



# International Sail Endorsement Scheme



Syllabus, Task Record  
Book and Sea Service Log

Endorsing tall ship  
sailors worldwide



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## 1. Introduction

1.1. The Nautical Institute is an international professional body for qualified mariners and others with an interest in nautical science. Its purpose is to promote high standards of knowledge, qualifications and competence amongst those in control of sea-going craft, both afloat and ashore. It has consultative status at the IMO as a Non-Governmental Organisation (NGO) and is a registered educational charity in the United Kingdom.

Visit [www.nautinst.org](http://www.nautinst.org)

1.2. Sail Training International is a not-for-profit organisation that works closely with the world's sail training Tall Ships, national sail training organisations and host ports, to help young people benefit from the sail training experience. It is the world's leading provider of races & events, conferences & seminars, publications, research and other services for the international sail training community.

Visit <http://www.sailtraininginternational.org>

## 2. The International Sail Endorsement Scheme (ISES)

2.1. The Nautical Institute and Sail Training International recognise that tall ship sailors require specialist skills and knowledge to operate their vessels safely and efficiently. Each organisation has collaborated to develop ISES, through which tall ship sailors are able to meet a professional standard of proficiency and be awarded an International Sail Endorsement.

2.2. ISES enables candidates new to tall ship sailing (**'new candidates'**) to complete a programme of self study and undertake practical tasks at sea under the supervision of a competent person<sup>1</sup>. With accumulated sea service, new candidates will be

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<sup>1</sup> A competent person is a person who holds a certificate of competency and possesses the knowledge or experience necessary to supervise the safe and efficient execution of tasks in accordance with standards expected in the workplace.

eligible to undertake a two tier examination in which their knowledge and proficiency to safely operate tall ships, from the perspective of a deck officer, will be tested.

2.3. ISES also enables existing tall ship sailors (**‘experienced candidates’**), with extensive prior knowledge and experience of tall ship sailing, to attend a verification interview, which may lead directly to the award of an International Sail Endorsement. Experienced candidates wishing to obtain the International Sail Endorsement should follow the requirements prescribed in **Annex VII**.

2.4. The sail endorsement issued by The Nautical Institute and Sail Training International will be marked according to the rig type a candidate has experience in, namely ‘Fore-and-Aft only’ or ‘Fore-and-Aft and Square Rig’.

2.5. ISES is an industry initiative established to promote high standards of knowledge, qualification and proficiency amongst those who sail in tall ships. It is a scheme established for the tall ship community and overseen by two international not-for-profit maritime organisations.

2.6. ISES builds upon and replaces the Nautical Institute Square Rig Certificate scheme.

2.7. Nautical Institute Square Rig Certificate holders (**‘existing candidates’**) wishing to obtain the International Sail Endorsement and Sail Endorsement holders wishing to revalidate their certificates should follow the guidance provided in **Annex VIII**.

### 3. Description of ISES

3.1. ISES is a self-driven professional development programme, designed to be completed by candidates engaged in tall ship sailing, with the cooperation of vessel owners, operators, masters and crew. Responsibility for completing practical tasks and acquiring the underpinning knowledge lies with the candidate enrolled in the scheme.

- 3.2. ISES is for individuals who sail in tall ships in any capacity in the deck department. With the exception noted in 3.3 below, candidates are required to complete the tasks in the task record book (see **Annex III**) and will be examined in the subjects detailed in the ISES syllabus (see **Annex II**).
- 3.3. Experienced candidates, meeting the requirements in **Annex VII**, will not be required to complete the practical tasks or undertake the two tier examination required of 'new candidates', referred to in 3.2 above.
- 3.4. New candidates who wish to be endorsed for 'square rig' operations will be required to complete the additional square rig module of the syllabus (see **Annex II**), complete all parts of the task book (see **Annex III**) and have their ability to safely operate a multi masted square rig vessel tested through an oral examination. Questions related to fore-and-aft rig vessels will be asked of all candidates under oral examination.
- 3.5. The International Sail Endorsement is to be used in conjunction with an appropriate and valid deck certificate of competency (CoC). Normally, a CoC shows the capacity or limit to which the holder is entitled to operate. The International Sail Endorsement does not alter this privilege, rather it recognises the subject specialism and proficiency that the CoC holder has gained in tall ships.
- 3.6. The International Sail Endorsement, once issued is valid for a period of not more than 5 years. Subject to continuing service on tall ships, this may be revalidated by following the procedures prescribed in **Annex VIII**.

#### 4. Qualifying Conditions

To be eligible to obtain an International Sail Endorsement:

- 4.1. Candidates will hold an appropriate and valid deck certificate of competency, issued by a recognised authority and be at least 18 years old.

4.2. Candidates will have accrued a minimum period of sea service on tall ships satisfying the conditions noted in this section. Service accrued prior to ISES enrolment may be counted, subject to the conditions in this section being met.

4.2.1. Sea service acquired prior to ISES enrolment must be recorded in an appropriate logbook where entries are signed and stamped by the Master of the vessel. New candidates acquiring sea service after ISES enrolment will log such service in the Task Record Book provided to candidates (See **Annex III**) or other approved logbook. Self declared sea service will not be accepted and sea service accrued under the age of 16 will not be counted.

4.2.2. Sea service will have been accrued on vessels not less than 24 metres loadline length or 80 gross tons<sup>2</sup> whose primary source of motive power is derived from sail.

4.3. New candidates will have completed the task record book.

4.4. New candidates will have enrolled in the scheme and accrued their sea service not more than 5 years prior to sitting their ISES part 1 examination (see **Annex IV**).

4.5. Candidates will have paid to The Nautical Institute the relevant fees referred to in **Annex I**.

## 5. Definitions

For the purpose of ISES:

5.1. A sailing vessel is any vessel not less than 24m loadline length whose primary source of motive power is derived from sail.

5.2. A square rig vessel is one that appears as such on her certificate of registry or any sailing vessel not less than 24m loadline length which cannot be sailed to windward without her square sails

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<sup>2</sup> Either metric may be fulfilled.

5.3. A day of sea service means a period of not less than 8 hours in any 24 hour period engaged in duties pertinent to the operation of a vessel underway.

5.4. A vessel underway is a vessel not made fast to the shore, at anchor or aground.

## 6. ISES Examination

6.1. New candidates, for the ISES examination will undertake it in two parts:

- Part 1 - A written examination (see **Annex IV**) administered by The Nautical Institute or approved examination centre, which covers the subjects noted in the ISES syllabus and suggested reading list.
- Part 2 – An oral examination (see **Annex V**) conducted by an approved ISES examiner who will judge the ability of the candidate to safely handle and operate a sailing vessel from the perspective of a deck officer

6.2. New candidates must achieve a pass in Part 1 of the ISES examination in order to proceed to Part 2.

6.3. New candidates must apply to sit their Part 2 examination within 12 months of successfully completing their Part 1 examination.

6.4. The content, conduct and outcome of written and oral examinations is overseen by the Sail Endorsement Training Executive Group (SETEG). This group comprises representatives of The Nautical Institute, Sail Training International, the ISES Chief Examiner, and other approved representatives.

## 7. Key Points about ISES

7.1. ISES has been set up by The Nautical Institute and Sail Training International to recognise and promote the specialist skills and knowledge needed to operate tall ships safely and efficiently.

