



3 Simple Yet Powerful Tips You Can Use To Get Your Ticket – Even If You Don't Know Where To Start

Getting your Officer of the Watch ticket is one of the greatest feelings you can experience as a seafarer. There is simply nothing else like it. That's because when you get your ticket, you get to enjoy better pay, incredible rotation (time for time) and the satisfaction of running a team the way you like to.

But hold on, I thought this was a report about mistakes people make getting their Yachtmaster? Well yes, and no. You see, aiming for a Yachtmaster is the first stepping stone in getting becoming qualified to drive and hold navigational watches on larger vessels, so consider the two very closely related and always think a few years ahead!

There are many obstacles you have to overcome before you can get there. Not only do you have to do your courses, complete your training record book and work away at a bridge team to give you the opportunity – but you also have to record your sea service along the way, which can be the most difficult challenge of all. All of this can leave you falling well short of the mark and stop you from ever getting qualified.

Fortunately, though, passing that oral exam and sending off your NOE doesn't have to be as challenging as you think. Far from it, in fact. Simply by implementing the right tried-and-tested techniques, you can get qualified without experiencing any of the common frustrations.

How would we know?

Because, at Sea Service, we're experts at helping driven, hard-working seafarers get their ticket in the shortest possible timeframe. Over the past years, we've helped 100's of deckhands and junior engineers finally get their first ticket without the years of lost work and trial and error most people usually have to suffer through.

We've written this short report to share some of the powerful industry secrets we've accumulated during our time in the yachting industry. The information you're about to read will help you get your ticket while making sure you avoid the confusion that comes with discovering it all yourself.

You're about to discover:

- 3 simple techniques you can use to get your ticket– even if you have no idea where to start
- How to avoid the 3 most common mistakes made by aspiring OOWs – making even 1 of these errors could cost you thousands of dollars and set you back years.
- The TRUTH about yachting and why so many ambitious junior crew never make it up the ranks.

By the time you've finished reading, you'll have all the information you need to kickstart your journey to success and get your first ticket.

Let's get started!

3 Simple Strategies To Help You Get Your Yachtmaster... And Beyond

Some days, getting your first ticket might seem like a faraway dream. But, if you implement the right strategies, you can get there far sooner than you think. We've outlined 3 simple, tried-and-tested techniques you can use to get your Yachtmaster, setting yourself up for success when it comes time to look at your Officer of the Watch ticket.

#1 Complete a Training Record Book

If you're serious about getting your OOW, one of the first things you absolutely must do is to start filling out a training record book.

Completing your training record book (TRB) is more than just a paperwork exercise. The tasks, requirements and depth of competencies that need signing off on quickly eliminate out the uninspired from the driven junior seafarers looking to get into the bridge.

A TRB is a document issued by the MCA which outlines the basic competencies a seafarer will need to achieve to be able to hold an OOW qualification. Every task in the TRB needs to be signed off by a competent person, which is someone else holding an OOW or higher CoC.

Often times, oral examiners will review a student's TRB before preparing their questions. If they find your TRB was all signed off within the space of a few months, you can almost guarantee they will turn up the heat on the questions they're going to asking of you. Start early and stay consistent with signing off tasks and it will go a long way.

Apart from the end result of allowing eligibility to apply for your certificate of competency (CoC), a TRB will do exactly what it says on the cover - train! The breadth of topics covered from basic seamanship, ship maintenance, navigation and leadership skills will set the building blocks for success in your courses.

The tasks and skills you will learn from completing a TRB and starting early, will set you years apart to your peers when you go sit your Yachtmaster examinations.

Please, for the love of all that is good, do not pay someone for an MCA TRB. You can [download it here](#) off the official MCA website. We'd recommend printing it out, getting yourself a nice binder and keeping it safe. It's going to be by your side for at least the next few years!

#2 Recording your Sea Service

As well as completing your TRB, you also need to track and record your days at sea if you're ever going to successfully apply for an Yachtmaster and then even mores an Officer of the Watch ticket.

At Sea Service, we have developed a platform to do just this. Using the app, you are able to record each day that you are onboard to the level of detail that the MCA requires. It makes recording your days at sea easy, convenient and accurate for when it comes time to filling out you sea service testimonials.

This strategy is really powerful because it can help you get your ticket in a MUCH shorter timeframe, completely eliminating the possibility of lost sea time when you switch between vessels.

To be eligible to get your **Yachtmaster**, you need to show evidence of:

- 50 days at sea, that's cruising or at anchor
- 30 night watch hours
- 3,000nm worth of passages, where 50% or more cannot be ocean crossings.

