

**All candidates must:**

- Be a permanent resident in the UK and be a Member of a State of the EEU.
- Hold a minimum of 4 GCSE passes at grade B or above in Maths, grade C in English and Science and one other subject.
- Be of good health and be able to pass the MCA Medical (ENG1) Test:
- <http://www.mcga.gov.uk/c4mca/mcga07-home/workingatsea/mcga-medicalcertandadvice.htm>
- Colour blindness is not accepted for either discipline and an eyesight test is carried out as part of the ENG1 medical.
- If you meet the above criteria and are interested in being considered for sponsorship please send a CV to [personnel@pgtankers.com](mailto:personnel@pgtankers.com) for an application form. Please note that we actively recruit at the start of the year for commencement of sponsorship in the following September.

**Further Information****Shipping Industry**

The shipping industry depends upon a core of highly competent and professional British seafarers who are respected worldwide for their high standards, the quality of their training, their ability and their judgment.

Ships carry 90 per cent of world trade and seaborne trade is forecast to almost double over the next 15 years. British Shipping is an industry of the future – well managed, technologically advanced and committed to respecting the environment.

**A career in the shipping industry can give you:**

- Stimulating and varied work using the latest technology
- Exciting responsibility at an early age
- Unequaled travel opportunities
- Qualifications that are recognised throughout the world
- A variety of options as you develop your career
- Excellent rewards

See Company Overview for details of Pritchard-Gordon Tankers operations and vessels

**Roles on Board Ship**

The person in charge is known as the Master or the Captain. This post requires full responsibility for the ship, the crew, the cargo, the safety of the ship and everyone on board and for navigating the ship to where it needs to go.

The person in charge of a ship's engineering and technical systems is the Chief Engineer. This post requires full responsibility for the operation and maintenance of complex electrical and mechanical plant and associated control systems.

The ship's officers have responsibility for a wide range of tasks, either in the deck or the engine department. Qualified officers may control the work of the vessels' Guyanese crew who perform a wide range of technical and non-technical jobs and have a lower level of responsibility than officers.

Life on board a ship is a 24 hour a day operation, seven days a week, 52 weeks a year. For the Deck Department, the work is typically divided into watches, which are four hours on watch, followed by eight hours off watch. At busy times this may increase to six hours on watch and six hours off watch. Watches are not generally kept by the Engineering Department: the engine room is manned during the day and port arrival/departure periods.

**Deck Department**

Deck officers are responsible for controlling the navigation of the ship, communications, cargo handling and ship's stability. Deck crew assist in the navigation of the ship and are involved in operating deck machinery, such as winches and cranes during mooring and cargo operations, and carrying out maintenance tasks.

**Engineering Department**

Engineer officers are responsible for the provision and maintenance of all technical services on board, including the propulsion and auxiliary machinery in the engine room.

Engineering crew are involved in routine maintenance, engine operation and machinery repair.

**Leave**

During the Cadetship, leave will be granted between sea trips, however these leave periods will be modest to enable maximum benefit from onboard training and to gain as much seetime as possible.