7.2. Holders of the International Sail Endorsement will have demonstrated, through examination or interview, that they have gained the requisite knowledge, attitude and proficiency to safely manage and operate tall ships.



7.3. The International Sail Endorsement is intended to be used in conjunction with an appropriate and valid deck certificate of competency (CoC). It is not in itself a substitute for such a certificate.

7.4. The capacity in which the holder of a certificate of competency can fulfil duties onboard a tall ship is denoted by their certificate of competency, not the sail endorsement appended to it.

7.5. The International Sail Endorsement remains valid for only so long as the holder's deck certificate of competency is valid.

7.6. The International Sail Endorsement is renewed every 5 years, subject to continuing service on tall ships in any capacity in the deck department.

## 8. ISES Correspondence

8.1. General enquiries and correspondence related to ISES should be directed to The Nautical Institute using the contact details below:

### Accreditation and Training Department

The Nautical Institute  
202 Lambeth Road, London  
SE1 7LQ  
United Kingdom

Email: [ises@nautinst.org](mailto:ises@nautinst.org)

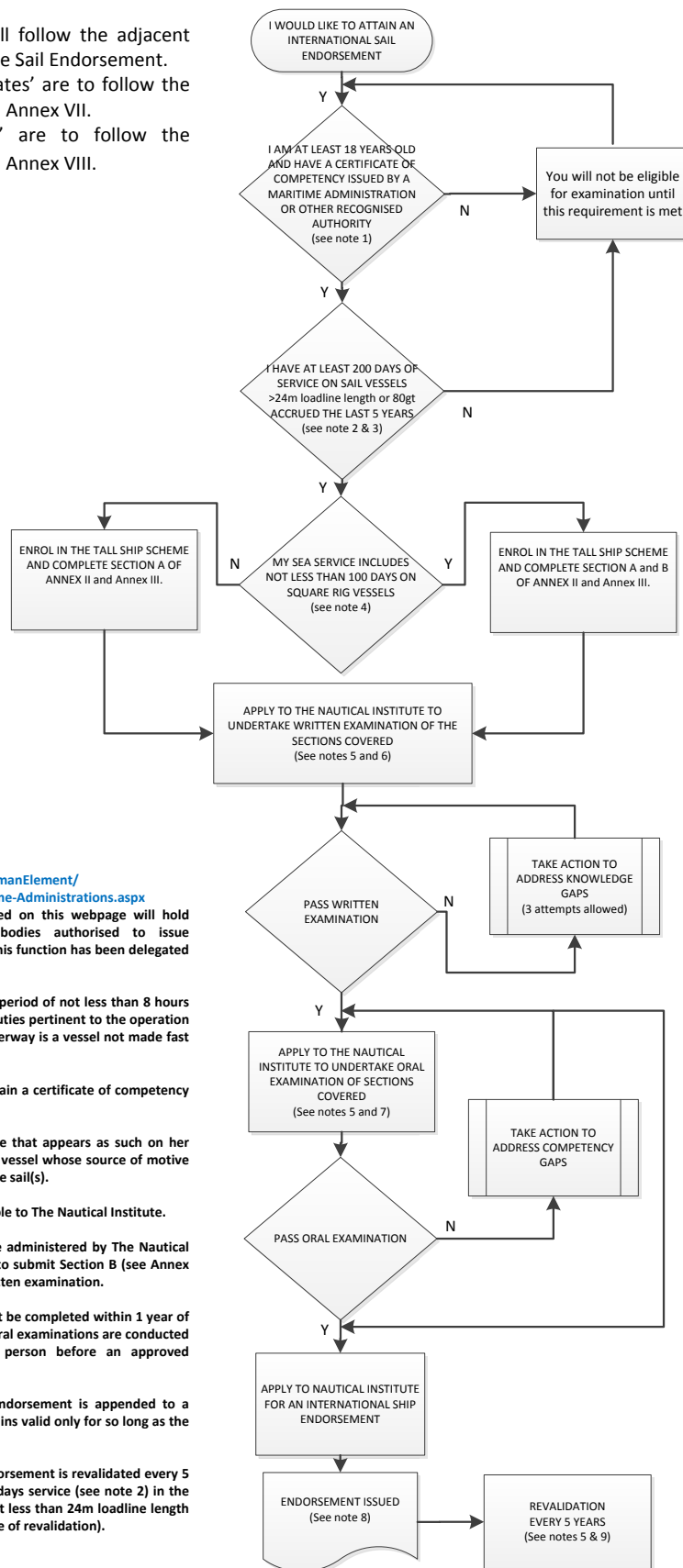
Tel: +44 (0) 207 928 1351

8.2. Matters related to the governance of ISES, will be dealt with in accordance with the governance structure noted in **Annex IX.**

# Annex I

## International Sail Endorsement Scheme (ISES) – New Candidates

- ‘New Candidates’ will follow the adjacent flowchart to attain the Sail Endorsement.
- ‘Experienced Candidates’ are to follow the flowchart provided in Annex VII.
- ‘Existing Candidates’ are to follow the flowchart provided in Annex VIII.



**Note 1 – Visit:**  
<http://www.imo.org/OurWork/HumanElement/TrainingCertification/Pages/Maritime-Administrations.aspx>  
 The maritime administrations listed on this webpage will hold details of national governing bodies authorised to issue certificates of competency where this function has been delegated to them.

**Note 2 – A day of service means a period of not less than 8 hours in any 24 hour period engaged in duties pertinent to the operation of a vessel underway. A vessel underway is a vessel not made fast to the shore, at anchor or aground.**

**Note 3 – Sea service accrued to obtain a certificate of competency may be counted.**

**Note 4 – A square rig vessel is one that appears as such on her certificate of registry or any sailing vessel whose source of motive power is derived mainly from square sail(s).**

**Note 5 – A fee (or resit fee) is payable to The Nautical Institute.**

**Note 6 – Written examinations are administered by The Nautical Institute. Candidates are required to submit Section B (see Annex III) to become eligible to sit the written examination.**

**Note 7 – The oral examination must be completed within 1 year of passing the written examination. Oral examinations are conducted face-to-face either online or in person before an approved examiner.**

**Note 8 – The International Sail Endorsement is appended to a certificate of competency and remains valid only for so long as the certificate of competency is valid.**

**Note 9 – The International Sail endorsement is revalidated every 5 years subject to a minimum of 60 days service (see note 2) in the deck department on sail vessels not less than 24m loadline length or 80gt. (See Annex VIII for guidance of revalidation).**

## ANNEX II

### International Sail Endorsement Scheme (ISES) Syllabus

All candidates for the issue of an International Sail Endorsement, will have a knowledge and understanding of the subjects detailed below. Items marked with asterisks (“\*”) denote **essential** knowledge and understanding.

A suggested reading list is provided to candidates at the end of this syllabus which provides useful study material for candidates preparing for ISES examinations or interview.