If you are aiming for an **OOW 3000**, the MCA wants you to show evidence of:

- A minimum of 36 months' (1095 days) onboard yacht service.
- Including at least 365 days seagoing service:
 - A **minimum** of 250 days' seagoing service; **and**,
 - 115 days of any combination of seagoing service, standby service and yard service (max 90 days)

That's a lot of rows in an excel spreadsheet... And even more if you will be paging back through logbooks to count them up at the end of your contract. Start recording your sea days today - use an excel sheet, your favourite diary or [download our purpose-built app](#) that will take less than 30 seconds a day to record your service record. Regardless of how you choose to keep track of it, the important bit is being able to prove the time you spent onboard all of your vessels.

The MCA usually want to see a minimum of (2) two forms of sea service evidence. This can range from sea service testimonials (SSTs) signed by the master, your discharge book or discharge certificates (if your vessel do them).

The days that are in your discharge book should serve as your starting point for the days you are claiming on a SST. From there, every day claimed needs to be identified as a 'type' of day, which contribute to the categories (standby, yard, seagoing) outlined above. For an incredibly detailed guide on recording your sea service, see our [Sea Service Guidance](#) page

Proof of these service days must be provided on signed and verified Sea Service Testimonials (SSTs). Verification is an entirely different story, so check out the [PYA](#) or [Nautilus](#) for what's required.

#3 Longevity Is The Name Of The Game

Too few deckhands do this properly when it comes to getting their Yachtmaster. Sadly, the consequences can be disastrous and prevent them from ever reaching their goals.

Often and then some more we see deckies who will spend their time hopping around vessels always trying to find a better deal. The reality of it is, pay is competitive and deckhands are a plenty, so consistently trawling through Yotspot and your four favourite Facebook groups trying to get your dream position is not going to get you anywhere.

In fact, the mindset you get from consistently looking for better elsewhere is what will stop your career before it's even started. If you are in a position where the fundamentals of the ship are right - your pay is competitive, the operation is safe and there's room to grow (over years, you cannot expect months), then it's time to put your head down and earn your stripes with the Bridge team.

This attitude and the willingness to learn is what will earn your place for mentorship and opportunities to drive, plot and chart your way to a yacht master and even an officer ticket. If there is one thing that's for certain, it's that no gets their officer ticket alone. Most young officers are a product of the time and patience that their colleagues have put aside for them while they learn. That time, is something that you can only ever earn by putting your head down and committing yourself to the long haul.

Discuss with your officers your plans and intentions. Make it clear to them that you will see yourself alongside them in the bridge in 3 years time. They might just make the time of day for you to make sure you can get it done.

The TRUTH About Yachting And Why Most Green Crew Leave After One Year

Have you ever tried to do something difficult without help? It could be something as simple as trying to move a heavy piece of furniture – like a desk – all by yourself. You probably knew in the back of your mind that it was better ask a friend or family member for help – but you became impatient and gave it a go, to see if you could do it yourself.

Sadly, shortly after trying, it became clear that you just couldn't do it. The desk was WAY too heavy. Not only did you knock over the nearby lamp, but you've now got a stabbing pain in your lower back... and the desk is still stuck right where it was.

If only you'd asked for help.

Well, the truth is the yachting is a lot like that. It can be very difficult – or even impossible – to get your first ticket without any assistance.

Of course, there is one huge difference. Getting a ticket isn't as simple as moving a piece of furniture. No, there is a LOT more to it than that. And the consequences could be far more costly than hurting your lower back or putting a scratch on the wall.

Not only could you cost yourself thousands of dollars, but you could also set yourself back years on your journey. You could end up further away from achieving your getting your ticket than you are right now.

Sadly, this is something that happens all too often to junior crew. Instead of seeking expert help, they try to go it alone and fall well short of achieving their goals.

That's why it's imperative that you ask for expert advice to achieve your goals. And in yachting, there's no one better than Sea Service. We have a combined 15+ years of experience in industry – during which time we've helped 100s of junior crew get their first ticket by getting set in the right direction.

We can help you avoid the common pitfalls, steer clear of the costly mistakes and going all the way to get your Officer of the Watch ticket in as little as 3 years! Why risk being stuck on deck when you can use our expertise and proven systems to get your ticket in no time.

Claim Your FREE 7-Day Trial And We'll Help You To Get Your Ticket

Thank you for taking the time to read this eBook – we hope you've found the information helpful and can use what you've learned to get qualified on deck.

If you're truly serious about getting your tickets, then we have excellent news. For a limited time only, we're offering a free 7 day trial with a 30% discounted annual plan!

During your 7-day free trial, you'll see the benefits of recording your sea time, setting your milestones for your next ticket and saving time all along the way using our proven system.

You'll also come to see a stack of valuable information come together as you start your journey towards getting your ticket.

There's no cost or obligation to move forwards with our service afterwards your free trial concludes if you feel like it's not for you. It's simply a free period designed educate you and provide value to you in advance. Cancel at any time.

To claim your free trial, or find out more information about this limited-time offer, all you have to do is click the link below.

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