipment technical operation and maintenance.

1.3.4. Boat equipment and life - saving appliances. Boat layout, number, tonnage and equipment. Types of boat lauching and embarkation appliances. Boat lauching and recovering. Technical operation and maintenance. Life rafts, their use and supply.

1.3.5. Steering equipment, steering type, its construction and control system. Backup and emergency control system, technical operation and maintenance.

1.3.6. Ship systems. Systems equipment and tchnical operation and maintenance.

1.4. Technology of cargo transportation.

1.4.1 Voyage task. Calculation of fuel, lubricants and other material and technical supplies. Ship profitability planning. Analysis of the fulfillment of the voyage task.

1.4.2. Calculation of ship tonnage for different (a few) voyages. Calculation of ship stability, trim and cargo quantity (draft survey).

1.4.3. Cargo transportation regulations. Cargo plan preparation and examples (copies). Organization of loading operations (unloading, loading) in the port and at sea.

1.5. Ship handling.

1.5.1. Preparing the ship before leaving the port. Ship handling in shallow waters. Preparing the ship for storm conditions. Ship preparation and handling in narrow waters.

1.5.2. Maneuvers when mooring to a berth and unmooring from a berth, vessel shifting. Mooring to the berth by ropes.

1.5.3. Mooring operations at sea.

1.5.4. Selection of place for anchorage. Anchoring a ship in various weather conditions. Ensuring safe anchorage Lifting the anchors in various weather conditions. Ship anchorage on two anchors and lifting them.

1.5.5. Ship handling features using controllable pitch propeller.

1.5.6. Passing ships using radar in restricted visibility.

2. Navigation and pilotage.

2.1. Preparing the ship for sea navigation.

2.1.1. Voyage plan (attach a copy of an example).

2.1.2. Selection of navigational charts and publications for the voyage and their correction.

2.1.3. Exploring the intended route. Initial route plotting on charts.

2.2. Graphical calculation of the vessel's route and determine of the vessel's position at sea:

2.2.1. Calculation of the ship route in various navigation conditions, including circulation, drift, currents.

2.2.2. Positioning of the vessel by all navigational and radar methods using navigational equipment.

2.2.3. Analysis of the accuracy of the ship position, including possible instrument and human errors.

2.3. Navigational watch while the ship is under way, in the port or at anchor.

2.3.1. Procedures for taking over and handing over watch. Bridge watchkeeping rules.

2.3.2. Ship log book and rules for keeping of log book.

3. Celestial navigation.

3.1. Determine of the vessel's position at sea by the line of height of heavenly body method.

3.2. Sextan composition, checks, ways to eliminate errors.

3.3. The structure of the stars globe, its preparation for work, tasks solution using the globe (add some examples).

3.4. Determine of compass error according to sky lights (general case). Determine of compass error during visible sunrise and descent. Determine compass error using the North Star. (add some examples).

3.5. Determine of latitude by measurements of the meridian heights of the Sun and the North Star (add some examples).

3.6. Positioning of the vessel by non-simultaneous measurements of the height of the Sun. Position accuracy analysis. (add some examples).

3.7. Determine the ship position by simultaneous measurements of the heights of two or more heavenly bodies. (add some examples). Position accuracy analysis.

4. Electronic navigation and fish finding devices (for students performing seagoing training on fishing vessels).

4.1. Operation of electronic navigation devices - gyrocompass, log, echo sounder, autopilot, radar bearing finder (if any), radar, GNSS receiver, ECDIS.

4.2. Use of electronic navigational aids to determine the position of a vessel at sea.

4.3. Fish search equipment and its operation. Control devices and devices indicating the position of traps and the concentration of hydrobions (this question is compulsory only for students practicing on board fishing vessels).

5. Specialties in English.

5.1. Correspondence and radio communication.

5.2. Vessel basic data.

5.3. Cargo, their loading onto the ship, loading equipment.

5.4. Navigation messages:

- navigation messages received on board;

- hydrometeorological reports and maps received on board.

5.5. Navigation with a pilot - a conversation of a captain with a pilot while mooring a ship to the quay, to the place of anchorage, indicating dangerous places, etc.

5.6. Logbook - (provide analysis): 3 - while standing at the quay, 3 - while sailing.

6. Planning and control of the ship economic activity (performed according to the task provided by the practice supervisor and / or consultant (Annex 4)).

6.1. Ship business planning according to bill of lading, voyage charters and other commercial conditions. Perform analysis.

6.2. Monitoring the efficiency of the use of available material, labor and financial resources. Perform analysis.

Note.
Provide copies of 4-5 standard ship documents in the annexes (navigation, radio, records made in accordance with the requirements of the ISM Code, if the information is not confidential).