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## SECTION A

### A1.0 Vessel Design and Construction

#### A1.1 Sailing Vessels and Rig types

The candidate should be able to:

1. Recognise different types of tall ship
2. \*Discuss the advantages and disadvantages of different types of rig and their handling characteristics

#### A1.2 Construction

The candidate should be able to:

1. \*Compare and contrast steel and wooden hull construction and discuss the advantages and disadvantages of each
2. Describe hull fastenings – types, use and determining the condition of
3. \*Identify and name parts of the hull
4. \*Describe the purpose and function of deck fittings, securing and lifting points
5. \*Identify and summarise applicable Rules and Recommendations governing the construction, sub division, operation and water tight integrity of tall ships
6. \*Identify typical deck equipment and fittings
7. \*Explain the function, operation, care and maintenance of:
  - watertight and weathertight doors
  - hatches
  - deck openings
  - freeing / wash ports

- side scuttles & other downflooding locations
- rig related machinery and equipment on deck
- capstans, deck and brace winches

### **A1.3 Hull Maintenance**

The candidate should be able to:

1. Describe and contrast galvanic and electrolytic action
  2. Describe and explain methods of dealing with corrosion
  3. Discuss the causes and symptoms of dry and wet rot and protective measures to avoid their onset.
- 

## **A2.0 Care and Maintenance of the Rig**

### **A2.1 Standing and Running Rigging**

The candidate should be able to:

1. \*Identify parts terminology
2. Describe spar construction and their various material properties
3. \*Identify the uses of steel wire, rigging screws and shackles
4. Explain the purpose and function of deadeyes and lanyards
5. \*Identify and explain the purpose and differences of wire terminals, splices, seizings and swaged sleeves
6. \*Explain the importance of planned maintenance, inspections, schedules and record keeping
7. \*Explain the function, purpose and maintenance of footropes and ratlines
8. \*Describe the process of conducting emergency repairs to the rig including jury rigs and selecting securing points for jury rig loads
9. \*Explain the purpose and function of chain, rope, blocks and tackle
10. \*Interpret pin rail diagrams, deck plans and layout plans
11. \*Discuss the maintenance of wire, chain and fibre rope (synthetic and natural) standing and running rigging.
12. \*Identify Chafe precautions
13. \*Outline Corrosion protection
14. \*Explain the care of ropes

## **A2.2 Setting Up Standing and Running Rigging**

The candidate should be able to:

1. \*Describe the process of setting up the rig sympathetically to the age and usage of the vessel
2. \*Distinguish between synthetic versus natural fibre ropes and their uses
3. \*Explain the dangers of overloading the rig with synthetic fibres
4. \*Describe the proper dimensioning of all parts fixed or moving
5. Identify mast partners and describe how the loads are transferred to avoid distortion of the hull. (Basic sketching required)
6. \*Identify and explain the purpose of timber and steel tops and crosstrees, bowsprit bed and knightheads. Yards, booms, gaffs and their mast fittings. (Basic sketching required)
7. \*Describe the process for:
  - Reeving of running rigging - leads of braces, clew garnets, downhauls, clew lines, buntlines, brails, halyards, reefing gear, sheets.
  - Rigging square sails, yards and their gear (basic understanding only)
  - Stepping and un-stepping a mast
  - Setting up & tensioning standing rigging with deadeyes or screws

## **A2.3 Sails**

The candidate should be able to:

1. \*Identify parts terminology
2. \*Discuss different sail cloth types
3. Describe the process of sail making – seams, roping, cringles, clews, eyelets and protecting sails from wear
4. \*Compare and contrast sewn vs. glued repairs to natural and synthetic fibre sails
5. \*Describe the process for effecting running repairs following material failure
6. \*Summarise day to day care and maintenance of sails
7. \*Relate day to day maintenance to planned maintenance of sails
8. \*Identify the factors affecting the design and construction of sails including size, shape, purpose, position and material

## **A2.4 Sail Handling**

The candidate should be able to:

1. \*Describe, with appropriate examples, the process of bending and unbending, setting, striking and stowing:
    - jibs and stay sails, gaff sails, loose footed gaff sails, brailing gaff sails, bermudan sails, gaff topsails
  2. \*Explain the purpose, operation and function of roller furling gear
  3. \*Describe the process for reefing gaff sails
- 

## **A3.0 Tall Ship Stability**

### **A3.1 Intact and Damage Stability**

The candidate should be able to (with the aid of sketches, as appropriate):

1. \*Identify stability terminology
2. \*Explain the principles of tall ship stability and use of cross-curves for safe conduct of sailing vessels
3. \*Interpret curves of heeling and righting arms (GZ),
4. \*Distinguish between statical and dynamic stability
5. \*Explain the effects of sea state, wind direction and internal loading on tall ship stability giving examples as appropriate
6. \*Describe inclining experiments for tall ships and when and who conducts them
7. \*Explain free surface effects and the significance of water/ice on deck
8. \*Explain damage stability requirements giving examples as appropriate
9. \*Relate centre of effort to centre of lateral resistance with respect to the angle of steady heel giving examples as appropriate
10. \*Calculate the righting arm of a vessel at various angles of heel
11. \*Explain the effects on stability of heavy mast spars and rigging replacements
12. \*Interpret curves of steady heel (squall curves)
13. \*Explain the importance of down flooding angles
14. \*Describe with confidence the stability characteristics of last vessel

### **A3.2 Effect on Vessel Stability**

The candidate should be able to:

1. \*Describe the effects of reducing/Increasing sail area
2. \*Discuss the effects of sending personnel aloft
3. \*Distinguish between heeling and listing
4. \*Describe the effects of discharging ballast and other liquid loads
5. \*Describe the effects of loading stores, fuel, water and other consumables
6. \*Summarise the effect on stability of vessel modifications
7. \*Describe the effect on stability of a changing waterplane area in a quartering sea
8. \*Describe the effect of a squall when returning to the upright from a roll
9. \*Identify the telltale signs for assessing actual stability condition (such as roll period)
10. \*Explain the effects of down flooding

### **A3.3 Seakeeping**

The candidate should be able to:

1. \*Describe the process for securing the vessel for sea
2. \*Describe the process for preparing the vessel for heavy weather
3. \*Explain the purpose and outcome of ballasting/deballasting to improve seakeeping ability
4. \*Explain the effects of wave action, periods of encounter and action to be taken to improve seakeeping ability

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### **A4.0 Manoeuvring Under Sail**

#### **A4.1 Manoeuvring Under Sail**

The candidate should be able to:

1. \*Explain the significance of the pivot point
2. \*Distinguish between true and apparent wind
3. \*Discuss the possible angle to windward, trim, ship's speed and leeway

4. \*Describe how Centre of Effort and Centre of Lateral Resistance can affect the manoeuvrability of a vessel
5. \*Discuss sail balance and the importance of being able to bear away or luff up
6. \*Distinguish between trim, balance and heel and explain how to optimise each
7. \*Identify sails that lift the bow
8. \*Explain the purpose of trimming sails
9. \*Describe the process of heaving to, including for man overboard
10. \*Explain with appropriate sketches basic aerodynamics of a sail
11. \*Distinguish between lee and weather helm and explain how this may be controlled
12. \*Explain the use of preventers, reefing systems and storm sails
13. \*Describe the options, hazards and limitations of motorsailing and identify the strain it may place on the rig and hull
14. \*Discuss the manoeuvring characteristics of different types of sailing vessels using examples as appropriate.
15. \*Discuss the distribution of hands

The candidate should be able to describe the process of:

16. \*Tacking
17. \*Wearing / Gybing / Box Hauling
18. \*Anchoring under sail
19. \*Weighing anchor under sail
20. \*Being Caught Aback and recovery
21. \*Preparing for squally or heavy weather
22. \*Scudding and Heaving to in extreme weather and Seas
23. \*Handing the vessel and sail in rough weather
24. \*Getting out of irons
25. \*Docking – under power and/or sail. Approach patterns. Bail out plans. Braking. Man power for sail and line handling.
26. \*Berthing – Coming alongside, wind and/or tide rode.
27. \*Broaching to



