

Introducing the Chartered Master Mariner

An international qualification, recognised worldwide, offers the opportunity to distinguish those at the top of their profession

Captain Peter McArthur FNI
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In many industries, chartership stands as a marque of excellence, indicating that the holder has aspired to – and reached – the highest level of their profession. Until now, this distinction has not been available to seafarers, with the Class 1 (unlimited) certificate being the highest level of formally recognised qualification available. A concerted effort by the Honourable Company of Master Mariners (HCMM), The Nautical Institute and a wide range of other industry bodies has now made the position of Chartered Master Mariner a reality. The scheme was officially launched in November on board the HCMM's headquarters, *HQS Wellington*.

'Chartership sets a new and higher goal for senior mariners by recognising individual achievement and honouring the efforts of those who have not only benefited the maritime industry, but have also improved their own professional capability and demonstrated a willingness to help others,' said Capt Flavian D'Souza FNI, Master of the HCMM, speaking at the launch.

'Consequently, Chartered Master Mariner status is a mark of peer-reviewed quality that will be instantly recognisable across all industries, not just the maritime industry. It is a gold standard that denotes exceptional capability over a wide range of disciplines, and an achievement that successful applicants may be justly proud of.'

The creation of this standard is the culmination of two years' work by members of a committee from The Honourable Company of Master Mariners and The Nautical Institute, headed by Captain Peter McArthur FNI.

The path to chartership

But what exactly is the route to chartership, and what will it entail for those who aspire to it?

Chartership will be granted by the HCMM, as it holds the Royal Charter that allows chartership status to be granted. The initial application process will be managed through The Nautical Institute, as a professional institute of international standing with a comprehensive and well-proven CPD and qualification vetting capability. All initial applications and enquiries should be made through The Nautical Institute.

The Nautical Institute will process the application through a dedicated sub-committee that has been specifically set up for the task,