2. REQUIREMENTS AND RECOMMENDATIONS FOR STUDENTS

2.1. Requirements for students departing to practice

Prior to leaving for the seagoing practice, the student must:

- ask International Study Specialist who has been appointed as a practice supervisor and consultants (if any);
- apply to International Study Specialist (if necessary, to International Study Department, or the Deputy Director for Practical Training and the group practice supervisor) to receive information about the place, terms and conditions of the seagoing practice;
- to coordinate the procedure and time of the medical fitness examination with the International Study Specialist or International Study Department;
- check the health and get the Medical Fitness Certificate issued by the approved personal health care institution with a valid medical fitness mark;
- apply to the International Study Specialist for the preparation of a seaman's book;
- receive a statement from the International Study Specialist regarding the issuance of a seaman's book and to submit it to the Lithuanian Transport Safety Administration (LTSA) for the formation of a seaman's book;
- receive a seaman's book at the Certification of Seafarers' department (to have 4 color or black and white photos for seaman’s book - 4x6 cm.);
- have a certificate of “Personal Survival Techniques, Fire Safety and Fire Fighting, First Aid Basics, Personal Safety and Social Responsibility” (STCW 78/95 Chapter A-VI / 1);
- participate in practice meetings;
- find out with the group seagoing practice supervisor the procedure of the Seagoing Training Record Book keeping, about the Seagoing practice report, the Record of Seagoing Service and the filling of the seaman’s book;
- receive a seagoing practice assignment from the group practice supervisor;
- receive the Record of Seagoing Service form (available on the LTSA website https://ltsa.lrv.lt/en/sector-activities/water-transport/marine-transport/certification-of-seafarers-1);
- apply to International Study Specialist to receive a formalized and registered tripartite seagoing practice agreement;

- receive a seagoing Training Record Book at the International Study;
- inform the practice supervisor and/or International Study Specialist about the departure for the seagoing practice.

Documents that a student must have when leaving to practice:

- Seaman's book;
- Passport;
- the Medical Fitness Certificate issued by the approved personal health care institution with a valid medical fitness mark;
- vaccinations, only those required by the host company;
- "Personal Survival cinations, only those required by the accepting Company;
- Techniques, Fire Safety and Fire Fighting, First Aid Basics, Personal Safety and Social Responsibility" (STCW 78/95 Chapter A-VI / 1);
- other seafarers' certificates, if required by the accepting Company;
- 4 color or black and white photos for marine documents - 4x6 cm;
- visas required by the host Company;
- the original registered tripartite seagoing practice agreement (copy to be given to the master of the vessel if required);
- the Record of Seagoing Service form approved by LTSA (it is recommended to download the electronic form to the medium, from the website https://ltsa.lrv.lt/en/sector-activities/water-transport/marine-transport/certification-of-seafarers-1);
- Seagoing Training Record Book;
- seagoing practice tasks (methodological instructions);
- personal bank account number (the accepting Company may indicate in which bank the account should be opened).

It is important. It is recommended all marine and personal documents to keep and store in a waterproof case.

List of items a student should take with them on board:

- 7 pairs of cotton socks;
- 7 underwear;
- 7 cotton shirts;
- 2 pants;

- 3 shorts;
- 1 pair of slippers / bath (rubber) slippers;
- 1 pair of decent / good shoes (closed, waterproof, suitable for all seasons);
- 1 pair of summer shoes;
- sweater;
- decent / good jacket;
- winter hat;
- sun hat;
- umbrella
- shaving devices and cosmetics;
- toothbrush;
- toothpaste;
- nail clippers / scissors;
- shampoo;
- soap;
- aftershave cosmetics;
- deodorant;
- sunscreen;
- hand cream;
- sunglasses;
- bathing trunks/ swimsuit;
- camera / mobile phone with high resolution camera function;
- a laptop computer (for writing a practice report) and / or a USB stick with sufficient capacity to store the information.

Important. It is recommended to store information in a few independed electronic units.

2.2. Recommendations for students departing to practice

It is recommended for successful communication:

- keep in mind that it will be necessary to live and work in a socially closed space at all practice time;
- familiarize with the workplace and crew members in advance;
- don’t afraid to ask work-related questions and listen very carefully;

- don’t discuss about religious;
- be careful when talking about politics and history;
- don’t show disrespect to a person, even if you do not like him;
- respect yourself and, if necessary, defend your interests in a calm tone, communicate flexibly;
- don’t afraid to obey the orders of the commander (especially during an accident, fire, drowning);
- don’t demonstrate one's work initiative, listen to the instructions of the supervisor;
- don’t want to look better than others, calmly respond to criticism of oneself;
- manage and control your own emotions in difficult situations or during an unpleasant conversations;
- remember that your behavior, especially language, has a significant effect on others who may not understand you;
- if there are derision, don’t make sense of them, don’t offend them, it is best to make fun together;
- foreign countries have different norms of communication that need to be known and observed in advance (especially in Islamic countries, for example, a foreigner may be arrested for complimenting a woman in public and inconvenience for a more intrusive look at her);
- understand the importance of personal behavior and work for the future of one's career.