28. \*Approaching and leaving a lee shore
  29. \*Navigating in restricted visibility – precautions, manning, signaling
  30. \*Housing and rigging jib booms and bowsprits
  31. \*Reefing of running rigging - leads of braces, clew garnets, downhauls, clew lines, buntlines, brails, halyards, reefing gear, sheets.
  32. \*Responding to knockdown
  33. \*Managing the vessel in heavy weather – preparations, onset, contingency planning.
- 

## **A5.0 Passage Planning and Meteorology**

### **A5.1 Meteorology and Passage Planning**

The candidate should be able to:

1. \*Describe the process of planning an ocean or coastwise tall ship passage
2. \*Identify pertinent information sources relevant to the size and type of vessel
3. \*Interpret meteorological information and optimise plans to take account of present and forecast conditions
4. \*Distinguish between local, small scale and climatic meteorological phenomena
5. \*Explain the onset and action to avoid squalls, microbursts, hurricanes and ice
6. \*Outline the dangers of embayment

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## **A6.0 Collision Avoidance**

### **A6.1 Preventing Collisions**

The candidate should be able to interpret and apply The International Regulations for preventing Collisions at Sea from the perspective of a deck officer. Particular attention is drawn to:

1. \*Rules 9, 10, 12, 13 and 18.
2. \*Use of “Not under command” signals
3. \*Implications of rule 10 and 17 for a vessel under sail

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## **A7.0 Seamanship**

### **A7.1 Seamanship skills**

The candidate should be able to:

1. \*Explain the purpose and use of common:
  - knots, bends and hitches
  - Splices and seizings
  - whippings
  - marlinspike seamanship
2. \*Discuss the power of tackles
3. \*Explain the correct process for launching/recovering ship's boats (not suspended in davits) and the significance of SWL restrictions
4. \*Describe the process of lowering boats underway and the safeguards to put in place
5. Discuss the use of yards/gaffs etc. for handling heavy loads

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## **A8.0 Ships Business and Resource Management**

### **A8.1 Personnel and Manning**

The candidate should be able to:

1. \*Explain the importance of working language onboard and reporting structure
2. \*Describe the typical duties and qualification requirements of personnel onboard including crewmembers, instructors, volunteers and trainees
3. \*Describe the necessary familiarisation training for new joiners
4. \*Discuss curriculum planning / Trainee training
5. \*Describe the process for assigning groups and individuals to tasks
6. \*Discuss bridge resource management giving examples of policy and procedures as appropriate
7. \*Identify safety management documentation
8. \*Discuss MLC requirements and restrictions

### **A8.2 Welfare and Wellbeing**

The candidate should be able to describe the process of dealing with:

1. \*Common wellbeing issues onboard including seasickness, sunburn, Hypo and hyperthermia, fatigue, stress and anxiety
  2. \*Unrest onboard
  3. \*Special requirements of those onboard (mental, physical and social)
- 

## **A9.0 Safety and Survival at Sea**

### **A9.1 Safety and Survival At Sea**

The candidate should be able to describe the process for dealing with:

1. \*Evacuations by boat and helicopter
  2. \*Man overboard (under sail, power and when motor sailing)
  3. \*Steering gear failure
  4. \*Auxiliary power failure
  5. \*Crew injury (including aloft)
  6. \*Damage and flooding scenarios
  7. \*Dealing with fire onboard
  8. \*Mustering crew in the event of an emergency
  9. \*Preparation of survival craft
  10. \*Abandonment
  11. \*Entanglement of evacuees in the rigging
  12. \*Launching rescue boats
  13. \*Vessels in distress
  14. \*Watch bills and complications for emergency parties when climbers are aloft
  15. \*Rapid sail reduction
  16. \*Lines parting/rig dangers
  17. \*Hurricane manoeuvring
- 

## **SECTION B**

### **B1.0 Square Rig Operations**

#### **B1.1 Square Rig Operations**

Candidates experienced on vessels carrying square sails will have a knowledge and understanding of the subjects detailed below.

The candidate should be able to describe the process for:

- \*Sending yards up and down.
- \*Lowering and sending up fidded topgallant and topmasts
- \*Setting, reefing, taking in and furling square sails.
- \*Rigging of topmasts and topgallant masts
- \*Fanning the yards (the how and why)
- \*Bracing the yards
- \*Cockbilling the yards, fixed and adjustable yard Lifts

## Suggested Reading List

Candidates are recommended to study specialist texts and other learning material to prepare for their ISES examination.

The following publications may assist candidates in consolidating their knowledge. This list is in no particular order and should not be considered exhaustive.

1. **Auxiliary Sail Vessel Operations**, G. Andy Chase, Cornell Maritime Press, 1997, ISBN 0-87033-493-X.
2. **Seamanship in the Age of Sail**, John H. Harland, Conway Maritime Press Ltd, 1984, ISBN 978-0851771793.
3. **Tall Ships Down**, Daniel S. Parrott, McGraw-Hill Contemporary, ISBN 978-0071435451.
4. **The Sailmakers Apprentice**, Emiliano Marino, International Marine, ISBN 0-07-157980-X.
5. **Essentials of Sea Survival**, Frank Golden & Mike Tipton, Human Kinetics, ISBN 0-7360-0215-4.
6. **Masting and Rigging: Clipper Ship and Ocean carrier**, H. Underhill, Brown, Son & Ferguson Ltd, 1979, ISBN 978-0851741734.
7. **The Naval Handbook for Sailmakers**, The Nautical Institute, 2008, ISBN 978-1870077897.
8. **Eagle Seamanship**, C. Nolan and E. Jones, Naval Institute Press, 2011, 978-1591146315.
9. **Metal Corrosion in Boats**, N. Warren, Adlard Coles Nautical, 2006, 978-0713678178.
10. **Bridge Resource Management for Small Ships**, Daniel S. Parrott, McGraw-Hill, ISBN 978-0-07-1550079.
11. **Hand, Reef and Steer**, Tom Cunliffe, Adlard Coles Nautical, ISBN 978-0-7136-7224-4.
12. **The Art of Rigging**, George Biddlecombe, Dover Publications Inc, ISBN 978-0-486-26343-4.
13. Formal **Enquiry Reports** including those of the:
  - *Concordia*

- *Marques*
- *Asgard II*
- *Maria Asumpta*
- *Pride of Baltimore*

14.LY3 The Large Commercial Yacht Code (Available at: [www.mcga.gov.uk](http://www.mcga.gov.uk)).

