

37 Hour Advanced Navigation

COURSE DESCRIPTION

This course when combined with an approved US Coast Guard ECDIS course is designed to meet the STCW-95, competencies for the function Navigation at the Management Level, Advanced Navigation as delineated in Table A-II/2 of the STCW Code and as specified in the U. S. Coast Guard's NMC Policy Letter Number 04-02 of January 11, 2002 covering the following advanced navigation principles

- conduct navigation using modern navigation systems
- determine position and the accuracy of resultant position fix using modern navigation systems.
- determine and allow for compass errors

COURSE APPROVAL

This is a USCG approved course. The person successfully completing this course and provided that they have also completed a US Coast Guard certified ECDIS course within one year of this course, will have successfully demonstrated the STCW Function Navigation at the Management Level

(1), Plan and Conduct a Passage and Determine Position (Table A-II/2); and

(2) the following assessments reflected in the National Assessment Guidelines: M-1-4A, M-2-1A, M-2-1B, M-2-1D, M-2-1E, M-2-1F.

COURSE SCHEDULE

	Day 1	Day 2	Day 3	Day 4	Day 5
Morning	Arrival, Introduction & Course Outline	Satellite Navigation. System (GPS/DGPS) (continued)	Principles of Magnetic Compass Errors and Corrections (continued)	Navigational Software Programs (Celestial, Mercator Sailing, Great Circle Sailing)	Assessments (continued)
	Satellite Navigation System (GPS/DGPS)	Gyro Principles Errors and Corrections			
Afternoon	Satellite Navigation. System (GPS/DGPS) (continued)	Gyro Principles Errors and Corrections (continued)	System under control of Master Gyro (Adaptive Steering Systems)	Course Review	Course Critique
		Principles of Magnetic Compass Errors and Corrections		Final Examination	
				Assessments	

COURSE REQUIREMENTS

This course is principally intended for officers for certification as master and chief mate on ships of 500 gross tons or more. Trainees should have a minimum of six months watchkeeping experience as officer in charge of a navigation watch.



the best safety device on any ship is a well trained crew ...
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