In a bad mood in your free time, it is recommended:

- talk to crew members;
- contact with relatives;
- take a shower
- drink tea
- listen to music;
- read an interesting book;
- watch a movie;
- if it is very difficult to see the same crew people at all times, it is advisable to be alone;
- experiencing a strong sense of loneliness and not wanting to talk to others - it is useful to talk to yourself, write a blog;
- it is especially important to exercise regularly, engage in your favorite activities

When taking a computer on a practice, it is recommended to pre-load e-books, foreign language tutorials, music, movies, games, photos. Then you will have the opportunity not only to spend your free time in a meaningful and diverse way, but also to train and communicate with other crew members, to write a practice report.

2.3. Requirements for students during and after the practice

The student being in practice must:

- complete each task in the approved seagoing training record book in accordance with the instructions. The completion of each task is confirmed and signed by a qualified on-board practice supervisor;
- complete the seagoing training record book and approve by the master of the ship in accordance with the established procedure;
- complete the Certificate of Sea Service form, in accordance with the established procedure, which is signed by the master of the ship and affixed with the stamp of the ship;
- verify that the seamans book, the Certificate of Sea Service form and the seagoing training record book are completed in accordance with the established procedure, the records of which are approved by the master of the ship (an example of filling in the Certificate of Sea Service form is given in Annexes 3 and 4);
- to prepare a seagoing practice report according to the assigned task of the practice supervisor and methodological instructions.

Note.
If the seagoing practice is carried out on more than one ship or on the same ship but with breaks, the Certificate of Sea Service *shall be issued separately for each ship and / or for each period of work on board.*

After returning from the seagoing practice, the student must produce for inspection and assessment to the practice supervisor:

- the correctly completed Seagoing Training Record Book;
- the seagoing training practice report prepared in accordance with the assigned task of the seagoing practice supervisor and consultant (s) (at first submit the prepared seagoing training practice report to the practice supervisor by e-mail);
- the original and a copy of the Certificate of Sea Service;
- the original of the Seaman's book.

After returning from the seagoing training practice, it is necessary to register with the Navigation Department for studies.

All questions related to the practice examination should be addressed to assigned practice supervisor and, if necessary to the the International Study Specialist or International Study Department.

Important:

- in case of delay in returning from practice, it is necessary to inform the the International Study Specialist or International Study Department;
- the seagoing practice shall not be assessed without or not completed the Seagoing Training Record Book, the practice report, the Certificate of Sea Service and the Seaman's book;
- the dates of embarkation and disembarkation recorded in the Seagoing Training Record Book, in the Certificate of Sea Service and Seaman's book must be the same;
- store the electronic form of the practice report and other important report information or material on multiple electronic devices (e. g. computer and USB or external drive or similar);
- submit the seagoing practice report to the practice supervisor in the assigned Classroom platform upon return (if returning before the start of studies or within one study week, after registration for studies.

2.4. Requirements for completing the Seagoing Training Record Book

Before completing the seagoing training record book, the student must carefully:

- review of the correctness of entries in the "Personal data";
- carefully read p. 5-6 existing explanations and seagoing taining practice instruction.

While on board, the student must complete the following sections of the Seagoing Training Record Book:

- "Seagoing Service Recordard" (in the column "Ship registration No" - it is recommended to indicate the registration number of the ship in the IMO database (IMO No.));

- "Bridge Watchkeeping Record" (in the column "Days of service on navigation watch" - indicate the total number of days, taking into account that 1 month - 30 days, see subsection 2.6 - "Methodology for calculation the duration of Sea Service on board");

- "Master's minsponthly inspection of record book" (note the column "Ship official stamp", there may not be the seal of the master);

- “Safety and shipboard familiarization after joining on ship” (all pages 10-13 must be completed);

- p. 13 “Boat and muster stations”- indicates the place where it is obligatory to gather upon hearing the relevant alarm signal;

- "Ship data" - to be completed for all seagoing training vessels.

Other items in the training record book are completed after completing the specific self-study tasks specified in the professional (first) and final seagoing practice tasks (see subsections 1.1 to 1.4).