## **ANNEX III**

### **International Sail Endorsement Scheme (ISES) Task Record Book**

#### **Section A**

Guidance for the use and completion of the Task Record Book (TRB)

- 1.0 Purpose of the Task Record Book
- 2.0 Guidance for New Candidates
- 3.0 Guidance for Masters, Officers and Company Training Officers (CTO)

#### **Section B**

##### **Candidate Contact Details**

Sea Service Log and Task Record for the International Sail Endorsement

- 4.0 Specimen Signatures of Competent Persons signing off tasks in the TRB
- 5.0 Sea Service Log
- 6.0 Task Record

## Section A

### Guidance for the use and completion of the Task Record Book

#### 1. Purpose of the Task Record Book

- 1.1. This Task Record Book (TRB) is for use by 'New Candidates' (**See Annex I**) working towards an International Sail Endorsement.
- 1.2. Properly used, the TRB will ensure that candidates systematically gain experience of completing the practical tasks and carrying out the duties and responsibilities required of a deck officer under supervision of a competent person.
- 1.3. The TRB provides evidence that a task has been properly completed to a satisfactory level and witnessed by a competent person.
- 1.4. Candidates should ensure that appropriate periods are set aside during their time at sea, within the normal operational requirements of the vessel, to address the tasks in the TRB.
- 1.5. Candidates should complete all tasks that are relevant to the type of rig they are experienced with.
- 1.6. It is the responsibility of the candidate to ensure that the TRB is fully and properly completed before submission to The Nautical Institute.
- 1.7. It is the responsibility of a competent person to manage and supervise the candidate in their undertaking of practical tasks onboard ship.
- 1.8. In circumstances where candidates have been unable to complete a small number of practical tasks, their working knowledge may be tested in lieu.

#### 2. Guidance to New Candidates

- 2.1. The TRB is an important document that is required to be completed in order for you to become eligible to undertake the ISES examinations.
- 2.2. You are responsible for the upkeep and safekeeping of your TRB. Upon receipt, you should complete the 'Candidate Contact Details' page.
- 2.3. Upon joining ship you should seek to discuss and arrange, with the Master and/or other experienced persons, a schedule that will enable you to acquire



and practise skills and to demonstrate your proficiency in the tasks listed in the TRB.

- 2.4. You should enter the details of those competent persons onboard ship who have overseen your undertaking of practical tasks noted in the TRB and who have signed these off as being properly and satisfactorily completed.
- 2.5. If you have difficulty completing any of the tasks in your TRB you should contact the Master, Company Training Officer or other appropriate person for advice and guidance at an early stage.
- 2.6. Section B should be used to record your qualifying sea service and practical tasks that you have undertaken.

### **3. Guidance for Masters, Officers and other Competent Persons signing the TRB**

- 3.1. Any competent person with supervisory responsibility for the candidate when they are carrying out TRB tasks are eligible to sign the tasks to say that the candidate is either making progress or is deemed to be proficient in the task.
- 3.2. All such persons should first complete the specimen signature page in the TRB, which is required by The Nautical Institute to ensure that evidence of task completion can be verified.

Masters, Officers and other Competent Persons supervising the training and development of candidates enrolled in this scheme are asked to:

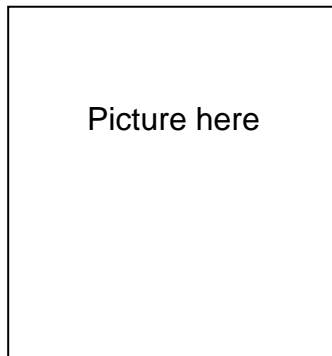
- 3.3. Give candidates detailed information and guidance as to what is expected of them and how their schedule onboard can be organised to allow for completion of the tasks in the TRB.
- 3.4. Check and review the candidates progress and help to organise their duties and responsibilities in order to develop the candidates experience and complete the tasks within the vessel's operational requirements.
- 3.5. Provide all possible assistance to candidates to enable them to make sufficient progress with their TRB and an ensure efficient use of time onboard.

Masters, Company Training Officers or other authorised officials ONLY are asked to:

- 3.6. Complete, sign and stamp the candidate's Sea Service Log, as a true and accurate record of the candidates sea service on the vessel.

## Section B

### Candidate Contact Details



PRINT USING BLOCK CAPITAL LETTERS ONLY

Full name	:	
Address	:	
Telephone Number	:	
Email address	:	
Date of Birth	:	
Nationality	:	

<b>Seaman's Discharge Book or Passport Details</b>		
Document type	:	Document Number:
Date of Issue	:	
Issuing Authority	:	

### Candidate Declaration

I declare that the data contained in this TRB is, to the best of my knowledge, true and complete. I also declare that any documents I submit to support my application for an International Sail Endorsement are authentic and any details appearing in them genuine. I consent to any processing of the data contained in this application by The Nautical Institute including any processing necessary to establish the authenticity and validity of the documents submitted.

Candidates Signature

(Sign in the box only)



## Sea Service Log and Task Record for the International Sail Endorsement

### 4. Speciment Signatures of Competent Persons signing off tasks in the TRB

This table is for recording the signatures of those signing off tasks in this record book.

Date and Vessel Name	Full Name (PRINT)	Rank or Position	Certificate Grade, Number, Expiry Date and Issuing Country (if applicable)	Specimen Signature	Vessel Stamp



## 5. Sea Service Log

This table is for recording sea service on tall ships. Read the accompanying notes before making entries.

Vessel and Voyage Details							Dates		Sea Service Duration (Days)			Masters Signature
Vessel Name	Flag	GT (1)	Length (2)	Type (3)	Voyage (4)	Rank/ Position	From (5)	To (6)	Actual (7)	Yard (8)	Sea (9)	
Totals for page:												

## Notes

- 1 Gross Tonnage (if registered).
- 2 Loadline Length.
- 3 The *main* source from which motive power is derived. Use the codes: SQR = Square Rig, F&A = Fore and Aft Rig.
- 4 The area in which the vessel voyaged whilst you were onboard. Use the codes: U = Unlimited, NC = Near Coastal, NU = Not Underway
- 5 Enter the date on which you embarked the vessel and, where applicable, signed onto articles. (DD/MM/YY)
- 6 Enter the date on which you disembarked the vessel and, where applicable, signed off articles. (DD/MM/YY)
- 7 Enter the number of days, inclusive of embarkation and disembarkation days, that you were onboard the vessel.
- 8 Enter the number of days that you spent in wet dock or dry dock whilst onboard the vessel. Dates entering and leaving dock are not counted.
- 9 Enter the number of days that the vessel spent underway\*. One day is not less than 8 hours in any 24 hour period underway.

\* A vessel underway is a vessel not made fast to the shore, at anchor or aground.

(Nb. You may photocopy a blank Sea Service Log if insufficient space for your entries becomes available).

Vessel and Voyage Details							Dates		Sea Service Duration (Days)			Masters Signature
Vessel Name	Flag	GT (1)	Length (2)	Type (3)	Voyage (4)	Rank/ Position	From (5)	To (6)	Actual (7)	Yard (8)	Sea (9)	
Totals for page:												

(Nb. You may photocopy a blank Sea Service Log if insufficient space for your entries becomes available).