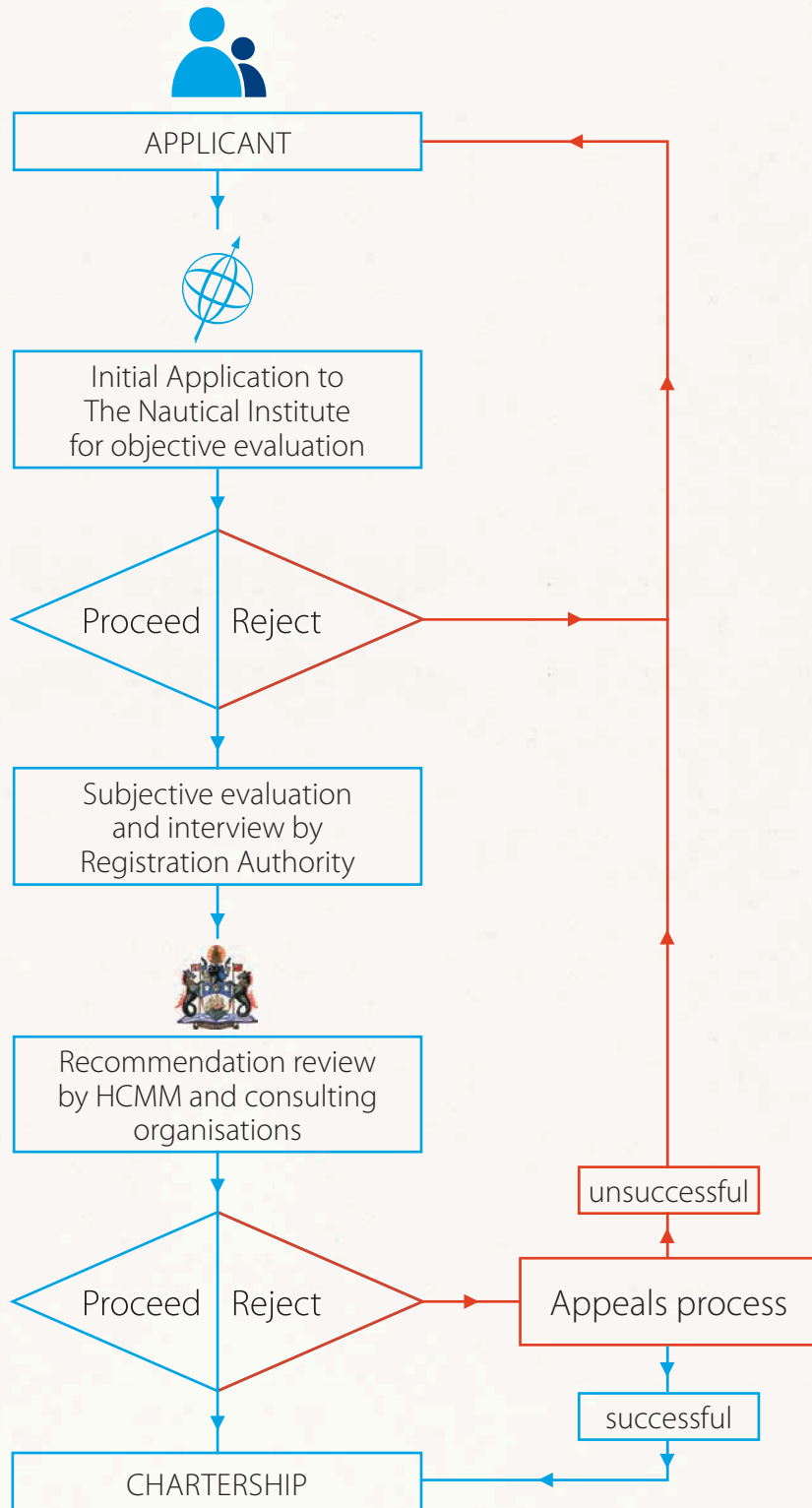
The team behind the Chartership project



Capt Flavian de Souza, speaking at the launch

CHARTERED MASTER MARINER

APPLICATION AND APPEALS PROCESS



KEY

Registration Authority consists of senior executives from maritime organisations

Consulting organisations:
 ICS
 MCA
 Trinity House
 IFSMA

and which will evaluate the application based on objective criteria. If this is satisfactory, a more in-depth assessment of skills, aptitude and industry experience is undertaken. From this, the assessors begin to get a clearer picture of an applicant's suitability. If this results in a 'proceed' recommendation, The Nautical Institute will pass the application on to the independent Registration Authority, which is made up of senior executives from major maritime organisations.

The Registration Authority will then organise a professional review interview with the applicant. Personal interviews are a vital component of any Chartership application as they allow the awarding body to assess the applicant and gain a deeper insight into them as a person. In separating the initial objective review of the application and the subjective professional review interview, the system guarantees fairness, balance and accountability at all times.

If the outcome is successful one more set of checks takes place, carried out in association with our consulting organisations, which include the International Chamber of Shipping, the Maritime and Coastguard Agency, Trinity House and the International Federation of Shipmasters' Associations. All being well, the candidate will then be granted Chartered status.

In common with all such awards, there is no automatic right to Chartership. This accolade is prestigious and must be earned – and that can only be done on the basis of individual merit. The bar has deliberately been set high, and rightly so. Nevertheless, a robust appeals process is in place, should there be any dispute. This is entirely separate from initial filtering, The Nautical Institute and the Registration Authority. Furthermore, the entire process is audited by the Institute of Marine Engineers, Science, and Technology (IMarEST, which operates its own Chartership scheme), which will act as our external assessors.

Who can apply?

Chartership is a formal recognition of a particular standard and approach. To some extent it can be seen as the culmination of

continuing professional development (CPD). Unlike in some industries, though, it will not be awarded through a series of standardised exams. Instead, the exact method of achieving it will be unique to each individual depending on their career. However, all Chartered Master Mariners will have proven their dedication to the industry and development within it, and shown levels of skill and competence above and beyond what is demanded under STCW. The status is not conditional on membership of a professional body – although such a membership may well be a point in the applicant's favour – nor is it restricted to citizens of a particular nationality.

The Registration Authority has directed that the first year should be run as a pilot scheme, with applications being by invitation, in order to establish that all the processes are in order and fit for purpose. Invitations will be issued to applicants from across the industry. Following this trial period, the application process will be opened more generally. Masters from around the globe will have the opportunity to apply for the ultimate marque of professionalism. 🇬🇧

Chartered Master Mariner status could not have developed without the work, imagination and blue-sky thinking of the Chartership Working Group, in particular Mike Robarts, Les Chapman, Geoff Cowap and Suzie Thomson – and also the wardens of the HCMM.

I need to single out our legal team – our barrister, Keith Lawrie, and also Hew Dundas. Their wisdom and experience in the specialised field of chartership has allowed us to safely navigate a course through some very treacherous waters.

Finally, I would be remiss if I let this moment pass without commending the person who first commissioned the Chartership project – the Clerk of the Company and Chief Executive, Commodore Angus Menzies.

Capt Peter McArthur FNI



The Nautical Institute CEO Philip Wake FNI OBE



Signing the agreement