2.5. Requirements of filling in of Certificate of Sea Service form

When completing the Certificate of Sea Service, the student must pay attention to:

- GT of the vessel (only acceptable for vessels of GT 500 and above engaged on international voyages. Except other Maritime exemptions;
- sign on and sign off dates must match the entries in the seaman’s book, the Certificate of Sea Service and the seagoing training record book);
- behavior (a factor of 0.1 is applied to the final assessment);
- the total duration of sea service and the total duration of Bridge watchkeeping may differ, depend on duties to be performed;
- position (sea service is counted if the entry is a deck cadet (DC), ordinary seaman (OS) or a qualified seaman (AB). The duties of a ordinary seaman or a qualified seaman on board a ship may be taken only on the basis of a suitably qualified seafarer's certificate;
- in the column “Level of responsibility” only “Navigation” is indicated - “Support” (Annex 3).

Note.

In order to obtain a working diploma of officer in charge of a navigational watch on ships of GT 500 or more, students in the training program must have completed a total of 12 months of on-board service, of which at least 6 months of on-board navigational watch shall be. In other cases, a total of 36 months of on-board service must be collected, of which the total on-board navigational watch must be at least 6 months.

A student who has completed 8 or more months of on-board service, of which at least 3 months of on-board navigational watch, shall be admitted to the final examinations.

Work experience certificates are approved by the head of ND (for full-time students) or the head of the study department (for part-time students), and they are checked and approved by a specialist of the Maritime Administration Diploma department.

2.6. Methodology for calculation the duration of Sea Service on board

Data:

1. Sign on date 2011-04-25.

(from Seaman's book or Certificate of Sea Service)

2. Sign off date 2011-10-18.

(from Seaman's book or Certificate of Sea Service)

Sea service calculation:

1. Days:

30 - 25 + 1 = 6 days

6 + 18 = 24 days,

2. Months:

total 5 (05, 06, 07, 08, 09).

Total Sea service duration: 5 months and 24 days.

3. GENERAL REQUIREMENTS FOR WRITTEN WORK

3.1. Requirements for the preparation of a written work

All written material must be divided into chapters (topics) and subsections (subtopics). Topic titles should be short and clear, it is recommended that the topic title fit on one printed line. Topics and subtopics in the written work must be strictly structured and arranged consistently as indicated in the sailing practice task and separated from the textual part and highlighted.

The parameters of the Sea going practice report page shall be formated as follows:

- page size A4;
- page layout - portrait;
- page margins:
  - 2 cm at the top
  - 2 cm at the bottom,
  - 3 cm on the left
  - 1.5 cm on the right.

3.2. Structure of written work

Written work must comply with the following structure:

- title page;
- abbreviations;
- content;
- introductory word (introduction);
- textual part;
- list of literature sources;
- annexes.

3.2.1. The title page formatting

The title page of the written work should contain the following data (Appendix 1):

- the name of the institution, written in Times New Roman bold, font size 14 pt, centre alligment, with a space of 18 pt after the paragraph;

- the name of the department supervising the seagoing practice, in capital letters, New Times Roman bold, font size 14 pt, centre aligment, with a space of 18 pt after the paragraph;

- the title of the seagoing practice report, in 20 pt Times New Roman bold type, in capital letters and a space of 32 pt after the title;

- the name of the author of the report written on the right-hand side of the page, left-aligned, in Times New Roman size 12 pt, with a space of 32 pt after this paragraph;

- the name of the practice supervisor, written on the right-hand side of the page, left-aligned, in Times New Roman size 12 pt, with a space of 32 pt after this paragraph;

- place of submission of the seagoing practice report (city) and the year is written in Times New Roman size 12 pt in the last line of the page, in the middle of the page.

3.2.2. Abbreviations

This seagoing practice report provides the abbreviations used and their explanations, therefore the abbreviations are not explained further in the following sections. Abbreviations are listed in alphabetical order. The abbreviation is written in bold, its explanation is in normal font. For example, abbreviations used in the report and their explanations:

IMO – International Maritime Organization

NM – Nautical Mile (1 NM = 1852 meters).

3.2.3. Design of Content page

The page of content provides the general structure of the seagoing practice report. The titles of the chapters (1.) and subsections (1.1.) must be included in the content (see Annex 2).

In the content, the titles of the chapters and subsections must be written in Times New Roman 12 pt font, the titles of the chapters being written in capital letters.

The introduction, conclusions, literature, appendices, list of formulas, glossary, subject indexes and other lists are unnumbered, but meet all the design requirements formulated for the title of the chapter.

3.2.4. Introduction

The introduction must describe the purpose of the seagoing practice, the aim and objectives of the practice.