Progressing			Proficient		
Signature	Date	Vessel	Signature	Date	Vessel

## 6. Task Record

	Task/Duty						
<b>1.0</b>	<b>Maintenance of the Vessel</b>						
1.1	Read and implement the maintenance system, including lubrication schedule						
1.2	Inspect and maintain freeing ports						
1.3	Maintain wooden decks						
1.4	Inspect and maintain cat-heads and bumpkins						
1.5	Inspect and maintain sheet, halyard and brace winches/capstans						
1.6	Make an inventory of deck stores and tools						
<b>2.0</b>	<b>Care and Maintenance of Standing Rigging</b>						
2.1	Locate 'Rigging Schedule'						
2.2	Worm, parcel and serve wire or cordage rigging						
2.3	Apply preservative dressing compounds						
2.4	Overhaul rigging screws and terminals						



		Progressing			Proficient		
		Signature	Date	Vessel	Signature	Date	Vessel
2.5	Apply wire locks/mousing to shackles and rigging screws						
2.6	Overhaul/renew anti-chafe arrangements						
2.7	Make up and fit rope or rigid ratlines/cranelines.						
2.8	Overhaul/repair/renew footropes/flemish horses.						
2.9	Fit patent rigging terminals. eg 'Norseman'						
<b>3.0</b>	<b>Running Rigging</b>						
3.1	Reeve off buntlines,clewlines, down-hauls, brails, reefing gear etc.						
3.2	Apply dressing/lubricants to wire ropes.						
3.3	Open, inspect and treat purchase and lead blocks.						
3.4	Inspect and maintain bullseyes, pinrails, belaying pins and cleats.						
3.5	Inspect and write a condition report on running and standing rigging (including bowsprit). Checklist format acceptable.						
3.6	Make an inventory of spare rigging, cordage and fittings						
<b>4.0</b>	<b>Masts and Spars</b>						
4.1	Locate ship's spar plan						

		Progressing			Proficient		
		Signature	Date	Vessel	Signature	Date	Vessel
4.2	Assist in stepping/striking lower masts.						
4.3	Assist in sending up/housing/striking topmasts.						
4.4	Assist with sending up/striking yards.						
4.5	Assist with inspection and maintenance of masts, yards and fittings eg goose-necks, yard cranes, collars, tracks, trusses, slings, cheek blocks. Etc						
4.6	Inspect and write a condition report on masts and spars. Checklist format acceptable.						
<b>5.0</b>	<b>Sails</b>						
5.1	Assist with sending up and bending sail						
5.2	Assist with un-bending and sending down sail						
5.3	Prepare and store sail onboard or ashore						
5.4	Make basic repairs to chafe damage, holes, tears and roping.						
5.5	Make up a simple sail cloth cover, bag or bucket.						
5.6	Inspect and write a condition report on sails in use and in store. Checklist format acceptable.						
<b>6.0</b>	<b>Setting Up Rigging</b>						

		Progressing			Proficient		
		Signature	Date	Vessel	Signature	Date	Vessel
6.1	Assist in setting up a rig using rigging screws or deadeyes and lanyards.						
6.2	Make and record routine adjustments to the standing rig.						
6.3	Replace individual rig elements as necessary and record.						
<b>7.0</b>	<b>Specific Rig Operations</b>						
7.1	Assist in rigging-in bowsprit/jib boom						
7.2	Assist in rigging-out bowsprit/jib boom.						
7.3	Assist in cock-billing yards.						
7.4	Assist in rigging catheads/bumpkins in and out.						
<b>8.0</b>	<b>Stability</b>						
8.1	Secure for sea with respect to water-tight integrity						
8.2	Prepare for heavy weather with respect to reducing KG.						
8.3	Use down-flooding (Squall) curves to determine vulnerability in prevailing weather conditions.						
<b>9.0</b>	<b>Tall Ship Passage Planning</b>						
9.1	Plan and prepare a passage including pilotage and berthing						
9.2	Under supervision conduct a pilotage plan						

		Progressing			Proficient		
		Signature	Date	Vessel	Signature	Date	Vessel
<b>10.0</b>	<b>Sail Handling</b>						
	Take charge of setting/handing:						
10.1	Hoisting gaff sails						
10.2	Brailing gaff sails						
10.3	Jibs						
10.4	Stay sails						
10.5	Bermudan sails						
10.6	Square sails						
	Take charge of reefing and shaking out:						
10.7	Square sails						
10.8	Fore and aft sails						
10.9	Furl and stow sail for sea and/or harbour						
10.10	Rigging and striking preventers						
<b>11.0</b>	<b>Anchor Work</b>						

		Progressing			Proficient		
		Signature	Date	Vessel	Signature	Date	Vessel
11.1	Prepare and let go a traditional fisherman anchor						
11.2	Weigh, cat, fish and stow anchor.						
<b>12.0</b>	<b>Manoeuvre Under Sail</b>						
	Under supervision take charge of:						
12.1	Tacking						
12.2	Wearing						
12.3	Box-hauling						
12.4	Anchoring and getting underway						
12.5	Man overboard manoeuvring and recovery (Sail and power)						
12.6	Berthing and unberthing (Power or sail)						
12.7	Routine heaving-to as for pilot boarding/boatwork						
<b>13.0</b>	<b>Safety and Emergency Preparedness</b>						
13.1	Read and apply ship's SMS						
	Take part in the following drills:						
13.2	Emergency muster						

		Progressing			Proficient		
		Signature	Date	Vessel	Signature	Date	Vessel
13.3	Helicopter evacuation						
13.4	Man overboard recovery						
13.4	Emergency steering						
13.5	Auxiliary power failure						
13.6	Rescue from aloft						
13.7	Boat lowering/launching						
13.8	Abandonment						
13.9	Inspect and maintain climbing harnesses and update records						
13.10	Deliver an Emergency and Safety brief to new crew.						
13.11	Supervise crew working aloft in accordance with accepted Safe Practices						
<b>14.0</b>	<b>Seamanship</b>						
	Can demonstrate:						
14.1	Common knots, splices, whippings and seizings						
15.1	Fit 'bulldog' grips to wire rope						

		Progressing			Proficient		
		Signature	Date	Vessel	Signature	Date	Vessel
15.2	Secure rigging lines to cleats and belaying pins						
15.3	Secure the vessel for heavy weather.						

## ANNEX IV

### International Sail Endorsement Scheme (ISES) – Written Examination

#### 1. Overview

- 1.1. New candidates enrolled in ISES will be required to sit and pass a written examination of 2 hours duration. This is Part 1 of the ISES examination.
- 1.2. The Part 1 examination is established to test the candidates knowledge and understanding of syllabus topics noted in **Annex II**. Candidates must achieve a pass in the Part 1 examination to be eligible to sit the Part 2 examination (see **Annex V**).
- 1.3. The Part 1 examination may be sat online or in person at an approved examination centre. The pass mark is 70%.
- 1.4. The ISES enrolment fee covers administration of the Part 1 examination for a maximum of three attempts. One attempt is allowed per examination sitting.
- 1.5. Dates of examination sittings, administered throughout the year by The Nautical Institute, are available on request from The Nautical Institute Training and Certification Department.
- 1.6. Dates of local examination sittings, administered throughout the year by approved examinations centres, are available on request from those centres approved by The Nautical Institute (see **Annex VI**).
- 1.7. Candidates must undertake the Part 1 examination within 5 years of ISES enrolment. Failure to do so will require re-enrolment.
- 1.8. Candidates will be bound by the instructions and procedures of approved examination centres when sitting Part 1 examinations locally.
- 1.9. Candidates will be bound by the instructions and procedures of The Nautical Institute when sitting Part 1 examinations online. An outline of these procedures is provided in section 2.

#### 2. Part 1 Examination - Online

- 2.1. Candidates have the option to sit the Part 1 examination online, at an internet ready computer workstation, anywhere in the world.
- 2.2. Candidates opting to sit the Part 1 examination remotely will be required to:



- Notify The Nautical Institute of their intention to sit the Part 1 examination remotely.
- Be available on the day of the examination, at the time instructed by The Nautical Institute
- Have access to a computer workstation with reliable internet access for the duration of the examination
- Complete their examination in privacy and silence
- Declare that the answers given are their own and were provided without outside assistance or influence.
- Allow for time before and after the examination to complete examination formalities in accordance with instructions provided by The Nautical Institute.

