

I want to be a ...

# DECK/ENGINEERING OFFICER

the facts

Onboard a vessel there are bridge and engine room personnel to look after the ship, the numbers of these persons being governed by national regulations.



## Education and Qualifications

As a deck or marine engineering trainee officer you will have reached a good level of secondary education so that you are able to enter the appropriate degree course. Proficiency in English is also necessary for some positions irrespective of where the vessel operates.

## Skills and Training

Upon completion of the degree course, any other required ancillary courses and necessary examinations, you would gain a certificate of competency as an officer of the watch. In many countries this training is sponsored by shipping companies.

Deck officers normally keep navigational watches but there would be other duties depending on the type of vessel. Engineer officers are responsible for the operation and maintenance of the vessel's machinery and ancillary equipment.

## Medical Fitness

There will be requirements to meet the medical fitness and eyesight standards (if you intend to be a deck officer) prior to commencing your career and throughout your career.

## Working Conditions and Prospects

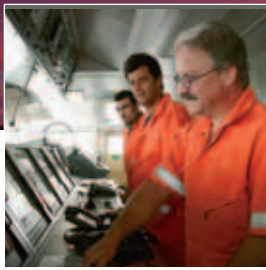
After gaining your first certificate your career will progress by gaining enough seetime to enable you undertake the next level of study and examinations, eventually attaining your Master's or Chief Engineer's certificate. It is usual for people to hold the certificate of rank or higher when serving at a particular level and promotion is dependent upon the companies, although rapid promotion is a possibility.

The progression to Master normally follows periods of service as Third, Second and Chief Officer although for the offshore marine industry Second Officer may be the starting rank for a deck officer. Progression to Chief Engineer would normally follow a similar pattern through Fourth, Third and Second Engineer.

The work in a shipboard environment is both disciplined and varied. Personnel are well remunerated in both pay and leave which in the offshore marine support industry is normally four or six weeks' leave after a period of four or six weeks' service onboard although the period of service may be longer in some regions or on some vessel types. Travel to and from the vessel and food onboard is all provided.

Offshore support work is interesting and challenging. Shipboard roles can lead to other project roles at sea or ashore connected with the offshore industry.





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## ■ Further information

Offshore support vessel operators are among IMCA's Marine Division members. For more details on the work of the division, guidance documents and more, visit [www.imca-int.com/marine](http://www.imca-int.com/marine)

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- Offshore engineer
- Project manager
- ROV pilot/technician
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