The practice report is accompanied by annexes. Appendices are a special part of the performance of a seagoing practice task, which contains pictures larger than 1/3 of the page,

documents important for practice, tables, drawings, diagrams, which are linked with a reference to the topics of the task.

3.2.5. Page numbering

Pages are automatically numbered in Arabic numerals at the bottom right of the page. They are numbered consecutively, including the title page, the first page is not numbered. The numbering ends on the Annexes page, which contains a list of Annexes. If required, the numbering of the pages of a specific Annex may be performed in each Annex (in cases where the number of pages of one Annex is more than one page).

3.2.6. Writing of text and titles of chapters, subsections

The titles of the chapters are written in Times New Roman font, size 14 pt, bold and capital letters. Alignment - in the middle. Each chapter begins writing on a new page.

The titles of the subsections are written in Times New Roman font, size 12 pt, bold, the first letter in upper case and then in lower case. Alignment - in the centre (centre).

The main text is written in Times New Roman font, size 12 pt. Alignment - on both edges (justify), paragraph Tabs stop - 1 cm. Line spacing is 1.5. One space is left after the title of the chapter or subsection. If there is not more than one line of text below the heading of a chapter or subsection at the bottom of the page, the heading appears on the next page.

Examples of phrases to use (when discussing research data):

- It is expedient to discuss… peculiarities.
- As mentioned above, ...
- As discussed in Chapter 1, ...
- … will be explained in Chapter 2.
- On the one hand,…, on the other hand,…
- It can be argued that...
- So ...

Only generally accepted abbreviations should be used in the work, for example: etc.; so one. If you want to avoid long names of companies or codes in the text, it is necessary to give the full name for the first time, and further use only their abbreviations indicating in brackets, for example, Lithuanian Maritime Academy (LMA). Only the abbreviation LMA can be written in the text below.

Sections are numbered in Arabic numerals 1, 2, 3, and so on.

Subsections are numbered in Arabic numerals 1.1, 1.2, and so on. Subsections can be divided into articles. Paragraphs are numbered analogously: 1.2.1, 1.2.2, etc.

3.2.7. Presentation of figures

Figures are often used to enliven the text. Figures are called various illustrations: diagrams, fragments of drawings, maps, plans and so on. Figures must be clear, accurate, high quality.

Figures presentation:

- figures are sequentially numbered, if there is more than one and have names,
- figures number, title, source of information is written at the bottom in Times New Roman font. The number is followed by a Fig., font size - 10 pt, bold; the following title: font size - 10 pt, centered (center);
- in the figure, words, numbers, symbols are written in the size of 10 pt;
- if the figures are complex and contain more than one feature, the symbols must be indicated and their explanations given in the legend;
- the source of information is written at the bottom of the figure, under the title, Times New Roman, in a 10 pt italic font, centered. If the figure was created by the author, no link is provided.
- diagrams and graphs are presented in the main text, must be done only with MS Excel chart preparation tools.
- figures are inserted as close as possible to the text discussing them;
- a space of one interval is left before and after the figure.

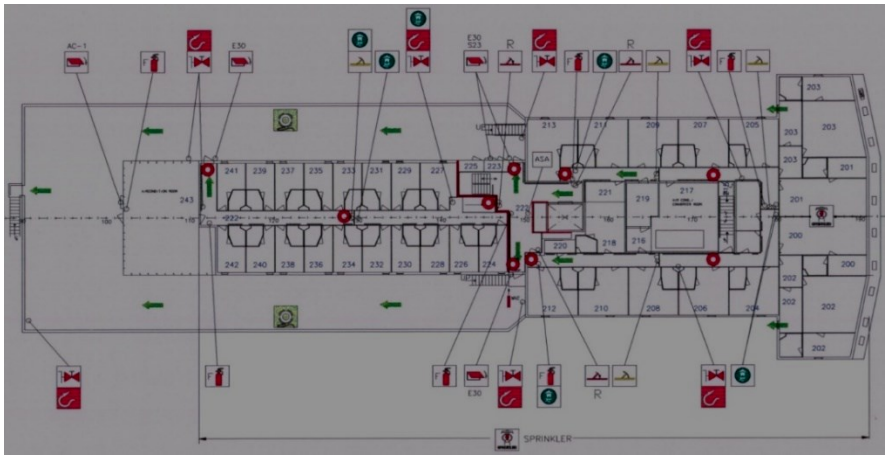

Fig 1. Ship deck plan.
(Source: ship documentation)

3.2.8. Presentation of tables

The tables are designed to provide a concise and structured information. The presentation of the tables must take into account their layout.