2.3. Candidates will be required to submit their Part 1 examination answers to The Nautical Institute in accordance with instructions provided and within the time period allowed. Submissions received after this period will not be accepted and the examination attempt will not be counted.

2.4. Candidates whose submissions were not received, or received outside the time period allowed, will be invited to re sit the examination at a future date.

2.5. Candidates will be notified within 60 days of the result of their Part 1 examination. A breakdown of marks will not normally be provided.

2.6. Candidates unsuccessful in their Part 1 examination will be informed of the broad subject areas in which their answers were incorrect.

2.7. Candidates may familiarise themselves with the style and format of the Part 1 examination by referring to specimen paper provided in Section 3.

### **3. Specimen Examination Questions**

The following examination questions provides an example to candidates of the style and format of the questions in the Part 1 ISES examination.

# International Sail Endorsement

## SPECIMEN WRITTEN EXAMINATION QUESTIONS

1. Identify in the diagram provided and explain the function of:
  - a) Brails
  - b) Clew outhaul
  - c) Sheets
  - e) Reef band
  - f) Reef cringles

15 Marks
  
2. Explain how free surface liquid in a tank affects the stability of a tall ship and under what circumstances would free surface liquid prove dangerous.

10 Marks
  
3. Explain the effect on the range of stability of the following:
  - a) Freeboard
  - b) Beam
  - c) Deckhouse
  - d) Bulwarks

12 Marks
  
4. What do you consider are the main vulnerable points of a sail training vessel at sea in severe and squally weather with regard to the vessel and the crew?

10 Marks
  
5. Describe how you would house a jib boom.

5 Marks
  
6. What is 'broaching to' and what action should be taken to regain control of a vessel 'broached to'?

10 Marks

7. Explain the meaning of the terms 'centre of effort' and 'centre of lateral resistance' and discuss how they apply to sail balance.

8 Marks

8. A vessel under sail in open water is on a collision course with a fishing vessel making way. Explain what action should be taken by the sailing vessel and why?

5 marks

9. In what circumstance can the Inshore Traffic Zone be used by a sailing vessel?

5 marks

10. What would you consider are essential items on a pre departure checklist with respect to the vessel's rig?

6 marks

## ANNEX V

### International Sail Endorsement Scheme (ISES) – Oral Examination

#### 1. Overview

- 1.1. New candidates enrolled in ISES will be required to sit and pass an oral examination of approximately 60-90 minutes duration. This is Part 2 of the ISES examination.
- 1.2. The Part 2 examination is established to test the candidates ability to safely manage and operate tall ships. Questions asked by examiners will be formed from the syllabus subjects noted in **Annex II** and functions noted in **Annex III**.
- 1.3. Experienced candidates will be required to attend a verification interview of approximately 20–40 minutes duration. This is used to verify that the candidate reflects the skills and proficiency needed to safely manage and operate tall ships.
- 1.4. Candidates must achieve a pass in the Part 2 examination to be awarded an International Sail Endorsement.
- 1.5. The Part 2 examination may be sat remotely (online) or locally (in person) with an approved examiner.
- 1.6. The enrolment fee, payable to The Nautical Institute covers the first oral examination attempt or verification interview. A resit fee is payable for subsequent interviews or examination attempts.
- 1.7. Normally a candidate who has deferred an oral examination will undertake the resit examination with a different oral examiner.
- 1.8. Examiners reserve the right to cancel an oral examination or interview if, in their opinion, the proper conduct of the examination or interview is compromised by any wilful act or omission of a candidate. In such circumstances the candidate will defer by default.
- 1.9. A candidate not appearing for an oral examination or interview at the time instructed and agreed may defer by default unless reasonable proof can be provided that the failure to attend was unavoidable.
- 1.10. A candidate deferred in the oral examination will receive verbal feedback from the examiner, indicating the function(s) or topic(s) in which the candidate was deemed to lack knowledge or proficiency.

- 1.11. A candidate deferred in the oral examination through serious weakness may, on the examiner's recommendation, be required to gain further practical experience before becoming eligible to resit the examination.
- 1.12. Part 2 examinations conducted locally (in person) throughout the year by approved examiners worldwide, are normally arranged through The Nautical Institute, who will hold an up to date list of regional examiner location and availability.
- 1.13. Part 2 examination sittings, conducted remotely (online) throughout the year by approved examiners worldwide, are available from The Nautical Institute, who will hold an up-to-date list of regional examiner availability.
- 1.14. Candidates will be bound by the instructions and procedures of The Nautical Institute when sitting Part 2 examinations remotely online. An outline of these procedures is provided in section 3.

## 2. Examination Decision

Candidates for the oral examination will be informed of the examination outcome at the conclusion of the examination, as follows:

**Pass** – The candidate's knowledge and proficiency is, in the opinion of the examiner, consistent with that of a tall ship deck officer required by the sail endorsement scheme and reflects good seamanship practice.

**Conditional Pass** – The candidate's knowledge and proficiency is, in the opinion of the examiner, *mostly* consistent with that of a tall ship deck officer required by the sail endorsement scheme and *mostly* reflects good seamanship practice. However, to be awarded an endorsement, the candidate must first address the weaknesses/knowledge gaps identified to the satisfaction of the examiner. A re-sit date should be agreed for which no additional fee will be payable by the candidate.

**Deferred** – The candidate's knowledge and proficiency is, in the opinion of the examiner, not yet to the standard required of a tall ship deck officer recognised in the sail endorsement scheme. The candidate is recommended to address the knowledge/proficiency gaps identified and is required to re-sit the oral exam before a different examiner for which a re-sit fee will be payable.

### **3. Part 2 Examination – Remotely**

3.1. Candidates have the option to sit Part 2 examinations remotely, at an internet ready computer workstation, anywhere in the world.

3.2. Candidates opting to sit the Part 2 examination remotely will be required to:

- Notify The Nautical Institute of their intention to sit the Part 2 examination remotely, and in so doing, provide their availability for examination.
- Be available on the day of the examination, at the time arranged by The Nautical Institute
- Have access to a computer workstation with reliable internet access, webcam, headphones (or speakers) and microphone for the duration of the examination
- Complete their examination in privacy and without distraction
- Allow for time before and after the examination to complete examination formalities in accordance with instructions provided by The Nautical Institute and/or examiner.

### **4. Instructions to Examiners**

Candidates are informed that examiners are instructed to uphold the following in the conduct of oral examinations:

4.1. To conduct oral examinations in the English language only.

4.2. To audio record oral examinations, on behalf of The Nautical Institute and Sail Training International, for training and quality purposes.

4.3. To inform candidates of their examination decision and provide immediate verbal feedback.

4.4. To suggest, as appropriate, a proposed course of action for candidates to follow to close knowledge/proficiency gaps where a conditional pass or deferral is the decision of the examiner.

4.5. To conduct oral examinations in a public place offering suitable examination conditions, where a physical meeting is possible.