Presentation of tables:

- all tables are numbered consecutively and have titles,
- the table number is written above the table in Times New Roman 10 pt font and aligned to the right;
- the title of the table is written above the table in Times New Roman 10 pt bold, center-aligned (center);
- table data font - Times New Roman, 10 pt size. The column headings are aligned in the centre. Data titles are left-aligned, numbers are centered;
- the source of information is written at the bottom of the table in Times New Roman, in 10 pt italics, left justified. If the text object was created by the author of the work, no link is provided;
- the tables are inserted as close as possible to the text discussing them;
- the table in the text should follow the sentence that directs the reader to numbers or information presented in other ways. For example: “Fuel consumption depends on the ship mode of operation. The amount of fuel used is given in Table 1.".

Table 1.

Fuel consumption depends on the ship mode of operation

Main propulsion (type, average fuel consumption, etc.)	Slow speed (revolutions, speed, fuel consumption, etc.).	Average speed (revolutions speed, fuel consumption, etc.).	Maksimali eiga (revolutions speed, fuel consumption, etc.).	Reverse (revolutions speed, fuel consumption, etc.).

Sources: ship documentation

Note.
Tables (figures, graphs, etc.) which are larger than 1/3 of the page *should be avoided. Textual part must continue on each page, i. e. next to the table (figure, graph, etc.), there should still be at least some text on the same page. If this is not possible, it is better to attach a table or figure in Annex.*

3.2.9. Presentation of formulas

Presentation of formulas:

- the symbols and numerical coefficients of the formulas must be explained below the formula in the order indicated in the formula;

- generally accepted formula symbols or standards-approved symbols may be used;

- if there is more than one formula in the text, they must be numbered;

- the formula number is written in brackets, at the end of the formula line, at the same level.

Example of formula presentation

An example of presentation a formula:

$$V = L \times B \times T \times \delta \quad (1)$$

In the formula:

V – ship displacement (m^3);

L – ship length (m);

B – ship breadth (m);

T – draft (m);

δ – fullness factor of the submerged part.

In the reference (text), the formula number is given in parentheses, for example, this ratio is indicated by the formula (1).

Note

Presenting tables, figures, photographs, diagrams, charts, graphs, etc. in the main text:

- avoid ones that take up an entire page or more.

- text on each page must continue, i.e. next to the table (picture, graph, etc.), there should still be at least some text on the same page;

- tables, figures, etc. larger than 1/3 of the total page size. better presented in Annexes;

- provide a sentence that directs the reader to the table or other information. For example: “Fuel consumption depends on the ship mode of operation. The amount of fuel used is given in Table 1. "

3.2.10. References and bibliography

Literature relevant to the research problem, including legislation, is usually examined. When compiling the bibliography, all the sources mentioned in the text of the work are indicated. Additional sources not mentioned in the text are not included in the bibliography.

The bibliography should be numbered and sorted alphabetically by author names. First of all includes works in Lithuanian and foreign languages when their characters are the same (Latin).

It should be noted that generally followed the standard of European, American or other literature description. The following are examples of descriptions of some sources, focusing on the European standard:

- Book:

Virkėtis, A., Jankauskas, A., Kaunietis, V., Dejevs, A. (2011). *The handbook for GMDSS operators.* Klaipėda: KU leidykla.

- Article in a scientific journal:

Belova, J., Mickienė, R. (2010). The Efficiency Formation Problems of Maritime Sector Companies Under Crisis Conditions. *Human resources - the main factor of regional development*. Klaipėda: KU l-kla; Nr. 3, p. 320-324

- Electronic publication:

Citation a document from a Web site it is necessary to state the following:

(a) the author and title of the document (if any);

(b) the full address of the document;

c) time of connection to the website.

The ship of the new route will call at Klaipeda [viewed 2011-10-04]. Internet access: http://www.jura24.lt/lt/naujienos/uostas/naujo-marsruto-laivas-uzsuks-ir-i-klaipeda-378382.

- Legislation:

Lietuvos Respublikos Prekybinės laivybos įstatymas. Žin., 1996, Nr. 101-2300.

3.2.11. Annexes

The annexes publish only as much data as is actually necessary and specified in the seagoing practice report sections.

An annex may contain several tables, figures (which do not need to be numbered separately) and specifications for the figures of the graphic part. The annexes provide supporting material that would overload the main text unnecessarily. These are data that complement the seagoing practice report, intermediate results, data, photographs, sketches, diagrams, and so on. The list of annexes is presented in the content of the work. Each annex starts on a new page and is listed according to

a list. The order of the annexes is determined by the author, but they should be presented starting with the main ones.

The annexes are numbered (Annex 1, Annex 2, etc.) but they are not included in the scope of the seagoing practice report. References to annexes must be included in the text of the practice report.

3.3. Requirements for the submission of a seagoing practice report

The content of the seagoing practice report consists of two parts: textual and graphical. The textual part consists of a description, the graphical part - diagrams, drawings, pictures, photographs

Scopes of recommended practice reports:

1. Professional Seagoing Practice Reports - 20-30 pages (about 40,000-50,000 characters);

2. Final seagoing practice reports - 40-50 pages (about 65,000-85,000 characters).

Scope is given without appendixes.

It is advisable to illustrate the report with photographs of the ship equipment and various work on board. The quality of the illustrations provided must be in good resolution so that both textual or graphical information is clear and legible. In the report, in addition to the obligatory tasks, students can provide brief descriptions and drawings characteristic of the operations on board that they observed and participated in (eg. ship maneuver during a storm, rescue operation man overboard, etc.)

Note.
All descriptions, diagrams, sketches, drawings and calculations in the report must be linked to the training vessel!!!

Along with the report present the training a completed Seagoing Training Record Book with an assessment of the training, the original and a copy of the Sertificate of Sea Service certifying the length of service, the original of the seaman's book and a copy thereof (sheet indicating theplace and time of the training).

Submit the seagoing practice report to the practice supervisor within one study week.

It is recommended to submit an electronic version of the work for initial assessment to the designated practice supervisor in Word (doc or docx), Adobe Acrobat (version 5.0 or higher), or an equivalent program format (PDF) by e-mail or media. After the initial evaluation of the report, the supervisor assigns a final assessment (examination) date, during which the student must submit a hard copy of the Seagoing practice report. A final assessment (examination) is performed orally.

Remember.
The theoretical part of the seagoing practice report cannot consist of the layout and rewriting of textbook material.
In the case of multi-vessel seagoing practice, it is recommended that the report be submitted from a vessel with a service duration of at least 2 months.

4. EVALUATION OF THE MARITIME PRACTICE REPORT

In final examination and evaluating the practice report, the following shall be taken into account:

- the accuracy, correctness and adequacy of the information for the ship on which the training took place;
- the topics of the report are detailed and systematic;
- the use and complexity of bibliography sources and data;
- the ability to present theoretical and practical knowledge clearly and correctly in writing and orally;
- ability to explain the tables, drawings, diagrams and other material in the report
- ability to use legal and regulatory documents;
- presented conclusions corresponding to the formulated tasks;
- logical thinking skills;
- mathematical and calculation skills, including aspects such as error analysis, estimation of calculation accuracy, application of correct units of measurement and presentation of data;
- presentation and defense of the work (logic, specificity, reasoned illustration of the material, answers to additional questions);
- the quality of presentation of report text, tables, graphics, figures, calculations;
- English language style, grammar;
- diligence in preparing the work, its delivery on time specified in the requirements.

The tasks of the practice report are evaluated on a ten-point system

9-10 points - the goals are acceptable, clearly formulated, fully correspond to the given task. The exact variants of the solution of the tasks are presented, the most optimal ones are selected with arguments. Various theoretical models, methods of analysis, comparison of results were applied. Extremely deep and wide theoretical and practical knowledge is demonstrated, in some cases exceeding what is required in the scope of work-related competencies. The results may have practical implications. The conclusions are deep, specific, cover all the objectives of the work and correspond to them. The report is formalized as required.

8-7 points - the goals are acceptable, clearly formulated, correspond to the given task. Several variants of the solution of reasoned tasks are presented. Theoretical models, analysis methods were applied. The comparison of the obtained results was incomplete. Deep and broad

theoretical and practical knowledge required in the scope of work-related competencies is demonstrated. The results and conclusions are acceptable, cover all the objectives of the work and meet them. The work report is prepared in accordance with the requirements with slight deviations.

6-5 points - the goals are generally acceptable and partially correspond to the given task. The problems are basically solved. Acceptable theoretical models and methods of analysis were applied. The minimum required theoretical and practical knowledge in the scope of work-related competencies is demonstrated. The results and conclusions are generally acceptable, cover all the objectives of the work and are partially in line with them. The report is formalized according to the requirements with significant deviations, not fully systematized.

4-1 points - goals are unacceptable and do not correspond to the given task. The report contains elements of plagiarism, is completely unstructured and does not meet the requirements for formalization of the work. The minimum required theoretical and practical knowledge has not been demonstrated.

The final evaluation of the Seagoing practice report is calculated using the formula:

$$GV=PVL\cdot 0,2 + RD\cdot 0,3+ PV\cdot 0,5;$$

In the formula:

GV -the final assessment;

PVL - assessment of the Designated Training Officer on-board;

RD - Assessment of written work;

PV - assessment of practice examination.