## ANNEX VI

### International Sail Endorsement Scheme (ISES) – Approved Examiners

#### 1. Approved Oral Examiners

REGION	COUNTRY	EXAMINER	NOTES
<b>Europe</b>	United Kingdom	Capt. Barbara Campbell	
	United Kingdom	Capt. John Etheridge	
	Denmark	Mr Jesper Kramp Amholt	
	Norway	Capt. Marcus A. Seidl	
	Netherlands	pending	
<b>Americas</b>	USA	Capt. Walter Rybka	
	USA	Capt. Dave Wood	Chief Examiner
	Canada (W)	Capt. Tony Anderson	
<b>Australasia</b>	Australia (W)	Capt. Sarah Robinson	
	Australia (E)	Capt. Peter Cole	
	Australia (E)	Capt. John Dikkenberg	
	Australia (E)	Capt. Jeremy Colville	
	Australia (W)	Capt. Richard Grono	
	New Zealand	Capt. Paul Leppington	

# Annex VII

## International Sail Endorsement Scheme (ISES) – Experienced Candidates

- ‘Experienced Candidates’ will follow the adjacent flowchart to attain the Sail Endorsement.
- ‘New Candidates’ are to follow the flowchart provided in Annex I.
- ‘Existing Candidates’ are to follow the flowchart provided in Annex VIII.

**Note 1 – Visit:**  
<http://www.imo.org/OurWork/HumanElement/TrainingCertification/Pages/Maritime-Administrations.aspx>  
 The maritime administrations listed on this webpage will hold details of national governing bodies authorised to issue certificates of competency where this function has been delegated to them.

**Note 2 – A day of service means a period of not less than 8 hours in any 24 hour period engaged in duties pertinent to the operation of a vessel underway. A vessel underway is a vessel not made fast to the shore, at anchor or aground.**

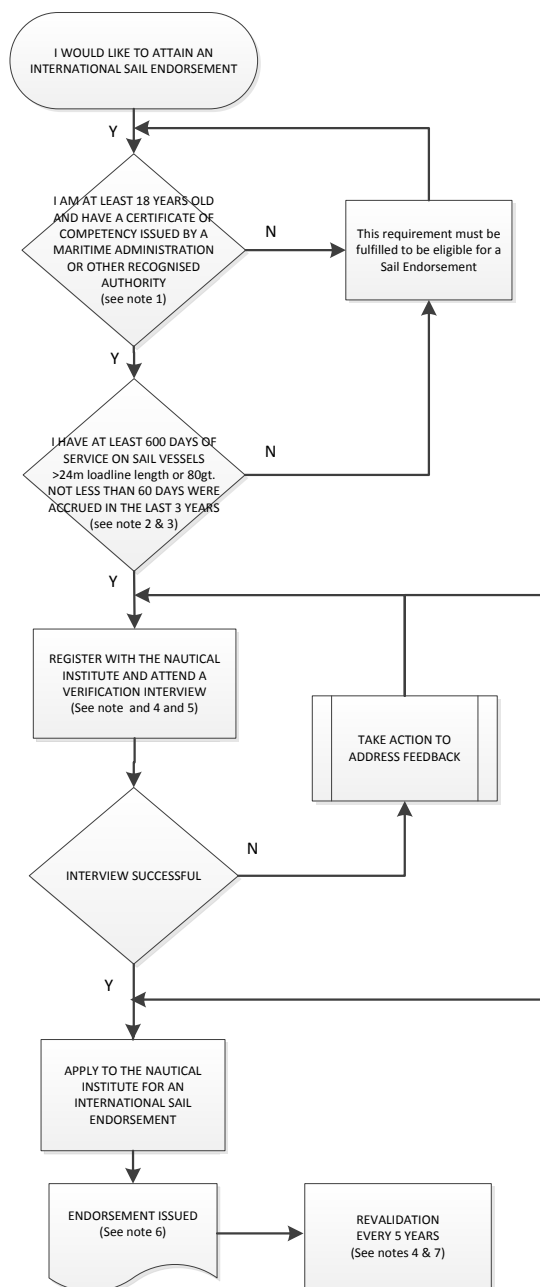
**Note 3 - Sea service accrued to obtain a certificate of competency may be counted.**

**Note 4 – A fee (or resit fee) is payable to The Nautical Institute.**

**Note 5 – This interview will be conducted face to face, in person or via web based video conferencing.**

**Note 6 – The International Sail Endorsement is appended to a certificate of competency and remains valid only for so long as the certificate of competency is valid.**

**Note 7 – The International Sail endorsement is revalidated every 5 years subject to a minimum of 60 days service (see note 2) in the deck department on sail vessels not less than 24m loadline length or 80gt. (See Annex VIII for guidance of revalidation).**





## Annex VIII

### International Sail Endorsement Scheme (ISES) – Existing Candidates and Endorsement Revalidation

- ‘Existing Candidates’ and candidates revalidating will follow the adjacent flowchart to attain the Sail Endorsement.
- ‘New Candidates’ are to follow the flowchart provided in Annex I.
- ‘Experienced Candidates’ are to follow the flowchart provided in Annex VII.

**Note 1 – Visit:**

<http://www.imo.org/OurWork/HumanElement/TrainingCertification/Pages/Maritime-Administrations.aspx>

The maritime administrations listed on this webpage will hold details of national governing bodies authorised to issue certificates of competency where this function has been delegated to them.

**Note 2 – A day of service means a period of not less than 8 hours in any 24 hour period engaged in duties pertinent to the operation of a vessel underway. A vessel underway is a vessel not made fast to the shore, at anchor or aground.**

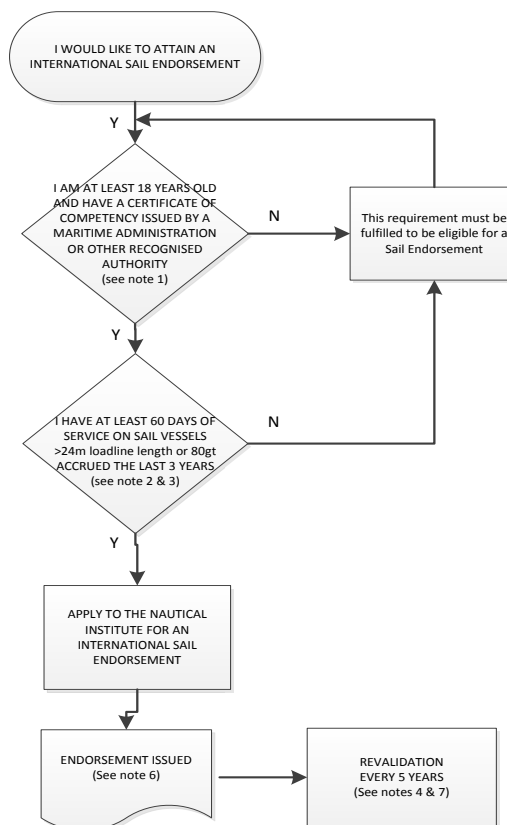
**Note 3 – Sea service accrued to obtain a certificate of competency may be counted.**

**Note 4 – A fee (or resit fee) is payable to The Nautical Institute.**

**Note 5 – This interview will be conducted face to face, in person or via web based video conferencing.**

**Note 6 – The International Sail Endorsement is appended to a certificate of competency and remains valid only for so long as the certificate of competency is valid.**

**Note 7 – The International Sail endorsement is revalidated every 5 years subject to a minimum of 60 days service (see note 2) in the deck department on sail vessels not less than 24m loadline length or 80gt. (See Annex VIII for guidance of revalidation).**



## Annex IX

### International Sail Endorsement Scheme (ISES) – Governance