ABBREVIATIONS

AB - Able Seamen

DC - Deck-Cadet

GMDSS – Global Maritime Distress and Safety System

GT – Gross Tonnage

IAMSAR Manual – International Aeronautical and Maritime Search and Rescue Manual

ICAO - International Civil Aviation Organization

IMDG Code - International Maritime Dangerous Goods Code

IMO – International Maritime Organization

ISM Code – International Safety Management Code

ITU – International Telecommunication Union

MARPOL - International Convention for the Prevention of Pollution From Ships

ND – Navigation department

SMCP - Standard Marine Communication Phrases

SOLAS – International Convention for the Safety of Life at Sea

STCW – Standards of Training, Certification and Watchkeeping for Seafarers

WHO – World Hydrographic Organization

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ANNEXES

Annex 1. Example of Titel page

Annex 2. Example of Content

Annex 3. Example of filling in of new form of Certificate of Sea Service from 2021-07-30

Annex 4.

Annex 5.

Annex 1. Example of Titel page

LIHUANIAN MARITIME ACADEMY (14pt, Bold)

Study programme: Marine navigation (12 pt)

PROFESIONAL SEAGOING TRAINING PRACTICE REPORT (14 pt, Bold)

Author: (12 pt)
18-L-178 gr. student Vardenis Pavardenis (12 pt)

Praktice supervisor: (12 pt)
lekt./doc. Vardenis Pavardenis (12 pt)

Consultant/s: (12 pt)
lekt./doc. Vardenis Pavardenis (12 pt)

Klaipėda, 2021 (12 pt)

CONTENT

Annex 3. Example of filling in of the new Certificate of Sea Service from 2021-07-30

RECORD OF SEAGOING SERVICE

Jūrininko vardas (-ai), pavardė (-ės) Seafarer's name, surname	**VARDENIS PAVARDENIS**				
Pareigos (ir susijusi STCW konvencijos taisyklė) Capacity (and related regulation of STCW Convention)	**Deck cadet**				
Laivo pavadinimas Name of the Ship	***NBP LNER***		**IMO Nr.** IMO No.	**9505613**	
Eigos variklių galia (kW) Propulsion power (kW)	**3840**	**Bendroji talpa** Gross tonnage	**6668**	**Laivo ilgis (m)** Length (m)	**107,0**
Laivo plaukiojimo rajonas Ship trading area	**Atlantic Ocean, North Sea, Baltic Sea, Mediterranean Sea**				
Aplankyti uostai Ports visited	***Hamina,Soderhamn, Tripoli, Riga, St. Petesburg, Pasajes, Barcelona, Avejro, Setubal***				
Atvykimo į laivą data* Date of engagement	**26/04/2021**	**Išvykimo iš laivo data*** Date of discharge	**14/08/2021**		
*dirbantieji trumpais reisais plaukiojančiuose laivuose pateikia darbdavio patvirtintą darbo grafiką ar kitą dokumentą, kuriame nurodomi vykdyti reisai su jų pradžios ir pabaigos datomis					
Bendras darbo laive laikas Total service time	Mėnesiai Months	**3**	Dienos Days	**19**	
Bendras navigacinio budėjimo ar budėjimo mašinų skyriuje laika Total service time on navigation or engine-room watch	Mėnesiai Months	**2**	Dienos Days	**10**	
Vykdyta radijo ryšio funkcija / Radio communication	Taip / Yes		Ne / No X (žymėti / mark „X“)		
GMDSS įrangos rajonai pagal laivo radijo sertifikatą GMDSS equipment areas according to the Radio Certificate of the Ship					

Patvirtinu, kad visi čia esantys įrašai yra teisingi.
I hereby certify that all entries herein are true.

Vardenis Pavardenis

(vardas (-ai), pavardė (-ės), parašas / name, surname, signature)

Kontaktai:
Lietuvos transporto saugos administracija,
Švitrigailos g. 42, LT-03209 Vilnius,
tel. +370 5 278 5602, el. p. mardep.paslaugos@ltsa.lrv.lt

Contacts:
Lithuanian Transport Safety Administration
Švitrigailos str. 42, LT-03209 Vilnius,
tel. +3705 278 5602, e-mail: mardep.paslaugos@ltsa.lrv.lt

Annex 4

Methodological instructions for the individual task according to the topic "Planning and control of the ship economic activity"

(contact the lecturer-consultant)

Annex 5

Methodological instructions for the individual task according to the topic "Calculation of ship stability"

(contact the lecturer-consultant)